



INTERNATIONAL  
19 Lightning Class 66  
ASSOCIATION



# INTERNATIONAL LIGHTNING CLASS ASSOCIATION



## 1966 YEAR BOOK

ROBERT W. LLOVET, *Editor*

ALEXANDER KAYE, *Assistant Editor*

LOU MADDEN, *Advertising Manager*  
2931 Indianola Ave., Columbus, Ohio 43202

HELEN LIMBAUGH, *Acting Executive Secretary*  
International Lightning Class Association  
808 High Street, Worthington, Ohio 43085

*COVER*—The spinnaker, class insignia and measurement cutout are superimposed on the bunched flags of nations having Lightning fleets. The flags, reading clockwise from the upper left corner are: Argentina, Australia, Bolivia, Greece, Canada, Chile, Columbia, Japan, Ecuador, Finland, Brazil, Italy and Peru. Grouped in the center are, from top down, Switzerland, United States, Uruguay and Union of South Africa. The original is an oil painting with cloth collage on masonite. It was painted by Arnold Nye, a Nashville, Tennessee ex-Lightning crewman, between setting the spinnaker, trimming the jib, manning the stopwatch and other assorted odd jobs.

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## DEDICATION

The sport of small boat sailing is more than a spare time hobby —an activity to amuse and entertain us. For those who are dedicated to it, striving to improve ourselves and win over others, there is always present a certain nomism to the contest. We must win — yet we are constantly aware of a subtle ethic which undoubtedly makes the effort more meaningful, more worthy of our dedication.

Conflict and the will to win are in the nature of man and nations guided by men. In these times we are constantly exposed to examples of international aggressiveness. Our Lightning Class is now indisputably international in character, and one can only wish hopefully that our kind of competition, the desire to win only if we win with integrity, may in some small way have greater ramifications than we now know.

So we dedicate this issue to the international status of our class with the hope that the Lightning fraternity will continue to grow and prosper.



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# Officers of the International Lightning Class Association

**PRESIDENT—John W. Swanson**  
162 Crosby Blvd., Eggertsville, New York

Jack is a Lightning skipper who several years ago gave up the frustrations of playing golf for the "relaxation" of sailing. He is now the most frustrated ex-golfing sailor in existence. After sailing "Three Winds" #749, with Jack Palmer for several years, Jack acquired "Sabrina" #6345. Jack Palmer has given up sailing for golf but Jack S. with wife Jean and Jerry Blake or Bob Haefner as crew are continuing the contest, chasing after Tom Allen the annual champion of the Lake Erie District and points east, west, north and south. Jack is past Commodore of Niagara Sailing Club and Lake Erie District. When Jack can find time from his sailing activities, he earns his living as a Manufacturer's Agent covering heating, ventilating and air-conditioning.



**HONORARY COMMODORE—Hamilton Gates Ford**  
Indian Point Lane, Riverside, Conn.



Ham started sailing in 1950 in a Frostbite dinghy, and in 1952 bought his family their first Lightning. The Fords have been sailing dinghies and Lightnings ever since. Since 1957 Ham has been co-owner and crew, first with Carter, his elder son, and now with Jonathan, his other son, aboard Encore II #6654, which they have sailed in many regattas from coast to coast. Ham is a member of the New York Yacht Club, and of the Riverside Yacht Club which he has served as a Governor, Treasurer and Rear Commodore. He is currently Secretary of the Riverside Race Committee.

He has been Commodore of the Western Long Island Sound District Lightning Association, and Treasurer of the Yacht Racing Association of Long Island Sound. For the I.L.C.A. he has been a Vice President, Treasurer for three years, Secretary and President, and served five years as a member of the Executive Committee prior to his election as Honorary Commodore.

**CHIEF MEASURER—Wilson R. Scott, M.D.**  
4 Pinewood, Carbondale, Illinois



Scotty purchased his first Lightning in August of 1959, No. 5228. He now sails 9066, War Path. In the interim prior to No. 5228 he became interested in Lightnings by crewing. Hobbies other than sailing are woodworking, electronics and photography. He has always enjoyed building and in 1955 built his first boat and has been sailing ever since. Organized and founded the first sailing club in Southern Illinois, then served as Commodore of the Crab Orchard Sailing Club for two years. Lightning activities consist of securing a Charter for Fleet 330, serving as Fleet Captain and Secretary; and Commodore of the Mississippi Valley

District 1964-1966. Scott was a member of the International Race Committee in 1963-1964. Filled a vacancy on the Measurement Committee in 1964 and later was elected to Assistant Measurer, and then to Chief Measurer and the Executive Committee of the I.L.C.A. in 1965. In the winter time besides thinking "Lightning," Scott sails a DN60 ice boat. In his spare time he saves lives at the Carbondale Clinic in the capacity of Cancer Specialist and Radiologist.

Scott is married and has two girls, Ann, 11 years, and Jan, 7 years of age, who with his wife are enthusiastic Lightning sailors and regatta followers.

**ASSISTANT MEASURER AND VICE PRESIDENT**  
**Jon R. Ruhlman**  
1388 Blackmore Road, Cleveland Heights, Ohio



Jon built his first sailboat as a diversion while obtaining his master's degree in aeronautical engineering in 1950, and his second while serving as an engineering project officer in the Air Force in 1952. Having developed an avid interest in sailing competition, he relinquished his other hobbies of flying and skiing and purchased his first Lightning, #6013 "Ruler I" in 1955. Since that time he has actively campaigned numbers 7320, 8520, and is now sailing "Ruler IV," #9420. Well known for the superlative spinaker work of his comely crew, Barbara and Wendy Hawn, he is rapidly developing sons Robby, 10, and Randy,

8, against the day when his shapely twosome will be spirited away. Currently Champion of Pymatuning Fleet 36, Jon was previously Fleet Champion and Captain of Northeast Fleet 207, Commodore of the Ohio-Indiana District in 1964 and 1965, and Commodore of Pymatuning Yacht Club from 1963 to 1965. In between time spent as Assistant Measurer and Chairman of the Committee on Fiberglass and Aluminum Spar Development, Jon is President of Preformed Line Products Company, internationally based manufacturer of specialized cable and conductor fittings.



## ASSISTANT MEASURER AND VICE PRESIDENT

John C. Walton

312 20th Street, Brigantine, New Jersey 08203



John was never formally introduced to sailing as he was brought up on an island a few miles north of Atlantic City where boats and sailing are a wonderful part of the environment. He started to learn to sail in Lightning #33 at the age of 8 and a few years later had his own small dinghy. In 1948 he bought his first Lightning, Starlight #1726. He raced this boat for five years and was a member of the Great Egg Harbor Fleet #99 of which he was fleet Champion on three occasions.

On entering the United States Navy in 1954 John sold Starlight only to buy her back again in 1958 after returning to civilian life. Since that time she has been completely rebuilt by him and is still thoroughly competitive.

John has served the ILCA and Penguin Class in various positions. He was Commodore of the Central Atlantic District in 1964 and District Measurer the year before. In 1963 he was the Commodore of the Brigantine Yacht Club, and served on selection committees and teams representing the South Jersey Yacht Racing Association in North American Yacht Racing Union events. He was a crew member in the II and III World's Championships of the Lightning Class and has served the class in the above capacity for over a year.

John is an Engineering graduate of Haverford College. Haverford, Pennsylvania, and lives with his wife, Barbara, and their two sons in Brigantine; that same island mentioned above. His other interests include flying, for which he holds a private license, and Squash, a game much like Handball but using a racquet.

## VICE-PRESIDENT—(International Affairs)

Kenneth L. Ireland

791 Orange Center Road, Orange, Conn.



Ken started racing Lightnings in 1957 with #3411 and the next year bought #7017. In 1958 he crewed for Ken, Jr. in the President's Cup and finished second. For the past few years, he has been sailing with his youngest boy, Johnny, first in #7366 and then in #8580. Ken has served as Fleet Captain for the Milford fleet and is Rear Commodore of the Milford Yacht Club this year. He has been Treasurer of his District for the past several years but his most interesting job to date with the Lightning class was General Chairman of the First World's Championship Regatta in Milford in 1961. This led to his position as

Transportation Manager for the Second & Third World's.

Ken also has two daughters who enjoy crewing for their brothers. He earns a living for himself and his family as President of the Ireland Heat Treating Corporation which he founded.

## VICE PRESIDENT—Stuart Anderson

130 Crowley Ave., Buffalo, N.Y. 14207



Purchased used Lightning Glockenspiel in 1949 which held together till purchase of a new Glockenspiel in 1963. Past Commodore of Niagara Sailing Club. Year Book editor 1963. Mechanic for Niagara Mohawk Power Corp.

## SECRETARY—Gerald J. Blake

207 Northwood Drive, Kenmore, N.Y. 14223



Jerry has been sailing most of his life in one kind of a boat or another. Competitive sailing started on 6 Meter and Cruising Class boats shortly after the end of WW2. He migrated to Lightnings in 1949 joining Jack Swanson and John Palmer on The Three Winds #749. After a frustrating Presidents Series in 1956, they rebuilt the old Three Winds into a modern racing machine which is still racing today with the newest. In 1961 #6345 was acquired, and their racing fortunes improved. Sabrina has raced in every North American and World Championship since then and has many trophies to her credit.

He is Past Commodore of the Niagara Sailing Club, Present Commodore of the Lake Erie District, Editor of Sails, Ales and Tales, the 1963 movie, a member of the 1965 Chief Measurers personal staff and at present is Secretary of the ILCA and a member of the 1965 movie committee.

For the past 15 years Jerry has made his living as a Sales Representative for the Hubbs and Howe Co., Inc., a fine paper merchant in Buffalo.

## VICE-PRESIDENT—Legal Affairs

Gaines Houston

42 Edgehill, Little Rock, Ark.



Gaines is an Engineer-Lawyer, limiting his practice to Labor Law. He began sailing at Port Arthur, Texas in 1932. Interested in the early development of the Lightning Class he took delivery on his first Lightning #95 at Port Arthur in 1939. He sailed on Galveston Bay (HYC) until returning to Arkansas in 1950 bringing #95 along with him. With this boat he developed interest in central Arkansas in racing Lightnings. He organized Ouachita Lightning Fleet #284 at Hot Springs, Arkansas, "in 1957 and served as its Fleet Captain until 1962." Gaines is also a past Central States District Commodore and now skippers LITTLE DEARIE II #7655, successor to the original LITTLE DEARIE #5855.

## VICE-PRESIDENT—Raimo Aromaa

OAS 2.B.13, Otaniemi, Finland



Raimo has lived practically his whole life by the sea and got his first very own sail boat at the age of thirteen, a home built centerboard boat. He got his first Lightning, #4135, which was also "homemade", in 1951, got the racing bug the next summer and has been very actively racing ever since. He received his second boat, #5544, in 1956 and won the District Championship in 1957 and 1958, placing sixth in the European Championships in 1958. Now he owns and sails his third Lightning, #7888.

Raimo was Finland District Treasurer in 1957 and has served as Secretary-Treasurer since 1958 to the present time. He serves as Captain for the Helsinki Fleet and is a member of the Small Boat Committee of the Finnish Yacht Racing Association. For two years, he served as Chairman of the junior section of his Yacht Club "Merenkavijat".

Raimo earns the bread and butter for himself and family (wife and son) and incidentally his new sails and entry fees, working at the Geological Survey of Finland. Work is very suitable for a sailor as it gives long summer holidays which can be spent in his Lightning.



**VICE-PRESIDENT—Bob Adams**  
**507 Lindley Road, Glenside, Pennsylvania**

An owner of four lightnings, and a member of three fleets, Bob has raced and promoted lightning sailing since 1949 with considerable success. With his wife Tay as crew aboard "Vagabond," #8958, during 1964 they placed in eight of ten regattas, including a fourth at San Diego and first at Quantico. In 1965, they raced in Italy.

Bob is former Commodore of Princeton University, Y.C.; former Central Atlantic District Commodore and current district Secretary.

During 1966, Bob will serve as Publicity Chairman, Secretary-Treasurer of Roselon Yarns, Incorporated, and father of Jennifer, Bonnie, and Chris.



**VICE-PRESIDENT—Jose Barreda-Moller**  
**Camana 615-502, Lima, Peru**

Jose distributes his time between his law office and his Lightning, which he has now been sailing for over ten years. He is the founder of the South American Confederation of Lightning Class Associations, which sponsors the South American Championship every year, and he is now its Permanent Secretary. He was the General Chairman of the Second World's Lightning Class Championship held in 1963 in his home waters of Chorrillos, Peru, Fleet 261.



**VICE-PRESIDENT—Canada**  
**J. R. G. Bleasby**

**33 Standish Ave., Toronto, Ont.**

Bob has been messing around with boats since his childhood in Scotland. However, interrupted by service in the Indian Army during the war, it wasn't until 1953 and when he had finally settled in Canada that he built his first Lightning #5234. He has since built #7650 and now spends much of his spare time making masts. He has been Fleet #146 Secretary and Captain, Commodore of the Lake Erie District and is a Past Director of the Canadian Yachting Association and Past Chairman of the CYA. Small Boat Committee. Such spare time as remains is spent as Ontario Manager of the British Trade Centre in Toronto.



**VICE-PRESIDENT—Stanley Brander, Jr.**  
**403 Enterprise Bldg., Tulsa 3, Okla.**

Stan started racing in Jaffrey, New Hampshire in 1942 at summer camp. He bought his first Lightning (4275) in 1959 and has owned 7402, 7832, 8373, and 9060 since. Fleet 205 based on Lake Yahola in Tulsa, Oklahoma is his home base where he put his new KAY JEE V in competition last year.

Stan has served as Commodore of the Tulsa Sailing Club and the Central States District. In 1962 he was appointed to the International Race Committee and now serves as its Chairman. He is President of Pioneer Corporation, an independent oil producing company located in Tulsa.



**VICE PRESIDENT—Charles P. Beedle**  
**2721 Greenwood Road, Miami, Florida**

Charlie started sailing seriously in 1958 in Lightnings after going through the power boat and auxiliary phases. He set a club record in Cincinnati by finishing last in every race of the season. Things were bound to improve. "Old #380" served as a good teacher and finally produced a fleet championship at Cowan Lake, Fleet 303, where Charlie served as Fleet Secretary in 1959 and Fleet Captain in 1960. However, 380 turned out to be a poor iceboat, so he gave up his activity as electrical instrument manufacturer's representative and retired to Coconut Grove, Miami, in 1961 and is now sailing #8038.



A member and past Commodore of Coconut Grove Sailing Club, he is Captain of Fleet 226 and Secretary of the Florida District. He has served three years as coordinator of the Miami Midwinter Regatta at Coral Reef Yacht Club.

As for skippering ability, the honors in the family go to his wife, Betty, who was an Adams Cup finalist in 1965.

**VICE PRESIDENT—Ross H. Bryan**  
**6412 Bresslyn Road, Nashville, Tennessee**

A member of Harbor Island Yacht Club on Old Hickory Lake, owner of Lightning 8064, and a consulting structural engineer.



**VICE-PRESIDENT—James Daniell**  
**5 Barnett Drive, Savannah, Georgia**

Jim started sailing Lightnings in 1955 for the pleasure of it with a friend of his. He graduated to racing in 1956 as a crew member on #4881, the "Fascinatin Itch". After a couple of years of this, he purchased #3515 "Yes Dear" and after a complete overhaul entered competition. He recently purchased #8977 "Yes Dear Too" and the years are not quite so fruitless but not as yet outstanding.

Jim was a member of Fleet 127 when the first Deep South was organized by a few local fleet members and has been an active participant ever since. He has served as Secretary and Captain of Fleet #127 Chairman of the SYCC Race Committee and is presently serving as Commodore of the Southeastern District.

When Jim is not sailing, he earns his living as a sales representative for the Apparatus Sales Division of Westinghouse Electric Corporation in Savannah. It is not known which he neglects but there have been suggestions from both customers and company that he install a ship to shore radio on his Lightning.

His wife, Betsy, is a non-sailor possibly due to Jim's temperament on the water. However, she is a loyal supporter of the Lightning Class and a regular member of the Savannah Yacht and Country Club's Race Committee. This apparently beats being a sailing widow.





**VICE PRESIDENT—Francis Acton Di Leporano**  
**Via Chiaia 149A Palazzo Cellamare, Naples, Italy**



Francis was born in Naples, Commander Italian Navy. Italian Honorary District Vice Commodore. Past Fleet Captain CRV Italia—Sorrento Fleet. He donated in 1950 a silver perpetual trophy in memory of his father Admiral of Fleet Alfredo Acton to be awarded to the winner of the Italian Lightning Championship Regatta.

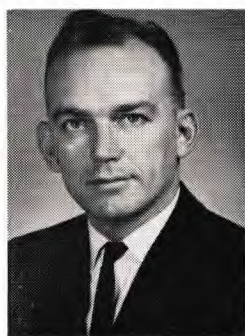
**VICE-PRESIDENT—Richard W. Holmes**  
**44-424 Kaneohe Bay Dr., Kaneohe, Hawaii**



Dick started sailing as a child in Provincetown, Mass., in a gaff rigged dory. He joined the Navy and was in the submarine service for several years after that. He was discharged in Hawaii and spent the next few years watching the newspaper ads for a boat. He bought his first Lightning, #1622 in 1959 and has been sailing it ever since. He had a shiny new one to sail in the third World's Championships in Italy. In the second World's, he crewed for Bill "Puka" Hole. Dick has served as Fleet Secretary and Captain.

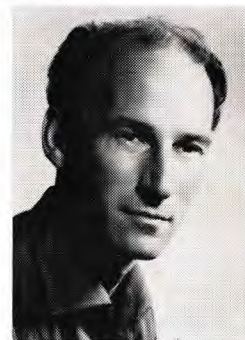
His wife, Charlotte, serves on the race committee for the Kaneohe Yacht Club. They have four children who love the water and their occasional sails when Dad isn't racing or working on the boat. When not running the race committee or racing or throwing fibre glass around, Char and Dick find time to run a music store in Kaneohe.

**VICE PRESIDENT—George V. Fisher**  
**4338 Cameron Road, Columbus, Ohio**



George bought his first Lightning in 1946 and has been sailing in the Class ever since. Seven times Ohio-Indiana District Champion, George has served as Secretary and Commodore of the District and as Commodore of the Buckeye Lake Yacht Club, Buckeye Lake, Ohio. He is a general partner in the law firm of Krumm, Schwenker and Fisher in Columbus, Ohio.

**VICE-PRESIDENT—Claude Lambelet**  
**Comba Borel 17, Neuchatel, Switzerland**



Claude started to sail on a Pirate in 1939 and bought his first Lightning "Garoupa" #5898 in 1955. In 1960 he bought his second "Garoupa" #7467. He was Captain of Fleet 169, du Lac de Neuchatel during the nine years from 1956 to date and was Swiss District Commodore during four years from 1960 to 1964.

Claude has participated in five European Lightning Class Championships and nine District Championships; won the 1960 Swiss District Championship and was second in the 1957 Championship; and was Runner-Up of the 1960 European Championships. He has been very active in International Lightning Class Affairs, translating the Bill Cox article on sailing and the I.L.C.A. Specifications in French for use by his countrymen and in introducing the new innovations in the Lightning to Europeans. He is the Treasurer of the Cercle della Voile de Neuchatel.

Claude's wife Dina and his two children also like to sail. When not out on the water he owns and manages a shipchandler business in Neuchatel.

**VICE PRESIDENT, John W. Mueller**  
**20831 Stratford Ave., Rocky River, Ohio 44116**



John has sailed since 1933 in everything from Cats to Ketches. In 1948 he purchased Lightning #1269. The first "Tickled Pink," #6493, was christened in 1956 and the Mueller Pink has been struggling for recognition ever since.

John has served as Fleet Captain and Ohio-Indiana District Commodore. He competed in the Second and Third World Lightning Championships and was Race Committee Chairman for the Cleveland Yachting Club in 1964. Is on the Committee for Advancement of One-Design racing for the Interlake Yachting Association.

The Mueller family—wife Janis, two sons, two daughters and son-in-law Dr. Bill Rudge—alternate as crew between "Tickled Pink" and "Pickled Tink" which is skippered by son Jack. Jack serves as President of Topex Company which he originated in 1961.

**VICE-PRESIDENT—Alberto Migone**  
**Aguero 1735, Buenos Aires, Argentina**



Alberto began sailing in 1943 and owned his first boat in 1950, REPUNTE #4581. Since that time he has often been Argentine Champion. He was the first South American Champion, has been Vice-Champion twice, and in 1963, sailing REPUNTE IV #8239, he won the IX South American Championship. He also placed third in the Lightning Series at the 1963 Pan American Games in Sao Paulo, Brazil and was one of Argentina's representatives in the II World Lightning Championship and III World Lightning Championship in Naples.

Alberto is now President of the Federation Argentina de Yachting and serves as Commodore of the Argentine District.



**VICE PRESIDENT—Louis A. Pocharski, D.D.S.**  
13 Adams Rd., Marblehead, Mass.



Interested in boats for over twenty-five years, Lou's Spook is his fourth Lightning. He actively campaigns Spook throughout New England during the Summer; and spends Winter Sunday afternoons frostbiting in Interclub dinghies at (and sometimes in) Marblehead harbor.

An Oral Surgeon, Lou lives overlooking the ocean racing area in Marblehead with Nancy and their two children—Mark and Susan.

Lou has been Fleet Captain, District Commodore and New England District Champion—and never misses an opportunity to talk Lightnings.

**VICE-PRESIDENT—Byron K. Harvey**  
6495 Fairway Blvd., S., St. Petersburg, Fla.



A member of the St. Petersburg Yacht Club and a Charter member of the Gulfstream Sailing Club of Ft. Lauderdale, Fla., Byron originally comes from Buffalo, N.Y. and went to school with Jack Swanson. He has served as Captain for Fleet 109, General Regatta Chairman for the last two Mid-Winter Championships, Vice-Chairman of the General Regatta Committee for SPYC. Although Byron still owns and enjoys sailing his old Lightning #777, he has largely forsaken active small boat racing for ocean racing and particularly the Southern Ocean Racing Circuit. Florida has been his home for many years and he wouldn't think of leaving. His wife is an ardent sailor and they have three daughters and a son — after seventeen years, a son! Byron is Regional Supervisor for the Michigan Mutual Liability Company.

**VICE PRESIDENT—Charles H. Schreck**  
800 W. Bay Street, East Tawas, Michigan



Charlie joined the Lightning Class in 1954 after ten years in dinghies and Star boats. He has served as Secretary and Fleet Captain of Tawas Bay Fleet 152, Secretary and Commodore of the Michigan District, General Chairman of three Michigan District Championships, General Chairman of the 1960 International Championships, General Chairman of the 1963 North American Championships, Assistant Editor of the 1964 Year Book, and Editor of the 1965 Year Book.

Charlie's wife, Joan, has been a great help in these Lightning activities, and their son Charles, Jr., will be a regular crew member for the 1966 season.

Charlie is President of the R. G. Schreck Lumber Company, a retail building supply firm in East Tawas, a Director of Peoples State Bank, and a member of the City Council.

**VICE PRESIDENT—Andrew Sinopoulos**  
11 Voukourestiou Str., Athens, Greece



Andy has been sailing Lightnings since 1952. He is a member of Fleet 286, has served as Commodore of the Greek District for the last few years, and has participated in four European Championships two of which were in Switzerland and two in Italy. In 1961, he competed in the 1st World Championship at Milford, Conn. From 1956 to 1960, he raced #6407 and since then he has acquired #7569. He was crew on #8397 winning the 1964 European Championship.

Along with his Lightning activities, he operates an Insurance Agency for the Prometheus Insurance Co.

**CHAPLAIN—Rev. Ensworth Reisner**  
7730 N. Beach Dr., Milwaukee, Wisconsin



Reverend Reisner is Pastor of The First Methodist Church of Milwaukee. The history of his association with the Lightning Class goes back many years. Of himself the Reverend says, "A number of season championships in my own fleets; the owner of 4 Lightnings, all named Holy Smoke; and the production of progeny who are able sailors—all these are my only claim to fame."

**VICE-PRESIDENT—Kenneth L. Ross**  
246 Collins St., Melbourne, Australia



In the early thirties Ken, as a twelve-year-old, started to learn the sailing art in 12 ft. Cadet Dinghys sponsored by the Royal Brighton Yacht Club in Victoria. For the next eight years he persevered, chiefly at the wet end of the various boats that followed.

After a lapse of 20 years, in 1962 he launched the second Lightning built in Australia and commenced to re-learn the craft, this time with a tiller instead of a jib lead.

He's now a member of the Blairgowrie Yacht Squadron, which is situated 56 miles south of Melbourne in a favoured part of Port Phillip Bay where many City folk have year-round holiday homes. Ken's had a lot of fun since then publicizing and organizing Lightnings "Down Under", in which field his work as an advertising and illustrative photographer has been of the greatest assistance.



## Former International Officers

YEAR	PRESIDENT	CHIEF MEASURER	SECRETARY	TREASURER	ASST. MEASURERS
1940	C. L. Nicholson	Hon. L. Stauffer Oliver	E. Gordon Cronk	E. Gordon Cronk	
1941	C. L. Nicholson	Hon. L. Stauffer Oliver	E. Gordon Cronk	E. Gordon Cronk	
1942	Hon. L. Stauffer Oliver	Mortimer E. Graham	Henry L. Schimpf	Henry L. Schimpf	
1943	Hon. L. Stauffer Oliver	A. J. Webb	Henry L. Schimpf	Henry L. Schimpf	
1944	Ted Siferd	A. J. Webb	James Trenary	James Trenary	
1945	James Trenary	John W. Orelup	Len Ladenburger	Len Ladenburger	
1946	Len Ladenburger	John W. Orelup	Edward McCain	Edward McCain	
1947	John W. Orelup	Arthur Burtscher	Edward McCain	Karl Smither	
1948	Edward McCain	Arthur Burtscher	LeRoy Amy	Henry Williams	
1949	Karl Smither	Walter E. Swindeman, Jr.	Wayne L. Brockett	W. A. Grimm	
1950	LeRoy Amy	Walter E. Swindeman, Jr.	Wayne L. Brockett	Alfred V. Amy	
1951	Walter E. Swindeman, Jr.	H. Richard Krauss	Wayne L. Brockett	Ed B. Overton	
1952	Wayne L. Brockett	H. Richard Krauss	C. B. Crittenden	Charles H. Dore III	Clifford O'Kane
1953	H. Richard Krauss	C. B. Crittenden	Len Ladenburger	Charles H. Dore III	Clifford Prados
1954	C. B. Crittenden	Clifford J. Prados	Jay Donnovan	Len Ladenburger	Ross G. Allen
1955	Clifford J. Prados	Ross G. Allen	Jay Donnovan	Burrows Morley	Robert Mann
1956	Ross G. Allen	Robert C. Mann	Burrows Morley	Allen R. Oberson	Carleton J. Allan
1957	Robert C. Mann	Carleton J. Allan	T. J. Ross, Jr.	Allen R. Oberson	H. J. Cawthra
1958	Carleton J. Allan	H. J. Cawthra	Samuel D. Knox	Thomas D. Fallon	Burrows Morley
1959	H. J. Cawthra	Burrows Morley	Thomas D. Fallon	John M. McIntosh	James G. Carson
1960	Burrows Morley	James G. Carson	John M. McIntosh	Martin O'Meara, Jr.	Herman Henschen
1961	Thomas D. Fallon	James G. Carson	Martin O'Meara, Jr.	Hamilton G. Ford	Herman Henschen
1962	John M. McIntosh	Herman Henschen	Martin O'Meara, Jr.	Hamilton G. Ford	J. Allen Bernel
1963	Martin O'Meara	Herman Henschen	J.R.G. Bleasby	Hamilton G. Ford	Howard Mullin & Ralph Powless
1964	Jay Limbaugh	Howard Mullin & John Swanson	Hamilton G. Ford	Floyd R. Arnold, DDS	John Swanson George Fisher & Wilson R. Scott, MD
1965	Hamilton G. Ford	John Swanson	Alfred Coha	Floyd R. Arnold, DDS	Wilson R. Scott, MD John G. Walton

YEAR	HON. COMMODORE	EXEC. SECY.	CHAPLAIN	VICE-PRESIDENTS
1940				John L. Koehne, Gilbert L. Wolfe
1941				John L. Koehne, Russell J. Nall
1942	C. L. Nicholson			Robert F. Hart, Jr., George R. Joslyn, Russell J. Nall
1943	E. Gordon Cronk			George R. Joslyn, Ted Siferd, James Trenary
1944	Hon. L. Stauffer Oliver			Dr. A. C. Dumke, Len Ladenburger, John W. Orelup
1945	Ted Siferd			Dwain E. Weaver
1946	James Trenary			Arthur J. Burtscher, Richard Carr
1947	Len Ladenburger	Nell Goodall		Richard Carr, Alexander Dougan, William Stubbins
1948	John W. Orelup	W. D. Hickin		Louise Wells Miller, Karl Smither, Walter G. Vogel, Frank H. Watson
1949	Edward McCain	Olive S. Cain		Carl J. Ackerman, LeRoy Amy, Park S. Hedley, Dr. W. W. Jennings
1950	Karl Smither	Olive S. Cain		Carl J. Ackerman, Russ Luchtenberg, Ed B. Overton, Magnus Pedersen
1951	LeRoy Amy	Olive S. Cain		E. F. Cotter, Russ Luchtenberg, Magnus Pedersen
1952	Walter Swindeman, Jr.	Olive S. Cain		Teddy Ackerman, Morgan Powell, Clifford J. Prados, David P. Shay
1953	Wayne L. Brockett	Margaret Teske		Ross G. Allen, John W. Campbell, Edward R. Olsen, John Robertson
1954	H. Richard Krauss	Margaret Teske		Henry Abreu, Cy Gillette, Arnold Gorman, Abe Jacobs, Pat Young, Al Webb
1955	C. B. Crittenden	Margaret Teske	Rev. Ensworth Reisner	Oscar Candiotti, Robert Crane, Cy Gillette, Abe Jacobs, W. E. Jocelyn, Oscar Weber, Cal Yaudas, Pat Young
1956	Clifford J. Prados	Margaret Teske	Rev. Ensworth Reisner	Oscar Candiotti, Dr. Eugene W. Carpenter, Mario Cavallo, Cy Gillette, Abe Jacobs, W. E. Jocelyn, Samuel D. Knox, William Pirie, Leonard C. Pratt, Eugene H. Walet III, Oscar Weber, Cal Yaudas
1957	Ross G. Allen	Margaret Teske	Rev. Ensworth Reisner	Mario Cavallo, Herman Henschen, Abe Jacobs, W. E. Jocelyn, Samuel D. Knox, John M. McIntosh, William Pirie, Arthur D. Wynne, Oscar Weber, Jose Barra-Moller
1958	Robert C. Mann	Margaret Teske	Rev. Ensworth Reisner	James G. Carson, Herman Henschen, William Hole, Abe Jacobs, Philip Joannides, J. Robert McClaran, John M. McIntosh, Jose Barra-Moller, Tim Nelson, Raimo R. Nordstrom, Cesare Ratti, Oscar Weber, S. J. C. Townsend
1959	Carleton J. Allan	Margaret Teske	Rev. John F. Steve	Alton Berg, Carl Eichenlaub, Jr., George V. Fisher, William Hole, Philip Joannides, Jose Barra-Moller, Tim Nelson, Charles Nicolet, Raimo R. Nordstrom, Cesare Ratti, John W. Swanson, S. J. C. Townsend, William E. Walker



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1961	Burrows Morley	Margaret Teske	Rev. John F. Steve	J. R. G. Bleasby, Charles Buck, William Hole, Gaines Houston, Philip Joannides, Hans Luthy, Jose Barreda-Moller, Raimo R. Nordstrom, William Pirie, Cesare Ratti, John Swanson, John M. McIntosh (Publicity), W. J. Limbaugh (International Affairs), George Fisher (Legal Affairs)
1962	Thomas D. Fallon	Margaret Teske		Dr. Floyd R. Arnold, J. R. G. Bleasby, Charles Buck, Enrico De Mori, William Hole, Gaines Houston, Philip Joannides, Hans Luthy, Alberto Migone, Jose Barreda-Moller, Raimo Nordstrom, William Pirie, John Swanson (Fiberglass Construction), W. J. Limbaugh (International Affairs), George Fisher (Legal Affairs)
1963	John McIntosh	Margaret Teske		Dr. Floyd Arnold, Alfred Cocha, Enrico de Mori, George Fisher (legal affairs), William Hole, Gaines Houston, Philip Joannides, W. J. Limbaugh (International affairs), Hans Luthy, Alberto Migone, Jose Barreda Moller, Raimo Nordstrom, John Swanson
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1965	Jay Limbaugh	Helen Limbaugh (Acting)		Bob Adams, Raimo Aromaa, Jose Barreda-Moller, J. R. G. Bleasby (International Affairs), Stanley Brander, Jr., James Daniell, Giacomo Dusmet de Smours, Byron K. Harvey, Richard W. Holmes, Gaines Houston (Legal Affairs), Kenneth L. Ireland, Claude Lambelet, Alberto Migone, Andrew Sinopoulos, Kenneth L. Ross.

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## Our Champions

### 1939—BAY HEAD YACHT CLUB BARNEGAT BAY—BAY HEAD, N. J.

*Champion*—John S. Barnes of Skaneateles, N. Y. (Fleet 1) in "Ay-Ay-Ay" No. 35.  
*Runner-Up*—John C. Hirst of Mantoloking, N. J. (Fleet 3) in "Anyhoo" No. 102.

### 1940—RIVERSIDE YACHT CLUB LONG ISLAND SOUND—RIVERSIDE, CONN.

*Champion*—John S. Barnes of Skaneateles, N. Y. (Fleet 1) in "Ay-Ay-Ay" No. 35.  
*Runner-Up*—Carl Dixon of Riverside, Conn. (Fleet 7) in "Feather", No. 242.

### 1941—SKANEATELES COUNTRY CLUB SKANEATELES, N. Y.

*Champion*—John M. Stern of Buffalo, N. Y. (Fleet 12) in "Thunderbolt", No. 680.  
*Runner-Up*—David G. Cluett of Lawrence, Long Island (Fleet 2) in "Linnett", No. 131.

### 1942—SOUTH HAVEN YACHT CLUB LAKE MICHIGAN AT SOUTH HAVEN, MICH. (FIRST SPECIAL WAR TIME REGATTA)

*Champion*—David G. Cluett of Lawrence, Long Island, N. Y. (Fleet 2) in a local boat drawn by lot.  
*Runner-Up*—Walt E. Swindeman, Jr. of Toledo, Ohio (Fleet 42) in "Yankee Doodle", No. 800.

### 1943—BAY HEAD YACHT CLUB BARNEGAT BAY—BAY HEAD, N. J. (SECOND SPECIAL WAR TIME REGATTA)

*Champion*—Karl Smither of Buffalo, N. Y. (Fleet 12) in a local boat drawn by lot.  
*Runner-Up*—John W. Orelup of Short Hills, N. J. (Fleet 3) in a local boat drawn by lot.

### 1944—BUFFALO CANOE CLUB LAKE ERIE, POINT ABINO, ONTARIO, CANADA (THIRD SPECIAL WAR TIME REGATTA)

*Champion*—Theodore Maher of Riverside, Conn. (Fleet 7) in a local boat drawn by lot.  
*Runner-Up*—Karl Smithers and Robert Crane of Buffalo, N. Y. local boat drawn by lot.

### 1945—RIVERSIDE YACHT CLUB LONG ISLAND SOUND, RIVERSIDE, CONN. (FOURTH SPECIAL WAR TIME REGATTA)

*Champion*—George R. Barnes of Skaneateles, N. Y. (Fleet No. 1) in "Westerly."  
*Runner-Up*—Karl Smither of Buffalo, N. Y. (Fleet 12) in a local boat drawn by lot.

### 1946—SKANEATELES COUNTRY CLUB SKANEATELES, N. Y.

*Champion*—Walt E. Swindeman, Jr., of Toledo, Ohio (Fleet 42) in "Yankee Doodle" No. 800.  
*Runner-Up*—Karl Smither and Robert Crane of Buffalo, N. Y. (Fleet 12) in "Thermis Twice", No. 588.

### 1947—TOLEDO YACHT CLUB TOLEDO, OHIO

*Champion*—Walt E. Swindeman, Jr., Toledo, Ohio, (Fleet 42) in "Yankee Doodle" No. 800.  
*Runner-Up*—Karl Smither and Robert Crane of Buffalo, N. Y. (Fleet 12) in "Thermis Twice" No. 588.  
*President's Trophy Winner*—Robert H. Siemer of Williamsville, N. Y. (Fleet 59) in "Salt Shaker" No. 1676.  
*President's Trophy Runner-Up*—Leo Wasserburger of Pontiac, Mich. (Fleet 54) in "Aqua Leta" No. 838.

### 1948—BUFFALO CANOE CLUB POINT ABINO, ONTARIO

*Champion*—Richard H. Bertram of Miami Beach, Florida (Fleet 130) in "Dodge-Trophy" No. 2891.  
*Runner-Up*—Walt E. Swindeman, Jr., of Toledo, Ohio (Fleet 42) in "Yankee Doodle" No. 800.  
*President's Trophy Winner*—Karl Smither and Robert Crane of Buffalo, N. Y. (Fleet 12) in "Thermis Twice" No. 588.  
*President's Trophy Runner-Up*—J. R. Ludlow Wray of Philadelphia, Pa., (Fleet 91) in "Nipper" No. 3704.

### 1949—MIAMI, COCONUT GROVE & BISCAYNE BAY YACHT CLUBS MIAMI, FLORIDA

*Champion*—Richard H. Bertram of Miami Beach, Florida (Fleet 130) in "Sue", No. 2891.  
*Runner-Up*—Bob Graf of Buffalo, New York (Fleet 12) in "Rampage", No. 467.  
*President's Trophy Winner*—Dr. Herbert Virgin, Jr. of Miami, Florida (Fleet III) in "Flame", No. 3880.  
*President's Trophy Runner-Up*—Felix Ross of Miami, Florida (Fleet 130) in "Tavana", No. 4411.

### 1950—BUFFALO CANOE CLUB POINT ABINO, ONTARIO

*Champion*—H. R. Krauss of Toledo, Ohio (Fleet 42) in "Jinks," No. 447.  
*Runner-Up*—Magnus Pedersen of Nyack, N. Y. (Fleet 75) in "Two Bits," No. 1565.  
*President's Trophy Winner*—Bill Walker of Erie, Pa. (Fleet 24) in "Caroline II," No. 4282.  
*President's Trophy Runner-Up*—Dr. Gerald Murphy of Lake Fenton, Mich. (Fleet 53) in "Double B." No. 4545.

### 1951—TOLEDO YACHT CLUB TOLEDO, OHIO

*Champion*—John Teigland of Bedford, N. J. (Fleet 91) in "Seductress" No. 4571.  
*Runner-Up*—John Robertson of Hamilton, Ontario (Fleet 118) in "Rhoda" No. 2327.  
*President's Trophy Winner*—Howard Foht of Erie, Pa. (Fleet 24) in "Zephyr" No. 1916.  
*President's Trophy Runner-Up*—Karl Smither of Buffalo, N. Y. (Fleet 12) in "Thermis Thrice" No. 3333.

### 1952—SPRAY BEACH YACHT CLUB SPRAY BEACH, N.J.

*Champion*—Robert W. Graf of Buffalo, N. Y. (Fleet 12) in Rampage No. 467  
*Runner-Up*—Eugene Walet, III, of New Orleans (Fleet No. 62) in Spirit II, No. 5082  
*President's Trophy Winner*—Thomas Allen of Buffalo, N. Y. (Fleet 12) in Atom No. 4811  
*President's Trophy Runner-Up*—Ed. Water of Little Silver (Fleet 80) in Revenger No. 4918

### 1953—BUFFALO CANOE CLUB POINT ABINO, ONTARIO

*Champion*—Hank Cawthra of Detroit, Michigan, (Fleet 51) in "Broom" No. 4924.  
*Runner-Up*—Karl Smither of Buffalo, N. Y. (Fleet 12) in "Thermis Five M's" No. 5000.  
*President's Trophy Winner*—Warren Jones of Detroit, Michigan (Fleet 51) in "WaHa" No. 2904.  
*President's Trophy Runner-Up*—Jim Carson of Philadelphia, Pa. (Fleet 34) in "Sparks" No. 5284.

### 1954—CRESCENT SAIL CLUB DETROIT, MICHIGAN

*Champion*—Tom Allen, Bainbridge, Maryland (Fleet 192) in "Atom" No. 4811  
*Runner-up*—H. R. Sindle of Little Falls, N. J. (Fleet 104) in "Flying Dutchman" No. 5570  
*President's Trophy Winner*—Pete Grainge of North Tonawanda, N.Y. (Fleet 12) in "Rampage," No. 467  
*President's Trophy Runner-up*—Clarence L. Holman, Jr. of Fenton, Michigan (Fleet No. 53) in "5050."



**1955—SOUTHERN YACHT CLUB  
NEW ORLEANS, LA.**

*Champion*—Tom Allen, Buffalo, N. Y., (Fleet 12) in "Atom" No. 4811.  
*Runner-Up*—Robert Adams, Rydal, Penn., (Fleet 3) in "Vagabond" No. 5458.  
*President's Trophy Winner*—Paul Schreck, New Orleans, La., (Fleet 62) in "Major Domo" No. 3737.  
*President's Trophy Runner-Up*—C. J. Prados, Shreveport, La. (Fleet 175) in "Dixie Doodle II" No. 5202.

**1956—BUFFALO CANOE CLUB  
POINT ABINO, ONTARIO**

*Champion*—William Cox, Darien, Conn. (Fleet 134) in "Zig-Zagger" No. 5841  
*Runner-Up*—Gene Walet, New Orleans, La. (Fleet 62) in "Spirit II" No. 5082  
*President's Trophy Winner*—Dick Karslake, Chautauqua, N. Y., (Fleet 198) in "Kitty" No. 6207  
*President's Trophy Runner-Up*—Marge Adams, Rydal, Pa. (Fleet 3) in "Whirlwind" No. 5409

**1957—MILFORD YACHT CLUB  
MILFORD, CONN.**

*Champion*—William Cox, Darien, Conn. (Fleet 134) in "Zig-Zagger" No. 5841  
*Runner-Up*—John Teigland, Jr., Lake Pine, N. J., (Fleet 26) in "Seductress II" No. 5424  
*President's Trophy Winner*—H. J. Cawthra, Grosse Pte. Farms, Mich. (Fleet 51) in "XL" No. 6066  
*President's Trophy Runner-Up*—John McIntosh, Savannah, Ga. (Fleet 127) in "Rabbit" No. 4872

**1958—LITTLE EGG HARBOR YACHT CLUB  
BEACH HAVEN, N. J.**

*Champion*—Henry Cawthra, Grosse Pointe Farms, Mich. (Fleet 51) in "XL", No. 6066.  
*Runner-Up*—William T. Uhl, Syosset, N. Y. (Fleet 141) in "Spark II", No. 6981.  
*President's Trophy Winner*—Tim Nelson, Kitchener, Ont., (Fleet 118) in "Justus", No. 3654.  
*President's Trophy Runner-Up*—Kenneth Ireland, Nichols, Conn., (Fleet 238) in "Ambergris II", No. 7017.

**1959—CRESCENT SAIL CLUB, DETROIT, MICHIGAN**

*Champion*—Herman Nickels, Fenton, Mich. (Fleet 53) in No. 7207.  
*Runner-Up*—Thomas Allen, Buffalo, N. Y. (Fleet 12) in "Atom" No. 4811.  
*President's Trophy Winner*—Carter Ford, Riverside, Conn. (Fleet 7) in "Encore II", No. 6654.  
*President's Trophy Runner-Up*—Jack Swanson, Buffalo, N. Y. (Fleet 59) in "Three Winds", No. 749.

**1960—TAWAS BAY YACHT CLUB  
EAST TAWAS, MICHIGAN**

*Champion*—Carl Eichenlaub, San Diego, Calif. (Fleet #194) in BULL, No. 7420  
*Runner-Up*—Henry Cawthra, Grosse Pointe Farms, Mich. (Fleet #51) in XL, No. 6066  
*President's Cup Winner*—Jay Doty, Chicago, Ill. (Fleet #5) in MISS TRUDY No. 7275  
*President's Cup Runner-Up*—Dr. John Gentry, Skaneateles, N. Y. (Fleet #1) in SUSITNA, No. 6600  
*Governor's Cup Winner*—Charles Maltbie, Youngstown, O. (Fleet #36) in HOT CANARY, No. 6033  
*Governor's Cup Runner-Up*—Bob Birmingham, Pittsburgh, Pa. (Fleet #198) in CLYTIE, No. 7611

**1961—MISSION BAY YACHT CLUB  
SAN DIEGO, CALIFORNIA**

*Champion*—Thomas Allen III, Buffalo, N. Y. (Fleet 12) in Atom II, No. 7811.  
*Runner-Up*—Robert Crane, Darien, Conn. (Fleet 134) in No. 8021.  
*President's Cup Winner*—Wendell Harter, Manhattan Beach, Cal. (Fleet 102) in Paddlin Madylon II, No. 7869.  
*President's Cup Runner-Up*—David Storrs, Oyster Bay, N. Y. (Fleet 89) in No. 6348.

**1st WORLD CHAMPIONSHIP REGATTA (1961)**

*Champion*—Thomas Allen III, Buffalo, N. Y. (Fleet 12) in No. 7811.  
*Runner-Up*—Jorge Salas-Chavez, Buenos Aires, Argentina (Fleet 206) in No. 7721.

**1962—BUFFALO CANOE CLUB  
POINT ABINO, ONTARIO**

*Champion*—Thomas Allen III, Buffalo, N. Y. (Fleet 12) in Atom II, No. 7811.  
*Runner-Up*—Carl Eichenlaub, Jr., San Diego, Calif. (Fleet 194) in Bull II, No. 8390.  
*President's Cup Winner*—Carter Ford, Riverside, Conn. (Fleet 7) in Encore II, No. 6654.  
*President's Cup Runner-Up*—David Chanoux, Trumbull, Conn. (Fleet 6) in Tattle Tale, No. 7914.  
*Governor's Cup Winner*—James Coggan, Kalamazoo, Mich. (Fleet 137) in Psyched Out, No. 7911.  
*Governor's Cup Runner-Up*—J. R. G. Bleasby, Toronto, Ont., (Fleet 146) in Serendipity, No. 7650.

**1963—TAWAS BAY YACHT CLUB  
EAST TAWAS, MICHIGAN**

*Champion*—Carl Eichenlaub, Jr., San Diego, Calif. (Fleet 194), in Bull II, No. 8390  
*Runner-Up*—William Campbell, St. Joseph, Mich. (Fleet 113), in Zamboanga, No. 7979  
*President's Cup Winner*—Steve Bachman, Southport, Conn., (Fleet 153), in Havoc, No. 8710  
*President's Cup Runner-Up*—Howard Mullin, Saddle River, N.J., (Fleet 75), in Tackless, No. 7511  
*Governor's Cup Winner*—David Chanoux, Trumbull, Conn., (Fleet 6), in Tattle Tale, No. 7914  
*Governor's Cup Runner-Up*—Warren Gross, San Diego, Calif. (Fleet 114), in Blixten, No. 7833

**2nd WORLD CHAMPIONSHIP REGATTA (1963)**

*Champion*—Thomas Allen III, Buffalo, N.Y. (Fleet 12), in Atom II, No. 7811  
*Runner-Up*—Robert Seidelmann, Westmont, N.J. (Fleet 26), in Farouk, No. 8513

**1964—MISSION BAY YACHT CLUB  
SAN DIEGO, CALIFORNIA**

*Champion*—Bob Seidelmann, Moorestown, N. J. (Fleet 26), in Obesus No. 8959.  
*Runner-Up*—Dave Peterson, Old Saybrook, Conn. (Fleet 6), in Hyper Tension No. 9110.  
*President's Cup Winner*—Leo Wasserberger, Pontiac, Mich. (Fleet 54), in Ptyghur II No. 8744.  
*President's Cup Runner-Up*—R. C. Benner, Palos Verdes Estates, California (Fleet 102), in Follomi II No. 8021.  
*Governor's Cup Winner*—Al Berg, Northbrook, Illinois (Fleet 5) in Istar No. 7370.  
*Governor's Cup Runner-Up*—Arnold Schwartz, Lincroft, N. J. (Fleet 70) in Ethel Baby No. 8830.

**1965—BAY HEAD YACHT CLUB  
BAY HEAD, NEW JERSEY**

*Champion*—Thomas Allen III, Buffalo, New York (Fleet 12) in Atom, No. 9738.  
*Runner-Up*—Louis Pocharski Jr., Marblehead, Mass. (Fleet 189) in Spook, No. 9399.  
*President's Cup Winner*—Carl M. Eichenlaub Jr., San Diego, Calif. (Fleet 194) in Bull III, No. 9669.  
*President's Cup Runner-Up*—Charles H. Maltbie, Youngstown, Ohio (Fleet 36) in Hot Canary III, No. 8330.  
*Governor's Cup Winner*—Don Clark, Kent, Washington (Fleet 132) in Magic, No. 9401.  
*Governor's Cup Runner-Up*—Robert B. Polhemus, Noroton, Conn. (Fleet 13) in Bald Eagle, No. 8915.







# Why THE LIGHTNING?

By Cully Cobb

To a man, of course, we partisans must answer, "Why on earth not the Lightning?" Isn't it the world's finest sailboat with the biggest, most prosperous class organization and the most sterling corinthians among its members? Sure, but let's forego the sales pitch for a moment and see what an objective look at ourself reveals.

The class is now twenty-six years old and some of us recall that it has been under attack by competing classes for every one of these years. Not just by the owners and sailors in other classes but by commercial classes and their builder-advocates who have hammered away in the advertising pages of the yachting journals for all these years with almost no published rebuttal. Yet the Lightning has gone on making steady progress. How can anything be so great? Lets look at the positives and the negatives.

The boat was designed by the unquestioned genius of our generation, Olin Stephens, with no special goal except to provide an all-purpose racing knockabout blending comfort, speed, ease of construction for the amateur, economy, and a size large enough to give the feel of a small yacht, not too big for easy trailering. This is what the boat was in 1939 and, after decades of furious debate, friendships made and broken over issues major and infinitesimal, this is what it is today. It is not the fastest small boat or the cheapest. But is there even now a better? Is there another boat of its size, displacement, and sail area that can beat it? Is there even a boat near its size sporting such things as a deck, seats, floorboards that can? Look at the challengers and you will find boats that scoop water when they heel, boats that have slippery slanted wet bottoms and no elevated floorboards, boats without seats, boats with no skeg which weave and wallow under tow, boats so lightly built that they come apart after a season or two of hard use, boats which quickly turn turtle, or worse yet, sink when they capsize. Or in the other direction you will find boats that are stiff and safe but painfully sluggish or poorly balanced and insensitive.

It was indeed a good design. By intent, and yet somewhat fortuitously to judge from the reported misgivings at Sparkman and Stephens when they realized the success of their brainchild after it had been turned over, no strings, to the class organization.

The boat is a normal sailer with no bad characteristics. It has perfect balance, an easy entry, and a clean run. It does not drag the transom if an extra passenger or two come aboard. It does not submarine before the wind or broach in a gibe. It rounds up in a puff, carries its sails in a blow, yet slips along easily in a calm. Your hand is not glued to the tiller for fear of an instant luff. It is rigged and operated much the same as larger boats and is widely known as a crew trainer. But there is more to the boat than its sailing characteristics. Its size and stability tend to bring more and more people into the class.

Success in racing is not confined to the very young, very strong, very heavy or to the very rich. Being nobody's monopoly, the Lightning has always been popular among the keenest of the boat-builders and sailmakers. These are the so-called professionals who in fact differ from the rest of us only in being blythe spirits who refuse to take up an occupation but try to make a living from their hobby! They are sharp, charming, tough on the race course, quick with a helping hand and slow to protest! You cannot beat them often but what a thrill when you do! A class without them must be dull indeed. The presence of these plus an ever growing pride of maneating amateurs has made the racing marvelously competitive. Among our contenders are established champions from most of the other classes. That they come or return to the Lightning wars proves their love of fair racing. No doubt there are still other class champions too timorous to switch! There have been some whose expertise, so apparent in lesser classes, left them in midfleet in the Lightnings. This can wound the tender ego and sometimes lead to carping and nit-picking.

What does the future hold for the Lightning? Are we about to be out-designed or out-dated? Should we switch from this most catholic yacht to a more olympian perhaps? It is well to recall that racing machines and specialized craft are nothing new. Of note was the smashing success of the ancient International Decked Canoe in the recent trials for a new Olympic monotype over the best and most radical of the newest super-dinghies. The Lightning never has been all things to all men. But is there anything in view to suggest it will not continue to mean more things to more men, women, boys, girls, and the occasional ship's cat or dog?





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"Superior" Sailing on Thunder Bay

Home of the

*1966 Canadian Open*

July 23 - 24 - 25

YOUR HOSTS

**Temple Reef Sailing Club Fleet No. 279**

Port Arthur and Port William



# THE THIRD WORLD CHAMPIONSHIP

## NAPLES, ITALY

September 9th thru 19th, 1965

by Jerry Blake, Secretary ILCA



*National flags of many champions fly proudly during Opening Ceremonies of the Third I.L.C.A. World Championship.*

## INTRODUCTION

by Mario Cavallo  
Secretary, Italian District

The idea to hold at Naples the greatest Class Championship has ripened for a long time as can be noted in the 1961 Yearbook article, "Lightning Sailors at Naples."

The preparatory work began after the correspondence of July 5th, 1963 from the Class President, Martin O'Meara.

From the first moment the District has had the help of friends and persons who had a primary importance in the organization and fine success of the Champion-

ships. Most of these persons have remained unknown due to the fact that there was a vast amount of correspondence exchanged with the Class, various Districts and Fleets, and that there were so many issues handled which made it impossible to establish who and how many took part in the organization. Each has had his or her important part, while my correspondence with the Class has unjustly given the publicity to my name. My signature was nothing more than the support of their indefatigable work, which they completed during their off-duty hours. We express our thankfulness to these persons as well as to all members of various committees who are well-known to those who took part in the two Championships, to the Italian Navy whose support assured us of perfection in every detail, to the Command of the armed forces who have collaborated, to the tourist organizations, to the Comitato Olimpico Italiano, to the Federazione Italiana della



*Vela, to the sporting organizations, to the Yacht Clubs which gave their valuable support and made possible the success of the two sporting events.*

*We have received letters from many competitors in the last few weeks expressing their thanks for our Championships; letters are unexpected but a well-accepted prize for our painstaking work. We are particularly happy for having participated in this sporting manifestation because it represents a means for a better friendship and brotherhood among peoples of different continents.*

For Tom Allen the Third World Championship began on the trip home from the Second World Championship in Lima where he had just successfully defended his title. As Tom Fallon put it, "people do those things best that they think about the most." This is the best description of Tom Allen I know. Since his entry into the boat building business, it can now be said that his first thoughts when arising in the morning and his last before going to bed are how to build his boats better and how to sail them faster. Forgetting that he has probably been endowed by the good Lord with a sixth sense (sailing), his greatest love, after his wonderful family, is the sport of sailing.

The 1965 World Championship Regatta in Naples became a real challenge to Tom as he had watched many new and old sailors improve so much during the last two years that he knew that just sailing would not be enough. He was handicapped by the press of business which severely cut into his racing schedule, depriving him of that timing and touch that comes from constant practice that is so necessary to successful Lightning racers.

With his work cut out for him, he left Rome a day ahead of most of the competitors whose desire to see the sights of Rome overcame their desire to win. Tom's boat was one that had been finished just in time to race in the Districts (where only three out of five had been raced) and then placed on the "Executor" for shipment to Naples. This in Tom's mind was hardly enough time to place a boat in condition to race in a World Championship, so on to Naples since there would be time after the races to see the sights.

Putting a boat together many thousands of miles from home is not quite like going to the Districts. There are many problems to solve. The first comes when the cover comes off the boat after its trip in the hold of a freighter; one can only hold his breath. When Tom opened Atom II up, there was a short period of muttering (Tom never swears like the rest of us mortals) as he looked at a broken skeg. Good planning and a little resin, and Atom was as good as new. Shortly after, Atom was ready for its measurement check and launching. Being a champion sometimes has its drawbacks. A willing dispenser of information, Tom became involved with the problems that came in the form of: "Hey, Tom, what can I do about this broken fitting?" Like many other builders and sail-makers he turned his locker over to the sailors to find the part they wanted. In some cases it meant going for a sailboat ride to look at a sail that a competitor was worried about only to return to find someone waiting with another problem. He was not alone with these problems; Marcy Lippincott, Bruce Goldsmith, Tony Barone, and the boys from C.I.M.A. did a tremendous job of turning sad faces into beaming smiles in sometimes a magical way.

It seemed to most that the gods were against them when they got up on Saturday morning, for this was the day the hosts were taking everyone to the Isle of Capri,

as sunny Naples was indeed dreary. The happy hearts of our sailors prevailed, and everyone returned excited that they had seen Capri, even if it had to be in the rain.

At Sunday morning breakfast the racers wondered what they had done to deserve such miserable weather for it was dark, drizzling and very still. The skippers' meeting was conducted by the Race Chairman Egisto Picchi and was translated into three languages. He introduced the various heads of other committees and spelled out in very clear terms what was expected of every one and how they would run the races. An attempt to run the two practice races was thwarted by the continuing rain and lack of wind. Those who went out to race returned wet and unhappy knowing that without the practice races they would start the first race the next day without any knowledge of local conditions.

Most of the contestants had accommodations on the bay and were awakened by the bright sunlight early Monday morning. Things were looking up. After a quick continental breakfast of rolls, jam, and coffee, they were off to the Club which was a five minute walk. As the time to leave approached, concern mounted over the lack of wind. All rigged their boats and cast off preparing for a long paddle out to the course, wherever that was. At the end of the Yacht Club wall there was a surprise for there was a group of Italian Navy longboats waiting, as they were to do each day, to tow the boats out to the race course. It turned out to be a good distance out into the Bay of Naples, and the Navy tows were welcomed.

As we approached the course, we were passed by three 110' Navy Minesweepers which were to be our Committee and Stake boats. Because of the great shipping activity in Naples Bay, we took various things along to wash the boats down once we were far enough out. These ranged from gasoline to the familiar cleansers that we found on the shelves of Italian stores. Every day was precisely the same: leave the dock at ten-thirty, tow out and watch the column of Minesweepers steam past, clean the boat and then speculate about when the wind would arrive. For the first time in many a regatta the Race Committee found all the boats out at the starting line ready and eager to go but without wind. We felt at home thinking they would never get this one off on time, but we were wrong for at eleven-thirty the wind started to blow and by twelve it was strong enough to sail. The starting gun went off at exactly high noon, much to every ones amazement. Monday proved to be a prelude to the days to follow.

The starting line was set by a radio equipped longboat and was set exactly the same way each day with the port end favored. It took most of the sailors several days to figure out why this was done, and typical of most, they still debate the exact reason.

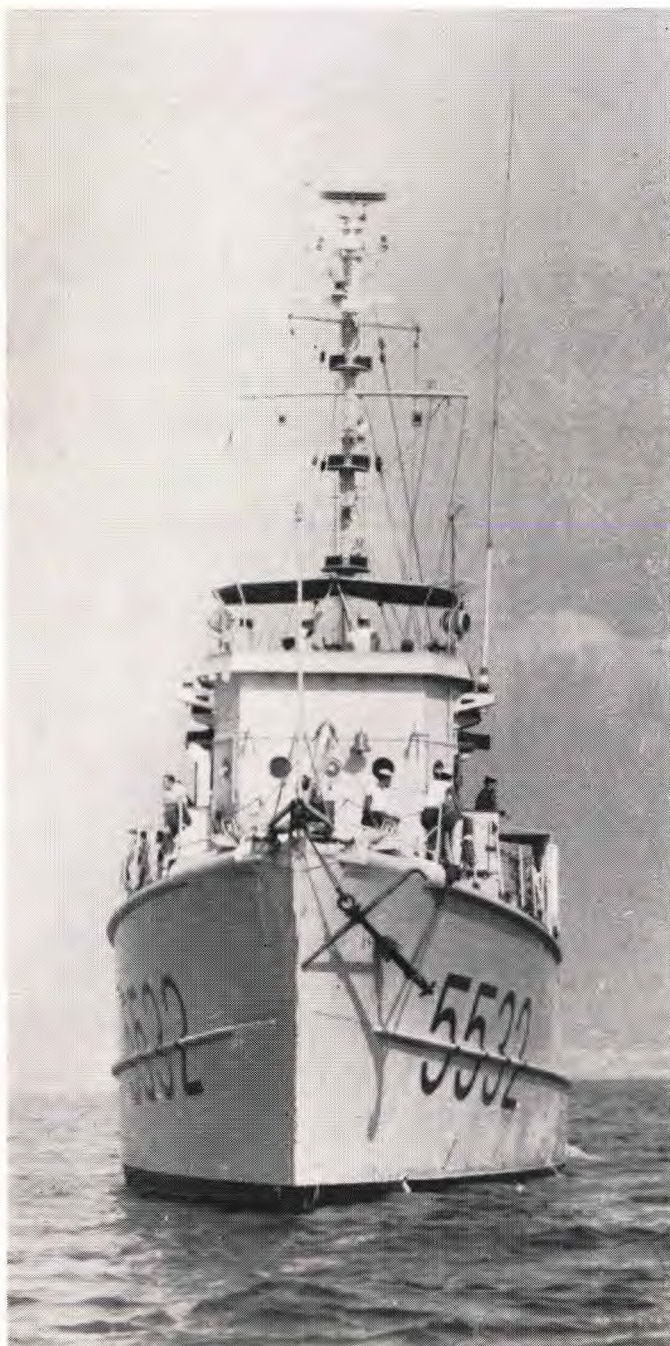
The wind at the start was about 8 mph out of the SW with a slightly choppy sea. This race was no different from others; part of the fleet went up the shore side, another part went to the outside of the course, and the rest went up the middle. Those who went up the middle seemed to do better, and at the first mark it was Tom Allen, Marcy Lippincott, Bob Adams with the rest of the fleet close at hand. As the weather was pretty much the same each day, it took much of the race for the fleet to stretch out.

Setting of the marks was done by radio from the Committee boat who used an assortment of electronic gear, radar and range finding equipment. This located



the marks precisely in the correct place at the time of the five minute gun.

The second leg was an easy spinnaker reach, and the third a tight one. The leaders held their places and began the second weather leg under much the same conditions as the first time around only the wind was picking up a little. They held their place until the last spinnaker reach when the wind had picked up to about 12 mph and it made this reach hard to hold. Lippincott sagged off and lost one boat. Raffee moved into the first five. Also the last weather leg proved a little trickier than the others and tacking on the shifts became a must. It was the downfall for several of the early leaders, and at the finish line it was Tom Allen followed by George Andreadis, Bob Adams, Jack Swanson and Dave Peterson.



*The world's most formidable Race Committee Ship.*

The first breakdown of the regatta came on the tight spinnaker reach, the cause being a thin wall spreader. Jorge Salas Chaves was sailing his new Argentinian boat for the first time when it happened. Good planning and a little help produced a new mast, and by Tuesday morning they were ready to race. This is one of those times when a throw-out race really comes in handy.

The sail back to the club was the first time since we had arrived in Naples, that we were able to appreciate the marvelous scenery. On a clear day you could see Ishia to the west, Capri to the south, Sorrento and Vusuvio to the east and Naples to the north. This was all seen across the vast blue Mediterranean waters. At the Club we were met by an Italian sailor distributing the complete race results. It was very pleasant to arrive back at the club early enough to do some sightseeing. After a quick lunch the sailors quickly scattered to the local points of interest.

The second race day was much the same as the first, and noon found the boats at the starting line waiting for the wind. The wind on Tuesday was a bit late in arriving, and the starting gun did not go off until 12:30. The starting line was led at the port end again, and most of the boats were there when the gun went off. Throughout the series there were few recalled boats, but when there were, they used an interesting system. When each boat registered, it was assigned a recall number according to numerical boat numbers from 1 to 43. If you were over, the Committee boat sounded its horn once for each boat that was over, and you looked for your recall number either on the Committee boat or on the Stake boat at the port end of the line. The numbers were painted on signs three feet square and easily visible.

The first weather leg saw most of the boats go up the middle again, and some up the shore side. The shore side was slightly better and at the first mark Martin Gleich was first followed by Alan Raffee and Mike Grinnell. The reaches were tight, and the positions held the same. The second weather leg was shifty and at the mark Raffee moved to first followed by Guido Tulli of Italy, Grinnell, and Jack Swanson. The reaches were the same although it was noted that Tom Allen was moving up through the fleet. The last weather leg saw positions change many times. John Mueller and Jack Swanson went out into the bay with Mueller going the farthest. It payed off with a first for him. He was followed over the finish line by Raffee, Tom Allen, Tulli and Swanson. After two races the leaders were: Allen 84, Swanson 79, Raffee 78, Grinnell 75 and Adams 73.

An interesting sidelight to the second race was Rafael Obregon's wonderful recovery after breaking his rudder pintle. Rafael was right up there with the leaders when his lower rudder pintle broke, and like most Lightning sailors he did not give up. His crew jury-rigged a temporary one, and they went on to finish 27th.

It seemed impossible that we could have three days exactly the same, but breakfast on Wednesday morning saw Naples sunny and bright. The prelude to the race was the same as the rest with the possible exception that sailors were finding it more and more important to have a clean boat when the gun went off.

For the second time in three days of racing the race got off on time at 12:00. The wind was out of the SW at 8 mph. As in the first two races, the race committee favored the port end, and it seemed to some that maybe the race committee was trying to make a point. If they were, it didn't go over because most of the boats were





*Duca Giovanni Del Balzodi Caprigliano, President of Circolo Canottiere Napoli Y.C., looks over the display of impressive trophies.*



*Banquet buffet table at the Regatta Ball.*



*I.L.C.A. President Jack Swanson congratulates the World Champions.*



*Jean Swanson presenting the second place trophy to "Runner-Up" Allen Raffec.*





*Competition begins as spectators watch anxiously. Every boat is a Champion.*



*The leeward end was favored at the start of the sixth race. Left to right: Obregon (Columbia), Adams (U.S.), Di Segni (Italy), Migone (Argentina) and Pesce (Italy).*



*Yacht basin at the Circolo Canottiere Napoli Y.C. The Italian Navy sailing section headquarters in the background.*



*Running the line before start of the third race. Left to right: Sandrini (Switzerland), Rose (Australia), Swartz (U.S.), Peterson (U.S.), Adams (U.S.) and Andreadis (Greece.)*



still trying to make that port end work. However, the Italians and the boys from San Diego were at the committee boat and went off on a port tack as soon as the gun was fired. Some thought they held this to the lay line and wondered why Tulli kept going, overstanding the mark by a wide margin. At the mark there was no question that he had been right, and that there must have been some mysterious force that would not allow them to make the mark. This was never solved, and many theories were presented as the racers debated the point. Tulli was followed around by Raffee, Lippincott, Migone and Fallon. The spinnaker reaches were tight and most held their positions. The lessons were beginning to take hold as the fleet moved on the weather leg with those going out in the bay losing and those going down the shore side doing better and better. As the races went on more and more joined the group that had been going down the shore side. At the weather mark, positions changed a little with Raffee dropping out of the first five, and Merola moving up to fifth. Lippincott and Fallon caught up to Tulli on the first spinnaker leg, but he held both off. On the next one Fallon passed Lippincott, and Raffee moved back up to fifth. The last weather leg saw a tacking duel between Tulli and Fallon and was broken off when Fallon split off on starboard out into the bay. The rest of the fleet stayed on the port tack well past the lay line. Tulli crossed the finish line first followed by Migone, Lippincott, Merola, Raffee and Fallon. However, Tulli had been over the line at the start and in returning fouled two boats. He was disqualified making Migone the winner. Standings after three races: Allen 122, Raffee 118, Lippincott 114, and Swanson and Grinnell tied with 107 points each.

Thursday dawned the same as the last three days—unbelievably beautiful with clear skies, a calm Mediterranean sea and a view that is without peer. It seemed that in this bustling city the only thing that was the same was our morning schedule. The wind was a little late and the race did not start until 12:30, but everything else was the same. The start with its port end favored saw more boats at the wrong end, and most of them held the port tack well past the lay line. Fallon who port tacked the committee end of the line hit the mark first. He was followed by some new faces: Jorge Salas Chaves of Argentina, Raffee, Merola, and Ilkka Lilja of Finland. The second leg was dead downwind, the third very tight. Gleich moved into fifth. The second weather leg was about the same although the wind had gone around a little to the south, and the fleet was closing up. The leaders remained the same until the downwind leg when Chaves passed Fallon only to lose it back at the jibe mark. Chaves jibed his spinnaker while Fallon took his down. Chaves was unable to hold the mark and sagged off losing Fallon and Raffee. The last weather leg had the leaders tacking; each was trying to gain the advantage, but the positions held, and Fallon stayed in front followed by Raffee, Salas Chaves, Merola and Gleich. After four races the standings were: Raffee 158, Allen 157, Swanson 145, Peterson 142 and Lippincott 140.

When we looked outside on Friday morning we remembered the previous one, and it was hard to believe that we were still in the same city. Again, it was a bright sunny day, and conditions looked like they were going to be the same.

The wind arrived a little late out of the SW at 10 mph. Everyone was ready, and they all had this starting line doped out. This time they were going to start at the right

end of the line just like those fellows from San Diego, Italy, and of course Fallon. Fallon decided to confuse the issue and port tacked the favored end (port end) just to show the boys it could be done. It didn't work out quite that way since Gleich went off the committee boat end on a port tack and reached the mark first. He was followed by Lippincott, Migone, Allen and our favorite port tacker, Fallon. Gleich held on to first, but Migone dropped Lippincott and Allen on the spinnaker reaches. Going up the second weather leg, the long port tack held, and Allen picked up Lippincott, and Swanson picked up Fallon. Migone and Swanson switched places back and forth on the reaches with Migone holding his fourth place. As Fallon put it, "The last weather leg separated the men from the boys." The port tack had become the wrong place to go. The early boats around who recognized the shift were halfway down the port tack when they tacked out into the bay to the lay line. Some of those who rounded later saw it and tacked immediately with John Mueller and Dave Peterson making out very well. They finished 4th and 5th respectively. Allen won, Gleich second, Lippincott 3rd and Raffee 10th. The standings after 5 races were handed to us as we came ashore and they had everyone figuring and fretting. They showed Allen with 200 points, Raffee 192, Lippincott and Peterson tied with 181 and Swanson with 180.

The only thing different about Saturday was that it was a little hazy, otherwise, it was the same as the last five days. One thing that was different was the tension. This was the race that would make or break the sailors. The big question was what will Allen do to hold Raffee? They were separated by 8 points after five races. Throwing their worst race out and counting their best four, it would be Allen 160 and Raffee 158. This made it anybody's regatta.

Pre-race conditions remained the same; only the sailors were different. This was evidenced by tense faces and the furious actions of trying to ready boats for this final test. The wind was a little late again, but it was in time for a 12:30 start. By the time the starting gun went off it was blowing in from the SW at 10 mph. Allen and Raffee were over the line—the word went through the fleet, and heads turned to see what the two top boats would do. It was all over, however, for Raffee and there was nobody close enough to Allen to challenge his first five races. There was still a race for the other places and a new one for second place now that Raffee had to restart.

Bob Adams tacked out into the bay on the shifts as did Mueller and Limbaugh and they were followed around the first mark by Lilja and Olsen. There was no change in positions until the second beat when Obregon and Migone worked up to 4th and 5th. Limbaugh dropped to 5th on the second leg and on the third Peterson took over 5th. The last weather leg was a real thriller with those in contention rolling the dice and trying to improve. This was the last chance; Swanson and Lippincott tacked out covering each other and trying for second and third places. Swanson was having problems holding Lippincott and did not know that he had jammed a 4 ft. piece of cane in his centerboard trunk. As they came up to the finish line on a port tack, they had overstood the line. Swanson was still leading. The two boats that he needed to beat Lippincott were coming up on a starboard. He gambled and headed straight for the flag, tacked clear of the starboarders, missed hitting the mark by a whisker, and was out of the race. Bob Adams won the race followed by Mueller, Obregon, Migone and Peterson.



It was all over. Allen won the regatta and Raffee saved his second place with his fine finishes in the earlier races. Peterson took third, Lippincott fourth and Mueller fifth.

Crossing the finish line signaled an all out effort to get to the hoist as fast as you could. This turned out to be unnecessary for the efficiency of the Italian navy was tremendous. By five o'clock all were out, and most were packed up ready to relax and talk the series over. Now all that was left was the regatta banquet.

We were not disappointed Sunday for it was every bit as beautiful as the week we had just spent racing and there was plenty to do: visiting the local points of interest, packing, planning or just relaxing. The formal flag ceremonies were rather sad for it marked the end of our stay at the Circolo Canottieri Napoli Yacht Club and a farewell to our wonderful hosts. That evening spirits brightened with the festivities at the regatta ball. It was a truly elegant affair with our Italian friends living up to their word, "a real formal ball." It was interesting to find that the important part, the presentations of awards, came first and then the celebration. A memorable evening followed; one that all will remember. It included a cocktail party, a sumptuous buffet and a dance in the pavilion by the yacht basin. It was very hard to leave but most of the groups were departing the next day for the last part of their trip: touring Europe.

No story about this regatta could be written without a tribute to the many people, class members and others, who worked so hard and long to make the Third World Championship a success. We expect the people of the class to put in a lot of hard work and in Naples their work was equalled by a large group of non-members. It is to them also that we extend a special thanks and "Arrivederci."

## LOOK DEEP AT FIBERGLASS LIGHTNINGS



Beauty may be only skin deep, but strength—particularly in fiberglass laminates, depends on a great deal more than just a shiny outer surface. What's hidden inside that glossy hull and deck is important—specifically the interior or "core" of the laminate. This is the part which contributes to stiffness and flotation and enables good, stiff, minimum weight Lightnings to be built. You can't see it, but it makes the difference between a wise investment that will last indefinitely and a rather expensive failure which may slow down with age and lose value quickly.

Ask about the core structure of the fiberglass Lightning you're interested in. Then compare its properties with those of the proven Syncore® laminate which makes up the Mobjack Lightning. Syncore laminates have been used in sailboat construction by Mobjack for more than a decade now, and the first boat built this way (in the 17' Mobjack class) is still light and lively—still winning races, without any noticeable deterioration. Our Lightnings have all been built this way—since early 1963—and every one is still going strong, as they should be. The Syncore laminates, made exclusively by Mobjack have been widely imitated, but never equalled. Just how we do it, and exactly what ingredients are in the material are our secret, although some of the parts are common knowledge. Syncore is not a foamed plastic, like Styrofoam or polyurethane foams. It cannot absorb and hold moisture like Balsa and polyurethane foams will. It has impact and compression strengths which far exceed those of even the high density foams. Even more important, it is extremely stable, and will not change its properties with age or extremes of temperatures, like many of the foams, so you don't wind up after a couple of years with an unfair bottom which kills speed.

We're so sure of our laminates that we'll unconditionally guarantee them against failures of the laminates and weight pickup due to moisture absorption. Have other builders had the wealth of experience in successful fiberglass laminates to be able to stand behind their products this way?

Our boats constantly win, too. Considering the small number of Syncore Lightnings out (about 100 during the 1964-65 season) our racing record is outstanding. It includes three District Championships, Atlantic Coast Championships and many wins in some of the most important class regattas. (Write for our current racing record).

Other fiberglass boats are now being built which can win—just the same as ours. How well will they do after a few seasons?

Incidentally, our new 1966 Lightnings have some improved ideas and fittings over previous boats. They are now available with your choice of either varnished mahogany or Teak trim, and significant improvements have been made to interior finishes. Fully adjustable jib fairleads, drum operated vang and jib downhaul, adjustable hiking straps, aft led topping lift, and other desired equipment is standard on our racing Lightning.

Write for Our Illustrated Brochure and Price List.

### NEWPORT BOATS

(Formerly Mobjack Mfg. Corp.)  
Subsidiary of Browning Arms Company

WARE NECK  
GLOUCESTER, VIRGINIA  
703-0X3-1981

## COVERS for LIGHTNINGS

### COCKPIT COVER \$25.00

A cover of proven design. Carefully hand made of heavy top quality water repellent, mildew resistant Army Duck sewed with Dacron thread. These quality features are standard! Removable rear panel—strong zipper closes front—bolt rope around edges—mast collar—double thickness at all stress points—boom tip cover—solid brass grommets.

### FULL DECK COVER \$50.00

Fits over boom, fastens or ties under rub rail with draw cord, snaps, grommets all furnished. Removable rear panel, boom tip cover and zipper closed front.

### COVER for FULL DECK and SIDES \$85.00

Fits over boom, draw cord under chines, rear panel opens, boom tip cover furnished.

### FITTED TRAILING COVERS \$60.00

Two styles, both cover deck and sides with draw cord in bottom. "A" straight trailing, no openings on top. "B" used with mast up or down mast collar with draw cord and special flaps close openings.

### BOTTOM COVER \$40.00

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# 1965 I.L.C.A. WORLD CHAMPIONSHIP

No.	Boat Name	SKIPPER AND CREW	Race 1		Race 2		Race 3		Race 4		Race 5		Race 6		Pts. Best 5 Races	Final Over-all Place
			Pos.	Pts.	Pos.	Tot. Pts.	Pos.	Tot. Pts.	Pos.	Tot. Pts.	Pos.	Tot. Pts.	Pos.	Tot. Pts.		
US 6345	SABRINA	John W. Swanson G. J. Blake - R. G. Haefner	4	40	5	79	16	107	6	145	9	180	DSQ		180	7
US 6898	VOO DOO	Oliver Filippi E. Sinanian - X.X.	27	17	25	36	21	59	24	79	23	100	7	137	120	24
PU 7334		Jose Barreda Moller W. Schinkel - R. Vansprangh	30	14	40	18	28	34	25	53	21	76	25	95	91	28
C 7453	GITANA	Rafael Obregon A. Paccini - M. Forero	22	22	15	51	14	81	11	114	14	144	3	185	163	14
Z 7467	GAROUA	Claude Lambelet J. M. Fischer - T. Griess	37	7	41	10	31	23	38	29	27	46	37	53	50	37
KC 7650	SERENDIPITY	J. R. G. Bleasby E. S. Plummer - B. Bleasby	17	27	13	68	9	93	10	127	19	152	18	178	153	16
Z 7804	JOY	Rudolf Herzog H. Haldimann - K. Weber	33	11	37	18	36	26	37	33	38	39	33	50	44	41
EC 7811	ATOM	Lorenzo Tous H. Feraud - F. Dubke	32	12	36	20	27	37	28	53	37	60	22	82	75	31
KA 7838	WILLEROO	John L. Walter K. Simes - B. Graham	29	15	39	20	40	24	34	34	32	46	40	50	46	39
L 7890	VENLA	Esko Lindstrom I. Halva - H. Makinen	41	3	31	16	24	36	39	41	DSQ	41	32	53	53	36
L 7983	NINA	Iikka Lilja A. Partanen - M. Nurminen	28	16	34	26	26	44	13	75	29	90	27	107	97	26
KA 8071	NOOK	Kenneth L. Ross A. B. Thomas - X.X.	40	4	42	6	37	13	42	15	DSQ	15	35	24	24	43
I 8138	PROTEO	Gaetano Pesce C. Postiglione - A. Molfini	DSQ	0	28	16	13	47	29	62	DNS	62	26	80	80	30
PU 8140	OLE	Federico Garcia Ramos E. Vasquez - S. Brugo	36	8	33	19	39	24	40	28	28	44	39	49	45	40
L 8210	OSKARI	Penti Puupera R. Puupera - K. Sjoberg	35	9	38	13	33	26	36	34	31	47	38	53	47	38
US 8390	BULL II	Thomas D. Fallon T. Baroni - T. Mc Laughlin	24	20	17	47	5	86	1	129	13	160	6	198	178	8
GR 8397	ALBATROS II	Stelios Bonas A. Bonas - M. Pantelis	9	35	19	60	20	84	7	121	16	149	29	164	149	17
A 8411	REPUNTE V	Alberto Migone B. Belada - C. O. Keller	14	30	21	53	1	96	14	126	6	154	4	204	181	6
I 8492	VINCENZINA III	Catello Russo A. Condoleo - G. Di Stefano	20	24	29	39	7	76	12	108	26	126	12	158	143	19
US 8529	SHAZAM	Alan Raffee D. Conner - C. Mc Laughlin	8	36	2	78	4	118	4	158	10	192	20	216	192	2
Z 8623	JAJABERO	Jack Beck R. Pia - E. Guyer	31	13	30	27	32	29	32	51	34	61	34	71	61	33
US 8627	THUNDERBIRD	Michael Grinnell C. Grinnell - H. Swift	7	37	6	75	12	107	23	128	15	157	9	192	171	10
US 8745	FISH	Martin L. Gleich R. Stockett - K. Karnes	26	18	8	54	11	87	5	126	2	168	24	188	170	11
US 8830	ETHEL BABY	Arnold Schwartz G. Francis - D. Devlin	18	26	18	52	30	66	21	89	12	121	14	151	137	22
US 9000	THERMIS IX	Karl Smither R. K. Smither - C. C. Obersheimer II	15	29	9	64	15	93	17	120	7	157	10	191	164	13
US 9110	HYPERTENSION	David M. Peterson M. J. O'Meara - J. W. Healy	5	39	11	72	10	106	8	142	5	181	5	220	187	3
I 9296	SURF	Augusto Masciocchi M. Civita - C. Masciocchi	25	19	7	56	DSQ	56	31	69	33	80	21	103	103	25
US 9310	LITTLE SISTER	Charles G. Obersheimer R. Ross - I. Hickson	10	34	26	62	18	78	20	102	8	138	23	159	141	20
I 9322	KALIMERO	Guido Tulli G. Fagnano - G. Palomba	19	25	4	65	DSQ	65	DNS	65	DNS	65	DNS	65	65	32
I 9347	TURBINE III	Luigi M. Merola B. Mazza - S. De Rosa	11	33	23	54	3	95	3	136	22	158	13	189	168	12
US 9375	TICKLED PINK	John W. Mueller J. Mueller - P. Auer	16	28	1	71	19	96	15	125	4	165	2	207	182	5
US 9411	ATOM II	Thomas G. Allen III A. Allen - B. Goldsmith	1	43	3	84	6	122	9	157	1	200	16	228	200	1
L 9441	LOKKA	Paavo Manninen M. Tuominen - J. Pietarinen	34	10	32	22	35	31	26	49	35	58	36	56	58	34
GR 9447	CRINIS II	George G. Andreadis A. Anninos - S. Psarrakis	2	42	16	70	23	91	16	119	29	138	19	163	144	18
Z 9479	TEMPEST	Hans Sandrini H. Zollinger - K. Heinrich	35	6	35	15	38	21	41	24	36	32	41	35	32	42
I 9502	CAPELLE	Francesco Maddalena F. Lupi - F. P. Russo	21	23	27	40	25	59	30	73	DNS	73	31	86	86	29
US 9522	PA-DA-LIN	Bud Olsen L. Wasserberger - M. Hafer	13	31	22	53	DSQ	53	19	78	17	105	11	138	138	21
US 9622	XTABAY II	Richard B. Holmes P. Merrill - M. Carpenter	39	5	43	6	34	16	35	25	30	39	28	55	54	35
A 9643	MORSA	Jorge A. Salas Chaves C. M. Cassano - P. Ferrero	DNF	0	14	30	8	66	2	108	20	132	17	159	159	15
US 9701	MORTS	Jay Limbaugh H. Limbaugh - E. Fischer, Jr.	12	32	24	52	22	74	27	91	18	117	8	153	136	23
US 8958	VAGABOND	Robert Adams T. Adams - A. Nelson	3	41	12	73	17	100	22	122	11	155	1	198	176	9
US 9704	HOLLY	A. Marcy Lippincott J. Carson - J. Walton	6	38	10	72	2	114	18	140	3	181	15	210	184	4
I 9037	STRALE III	M. DiSegni S. DiSegni - R. Fiamma	23	21	20	45	29	60	33	71	24	91	30	105	94	27

A—Argentina; KA—Australia; KC—Canada; C—Colombia; EC—Ecuador; L—Finland; GR—Greece; I—Italy; PU—Peru; US—United States; Z—Switzerland.



# Impressions of Naples From One Australian Viewpoint

By Kenneth Ross

... the way those US boats disappeared over the horizon whenever they fired a starting gun!—strewth!

\* \* \*

The beautiful fibreglass boat so kindly lent to us by C.I.M.A. of Rome really felt fast in the very little practice we had before the racing, but when the Lightning champions pulled in their sails and really "set to" we were treated to an astonishing exhibition of sailing by experts.

\* \* \*

The scene on Flag-raising Day. With a hot afternoon, crowds of happy people from all over the world and the band playing each country's national anthem as the flags of all of the competitors were slowly raised to the masthead. How proud was our small band of Australians to see for the first time ever at a Lightning World's Championship our own Southern Cross in that colorful line-up.

\* \* \*

To meet Mario O. Cavallo (O. is for Organization) and all the voluntary staff who managed the Regatta so capably. They've had a lot of practice in Napoli in the conduct of World class regattas because it is one of the most favored places in the world for yachting.

\* \* \*

The Italian Navy's conduct of each day's event left nothing to be desired. The laying of courses by radar in that light and changeable wind was masterly ... the morning scene of strings of Lightnings behind motor whalers being towed out to the place of action, the place of execution for some, was all of it something to remember.

\* \* \*

The starts! Forty-three boats milling about dangerously and everybody trying to work out the "favored end" and suspiciously watching the top contenders to see what they were doing. I don't think there ever was a "better" end. Every starting line, buoyed a few moments before the prep gun, was, as far as I could work out, perfectly set across the wind direction at exactly ninety degrees. Another hand for the Navy.

And then the GUN!! Within seconds all boats were on the wind and silence and concentration reigned supreme. The gall of getting a good start with clear air and as the first minutes ticked by seeing so many of those other boats clearing our bow!

\* \* \*

That Tom Allen—how DOES he do it? They should strike a special commemorative medal for him. Not because he wins Championships, but because with all his success he remains one of the quietest, easy-to-know, helpful and generally nice guys that one would meet in a day's march. They ought to make him an Ambassador or something and send him to some world trouble-spot. He would certainly win friends and win over enemies.

\* \* \*

The trip to Capri! It does rain in Napoli and this was the day. Everybody had a tremendous time though and we didn't miss a thing, including the visit to the famous Blue Grotto. Never will I forget seeing President Jack (Si, Si!) Swanson lying on his back in the bottom of the little dory, laughing fit to burst, with the Italian boatman

falling on top of him as they shot through the tiny hole in the cliff face into the Grotto.

\* \* \*

Vesuvius of course. We walked up and so did numbers of others. It's a long way, especially after a hard day's sailing, but quite unforgettable. Standing on the narrow edge of the mighty crater, sulphurous smoke drifting out of many vents on the one hand, while on the other the orange sun sinking over the distant city.

\* \* \*

The drive to Pompeii, city of ancient tragedy and then on to Amalfi and Sorrento around what must be one of the most beautiful coast-lines in the world ... those hundreds of sharp, sharp curves around the steep cliffs, with vineyards clinging to every possible yard of fertile soil. Peasant cottages, millionaire's castles and every shade between perched somewhere betwixt sea and sky in the most improbable places.

\* \* \*

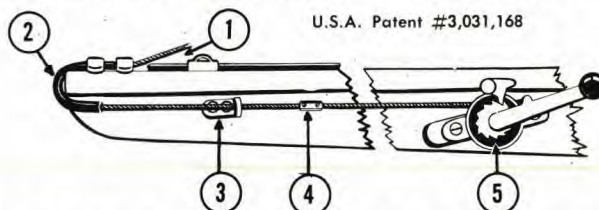
Lunch on a delightful restaurant balcony overlooking this Mediterranean magic to the music of a group of strolling players. The bass was provided by the father of the group dressed in a pseudo-gypsy outfit and who made his music by blurting into a large stoneware vase, occasionally on key, even less on the beat.

\* \* \*

"You like to buy a nice watch? Very chee-ep! ... Real gold! Hey, Mister, you wanta buy nice cameo? Look, verra nice! Oh Sir, Sir, look at thees." How did they instantly know we were English-speaking?

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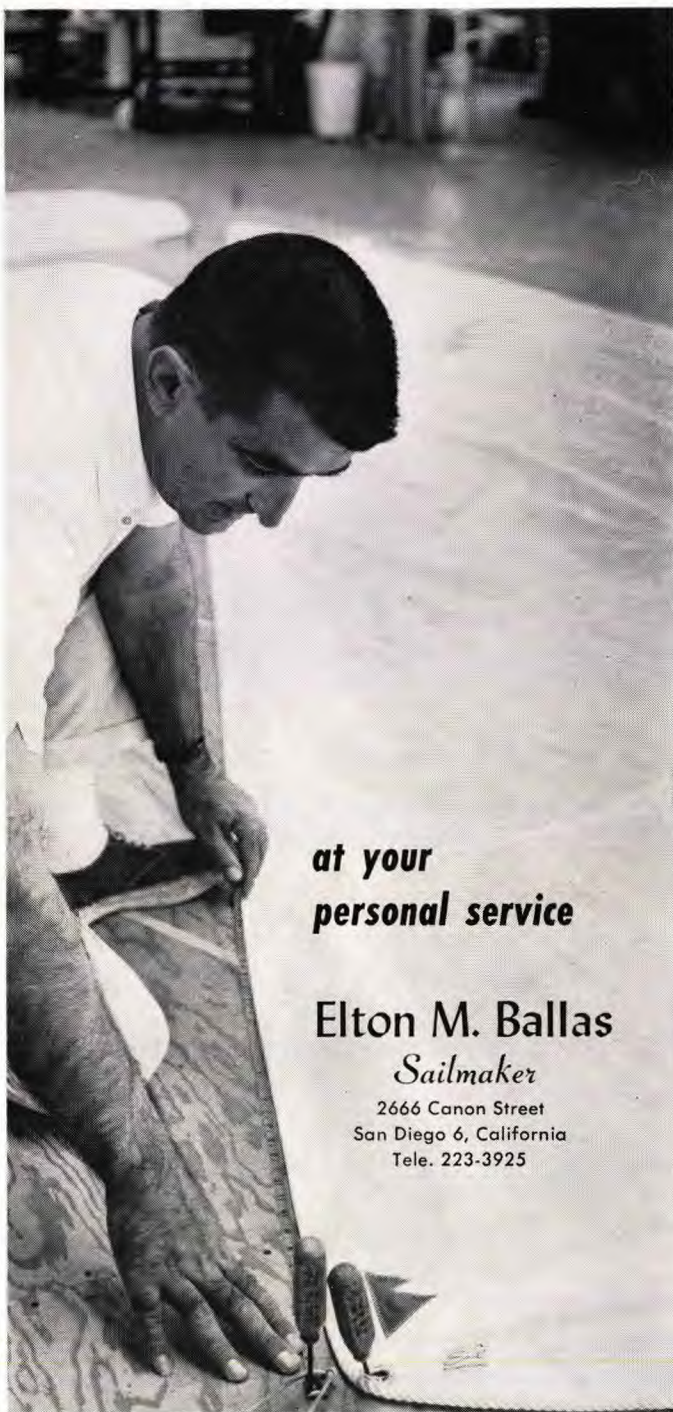
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Mario arranged the moon for his visitors. Every night, it seemed, the Bay of Naples was floodlit from above and with the soft, warm air, fragments of Neapolitan songs floating across the water from the many quay-side restaurants. It was just as the tourist folders describe it. One night at dinner under the stars there was a magnificent display of fireworks put on by the military from several barges in the bay. As a counter attraction, to me, one of the chefs was making real Neapolitan pizzas, one at a time, in a huge baker's oven to the customer's order.

\* \* \*

One of the best things about the whole Regatta was the chance to meet again with some of the wonderfully kind folk that we had earlier met on our long journey through the U.S. These ILCA people extended the most genuine friendship and warm hospitality wherever we went, to an embarrassing degree. But that would really need another whole yearbook to describe the pleasure and the fun we had and the happy memories we will always retain.

\* \* \*

The finishes! Now the least said about those the better. We did have a lot of fun though down at our end. Every boat was trying all the time and if you dared to yawn, scratch yourself, or look at the scenery for a moment, you'd lost another couple of places.

\* \* \*

Ah well . . . it seems that there is a very great deal to this International caper: sails, boat, crew, skill and something else again which is ineffectually called "touch" or "sense." We learned a very great deal, we saw much, we heard a lot of talk and we listened to a barrel of advice, freely given, none of which seemed to do us much good measured on the yardstick of result. But tomorrow is another day and there will no doubt be other, smarter entrants from our side of the globe who will have the privilege and the very great pleasure of competing in other World's.

\* \* \*

As our Alitalia Caravelle circled up from Naples Airport past brooding Vesuvius we said a sad farewell to La Bella Napoli . . . God bless and thank you!

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# Salt Water and Sunburn

By Esko Lindstrom

The decision by ILCA to hold the 1965 World Championship Races in Europe was greeted with enthusiasm by the Finnish Lightning sailors. We thought that these events would provide a unique opportunity for us to meet the top sailors of the class, to sail with them and to see and to touch their boats.

Our thoughts began to be busy about the trip to Naples. As the European Championship Races were to be held immediately before the World's, the minimum time to be spent in Naples was three weeks. Therefore most of us had to fly in order to save time travelling and the alternative of trailing boats fell out. However, we were lucky, as the Finnish Steamship Company and the Finnlines Ltd. promised to carry our boats to Naples and back free of charge.

ILCA allowed us to send four boats to the World's. I think that we made a mistake when we held the qualification races so late as in July. The representatives should have been nominated earlier, some months or preferably already a year beforehand.

The summer of 1965 was cool and rainy in Finland. Therefore it was no wonder that our team was in high spirit when we stepped onto the sunny and hot airfield of Naples on the 30th of August. Everybody had in mind to have a good time of three weeks on the waves of the Golfo di Napoli.

The circumstances in Naples were very different to us. The hot weather put us to sweat and the sun soon played a trick on our backs. But anyhow as the days went on we seemed to be the keenest sunbathers sailing even in the rain in swimming trousers. The early sunset and the quick change from daylight to darkness were surprising in the first days. The big City of Naples itself with lively traffic, crowds of people, strange food and many other things was exciting. Before the trip we could not guess the big language barrier which exists between the North and the South of Europe. None of us could speak Italian or French, which language was spoken by many Italians in Naples. A common bridge, however, was found in German and in English, and of course in fingers. With the help of the hospitality by the hosts and the hostesses we soon got along and enjoyed our stay in the Circolo Canottieri and in the Sezione Velica Marina Militare at the Molosiglio harbour. We had a particularly nice time in and around the swimming pool relaxing after the day's race and having a bottle of Birra Nazionale. The yacht clubs were an exciting world during those three weeks. We did not become homesick. We had company of so many interesting people from different parts of the world, and funny, they happened all to be Lightning sailors or their friends. We used our cameras storing a lot of memories on the celluloid.

The cocktail parties held to the honour of the participants were excellent. All the Neapolitan Yacht Clubs were hosts in turn and also great parties were held in the Villa Comunale and in the Ammiragliato. The last mentioned party was certainly the top with many buffets in the terrace garden. The price presentation and the dancing party afterwards in the Posillipo Yacht Club were out-

standing. A similar dancing party in the beginning of the regatta may have helped quite a lot in personal relations. Beside sailing, boat measuring and boat maintenance we had time to make acquaintance with the City of Naples and its surroundings. Famous places as Pompei, Vesuvio, Capri and Sorrento were visited. Sorry, we had no time to see the other famous island, Ischia, but were partly compensated by drinking of good wine of Ischia. We stated often that only being a Lightning sailor we had an opportunity to see so much. An ordinary tourist could see a lot but not a glimpse of that life we could enjoy during the regatta.

When our boats were laying side by side with the top Greek, Italian and Swiss boats, and later with boats from North and South America, we became aware that our boats were handicapped in many aspects and it was also undisputable that we need new sails. Therefore we were gladly surprised that our boats moved so well in spite of these handicaps. We think that the failures in tactics, in handling of spinnaker and in equipment dropped our positions in the final results.



*Esko Lindstrom.*



The races will certainly be well reported in other pages of the Year Book. I may however add here some sentences. The start is always an exciting and thrilling moment of the boat race. Like this were the World Championship starts to us, we had not earlier sailed in big regattas. The importance of a good start and of good sailing during the following next minutes were evident also in these races. The boats were like a flock of birds taking wing. It is to wonder that in a few minutes the first boats had sailed hundred percent longer way, that is the distance between the first and the last boats could be measured in hundreds of metres. Gradually the speeds of the boats became more even but those who had lost the start had an extremely difficult time to catch up with the leaders. It could also be noticed that the positions of the first boats did not vary very much after the first leg.

The wind was steady in all the races, gaining in strength towards the end of the race, and there were not very many good or poor chances due to shifting wind. However it can be mentioned that on the two first weather legs the area near the Posillipo seemed to be somewhat favoured and the majority of the boats tried to tack on port as soon as possible in order to reach that area. On the last weather leg the same route seemed to be disadvantageous as the rather high committee boat stirred

the wind near the finishing line. Therefore in the last races many skippers approached the finishing line on the port tack taking the risk of meeting boats sailing on the starboard tack just before crossing of the line. This port tack choice of the route paid well for many boats.

The spinnaker reaches on the equilateral course in the rather light and steady wind were somewhat monotonous and did not offer many possibilities to different tactics. However on the reaches, a jibe had to be done and position changes happened as the capability of handling spinnaker varied considerably between the boats. As I could notice, new boats ran faster with spinnaker. Anyhow the boats with the spinnakers were a colourful spectacle.

The races were very well conducted and carried through. Splendid to have assistance from the Italian Navy. Where else can we have minesweepers as stake boats?

In spite of the modest positions in the final results we felt that we had not played only a supernumerary's role but lived the thrill of the competition. We owe many thanks to our Italian friends for the two well organized regattas, excellent hospitality and friendship. The third World Championship Regatta corresponded to our expectations and we believe that it has strengthened the Lightning Class in the four European countries.

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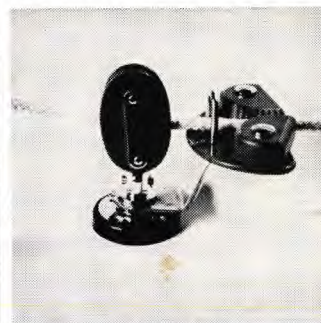
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# Two Americans In Naples

By Mary Lou and Wilson Scott

Once you have had the opportunity to attend a large European Regatta of a scope comparable with the World International Lightning Class Regatta, you have unfortunately been exposed to ideas and situations in such a way that things will never be the same again. You will henceforth be pointed at, whispered about and frankly avoided. Regatta planning committees and race committees will do their best to avoid you. Your only comfort and solace will be other misfits like yourself. Why?

You will suggest, "let's have the Navy help set the marks and provide the patrol boats." "Navy!" they will say. "Yes, like in Naples." Three 250 foot mine sweepers that went out each day of the races and with the aid of electronic distance measuring devices placed the marks within 6 inches of the exact location. They triangulated their positions on fixed points on shore and on one another so that the 60-60-60 equilateral course was perfect. I had the privilege of being on one of these mine-sweepers during one of the races. I dined with the Captain on the bridge, was served delicious wine with an appetizing lunch while the race progressed to other parts of the race course. The Committee boat radioed the final finishing of the boats back to the Marina di Milatare and when the contestants arrived at their berth, an assigned Navy seaman handed them a mimeographed list of the race results and helped the skipper and crew put their boat away for the night.

I am sure you know what would be said, if I told you I had dropped my wristwatch overboard at the dock. Tough luck! Not so at Naples. I watched them call a skin diver and saw him go down in the harbor at the location where the watch was lost. He came up with it, and we were all amazed.

The most inspiring thing at the World Championship Regatta occurred as these boats were being unwrapped from their skids, masts stepped, booms positioned, main sheets led through blocks, and jib sheets through their fair leads. These sailors are from all over the world yet we have a very common denominator namely the "Lightning." It was truly awe inspiring to realize that language made no difference. That we were all here to sail to win in a Carthinian manner in a World Championship in our Lightning sloop that we and they sail at our home fleets. Your authors had never attended a World's Championship prior to this one held in Naples, Italy. If you think you are **gung-ho** Lightning make sure you attend the World's in Toronto in 1967, because until you do, you will not know the full meaning of the word.

Not enough can be said about the courtesy, thoughtfulness and consideration, that our Italian friends extended to each of us. There are things to be learned from them, one is the formality, dignity, and decorum displayed when trophies are awarded. No drinks or food are offered until awards have been presented, making for a more receptive audience at such an occasion.

Mario Cavallo, and Commander Fusco are both to be commended on the patience and graciousness with which they answered our questions and problems. The dedicated Secretaries in the President's office are to be given a huge bouquet for the effort they extended to make this Championship Regatta a success. In my capacity as Chief Measurer, there were many many problems that would not



*"Scotty and Mac."*

have been handled as efficiently, if it were not for the help of these girls. Never have I seen a Regatta controlled in such an efficient and expedient manner.

A nice gesture from the Hawaiian contingent was to present leis at the award Banquet Dinner to the first three place winners and to Mario Cavallo and Commander Fusco. These were made by Charlotte Holmes, who was up at 6:00 a.m. in order to purchase the flowers at a nearby market, that went into the making of these leis.

An amusing situation developed at the Circolo Canottieri Napoli on the first day. With a group of twelve we had lunch on the beautiful sun-drenched terrace of the Yacht Club, (remember this is our first day the language is new, and figuring the exchange rate lire to dollars and back again was no easy job). Your writer had a meeting with the Italian Measurement Committee and since time was running out asked our waiter, who spoke little English (and I no Italian) to please bring two (2) checks for my wife and me. As I did not wish to keep the Italian Measurement Committee waiting, I departed instructing my wife, Mac, to pay the bill. Later she joined me at the Marina di Milatare and informed me I had ordered two (2) broiled chickens. The waiter thought I said chicks when I asked for the check. This situation was hilarious to those in the Yacht Club at the time. And it has brought many a chuckle to myself, as I have since thought about it. Leave it to someone like myself, an American, to create such a situation simply by not speaking correctly. Even under circumstances such as this we were always shown the utmost in courtesy. The Italians were the epitome of thoughtfulness and consideration, even under such trying circumstances as the above mentioned.

We certainly enjoyed our visit to Italy, and especially being privileged to attend the 3rd World Lightning Championship. Part of the enjoyment was meeting the Lightning friends with whom we had corresponded, as well as making new friendships from many sections of the world. We are looking forward to the 4th World Championship in Toronto to renew those acquaintances. Until then—Good Sailing!



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**1966**  
**MICHIGAN I.L.C.A. INVITATIONAL REGATTAS**

LANSING YACHT CLUB	387	APRIL 30-MAY 1
SOUTH HAVEN Y.C.	30	JUNE 11, 12
CRESCENT SAIL Y.C.	51	JUNE 18, 19
SAGINAW BAY Y.C.	216	JUNE 25, 26
GRAND TRAVERSE Y.C.	326	JULY 9, 10
GULL LAKE Y.C.	137	JULY 16, 17
TAWAS BAY Y.C.	152	AUG. 6, 7
HIGGINS LAKE Y.C.	110	AUG. 13, 14
PONTIAC YACHT CLUB	54	SEPT. 10, 11
DEVILS LAKE Y.C.	31	SEPT. 17, 18

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**JULY 22, 23, 24, 1966**

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# OUR WONDERFUL WOMEN SAILORS

By Idy Smither

Women are part of the sailing game today, and more seem to be joining the sport each year, especially in the U.S.A. Sometimes the girls are just so curious, they want to find out what it is about sailing that completely fascinates the male; causing him to spend endless hours sanding, painting, varnishing, redesigning and adding to the equipment of his boat and then spending equal hours just talking about sailing with any congenial soul who happens to be within earshot.

Originally the Lightning was promoted as a good "family" boat and it is possible on a pleasant afternoon, to take women and children out for a sail or to invite someone special to do a little cruising in the moonlight. Many a wife, who does not enjoy racing, does like to get out in the boat on a fair day. She, too, takes part in the sailing game. Sometimes women enjoy the sociability at a Yacht Club. They may like to get out on the water and watch a race, or take a working job on the committee boat. This, too, is helpful. Charlotte Holmes, who doesn't race with her husband, serves as a race committee chair-

man when they are home in Hawaii. She is an enthusiastic and vociferous rooter at any regatta in which Dick takes part and he watches for that bit of encouragement. At each world regatta she has taken the time and trouble to obtain local flowers and to make them into Hawaiian leis to crown our champions.

At a recent meeting of the Women Scorekeepers Committee at the Buffalo Canoe Club, sixty-three women turned out. If a member of this committee scores ten races over a period of time, she may wear the "Scorer's Badge." For every fifty additional races scored, a star is added. This body of interested woman-power comes in handy at Regatta times. These women, too, are part of the sailing game.

Marge Anderson, who does not choose to go out in a boat, never-the-less, is an enthusiastic sailing buff. Single-handed she has towed their boat to regattas, saving the time and energy of her skipper husband. Sometimes a wife has to stay home or remain on shore to take care of the children, while the other half of the team enjoys



## CHEERING SECTION

*Wives on Spectator Boat at Naples, Italy, World's Champ. Regatta. Standing: L-R, Anne Peterson, Sue Raffee. Seated: Ann Ross, Marie Fallon, Idy Smither (author).*





*Maire Halinen, member of Protest Committee watches start of World Championship from the deck of Ketha (Italian Navy).*



*Judy MacNab, Milwaukee, Wis.*



*"Mac Scott—pretty, popular and an obviously hard working crew."*



a relaxing time at the sport he loves best. These women also serve and are part of our sailing game, for without approval and support from his family, a man is hard put to enjoy his favorite sport to the fullest. Many other wives watch over the well-being of their sailor-men and do many little chores to keep them happy and contented such as Mac Scott, the "other half" of Chief Measurer Wilson Scott. In a humble way they actually share the success their husbands attain when they win or assuage the disappointment they feel when they lose, realizing that it doesn't always matter where you finish, as long as you are active and can participate.

Of course, if a woman is somewhat athletic, sufficiently interested, and hangs around the boats long enough, she may find herself drafted as a crew. This takes special dedication. She needs to be thick-skinned enough to be able to take "the Guff" because tempers flare at tense moments and no feminine prerogatives are recognized. She has to be tough enough to take an occasional clout on the head from the boom and bruises on the shin from the centerboard trunk. When afloat, the skipper is king and every crewman (or woman) aboard, must obey without question. Concentration and fast action are required. Does your mouth get dry after the five-minute gun goes off and the seconds tick away while the boat is being maneuvered for that all-important start? Can you respond to the heel of the hull and HIKE when necessary? Do you rejoice when you feel the boat is performing at maximum speed with all sails set right? Do you get a thrill from the urgent pull of a fullbreasted spinnaker cracking

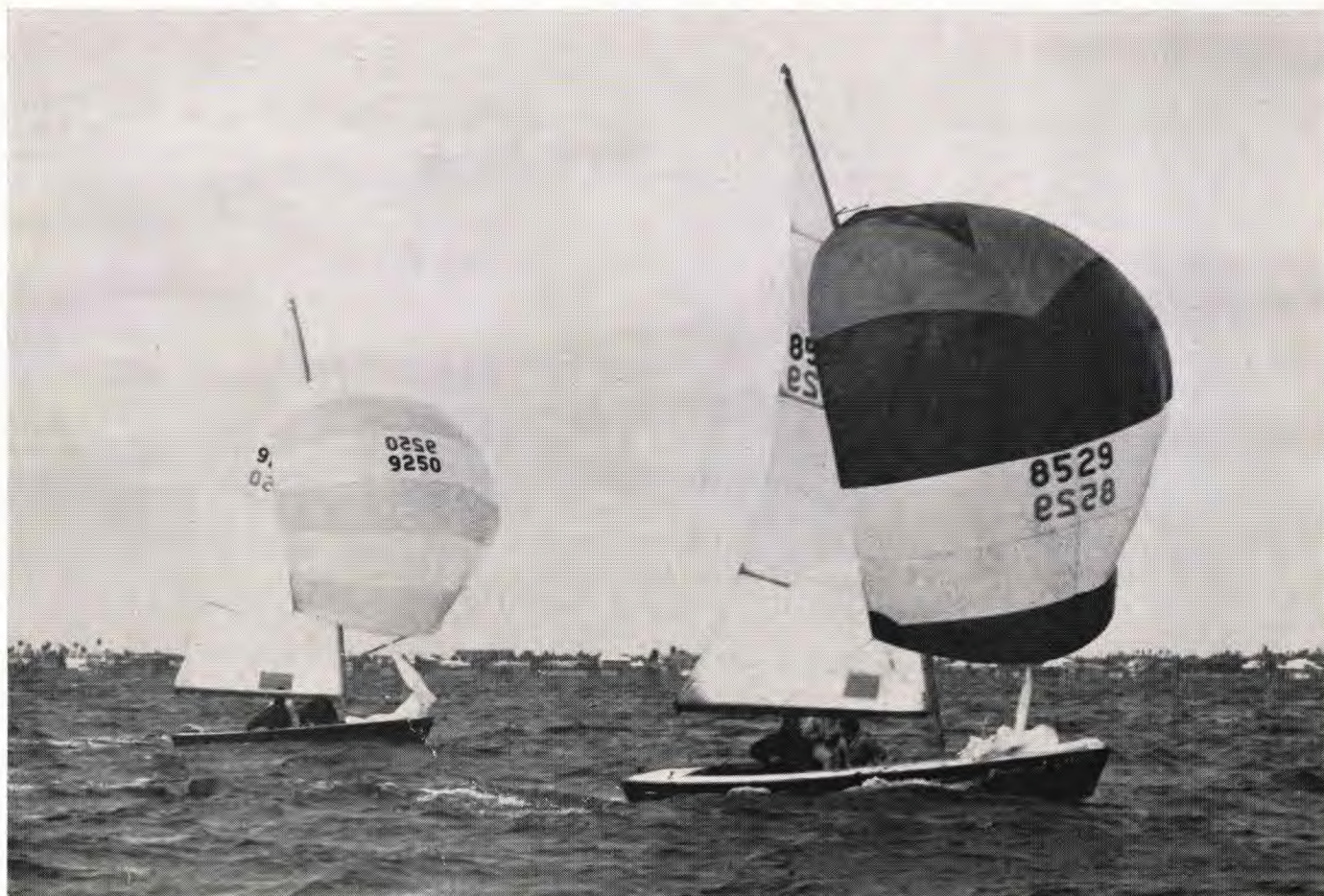


*Tay Adams on foredeck of Vagabondo before start of race at Naples.*



*WOMEN CREW AT WORLD'S CHAMPIONSHIP AT NAPLES, ITALY, at presentation Dinner Dance Sept. 19, 1965 at Circolo Nautico Posillipo. Standing, left to right: Tay Adams, Belinda Bleasby, Helen Limbaugh, Marion Carpenter. Seated: Anne Allen, Carol McLaughlin.*





ALAN RAFFEE — 2ND WORLD CHAMPIONSHIP

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WORLD CHAMPIONSHIP ..... 2nd, Alan Raffee  
 MID-WINTER CHAMPIONSHIP—ST. PETERSBURG --- 3rd, 5th, 7th, & 10th  
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 PACIFIC COAST CHAMPIONSHIP ..... Warren Gross  
 OHIO DISTRICT CHAMPIONSHIP ..... Jim Dressel  
 PACIFIC NORTHWEST DISTRICT CHAMPIONSHIP -- Don Clark  
 MISSISSIPPI VALLEY DIST. CHAMPIONSHIP ..... Ross Bryan  
 MICHIGAN DISTRICT CHAMPIONSHIP ..... Leo Wasserberger  
 CRESCENT INVITATIONAL ..... 5 out of first 6

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*Margaret Upton, skippering "Notpu" #9199, was the only girl skipper taking part in the North American Championship.*





1965 District Champion — 'SPOOK'  
and  
1965 North American Runner-up  
Skipper — DR. LOUIS POCHARSKI

## NEW ENGLAND DISTRICT

### 1966 REGATTA SCHEDULE

**JUNE 24-26**

Annual Regatta, Lake Spofford, N. H.

**JULY 9-10**

State of Mass., Marblehead, Mass.

**JULY 15-16-17**

District Championships, Annisquam, Mass.

**JULY 23-30**

Race Week, Marblehead, Mass.

**AUGUST 6-7**

Wellfleet Regatta, Wellfleet, Mass.

**AUGUST 13-14**

N. H.-Vt. Championship, Lake Spofford, N. H.

**AUGUST 20-21**

Annual Regatta, Lake Winnepesaukee, N. H.

**AUGUST 27-28**

Maine Championship, \_\_\_\_\_

**SEPTEMBER 10-11**

Annual Regatta, Lake Massabesic, N. H.

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out in a breeze? If you do, you have been bitten by the racing bug—nothing will ever be the same again, and “just cruising” lacks spice.

There were six women who crewed in the World's Championship Regatta at Naples, Italy, this year, including the champion's wife. Anne Allen, who was a skipper and a crew before she married Tom, says he is easy to crew for because he handles his own main-sheet most of the time. Carol McLaughlin is a charming and experienced crew-woman. She sailed with Alan Raffee at the North American Championships and at the World's this year where they finished second. Tay Adams, who met Bob years ago when she was crewing for her father at the Internationals at Detroit, is an enthusiastic sailor and makes sailing her main hobby. Family duties sometimes take these young women out of circulation for awhile, but, if possible, they come back. One New Jersey woman begged off from crewing for her husband at a regatta because she was pregnant. Later she was seen crewing for another skipper. When her flabbergasted husband caught up with her afterward, she said, “Well, I just couldn't let him not sail at all, for lack of a crew, could I?” The wind at Naples this year was not too heavy and so the women were not unduly strained. But Belinda Bleasby from Toronto, who has been a most faithful member of the crew and really gives her all, had to bow out of a race or two at Naples when she acquired “the travelers bug.” Helen Limbaugh has been a very efficient crew for years and even now with all her added Lightning duties, she still finds time to sail with Jay. Marion Carpenter sailed in another class boat in Hawaii but Dick Holmes converted her to Lightnings and she crewed for him at Naples.



*Helen Limbaugh — is there anything she can't do well?*

# OHIO-INDIANA DISTRICT CHAMPIONSHIPS

**JULY 8, 9 and 10**

**Port Clinton Yacht Club**

**Port Clinton, Ohio**



Once Barbara Ann McIntosh had to relinquish a race at Miami, but it took a gale force wind to do it. She has been a most capable and faithful crew for many years and has added so much to our enjoyment of southern hospitality at the Savannah Regatta. Marge Adams Alexander, a skipper who has been Central Atlantic District Champion and Atlantic Coast Champion, was tied for third and won fourth place trophy at the Internationals in Detroit, took runner-up position in the President's Trophy race one year at B.C.C. Marge is now sailing at Marblehead, Mass., and her wonderful husband



*Anne Allen, Championship Crew.*



*How can John Ruhlman leave this lovely wife ashore?*

crews for her. June Methot is a skipper who enjoys sailing at Barnegat Bay and has taken her boat to many regattas. Margaret Upton, a skipper at the North Americans this year, comes from St. Joseph, Mich. Jean Bower Swanson was a competent and popular skipper at Niagara Sailing Club, who often competed, before she was married, with her future husband-to-be Jack Swanson. Pat and Bob Crane have been a devoted team for years and Pat has proven that small size is no deterrent to capability in crewing. Pam Goldsmith is another example of great ability in a small package. Marg Allen from Canada, is a patient and willing crew for Don. She always carries her fair share of the load and does it with a smile. Sandra Bekker, whose home is in Buenos Aires, Argentina, was with Carlos Collet at the World's in Peru and has sailed in the U.S.A. as well. Women all over, who sail, reap a special benison of contentment when the race is over, knowing they have contributed their all, as a needed part of the team. Then they are glad to relax and join in the fun that comes afterward.

What do the men think about some of their women crew? Here are a few comments: "They are more patient and when called upon, will carry on without complaining."—Tom Fallon. "My daughter was the best crew I ever had."—Karl Smither. "Sailing together has boiled down to just plain fun."—Bob Crane. "It's hard to find a crew who wants to win as much as the skipper does. The performance of our boat has improved with Tay aboard."—Bob Adams. "She's always hungry, but she's wonderful!"—Tom Allen. "The best darn spinnaker man I know."—John McIntosh. "She has an uncanny way of figuring out in the most unscientific way why we are not going as fast as the boats around us. The light weight sure makes it nice on all but super-windy days."—Bruce Goldsmith.

There are many other women whom I do not know about, sailing in all parts of our world of Lightnings, who have played roles as important or more so than the few who are mentioned here. May we always be able to count on our women in the Lightning Class to maintain a gracious dignity and a courteous understanding of all with whom they come in contact. May they always uphold the best ideals of sportsmanship in every part of our Lightning World!



*Lady Champion Marge Adams Alexander.*





*Barbara Ann McIntosh, a great spinnaker man!*



*Veet Malcolm crewing for Bernard Malcolm #9286.*



*Jean Swanson, wife of our President and a good sailor.*



*Ruth Hagstrom and Lynn Green root for different boats during race.*

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*Penny Bryan crewing for Ross Bryan (VP) #8064.*



*Carol McLaughlin, crewing for Alan Raffee #9668.*

#### **Women Crew at the World's Championship Naples, Italy, Sept. 1965**

Anne Allen	U.S. 9411
Carol McLaughlin	U.S. 8529
Tay Adams	U.S. 9703
Belinda Bleasby	K.C. 7650
Helen Limbaugh	U.S. 9701
Marion Carpenter	U.S. 9622

#### **North American Championship Bay Head, N.J., August 1965**

Katherine Saunders	9399
Carol McLaughlin	9668
Marg Allen	8633
Barbara Hawn	9420
Wendy Hawn	9420
Marie Fletcher	9387
Susan Uhl	6981
Tay Adams	8958
Penny Bryan	8064

#### **President's Trophy Race Bay Head, N.J., Aug. 1965**

Marylin Maras	8330
Sheila Schneider	8379
Sarah Hastings	9003
Constance Nagle	9444
Loretta Mann	9007
Janet Messersmith	9430
Elizabeth Grinnell	8627
Veet Malcolm	9286
Carol Starck	7948
Linda Ettie	8540
Margaret Shafer	9287
Rita Pfister	9004



*Wendy (left) and Barbara Hawn, sisters, crew for John Ruhlman #9420.*

#### **Governor's Cup Race Bay Head, N.J., Aug. 1965**

Margaret Upton, skipper	9199
Barbara Ann McIntosh	9398
Karen Gleeson	7852
Claudia Zimmerman	8518
Mary Jane O'Conner	9610
Judy MacNab	7275
Robin Skinner	9199
Madolyn Hugen	9215
Hetty Reisner	9655
Caroline Pahl	8899
Barbara Healy	9541
Sharon Healy	9541
Carol Dean	8203
Mary Huntsman	8101
Sue Yates	(boat number unknown)
Clararose Lee	9305





#### GIRL CREW AT BAY HEAD

Back Row: (Standing) Left to right, Wendy Hawn (9420), Connie Nagle (9444), Caroline Pahl (8899), Judy MacNab (7275), Marilyn Maras (8330), Margaret Upton, skipper (9199), Kathy Saunders (9399), Robin Skinner (9199), Carol McLaughlin (9668), Mary Huntsman (8101).

Front Row: (Seated) Left to right, Sue Yates, Sharon Healey (9541), Barbara Hearly (9541), Penny Bryan (8604), Tay Adams (8958), Hetty Reisner (9655), Carol Dean (8203), Clararose Lee (9305).



# 1966 AUSTRALIAN CHAMPIONSHIP

By Sallie White

The National Championship of the International Lightning Association of Australia for 1966 were held over January 5-9 at Waranga Boat Club, Waranga Basin.

Waranga Basin is a man-made holding reservoir for the vast irrigation system which serves the fruit growing area of Northern Central Victoria. It is about five miles across in any direction and is surrounded by low hills. The Club House is built on what is virtually an island, connected to the shore by a causeway.

The competitors brought their boats to Waranga by trailer from Blairgowrie and Geelong in Victoria, and, in one case from Woolongong in New South Wales. The majority of people camped at the Club in a great variety of tents and caravans, whilst the minority stayed in 'style' at one of the local hotels. The weather was fairly hot with temperatures in the mid-90s during most of the week. The district was also in the grip of a plague of bush flies, which are small, black, sticky and very persistent, it was impossible to escape them, we were even harried in the middle of the lake. The tight-lipped expressions of competitors were not due to naturally taciturn natures but to the flies that made even yachtsmen afraid to open their mouths.

Early in the week a 30-35 m.p.h. wind sprang up about twilight, making living in tents rather hazardous; more than one mid-night re-pegging operation was found to be necessary. Unfortunately the wind seemed to concentrate most of its energy into these nocturnal bouts, because it invariably died around noon, leaving us to be plagued by light conditions for most of the series. However, no rain fell and the children who had come with their parents had a grand time!

The Waranga Boat Club was not known to us prior to the Championship Races and administration did leave a lot to be desired, however the Club with their Commodore George Lane and Vice-Commodore Rudy Kuhnle, were most co-operative in helping iron out difficulties when they arose.

**The First Race** was sailed on January 5, commencing at 1500 hours. A good breeze was blowing from the south. Initially the fleet was quite compact, but as the wind strengthened Wally Wiggs in 'Scorn Trio' raced away to open up what was to be an unbeatable lead. John Chandley, the Australian Title Holder, crossed the line in second place with Grahame Harvey third. Both Jock Lindros in 'Birubi' and Ian McAuliffe in 'Kohana' suffered damage to gear. They did manage to complete the course but not before experiencing some very anxious moments.

**The Second Race** was to be a memorable one for a number of reasons. The start was at 1100 hours with quite a reasonable breeze blowing. John Chandley and Jock Lindros were leading the fleet to the weather mark the second time around when the wind died completely and the race turned into the drifter to end all drifters. The six lead boats took nearly an hour to round the mark, at times the only discernable movement was a broadside drift which could hardly be described as 'headway'. It was then that the endurance test really began. The heat

increased until it was nudging the century and all crews could do was to sit still, sweat profusely, swat the ever persistent flies and hope their boat drifted faster than the others. The one comfort was that there was plenty of drinking . . . water; a poor substitute when most would have preferred something much more substantial. 'Nook' which with Ken Ross at the helm, had been trailing badly, started to move up to the leaders, ghosted through them into second place behind Wally Wiggs. Details of Ken's secret means of propulsion have yet to be released.

Six hot hours after the start, Wally Wiggs crossed the line, followed by Ken Ross, Grahame Harvey in 'Humming Bird' and Alby Hildebrand in 'Matilda'. To add insult to injury, just as the last boats were approaching the line a brisk breeze put in a belated appearance . . . "Too late!" they cried!

**The Third Race** began at 1430 hours in, once again, very light conditions. Once again the wind dropped and it was impossible to complete the course in the three hour time limit, strictly adhered to on this occasion.

**The Fourth Race** proved to be another anti-climax. The start was at 1000 hours with a wind of 10-15 m.p.h. promising a good race. The wind proved to be very fluky and fortunes fluctuated and it seemed that each boat lead in turn only to sail into 'a hole' and be passed. True to form the wind died in the closing stages and the all too familiar drifting pattern set in once again. The race finished very close to time. The officials declared it a race, however a protest against the decision was upheld



Wally Wiggs—"De Champ!"



and 'No Race' was posted. This was bad luck for Grahame Harvey and Ian McAuliffe who had finished first and second, their best performances up to date. Although we lacked wind, at this stage there was plenty of tension and excitement evident.

**The Fifth Race** beginning at 1400 hours, naturally in light weather. Jock Lindros playing a hunch, headed 'out to sea', splitting tacks with the rest of the fleet. His gamble paid off as he was able to pick up a shaft of wind which carried him to the first mark well ahead of the remaining boats. The officials called shortened course and places were filled by Jock Lindros in 'Birubi', Wally Wiggs in 'Scorn Trio' and Grahame Harvey in 'Humming Bird'. As the fleet was ignominiously towed back to the Club, power boat owners proved once again that they do have a place in sailing circles.

**The Sixth Race** began at 1800 hours, in light weather

once again but this time life was much more pleasant because as it was late in the day the sun had lost much of its sting. Also for a pleasant change the wind reversed its usual pattern and strengthened throughout the race. Jock Lindros after a good start was able to hold his lead and won after surviving a strong challenge from John Chandley and Ian MacAuliffe. After this very hectic day with its three races, the Association entertained the W.B.C. members with the able assistance of an eighteen gallon keg of beer. At first the 'eighteen' was very temperamental and glasses of froth and bubble were all that were forthcoming, at this point Geoff McFadden and his crew proved that although they had been unlucky on the lake, here they were in their element and it wasn't long before the delinquent keg was functioning at full capacity. Vast quantities of steak, hamburgers and chops were demolished and in the opinion of those who were still coherent enough to express an opinion, it was a good night.

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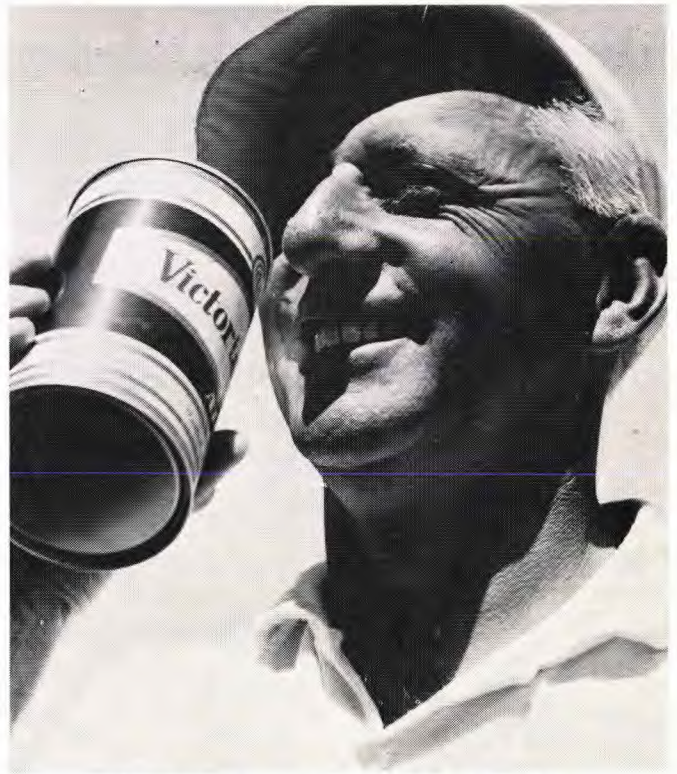


*Commodore George Lane presenting the winners trophy to Wally Wiggs.*





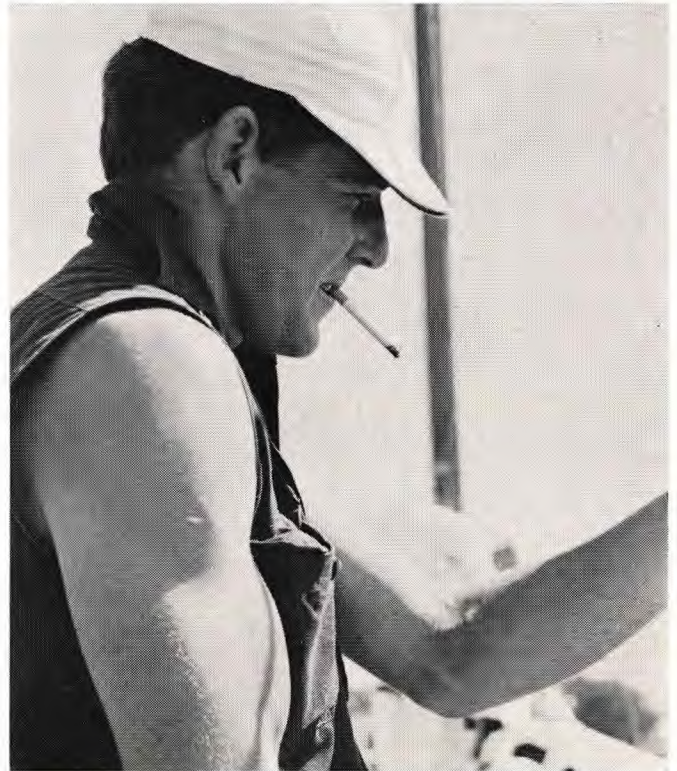
*Sallie White—"Author Extraordinary".*



*Jock Lindros—"Look . . . he's at it again!"*



*Ian McAuliffe—"Clumsy Celt"*



*Roy Humphries—"You need muscles to win races."*





*Rudy Kuhnle—"One of our Waranga hosts."*



*Joe May—(alias Paul Drake) "The case of the missing footprint!"*



*Geoff McFadden—"Leftovers for Hangovers!"*

*Welcome!*  
**SUGAR BOWL REGATTA**

**DECEMBER 31, 1966**

**and**

**MARDI GRAS REGATTA**

**Week-End Before**

**Mardi Gras**

**FEBRUARY 4, 5, 1967**

**S.Y.C. Fleet**

**N.O.Y.C. Fleet**



The Final Race proved to be the most exciting. An early start at 0900 hours enabled us to make the most of a good fresh wind in the early stages of the race. Then, inevitably, as the leading boats approached the final mark, spinnakers began to sag as the wind dropped. Jock Lindros led around the mark followed by Ken Ross and John Chandley. John, perhaps to relieve the boredom, did his best to souvenir the mark with his trailing spinnaker sheet thus leaving 'Birubi' and 'Nook' to fight it out. 'Nook' caught a gust and began to overhaul 'Birubi'. 'Birubi' who could do little but watch, called on 'Hughie' to send some wind their way, but this did not prevent 'Nook' taking the lead. Then the wind, flukey to the end, sent a gust across the lake narrowly missing 'Nook' but picking up 'Birubi' to send her across the line at a fine clip. 'Scorn Trio' sailed into third place due to John Chandley's encounter with the mark.

The final placings in the Championships were Wally Wiggs in first place, Jock Lindros in second place followed by Ken Ross. Wally deserves much credit for his win for being able to maintain consistently good results in what were very difficult conditions.

The running of the Titles could have been very much better but this fault will not be repeated in future years. A great deal was learnt over the week especially in light weather sailing and also the chance for Lightning sailors to meet and discuss the promotion of the class in Australia was a very valuable one.



John Chandley—"That shirt . . . really!"

## NEW OLYMPIC SCORING RESULTS

RACE NO.		1	2	3	4	5	6	7	
DATE		5/1	6/1	7/1	8/1	8/1	8/1	9/1	
START TIME		1500	1100	1430	1000	1400	1800	0900	
BOAT									
Willeroo (R.G.Y.C.)	7838	3	11.7	5.7	10	13	3	Rtd. 16	No. Dropped 7
Nook (B.Y.C.)	8071	11.7	3	w.d.	11.7	14	8	3	5
Kohana (R.G.Y.C.)	8587	13	14	8	3	8	5.7	8	2
Humming Bird (R.G.Y.C.)	8470	5.7	5.7	w.d.	0	5.7	dns 16	dns 16	7
Birubi (R.G.Y.C.)	8862	10	10	3	8	0	0	0	2
Matilda (R.G.Y.C.)	8863	8	8	w.d.	13	11.7	dns 16	dns 16	7
Scorn Trio (R.G.Y.C.)	8867	0	0	0	5.7	3	10	5.7	6
Talua (L.M.S.C.)	9278	14	13	w.d.	14	10	11.7	10	1

Note: Race III exceeded time limit.  
Race IV exceeded time limit,

SKIPPER	PLACE	POINTS
W. Wiggs	1	8.7
J. Lindros	2	10
K. Ross	3	25.7
J. Chandley	4	30.7
G. Harvey	5	33.1
I. McAuliffe	6	34.7
A. Hildebrand	7	43.7
G. McFadden	8	44.7



# SO YOU WANT TO RACE YOUR LIGHTNING

By Honor and Bob Spitz

The sailor who wants to learn to race his boat competitively has many questions. He realizes, of course, that the object of racing is to win, but he often does not know what to do in order to become of championship calibre. This article is addressed then to those who know how to sail, but who are just beginning to race. As we all know, the name of the game of racing is to cross the finish line first, and in order to do that, one must have four quantities: a competitive boat, a competitive suit of sails, a competitive crew, and a genuine desire to excel. This article will attempt to get the sailor started on the first three aspects; the fourth is up to him.

## Your Boat

Two key factors in obtaining greater boat speed are the weight of the boat and condition of the underwater surfaces. The minimum weight of a Lightning is 700 pounds, and in order to be competitive, one should stay within a very few pounds of that weight. If, however, one's boat weighs considerably more than 700 pounds, excess weight may be taken from the seats, floor boards, coamings, or even from some unusually heavy fittings. To maintain a uniformly light weight boat throughout the season, it is necessary to dry sail, which has the added advantage of preserving the finish also.

An absolutely smooth finish is imperative on the hull, centerboard, and rudder for maximum boat speed. While some sailors prefer to leave these underwater surfaces glossy, others prefer to polish them by wet-sanding with a fine-grained paper (#600). Either way is satisfactory as many of the top sailors have had good results with each. What is important, then, is that the finish is absolutely smooth, free from gouges, dust or dirt particles, or any rough spots.

On the hull itself, the bow should be faired in very smoothly, while the chines should be rounded to the maximum  $\frac{1}{2}$ " radius in the forward part of the boat back to the widest part, which is about 11' 8" from the bow. From there back to the stern, the chine should be sharp.

Though the centerboard is out of sight throughout most of the race, it should not be forgotten, as it plays a very important role towards contributing to the speed of your boat. To begin with, the centerboard slot should be the minimum  $\frac{1}{2}$ " thickness for the entire length. As for the board itself, it should be free from warps, and it should have a smooth, hard finish (an epoxy finish seems best suited for this purpose.) The trailing and bottom edges should taper back fairly sharply, though it is not necessary that they be absolutely razor sharp as by the time the water reaches the trailing edge it is already turbulent. In turn, the leading edge should not be as sharp as the trailing edge; rather, it should be somewhat bullet shaped. Here, the Lightning rules specify that the maximum chamfering that can be done to the leading, bottom, or trailing edges be one inch. However, a smooth, rounding shape is best, and one should avoid an abrupt transition from the tapered edges to the flat surface of the board. In overall shape, the trend seems to be toward one of minimum area, the fore and aft being as narrow as the rules will permit, and as short, also. The reason behind this is that the Lightning centerboard has more area than

is necessary, and that by minimizing this area one can eliminate superfluous wetted area without harming the boat's windward sailing ability. And, probably the most important aspect of the centerboard yet, is what is known as the "angle-of-dangle." When sailing to windward, the further down the board is toward the vertical, the better the boat will sail. In order to determine whether the centerboard is lowered as far down as the rules permit, it is necessary to measure the angle on a special jig built especially for that function. (Plans for building such a jig may be found in the May, 1962 issue of the "Flashes.")

The third major underwater surface to consider is the rudder. Like the centerboard, the trend seems to be toward a minimum overall area (the dimensions may be obtained from the specs.) The trailing edge should be finely tapered, while the leading edge should be more bullet shaped, as is the case with the centerboard. However, since one is permitted to chamfer the leading and trailing edges 2", one is able to get a better shape to the rudder than to the centerboard. The rudder should be mounted to within  $\frac{3}{8}$ " of the aft edge of the skeg in order to minimize the water resistance. While most boats are made today with the trailing edge of the skeg blunt, in order that there will be less turbulence between the rudder and the skeg, some skippers prefer to taper the skeg and the rudder back 2" to a fine edge.

## Sails, Spars, and Equipment

Generally speaking, there seems to be an air of mystery surrounding any adjustments concerning sails, spars, and rigging. Sailors talk about rake, bend, and this sort of thing, but what does it all mean? If one can keep in mind some basic principles, the subject will seem less obscure than before. First of all, the sails are the motor, and as the sole source of propulsion, one should strive to get as much drive from them as possible. This may be achieved by making adjustments to the spars, sheets, and rigging, in order to control the shape and the trim of the sails. For example, when bending the mast one does not do so merely for the sake of bending it, but rather, to alter the shape of the mainsail. Gradually, through experience, these principles become second-nature.

## Sails

When purchasing a suit of sails, choose a sailmaker who is one of several currently being patronized by the top sailors. By using a sailmaker who is making competitive Lightning sails, one benefits from his knowledge and experience. It is wise, also, not to try to tell the sailmaker how to cut one's own particular suit of sails as the sailmaker undoubtedly knows a great deal more about the business than even the best of skippers. Often, if buying a second-hand boat, a suit of sails is included in the purchase, which may very well amount to little more than just that—a second-hand suit of sails, but by all means, try them out, if possible, with the help of an experienced skipper. Should they not be satisfactory for the purpose of racing, a new suit will probably be necessary. The sailmaker will probably recommend one suit of dacron medium cut main and jib, and one nylon spinnaker made for reaching. Once the new suit of sails has been purchased, it is a good idea to have the sailmaker, if he



lives in the locality, or else a good Lightning skipper, sail the boat and help the new racing skipper to adjust the rigging and spars for the new suit of sails.

### Fittings Needed for Racing

In order to race a boat effectively, one needs a number of fittings, some of which are not normally found on a boat previously used for day sailing only. The whole purpose of the fittings to be described here is to enable the skipper and crew to trim and adjust the sails properly for varying wind and water conditions. When choosing equipment for the boat, be sure that it is of high quality and light weight in nature, and that it has been designed to do a particular job properly. Inferior equipment will only have to be replaced at a later date and at an additional expenditure to the skipper.

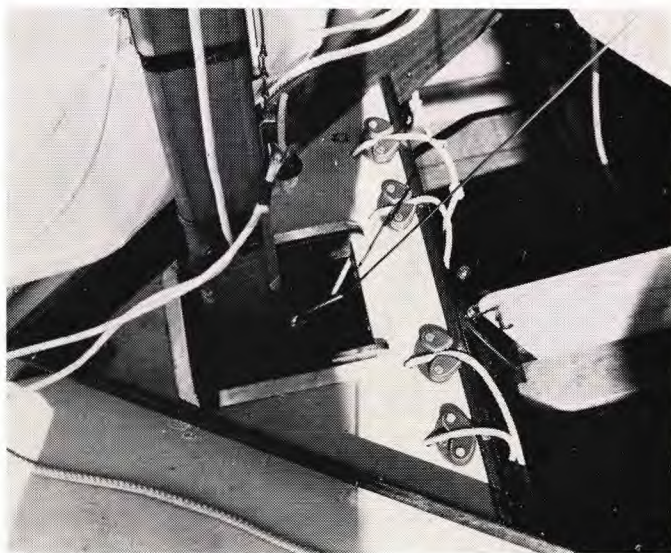
#### I. Halyards

Both the jib and the mainsail halyards should be of 3/32" wire cable with rope tails to facilitate hoisting. When the sails are hoisted, the end of the halyard is secured by means of beads swaged on the halyard to stainless steel latches that are fastened to the mast above the deck, (see Photograph 1.)

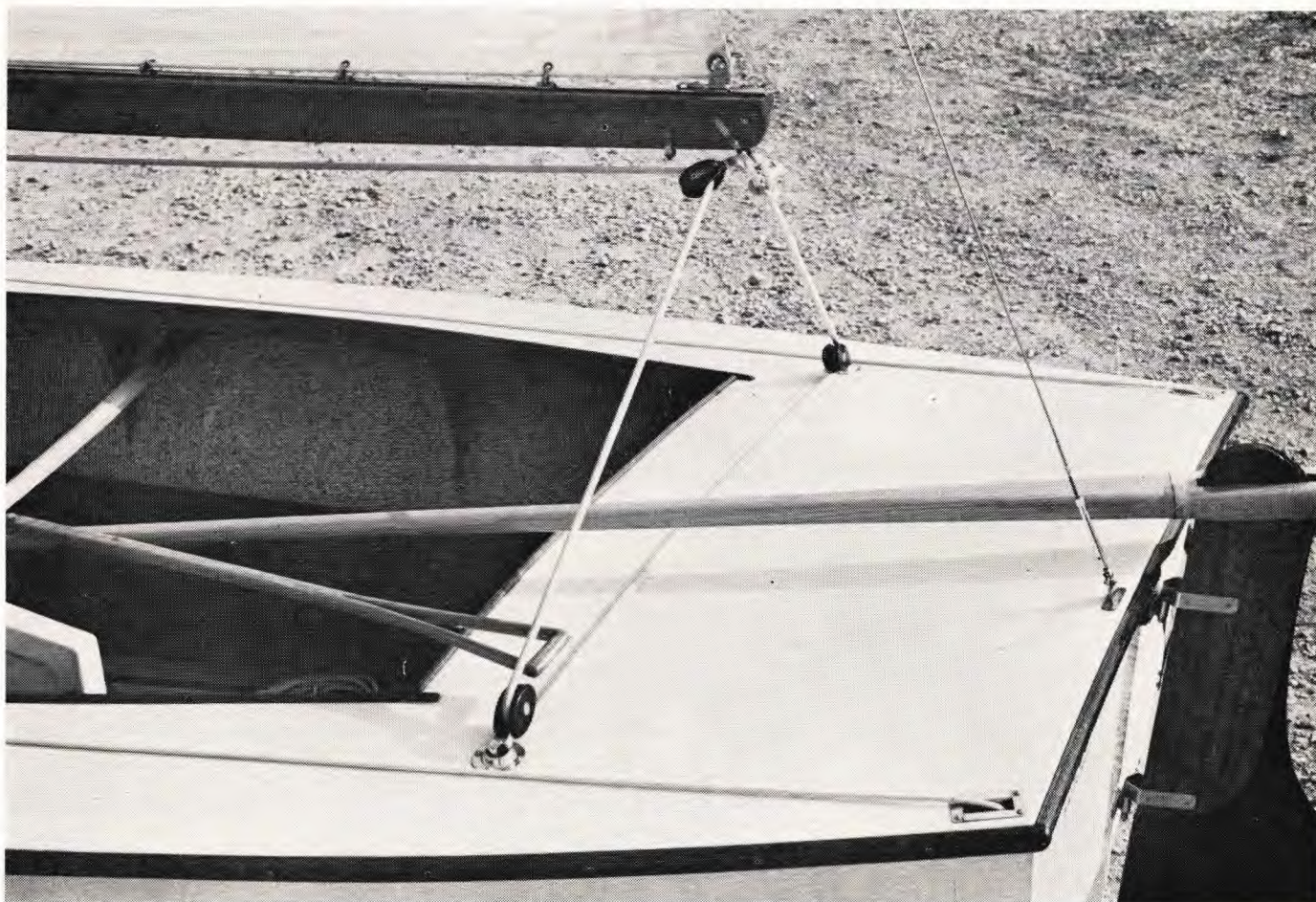
#### II. Gooseneck

The gooseneck fitting on the boom should be able to slide freely on the mast track in order to allow adjustment of the tack of the mainsail. This fitting should have a pin or other type of arrangement that enables the crew to secure the gooseneck firmly and securely in a position

on the track that will allow it to move neither up nor down in order to prevent either the sail itself or the boom vang from changing the position of the gooseneck. The hole in the gooseneck fitting for securing the tack of the mainsail should be located at the proper point for one's



1. Halyard latches and beads, cam cleat for spinnaker halyard on mast, swiveling tube fitting on mast for boom vang, and cam cleats for (from top to bottom) jib variluff, spinnaker pole topping lift, boom vang, and jib downhaul.



2. Mainsheet Crosby rig and through-the-deck spinnaker sheet fittings.



own suit of sails. Some gooseneck fittings are made with a number of holes to facilitate adjustment at this point, as an improperly located tack fitting can cause a large wrinkle at the tack of the sail.

### III. Main Outhaul

The main outhaul fitting on the end of the boom should be easily adjustable from the cockpit in order to facilitate adjustments during the race. The most popular arrangement is comprised of a stainless steel outhaul fitting equipped with a small sheave. This arrangement uses a 4 to 1 mechanical advantage, 2 to 1 being on the sheave on the outhaul itself and the other 2 to 1 being inboard on the boom. See the "Plans and Specifications" column of the December, 1965 "Flashes" for more detail.

### IV. Mainsheet Rig

Two methods are commonly used to sheet the mainsail; the Crosby rig and the wire bridle. The main features of the Crosby rig, (see Photograph 2) are that it enables the skipper to push the boom outward and to sheet it downward toward the quarter of the boat in heavy winds, while he can pull the boom in toward the centerline of the boat in lighter winds. To insure the boom of staying wherever the skipper pushes it, most skippers rig a hook or screw in which the mainsheet, which runs across the stern deck is put, in order to obtain the extra friction necessary to keep the boom in place. Still another method of obtaining extra friction utilizes a short length of wire rope adjustable by a rope tail below deck, that loops around the portion of mainsheet which crosses the stern deck. A wire bridle, on the other hand, is favored by many skippers, apparently because it is easier to trim in light winds than the Crosby rig. The disadvantage of a bridle is that it has a tendency to pull the boom in toward the centerline of the boat which is correct for light winds, but is clearly the opposite of what is desired in heavy winds. As a compromise, some skippers use a bridle in light to moderate winds and a Crosby rig for the heavier winds.

The Crosby rig deck blocks are mounted on a line parallel to the transom and 23½" forward from it. The athwartships position of these blocks appears to be from 24" from the centerline of the boat clear out to the sheet, depending upon the preference of the skipper. A wire bridle is located in roughly the same manner.

### V. Boom Vang

One of the most important pieces of equipment on a racing sail boat is the boom vang. The purpose of a boom vang is to keep the outboard end of the boom from rising up when sailing on a reach or a run, although often it is used on a windward sailing leg as well. In order to obtain enough mechanical advantage to hold the boom down, a drum type winch of a mechanical advantage of 8 to 1 or greater is used. This winch is fastened to the mast step as shown in Photograph 3. The line on the drum is adjustable from either the skipper's or the crew's position in the cockpit and the wire which is wound around the axle runs up through either the mast partners or a swiveling stainless steel tube fastened securely to the mast. The wire fastens to a sturdy fitting approximately three feet aft on the boom. Shock cord is commonly used to retract this wire out of the way when the vang is not in use. Photograph 4 shows a particularly sophisticated boom vang in which a piece of line is used as a fast takeup and the regular drum winch is used below the deck to apply strong force. In addition, this vang

has a hook on the end of the stainless steel wire that may be fastened into either of the aft chain plates to hold the boom down when running in light winds with large waves. For more complete information on boom vangs, refer to the "Plans and Specifications" column in the December, 1965 issue of the "Flashes."

### VI. Jib Downhaul

On Lightnings today the jib downhaul is used to control the amount of bend in the mast. To exert such a strong force, a winch similar to that of the boom vang (with a mechanical advantage of at least 8 to 1), is commonly used and is mounted on the forward end of the mast step, (see Photograph 3.) If the jib is equipped with a double downhaul or variluff, then it is also connected to the jib downhaul wire in such a manner as to facilitate the adjustment of the variluff separate from the adjustment of the jib luff wire.

### VII. Jib Sheet Fittings

Despite the many variations and intricacies there are two basic ways of rigging the jib sheet fittings: (1) single leads which run directly from the clew of the jib to a fitting on the deck and into a cam cleat, and (2) double leads in which the jib sheet runs through a dead eye on the deck to a double block on the jib clew, back to a block on the deck and then to a cam cleat. The advantage of single leads is the inherent simplicity and ease of handling. The disadvantage is that single leads are ex-



3. Drum winches for the jib downhaul, boom vang, and centerboard.



tremely difficult to sheet in in very strong winds, and even the strongest jib man will often need assistance from the middle man in winds that are above twenty miles per hour. Double leads, on the other hand, have the main advantage of being quite easy to sheet in any wind velocity, but have the accompanying disadvantage of having a large amount of line in the cockpit. Still an added disadvantage is that there is the double block hanging on the jib clew which both weights down the jib and knocks against the mast. If the jib man is fairly strong, one will probably prefer to use the single leads, but if the jib man is a lightweight, then it is more to one's advantage to use double leads. Photograph 5 shows one method of jib sheet single leads in which a Barber hauler arrangement controls the athwartships trim on the jib sheet while the jib sheet track-cleat fitting itself is used to control the fore and aft set of the jib. (For more information on jib fittings, see Clarence Holman's article in the 1965 *Lightning Class Yearbook*.) The big question involved in setting up the jib sheet fittings is, where should they be located on the deck? Popular opinion now seems to be that the fittings should be located on an angle with the centerline of the boat, somewhere between 10 to 13 degrees, the exact angle depending upon the cut of the jib. Consult your sailmaker for recommendations on this matter. The fore and aft location of the jib sheet fitting is more easily determined; simply adjust the fitting until the entire luff of the jib luffs at the same time when the boat is headed into the wind. If the head of the jib luffs first then move the fitting further forward, and if the

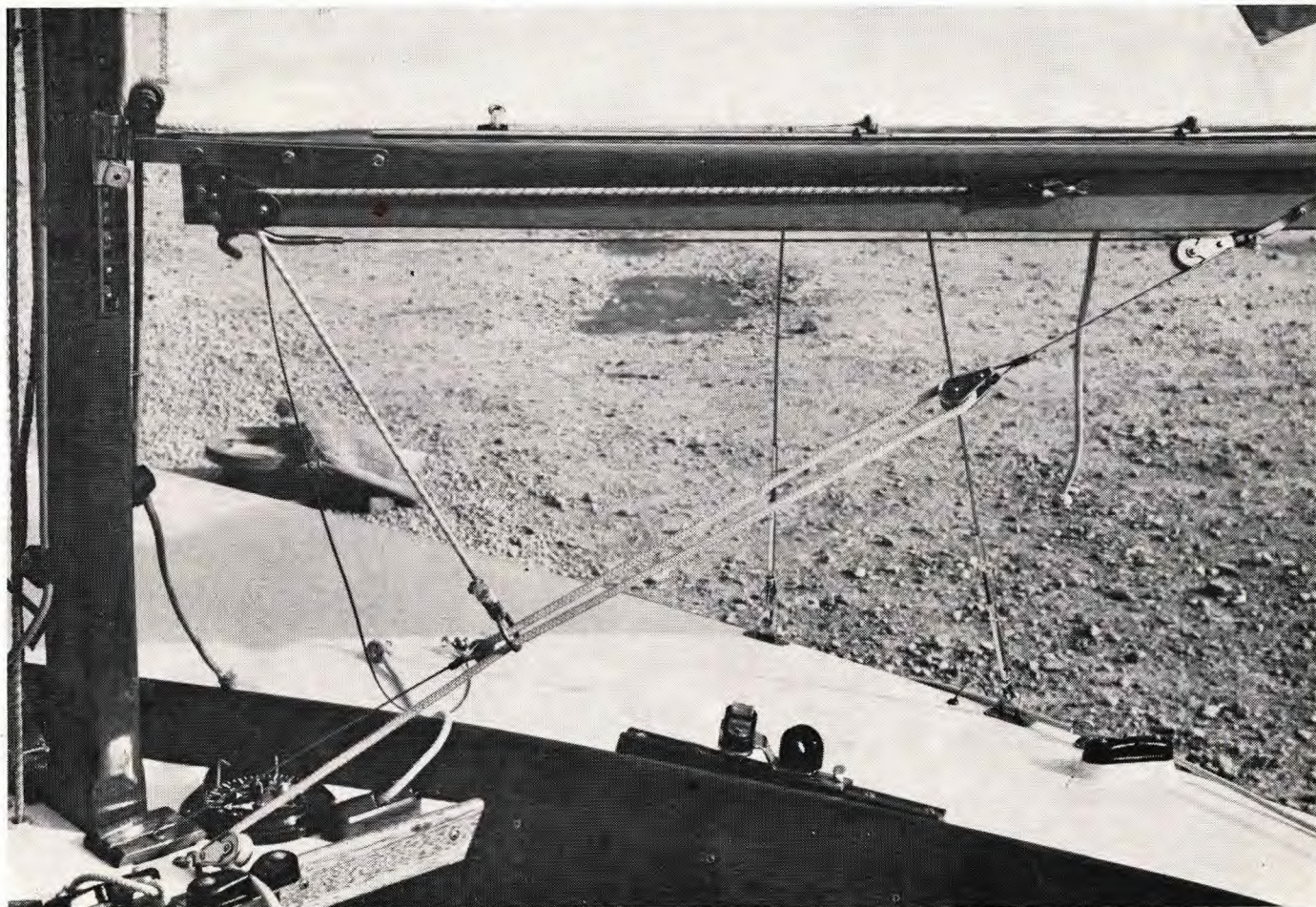
foot of the jib luffs first, then move the fitting further aft. Remember, that in setting the jib leads to look at the slot between the jib and the main. A jib trimmed too far inboard will backwind the mainsail excessively, and conversely, a jib trimmed too far outboard will not allow the boat to point well. A tight or hooking jib leech also has a very disastrous effect on the windward sailing ability of a boat.

#### VIII. Barber Haulers

These fittings are used to adjust the athwartships setting of the jib sheet especially for a single lead jib rig where there is no other means of providing for the athwartships adjustment. These fittings are quite beneficial when sailing on a close reach without the spinnaker. By hauling the jib sheets outboard, one opens up the slot and obtains maximum use from the sail.

#### IX. Spinnaker Rigging

In order to fly a spinnaker one needs the following equipment: a spinnaker halyard made either all of rope on the mast, or of a rope and wire combination through the mast; a spinnaker pole topping lift made of wire with a rope tail lead aft to a jam cleat in the cockpit and a length of 3/16" shock cord running from the snap down to the mast at the deck; and two stainless steel spinnaker pole eye fittings, one mounted on the mast about 3' above the deck and the other about 4'6" above the deck. In addition, some sort of stainless steel or rubber hook at the bow of the boat is necessary in order to prevent the



4. Boom vang rig. The cleats directly aft of the mast are (from left to right) for jib downhaul, boom vang fast take-up, and jib variluff.



spinnaker sheets from dropping under the bow. Also required are a pair of cam action cleats for the spinnaker guy (see Photograph 5), a pair of blocks or through-the-deck sheave fittings in the stern on both the port and starboard sides through which the spinnaker sheets are led (see Photograph 2), and two cleats in which to secure the spinnaker sheets. Use light-weight brummel hooks on the sheets, halyard, and clews of the spinnaker, and a swivel brummel hook on the head of the spinnaker. In order to keep the jib from dragging in the water when it is lowered, tuck the jib under a length of shock cord stretched along the foredeck from the bow to the splash rails. The use of this spinnaker equipment will be explained later.

#### X. Placement of the Mast

It is wise to follow the recommendations of the boat builder in regard to setting up the mast, or to adopt the same procedure of the previous owner if the boat was bought second-hand. However, if there is any doubt about some of the finer points of locating the mast, here are some opinions that might serve as a starting point. The method described here is commonly referred to as the "tight backstay rig." This is in sharp contrast to the "loose backstay rig" used by many top skippers, and to which Alan Raffee's article in this same issue will refer. Both methods seem equally satisfactory as many excellent skippers have had good results using both. My personal opinion is that the tight backstay rig is easier for the novice to use.

The two main points to consider with the "tight backstay rig" are, (1) the location of the butt of the mast in relation to the centerboard pin, and (2) the amount of rake put into the mast. As the mast is moved forward at the butt and/or the mast is raked less and less, the boat will tend to have less and less weather helm or, in extreme cases, could even have a lee helm. Conversely, as the butt of the mast is moved aft, and/or rake is increased, a stronger weather helm would develop. One should aim, therefore, at obtaining just enough weather helm to give one the "feel" of the boat, but not so much that the boat will become unmanageable, or even slowed down, in heavy weather because of excessive rudder drag.

Before stepping the mast, one should check the adjustment of the jumper stays. This is very important as jumper stays that are too loose will allow the mast to bend excessively at the top while making it too stiff down below, and conversely, jumper stays that are too tight will make the mast too stiff at the top and too limber at the bottom. They should be loose enough so that the natural stiffness of the upper portion of the mast itself will keep it relatively straight in light winds, and bent aft in heavy winds. A good, safe place to begin with adjusting the jumpers is to measure 18" down from the top of the jumpers. At this point one should be able to barely touch the two wires together by exerting a moderate amount of pressure with his fingers. Then, once the mast is stepped and the suit of sails have been tested in varying wind conditions, one will undoubtedly want to do some further adjusting.

Depending upon the boat, the mast butt will probably be located anywhere from 17" to 20", that measurement being from the center of the centerboard pin to the aft side of the mast butt. If one is uncertain where the mast should go, 18" is a good in-between measurement at which to begin. The Lightning Class specifications state that wooden blocks must be used at the butt of the mast to keep the mast from shifting fore and aft, and that mast

partner blocks must be used at the deck as well. At the present time, however, the specifications do not allow changing the position of the deck blocks during the race. Watch the "Flashes" though, as this ruling may be changed in the near future. When it comes time to actually step the mast, insert the butt blocks, making certain, though, that the mast is free at the deck while any adjustments are being made. Next, attach the forestay and the two upper shrouds in order to prevent the mast from whipping about excessively. Now, hoist the jib on the jib halyard and pull down the jib downhaul sufficiently so that the jib tack will be within an inch or two of the deck. Then lay a level on the centerboard trunk cap and move the boat around on the trailer or dock enough so that the top of the centerboard trunk will be level. Be sure that the jib stay is sufficiently loose, and that the whole weight of the mast is being carried on the jib luff wire. Now, either tighten up on the jib halyard or loosen it in order to put about 24" to 26" of rake in the mast. To measure the rake, drop a plumb line from the main halyard down into the cockpit of the boat, and measure at about the level of the boom from the aft side of the mast to the main halyard. There is nothing magic about this 26", it is merely a good starting point. At times, some sailors appear to be sailing with as much as 32" of rake, but anywhere from 26" to 28" is more common rake. A good guideline to adjusting the rake is to set it so that the main boom is roughly level with the water when sailing to windward in a moderate wind. After adjusting the amount of mast rake, use the main halyard to make sure that the mast is located exactly in the center of the boat athwartships. This can be done by measuring the distance from the main halyard shackle to the chain plate on each side of the boat, and by adjusting the upper shrouds until the distance from it is the same on each side. After centering the mast, adjust the shrouds so that they are not too taut, but rather, more loose, in order to let the mast bend evenly. Now set the lower shrouds even looser yet than the upper shrouds. Again, by going out sailing, one can make the final adjustments to the lower shrouds in order to get the mast perfectly straight athwartships. Now attach the backstay, and adjust the turnbuckle on the backstay so that it is tight enough to put about a 1" bow in the mast. With the jib lowered, the rig consists of a loose backstay, jibstay, upper and lower shrouds, as well as loose jumpers. This may not sound like a tight backstay rig, but it really is. Now hoist the jib again and secure the jib halyard onto the halyard latch. By pulling down on the jib downhaul one will notice that the back stay will actually become tight, and as soon as this happens, any further pulling on the jib downhaul will put a bend in the mast. The more one pulls on the jib downhaul, the greater the mast will bend. In order to adjust the degree to which one can bend the mast with the jib downhaul, one can adjust either (1) the backstay turnbuckle, or (2) the jib halyard latch. Next, hoist the mainsail and adjust the luff and foot tensions. One will notice that by sheeting in very hard on the mainsheet, the mast will bend additionally. If the mast is extremely stiff, one will probably have to use the jib downhaul for all of the mast bending. If on the other hand, the mast is extremely flexible, one will have to use the mainsheet to do almost all the mast bending, since a tight backstay in this case will put an excessive bend in the mast. One should have his rig set up so that he can adjust the bend in the mast anywhere from about one to six inches, depending on the wind



velocity. In order to do this, it will be necessary to have about four stainless steel beads swaged (see Photograph 1) onto the jib halyard about 1" apart. As the wind velocity increases and the skipper wants to put more bend in his mast, he must then hoist the jib halyard up an extra inch or two onto the next bead. Then, by pulling down the jib downhaul again, he can put a greater bend in the mast. The boom vang and mast partners at the deck can also be used to bend the mast down low. On older boats it may be necessary to enlarge the deck hole for the mast in order to bend the mast sufficiently. Be sure to adjust the tension of the jumper stays so that in all wind velocities there will be an even bend in the mast. For most suits of sails this is the proper bend; if on the other hand, the mainsail has a tight leech, then loosen the jumpers a few turns extra, which will help the top part of the mast to bend back further and will help loosen the leech.

### XI. Compass

A compass is a must for the racing skipper, although some still seem to find their way first across the finish line without one. Get one just the same. Not only is a compass useful for helping both skipper and crew to locate buoys while sailing in unfamiliar waters, but it can be an invaluable asset in determining windshifts while sailing on windward legs.

### XII. Hiking Straps

Here is another piece of equipment that one cannot easily do without, and little more need be said about their merit. Roughly speaking, the jib man's hiking strap is located right about where the splash rails meet the coamings; the main man's, about 1½' to 2' behind the jib man's; and the skipper's, 1½' to 2' behind that. In addition, one might want another hiking strap about 2' aft of the skipper's strap for use when reaching with the spinnaker in moderate to heavy winds, at which time the whole crew will move aft one hiking strap in order to keep the bow out of the water.

### XIII. Self-bailers

Self-bailers are the third piece of equipment that should go without saying. They are an absolute must in heavy winds, and if one wants to eliminate the self from bailing, get them!

Note: For additional information on equipment details, see the "Plans and Specifications" column in the December 1965, and following issues of the "Flashes."

## How To Use Your Equipment

### I. Sailing to Windward

In order to be able to sail competitively on the windward legs, one must know what adjustments to make for different wind and water conditions. For example, one must know that the centerboard should always be down all the way, as well as the different ways in which to adjust the sails for different wind velocities.

To begin with, the shape of the sails is extremely important for the windward legs of the race. For light winds, the sail should be as full as possible since a full sail will give maximum drive for this wind condition. In a stronger wind, however, the sail should be flat in order to minimize the heeling force. One should also consider the water conditions when deciding how drafty the sails should be for a given wind velocity; i.e., the rougher the water, the fuller the sails should be. The draft in the mainsail is controlled by three adjustments: (1) the amount of bend in the mast, (2) the tension on the



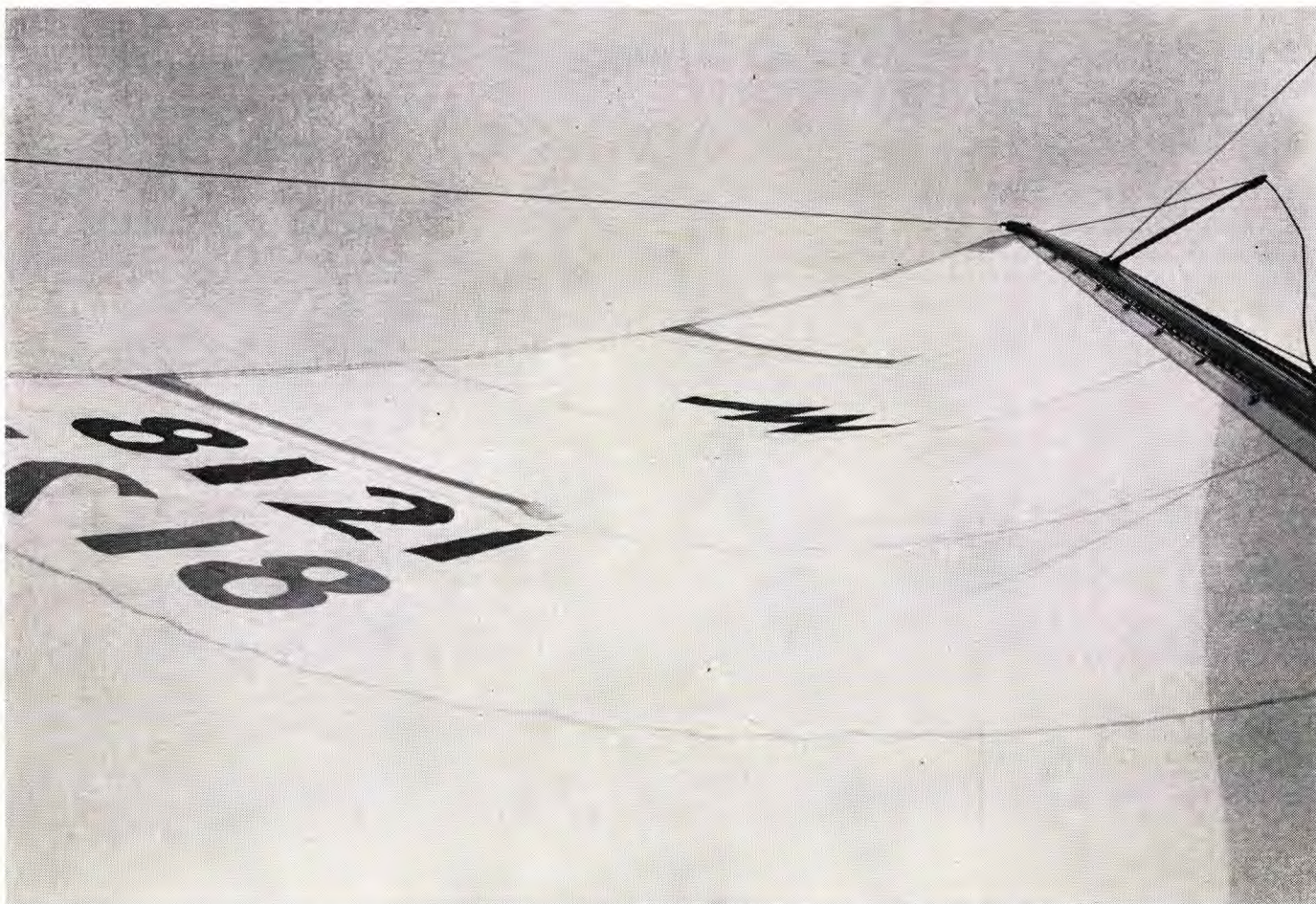
5. Single jib sheet rig with Barber hauler. The painted line on deck denotes 13 degree angle. Note spinnaker guy cleat. Jib tack should be down closer to deck.

downhaul, and (3) the tension on the outhaul.

For those who are uncertain of how the bending of the mast affects the draft of the mainsail, here is a brief explanation. When a sail is constructed, both the luff and the foot are cut with a certain amount of roach on the edges. When these curved parts of the sail are then set on a straight mast and boom, the extra cloth from the roach causes the draft in the sail. With a perfectly straight mast, therefore, the sails will be as full as possible. On the other hand, as the mast is bowed more and more, the roach along the luff of the sail will be pulled out and the sail, therefore, flattened.

Depending upon the suit of sails, one will probably want to have about 1" to 2" of bend in his mast for light air, about 3" to 4" for medium, and about 6" for fairly heavy winds. Photographs 6 and 7 show the effect that mast bending has on the draft of the sail. The bend in the mast is adjusted with both the jib downhaul and the mainsheet. If the wind is so strong that the mainsheet must be slacked in order to keep the boat upright, the jib halyard should be hoisted up about one or two more inches onto an extra bead, and the jib downhaul pulled down close to the deck. In this way, if the mainsheet has to be slacked, the bend will remain in the mast. If, on the other hand, this had not been done and the tension of the mainsheet alone was used, using the tension from the mainsheet to keep the mast bent, then if the mainsheet





6. Note the fulness of this mainsail set on mast with about 1" to 2" of bend.

had to be let out for a strong puff, the mainsail would become fuller and the jib luff would sag off to leeward. This condition is very undesirable for heavy wind sailing.

The main downhaul should be adjusted tight enough to remove any large wrinkles which run from the mast down to the boom. Depending upon the sail, this will probably mean that in light winds, the boom at the gooseneck fitting will be about 3" above the painted band on the mast. In medium conditions, it will be almost down to the band, and in heavy conditions, it will be down to the band.

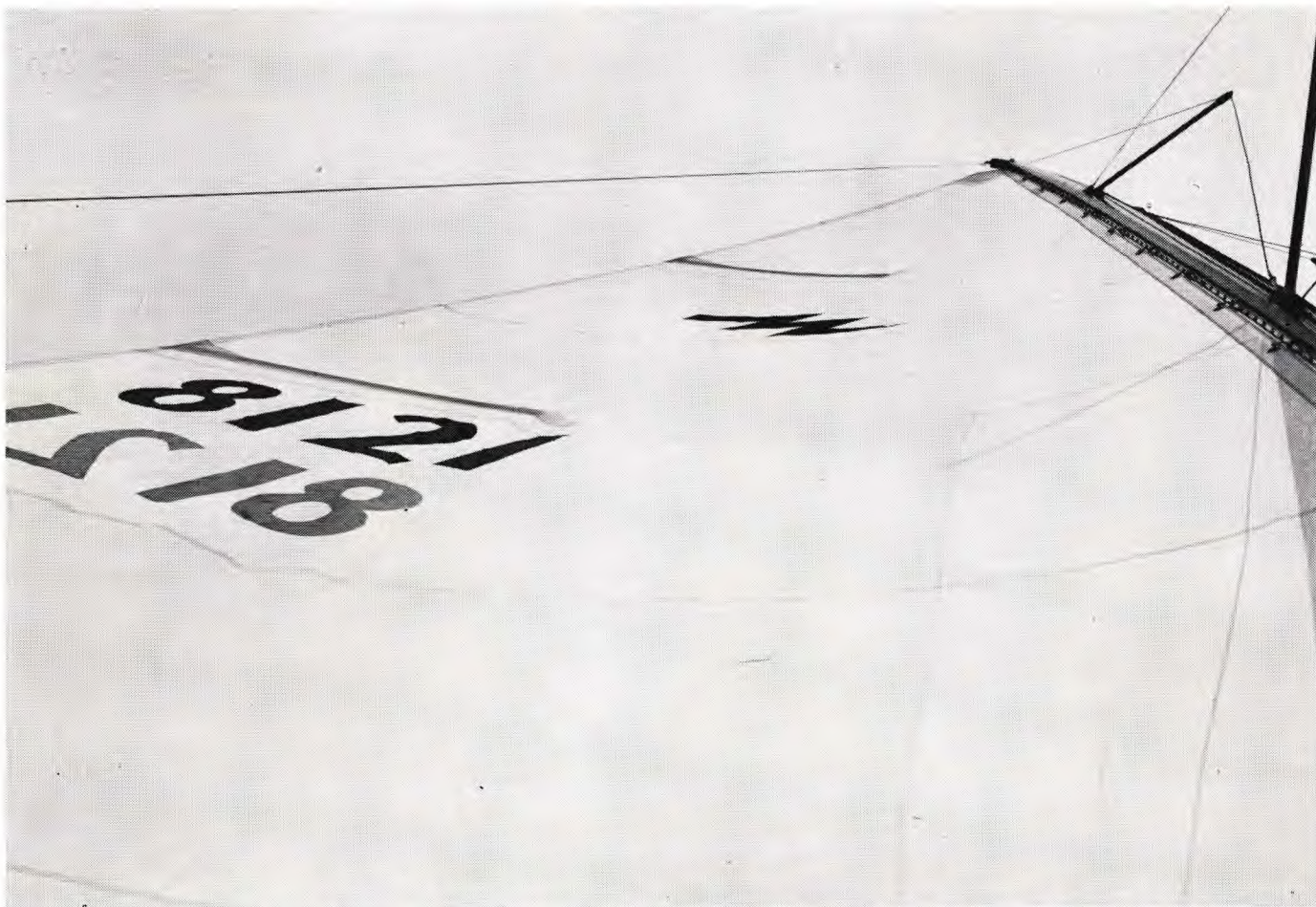
The outhaul is adjusted in much the same manner as the downhaul. In light winds the outhaul will probably slack to about 2" from the end of the boom, and in heavy winds, it will be all the way out to the end of the boom.

The mainsheet is used to control the mainsail in two ways: (1) to set the angle of the boom relative to the centerline of the boat, and (2) to control the amount of tension on the leech of the sail and, therefore, to control the amount of bend in the mast. If sailing with a Crosby rigged mainsheet, use the friction of the Crosby rig to put the boom where you want it in relation to the centerline of the boat. In light winds one will want the boom in the centerline, or very close to it. In heavy winds one will want the boom pushed to leeward as far as it will go. Similarly, in light winds one would not pull the mainsheet down tight since it would be undesirable to bend the mast very much at all, while in heavy winds, one would want to pull the mainsheet down quite hard in

order to flatten out the sail. If sailing with a wire bridle arrangement, in light winds one will want the bridle slacked out further and in heavy winds, one will want it down closer to the deck.

When sailing to windward, the trim of the jib is very critical. Since the luff of the jib is not on a spar, as is the case with the mainsail, it is impossible to control the draft of the jib in the same way that it is to control the draft of the main. What adjustments that can be made to the draft of the jib are done with the jib sheet and, if a double luff jib, with the variluff as well. By tightening the variluff, the draft moves forward in the jib. In strong winds, one will want to pull the variluff down tight in order to keep the draft up forward; in light winds, one will want to have the variluff a little more loose. If the variluff is too tight in light winds, one will notice that the draft is pulled so far forward that there is a very sharp fold of cloth right up at the luff. For most wind conditions, one will probably not want to change the athwartships position of the jib sheet fitting. Rather, in light winds, the sheet will be slacked out quite a bit to give the sail some curvature, and in heavy winds, the sheet will be pulled in tighter in order to flatten out the sail. It is necessary to adjust the fore and aft placement of the jib sheet fitting if the velocity of the wind changes. In light winds, the fitting should be moved forward and in heavy winds, the fitting should be moved aft. Set the jib fitting at the point where, when the boat is headed into the wind, the jib luffs at the same point along the jib stay all at the same time. By moving the jib lead





7. This is the same mainsail as in Photograph 6 but with about 6" of bend in the mast. Note how much flatter the sail is now.

forward in light winds, one will find that a great deal of draft can be put into the sail.

The placement of the crew seems to have quite an effect on the windward sailing ability of the boat. When sailing to windward the skipper should be no further aft than the mainsheet fitting on the centerboard trunk, and the crew, of course, will be up further ahead of him. Some skippers prefer to sit even further forward than this. The whole idea in staying forward is to keep the stern from dragging in the water. On the other hand, this can be overdone; if everyone is too far forward, the bow will plow excessively. Placement of the crew's weight can be used very successfully to adjust the amount of weather helm. As crew weight is moved forward, the lee bow tends to bury a little more, and therefore, giving the boat more weather helm. Conversely, by moving the crew's weight aft, the boat will have less weather helm. In a similar manner, by moving the crew's weight to leeward, one will increase the weather helm, as it will also tend to bury the lee bow. Then, conversely, letting the boat be more upright will give less weather helm. In light to moderate winds, adjust the crew's weight so that the boat is heeling at about 10 to 15 degrees. In extremely light, drifting conditions, it is desirable to have the crew so far over to leeward that the rub rail is almost in the water in order to keep the sails full with what little air is available and also reduce wetted surface. On the other hand, when sailing in very strong winds, one should try to keep the boat as upright as possible.

## II. Reaching Without the Spinnaker

When sailing on a close reach, one will have to adjust his boat differently from the manner in which he was sailing to windward. It is necessary to put more draft in the mainsail by letting up on the downhaul and the outhaul, and by loosening up on the jib downhaul as well. Loosen up the jib variluff some, and pull the Barber hauler out partway, and tighten the boom vang, as well. Unless one is sailing on an extremely close reach, it is advisable to pull the centerboard up a bit, since by so doing, any excessive weather helm will be eliminated and, therefore, the drag on the rudder through the water will be lessened. By adjusting the centerboard position, one can adjust it until there is a neutral helm.

## III. Racing With The Spinnaker

Since in most races spinnakers will be used from one-third to two-thirds of the time, it is necessary to know how to fly it well. The skipper and his crew will need a great deal of practice in hoisting, flying, jibing, and dropping the spinnaker in order to do it well. By observing other crews' spinnaker work, one can usually pick up some good pointers. Before going out to the boat, pack the chute in a cardboard box or polyethylene wash basket container, and leave the head and both clews hanging out so that the crew will be able to find them later. Before the race, make sure that the spinnaker halyard, topping lift, and sheets are untangled.

Always get the spinnaker ready to hoist on the leg



# CENTRAL ATLANTIC DISTRICT

## 1966 RACING SCHEDULE

April 24-May 1, 8, 15, 22  
**EARLY BIRD SERIES**  
Surf City Yacht Club Fleet 196

April 24-May 1, 8, 15, 22  
**THAW-OUT SERIES**  
Riverton Yacht Club Fleet 228

June 11-12  
**SPRING TUNE-UP REGATTA**  
Metedeconk River Yacht Club Fleet 34

June 18-19  
**SPRING TUNE-UP REGATTA**  
Bay Head Yacht Club Fleet 3

June 18-19  
**SPRING INVITATIONAL REGATTA**  
Brant Beach Yacht Club Fleet 173

June 25-26  
**GOVERNOR'S CUP REGATTA**  
Riverton Yacht Club Fleet 228

July 23-24  
**CENTRAL ATLANTIC DISTRICT CHAMPIONSHIP**  
Lavallette Yacht Club Fleet 104

July 30-31  
**SPRAY BEACH OPEN REGATTA**  
Spray Beach Yacht Club

August 6-7  
**NEW JERSEY STATE CHAMPIONSHIP**  
Surf City Fleet 196

August 13-14  
**ATLANTIC COAST CHAMPIONSHIP**  
Metedeconk River Yacht Club Fleet 34

August 13-14  
**ANNUAL INVITATIONAL REGATTA**  
Little Egg Harbor Yacht Club Fleet 26

September 4-5  
**LABOR DAY REGATTA**  
Red Dragon Canoe Club Fleet 357

September 10-11  
**18th ANNUAL REGATTA**  
Surf City Yacht Club Fleet 196

September 18-25-October 2, 9, 16  
**FALL SERIES**  
Lavallette Yacht Club Fleet 104

September 24-25  
**RIVERTON LIGHTNING REGATTA**  
Riverton Yacht Club Fleet 228

October 2, 16, 23, 30  
**FALL SERIES**  
Red Dragon Canoe Club Fleet 357

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preceding the one where it will be needed. First, determine on which side to hoist the spinnaker. Second, pull the spinnaker guy and sheet inboard aft of the shrouds on what will be the leeward side when the chute is up, and then hook up to the tack and clew. Also bring the spinnaker halyard around the shrouds and hook it onto the head. Third, set the spinnaker pole on the opposite side from the spinnaker by snapping the outer end of the spinnaker pole onto the guy, securing the topping lift to the pole, and fastening the inboard end of the pole onto the mast eye. Although it is easier to set the pole on the windward side of the boat, with some practice it can be done on the leeward side as well. Tighten the boom vang before rounding the mark, also. Now that everything is hooked up, check to make certain that nothing is tangled.

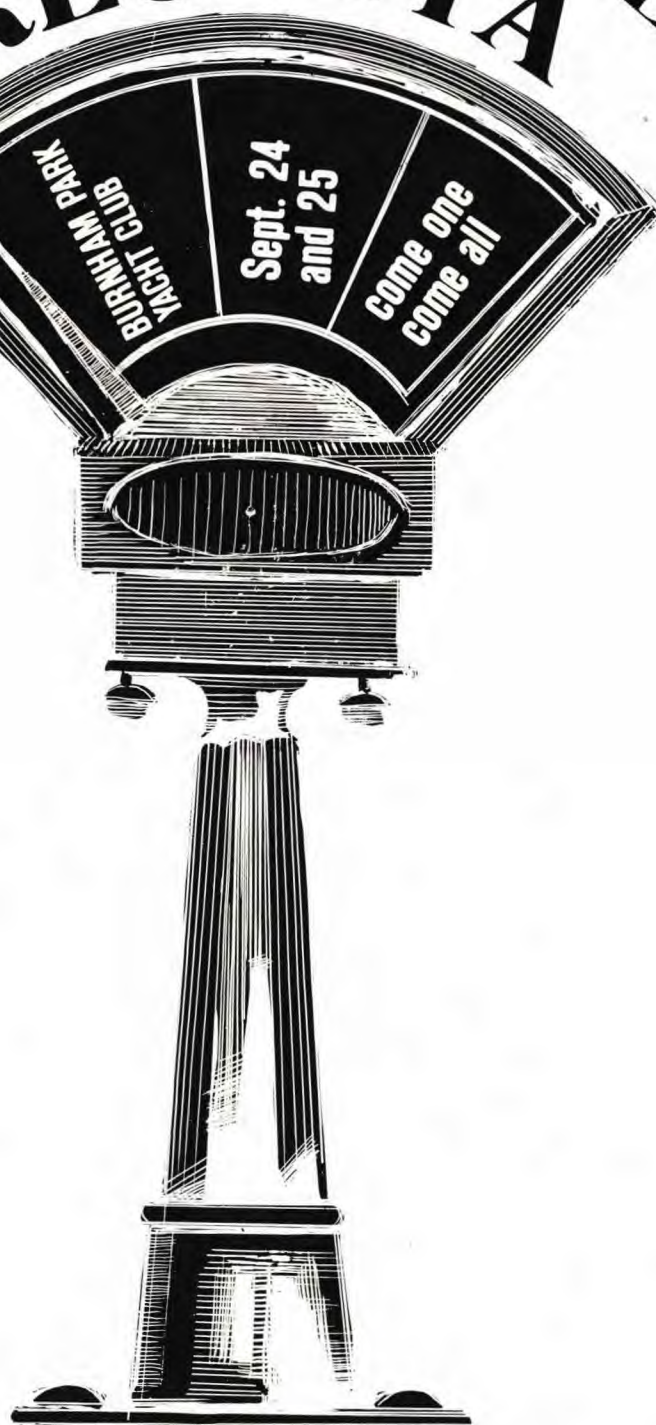
In rounding the mark, one man hoists the spinnaker halyard rapidly and pushes the spinnaker pole forward against the jibstay, while, at the same time, the other crewman feeds the spinnaker out of the box, eases the jib sheet, and handles the spinnaker sheet. Also at the same time, the skipper pulls the spinnaker guy until the tack reaches the pole end fitting and is pulled around to the correct position. As soon as the spinnaker is hoisted and the halyard cleated, the jib should be dropped and secured under the shock cord. When on a reach it is very important to drop the jib as soon as possible in order for the spinnaker to draw effectively. Now, the forward crewman relieves the skipper of the guy and cleats it. Next, the boom vang should be adjusted, the centerboard raised to the proper position, and the main outhaul and downhaul loosened.

Now that the chute is up, the objective is to trim it correctly. The middle man, who controls the spinnaker sheet, should adjust the sheet so that the luff of the spinnaker is always on the verge of breaking. He should let the sheet out until it just barely luffs and then pull back in slightly. By maintaining the spinnaker on the verge of luffing, one can be certain that it will be drawing most effectively and will not be in danger of collapsing by being too far to leeward around the mainsail. The fore-and-aft position of the spinnaker pole should be slightly forward of a ninety-degree angle to the wind direction. The height of the outboard end of the spinnaker pole is very important. The general idea is to adjust the topping lift so that the tack of the chute is level with the clew. In medium to heavy winds one should use the upper pole eye on the mast, especially when reaching, since raising the pole flattens the sail. In light winds one should use the lower eye, and lower the pole lift to level the tack with the clew. For most wind conditions, let the spinnaker halyard out far enough for the head to clear the jumper stays, but in very light winds, one should hoist it up all the way in order to keep the foot out of the water. The fore-and-aft placement of crew weight for light winds should be about the same as on the windward legs; for moderate winds, about one foot or so aft; and for heavy winds, each crew should move aft one hiking strap. Shift crew weight athwartships to keep the boat perfectly upright when sailing on a broad reach or dead downwind. The boat should be heeled slightly when reaching. Leave the centerboard all the way down for an **extremely** close reach, but otherwise raise it so there is a neutral helm. On a broad reach or downwind, the board can usually be pulled up almost all the way, except in heavy winds when one may want more centerboard down in order to make the



full speed ahead to the

# RED FLANNEL REGATTA





boat steer more easily. In all wind conditions with the spinnaker up, one will find that he can sail fastest by bearing off in the puffs and heading up in the lulls.

Since jibing the spinnaker is somewhat tricky most of the time, and downright hairy in heavy winds, it is imperative to learn this maneuver well. In preparation for jibing, the crew uncleats the guy from the forward cleat and takes up tension so that it is sheeted from the stern. Also make sure that the centerboard is down far enough to enable good maneuverability. As you approach the mark, the one crew moves forward and under the boom to operate the pole while standing in the cockpit, and the skipper and other crew move aft to compensate for the shift in weight. As the boat begins to turn, the forward man unhooks the pole from the mast and snaps it into the old spinnaker sheet (new buy), and at the same time the middle crew pulls in the old guy (new sheet) and the skipper lets out the old sheet (new guy). When the boom swings over to the other side, the forward crew unfastens the pole from the new sheet (old guy) and secures it in the mast eye, the middle crew pulls in the new sheet, and the skipper lets out the new guy (old sheet). Now the forward crew takes the guy and the skipper grabs the mainsheet. Of course, there are variations in this basic procedure. For example, the middle man could handle both the sheet and guy. Jibing from one tack to another when dead downwind is much easier than jibing from one tight reach to another, and one should practice both types of jibes. The whole secret to a good jibe is coordination among the crew. The skipper, of course, steers the course and, therefore sets the pace for the crew, but the middle man is responsible for keeping the chute trimmed properly during the maneuver. If the spinnaker is swung to the new side too slowly, there is the possibility that the spinnaker will fill inside the fore-triangle. If, on the other hand, the sail is shifted to the other side too rapidly, it will collapse. If one can consistently keep the spinnaker full while jibing, he is doing a good job.

In order to douse the spinnaker, it first must be decided whether to lower it on the windward or leeward side. If it is pulled in on the side from which it will next be hoisted, one can avoid having to pull the sheets and halyard around and hooking up the spinnaker on the other side. Dropping the chute to windward has the added advantage in strong winds of keeping all the crew on the high side of the boat. No matter which method is used, get everything ready ahead of time and then when it is time to drop it, work fast. In preparation for the next leg, tighten the main downhaul and outhaul and

lower the centerboard. Next, hoist the jib, tighten the jib downhaul, and trim the sheet. If on a tight reach, delay hoisting the jib until the last moment, since it will probably collapse the spinnaker. **To lower to windward**, the forward crew unhooks the spinnaker pole from the mast and from the guy, and simultaneously, the middle crew releases the sheet. Now the forward crew gathers in the foot of the spinnaker and pulls the sail down into the cockpit as the middle man lowers the halyard. By lowering the spinnaker carefully to avoid twisting it, one will not have to untangle it before hoisting again. The spinnaker pole can be brought in after rounding. **To lower to leeward**, the lightest crew grabs the sheet near the clew and gathers in the foot of the sail as the other crew lets out the guy. Then as the windward crew lowers the spinnaker halyard, the leeward man pulls the chute carefully into the cockpit behind the shrouds. The spinnaker pole is often taken down by the crew on the windward side while the spinnaker is being dropped, but it can also be taken in later on after rounding the mark.

Since spinnaker work is so important on a Lightning, practice hoisting, flying, jibing, and dropping the spinnaker until it is second-nature. And because the technique varies somewhat from light to heavy winds, practice in a variety of wind conditions. For more detailed information on spinnaker flying on the Lightning, read Hank Cawthra's excellent article, "Use of the Spinnaker on Lightnings," which originally appeared in the 1960 **Lightning Class Yearbook** and which was reprinted in the June, 1965 "Flashes."

#### The Finish Line

Probably the most important aspect concerning racing, and one not to be described in this article in detail (for obvious reasons), are the rules. All that need be said about them is that they must be known. And by being known, that does not mean being able to sit at the opposite end of the sofa from one's wife and reciting them word for word while she follows silently with the rule book in her hands. Be able to relate the rules to the actual situation for which they were originally intended.

In connection with knowing the rules, is being familiar with the sailing tactics of racing. Again, without a fundamental knowledge of the rules, one would be unable to employ various tactics in various situations and weather conditions that might mean the difference between 1st over the starting line or 15 seconds late, all of which can add up to being 1st over the finish line or an inglorious 34th. Much of learning tactics comes from experience—having sailed in both large and small fleets, in light air

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with calm water, moderate air with chop, heavy air with ground swells, on small inland lakes, in open bays, and the like. And the only way in which to get experience, of course, is to get out and race as much as possible. Don't give up after your first season of undisputed and consistent 9th; keep sailing, asking questions of the top skippers in your fleet, reading sailing books and magazines. Even though the sailmakers and boatbuilders are often too busy to be sailing every week-end, talk with them; after all, sailing is their source of livelihood and they have to know about it.

If one's sole intent in sailing is to obtain a golden suntan, escape a wife and collection of howling children, and to leave a trail of beer cans for whomever might follow, then he should stick to day sailing. Racing is a serious business, and for those who are sincerely interested, here are some steps to follow that will help bring both success and personal gratification. One must work with his crew, and the crew and skipper must be able to work together in order that the basic procedures become smoothly coordinated and second-nature. Any weak spots, such as jibing the spinnaker, should be practiced until perfect. Sail in varying wind and water conditions. Here, a knowledge of weather is helpful as one can then relate it to shoreline, tide, and current conditions. Brush race against some of the top skippers in your fleet to see how well you are sailing in comparison to them. Ask them questions; ask them for criticism. Analyze each fleet race in which you participate in order to understand what you did in certain situations and what else you might have done. Go to as many regattas as possible where you will be sailing not only in different waters with different wind conditions, but against different sailors, also. Become accustomed to sailing in large fleets, as half the secret here is in getting a good start and in keeping your wind clear.

In sailing, as in other sports, there are certain rules by which one must abide, as well as a wealth of knowl-

edge and a goodly amount of both physical and mental stamina that accompany sailboat racing.

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*Raffee and crew hold her down to reduce weather helm.*



# BOAT SPEED

by Alan Raffee

When I was asked to write this article, I was so flattered I accepted without hesitation. Now that I am faced with actually putting things down on paper, I realize that it is not enough for me to tell what I do to make my boat go fast, but I also must explain why.

This leaves me with a problem. It reminds me of the time when I started a race at the port end of the line and everyone else was at the other end. Right after the start, the wind kept shifting around to the right so that the mark could be layed on starboard without a tack, and everyone but I had overstood. At the trophy presentation, the commodore of the host club pointed this out as a brilliant example of why it does not always pay to start at the "upwind" end of the line. I almost dropped the trophy right then and there because I had thought I **WAS** at the upwind end of the line.

Since I started sailing in 1961, I decided that if I was ever going to be a contender in a Lightning, I would have to go faster than the competition. I felt that I could never beat the sailors who had been sailing for ten and twenty years by going the same speed. Obviously, some Lightnings were faster than others, so I would have to concentrate on going faster than the old salts in order to keep up. So I have concentrated on boat speed, and when the winds are not too shifty, we do pretty well.

After reading yearbook articles of this type for the last several years, I find that others have adequately explained how to set up a boat in a "basic" tune. There is certainly nothing I can add to what they have said. However, I feel that the tune that they wrote about was a beginning point. I feel that you have to keep changing the tune of the boat to meet different conditions.

I came upon this realization after observing that practically all boats would go like a streak at certain times, and then at other times, would go very slowly. Even the greatest sailors would often go very fast on one beat of the race and then be much slower on the next. Therefore, I concluded that the consistent winners were those who knew how to change the tune of their boats to the variable conditions.

I have been highly criticized for going overboard in the matter of changing things. Whenever I do well in a race, there are a number of well-meaning friends who beg me to leave the boat alone and stop tinkering with it.

Well, that just isn't my way. I believe that the Lightning Class is loaded with smart people who are always thinking and creating new ideas to go faster. If you ever get moving well and then decide to quite tinkering around and just "sail the boat," as they say, I believe that two things happen and both of them are bad. First, the other



*Alan Raffee during happy moment . . . receiving the perpetual runner-up trophy at World Championship in Naples from Mrs. Yakima Dusmet.*



guys are constantly working and tinkering and before you know it, they have caught up. Secondly, it is too easy to lose the habit of creativity, along with sharpness in thinking of different things to do—and when all of a sudden the realization hits that someone is faster, then getting one's own alertness and ingenuity back again is a lot more difficult than you realize.

So what do I tinker with and why . . . the following are some of the things that I do not believe have been written about too much.

The very first thing I did to get "boat speed" was to work on the Mast Rake. I never believed the popular concept that whatever Rake Eichenlaub or Allen or Siedleman has is the best rake for me. So I decided to find out. My boat had a wire downhaul on the jib that worked off a winch, which is common in Lightnings today. I went out daily with the Barber Twins (who always go fast). I took along a young college student, Dennis Conner, and we constantly cranked the jib down, haul in and out, and made the discovery that every time the wind and sea conditions changed, so did the optimum Mast Rake position. Therefore, we decided that we would have to change the mast rake in this manner during the races and therefore keep out backstay and headstay loose enough to permit it. But Dennis observed that we would then introduce a new variable because we would be raising the foot of the jib off the deck from time to time thus losing the advantage of the decksweeper jib we like so well. We solved the problem by designing a contraption that will raise or lower the jib halyard while underway thus allowing us to change the rake of the mast during the race while keeping the tack of the jib fixed on the deck.

Since that day, Dennis has been my faithful crew and we have worked out all problems together. So whatever success we have had in getting the boat to go fast was a joint project between Dennis and myself.

After figuring out how to change the Mast Rake, while underway we found that we had introduced another problem. The jib leads were always wrong. As we increased the mast rake, naturally we would have to lead the jib sheets farther forward.

This really got to be a nuisance. Dennis spent more time figuring where to put the fair leads than anything else. But between us, with the help of a good friend, Bob Siedleman, we figured out the proper ratio between the jib halyard and fairleads. Then we marked the respective lines so that whenever our jib halyard is at a certain point, we know exactly where the fairlead is supposed to be without having to look at the jib.

Lightning rules permit a tolerance of two inches in the fore and aft location of the jib track. Most boats have theirs fixed at the furthest forward point. We have designed a shackle that will permit us to move the jib tack back and forth between races. Now this sets up a whole new set of variables, one of the most interesting of which is the fact that as the tack is moved aft, the angle of the jib lead is increased, thus necessary corrections have to be made. Also, this enables us to get more overlap between the leach of the jib and the luff of the main.

Another thing we do that is often overlooked is the trick of sagging the luff of the jib off to leeward. Tommy Allen gave me the thought on this when he used a jib tack that would float to leeward. Ever since this was outlawed I tried to figure out why it was so successful. Dennis and I have finally concluded that in light air, it is

an advantage to open up the front of the slot and close the rear of the slot. This tends to increase the speed of the air flow past the main thus resulting in more lift, also it enables you to point higher with the same speed. However, since it probably diminished the amount of drive you get you can only do this under point high conditions where drive is not important.

Much has been written about mast bend fore and aft but very little has been written about the mast bend athwartships. Under certain wind and sea conditions we feel that it pays to loosen the upper shrouds way out in order to have as little twist in the leach as possible and before every race we change the relationship between the uppers and lowers. Sometimes we guess the wind and sea conditions right and we do well—other times we are down the tank.

Well, in closing, I would like to say that I truly feel that whatever success we have had was due to our constant experimentation, curiosity and refusal to accept the status quo.

In all fairness I can say that while some of our gadgets helped us and certainly will help others I am also sure that some of them hurt us and will continue to do so.

But the one thing that I swear has helped me more than anything is the psychological state of mind that the constant striving for boat speed has given me. I also will admit that maybe its more important to think you are faster than the other guy, even if you aren't.



*The skipper applying a bit of "English" to the helm of SHAZAM.*



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# 13TH EUROPEAN CHAMPIONSHIP

By Mario Civita

"Kalimero's" very strong crew of Guido Tulli, Giacomo Fagano and Guiseppe Palomba brought back to Italy the European Championship, adding their names to the other Italian helmsmen who won in former competitions. Stelios Bonas, winner in the past two years, was absent because having to choose between the European and World Championship, preferred to participate in the latter.

As representative of Greece came George Andreadis, well known to the Italians as a hard sailor in former years and well known also for his courage as helmsmen and sailing a new Tom Allen wood boat "Crinis" and commanding a well matched crew. He was an excellent substitute for his countryman Bonos and was the most dangerous competitor for the Italians.

Among the Italians the prognosticators showed as possible winners the crew of "Surf" who recently won the Italian title and the crew of "Kalimero" who at the shores of Anzio recovered full efficiency after two poor races. Other favorites were "Proteo", "Vincenzina III" and "Capelle" all of whom were running very strong in 1965. The total number of participants was 25 made up as follows: 1 Greek, 5 Finnish, 5 Swiss, and 14 Italians.

Due to bad weather conditions, the beginning of the regatta had to be postponed. Indeed, the first races were carried out with winds of 15 mph and seas of force two. Later, the weather improved considerably and with the exception of the fourth race during which the wind was 9 mph and the sea force two, the rest of the races were sailed in winds of from 1 to 3 mph with smooth seas. These last conditions are usual during September at Naples.

From the very beginning, the forecasts were verified. Almost all the favorites were in the first several places except that among these we also found "Strale III" and "Turbine II" who were not considered to have a good chance of winning as it seemed to us that their crews were still looking for their usual good form. During the sec-

ond race we found again that the same boats were successful as on the previous day except that the leaders were joined by "Santa Lucia" skippered by Franco Cavillo who returned to the Lightning Class after a long absence. After these two races the first five boats were separated by a very narrow margin of 6 points as follows: First, "Crinis" (49 points), Second, "Kalimero" (47 points); Third, "Strale" (45 points) and tied for fourth place were "Capelle" and "Surf" with (43 points). These positions resulted in predictions of very hard battles during the rest of the Regatta.

In the third race, characterized by an irregular and poor wind, several boats succeeded each other for first place during the first leg, and the development of the race forecasted a fight between "Crinis" and "Kalimero" who turned the first mark in that order. "Proteo" however, came up brilliantly and took over first place, losing it only near the finish. A displacement occurred then in the positions of many favorites. Even considering the extra race, only the first two positions (Crinis and Kalimero) remained in the running for the title. This was due not only because many points separated them from the other competitors but also because they were running with a high degree of consistency. As we said before, the fourth race was characterized by strong winds and for this reason several boats quit the competition. Among these was "Turbine III" who was among the leaders in all of the other races. "Kalimero" and "Crinis" again sailed very well and finished first and second respectively after a furious competition which involved also "Santa Lucia", "Turbine", "Surprise II", "Vincenzina" and "Surf". The score remained unchanged with "Kalimero" only three points behind his very strong contender. The fifth race was the most exciting and interesting because all the strongest competitors performed superbly. "Kalimero" was so much ahead of his nearest contender (Crinis) that he forced "Crinis" to take opposite tacks in an attempt to recover. In spite of finishing in 8th



*Winner of European Championship KALIMERO skippered by Guido Tulli.*



place, "Crinis" did not lose his first place position because, considering the extra race, he still had 2 points over "Kalimero". They were followed by "Capelle", "Vincenzina", "Proteo" and "Surf".

Going into the 6th and final race, the only possibility for "Kalimero" to win the regatta was to beat "Crinis" by at least two boats.

The 6th and last race was the most interesting and had an exciting end. At the first mark "Kalimero" seemed to be in position to win for sure. In fact he was first while "Crinis" was 7th and ahead of him there were four of the strongest Italian boats. "Surf" was the closest to "Crinis" and was able to cover him the first time around and part of the second when he was finally overcome. It was a big surprise to everybody that neither "Vincenzina" nor "Proteo" or "Capelle" showed little intention to control "Crinis". The situation suddenly turned dangerous for Tulli who had to cover "Crinis" all by himself. At the end of the leg, Tulli made any attempt to slow down "Crinis" in order to allow some of the following boats to get closer hoping that someone could be placed between him and Andreadis. He seemed to succeed when "Capelle" appeared at a cross over with right of way, well behind "Kalimero" but just a little ahead of "Crinis". But again a new surprise happened. "Capelle" kept going on his course and the situation became the same as before. Again Tulli forced Andreadis on the wrong tack until he was able to tack for the finish line ahead of oncoming "Vincenzina" who in the meantime had passed "Crinis".

Well done for Tulli and his crew! He was able to stay serene in spite of the hard competition, having to stay ahead of Andreadis in spite of the fact that other Italian boats who could have helped him did not do so.

Since until now we have been talking much about the

first two places it is logical and correct to talk now about the others.

"Vincenzina" and "Capelle" tied for third place. These two, together with "Proteo" must be praised for their beautiful performance but must also be blamed because they preferred to fight for third place instead of giving a sportive help to the one who had a good chance to win the title. However, "Vincenzina" made good at the last moment. "Surf" has alternated good races with poor ones and therefore her performance was disappointing. Commendable is the boat "Santa Lucia" of Franco Cavallo which was the oldest in the race. Then followed "Strale" and "Turbine" both of whom after a promising start, turned to a poor level. It should be emphasized also that "Lima", "Surprise" and "Hidalgo" sailed beautiful races. In 10th place was the Finnish "Nina" who should be praised along with his fellow countryman for the courage shown during the race, sailing old fashioned and poorly equipped boats. The Swiss finished in 14th place which was a disappointment as their boats were well equipped. We wish better luck in the future to "Sindbad" and "Caramba". We should praise unconditionally the organization of the competition which was supervised by capable and dedicated men who made the regatta perfect. Next year the Championship will be held at Athens and we hope for this occasion to be one in which the Lightning family of Europe will get larger and better.

Descriptions of the races are as follows:

#### FIRST RACE

Wind SSE, 1 mph and sea slightly moved. The wind was very light at the start that favored Turbine, Strale, Capelle, Crinis and Fiamma all of whom took a long tack out to sea just after the start. During the first leg the wind suddenly shifted turning more toward the south and this allowed the group starting toward shore to catch the others. In this group were some of the best such as Kalimero, Proteo, Surf, S. Lucia and others. The first mark was

## BUCKEYE LAKE SNOWBALL REGATTA

### — LIGHTNINGS ONLY —

**October 15 & 16**

**2 races Saturday**

**1 race Sunday**

(Highlanders and Ravens will be racing on a separate week-end.)

No other classes racing, no cluttered race course, easy haul-out.

—— **Don't Miss THIS One** ——



turned in this order: Turbine, Strale, Crinis, Capelle, Fiamma, Proteo, Kalimero, Surprise, Joy and Surf. During the spinnaker reach Capelle closed in on Crinis and Surf came up to seventh place passing Joy and Kalimero. In the next reach, Crinis and Capelle passed Turbine and Strale while Surf and Kalimero worked into 5th and 6th places respectively.

At the end of the first turn the positions are as follows: Crinis, Capelle, Strale, Turbine, Surf, Kalimero, Proteo, Fiamma, Joy, Surprise, Vincenzina and Hidalgo. During the second leg, Capelle, planed passed Crinis while Surf and Kalimero passed Turbine and got closer to Strale. During the following reach, Kalimero flew the spinnaker with ability right up to the mark and passed in this way ahead of Surf and Strale. The third and last leg saw no change in places and the race ended with Capelle first followed by Crinis, Kalimero, Strale, Surf, Turbine, Proteo, and Fiamma.

#### SECOND RACE

Wind from SW, 2 mph, smooth sea. At the start Proteo, Kalimero, Jajabero and Oskari were recalled so Strale, Surf and Crinis took the advantage at once. Kalimero recovered quickly however and passed many boats turning the first weather mark 4th. Ahead were Crinis, Strale and Surf. During the reach, Capelle passed Garoupa while the first positions remained unchanged. During the run, Santa Lucia passed several boats and came up to 6th place. At the first turn it was Crinis, Strale, Surf, Kalimero, Capelle and Santa Lucia. During the second leg no changes in the first positions occurred. Meantime Turbine came up very strong and was 7th at the weather mark.

During the last leg the first positions are changed. Kalimero passed Strale and finished second, while Turbine gains still another place. Meanwhile Capelle overstood the mark and lost three places. The winner was Crinis, followed by Kalimero, Strale and Surf.

#### THIRD RACE

Wind SW, 1 mph, smooth sea. After several postponements due to lack of wind the race started at 12:45 p.m. Everyone got a good start as Crinis and Kalimero broke out ahead and started an exciting duel turning first and second at the weather mark followed by Proteo, Hidalgo, Santa Lucia and Surf. There was no change in position during the offwind legs. During the second beat, Proteo took advantage of the duel between Crinis and Kalimero, going into first place and rounding the weather mark ahead of Crinis, Kalimero, Hidalgo, Surprise, Lima, Caramba, Santa Lucia and Surf.

No important changes occurred during the two offwind legs and at the second turn Proteo was still ahead followed by Crinis and Kalimero. In the final leg, Crinis sailed very well and passed Proteo to weather just before the finish. Kalimero was third and Lima and Hidalgo were 4th and 5th respectively.

#### FOURTH RACE

Wind SW, 9 mph getting stronger to 11-12 mph, sea force 2. Caramba dismasts before the start. Santa Lucia, Turbine and Surprise had a good beginning and with favored wind took off rapidly ahead of the others. The first weather mark was turned in the following order: Santa Lucia, Turbine, Surprise, Kalimero, Vincenzina, Crinis, Surf, Proteo, Capelle, Garoupa, with the rest following farther apart. The Swiss Fiamma capsized during this leg. On the reach Kalimero and Crinis recovered progressively turning the mark 3rd and 4th followed by Surprise, Vincenzina and Surf.

During the second spinnaker reach which was quite close many boats found difficulty with the spinnaker and were forced to lower it. Turbine passed Santa Lucia while Kalimero and Crinis kept on getting closer. During the second beat Kalimero broke through and took the lead while Surprise who was running well until that time was forced to quit due to breakage of the spreader. During the first reach no changes occurred, while in the second reach Turbine dismasted and Crinis passed Santa Lucia ending the second turn just behind Kalimero. During the last beat no changes occurred among the leaders and the order of finish was Kalimero, Crinis, Santa Lucia, Vincenzina, Capelle and Proteo.

#### FIFTH RACE

Wind SW, 3 mph, sea lightly moved. The start was on time. Surf and Kalimero went ahead at once and began a course to windward close to the shore while Vincenzina and Crinis followed even closer to the shore. But due to this internal duel the quartet did not calculate properly the way to the mark and overstood allowing the others to close in on them. The weather mark was turned in this order: Vincenzina, Kalimero, Surf, Crinis, Turbine, Capelle, Santa Lucia, Surprise, Proteo and Nina. They all were very close together. At the first reach Kalimero passed Vincenzina and Crinis passed Surf. The jybeing mark was turned first by Kalimero followed by Vincenzina, Crinis and Surf.

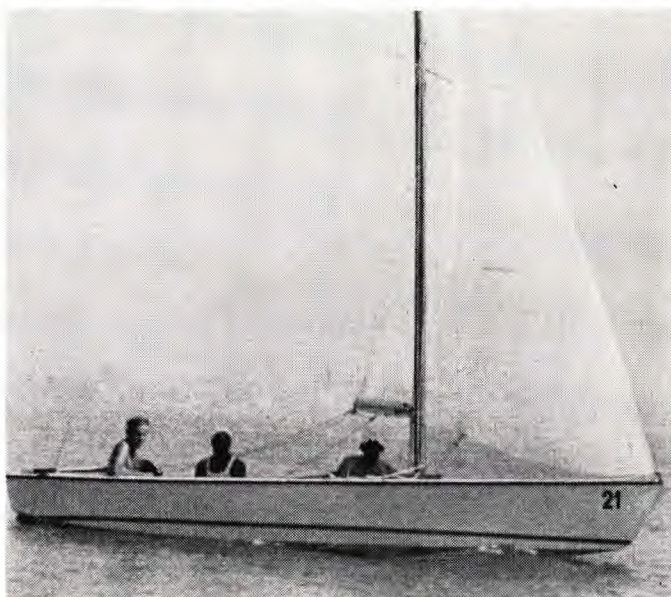
During the second beat, Kalimero covered Crinis and Vincenzina profited by this taking the lead and holding it until the end of the race. Meantime Crinis tried to free himself from the guard of Kalimero making a long tack to seaward. However Tulli did not follow him because at that moment Santa Lucia took second place and Tulli was defending himself from this attack. Moreover Crinis who was on the wrong tack is passed also by Capelle and Nina. The weather mark of the second leg is turned by Vincenzina, Santa Lucia, Kalimero and Capelle. During the reach, Kalimero and Surf overcame Santa Lucia and Crinis respectively. During the following reach Surf went ahead of Nina while Turbine passed Crinis. At the end of the second turn it was Vincenzina, Kalimero, Santa Lucia, Capelle, Surf, Turbine, Crinis, Proteo. During the last leg Capelle took third place overcoming Santa Lucia while Crinis was 8th being passed also by Nina.

#### SIXTH RACE

Start at the fixed time (12 o'clock). Kalimero is ahead, having control over Crinis. Then the boats form two groups. In one, there is Kalimero, Crinis, Surprise and Turbine. This group



Runner-up George Aurdeadis sailed CRINIS to an exciting finish.



VINCENZINA III who finished III skippered by Cafello Russo.



made a long tack to seaward while the other, more numerous, tacked towards the shore. Among others are Capelle, Vincenzina, Proteo, Surf, Strale, Santa Lucia and Nina. As they meet, this group is ahead of the other and only Kalimero is able to recover among the members of the former group and so he is able to turn the first mark ahead followed by Capelle, Proteo, Vincenzina, Nina, Surf, Crinis, Santa Lucia, Lima and Oskari.

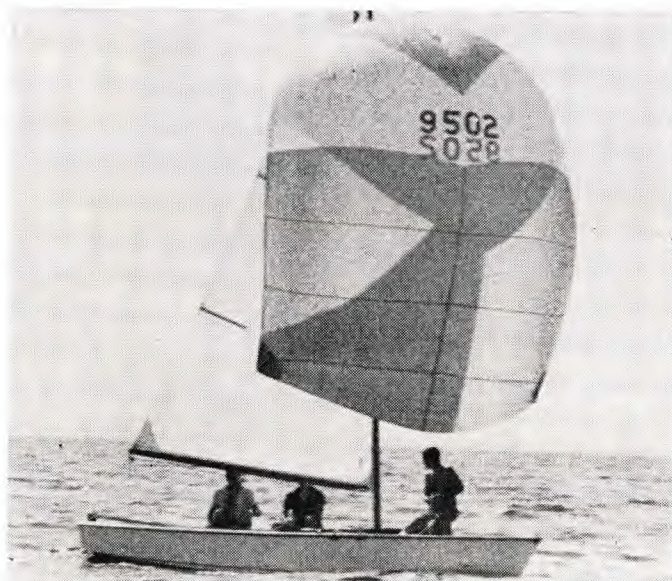
Positions were unchanged during the first reach. During the second however Crinis passed Surf to leeward and at the end of the first turn is 5th but well behind the leaders. During the second beat, Crinis tacked to the sea and incredibly, not one of

the boats ahead of him tried to cover. Only Kalimero must do it alone while the three Napolitans engage in an absurd battle to get the third place in the final standings. So at the next mark Crinis was 2nd and remained so during the next two reaches.

At the beginning of the last beat, Crinis is virtually the winner; however, at this point Tulli began his masterpiece. Having Crinis behind him and going down rather slowly and sometimes almost stopping, he hoped that some one of the followers could insert themselves between them. Vincenzina leaving behind her direct contenders was able to do this just a few yards before the finish. Capelle, Nina, Proteo, Turbine, and Surf followed in that order.

Position	Boat	Name	Skipper	Race Results						Total Pts.
1	9322	Kalimero (I)	Guido Tulli	3	2	3	1	2	1	121
2	9447	Crinis (GR)	George Andreadis	2	1	1	2	8	8	121
3	8492	Vincenzina (I)	Catello Russo	9	7	6	4	1	2	110
4	9502	Capelle (I)	F. Maddelena	1	8	7	5	3	4	110
5	8138	Proteo (I)	Gaetano Pesce	7	5	2	6	9	6	104
6	9296	Surf (I)	A. Masciocchi	5	4	11	8	5	8	100
7	6390	Santa Lucia (I)	Franco Cavallo	11	9	9	3	4	9	96
8	9037	Strale III (I)	Maurizio DiSegni	4	3	15	9	11	10	93
9	9347	Turbine III (I)	Luigi Merola	6	6	24	DNF	7	7	80
10	7983	Nina (L)	Lilia Ilkka	15	14	14	14	6	5	77
11	8764	Lima (I)	G. B. C. Cruciani	22	11	4	18	13	11	73
12	9441	Lokka (L)	Paavo Manninen	16	12	10	12	14	13	68
13	8729	Surprise (I)	Sergio Capolino	12	15	8	DNF	14	14	67
14	8623	Jajabeiro (Z)	Jack Beck	17	18	17	7	10	15	64
15	8210	Oskari (L)	Pentti Puupera	21	17	DSQ	11	12	12	57
16	7890	Venla (L)	Esko Lindstrom	14	10	18	17	16	16	56
17	7467	Garoupa (Z)	Claude Lambelet	18	16	16	10	19	17	53
18	7568	Hildalgo (I)	Marino Barendson	15	13	5	DNF	DNS	DNS	50
19	8448	Nembo (I)	Renato Costa	20	20	19	13	15	19	43
20	7804	Joy (Z)	Rudolf Herzog	13	23	22	15	17	18	43
21	6739	Fiamma (Z)	Rudolf Fluhman	8	21	13	DNF	NDS	DNS	36
22	9479	Tempest (Z)	Heinrich Tobler	23	24	20	15	20	20	31
23	7182	Show (L)	Ulvio Kari	24	19	21	19	18	21	31
24	8763	Simbad (I)	G. F. DeAmicis	19	25	23	20	21	DNF	21
25	6689	Caramba (I)	Luigi Napoleone	DNF	22	12	DNF	DNS	DNS	18

(L) Finland (GR) Greece (I) Italy (Z) Switzerland



CAPELLE who finished in 4th place.



Italian Champion of 1965 SURF came in 6th.



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## 1965 RESULTS

Place	Boat	Skipper
1	8633	Don Allen
4	9445	Geo. Fisher
7	9303	Earl Fisher
8T	749	Denis Doyle
13	9360	Jim Dressel
16	9508	Sam Hays
19	8625	Charles Huston
22	8717	Charles Lutes
25	7645	Mark Auer
28T	9287	Thomas Wilkins
31	8234	E. Herschfield
34	9274	Lester Young
37	8499	Jack Maitland
39T	8121	Jim Hickey
43	3607	Rafe Royle
46	4548	Don Fribourg
49	9498	William Summers
52	6753	Jeff Freeman
55T	1601	Jay Stewart
58	336	Fred Dix

Place	Boat	Skipper
2	8330	Chuck Maltbie
5	9420	Jon Ruhlman
8T	9429	Ed Wahl III
11	9375	John Mueller
14	9580	Paul Auer
17	8675	Jack Mueller
20	7962	Carl Casten
23	7940	Jay Limbaugh
26	9081	T. McDermitt
28T	9286	Bernie Malcolm
32	2706	Frank Hornby
35	7424	Robert Strempel
38	9417	William Hughes
41	3462	Gordon Doble
44	9134	James Ripley
47	7865	Leu Rosser
50	6013	Don Campbell
53	5461	Fred Walker
55T	7817	Chuck Larrison
59	8679	Bob Spitz

Place	Boat	Skipper
3	8503	Stu Anderson
6	9310	C. Obersheimer
8T	9239	R. Hallagan
12	9474	Lekson-Hoegler
15	8700	Robert Mann
18	9475	E. A. Capadonna
21	9050	A. Poortvliet
24	9080	Ed Friedman
27	9517	Ted Luntz
30	9099	V. I. Maitland
33	9332	Bob Harrison
36	8656	John Skotch
39T	8650	Walter Sellars
42	8635	Bob Hindson
45	6020	Dave Barrett
48	9559	Carl Larsen
51	5887	Harvey Cayne
54	8393	P. Benedict
55T	6501	Tom Kemp
60	9055	James Patton



# Method of Appointment and Qualifications of Certified Measurers

Wilson R. Scott, Chief Measurer, I.L.C.A.

The mechanics of how Certified Measurers are appointed has been a subject in many issues of *Flashes* and articles in the Year Book, but it appears that this information should be assembled and made a matter of permanent record which we hope this article will accomplish.

The Measurement Committee is granted authority by the By-Laws of the I.L.C.A. Article VII., paragraph 2 to appoint Certified Measurers.

First, a need for a Certified Measurer must exist in the geographical area to be served. A prime example of this is the establishment of a new Fleet in an area where few or no other Lightnings exist and there is a necessity to have boats certified, another is the location of a professional builder where no readily available measurer can easily check his boats. The need must be a true need and not just the desire of an individual to acquire a set of plans.

After establishment of a qualified need (which is the duty of the District Commodore and the Measurement Committee) several things should take place.

The prospective "certified measurer" writes a letter to the District Commodore of his District and requests appointment to the office. He includes in his letter a complete list of qualifications which he believes suit him to the position, stating experience, if any, with boat building and professional skills which may assist him in doing a measuring job, etc.

The District Commodore reviews this letter and, if possible, verifies his qualifications, verifies a need for appointment and gives reasons. If in his (District Commodore) opinion the need, qualifications etc. are in the best interest of the Class, he approves and recommends the appointment and forwards the letter from the applicant together with his own recommendation to the Chief Measurer.

The Chief Measurer reviews both the request, qualifications, and recommendation from the applicant and District Commodore and accepts or rejects the appointment.

Following approval of the applicant the Chief Measurer writes a letter to the Certified Measurer advising him of his appointment, and another letter to the Executive Secretary of the Class advising that the applicant has been appointed as a Certified Measurer.

The Executive Secretary then is instructed to send appropriate Class documents, and plans and instructions to Measurers, and ancillary measurement material. A supply of measurement certificates, associated forms, measurement devices and miscellaneous measurement material are included for the measurer. The Measurer is placed on the mailing list of the Class publication "*Flashes*", and his name included in the active list of Certified Measurers in the current Year Book.

*It has been the policy that, "once a measurer always a measurer", but this has proved not to be a satisfactory*

*assumption. Many Certified Measurers for one reason or another; aging, loss of interest in Class activities, change from the Lightning Class, or just general leathergy choose not to take an active part in Measuring and Class activity. In the past the Year Book has continued to carry many of these measurers on the active list, but until recently there has been no method of up-dating and keeping the list current of interested and active Certified Measurers. This has resulted in much inconvenience and delay in the handling and processing of measurement material.*

*The list of Certified Measurers currently in this 1966 Year Book has recently been reviewed and up-dated, and the names therein are all active.*

## Qualifications of Certified Measurers

A Certified Measurer must be a special type of person, he must possess a variety of characteristics which fit him to the job. He should be experienced and knowledgeable in the art of boat building, have a deep interest and desire to see and maintain the Lightning a one-design class boat. He must honestly desire to see and record accurately every measuring job he undertakes. He must have initiative and persistence. All of these virtues are indeed a must if a measurer is to correctly perform his important function.

No person should undertake the job if he has not had a reasonable background in boats. Experience with a variety of boat building techniques is a great asset. Familiarity with boat lumber, size, and characteristic help to round out his knowledge. Glue, fastening, paint, and hardware listings, give him a sound background for adjudicating questions. A thorough understanding of tables of offsets and use of tolerances is mandatory in determining the legality of a lightning where as little as 1/16" a boat "is out."

This deep desire of a dedicated measurer must be present if this Class is to be maintained as a one-design entity and this desire must permeate his thinking. The concept of a one-design boat must rule if all Lightnings are to remain equal. Of course this does not mean that we cannot change, but one must not knowingly obsolete 10,000 boats.

Many measurers are in contractual agreement with large boat builders and it is here that "to thine own self be true". Builders have an obligation to try and make a better, faster, and more competitive product to offer to their customers. They have without a doubt made the Lightning of today one of the finest boats in the world, and at the same time, these diligent researchers have developed new and better ways to do things, and make hulls with shapes that some of which need the calloused eye of a dedicated measurer to note the appearances of questionable details which may or may not be legal. Every unusual modification must be noted and accurately recorded on a Measurement Certificate and only in this way is the builder and the buyer saving endless time and money to correct details which are not according to the Plan.



# MEASUREMENT COMMITTEE RULINGS

by Wilson R. Scott, Chief Measurer, I.L.C.A.

Over the years, ingenious lightning builders and skippers have developed innovations and devices not covered in the original plans and specifications. Of course the incumbent Measurement Committees have had to rule on these matters so that these rulings have the same binding authority as the original specifications. So to keep our skippers up to date, the following rulings are listed for easy reference.

## Article II paragraph 1

**THICKNESS OF LUMBER** used in construction of the hull of a lightning must be as per plans.

Exceptionally light woods (balsa) or exceptionally heavy woods (lignum vitae) are not allowed.

**AN ELECTRIC BILGE PUMP** may be used in a lightning, but its batteries cannot be weighed with the boat.

## Article III

**THE EXTRA 1/4" (6mm) ALLOWANCE** Beyond Dimensional Limitations (Boats over 2 years old) does not apply to length dimensions K,L, and M or W,X,Y, and Z.

**ANY BOAT TWO OR MORE YEARS OLD THAT IS PURPOSELY ALTERED** in shape at any point, is allowed the extra 1/4" (6mm) over the dimensional limitations only where such alteration changes a measurement to become more nearly the same as the standard dimensions (plans) at that point. Where the alteration changes the measurement to become divergent with the plans, the dimensional limitations apply.

**HULL LINES** are meant to be fair curves. There should be no concave surfaces on the hull exterior even though the points establishing those surfaces are within the tolerances. (This situation is particularly apparent when an attempt is made to reach the maximum allowable "X" dimension.)

—fiberglassing a hull does not necessitate remeasurement of the hull.

## Article V paragraph 1

**THE BASE OF THE STEM** must fair into the bottom with a minimum radius of 4" (102mm) over a distance of at least 4" (102mm) (template chord length).

**HULL-KEEL-BOTTOM-SKEG INTERSECTIONS**—The maximum inside concave radius that is needed for the inside corner between the keel-planking and the skeg-keel shall be 3/8" (10mm).

(June 65)

**THE AFTER EDGE OF THE SKEG** may not be made concave so as to "nest together" more closely with the rudder.

**THE LENGTH OF THE SKEG** on boats built prior to November 1, 1959, may be not less than 37 1/2" when measured to the keel and not more than 40 1/2" when measured to the bottom.

## Article VII

**A GASKET** may be used at the junction of the centerboard trunk and the keel to prevent leakage. However, the gasket may not extend into the slot.

**THE OFFSET WHERE THE 1/4" (32mm) CENTER-**

**BOARD TRUNK LOG MEETS THE 7/8" (22mm) TRUNK** sides may be eliminated by tapering from the 1 1/4" thickness to 7/8" but the 1 1/4" trunk log thickness must be held for the specified 9" (229mm) height.

**Height of Centerboard trunk**—Correction factor in fiberglass boats. See ruling on Dimension D1 and D2. (June 65)

## Article VIII

**PLYWOOD DECKING 3/8" (10mm) thick** may be used in place of 5/16" (8mm) where the latter is difficult to obtain.

**THE DISTINGUISHING COLOR BANDS** painted on the edge of the deck are not termed covering boards for the purpose of Art. VIII, paragraph 1.

**PREFINISHED DECK COVERING** with a canvas backing is allowed in place of canvas.

**RUB RAILS** may not be wider than 1 1/4" (32mm) at any point.

**RUB RAILS ON FIBERGLASS BOATS**, or others with structures extending outboard of the normal sheer-deck intersections need to be only sufficiently large enough to satisfy Article VIII, par. 3 with respect to total structure outside of the sheer-deck intersection.

(June 65)

## Article VI

**WIDTH OF SIDE FRAMES** shall be 2 7/8" (73mm) minimum measured at the widest surface (aft face in forward part of boat and forward face toward stern of boat).

**RELOCATION OF BOTTOM FRAME** at station 4 1/2 to increase clearance to centerboard pin is not allowed.

**SIDE FRAMES** shall lap over the bottom frames as shown on plans. This juncture may not be made with a butt joint.

**BOTTOM FRAMES** shall be molded to 1 1/2" (38mm) except that they may be less than 1 1/2" (38mm) where flattened to provide "seat" for keel.

**BOTTOM AND SIDE FRAMES** may be rounded to a radius of not more than 1/4" (6mm).

## Article VII

**CENTERBOARD**—It is the intention of the Plans and Specifications that the centerboard shall be made of flat plate. (Dec. 64)

**90° DIMENSION**—on lower front corner of the centerboard should be observed (inadvertently omitted from plans). (Nov. 64)

**PIVOT PIN OPENING**—the arrangement for the removable centerboard by any system other than the removal of the pin from the hole is not in conformity with the plans.

Boats using notched centerboards are illegal. All builders and owners are advised to take remedial action at once.

(Oct. 65)

**JIBING CENTERBOARD**—Not allowed (old ruling reaffirmed).

(Dec. 64)

**ANGLE OF THE DANGLE MEASUREMENT**—The



maximum forward position of the leading edge, lower most portion of the centerboard when in the down position shall be a maximum of 9" (205mm). Aft of verticle; measured from the center line of the C-B pin. Any change to the hull or configuration of the boat which would tend to circumvent the intent, the spirit, and the function of the angle of the dangle measurement device will be cause for disqualification.

The M.C. interprets the Plan and Specifications to mean:

1. Nothing shall be used other than a  $\frac{3}{8}$ " (16mm) diameter pin. No bushing or device shall be used which will make the angle of the dangle device ineffective.
2. No contours shall be added to the bottom of the boat which would cause the centerboard measurement fixture to assume other than the design position of limiting to a 9" (205mm) dimension.
3. The intent here is for the centerboard measurement fixture to do it's job. Any alteration to any boat to circumvent this fixture shall be corrected immediately. (Dec. 64)

## Article IX

**SPLASH BOARD**—Specifications state that the minimum height of the splash board shall be a minimum of 2½" (65mm) at the center. The interpretation of the Measurement Committee is that this means, both the center of the boat and the center of the splashboard. It is ruled that the splashboard shall be a minimum of 2½" (65mm) vertical from the deck, measured at both the center of the boat and at the center of the splashrail, taken at a point mid-way between the center of the boat and the inboard edge of the cockpit. (Feb. 65)

**FLOORBOARDS AND SEAT SLATS** made of teak need not be painted.

**SEAT HEIGHT**—(Measurement of) The dimension for seat height, taken at Station 6—11¼" (287mm) plus or minus 2" (52mm) should be taken from the innermost edge of the seat at Station 6 to the inside surface of the bottom of the boat. A vertical line dropped from the top edge of the seat to the bottom would measure within the tolerance. (May 65)

**SEATS**—Seats shall be constructed of a total of 9" (230mm) of solid wood. How this wood is spread out is not of real concern, but there shall be at least 9" (230mm) of wood not including the spaces between. (May 65)

**SEATS**—No Lightning shall have a bulkhead or a partition which would create a tank seat either fore or aft, or along the sides of the hull. Any such bulkheads shall be opened up with openings at least 6" (152mm) in diam. (April 65)

**HIKING STRAP LOOPS OR LINES** which extend above the deck are not allowed.

**BUOYANCY IN FIBERGLASS BOATS**—Buoyancy materials in fiberglass boats must be added in places other than under the seats at the floor level where the flow of water from side to side and fore and aft would be restricted. (Dec. 64)

## Article XI

**MAST STEP**—The forward extension of the mast step shall be such that it does not extend beyond Station 2. (Feb. 65)

## Article XII

**LIGHTNING MASTS** may not be built in whole or part with cedar.

**MAIN HALYARD TUBES**—The Committee authorizes the use of tubing in the mast in place of the main halyard sheave, subject to the following requirements:

1. The top of the arc of the tubing must coincide with the location of the top of the main halyard sheave as shown on the Plans. The top of the arc must be visible for measuring purposes. A small inspection hole through the side of the mast filled with clear plastic is suggested. The purpose of this "inspection port" is to enable the measurer to determine the highest point over which the main halyard wire passes so that he can measure the various mast dimensions (F, C, D, and G) in the same manner as measuring a mast with a sheave.
2. The point at which the tubing emerges from the after face of the mast must coincide with a line passing horizontally through the center of the sheave axle as shown on the Plans. A tolerance of plus or minus ⅛" is allowed.

## Article XII

**MAST SHALL BE BLOCKED**—The use of tapered wedges at the mast partners at the deck is not allowed. The mast must be blocked at the deck fore and aft and sideways with parallel blocks.

**D1 and D2 (Correction factor on Fiberglass boats)**—Some fiberglass boats have a bottom thickness greater than 11/16" (18mm) shown on the plan for wood boats. This results in fiberglass boats potentially having masts higher than wood boats which is not the intent of the plan or specification. It is necessary that a correction factor be used in the determination of D1 for fiberglass boats so that bottom thickness greater than 11/16" (18mm) be reduced to 11/16" (18mm). This also is necessary in the determination of minimum height of the Centerboard trunk. (June 65)

## Article XII paragraph 2

**BOOM VERTICAL AND HORIZONTAL DIMENSIONS** shall be within ¼" of dimensions shown on plans except for the forward end for a length of one foot and the aft end for a length of six inches (152mm). (for gooseneck and outhaul variations)

**THE "T" DESIGN OF THE BOOM** must be maintained for its full length—flat section may not be removed to accommodate outhaul.

**THE THICKNESS OF WOOD** used in constructing the boom shall be 7/8" (22mm) plus or minus ⅛" (3mm).

It is the intent that the boom and the outhaul fitting shall not allow the sail or the outhaul fitting to extend beyond the 10' (3060mm) maximum. If other fastening devices are attached to the boom itself they shall not be considered as increasing the length of the boom so long as they do not serve a dual purpose other than to tie down the track or secure the outhaul fitting. (Aug. 65)

**A BOOM VANG ARRANGEMENT** which pulls the boom down toward the deck in the vicinity of the sheer is allowed.

There are no standards controlling boom vangs. There are many variations and as long as the boom vang does



not become a traveller—as long as it either pivots at the hinge line of the boom and/or is disconnected when the boom swings from side to side, there is no objection to any of the variations that have been observed. (Feb. 65)

**FIBERGLASS REINFORCING ON SPAR** — It is within the spirit of the rules to reinforce the outside of the spar by means of fiberglass cloth and resin to a maximum thickness of  $\frac{1}{8}$ " (3.2mm) close to the deck. (April 65)

## Article XIII

**A MAIN SHEET BRIDLE** whose pulley is not secured at the center has been ruled a traveler and is therefore outlawed.

**A MAINSHEET BRIDLE** which can be adjusted athwartships is not allowed. This applies regardless of whether the rig is on the back deck or in the cockpit. (Feb. 64)

**POINT OF ATTACHMENT OF UPPER SHROUD TANG**—The upper shrouds may be attached either to the base of the V-strut or to separate tangs fastened to the mast at a point no less than  $5'-3\frac{3}{4}"$  (1619mm) below the top of the main halyard sheave groove. The upper shrouds may not be attached to the mast below the V-strut base.

Shock cord, rubber, springs or other elastic devices may not be used to change the tension in any of the standing rigging during a race.

**WIRE SIZE** —  $\frac{1}{8}"$  (3.2mm) of minimum breaking strength as shown on the plan is mandatory. (Nov. 65) The use of throw levers on standing rigging is specifically in violation of the specifications and is not allowed. The use of a toggle to adjust the backstay for light or heavy air is in violation of Spec's.

**ALUMINUM FITTINGS**—The use of aluminum for for essential fittings is limited to spinnaker sheet and halyard brummel hooks and to cam-action jam cleats. All other essential fittings must be of metal weighing not less than 0.25 pounds (6.9g/cc) per cubic inch. The use of approved reinforced plastic blocks and cleats is also permitted.

**"ESSENTIAL FITTINGS"** as interpreted by the Committee are defined as:

- All fittings shown on the Plans and referred to in the Specifications except where specifically noted as "optional".
- All fittings which take the place of or serve the same purpose as those mentioned above.
- All centerboard lifting gear.
- All running rigging and its accompanying fittings. (Nov. 63)

An aluminum shroud housing the spinnaker block mounted on the deck near the transom to carry the spinnaker sheets below the deck is not considered an essential fitting. (May 65)

**HALYARD HOOKS**—The maximum height of halyard hooks shall be 4' (1224mm) above the deck. (May 65)

**SPREADERS**—All main spreaders shall be a minimum of  $1/16$  (1.58mm) wall thickness throughout. (April 65)

**SAIL TRACK**—The intent of the Specifications is that standard  $\frac{3}{8}"$  (16mm) track shall be used with a minimum thickness of .045" (1.10mm). (Mar. 65)

Under no circumstance is lightweight molding a substitute for track to be used on a Lightning. (Mar. 65)

**NYLON OR PLASTIC SAIL TRACK** is not allowed

for use on the mast or boom.

**TURNBUCKLES ON JUMPER SHROUDS** — All Lightnings will be required to have either, turnbuckles or "V" strut adjustment in accordance with the Plans and specifications. (June 64)

## Article XV

**CUPRINOL** may be used as a substitute for painting or varnishing the inside of a lightning. The measurement committee cannot distinguish wisely between every known coating.

## Article XVI

It is the intent of the plan that the rudder is to be a flat plate except for the authorized chamfer. (Dec. 64)

## Article XVII

**ROACH REEFS** are specifically outlawed in the specs. The measurement committee ruling classifies a zipper footed mainsail as a roach reef thereby outlawing it. Likewise, mainsails having roach reef drawstrings are not allowed.

**MAINSAILS BUILT FOR BENT SPARS** cannot be distinguished from other mainsails. Furthermore, existing girth measurements adequately control mainsail width. Therefore, no attempt will be made to enforce against mainsails built for bent spars.

**FULL FOOTED MAINSAILS** have been used to a limited extent for years. No attempt will be made to limit the extent of fullness. This ruling also applies to the so called "shelf" construction of the mainsail foot.

**ADJUSTABLE LUFF JIBS** must have a stop on their luff wire to prevent them from being stretched past the maximum luff dimension.

**JIBS WITHOUT LUFF SNAPS** have been allowed. This practice is sometimes referred to as "setting the jib flying."

**"VENTURI SPINNAKERS"** have been classified as "perforated sails" and are therefore outlawed in the specifications.

**A REINFORCED PLASTIC SHEET** submitted for approval as spinnaker material is ruled illegal because it was not "woven fabric."

**NYLON SAIL SLIDES** have been ruled illegal.

**GROMMET ON HEAD OF JIB** is permissible as long as it falls within the normal sail plan. (June 65)

**OFFICIAL MEASURERS** — may not measure a boat which he has built, owns, or expects to sail. This includes remeasurement following major alterations. He may measure such a boat if measurement is witnessed by disinterested person appointed by the measurement committee.

— may not measure boats during their term of office as a member of the measurement committee.

— are appointed only if needed in a geographical area, are acceptable to the local fleet, and have proper technical background.

**BOAT NUMBER**—may be reserved up to 100 numbers above last number issued but may not be assigned until number comes up for assignment in consecutive order

**BOAT MEASUREMENT**—fee is a business arrangement between builder, owner, and measurer. L.C.A. is not responsible for failures to furnish approved certificates, lost measurement data, etc.

**Note:** The date following ruling indicates when it was made. Those rulings without dates were made prior to January 1963.





# C. I. MA.

Via Muzio Clementi, 62 - Rome - Italy



**"KALIMERO" #I-9322 by C.I.M.A.**

**1965 EUROPEAN CHAMPIONSHIP WINNER**

**C. I. MA. Lightning "Regatta" model \$2000.00**

**C. I. F.  
Atlantic Coast**

*complete with:*

Barber Haul, Boom Vang, Jib Sheet Winch,  
Through Deck Spinnaker Sheets.

**Fiberglass sandwich construction with PVC-foam AIREX**



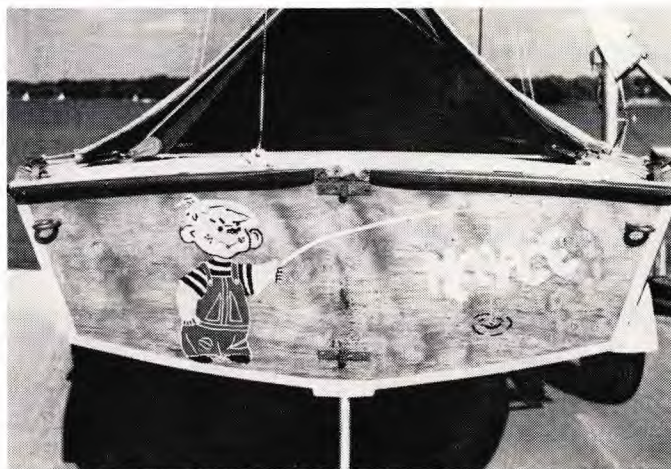
## PART OF THE GAME



*Proper equipment is essential to make sailing more fun.*



*Art.....*



*.....tistic.*





*Officer I demand you arrest this blasted stinkpot!*



*Mirror, mirror, on the wall . . . . .*





*Dammit stop being proud and throw them a tow line.*



*Bull with broken horn.*



**A LOSS... is a LOSS... is a loss...**









*Finnish and American ladies watch the World Championship aboard Italian Navy boat KETHA.*



*Old Lightnings never die.*



*Can you pick out an expert named Esko dancing the Letka-Jenkka during Posillipo Yacht Club ball?*



*New Fleet 338s location at Jackson Yacht Club.*





*Quick Tom—trim something—or loosen it—or something.*



*Longest legs of any Lightning skipper appear to belong to Jack Beck (Swiss District).*



*Doc Gilbert doing what Doc Gilbert is always doing.*

## **Mississippi Valley District Regattas**

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**April 23-24**

**Nashville Tennessean Regatta**  
Harbor Island Yacht Club

**\*May 7-8**

**Cotton Carnival Regatta**  
Delta Sailing Club

**May 21-22**

**Governors' Cup Regatta**  
Kentucky Lake Sailing Club

**\*June 4-5**

**Egyptian Cup Regatta**  
Crab Orchard Sailing Club

**June 23-24-25-26**

**District Championships**  
Kentucky Lake Sailing Club

**August 6-7**

**Intercity Regatta**  
Commodore Decatur Yacht Club

**September 17-18**

**Whale of a Sail Regatta**  
Valley Sailing Association

**\*October 1-2**

**Watkins' Cup Regatta**  
Kentucky Lake Sailing Club

**November 5-6**

**Blue Nose Regatta**  
Harbor Island Yacht Club

---

**\*Commodore's Cup**  
**Participation in 3 Regattas**  
**to qualify**

---

**Wilson R. Scott — Commodore**

**Ross Bryan — Vice Commodore**



# 1965 NORTH AMERICAN CHAMPIONSHIP

By Bob Adams — Vice President ILCA

The "Vagabond" crew will always remember 1965, as the year the North Americans came to Bay Head, an honor no "Bay Header" or Fleet 3 sailor will forget. It was also the year of fiberglass boats, straighter masts, weed control devices, broken masts, a favored tack and premature starters. Who can forget the masterful performance of Tom Allen, now with five North American Championships and three World Championships to his credit?

It all began with a phone call, a labor room conference, and a meeting one snowy Sunday in February at the shore. Without the enthusiastic support of the Bay Head Yacht Club members and the leadership of Sam and Jan Fortenbaugh, it would not have been possible.

## Wednesday-Thursday, August 18-19—All Is Ready!

The second hoist is operational; scales, measurement equipment and personnel are all in place, awaiting the arrival of the ILCA. Flash! Latest estimate from Worthington—112 not 90 boats. Where are they? At last! First arrivals are Carl Eichenlaub, Alan Raffee and Don Clark. Trouble! My wife spotted Raffee's compass and is convinced the Vagabond will be lost without it. By Thursday night, 37 boats have arrived and one spanking new compass is aboard the Vagabond.

## Friday, August 20—The ILCA Arrives in Force

A busy day for the Bay Head Yacht Club and a day to renew old acquaintances and establish new ones. At dawn they arrived; cars, trailers, buses, boats and sailors; shaven and unshaven, friendly, eager, enthusiastic ILCA members, ready to enjoy themselves, but very serious about this racing business; all qualified entrants, representing their respective districts, altogether 112 boats, the largest group of one-design class sailboats ever to assemble for a regatta in North America.

Seventy-five boats are registered, rigged, measured, launched, and towed to their designated moorings at Winter Yacht Basin or Mantoloking Yacht Club, both two miles due South of Bay Head Yacht Club in sailing distance of the Green Island racing area.

All boats are measured and eligible to race. The local committee notes that many skippers still sail with the board too far forward, as checked by certified 'angle of dangle' measuring devices; the **bolster measurement** is widely misunderstood with the result that many sailors are asked to cut their mast bolster—saws, sandpaper, varnish and beer furnished by the BHYC of course. Most of the **fiberglass boats** weigh from twenty to thirty pounds over the minimum, regardless of builder. Other deviations of past years, like stem radius and centerboard pin diameter are apparently under control.

Friday ends with the Governing Board Cocktail Party at the Adams' residence, with President Ham Ford as host. Many of the Bay Head Yacht Club committee chairmen, club and ILCA officers, are on hand to initiate the festivities.

## Saturday, August 21—Tune Ups

A short skippers' meeting, lunch and two tune-up races for each fleet; spectator boats on hand—What's the lineup?—ILCA sailors from 23 states and Canada, including seven former North American Champions:

Tom Allen III	1954, 55, 61, 62
Hank Cawthra	1953, 58
Carl Eichenlaub, Jr.	1960, 63
Herm Nickels	1959
Bob Seidleman	1964
Karl Smithers	1943
John Teigland, Jr.	1951

Quite impressive! Together they have won twelve of the last fifteen North American Championships.

1:48 P.M., winds Easterly, 7-9 knots, triangular course, 7 legs, all marks to port—boats split into odd and even numbered fleets. Bang! The first of 28 races is underway.

Defending champion Bob Seidleman, sailing an even numbered boat in the odd fleet, jumps into the lead, never to be headed. Don Clark from Kent, Washington and Carl Eichenlaub follow. Port tack to East, feeding into ocean breeze proves to be best course. As in all races to follow, one side of the course is favored.

Results of the first race for the 'even' fleet are Bruce Goldsmith, Chuck Maltbie and Marcy Lippincott.

Results of the second race for both divisions are:

### ODD

9401	Don Clark
8298	Bruce Goldsmith
9445	George Fisher

### EVEN

9250	Bob Seidleman
9008	Marcy Lippincott
9668	Alan Raffee

At the end of opening day, Seidleman, Goldsmith, Clark, Lippincott, Eichenlaub, and Ross Bryan are the boats to watch. Allen never officially starts a tune-up, but is certainly a favorite.

Saturday evening, the Bay Head Yacht Club entertains the sailors with dinner, steel band and a dance band. The younger folks dance away the evening, while the old timers—Seidleman and a few other die-hards like the author—listen to Alan Raffee's now famous lectures on the 'psych' in sailing.

## Sunday-Monday, August 22-23—Three Race Qualifying Series

Last minute equipment check, wet sanding, crew briefing as 112 skippers prepare to compete for 29 qualifying slots. Seidleman sits it out at the helm of a "stink pot", as defending champion and an automatic qualifier.

The fleet is divided into three heats, 36-38 boats per heat, with races back to back over the same triangular course. Moderate East winds prevail for Sunday's two races; only a few skippers put together two good races. At the end of the first day, Steve Moore, Jim Crane, Hallagan, Bryan, Dietz and Dressel are leading. What about Pocharski, Goldsmith, Raffee, Eichenlaub, Anderson, and all the other 'hot shots'? At this point, their slide rules are working overtime with the writer's trying to determine how many points it will take to qualify.

Monday is the final qualifying race and the most fickle race of the regatta. All fleets start on the East shore, beating West toward Green Island in light and shifty winds. Vagabond is 26th at first mark and looking hopefully for a miracle. Second leg is a spinnaker reach to





*Winning smiles from a great Champion and crew.*

the South in dying West winds; wind is shifting clockwise through North and eventually to East-Southeast.

The third leg becomes a beat with the fleet holding the port tack to the Southeast. Luck of the draw, as the author, Hallagan and a few other blue fleet tail-enders tack to North, pick up air and pass the whole fleet. What happened to the leaders of the blue fleet is unbelievable. Allen, Goldsmith, and the other leaders never get to the air and are over run by the entire green fleet.

With the score tabulated the top eight qualifiers are: Steve Moore, Jim Crane, Dick Halligan, Jim Dressel, Don Allen, Hugh Dietz, Ross Bryan and Hank Cawthra. Other standings are: Goldsmith 21st, Allen 24th, Raffee 26th and Pocharski 28th.

As we shall see later, it's not where you finish in the qualifying series that counts, it's the fact you qualify.

Disqualification of premature starters and broken masts take their toll. Under instructions from the ILCA race committee, there are no general recalls because of premature starters. The local committee makes every effort to notify each boat over early but some skippers never restart. After the qualifying races, the number of early starters are negligible.

Some of the ILCA's finest sailors suffer mast failures that eliminate them from the North American Championship. Included in this group are: "Mr. Lightning"-Karl Smither, Marcy Lippincott, and Carl Eichenlaub.

Sunday night's lovely buffet supper is followed Monday night by the annual meeting and reports by the officers. John Ruhlman gives an outstanding report on the feasibility of fiberglass masts and attractive female crew. Later in the bar, the following rulings are pronounced by here

to remain anonymous parties:

1. 9429 will not be disqualified for being the only boat in the regatta without hiking straps.
2. 8958 cannot reverse his port side stays as long as the regatta is in progress, because he should have hooked them up right in the first place.
3. Holding onto the centerboard line as you leave the boat is considered illegal hiking gear. Therefore, the skipper of 9610 is disqualified.
4. 9007's new spinnaker with eyes and nose is outlawed because the doctor forgot its ears.
5. Mrs. X is expelled from the boat for throwing an anchor overboard, after her skipper finished last.
6. 9424 is given a warning for exceeding the speed limit to weather and ignoring the posted minimum speed off wind.

Everyone left the bar, agreeing that anyone from the Mississippi Valley District who claims they were bitten by a snake at Winters—when it was actually a baby crab, must have had one to many.

#### **Tuesday, August 24—1st Championship Race**

The suspense is over; 29 elated skippers are in the championship flight. Connecticut, Ohio-Indiana and Central Atlantic Districts have the greatest numerical representation. Allen or Goldsmith should push Seidleman hardest.

Competition looks sharp in other flights too. There's Eichenlaub, Anderson and Carson in the President's Cup; Clark, McIntosh and a pair of Lippincotts in the Governor's Cup.

1:00 P.M., winds East-Northeast, 6-12 knots, all clear. Allen is at the favored leeward end. In a matter of boat





*Fleet bears down on jibing mark during 1st Elimination Race.*





*"Mister Lightning" (after broken mast) couldn't even get up front at the scoreboard.*



*Race Committee strategy between heats.*



*Four minutes to the gun!*



*A sad moment for Carl Eichenlaub who bounced back to win President's Cup.*



lengths, Allen has worked clear ahead and to windward of the leeward pack; Allen tacks into a port tack lift and clears the fleet. Seidleman and Goldsmith trail at a safe distance for the entire race. Mullin, Fletcher, Crane, Pocharski, D. Allen, Fisher and Raffee round out the top ten.

Eight of the first ten finishers were in the top ten boats at the first weather mark, indicating the importance of the start and first weather leg. Allen started at the favored end, selected the favored tack and was able to tack when he wanted to. In addition to Allen, there were six other fiberglass boats in the first ten in this race.

By now each skipper has his own well guarded approach to the seaweed dilemma. Most skippers are sailing with board slightly raised to keep leading edge out of weeds and reduce the necessity to dump. This approach is embellished further by Raffee, Allen and others, who alter their rake to compensate for the centerboard adjustment.

In contrast, Seidleman carries full board and an exaggerated heel, dumping frequently when tacking.

Given a new challenge, the imaginative Lightning sailors utilize fancy hooks, frog spears, and even toilet bowl cleaners to remove weeds from the rudder.

#### Wednesday, August 25—Race No. 2 and No. 3

Up early, after a lovely party the previous night at Metedeconk River Yacht Club—Easterly winds again! Where are those prevailing South-Southeast winds?

Jack Orelup sets another perfect line, with leeward end slightly favored. Cochrane and Raffee take the port tack to Southeast. Today the port tack works and Raffee comes home winner; Cochrane, Cawthra, Chanoux and Tom Allen following. Allen makes a fine recovery.

Lunch on the water and the third race starts in **South-east** winds, 12-18! Vagabond has the perfect start at weather end; Allen directly astern; Seidleman in good shape. Vagabond goes South, while the smart sailors tack to East.

Seidleman leads the entire race with George Fisher, moving up from fourth to second. Alan Raffee, Tom Allen, and Louis Pocharski round out the first five. At the end of three races, on a low point basis, the standings are:

9411	Tom Allen	10
9250	Bob Seidleman	14
9668	Alan Raffee	14



*Calm, cool & collected—up front as usual.*

8298	Bruce Goldsmith	19
9399	Louis Pocharski	20

Seidleman's eleventh in the second race hurts. Raffee is coming on strong.

Wednesday evening, cocktails and a buffet at BHYC, followed by the music of "The Counts," featuring the younger generation, Barney Mead and Bruce Goldsmith, doing the 'shake'. Congratulations and condolences to the BHYC ladies bridge club, who steadfastly played through all the noise and swinging chandeliers.

#### Thursday, August 26—Race No. 4

Winds Southeast, 15-18 dropping to 5-8, port side of lay line favored. Howard Mullin, Leo Wassenberger and Allen lead at first mark, Goldsmith and Pocharski moving up, Raffee in tank. Last weather leg decisive as wind drops and starboard side of lay line favored. Pocharski wins with Wassenberger, Goldsmith, Allen, Mullin and Seidleman following. Raffee finishes twelfth.

At the end of four races:

Allen	14
Seidleman	20
Pocharski	21
Goldsmith	22
Raffee	26

Allen looks good and a real battle is shaping up for second place.

#### Friday, August 27—Final Race

Gusty winds, West-Southwest, 10-18, port side of course heavily favored. Pocharski leads all the way, securing second place for the series. Congratulations to Lou on his finest season. Allen in a safe sixth, finally finishes fourth and wins the series. Seidleman has third locked up, until Goldsmith tacks downwind and moves from fourteenth to second, taking third for the series. Raffee, Mullin, Fisher, Teigland, Don Allen and Cochrane complete the top ten.

Carl Eichenlaub captures the President's Cup by three points over Chuck Maltbie. Stu Anderson, Franz Schneider, Jr., and Barney Mead also finish in the money. Don Clark and Bob Polhemus outdistance the field in the Governor's Cup, with Clark victor by eight points.

At the awards banquet, Howard Mullin receives the trophy for finishing highest in the North Americans (6th) in your first attempt. Margaret Upton is recognized as the top lady skipper.

Congratulations to the new Champ, Tom Allen. We are looking forward to returning to Lake Erie in 1966.



*#9399 "Spook" skippered by Pocharski in high gear won two races.*



Skipper	Area	Boat No.	1st	2nd	3rd	4th	5th	Total Pts.	Fin. Pos.
Tom Allen	Buffalo, N.Y.	9411	1	5	4	4	3	138	1
Louis Pocharski	Marblehead, Mass.	9399	7	8	5	1	1	133	2
Bruce Goldsmith	Chicago, Ill.	8298	3	9	7	3	2	131	3
Bob Seidleman	Cherry Hill, N.J.	9250	2	11	1	6	4	131	4
Alan Raffee	San Diego, Calif.	9668	10	1	3	12	5	124	5
Howard Mullin	Saddle River, N.J.	9431	4	7	12	5	13	114	6
George Fisher	Columbus, Ohio	9445	9	14	2	16	11	103	7
John Teigland	Wilmington, Del.	9424	25	10	8	8	6	98	8
Don Allen	Toronto, Can.	8633	8	6	26	7	12	96	9
Ronald Cochran	Scarborough, Ont.	9090	11	2	18	11	23	90	10
John Ruhlman	Cleveland Hgts, Ohio	9420	15	12	6	20	20	82	11
Jim Dressel	Columbus, Ohio	9360	17	19	15	15	7	82	12
Wally Lineburgh	Fairfield, Conn.	9497	12	30	10	9	14	80	13
Dave Peterson	Old Saybrook, Conn.	9110	21	21	17	10	8	78	14
Jim Crane	Darien, Conn.	9390	6	15	21	19	16	78	15
Blair Fletcher	Cherry Hill, N.J.	9387	5	25	11	30	10	74	16
Elliot Oldak	Pt. Washington, N.Y.	8170	16	17	14	23	15	70	17
Hank Cawthra	Grosse Pt., Mich.	6066	18	3	13	24	WTD	66	18
Bill Uhl	Woodbury, N.Y.	6981	13	16	DSQ	14	21	60	19
Leo Wassenberger	Pontiac, Mich.	8744	19	20	23	2	WTD	60	20
Bob Adams	Glenside, Pa.	8958	20	18	9	25	25	58	21
Jim Kohls	Detroit, Mich.	7795	22	29	16	21	17	50	22
Bud Olsen	Stratford, Conn.	9022	28	23	20	13	26	45	23
Stephen Moore	Plandome, N.Y.	5841	14	28	22	18	28	45	24
David Chauaux	Trumbull, Conn.	9074	27	4	27	29	24	44	25
Richard Hallagan	Newark, N.J.	9239	24	22	DSQ	17	18	43	26
Peter Sulman	Markham, Canada	9400	DSQ	13	19	22	27	43	27
John Mueller	Rocky River, Ohio	9375	26	26	25	28	9	41	28
Ross Bryan	Nashville, Tenn.	8064	29	24	24	26	19	33	29
Hugh Dietz	Syracuse, N.Y.	9105	23	27	DSQ	27	22	25	30



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- 1st Girls Championships
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# EVERYBODY BELONGS SOMEWHERE

By Ross H. Bryan

The crew of the Jo-B looked forward to the 1965 N.A.C. with a great deal of enthusiasm. Our complement consisted of Penny Bryan, who has crewed both of our Jo-B's with competitive determination, and Dick Wadell, a fugitive from Bob Llovet's slave ship but an experienced, able, fordeck man.

We had won our District Championship at St. Louis in five races with no wind, in the big currents of the "Mighty Mo" and, as a representative of our three year old District, were anxious to turn in a creditable performance. For the Lake Erie or Niagara River representatives, this would require a finish in the top ten of the Blue fleet but our standards were somewhat lower and a respectable finish in the Green fleet, say above the middle, would have permitted us to return with a feeling of accomplishment.

The crew, with the Jo-B, departed Nashville early to arrive at Bay Head Yacht Club in time to have a leisurely check-in and tune-up. We were the fifth boat to register. The arrangements and organization were all that we have grown accustomed to and now expect from the top flight clubs who so bravely sponsor our Class Championship Regattas.

Our mooring assignment placed us at the Winters' Marina where we were met by an old friend, Ken Winters, who sailed with us for too short a period while he was a student at Vanderbilt University. He was crewing this Regatta with Marcy Lippincott.

We survived the measurement committee but our morale was somewhat shaken by the too vivid rundown on the local weather by local champ, Bob Adams. It appeared that we should be prepared for consistent 15-25 mile winds. Bob also mentioned something about a few weeds that had recently taken root on the bottom of the bay.

The boat seemed to be moving well during tune-up brushes and we finished fifth in each of the two tune-up races. This was encouraging but not convincing, because a similar performance at St. Pete some years ago was followed by a 42nd place overall. However, we were moving the boat and the wind and water were not overpowering us.

The first two qualifying races were sailed in 15 mile winds and we again placed fifth in each of them. Things were now getting serious. We were setting a pace that might be difficult indeed to maintain. The posted results at the end of two qualifying races were something to call home about. We were tied with Bruce Goldsmith for second place! Well, if fame was to be thrust upon us we might as well get used to it. Everyone in early tonight! Be fresh for an all out effort tomorrow and clobber this upstart Goldsmith!

The third qualifying race shouldn't have happened to a dawg. We sat around waiting for the breeze to die so we could start the race. We were now experienced in top flight competition and becoming cagey. We knew the wind would increase (there was none at the time) but where would it come from? We knew how to find out. Our old friend Ken Winters knew these waters like the back of my hand and he was crewing with Marcy Lippincott. So! Follow Lippincott to the wind! was the order of the day.



*"Ross Bryan (center) with crew Dick Waddell and daughter Penny in happy pose after placing high in elimination races."*

Lippincott got a lousy start which put us in the tank right off but we figured this wouldn't matter too much when we got to the wind. We went way out on one side and everyone else went way out on the other side. The wind came up on the other side. It was a long, long race and we finished an unaccustomed 15th. We never did ask Ken what happened or where he finished.

In spite of the third race, we placed seventh overall in the qualifying series. This gave us a good feeling of really belonging to the Blue fleet. Not a weak 25th or 30th but a good solid 7th! And this could be improved on with clever sailing.

All our efforts thus far had been vigorously supported by our personal cheering section, consisting of your Year Book editor, Bob Llovet and your Chief Measurer, Wilson Scott, both from our District, who flew up in Bob's plane to attend the annual meeting and keep an eye on the Valley entries. We thought they concealed their surprise at our standing rather poorly and resolved to confirm our position in the very first race.

The opening race for the N.A.C. was seven legs, sailed in wind decreasing from 10 mph at the start to 5 mph at the finish. The course was typical for all races. An unequal triangle with a very long beat, one long and one short spinnaker leg, neither of which were very close.

The course had two unusual conditions. The bottom was about 10 inches too close to the boat, and the seaweed was long, thick and uncombed. We are indebted to Ted Griffin, a local Bay head sailor, for the recipe for freeing the board of seaweed. You grasp the after end of the centerboard trunk with one hand and the centerboard line, at the reel, with the other hand, and in one quick, continuous movement raise and release the board. Sometimes it would stick, but that's another excuse.

All of the above was old hat to us as we went into the first race for the Championship. We had a good start at the weather end, which some said was the wrong end. We moved out confidently and almost immediately noticed that our boat speed was less commanding than it had been in the qualifying races.

We checked the board, the rudder, the sails, and the other boats. They were still moving out. So were Bob and



Scotty. They flew over us about this time on their way back home. We were in dead last place on the first beat and were depressed and embarrassed that our own cheering section would be the first to break the unwelcome news at home. We pulled out all of the stops but at the finish line we were still a dead last. Now how does one explain this after qualifying 7th? Could it be that those fellows weren't really trying?

Well, there were four more races and we found a clump of seaweed wedged in our centerboard trunk after the first race, which surely explained our poor finish in this race.

The second race was similar to the first, with the wind increasing from 4 mph at the start to 7 mph at the finish. We got a blanketed start, went far out to port and finished 24th. Some improvement but not enough to sustain our qualifying rating.

The third race was a repeat of the first and second races (any way you choose to look at it). The wind was variable from 7 to 12 mph and we finished 24th again.

The situation was now critical and with only two races to go, we decided to take matters into our own hands. We would avoid being influenced by the inept tactics of others. We would sail our own race. We would make our own decisions. We would follow Hand Cawthra in the next race.

Ole Hank has been around a while and lots of fine sailors have followed the transom of 6066 down many a

leg. She usually knows the way and seldom makes a major mistake. She may have slowed just a little but that is because her spars and rigging were built to withstand more than 12 mile winds on close spinnaker legs. So, in the fourth race we followed Hank. We dropped to 26th, but we had proud company.

The crew of the Jo-B was silent on the way out to the fifth and last race. The summaries after the fourth race put us in last place and secretly, we were each wondering if this wasn't where we really belonged.

The fifth race was sailed in good winds, which varied between 8 and 25 mph. We moved better in the heavier air and we sailed the boat hard. The fleet swept into the gybing marks like a flock of red-winged blackbirds, with small time lapse between the first and last boats. On the last weather leg, the port and starboard boats converged into a tight finish and we drove over in 19th place for our best finish of the series.

Sailing in after the last race, we all felt a strange relief. We had just sailed a good race, in heavy weather, against one of the most competitive racing fleets in the world and by our performance, we had proved, if only to ourselves, that we "belonged" in this fleet.

P.S. If you want to know how the races came out and who did what to whom and why, you should have read John Mueller's excellent article in the September 1965 issue of Flashes.

## Midwest District

### 1966 REGATTA SCHEDULE

May 28-29-30	Green Bay Regatta	Green Bay
*June 18-19	Knock Down Regatta	St. Joseph
*July 2-3	Small Boat Regatta	Burnham Park
*July 9-10	P & T Regatta	Milwaukee
July 30-31	District Championship	Corinthian
August 6-7	Brotz Regatta	Sheboygan
August 13-14	Sand Dunes Regatta	Michigan City
*August 20-21	Hobelman Regatta	Corinthian
September 24-25	Red Flannel Regatta	Corinthian
October 1-2	Polar Bear Regatta	Davenport

\*Lake Michigan Championship Regatta — 3 out of 4



# PRESIDENT'S CUP SERIES

by Bernie Malcolm

Sailing in the Presidents Cup and the elimination races which got us there, are the high points of my short sailing career. I thought I'd never forget it—never, that is till now—when its time to write about it. O.K., Bernie, let's start at the beginning.

Late Friday afternoon we arrived at Bay Head Yacht Club, a little tired but relieved to be there after our two-day trek from the wilds of western Ohio. We were directed to the water side of the very impressive Yacht Club, the starboard being occupied by an enthusiastic group of tennis players.

The staging area for the North Americans already held a good many boats busily engaged in the measuring-in process which, not so incidentally, was beautifully handled by Bob Adams and his crew.

Our first lesson came early when we were handed a saw, a file and a can of varnish and told to whack  $\frac{3}{4}$ " off our bolster. Till then we didn't know we had one, let alone an outsized member.

But shortly we were as happy as an ex-dieter when Receivership passed the weigh-in and we were launched down the bay to our permanent docking spot at Mantoloking Yacht Club. In days to come, we were to become ever happier over the assignment of permanent docks as more and more Lightnings fathomed Bay Head's secrets to beat us home.

While we were getting the boat ready for the water, the gals set about to find us living quarters. Soon they returned with glowing accounts of a seemingly perfect motel. When we got there, ready for drink and dinner, barring the way was our landlady, an old world type without faith in checks or credit cards.

Her favorite color was green, and the only reason she had let our wives move in was her faith that gals as smart as ours had surely married money. She should only know. All our efforts at persuasion fell on deaf ears; in the end we dug down and shelled out cash and almost immediately owed thanks to Bay Head Y. C. for replenishing our supply.

Came the practice races and we went out to do battle. Our trim was great, the sails were full and the boat looked beautiful and we started near the front. But in no time at all other boats were passing us as though we were standing still. We were. Much later we learned the reason; the ubiquitous sea weed.

In the second practice race we learned the wisdom of raising and lowering our board for sanitary reasons, only it chose this time to get temperamental. That's when we met the wonderful Winters, father and son. First we tried everything to make the board move without requiring a portable crane. We put in bushings, took out bushings, even switched the line from starboard to port. But more drastic action was needed.

So over to Winter's and out with the board, which by this time looked about as straight as an Italian highway. Necessity being the mother of invention, we devised a formula for straightening centerboards. Take two 2 x 4's, one Ford station wagon and one careful driver. Much to the amusement of assorted spectators, driving the wagon up on the board, then applying extra pressure by sitting on the hood, did the job.

The qualifying series saw 21 boats disqualified for failure to restart after starting early, two broken masts and one capsize. These misfortunes distributed some of the championship favorites into the President's and even Governor's Cup series.

Of the 41 boats in the President's Cup, two were former North American Champions, ten had previously sailed in the championships, six had previous experience in the President's Cup and five in the Governor's. Twenty-one veterans and 20 maidens, us among the latter.

Despite these impressive statistics, we started the President's Cup campaign feeling that our boat and Howard Zink's, were the ones to beat. After all, despite broken tillers and close contact with the sea wall at the south end of the course and numerous other traumatic experiences, we had managed to tie with Zink for 30th place in the eliminations to just miss the cut-off for the North Americans.

By co-incidence, it was another home club boat that put us there. After finishes of 15th and 6th in the first two qualifiers, we were well ahead in the third heat when the wind blew inside-out for the nine-lapper. We wound up 13th with Indian Laker Tom Wilkins, who came out of the pack for his only intra-mural victory, taking an 11th. This enabled Indian Lake to bracket the flight.

But our confidence proved to be short-lived.

The first race started in 5-to-10 mph winds from the northeast. The Race Committee set a good line with neither end appreciably favored. The Blue fleet seemed to prefer the leeward end, so to avoid the jam it looked smart for us to start by the committee boat and tack to free air as soon as possible.

We were not alone in this thought and by the time we had cleared ourselves from the mass we were well behind the leaders but pretty much in the middle of the fleet. Not having the boat speed that we seem to have at our home lake, we stayed there, picking up a few and losing a few. The leaders at the weather mark were Maltbie, Mead, Eggers, Delorme and Falck. On the second beat, Eichenlaub moved into the top five while Delorme moved well out in front. We did well, too, but reverted on the last leg to our position to finish 23rd. The top five, in order, were Delorme, Maltbie, Falck, Mead and Eichenlaub.

Second race, wind northeast, 5 to 8 mph. This was our only good start of the series. We were on the line at the weather end and moving good at the gun. A number of boats down the line had port tacked but we were being lifted and it looked to be no problem to cross in front so we held our starboard tack. Delorme, one of the port tackers, thought differently, however. "Hold your course," he said, and we were both glad I didn't.

In view of his top finish in the first race, I don't know why he took the gamble and I hated to be the one involved, but rules are rules. If they had awarded sportsmanship trophies, Doc's name should be at the top of the list for he took himself out of the race at once.

Arriving at the first mark third, behind Thober and Maltbie, ninth to the second weather mark and 11th at the finish, we were certainly glad they didn't decide to





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go around again. Also in the top five at the first mark were Anderson and Grinnell.

We held our own on the first reaching leg with Anderson trying to sneak high several times. He finally caught us at the jibe when I took the mark wide and we suffered our only sloppy jibe of the series. Halfway down this leg, Eichenlaub worked high of us and came into the mark with an overlap and now we were fifth.

We hardened up and took the long port and came into the weather mark headed on starboard and had to tack twice to make it, dropping to ninth. We held on to this spot almost to the finish when Ernie Dean and Jim Carson took us at the line.

Eichenlaub did a good job of catch-up sailing in this race, having an exceptional second weather leg and going on to win followed by Moore, Maltbie, Grinnell and Thober. Maltbie leads with a one point advantage over Ike.

Third race, wind shifts southeast and picks up to 10 to 15 mph. After lunch in the boat we're ready for the second half of the double header. This is our kind of wind.

The weather end was slightly favored so I contrived to start in the center of the third row, well blanketed, but after clever tacking we worked into clear air near the tail end of the fleet, staying up the middle well behind the boats which took long tacks up either side of the course.

Being too ashamed to admit this to the crew, I decided to try to fool them into believing I knew what I was doing, so up the middle we stayed, taking on all the shifts just as if they were there. To my surprise we found ourselves coming in to the first mark not too far behind the leaders, but unfortunately, on a port tack. If we can only cross in front of the lead boat of the second starboard group, we will round about eighth or ninth. But, alas, we can't make it and it's too soon to tack for the mark. We went under so many right of way boats I lost count. The rest of the way we tried to catch up, but no one waited.

At the first mark, it was first timer Fran Schneider first, followed by Berg, Anderson, McInnes and Eichenlaub. Schneider holds the lead throughout with Ike working his way to second, followed by Gross and Anderson, Maltbie gaining a fifth. Standings at the end of the third race, Eichenlaub 118 points, Maltbie 116, Anderson 110, Schneider 95 and Mead 90 points.

Fourth race, winds east northeast, 15 to 18 mph, dropping to 6 to 10 at the finish. A real jam at the weather end forces three boats over early. My crew was rapidly losing confidence in their skipper as I made this select group. This being my first time ever as an early starter, I wasn't exactly sure how to get back. So I luffed up to wind, let others past, then restarted with my crew's

assurances that if we didn't start early once in a while we weren't trying hard enough hardly compensating for our position.

Yellow boats had the fleet bracketed at the first mark as Maltbie and Ike, in their outstanding individual duel, rounded one-two, and we were tail-ending it. Mead, Worcester and Obersheimer rounded out the leaders. As the race progressed, Maltbie and Ike left the rest of the fleet well behind, with Chuck holding on to finish first. The finish was an exact repetition of the first mark except that we picked up ten boats. This cuts Ike's lead over Maltbie to one point and everything rides on tomorrow's fifth and final race.

Fifth race, winds generally from the south, shifting from southeast to southwest, with puffs up to 30 mph. We got a nice start at the leeward end, quickly going over to a port tack, following John Mueller's example in the Blue fleet. We headed for seaweed point, clearing most of the fleet, but tacked too soon and thereafter tacked on every lift to arrive at the first mark on port tack again and again watch a parade of starboarders round ahead of us.

At the first mark it was Anderson, Dean, Messersmith, Smither and Maltbie. The starboard side seemed to be favored with more wind but after rounding it was too close and shifty for spinnakers and the leaders reached off with jibs. Spinnakers were tried by four or five of the more courageous skippers with almost disastrous results. The downwind leg was sailed mostly by the lee and it was a thrilling spinnaker ride.

The second weather leg was a shifty mess but Smither rounded first, followed by Bergantz, Anderson, Katovic and Blair. Maltbie has slipped from fifth to sixth and Eichenlaub has pulled up from ninth to seventh. Prior to the race we had put a 36-inch rake in our mast because someone had told us that was what Eichenlaub was carrying and we spent most of the race fighting to stay upright, stay out of the way of starboard tackers and stay out of the seaweed.

Everyone enjoyed a screaming ride on the second spinnaker leg but the final beat rearranged the leaders. Those who stayed on the starboard tack after rounding the last mark and went south later port tacked and were lifted all the way to the finish, some coming in on a close reach. Smither wins it, with Schneider second, Katovic third, Ike passes Maltbie to finish fourth and take the championship. Jim Carson, with his best finish of the series, came in fifth and Maltbie was sixth to tie down second place.

Stu Anderson wound up in third place over all, Franz Schneider was fourth and fifth place hardware went to Barney Mead.

And so ended our first North Americans, a thrilling and thoroughly enjoyable experience. Our thanks to all who helped make it so.

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# 1965 PRESIDENT'S CUP

Skipper	Area	Boat No.	1st	2nd	3rd	4th	5th	Total Pts.	Fin. Pos.
Carl Eichenlaub	San Diego, Cal.	9667	5	1	2	2	4	196	1
Chuck Maltbie	Youngstown, Ohio	8330	2	3	5	1	6	193	2
Stewart Anderson	Buffalo, N.Y.	8503	6	6	4	9	10	175	3
Franz Schneider, Jr.	Moorestown, N.J.	8379	7	23	1	6	2	171	4
Barney Mead	Towson, Md.	9442	4	20	12	3	15	156	5
Ernie Dean	Eau Gallie, Fla.	9456	16	9	14	13	11	147	6
Warren Gross	San Diego, Cal.	9172	21	26	3	8	13	139	7
Charles Obersheimer	Buffalo, N.Y.	9310	22	7	18	5	24	134	8
Arnold Schwartz	Red Bank, N.J.	8830	10	8	30	16	12	134	9
Jim Carson	Philadelphia, Pa.	8484	14	10	33	22	5	126	10
Karl Smither	Buffalo, N.Y.	9000	37	15	15	23	1	119	11
Eugene Thober	Marblehead, Mass.	9449	13	5	26	28	20	118	12
Mike Kotovic	Milwaukee, Wisc.	9634	20	24	31	17	3	115	13
Al Berg	Northbrook, Ill.	7370	8	25	11	25	27	114	14
Turner Hastings	Dover, Del.	9003	26	34	7	11	19	113	15
Erling Falck	Marblehead, Mass.	9444	3	28	25	27	16	111	16
Ed Perry	Centerport, N.Y.	7203	25	19	9	15	33	109	17
Steve Worcester	Greenwich, Conn.	8696	17	30	28	4	22	109	17
Don Delorme	Baltimore, Md.	9007	1	DNF	17	20	21	109	17
Ralph Messersmith	Roselle, N.J.	9430	35	18	34	7	8	108	20
David Nickels	Holly, Mich.	9577	15	14	16	34	28	103	21
Mike Grinnell	Pt. Washington, N.Y.	8627	DNF	4	6	14	DNF	102	22
Eugene Moore	Fairfield, Conn.	9122	29	2	37	18	23	101	23
Jack Zink	Tulsa, Okla.	8667	32	DSQ	10	12	18	96	24
Dave Ashton	Milwaukee, Wisc.	8999	12	36	29	10	31	92	25
Bernard Malcolm	Dayton, Ohio	9286	24	11	23	31	30	91	26
William Bergantz	Buffalo, N.Y.	8510	18	13	DNF	DNF	7	88	27
Bill Hughes	Buffalo, N.Y.	9417	11	27	21	35	29	87	28
Ronald Blair	Wilmette, Ill.	8715	19	29	32	32	14	84	29
Bob Starck	Kenmore, N.Y.	7948	33	31	13	DNF	9	82	30
John Eggers	East Rockaway, N.Y.	5984	9	12	27	DNS	DNF	78	31
Bill Buckles	Decatur, Ill.	8811	31	16	36	24	26	77	32
Dick du Moulin	Hewlett, N.Y.	9059	DNF	17	19	29	32	71	33
Gordon Ettie	Long Island, N.Y.	8540	27	35	20	19	DNF	67	34
Jonathan Ford	Riverside, Conn.	6654	28	DNF	38	21	17	64	35
Tom Wilkins	Lima, Ohio	9287	30	21	35	37	25	62	36
Jim Dill, Jr.	New Suffolk, N.Y.	7124	23	22	24	DNF	DNF	57	37
Duncan McInnes	Marblehead, Mass.	8333	38	33	8	36	DNF	53	38
Dave Coggins	Marblehead, Mass.	9526	36	32	22	30	DNF	48	39
Geo. Nickels	Fenton, Mich.	8818	DNF	37	DNF	26	DNF	40	40
Ken P. Fister	Dover, Del.	9004	34	DNF	39	33	DNS	20	41



# A PLUMBER HOWLS AT THE MOON

Ordered by Pea Picker Llovet

Written by Your Friendly Plumber, Joe Stueland

Bob Llovet asked me to write an article on the Governor's Cup not realizing that I can not properly write or sail. When you have the Lightning Class run from the hills of Tennessee this is what happens. We didn't know where the Governor's Cup Races were half of the time let alone write about it. I'm surprised we found our way to New Jersey. I believe what Llovet had in mind was if you're going to have someone write about plumbers get one. Herm Nickles contends they ought to have a Mayor's Cup for people such as us. Come to think of it, I'm going to seek guidance and find out why I spend \$3,000.00 on equipment and \$600.00 on a thousand mile trip to have a hundred boats trim me in a salty swamp. I'm not really that interested in making all those people happy.

I'm certain there is some sort of a report on the Governor's Cup race elsewhere in this year book which is fortunate as I had no idea of what was going on. (Not true! Nothing could improve on this.—Ed.) Incidentally, the sail makers and boat builders asked me not to mention their products in this article. I shall respect their request as I don't want to see anyone starve.

Out of 41 boats in the Governor's Cup we came in about 33rd which was the same as coming in 100th when you took in the whole big picture. I have all kinds of excuses for this performance but I have already found out that no one seems to be interested in them. I might mention one little item that has considerable bearing on the case. Tom Fallon mentions that Tom Allen wins because he doesn't smoke—nor drink whiskey, gin, beer, wine, or coffee. I do all of these things and then some.

Shortly after getting the boat into our assigned docking place for the week I noticed a tremendous rake in practically all the other Lightnings. I have always discovered the latest ways of doing things about two years after everyone else is doing it. I have never been the first one to do anything. I discussed this raking business with Bill Hughes. He pointed out why, I listened, he seemed to know what he was talking about and I didn't understand a thing he said. John Mueller next explained all this raking business to me. John is more the farmer type so I had the vague notion that I understood what he was talking about. I immediately put this god awful rake in my boat with visions of attaining fantastic speeds. I later, of course, discovered that Mueller was all wet.

Rick Seymour and Dave Schafer, the two guys that are to suffer through this ordeal with me, get the boat ready to go while I talk to all the big shots around the dock. I wish everyone good luck while at the same time hoping they all sink. We take off for the tune up races not realizing that Mueller did not know what he was talking about. We proceed out to the area of the race course with great expectations. Out of the 112 boats floundering around we figure only four or five of them could give us a little trouble. I took a good look at the



*"Plumber Stueland with family in contemplative mood before encountering seaweed."*

contestants and none of them looked too smart to me. If they had any brains at all they would be doing something else. However, as time goes on, we discover that there are only four or five boats that we can defeat with luck. One smart alec stated we ought to go on television as a comedy team. You have no idea of what this does to one's mental attitude.

To our dismay, along with over 300 other people, we find the whole race course is very shallow and full of weeds. Nowhere on the course could the board be carried all the way down without getting stuck in the weeds. All of us were amused at the great lengths the measurement committee went through to be certain the angle of dangle was just right. The center board and rudder had to be checked for weeds every 30 seconds or so. The trip of the African Queen was nothing to what we had to contend with to get around the triangle once. Ron Blair suggested that each boat dump 20 gallons of fresh water into the bay along with a quantity of weed killer. This project fell through as being too hair-brained. Come to think of it, all of Blair's ideas are kind of nutty. The question was raised that if John McIntosh won the North Americans would it be sailed on the Okefenokee swamp.



Carey Long displayed the fear that the executive committee might someday pick the Bonneville Salt Flats for the North Americans. Anyway, we let the weeds get the better of us and came in near last place in both tune up races. Our only hope lies in Mueller tuning all the other boats as he got me to fix mine.

After the tune up races, we come back to the docks and find my two young boys did quite well at fishing. I suggested the kids do the sailing and I would spend the rest of the week fishing and enjoying myself. This could not be arranged due to some stuffy rules.

The elimination races go about the same as the tune up races for us. The only thing that we can say in our favor is that no one was mad at us. We are, however, mad at everyone. During the first elimination race Margy Upton, the only girl skipper, fouled out. Her crew of Robin Skinner and Sterling Beimfore insisted she drop out on the theory that only straight shooters win. Margy was so mad that she insisted that her crew practice spinnaker work between the two races. They proceeded to dump over which prevented them from sailing the second elimination race. This, of course, upset them to no end as they were positive that they were going to win both of these races.

Shirley, the kids, Shafer, Seymour, and all went to the ocean for a swim. It was great sport swimming in the surf. The way our luck was running it was a wonder the sharks didn't get us. We thought we saw the beach boys but upon closer examination found it was only the Nickle's tribe frolicking in the surf. I think Herm looks awful funny in a bathing suit. He had one of those kind that goes clear to the knees with stripes horizontally across. I mentioned to Herm how funny he looked and he said that it was the latest fashion at Lake Fenton. I might mention that we were just as bad at surf boarding as we are at sailing.

We had the pleasure of attending a beach party at the Howard Mullins' beach house. I think Howard must be rich. It seemed like that mad cap Barney Mead co-sponsored the event. Barney doesn't have a beach house of his own. All the money Barney has is tied up in sailboats. Anyway Barney was all the time building the punch with nothing but pure alcohol and dynamite. Barney reminds me of that character in Lil Abner that makes kickapoo juice. Come to think of it, the whole crowd looked like a home coming at Dogpatch.

I only mention these sidelights because they were more interesting than the boat races. Did you know that most of the Lightning skippers have developed a persistent form of myopia? I thought I would mention this fact for the lack of something better to say.

The regular races get under way. We don't even have to check the scoreboard to know that we are to sail in the Janitor's Cup. We spent more time on Barnegat Bay than any one. We were always among the first to leave the dock and always the last one to return. You would think with all that sailing something would improve. In one of the races we reach the weather mark a hundred yards behind the second to last boat. We hope the second to last boat is happy.

The racing rules are like the Ten Commandments. They are broken all the time. Both are somewhat vague. I am not going to try and reform the Lightning Class from sin. I suppose that is why we have a chaplain. I only mention this because I think I fouled Charlie Schreck. The thing I remembered was the Lone Ranger

was constipated when he said only straight shooters win. That great sportsman, Hank Handy, said, "When everything else fails then play it square." I followed this reasoning in the very last race. I port tacked Schreck on the downwind leg and dropped out. This last race we had made up our minds that we would be the first one back to the crane come Hell or high water. We did get hauled out first so you see that honesty pays.

While at the motel getting things all packed up for the trip home Waserberger told me an interesting fact about Alan Raffee that I feel is my duty to pass on to those of you that need help. Raffee went to the extreme of consulting a psychiatrist as to how to improve himself in yacht racing. Raffee was told to look into a mirror just before each race and tell himself, "Allen Raffee, you're going to win"—"Allen Raffee you're going to get the perfect start"—"Alln Raffee, all those other boats are sailed by bums." Allen Raffee goes through this procedure and now look at him. He is a mental wreck but he now sails well and that is what counts.

I am looking forward to the next North Americans, as I am in a better position to improve than anyone else. I wish I didn't have to say that. The Bay Head Yacht Club did a fantastic job. It seemed everyone there got out to make us all feel welcome.

In closing, watch out, I found out the world is flat.

(Editor's Note—In deference to those boats sailing this series out of sight and sound to Mr. Stueland and in deference to Mr. Stueland who could hardly be expected to supply this information, your Editors submit the following box score with warm congratulations to Don Clark and his crew. Pea picker indeed!)

## Metropolitan District

is pleased to announce its

## District Championship Regatta

will be held at the

**Richmond County Yacht Club**  
Staten Island

**on July 23 and 24, 1966**

**DAN McDONNELL**, Commodore  
**TOM HYLAND**, Capt. Fleet 295  
**PEGGY HYLAND**, Secretary



# 1965 GOVERNOR'S CUP

Skipper	Area	Boat No.	1st	2nd	3rd	4th	5th	Total Pts.	Fin. Pos.
Don Clark	Kent, Wash.	9401	4	1	1	7	3	194	1
Bob Polhemus	Noroton, Conn.	8915	2	4	13	1	4	186	2
Paul Schreck	Lillian, Ala.	8890	23	3	2	3	11	168	3
Carey Long	Forest Grove, Ore.	8714	14	2	5	6	18	165	4
Henry Fretz	Edison, Pa.	9030	9	10	20	5	5	161	5
Scott Perry	Centerport, N.Y.	8325	8	14	10	16	7	155	6
John McIntosh	Savannah, Ga.	9398	15	16	18	11	1	149	7
Karl Gleeson	Briarcliff Manor, N.Y.	7852	6	11	3	2	DNF	146	8
Dick Lippincott	Riverton, N.J.	9428	5	8	DSQ	9	2	144	9
Ed Friedman	Youngstown, Ohio	9080	16	7	23	12	10	142	10
Jacob Zimmerman	Dover, Del.	8518	21	9	21	4	16	139	11
Marcy Lippincott	Riverton, N.J.	9008	10	6	DNF	8	9	135	12
Ken Wood	Indianapolis, Ind.	9019	18	12	7	21	17	135	13
Sam Hays	Worthington, Ohio	9508	7	17	26	22	6	132	14
John Collins	Marblehead, Mass.	9610	1	15	4	19	DNF	129	15
John Gorla	St. Louis, Mo.	7275	28	21	19	15	8	119	16
Margaret Upton	St. Joseph, Mich.	9199	12	31	12	13	26	116	17
Bill Smith	Southport, Conn.	5986	3	5	8	DSQ	DNF	110	18
Herm Nickels	Fenton, Mich.	9215	24	36	16	17	12	105	19
Dr. Wm. Humphrey	Warsau, N.Y.	9140	11	13	11	30	DNF	103	20
Rev. Ensworth Reisner	Fox Point, Wisc.	9655	13	25	9	DSQ	19	102	21
Charles Schreck	E. Tawas, Mich.	9115	19	22	6	26	DNF	95	22
Edward Kruszona	Schenectady, N.Y.	8899	25	26	28	23	14	94	23
Robert E. Lee	Cazenovia, N.Y.	9305	29	35	15	14	28	89	24
John McIntosh, Jr.	Savannah, Ga.	8475	26	29	17	10	DNF	86	25
Tom Brizendine	Greenville, Ky.	8185	34	28	14	27	22	85	26
E. F. Wahl	Lakewood, Ohio	9429	17	18	24	25	DNF	84	27
Dennis Doyle	Rochester, N.Y.	749	20	23	DNF	28	15	82	28
Frank Healey	Marblehead, Mass.	9541	35	19	30	20	25	81	29
Curtis Olson	Green Bay, Wisc.	8746	32	34	32	18	20	74	30
Tom Waters	Orangeburg, S.C.	7254	33	DNF	25	24	24	62	31
Don Skouse	Independence, Mo.	9203	30	20	34	DSQ	23	61	32
Joe Stueland	St. Joseph, Mich.	7966	22	33	27	29	DNF	57	33
Edward Dean	Little Falls, N.Y.	8203	36	32	31	DNF	13	56	34
Jim Carroll	Chicago, Ill.	9077	31	24	22	DNF	DNF	49	35
Sandy Huntsman	Little Silver, N.J.	8101	38	27	29	DNF	27	47	36
Jim Gilbert	Alexandria, Va.	8960	37	37	DNF	31	21	42	37
Walter Tripp	Verplanck, N.Y.	9005	27	30	33	DNF	DNS	36	38
Geoffrey Moehl	Adrian, Mich.	9480	DNS	DNS	DNS	DNS	DNS	0	39
Charles Singler	Briarcliff Manor, N.Y.	8515	DNS	DNS	DNS	DNS	DNS	0	39
Dirk Lundquist	Pensacola, Fla.	9013	DNS	DNS	DNS	DNS	DNS	0	39



# REGATTA TIME

by Jay Limbaugh

There is a Lightning Regatta underway almost every day of the week somewhere in this world. Thousands of sailors travel to two or three Regattas away from home every year and then there are thousands more who probably average a dozen Regattas away from home each year. By far, the majority of Regattas are a three race series and assuming that actual racing time is about six hours per Regatta, this is small compared to the amount of time spent by the skipper and crew in the preparation for traveling to, making ready for haul in, packing up and making ready for travel after haul out, and traveling from the Regatta. After nine years on the Regatta Circuit my estimate is that the ratio is about one to five when averaging out the time spent racing at a Regatta and the time spent preparing for and getting back home after the Regatta is over.

Regatta Time is Vacation Time. Vacation, to me, means a number of things, ie, relaxation, having fun, and in general it means to all of us, I believe, doing something that we enjoy and doing very little of what most of us consider "work." Since most of us enjoy sailing or racing much more than we enjoy the part we consider work the idea then is to reduce the amount of time that is spent on the work items.

A regular and dependable crew helps substantially in the planning, organizing, and execution of the work items for a trip, of course, this is not a necessity and by far the most important point is that the skipper be organized himself so that he has everything that is required and so that all of the necessary things get done in a minimum amount of time and so that no one person who is making the trip, and this includes the skipper, is saddled with all of the work items because if they are the Regatta trip did not result in an enjoyable vacation or relaxing weekend. Most of the sailors I know do not have another hobby, in fact, sailing has been a hobby since early childhood and I'm confident this same hobby will be continued by these same people for the majority of their lifetime. This being the case let's plan and organize for the Regattas so that there is less time spent working and more time sailing and our Regatta-Vacation trips will be more enjoyable.

For those of you who have not yet attended a Regatta away from home, let me say now that I think you are missing something. If you are properly prepared and organized for the trip usually things will go well. You quickly will become a more competitive sailor in your home fleet as a result of it and I firmly believe there is nothing that will get your mind off the every day problems of the business world like hitching the trailer to the car and taking off for a Regatta. Let's get ready to go by first tearing down the boat.

## Inside the Boat

Take main and jib sheets loose, coil and put in plastic bucket under the foredeck. Pull spinnaker sheets through the deck with brummel hooks snug on the aft deck, coil and hang under deck. This will keep them clean and dry. Disconnect hiking straps (one end only). Coil and hang under deck, Disconnect boom vang. Place two life preservers one fore and one aft on starboard seat. Re-

move boom from mast and place on life preserver. Spinnaker pole, tiller, boom crotch, and paddles can all be placed with the boom on the life preservers and quickly lashed down to the seat securing with two small pieces of shock cord with a hook on each end. A protective cover of some sort for the rudder is desirable. Place rudder on aft seat and lash down with a piece of shock cord, hook on each end. Put a towel, sponges, or your anchor line under the anchor to keep it from scuffing the boat. Tape the mast step blocks in place and the deck blocks and tow line can be thrown in the bucket with the jib and main sheets. Your little cloth tool bag, which should contain only those small tools that are essential for racing, can also be thrown in the bucket. (On our boat "essential" tools and fittings are a few miscellaneous nuts, bolts, and screws, pliers, screwdriver (slot and phillips head), awl, a small length of  $\frac{1}{4}$ " line for use in jury rigging, small oil can, tape, and a file). Open the bailers, pull the centerboard all the way up and fasten securely, take the slack out of your barber hauls and snub in on the jib wire and cloth down hauls. We stow sails well forward under the deck when traveling. Battens can be kept in the boat at all times, they should not be thrown in the bottom or left to lie in areas where they get wet and crooked, a most satisfactory way to store or haul the necessary battens aboard your boat is to attach a small diameter plastic thin wall tube somewhere under the forward deck. This will keep them straight and dry and eliminate at all times the danger of forgetting to take them along. If you don't have a tube tape them down to something flat like the cap of the centerboard trunk. Attach shackles of jib and main halyards to spinnaker pole fitting on mast. Pull spinnaker, main, and jib halyards taut and wrap all excess line around the mast beginning just below spinnaker pole fitting on the mast. (This will keep the halyards taut after wrapping) Loose ends must be tucked under securely to avoid unwrapping. Loosen all stays, leaving pins or bolts in the stays. Unstep mast. If you are experienced two people are adequate, if inexperienced, by all means use three or four. If the wind is blowing hard station one person down wind to catch the tip if it should get away from you.

## Mast

After considerable observation and trial and error on my part, I've found no better way to prepare a mast for the road. Coil the fore and back stays individually and tie each to the jumper strut with small pieces of line. A small board with a slot in the middle to which is attached four pieces of shock cord approximately 10" long with small hooks on the loose ends is placed on the butt end of the mast. A hook is then slipped over the pin of each of the side stays. Length of the shock cord should be such that the side stays are reasonably taut. At this stage, approximately ten pieces of small line, about 15" long, will be used to lash the halyards to the mast. This will avoid chaffing. A red flag should be tied to the tip of the mast. Let me remind you now, when you get to the Regatta and remove the flag all of the little tie lines and the block at the butt of the mast should be wrapped in the flag, tied, and put with your other "road" gear.



## Lifting Bridle and Mooring Lines

Boats that cannot be lifted with bridles should be barred from Regattas! You should have a bridle, coil it and the mooring lines you will need and put them in the bucket. I guarantee you that after you get to the Regatta, if your wife runs off with the car you will still have everything that is required, no more and no less, to rig, haul in, tie up, and for that matter race your boat.

## Trailer

A good trailer, properly equipped, is absolutely essential. It is just as important for the newcomer as it is for the seasoned traveler. It should be equipped with a kick-up wheel on the forward end, this makes for easier and safer handling of the boat and trailer when not attached to the car. Good tail lights, permanently attached to the trailer with an easy plug in arrangement to your car are essential. A most desirable feature for trailers is a prop, permanently attached, that can be easily dropped from the aft end of your trailer which will keep the boat and trailer from tilting up and hitting the skeg during the rigging or unrigging process.

Top bunks that are light in weight and can be quickly and easily attached are highly desirable. I have seen several good arrangements. I recommend steel rods that are permanently attached to the trailer, these can be flipped up into a slot on each end of the upper bunk, a wing nut and lock washer keeps them in place. It takes only seconds to put on or take off and there are no loose parts of any kind to lose or take care of. (Put the wing nuts right back on the rods when not in use.) The top bunks serve a dual purpose, one, of holding the boat tight to the trailer and two, of providing a safe place for the mast during traveling. Each bunk should have a padded nest in the center for holding the mast. Place the mast, butt forward on the bunks with the spinnaker halyard fitting even with the transom. Under the mast at the bow and transom of the boat place a pad or padded block to keep the mast straight and tie it down. At the transom, I use a two foot long  $\frac{1}{4}$ " diameter piece of good line with a knot in one end. I run this up through the top gudgeon around the mast and through the spinnaker halyard fitting, a small piece of cloth around the mast before tying eliminates chaffing. At the bow, a piece of shock cord through the shackle of the jib down haul and around the mast does the job. Whatever you do keep the mast straight while hauling it.

It goes without saying that the bunks on your trailer should be properly spaced (approximately 10 feet apart) and adequately padded. A bottom of some kind on your trailer is more than worthwhile, fenders are a must. Your boat should be placed on the trailer so that you end up with 50 to 60 pounds of weight on the hitch. Safety chains that can be easily attached to the car are a necessity. A spare trailer tire and wheel, both in good condition, should be attached to the trailer, chain it on with a small chain and combination lock so that it will always be there when you need it. While we're on the trailer, let me remind you that the wheel bearings should be packed at least once a year and probably twice if you are a circuit traveler. Your trailer ball, when attached to the car, must include a lock washer in addition to the nut. Don't start out without it.

## Road Trailing Cover

Except when they are absolutely required for safety or security reasons complete trailing covers are for the

birds. There is just too much work and time required in the use of them. Under certain conditions they are desirable of course, but when traveling to the normal Regatta on today's highways they are not worth the trouble. The amount of dirt you get on your boat, especially with a bottom in your trailer is negligible and the time required to sponge off the boat is nothing compared to the time and energy expended with complete trailing covers.

The use of a cockpit cover when at a Regatta, in my opinion, is also a waste of time. They are of course almost a necessity for protection of your boat during the sailing season at home.

## Road Box

Call it what you want but we call ours a Road Box and it is a permanent fixture in the back end of our car during the entire sailing season. During the off season it remains intact but we store it in a different location. The items we carry in this box are only those that we have found a need for while traveling to and from or attending Regattas or those that we have anticipated a need for under the same conditions. Our Road Box is a good grade cardboard carton size 24"x18"x10" deep. In it we have the following items: 100'  $\frac{1}{4}$ " nylon line, can be used for any line in an emergency; jib down haul wire and shackle; centerboard cable complete with fittings; small glass jar full of miscellaneous nuts, bolts, and screws; coffee can full of miscellaneous cleats and fittings; fiberglass patch kit complete; jib halyard wire with fittings; hammer; chisel; diagonal cutters; phillips head screwdriver; large screwdriver; hacksaw; one 10" pipe wrench; one 10" crescent wrench; one pair vice grips; small drill with bits; two sets of wheel bearings for trailer; small glass jar of wheel bearing grease; one inner tube for trailer tire; one First Aid Kit; sand paper; some gummed cloth tape for patching sails; three pair of gloves; one small length of shroud cable and four small cable clamps; flashlight; small box of trailer light bulbs and extra fuses for the car; combination for the lock on the extra trailer tire is written on the side of the Road Box (Registration paper for the trailer stays in glove compartment of the car); extra trailer ball; extra wing and lock nuts for the rods that hold the upper bunks to the trailer. Extra batens and old towels for use in wiping down the boat stay in the car at all times.

Don't forget your stop watch, sunglasses, and foul weather gear.

## Before you Trail

If you have never backed a trailer you should practice backing with your trailer at home. Experiment until you think you have it down pat.

Test check your trailer brake and signal lights.

Set up the jack from your car on your trailer to make sure that you will be able to use it in event of a flat on the trailer; you may find that you need a different type jack. (If you do have a flat on the trailer, it is best to leave it hooked to the car while changing.)

Check with your insurance agent to make sure that your policy covers travel to and sailing on the waters of the place where you are going. Watch out for the "lay-up" period when going to a Regatta out of season.

Some states have limitations on the amount of overhang you may have outside your trailer without lights on the outermost tip of the overhang. Ask about this ahead of time or be prepared to make adjustments if need be.



## On the Road

If you've never trailed before you would do well to "alter course slowly" on the road. This will prevent trailer sway or "fish-tailing." If you still get a whip lash check to see that there is proper weight on the hitch and that the alignment of the trailer wheels is ok.

Your trailer will follow you but always be conscious that you have that trailer on there and particularly when passing give yourself sufficient room. Don't maneuver yourself into a spot where you can't get the trailer out too.

When you stop for gas or lunch check your trailer to see that the wheel bearings haven't become overheated and check the hold downs, etc., to see that they are still secure.

If your trailer causes static on your car radio, try grease on the trailer hitch ball.

An outside mirror on driver's side is a necessity. One on right hand side might also be useful.

In the States, when driving on turnpikes, take note that with your trailer you are considered a "truck" and you must obey the "truck" speed limits. (This only applies when you are being followed by a patrolman.)

## Upon Arrival

Pick a spot to park your trailer where you will have room to walk around it and where there are no overhead electrical wires to get your mast in when you step it. At this point, check to make sure that you will have a clear path to the hoist too.

## Put the Prop down on the Trailer!

Before stepping the mast, make sure that it is clean, that all tie lines have been removed, and that the shrouds and halyards are not fouled in the jumpers (and that the mast track is facing aft).

Put the boat together, reversing the process you used when dismantling it for the road. When you close the bailers put a sponge full of water in each.

## Mooring (Dry sail if you can!)

First thing you want to do is to try and find a spot where you can tie up with both a bow and stern line without having to use an anchor. A good grade of line comparable to the size and quality you would consider adequate for your main sheet is desirable. Make sure after the boat is tied that none of the lines will chafe on the sharp edge of the pier. If so a piece of an old towel wrapped around the line at this point will prevent chafing.

If you anticipate any appreciable movement of the boat due to sea conditions or power boat wash it's a good idea to use a rubber snubber or a spring on your tie lines to absorb the strain of the boat working in the slip.

If there is any possibility of the boat swinging you should use fenders (your life preservers will do) over the side to prevent chafing on the dock or on other boats.

If you are in a tide water area be sure to allow for ebb and flood water levels in determining the amount of slack for your tie lines.

If it is necessary to set an anchor for your stern or bow line, drop the anchor as far away from the boat as possible and make sure that it is set securely before leaving the boat.

If at all possible, moor your boat so that it faces in the direction of the prevailing wind or in the direction of any expected heavy wind or sea conditions. A lurd mooring is preferable.

Ocasionaly, during the course of a Regatta it may be necessary to be towed to or from the race course. In order to be prepared for this situation, you should carry a tow line 50' long. This line should also be the size and quality of your main. When towing secure your end of the tow line to the mast with a bowline that can be released quickly if necessary. If boats are going to follow you in the tow line attach their tow line to your mast in the same manner. This will prevent excessive strain on the bow and stern of your boat.

Don't forget to register, read the sailing instructions and take home the hardware.

# DROP OUT OR PROTEST

by John Mueller

The 1965 season was extended into November by a regatta at Old Hickory Lake Yacht Club. Being a sucker for regattas and having been without my boat most of the season, this looked like a natural. The Saturday night party was such a success that toward the end of the evening I was asked, on the spur of the moment, to write an article for the Yearbook. The subject was specifically vague, but by Sunday it was agreed that one of the major problems in sailing today is the failure of a skipper to disqualify himself after an obvious foul. The reluctance of the skipper of the right-of-way yacht to protest is equally serious.

To understand a problem, its causes must first be known. Basically it is human to err—and equally human to resist admission or at least to qualify the action by use or misuse of rules. In the situation where the skipper admits his guilt, he either drops out or uses one of the following reasons for staying in: "You owe me a foul from Quantico (i.e.); Give me a break this time and I will give you a break later."; "I thought I could make it;" "If you are going to protest me I will drop out"; "My

crew - - - - -"; "The current was not the same as shown on the course chart"; "The mark drifted into me"; last but not least, "I traveled 600 miles to get here, so I will sail around and keep out of everyone's way." This gives cause to "He fouled and didn't drop out, so why should I?"

The Lightning Class is now of an age that requires a re-evaluation of many things. Not the least of these being the proper handling of fouling situations. It is important to eliminate these statements from regatta post mortems. "I couldn't protest Boat A when I didn't protest Boat B for a similar foul"; "If I had protested the boats that fouled me, I would have won a trophy."; "We didn't foul you, you fouled us." or "I should have dropped out."

Most skippers want to do the right thing, but after observing so many instances of fouling without disqualification, a definite trend toward indifference to fouls is developing in most classes, and the Lightning class is no exception. Old time Corinthians would be appalled at the present trend; the tradition of true sportsmanship among sailors is being challenged. As the leading class



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in the world, both in number of active boats and in total activities, it is important for the Lightning Class to be the leader in establishing a policy of control relative to fouling.

Three alternatives are available to encourage or enforce proper action following a foul: 1. A system similar to that used by dinghy sailors could be adopted. In this system fouls are graded for severity. Boats involved in infractions continue to race and the protest committee determines the percentage of fouls committed. 2. A bonus system could be adopted which would award to a voluntarily disqualified yacht a percentage of his average points for properly completed races. 3. System crack down! The third and recommended alternative would enforce by penalty. A rule of the Lightning Class Association specifies that a skipper who knows of a boat sailing illegally is subject to disqualification, if he makes no effort to enforce correction of the infringement. By use

of this rule, the right of way yacht would be disqualified if he did not protest a burdened yacht. Enforcement would become nearly automatic because of vigilance of the fleet and the constant threat that the entire fleet minus one could be disqualified by one competitor's protest. The race committee and/or special judges on patrol boats could be authorized to disqualify boats involved in infractions. Any time there is known boat contact a disqualification should result. If no protest is filed, under this ruling, both boats would be disqualified.

It should be clarified here that there is nothing official about this article. The thoughts herein described are suggested to stimulate action that could make regattas more enjoyable. We should all pull together to correct this trend before it becomes a problem, but caution must be taken to prevent the pendulum swinging the other way. Protesting could be a greater problem than fouling.

## Recognize Our Crews— A Skipper Speaks

By Leon Striegel

I have always believed that the most unjust, inconsiderate procedure at a regatta is to pat the crew on the back, tell him he did a fine job, without him I wouldn't have won and then tell him that unfortunately there are no crew trophies at this regatta.

I do not wish this article to appear belligerent but I personally do not believe there is just cause for any regatta not supplying crew trophies to the winners.

If one or two dollars must be added to the registration fee to make sure the crews of winning boats will receive more than a pat on the back, I believe it should be done. I have not found a single skipper so poor that one or two dollars more added to the expenses of a weekend regatta will keep him away.

The importance of the crew, especially of the Lightning crew, can be emphasized by quoting Tom Fallon in his recent article in *Flashes* about Tom Allen. He states, "The first year Tom Allen sailed he did not have a very good crew and thereby did not do so well." Another quotation by Carl Eichenlaub is, "When I turn the windward mark I light a cigar and let the crew sail the boat for the next two legs." We all know Carl really doesn't do this but it does emphasize the point that the crew of a Lightning can make or break a skipper. I am sure many of us "also ran" skippers would give our eye teeth to have any one or two of the top twenty Lightning sailors crew for us during the Southern Circuit.

I believe I have rambled long enough in trying to prove that the crew of a Lightning is equal to and every bit as important as the skipper. I will now tell you how we provided crew trophies at Crab Orchard Lake without changing the trophy budget of a regatta.

For several years the trophies presented at the Egyptian

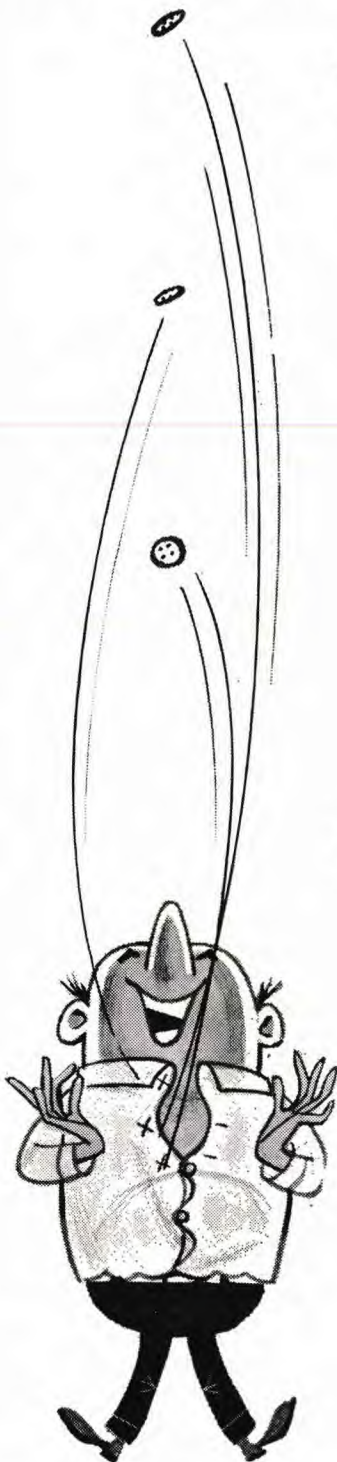
Cup Regatta (Crab Orchard Lake) were plaques like those received by the skipper at St. Pete costing about \$11 or \$12 apiece. We have annually about 80 boats representing five to six classes. We were purchasing 18 to 22 plaques. Our total trophy bill was around \$225 to \$250. Our registration fee was \$5. We lost \$100 several years in a row. We raised the registration fee to \$6.50 and investigated other trophies which would be as beautiful and well received as the plaques but costing less. A local jeweler said he would give the club 25% discount for trophies and engraving at cost. It was discovered that beautiful silver plated pieces such as ice buckets, reverse bowls, water pitchers, serving trays, bon bon dishes, tumblers, etc., could be had from \$2.50 to \$12.00. By spending \$10 to \$12 for first place, \$7 to \$8 for second place and \$4 to \$6 for third and fourth places, we were able to reduce the overall price of trophies by one-third. This \$80 added to the increased revenue from the registration fee gave us the \$120 to \$130 we needed to buy very attractive crew trophies for all winning crews.

We here at Crab Orchard believe the trophies we present are very attractive but perhaps we are prejudiced. The editor of the yearbook has won many of our trophies. Perhaps a comment from him as to their quality and appeal would be better than the comments I could make.

Hail to the crew of the Lightning!

(Editor's Note—Having been fortunate enough to win several trophies in Carbondale we can only echo the fine sentiments of Leon. Perhaps this quotation from my wife (and crew), Bobby, is more appropriate to the topic. Pointing to her trophy after the regatta, she said, "This trophy is not for your collection, my dear. It stays on my vanity." And that's where it is!)





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# QUANTICO, GOLDSMITH and THE RABBIT

By Barney Mead, III

The 13th Annual Quantico Frostbite Regatta was held at Quantico, Virginia, on October 30-31, 1965.

For those of you who have never been there, it is important to know that the regatta is sponsored by The Quantico Marine Corps School.

Quantico covers 57,000 acres of beautiful Virginia countryside and is adjacent to The Potomac River which is about 1½ miles wide at this point in the river.

This regatta is historically the last major regatta in the East and it's well-known as a "Fun" regatta.

Lightnings come from all over the east, south and middle west to race in what well may be the largest one-design regatta in the world. For the past several years, the popularity of this regatta has grown to a point where 80 to 100 boats are usually in attendance.

This year 88 boats were on the line all looking forward to good racing and good fellowship, thanks to the Marine Corps and Major Frank X. Calleton and Walter Collier of Washington, D.C., the perennial Race Committee Chairman, all who help make this a great regatta and one of the events which has made the Lightning the greatest one-design class in the world.

It would have been better if Bruce Goldsmith had written this article, but I have tried to describe what I saw from O'Toole #9442, my new glass boat and my new love.

**First Race**—Saturday morning—winds light 5-7 mph. southeast—tide and current supposed to be going out. The course was a reversed triangle plus a short weather leg to finish. The leeward end was slightly favored. It was a good start with Goldsmith and Mead getting the best starts. Bruce Goldsmith and Stu Anderson led the way up the Maryland shore; Jim Carson, Bob Purnell and Phoebe Baum went up the Virginia shore and we stuck to the middle.

At first, the middle was favored, but heavier air came in on the Virginia shore and got progressively lighter where we were. The boats that came from the Virginia shore rounded the weather mark first, Goldsmith, from the Maryland shore rounded 4th and we rounded 12th from the middle of the river.

The first 10 boats at the weather mark:

1. 8484 Jim Carson
2. 9527 Bob Purnell
3. 8256 Phoebe Ann Baum
4. 8298 Bruce Goldsmith
5. 9500 R. C. Beal
6. 9262 Ray Knapp
7. 7603 Don Dallmeyer
8. 8200 C. L. Van Arsdale
9. 8545 W. Van Arsdale
10. 7822 Bill Jarch

After rounding and leaving the mark to starboard, there was a close spinnaker reach from the Maryland shore to the Virginia shore with a jibe for the downwind mark. Jim Carson again rounded first, Bob Purnell, Indian River, Delaware, held second but Tom Allen, sailing a brand new boat #9772, moved from 15th to 6th and we in #9442 moved to 8th.

On the long downwind leg positions started to change and the wind picked up to 10 mph. and at the end of the third leg, the positions were:

1. Bruce Goldsmith
2. Bob Purnell
3. Jim Carson
4. Don Dallmeyer
5. Tom Allen
6. Barney Mead
7. R. C. Beal
8. Stu Anderson
9. Phoebe Baum
10. Ray Knapp

and at the finish, the first 10 were:

1. 8298 Goldsmith
2. 8484 Carson
3. 9527 Purnell
4. 7603 Dallmeyer
5. 9442 Mead
6. 8503 Anderson
7. 7822 Jorch
8. 5693 Nikell
9. 9772 Allen
10. 8250 Baum

## Notes on the first race

- (1) Virginia shore favored on the beat
- (2) The tide was not going out as advertised
- (3) "O'Toole" is going very fast but so is "Snoopy"
- (4) 83 Spinnakers behind you is a fabulous sight
- (5) Tom Allen tacked to clear his air after rounding the last mark and lost 4 boats.

**Second Race**—Saturday afternoon—wind stronger 10-12 mph.—same direction—same course—tide and current going out (really!).

The race will be remembered a long time!

At the skippers' meeting, all contestants were told that if any general recall was required in any of the races that the next start would be a "RABBIT" start. Walter Collier, race chairman, has always made this statement at previous skippers' meetings but it has never come about before this. At the start of the second race, the tide was going out and many, many boats were over the line, so, the gun went off twice and 88 skippers knew the next start would be the long-threatened "RABBIT" and that Jim Carson #8484 would be the lucky bunny.

For those who have never had the experience of starting with a RABBIT, it works like this—the RABBIT starts on a port tack at the starting gun with a "buffer" power boat three boat lengths astern. Once the RABBIT has started, all other boats must start on a starboard tack behind Carson and the buffer boat, and the RABBIT cannot tack over on to starboard until the last boat has crossed his stern and then he must jibe around, thereupon, releasing the other boats to tack or not.

How would you like to be a RABBIT in a fleet of 88 boats after finishing 2nd in the first race?

Stu Anderson #8503 was one of the early boats to start—we started about 15th to 20th and Goldsmith started in the last group.





*Bruce crossing the finish line — again . . . & again . . . & again . . .*

At the first mark "Snoopy" was first, closely followed by "Glockenspiel" and "O'Toole"—guess who was fourth? The RABBIT, Jim Carson #8484.

5. 9456 Ernie Dean
6. 9772 Tom Allen
7. 9239 Dick Hallagan
8. 8715 Ronnie Blair
9. 8555 D. White
10. 9007 Don Delorme

On the close spinnaker reach, the first four boats maintained their positions with Bruce opening up a lead on Anderson, Mead and Carson and at the jibing mark the top boats were:

5. 9431 Howard Mullin
6. 9239 Dick Hallagan
7. 9424 John Tieglund
8. 8715 R. Blair
9. 8555 Dave White
10. 9007 Don Delorme

The next leg, like the first race, was a long downwind leg. Bruce Goldsmith sailed straight for the mark and gained on Stu Anderson who was second. Mead and Carson sailed to the Virginia shore to try and get out of the adverse tide. Don Delorme sailed into the middle of the Potomac and gained—we gained on Stu Anderson but lost to Bruce Goldsmith. At the third mark, Bruce had a commanding lead, we were slightly ahead of Stu but he had an inside overlap.

The next boats in order were:

4. 8484 Carson
5. 9007 Delorme
6. 9239 Hallagan
7. 9431 Mullin

8. 9424 Teigland
9. 8715 Blair
10. 9456 Dean

Beating to the finish, Goldsmith won easily, Anderson covered us like a blanket and gave me a few lessons from the Lake Erie District. While all this was going on, the RABBIT was closing fast, but at the line the boats were in the same order of rounding the third mark except Mead and Anderson changed places and Hallagan and Delorme changed places.

#### Notes:

- (1) The RABBIT Start was a big success
- (2) "O'Toole" would have been better off following "Snoopy" on the second spinnaker leg.
- (3) Two straight firsts in 88 boats!

As soon as the boats were tied up, the parties started.

Before going to the cocktail party at Harry Lee Hall, we managed to squeeze our way into good friends Arnold and Ethel Schwartz' room for some cheer.

The dinner at Quantico this year was perfectly delicious with that wonderful roast beef, still everyone's favorite!

The dance floor was deserted when the scores went up and counting low points. The results were:

		Points
1.	8298 Goldsmith	2
2.	8484 Carson	6
3.	8503 Anderson	8
3.	9442 Mead	8
5.	9239 Hallagan	22
6.	9772 Allen	23
7.	9007 Delorme	26
8.	7922 Jorch	29



8.	9456	Dean	29
10.	9500	Beal	32

Sunday morning was beautiful—sunny, warm and winds about 15 mph., again from the southeast with the tide coming in.

We tried to make a delayed start at the committee boat and tack for the Virginia shore to get out of the tide but we were too early and had to tack before we got to the committee boat, made a late start and went on a port tack for the Virginia shore. The only thing that saved our bacon was that Stu, with whom we were tied for third, went all the way up the shore with us. Delorme and Goldsmith started at the favored leeward end, crossed the river and sailed up the Maryland side and they got to the windward mark with a big lead. The course was the same as the first two races but twice around.

The next 8 boats at the first mark were:

3.	9239	Hallagan
4.	9375	Mueller
5.	9373	Bryant
6.	8830	Schwartz
7.	9750	Zimmerman
8.	9003	Hastings
9.	9431	Mullin
10.	6956	Kelley

Stu Anderson was about 18th and we were 21st, we didn't see Carson, and hoped he was behind us. On the close spinnaker reach, both Stu and we closed on the leaders but not enough to break into the first ten which remained the same except for C. Van Arsdale moving into tenth place.

The downwind leg found both "Glockenspiel" and "O'Toole" still moving up and at the leeward mark Stu was 10th and we were 11th.

During the third leg we spotted Jim Carson behind "O'Toole" a ways, and we felt if we could get ahead of Stu and if Carson didn't move up too far we might be second in the regatta! So the word at that point was "Beat Anderson."

All the boats rounded the mark and hardened up on a starboard tack and we had to hope Stu would tack to clear while we continued up the Virginia shore into clear air—and it happened that way.

When we tacked onto port and started to approach Stu who was on starboard, we could see we had gained but not enough to clear him. As we came nearer, Stu tacked onto a perfect safe leeward and at that point we were trapped but the "Luck of the Irish" was with us and Stu had to fall off to clear a starboard tack boat and we didn't have to since we were slightly behind and to weather of him—we even got a lift off the starboard tack and broke through Anderson's safe leeward and "O'Toole" slowly moved ahead of "Glockenspiel" and blanketed him. We covered him to the weather mark and the positions for the second time around were:

1.	8298	Goldsmith
2.	9007	Delorme
3.	9239	Hallagan
4.	8830	Schwartz
5.	9375	Mueller
6.	9431	Mullin
7.	9003	Hastings
8.	9373	Bryant
9.	9442	Mead
10.	9310	Oberskeimer
11.	8503	Anderson



Ralph Messersmith, Surf City, N.J., Pilots ME-109 out of Quantico Basin.



Bruce Goldsmith and crew accept their trophies.



Goldsmith and Delorme were still way ahead and Goldsmith could only lose by sinking or fouling out. If Anderson stayed behind us and Carson didn't catch up, we were second and I was getting very nervous and inclined to shout. The positions held the same on the spinaker legs and the short beat to the finish with only Mullin and Mueller swapping places.

The Marines did their usual quick and efficient haul-out and 89 were out of the water in record time.

Bruce Goldsmith made sailing history with those three firsts in that tremendous fleet. To my knowledge, no one in the class had done that before!

It is interesting to note that Bruce rounded every mark in all races first except for the first two in the first race—

quite a feat!

The fleet included many boats from the east and mid-west who sailed in the 1965 North American's and World's Championship, including the present champ, Tom Allen.

The Marines presented beautiful silverware to the first five skippers and their crews who were:

1. 8298 Bruce Goldsmith—Chicago, Ill.
2. 9442 Barney Mead, Towson, Md.
3. 8503 Stu Anderson—Buffalo, New York
4. 8484 Jim Carson, Philadelphia, Penna.
5. 9239 Dick Hallagan—Newark, New York

The Marine Corps is to be congratulated for sponsoring one of the best regattas ever put on.

Boat No.	Skipper	RACES			
		1st	2nd	3rd	Final
8298	B. Goldsmith	1	1	1	1
9442	B. E. Mead III	5	3	8	2
8503	S. Anderson	6	2	11	3
8484	J. Carson	2	4	16	4
9239	R. W. Hallagan	17	5	3	5
9007	D. Delorme	20	6	2	6
9772	T. Allen	9	14	19	7
7822	W. F. Jorch	7	22	15	8
8830	A. Schwartz	24	19	4	9
9500	R. C. Beal	14	18	21	10
8555	D. White	26	11	17	11
9310	C. C. Obershimer	27	23	9	12
9670	E. Dean	19	10	32	13
9003	L. Hastings	41	13	7	14
8715	R. Blair	28	9	33	15
9430	R. Messersmith	34	12	27	16
8545	B. Van Arsdale	12	21	40	17
9286	B. Malcolm	16	34	25	18
9424	J. Tieglund, Jr.	55	8	14	19
6956	J. A. Kelly	23	35	20	20
9548	S. Nitchie	13	41	24	21
9431	H. Mullin	66	7	6	22
8200	C. L. Van Arsdale	15	47	18	23
9373	M. Bryant	56	16	10	24
9590	H. Sindler	32	15	36	25
7603	D. Dallmeyer	4	31	48	26
9101	B. Olsen	22	30	34	27
2070	T. Baroni	31	17	39	28
5693	S. H. Mikell, Jr.	8	27	54	29
8800	T. Smith	30	29	30	30
8202	F. Colleton	29	33	31	31
9527	B. Purnell	3	49	41	32
9262	R. Knapp	11	40	47	33
9108	N. Biepeveen	57	26	23	34
8960	J. Gilbert	33	28	50	35
9126	D. McDonald	25	45	42	36
9375	J. Mueller	18	DNF	5	37
8480	F. H. Hamblet	21	DSQ	12	38
7592	E. Niemann	54	32	38	39
8004	J. Emens	63	25	37	40
8684	R. Pickens	68	37	22	41
8000	S. Serker	35	42	57	42
8256	Mrs. C. Baum	10	65	59	43
9496	R. Armstrong	53	48	35	44
8849	G. Marshall	50	39	49	45
5722	J. Daley	51	46	44	46
7989	N. Hoffman	64	52	26	47
8766	D. Williams	48	53	43	48
9006	J. Methot	58	38	51	49
7902	E. Schwoebli	37	54	58	50
9004	K. Pfister	72	64	13	51



8675	J. Mueller	40	55	55	52
7350	W. E. Bunney, Jr.	49	56	45	53
7564	J. Parker	45	43	64	54
9750	J. W. Zimmerman	39	24	DNF	55
8540	G. Eltie	46	20	DNF	56
8608	R. A. Howie	36	36	DNS	57
8664	M. Wilkinson	47	59	63	58
7617	R. Dallmeyer	81	61	29	59
5553	A. C. Dutton	75	51	46	60
5474	R. Prewitt	38	79	56	61
7140	F. Slovak	59	66	52	62
2610	J. Fairweather	60	58	61	63
9249	J. A. Pfister	62	DSQ	28	64
4152	H. Blanding	44	72	66	65
8662	R. T. David	52	62	68	66
9629	J. Lutz	77	44	62	67
8935	B. Derrickson	74	57	60	68
6946	J. Owen	65	63	72	69
5762	B. Milnes	43	67	DNF	70
7330	H. F. Luddecke, Jr.	61	50	DNF	71
9510	C. A. Hudson	42	70	DNF	72
8516	D. F. Collins	DNF	60	53	73
8697	W. Lyon	71	78	65	74
5825	C. W. Taylor	79	68	69	75
5817	R. R. Edel	67	81	75	76
5046	C. P. Clasen	84	71	70	77
8735	M. Gardner	73	80	73	78
5599	J. Mumper	85	77	67	79
6845	H. T. Kaplen	83	76	71	80
8937	W. Frankwick	69	74	DSQ	81
6349	J. Hannon	76	69	WD	82
8181	W. Robinson	80	82	74	83
6957	G. Glexin, Jr.	78	75	DNF	84
5075	W. A. Warren	82	73	DNS	85
1283	T. H. Nichols	87	84	76	86
8420	R. McNeil IV	70	DSQ	DNF	87
6614	D. Kjellson	86	83	DNS	88
5281	R. Freund	DNS	DNS	DNS	89



*Out to lunch — back in time for the start!*



# THE PSYCHOLOGY (??) OF WINNING

By Tom Allen

If this article is meant to reveal my mental attitude while trying to win a major regatta, I'm afraid it won't be much help since I never thought about it before and am not even sure I can spell psychology much less explain it.

One asks, "Is it necessary to grit your teeth and "hate" your competitors?" I don't think so. The big majority of the winners of regattas in which I have sailed didn't strike me as having that attitude. I think we sail and race for enjoyment and while it is more fun to win, it is hard to imagine doing something for enjoyment that requires a "hate 'em" state of mind.

I would say a real desire to win is necessary, for without it one probably wouldn't be willing to put all the effort and concentration into the job that is required these days in the Lightning class. Most of this effort goes into preparing your boat before races, preparing yourself with knowledge to cope with whatever might develop during the races in the way of tactics, rules and different weather conditions. Also in learning to get the maximum out of your boat and sails under all conditions. All of this, of course, is before you cross the starting line of the big race and doesn't have anything to do with sailing recklessly into a mess because you have a terrific desire to win.

In fact, the opposite of such a state of mind should be desirable. Stay clam! Knute Rockne is said to have had the ability to arouse his football teams to such a pitch that they went out and just "ate 'em up". But sailing is different. We've got to use wind and waves rather than fight them so I can't see anything to be gained by pumping in the adrenalin.

Stay calm but never quit trying. Has some mistake or fluke in the weather put you back in the ruck? Don't let a feeling that you've had it rob you of the conviction that you can still get back up there. All kinds of things can happen to those up ahead of you before the race is over and it is possible that the whole picture can change to the advantage of those behind. Your crew should believe this too, and though I'm not sure they can be brain-washed into such an attitude, I think they definitely take their cue from the skipper.

I can distinctly recall muttering to myself during one poor situation in a race in the Flying Dutchmen, "Do you want to go to Tokyo?—Get going!" Sorry—it's not true that I came from behind and won the race but I'm positive this reaction helped me finish higher than I might otherwise have done. Another thing, I have been caught and passed when I really felt I had a race in the bag and that is why I **know** it is not impossible for me to overtake another boat when the situation is reversed.

I guess this leads to the rather embarrassing admission that I do have confidence that I will finish somewhere in the top group and now that I think about it, I suppose it must help.

You might wonder if I've sometimes tried to "psych" competitors before or during a race to try to intimidate

them. Gosh no! Neither do I make an effort to interfere with other boats during a race and I try to avoid getting into protest situations because it seems clear to me that these things can definitely bring on retaliatory tactics and there are more of them (competitors) than there are of me. I'm happy if I can just get clear air and can concentrate on making my boat go—at least till near the end of a race or a series.

So, to conclude this ramble to the question, "Can a nice guy win races?" I'd say, sure they can and lots of them do.

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# Champ? — What Champ?

By Bob Seidelmann

In my younger days, when I was floundering around the back of the fleet, I can remember idolizing the race winners. At that time, I could not understand how one person could possibly sail a boat faster than another under the same conditions. I worked very diligently on sailing techniques, sincerely believing that material things were equal and by improving my sailing ability I too would soon be successful. Progress was very slow and finally I had the feeling I was doing an equivalent job of steering and still losing races.

Then we sailed a series switching boats with astounding results. It was immediately realized that all boats do not have the same potential. The boats that were normally winning would do reasonably well even with a poor skipper. The boats that were normally losers would only do reasonably well with the best skippers. The conclusion I reached many years ago was that you must sail as good a race as everyone you will race against and your equipment must be the equivalent of your competitors.

To me the last sentence has been the background of my success. It seems very simple, however it has proved extremely difficult over the years to accomplish. If you are intelligent enough to be able to evaluate your needs, you should be capable of improving your performance.

Boat races are won by a combination of super speed and greater ability. Both of these come from hard work. A fast boat is a product of loving care. Someone must take the time to make the many many refinements necessary on an average boat to make it superior. This is a very thankless chore which has no clear signs of improvement except in the owners mind. I believe that in the skippers mind he must plant the thought that his equipment is up to the necessary standards required to be competitive in order for him to sail a good race. The last thought brings me to my theory of why many people who have both the equipment and the ability never make the top. I believe mental attitude is probably the most important conditioning necessary for success.

"Desire is the beginning of all achievement!" If your desire to become a winner is strong enough and you are willing to be persistent enough to work as hard as is necessary to win, you cannot lose. In anything you attempt, if you will not allow yourself to be beaten, you cannot be beaten. I also believe you must have complete

faith in your equipment, your crew and your own ability before you can be successful racing sailboats.

I am what is known as a psychological sailor. Not that I use psychological warfare on competitors, but I use auto suggestion to instill the confidence and faith in my own mind that I feel is necessary to sail a good race. To me, luck is a part of every race, but can be somewhat controlled by a positive mental attitude. I feel this is what makes the west coast sailors as proficient as they are. They possess a drive or conviction that is extremely strong, along with a rigid competitive spirit. Some people feel it is necessary to have the killer instinct and wish bad things would happen to their competitors. I do not go along with this line of reasoning at all, but would rather donate that time to convincing myself of my superiority in equipment, ability, luck, etc.

Ashamedly, I must admit my fierce desire to win sometimes induces me to be a very nasty person to sail with. This is one of my many weaknesses and I am told I would think much clearer if I could overcome this unwarranted enthusiasm. I am certain it is harmful to the efficiency of the boat when the skipper becomes over-critical or excitable. However, to date, I have not been able to control my spirit to the degree necessary.

Another point always to remember is that the race is not over until you cross the finish line. We are all too often guilty of allowing our spirits to run down when we find ourselves in the tank. You must continually restate your confidence and spirit to fight back to the top.

In conclusion, let me try to explain the title to this article. It is my opinion, if you are capable of the true desire to be a winner you have the potential to win. Probably 80% of the active racing sailors have that potential only they let themselves down somewhere along the way by a lack of persistence. The only reason the ones that win races are winning is because they just put more into it. Most winners hate to lose so strongly that they do not allow it to happen. In short, I am convinced that the Champions today could be dethroned if the average sailors would utilize their full potential and really work as hard as their limits allow. Realize your full potential and you will automatically achieve success. Remember, the Champions of tomorrow will come from the back of today's fleet. They will be the sailors who apply themselves and work hard at their goals.

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# TWELFTH ANNUAL SOUTH AMERICAN LIGHTNING CLASS CHAMPIONSHIP

Vina del Mar, Chile, February 19-26, 1966

By Jose Barreda Moller

Carlos Collet of Argentina, sailing "YATASTO" and having as crew E. Giovanello and Carlos Colombo, profited from the very light wind, and from no wind at all, indeed, that prevailed in Valparaiso Bay during the Regatta, to win the XII South American Championship.

Valparaiso has been called, as Chicago, "The windy city" but the week of February 19 to 26 things were different. Under the Rules of the South American Championship it was supposed to have two preparatory races and six official races, five of which would count for the series, but only four races in total were held for lack of wind. And the four races were in very light breezes.

The two preparatory races, scheduled for Sunday 20, were annulled and the thirteen participants from Argentina, Chile, Ecuador and Peru went into the official races with practically no experience in the very chilly waters of the Humbolt Current.

On Monday 21st the start was given at 3:30 p.m. and from the very beginning Pedro Sisti of Argentina took the lead, followed by Carlos Collet, to finish the race in the same order. The third place was for Lorenzo Tous of Ecuador, who sailed "ATOM", formerly owned by Tom Allen and winner of the first two World's Championships in Milford and Chorrillos. The fourth place was for Manuel Gonzales of Chile.

The second race was held next day under the exact same conditions of very light wind and the same result for the first three places: Sisti, Collet and Tous. From the very beginning these three boats took the command as they seemed to take advantage of the slight breeze.

They finished close one to the other while the rest of the fleet was left far behind.

On Wednesday 23rd the start for the third race was given at 2:45 p.m. and Collet took the lead, followed by Melero of Chile, Sisti, Estrada of Ecuador and Maspons of Ecuador. After rounding the first mark there were a few changes when using the spinnaker, Barreda Moller of Peru passing Maspons, Estrada and Melero and the latter falling to sixth place. Before rounding the second mark the wind diminished and Maspons and Barreda Moller passed Sisti, while Collet increased his lead but to his chagrin, the wind died and after ninety minutes the race was annulled.

On Thursday the schedule called for two races, one at 10:00 a.m. and the other at 2:00 p.m. The two races were started but both were annulled ninety minutes after the gun because the extremely light wind did not allow the first boat to complete the first triangle within that time limit.

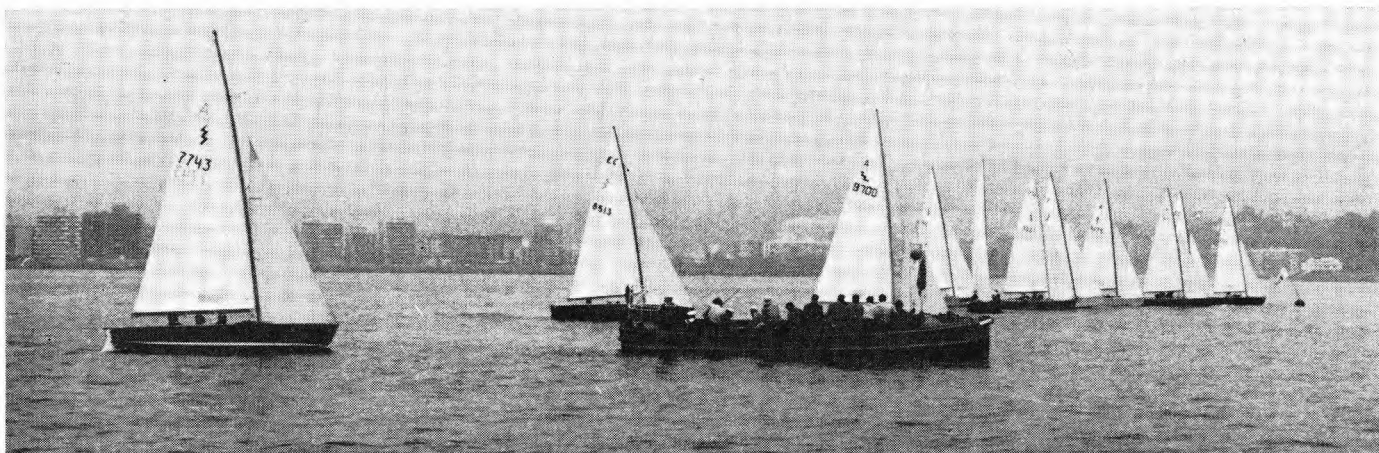
On Friday an attempt was made to hold a race in the morning, to catch up with the annulments, and after a start in very light wind, there was hope for a satisfactory race when it increased at the end of the first leg, but unfortunately it later died and the race was cancelled.

In the afternoon conditions improved and it was possible to have a decent race, although the wind did not behave fairly, giving advantages in some places and motivating changes in positions. Again the race was won by Pedro Sisti of Argentina, Carlos Collet in second place and Lorenzo Tous third. It was then decided to

*Sisti in front of Collet.*







*Start of the 3rd race. From left to right Rudoy (Argentina), Estrada (Ecuador), Sisti (Argentina), Barreda-Moller (Peru), Velarde (Peru), Vansprangh (Peru), Novion (Chile), Pan (Argentina), Gonzalez (Chile), Tous (Ecuador) and Collet (Argentina).*

hold two races on Saturday as provided in the Rules trying to complete a series of five races. At this time Sisti was winning by three points over Rudoy and Tous was in third place a few points ahead of Rudoy of Argentina. It looked like this would be the final position, but Aeolus thought differently.

On Saturday morning the start was given at 10:20 a.m. with a very poor starting line that motivated that all boats grouped at the windward end, forcing Pedro Sisti to take what was clearly the less favored tack, while Collet went clear to a better position. After rounding the first mark Collet was ahead, while Sisti in eighth place was trying hard to improve positions to preserve his position as leader. Hersio Pan and Horacio Rudoy, both of Argentina, were in second and third place. Few positions were changed during the race, Sisti gaining these places to finish fifth, while there were no changes among the first three leaders. This result put Collet one point ahead of Sisti and created an extraordinary interest for the last race in the afternoon.

After having two sandwiches and a soft drink aboard, the start for the fifth and last race was given at 3:00 p.m. in the same light wind conditions that had prevailed during the whole week. Sisti took the leading position and after rounding the first three marks was well ahead of the rest of the fleet, while Collet was in second place.

Everybody thought that Pedro Sisti, the defending Champion, was again going to win the title, as the wind started changing giving a lift to the boats to windward, where Sisti was, and leaving behind the boats to leeward, where Collet was. At the moment Collet was in eighth place and it looked like he would loose not only the title but the second place as well. But it was his lucky day. The wind died and after three and a half hours the race was annulled and Sisti, who had won three out of four races, lost to Collet, who had won one race only and three second places. The fifth position of Sisti in the morning was his doom. The consistency of Collet was his winning card.

The price award was a success and it was held at a dinner party given by the Chilean Navy, who had given a great assistance for the races, with personnel and material, and went all the way out to give support to the Chilean Lightning Class Association and to the Chilean Yacht Clubs that joined efforts to make this Regatta a great success, in spite of the lack of cooperation of the wind.

All those who participated in the XII South American Championship were most grateful to the fine attentions received from the local people during the week and really enjoyed their stay in Vina del Mar. We all hope to meet again in Bogota in 1967.

*Start of the 4th race. In background, just across the first two boats, anchorage and clubhouse of the Yacht Club de Chile (fleet 317).*





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# A SURPRISE FROM ARGENTINA

In the early fall of 1965 your Year Book Editor wrote to Vice President Alberto Migone of Buenos Aires requesting an article from him about his views and experiences at the World Championship in Naples. After several months of silence during which time several "follow up" letters had been written we finally lost hope but then were delighted to receive a communication from our lost Argentinean who it seems had been roaming about the world in general and Europe in particular for some five months. He actually answered our letters one day after his return—with photographs! Excerpts from his letter follow together with the photographs.

..... I can only briefly express my immense satisfaction with the enthusiastic and efficient way our class is run from its headquarters through all the authorities.

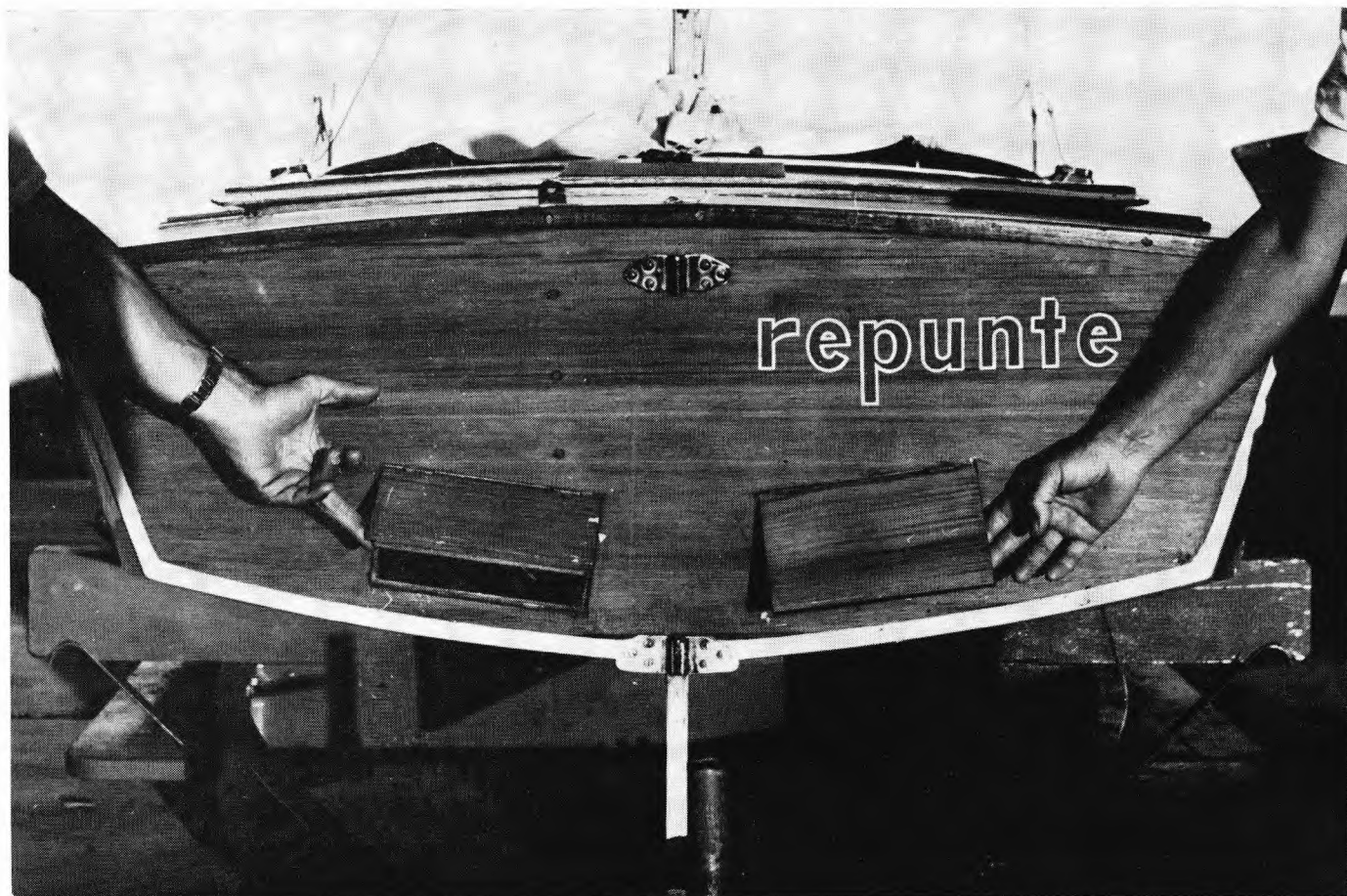
..... The class is now really a true international class on a base that includes the whole world! And this not only as far as the outstanding helmsmen are concerned, but also because of the high level of construction of boats all over the world.

..... we hope to catch up still more with the speed of the U.S. boats for the next championship.

..... for the moment I send you photographs of our safety bailers we build in several of our boats, consisting of trapdoors in the transom (apart from the regular bailers we of course use also) that enables the water to flow from the capsized boat as soon as the launch gives it a hefty pull. I believe the photographs of the simulated capsize and rescue I enacted with my crew will give the idea how it works. After a 200 yard pull the boat is practically dry and can be towed safely home (or sailed again).

..... sorry we couldn't submit this device for approval yet as suggested by the Chief Measurer in Naples but I will send drawings soon. I should be very glad if you could still publish this in the Yearbook as I consider this safety bailer of interest for many Lightning sailors in windy areas.

..... a very happy and successful New Year—for you and the class. (The same to you Sr. Migone—and welcome home!—Ed.)



*View of traps.*





*Boat capsized intentionally.*



*Boat upright by standing on centerboard—crew on each side to prevent roll.*



*Crew "planes" behind to steady boat now under tow. Water flowing over cockpit.*





*After 100 yards boat already almost empty as water streams through traps.*



*Just about 2" of water left to be drawn through conventional bailers.*

Editor's Note: As at this date, transom bailers are not yet approved by the Chief Measurer. These photographs, however, are excellent to demonstrate proper technique for righting a capsized Lightning.



# 1966 SOUTHERN CIRCUIT

By Stu Anderson

## DEEP SOUTH REGATTA

Saturday, March sixth saw many boats at the Savannah Yacht Club ready for the practice race. The hospitality and friendliness was wonderful as usual, too much wind for the race so everyone enjoyed the cocktail party and got ready for Sunday.

Sunday weather cool, perfect sailing wind 18 to 20 W.S.W. Starts were all in front of Hotel Ogelthorpe. Forty-six boats on the starting line. All races were a beat to the Y. C. Run to the Skidaway, reach up and down the Skidaway and a run to complete each round.

Seidelmann wins the first race by a good margin, Eichenlaub is second, Goldsmith third.

Second race, Raffee and Sindle battle along the west shore against a strong tide, Sindle stays in the shallows longer and comes out on top at the first mark. At the finish of the race it is Sindle, Mullin, Seidelmann.

Seidelmann's crew of Mary K. Mullin and Bud Nelson are doing a great job in good heavy weather sailing. Mary K's husband Howard is in second place 3 points behind Seidelmann going into the final race, so it shapes up into a real family battle.

Tom Allen gets an early lead in final race and holds on to win, Seidelmann is second, Howard Mullin is fifth.



*Winners of the Deep South Regatta at Savannah—Harry Sindle, Carl Eichenlaub, Bob Seidelmann, Howard Mullin and Bruce Goldsmith.*

Final results are, 1 Seidelmann, 2 Mullin, 3 Sindle, 4 Goldsmith, 5 Eichenlaub.

The hospitality of the Savannah Y.C. members with Wally Aggett as Commodore was just absolutely wonderful. We'll all be back next year.

## ST. PETE MIDWINTER CHAMPIONSHIP

Beautiful sunny warm weather greeted the sailors for the 19th Midwinter Championship. After two practice races Thursday the fleet started in earnest Friday A.M.

Seidelmann starts great in the first race and wins with Mullin, Mead, Sindle and Lippincott following in that order. Allen has an 11th, Eichenlaub a 13th.

Second race, after two recalls the fleet makes a good



*Winner of the Carling Trophy, St. Petersburg-Miami Trophy and the Miami Regatta—Tom Allen, with his crew Ann Allen and Marty O'Mera.*

start. Allen wins, Eichenlaub second, Seidelmann third, Bryan fourth, Raffee fifth.

After two races it's Seidelmann, Sindle, Mullin, Allen and Lippincott. Saturday another beautiful day, more air at about 12 to 15 mph. There is a definite right and wrong side to the course. Some of the leaders take the wrong side. Third race finish is McKinley, Lippincott, Stueland, Blair, Bryan. Seidelmann has an 8, Allen a 9, Eichenlaub 10, Mullin a 20.

Fourth race, another good and bad side to choose on the course. Finish is Lippincott, Sindle, Raffee, Eichenlaub, Allen, Seidelmann is 10th.

Going into the last race it looks like there might be an upset, things have changed. Marcy Lippincott has sailed very consistently and is leading, 7 points ahead of Seidelmann. Sindle is 8 points from the leader, Allen is 11 points of the pace, Eichenlaub is 14 points back.

Saturday night has a wonderful party put on by the Yacht Club members with an assist from Joe Stueland's professional go go troupe. Question for tomorrow is, can Marcy Lippincott hold off the last race efforts by champions Allen, Seidelmann and Eichenlaub?

Last race is lightest of all races, start is in about 8 mph wind, which goes down to about 3 or 4 mph. Seidelmann gets an excellent start in the middle of the line and jumps to an early lead. Lippincott has a bad first leg and is 32nd





*Go-Go girls featuring Joe Stueland and Troupe at the Saturday evening "Go-Go" party at the St. Petersburg Yacht Club.*



*Winners of the St. Petersburg Mid-Winter Lightning Championship with the new "Wally Bishop Trophy"—Ross Bryan, Tom Allen, Wally Bishop, Bob Seidelmann, Carl Eichenlaub and Marcy Lippincott.*

at the first mark. Seidelmann goes on to win, Stueland 2nd, Carson 3rd, Allen 4th, Goldsmith 5th.

Seidelmann sailed a magnificent series and is the first four time winner of the Midwinters which is really quite a record.

St. Pete Y. C. put on their usual super good buffet and trophy presentation. Seidelmann getting his first leg on the new Wally Bishop trophy which is really the most

beautiful and unusual trophy we have ever seen. The Lightning Class is unusually fortunate in having such a great guy as Wally Bishop as a donor of the Midwinter Championship Trophy.

Beautiful trophies go to, 1 Seidelmann, 2 Allen, 3 Eichenlaub, 4 Lippincott, 5 Ross Bryan. Then the boats get packed up and head for Miami.

## MIAMI REGATTA

Miami and the Coral Reef Yacht Club welcome the sailors with hot sunny weather. Tuesday was a great day for a practice race in about 15 to 18 knot southerly wind.

Wednesday is another beautiful day, lighter wind from the north about 8 to 10. Forty-one boats on the starting line, wind is very shifty and many flat spots. Allen leads at the first mark. Goldsmith passes Allen on the second windward leg. Final finish is Goldsmith, Allen, Dressel, Sindle and Eichenlaub.

After a nice lunch and a rest on the Yacht Club lawn second race is started in lighter air with many large shifts. Lead changes many times, Schreck leads at the first mark.

Eichenlaub leads at end of spinnaker run, and carries on to win, finish is Eichenlaub, Allen, De Lorme, Nelson, (sailing Seidelmann's boat). Anderson fifth.

Final race Thursday is sailed in beautiful weather, a N.E. breeze about 15 mph. Anderson rounds first mark with a small lead and goes on to win. Goldsmith is second, Sindle third, Allen fourth and Stueland fifth.

Final results of the Miami Regatta is: 1st, Allen; 2nd, Goldsmith; 3rd, Eichenlaub; 4th, Anderson; 5th, Nelson.

Charlie Beedle, Commodore; Don Bliss, Charley De-Cardenas and Jeanne Stearns did a really fine job running this Regatta, along with providing many beautiful trophies.



*Bob Seidelmann, Skipper; Crew, Mary K. Mullin; Crew, Bud Nelson — WINNERS AT SAVANNAH AND ST. PETE.*



*Bud Nelson, Skipper; Crew, Tim Milanhauser; Crew, Perri Burnford — WINNERS AT MIAMI.*

### CO-CHAMPIONS OF THE SOUTHERN CIRCUIT





*Final action at Miami, climaxing Southern Circuit Competition.*

## SOUTHERN CIRCUIT CHAMPIONSHIP

The rules of the circuit allowed one throw out race this year. Also co-skippers. The total Southern Circuit was a great battle all the way. Seidelmann was leading after St. Pete. Bud Nelson and his excellent crew took over the boat and did well enough in Miami to hold on and ended up as the new co-champion of the 1966 Southern Circuit.

His crew in Miami was Perri Burnford and Tim Milanhauer and they did a fine job.

The weather, races and hospitality at all the regattas was terrific. All sailors should make every effort to make the circuit next year, it's a really wonderful vacation with the greatest group of sailors in the world.



*Southern Circuit winners Sindle, Goldsmith, Eichenlaub, Nelson (co-skipper with Seidelmann) and Allen.*



# COMPLETE SOUTHERN CIRCUIT

Boat No.	Skipper	DEEP SOUTH REGATTA				ST. PETERSBURG MIDWINTER						MIAMI REGATTA				SOUTHERN CIRCUIT	
		1st Race	2nd Race	3rd Race	Final Pos.	1st Race	2nd Race	3rd Race	4th Race	5th Race	Final Pos.	1st Race	2nd Race	3rd Race	Final Pos.	Total Points	Final Pos.
9250	Seidemann																
	Nelson	1	3	2	1	1	3	8	10	1	1	7	4	9	5	472	1
9811	T. Allen	DNF	6	1	16	11	1	9	5	4	2	2	2	4	1	463	2
9859	C. Eichenlaub	2	9	7	5	13	2	10	4	7	4	5	1	7	3	452	3
8298	Goldsmith	3	11	3	4	14	DNF	12	11	5	16	1	7	2	2	427	4
9844	Sindle	7	1	6	3	4	6	11	2	DSQ	14	4	25	3	8	427	5
9704	Lippincott	8	7	8	8	5	7	2	1	20	3	25	6	10	14	416	6
9763	Srueland	11	8	4	7	24	27	3	12	2	9	19	11	5	10	405	7
8503	Anderson	6	10	15	9	8	DNF	17	8	12	18	13	5	1	4	401	8
8715	Blair	12	22	10	10	16	8	4	21	21	10	15	14	13	16	374	9
9855	McKinley	10	17	9	11	35	12	1	26	25	15	8	19	6	9	363	10
8484	Carson	15	25	26	20	6	26	25	20	3	13	9	10	17	11	352	11
9687	Mueller, Jr.																
	Schudel	9	13	14	10	15	22	27	22	18	19	16	8	16	12	348	12
9000	Smither	19	21	DNF	27	9	16	15	18	15	12	6	22	20	18	347	13
9375	Mueller, Sr.	21	20	18	18	26	20	14	32	11	17	12	9	19	13	329	14
9286	Malcolm	25	27	19	24	20	19	34	34	13	22	20	27	23	22	293	15
9115	Schreck	23	18	17	17	19	36	21	28	28	25	18	24	15	19	289	16
8390	Fallon	16	31	24	23	34	21	29	25	29	27	11	17	14	17	288	17
9522	Olsen	26	28	23	25	21	33	33	14	22	23	10	23	26	20	279	18
9003	Hastings	17	14	16	14	32	DNF	DNF	27	33	42	24	15	21	21	239	19
9702	Kaye	DNF	19	21	29	36	39	37	19	39	35	28	31	22	25	217	20
9420	Ruhlman	14	16	20	15	27	29	19	29	26	24	17	12	12	15	207	21
9010	Novak	28	DNF	DNF	39	29	32	23	37	40	33	32	18	DNF	31	181	22
2070	Barone	24	30	DNF	32	44	DNF	38	17	30	38	23	DNF	24	30	175	23
9373	Bryant	30	DNF	29	34	28	15	35	36	DSQ	36	35	26	DSQ	36	174	24
9305	Lee	31	32	DNF	35	45	18	DNF	42	27	40	30	32	27	28	166	25
8662	David	26	29	28	26	50	45	48	39	44	49	31	38	18	26	153	26
9845	Van Arsdale	DNF	DNF	DNF	....	31	DNF	36	33	32	39	26	29	DNF	33	129	27
9330	Smith	DNF	DNF	DNF	....	52	43	40	45	DNF	51	38	39	DNF	40	59	28
8064	Bryan					17	4	5	6	19	5						
9668	Rafee	13	4	22	9	10	5	28	3	6	6						
9360	Dressel					7	13	16	9	9	7	3	13	11	7		
9431	Mullin	5	2	5	2	2	9	20	7	24	8						
9442	Mead	DNF	12	13	22	3	11	18	15	23	10						
9398	MacIntosh	4	5	11	6	33	31	22	16	10	20						
8063	Cudahy					23	14	6	13	DNF	21	34	DNF	DNF	39		
9007	Delorme					12	28	26	DNF	14	26	14	3	8	6		
	Vidal					43	DNF	7	24	8	28						
	Striegel					25	17	24	23	DNF	29						
	Ballatin					39	30	31	31	17	30						
	P. Smith					41	35	13	30	31	31						
	Currie					18	10	30	DNF	36	32						
9877	Nickels					30	25	41	DNF	16	34	21	21	28	23		
8530	Lampman					38	37	32	38	37	37	22	16	DSQ	24		
	Lutz					40	38	39	40	35	41	39	37	31	38		
8960	Gilbert					42	24	52	DNF	34	43	DNF	35	DSQ	41		
	Miller					46	42	44	41	43	44						
	Bohnenkamp					37	34	45	43	DNF	45						
	Mevers					48	40	43	44	42	46						
	Cripper					22	23	DNF	DNF	DNF	47						
9678	Grohne					49	41	46	46	38	48	33	33	29	32		
	Davis					50	45	48	39	44	49						
	Fly					51	44	49	47	41	50						
8766	Williams	32	DNF	DNF	40	47	DNF	42	35	DNF	52						
	Merritt					54	48	50	48	DNF	53						
7171	Good	DNF	37	34	38	DNF	47	51	DNF	45	54						
	Hoffman					53	46	47	DNF	DNF	55						
9310	Obershiemer	22	26	12	19												
9570	Whalley	27	31	25	28												
9510	Hudson	35	DNF	DNF	42												
9390	Crane	DNF	15	30	30												
8977	Daniell	DNF	36	31	37												
8475	McIntosh, Jr.	33	DNF	DNF	41												
7947	Klemann	DNF	24	33	33												
7745	Hardee	29	35	DNF	36												
7642	McMurray	34	33	32	31												
7530	Gordon	18	23	27	21												
8038	Beedle	29	28	32	27												
8650	Sellers	27	20	DSQ	29												
9388	Carlin	DNF	36	25	37												
9421	Styne	37	34	30	34												
9773	Prettie	36	30	33	35												



# Site of 1966 North American Championship

Buffalo Canoe Club, Point Abino, Ontario, Canada

By Tom Fallon

This will be a brief report of the plans for the 1966 Championship Regatta brought again to the Canoe Club by Champion Tom Allen. For more detail now, read the article on the Canoe Club appearing on page 78 of the 1962 Yearbook. Also get the 1963 movie "Sails, Tales, and Ales." In this article we will attempt to avoid duplication of information already published.

## THE SCHEDULE

Saturday, August 27	Launching, measurement and informal tuneup races
Sunday P.M., August 28	Official tuneup race
Monday A.M., August 29	Official tuneup race
Monday P.M.	First set of elimination races
Tuesday, August 30	Two more sets of elimination races
Wednesday - Saturday	Five races each for the Championship Division, President's Trophy, and Governor's Cup
August 31 - September 3	

The exact scheduling of these 15 races has not yet been finalized.

**THE COMMITTEE**—The General Chairman is Mr. B. E. Magee, Jr., called Tim by most everyone. He has a fine sailing background, is a nephew of Karl Smither, and has spent his entire life—summers that is—right on Abino Bay. The Vice Chairman is Tom Fallon, your author.

The Chairman of the Race Committee is Al Bernel. Al also is Vice Commodore of the BCC. Al is well known to Lightning sailors having served as Vice President of the Association a few years ago. Al also won the first Lightning championship race he ever entered at Tawas Bay in 1960.

Other key Chairmen have been appointed—many of whom served ably in the 1962 Regatta.

**SAILING WATERS**—In contrast to 1962, all races will be sailed on one triangle in open Lake Erie. There will not be two courses. Chairman Bernel and his Race Committee pledge themselves to exact compliance with Lightning Class racing instructions. As was pointed out in the '62 article, the wind and sea is not as predictable at our end of Lake Erie as it is off San Diego or on the Bay of Naples. Many will recall the high seas of the last day in 1962, however, not a single boat capsized that day. Nevertheless, the Committee will probably fly the life preserver signal some time during the week so everyone would be well advised to bring the latest vest-type approved life preservers.

**MOORING**—As in the past, facilities will be provided for tying up many of the Lightnings fore and aft to the long dock. However, if I had a nice fancy Lightning worth two or three grand and were visiting the BBC, I personally would not tie my boat to the dock. I would bring a good Danforth Anchor, about 50 feet or more of 1/2" nylon rode and anchor free. It is possible to wade to anchored boats and the Club will provide plenty of dinghy service. In 1953 a great storm out of the south came up in the middle of the night and it was necessary to beach the fleet. Some boats were badly damaged. Your author is not very tolerant of those who tie their boats to the dock with skinny, weak painters and then have their

boats break loose to damage others that are well secured.

**PRE REGATTA PRACTICE**—The BCC will have an Invitational Regatta in June. The date has not yet been selected. This will be good practice for those who subsequently plan on coming to the BCC in late August.

**HOUSING**—Mr. and Mrs. Jack W. Cryer, Jr., 737 Delaware Avenue, Buffalo, New York, will be in charge of housing again. Housing of all types is available relatively near the Club. Jack and Jo will not make individual reservations. They will publish a brochure describing all the housing that is available and will encourage everyone to deal directly with the landlords of their choice. It is possible to rent complete cottages or summer homes. Naturally, these are in short supply. For the last regatta our friends from New Jersey rented a nice cottage on the Lake and I think they enjoyed themselves very much. It is suggested that those who wish to rent cottages contact Mr. and Mrs. Cryer immediately. Abino Bay is essentially a summer resort similar to Tawas Bay, the New Jersey Coast, or many other sailing areas. Real deluxe housing is in very short supply, but plenty of adequate housing, motels, cabins, simple cottages, and bachelor accommodations are available.

**SPECTATOR BOATS**—It is hoped that everyone interested can be accommodated on privately owned spectator boats. This is not guaranteed, however, each year the BCC cruising fleet, and the nearby Buffalo Yacht Club cruising fleet increases, so the spectator boat situation improves. Because of the Canadian location, there will be few, if any, excursion-type boats available. It is possible, however, to see the races from the end of Point Abino or in some cases from the BCC boathouse.

**WATER**—Much as been written about the pollution of the Great Lakes. The writer, however, still drinks water out of Abino Bay during the excitement of the race and would prefer to do this rather than carry the extra weight. Also, in 1964 the bass fishing off Point Abino was the best in memory. So the water is still quite fresh. The Canoe Club has a nice sandy beach—ideal for children. One of the greatest sights in the summer season is the number of babies six months to six years old splashing around in the shallow water, building their sand castles, and generally having a circus. There are a million babies around all the time.

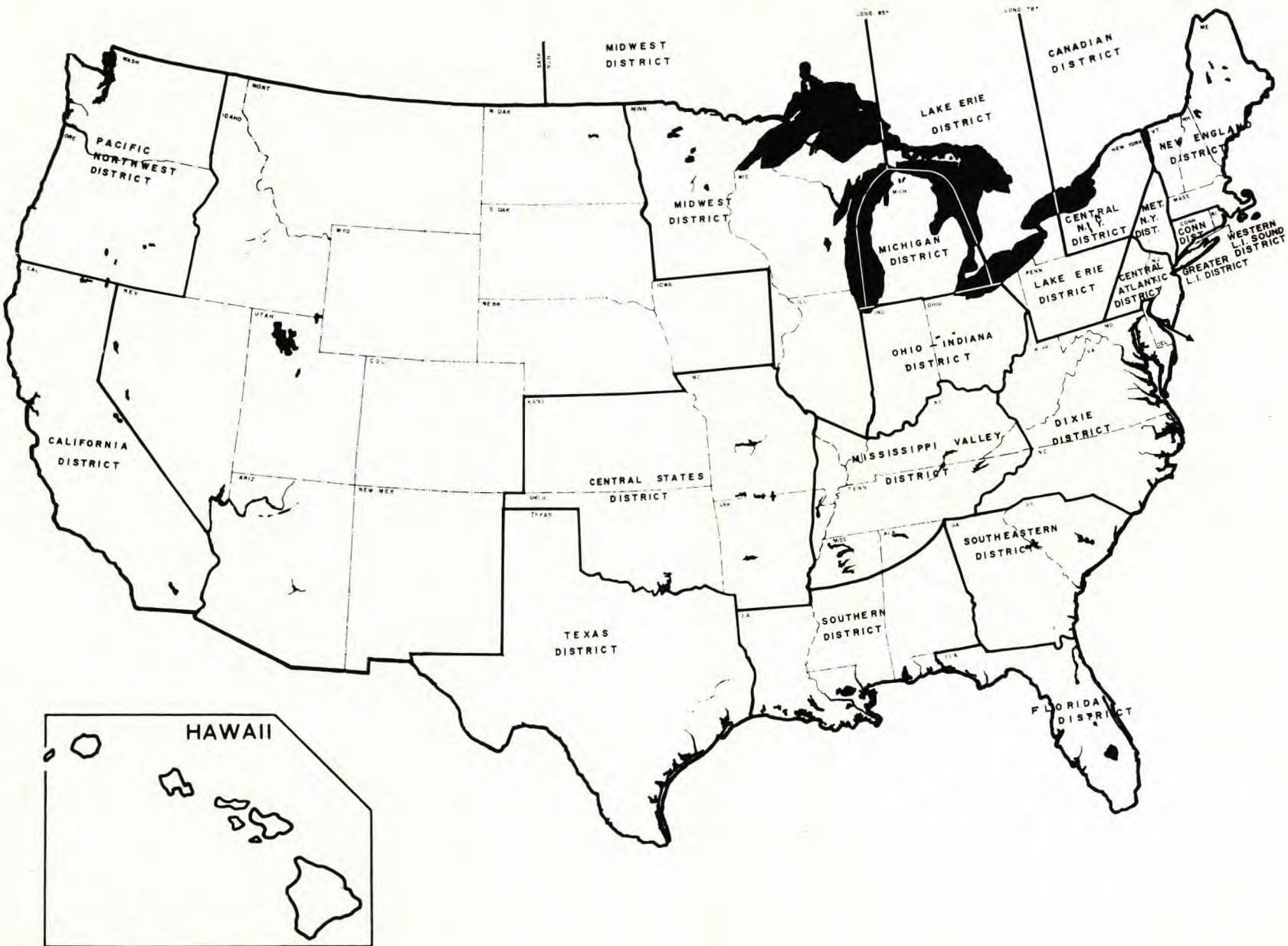
**FULL DETAILS**—This brief article is intended to include the basic information that people should have now. Full details will be forthcoming.

Because of the rapid growth of the Lightning Class in the East and Midwest, and because this will be the qualifying round for the 1967 World's Championship Regatta to take place in Toronto, a large turnout is expected. The ILCA officials will subsequently determine whether they wish to encourage more than 100 boats to participate. The Canoe Club can easily handle up to 150 boats, crews, guests, and families, but with this number of boats the races might be somewhat chaotic.

However, this is to assure you that the officials and the membership of the Buffalo Canoe Club have the desire and the facilities to handle an extremely large regatta. All are willing and anxious to play the part of a good, friendly, hospitable host.



# International Lightning





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81	Buffalo Yacht Club	Lake Erie	180
82	Candlewood Lightning Fleet (Inactive)	Conn.	---
83 x o	Bayview Y. C. Fleet	Mich.	---
84	Flotilha De Lightnings Fleet (Inactive)	Brazil	---
85 x o	Niantic Bay Fleet	Conn.	---
86 x	Shore Acres Yacht Club Fleet	Cent. Atl.	---
87 o	Sue Island Lightning Fleet	Dixie	158
88	Seawanhaka Lightning Fleet (Inactive)	W. L. I. S.	---
89 x	Cold Spring Harbor Fleet (Inactive)	W. L. I. S.	---
90	Vancouver Fleet	Pac. N. W.	222
91 o	Spray Beach Yacht Club Fleet	Cent. Atl.	142
92 x o	Tom's River Fleet	Cent. Atl.	---
93	Lewis Point Lightning Fleet (Inactive)	Cent. N. Y.	---
94	Prout's Neck Yacht Club Fleet (Inactive)	New Eng.	---
95	Awosting Yacht Squadron	Metro.	188
96	American Yacht Club (See F. 32)	W. L. I. S.	---



FLEET NO.	NAME	DISTRICT	PAGE NO.
97	Columbia Yacht Club Fleet (Inactive)	Mid West	---
98	Northport Bay Fleet	W. L. I. S.	238
99X	Great Egg Harbor Fleet	Cent. Atl.	---
100	Boston Harbor Lightning Fleet (Inactive)	New Eng.	---
101X	o Taylor Pond Fleet	New Eng.	---
102	Santa Monica Bay Lightning Fleet	Calif.	136
103	Commodore Perry Fleet (Inactive)	Ohio-Ind.	---
104	Lavallette Lightning Fleet	Cent. Atl.	143
105X	Groton Long Point Fleet	Conn.	---
106	Execution Rocks Lightning Fleet (Inactive)	W. L. I. S.	---
107	Newport-Balboa Lightning Fleet (Inactive)	Calif.	---
108	Great Sodus Bay Lightning Fleet	Cent. N. Y.	148
109X	o St. Petersburg Lightning Fleet	Florida	---
110	Higgins Lake Fleet	Mich.	193
111	Miami Lightning Fleet (Merged with F. 226)	So. East.	---
112	Green Bay Fleet	Mid West	199
113X	St. Joseph Harbor Fleet	Mid West	---
114	San Diego Bay Fleet	Calif.	136
115	Cuba Lake Yacht Club Fleet	Lake Erie	181
116X	Gardiners & Peconic Bays Fleet	Gr. L. I.	---
117	Island Bay Lightning Fleet (Inactive)	Mid West	---
118	Royal Hamilton Yacht Club	Lake Erie	181
119	Narragansett Bay Lightning Fleet	Conn.	155
120	Laurentian International Fleet (Inactive)	Canada	---
121	Merrimac River Fleet (Inactive)	New Eng.	---
122	Mamaroneck Lightning Fleet (Inactive)	W. L. I. S.	---
123	Eagle Lake Lightning Fleet (Inactive)	Mich.	---
124	Lower Lake Huron Fleet (Inactive)	Mich.	---
125	o Red Jacker Fleet	Cent. N. Y.	148
126	Cedar Point Yacht Club	Conn.	155
127	Savannah Lightning Fleet	So. East.	227
128	Patapskut Lightning Fleet (Inactive)	Dixie	---
129	Madison Beach Club	Conn.	155
130	Biscayne Bay Lightning Fleet (Merged with F. 226)	So. East.	---
131	Detroit Yacht Club Lightning Fleet (Inactive)	Mich.	---
132	Lake Washington Fleet	Pac. N. W.	223
133	Manhasset Bay Lightning Fleet	W. L. I. S.	239
134	Noroton Fleet	Conn.	156
135X	Mobile Bay Fleet	Southern	---
136	Port Clinton Sailing Club Fleet (Inactive)	Ohio-Ind.	---
137	Gull Lake Fleet	Mich.	193
138	o Hempstead Harbor Fleet	W. L. I. S.	240
139	Thames Yacht Club Lightning Fleet (Inactive)	Conn.	---
140X	o Conesus Fleet	Cent. N. Y.	---
141	Mattituck Fleet (Inactive)	Gr. L. I.	---
142	Moriches Bay Lightning Fleet (Inactive)	Gr. L. I.	---
143	Hawaii Fleet	Hawaii	174
144	Flotilha Carioca de Lightnings Fleet (Inactive)	Brazil	---
145	Spofford Lake Fleet	New Eng.	209



FLEET NO.	NAME	DISTRICT	PAGE NO.
146	Toronto Bay Lightning Fleet	Lake Erie	182
147 X 0	Seo Paulo Fleet	Brazil	---
148	Genesee Yacht Club Fleet (Inactive)	Cent. N. Y.	---
149	Owasco Y. C. Lightning Fleet (Inactive)	Cent. N. Y.	---
150 X 0	Mansfield Lightning Fleet	Ohio-Ind.	---
151	Annisquam Fleet	New Eng.	210
152	Tawas Bay Yacht Club	Mich.	194
153 0	Pequot Yacht Club	Conn.	134
154	Wawasee Yacht Club	Ohio-Ind.	218
155	Watkins Lake Lightning Fleet (Inactive)	Mich.	---
156	Lotawana Lightning Fleet (Inactive)	Cent. States	---
157	Sparrows Point Yacht Club Fleet (Inactive)	Dixie	---
158	Bellingham Yacht Club Fleet (Inactive)	Pac. N. W.	---
159	Tacoma Lightning Fleet (Inactive)	Pac. N. W.	---
160	Ivy Lightning Fleet (Inactive)	Mid West	---
161	Southwestern Yacht Club	Calif.	137
162	Flotilha de Lightnings de Florianopolis (Inactive)	Brazil	---
163	Eastchester Bay Lightning Fleet (Inactive)	W. L. I. S.	---
164	Cazenovia Lightning Fleet	Cent. N. Y.	149
165	Wollaston Bay Lightning Fleet (Inactive)	New Eng.	---
166	Helsinki Fleet	Finland	163
167	Lake Davenport Lightning Fleet	Mid West	199
168 0	Tampa Lightning Fleet	Fla.	168
169	Flotte Des Lacs De Neuchatel Et Morat	Swiss	232
170	Honolulu Lightning Fleet (Inactive)	Hawaii	---
171 X 0	Kingston Yacht Club Lightning Fleet	Canada	---
172	Black Hawk Lightning Fleet (Inactive)	Metro.	---
173	Brant Beach Fleet	Cent. Atl.	143
174	Omena-Traverse Yacht Club	Mich.	194
175	Shreveport Fleet	Southern	229
176	Beaufort River Lightning Fleet (Inactive)	So. East.	---
177	Mendota Lightning Fleet (Inactive)	Mid West	---
178	Great South Bay Fleet	Gr. L. I.	171
179	Pass Christian Fleet (Inactive)	Southern	---
180 0	Conneaut Lake Fleet	Lake Erie	183
181	Wequaquet Lake Lightning Fleet (Inactive)	New Eng.	---
182	Club Nautico Sudeste Lightning Fleet (Inactive)	Argent.	---
183	Wadawanuck Yacht Club Fleet (Inactive)	Conn.	---
184	Leland Yacht Club	Mich.	194
185	Raritan Bay Fleet	Metro.	188
186	North Shore Lightning Fleet (Inactive)	Mid West	---
187	Sheboygan Lightning Fleet	Mid West	200
188	Britannia Lightning Fleet	Canada	138
189	Marblehead Harbor Fleet	New Eng.	210
190	Portland Yacht Club Fleet (Inactive)	New Eng.	---
191 X 0	Naples Fleet	Italy	---
192	North East River Fleet	Dixie	158
193	Lake Placid Lightning Fleet (Inactive)	Canada	---
194	Mission Bay Fleet	Calif.	137



FLEET NO.	NAME	DISTRICT	PAGE NO.
195	Watch Hill Fleet (Inactive)	Conn.	---
196	Surf City Fleet	Cent. Atl.	144
197	Cooper River Yacht Club Lightning Fleet (Inactive)	Cent. Atl.	---
198	Chautauqua Fleet	Lake Erie	183
199	Jackson Park Lightning Fleet (Inactive)	Mid West	---
200	Oyster Bay Lightning Fleet (Inactive)	W. L. I. S.	---
201	Flotilha de Lightnings De Vitoria Fleet (Inactive)	Brazil	---
202	Northport Point Fleet (Inactive)	Mich.	---
203	✕ ◊ San Isidro Lightning Fleet	Argent.	---
204	Macatawa Bay Yacht Club Lightning Fleet (Inactive)	Mich.	---
205	Tulsa Sailing Club	Cent. States	151
206	✕ Olivos Lightning Fleet	Argent.	---
207	Northeast Yacht Club Fleet	Ohio-Ind.	219
208	Keystone Yacht Club Lightning Fleet (Inactive)	Gr. L. I.	---
209	New Orleans Lightning Fleet	Southern	230
210	Mantoloking Lightning Fleet (Inactive)	Cent. Atl.	---
211	Bay-Waveland Lightning Fleet (Inactive)	Southern	---
212	Atwood Yacht Club	Ohio-Ind.	219
213	Cape May Harbor Lightning Fleet (Inactive)	Cent. Atl.	---
214	Port Jefferson Lightning Fleet (Inactive)	Gr. L. I.	---
215	Royal St. Lawrence Yacht Club	Canada	138
216	Saginaw Bay Fleet	Mich.	195
217	✕ ◊ Brigantine Yacht Club	Cent. Atl.	---
218	Corpus Christi Lightning Fleet (Inactive)	Texas	---
219	Zurichsee Fleet	Swiss	233
220	✕ ◊ Uruguayo Y. C.	Uruguay	---
221	LaSalle Yacht Club Lightning Fleet (Inactive)	Lake Erie	---
222	Gary Boat Club Fleet (Merged with F. 20)	Mid West	---
223	Sorrento C.R.V. Italia Fleet	Italy	174
224	Shattemuc Yacht Club Lightning Fleet (Inactive)	Metro.	---
225	✕ ◊ Henderson Harbor Yacht Club	Cent. N. Y.	---
226	Miami Fleet	Fla.	169
227	Bomoseen Yacht Club	New Eng.	211
228	Riverton Yacht Club	Cent. Atl.	145
229	◊ Chinook Lightning Fleet	Pac. N. W.	223
230	Norwalk Yacht Club Fleet (Inactive)	Conn.	---
231	St. Louis Lightning Fleet (Inactive)	Mid West	---
232	Lake Worth Sailing Club (Inactive)	Texas	---
233	Ford Yacht Club Lightning Fleet (Inactive)	Mich.	---
234	Bandeirante Fleet (Inactive)	Brazil	---
235	✕ Marivela Lightning Fleet	Italy	---
236	Gulfport Yacht Club Lightning Fleet (Inactive)	Southern	---
237	Castellammare Di Stabia Fleet	Italy	175
238	Milford Yacht Club	Conn.	156
239	Biloxi Lightning Fleet (Inactive)	Southern	---
240	Longhorn Lightning Fleet (Inactive)	Texas	---
241	Kiser Lake Fleet (Inactive)	Ohio-Ind.	---
242	Kentucky Lake Lightning Fleet	Miss. V.	205
243	Lake Dunmore Fleet	New Eng.	211



FLEET NO.	NAME	DISTRICT	PAGE NO.
244	o Harraseeket Lightning Fleet	New Eng.	211
245	Pernambuco Fleet (Inactive)	Brazil	---
246	x Winnepesaukee Yacht Club	New Eng.	---
247	Flotta Liguria Fleet (Inactive)	Italy	---
248	Sandy Bay Fleet (Inactive)	New Eng.	---
249	x o Garda Lake Fleet	Italy	---
250	Lightning Flotte Sempachersee and Halluilersee Fleet	Swiss	233
251	o Salamis Fleet	Greece	172
252	Keuka Lake Fleet	Cent. N. Y.	149
253	Susquehanna Fleet	Dixie	159
254	x Burt Lake Yacht Club	Mich.	---
255	x o Darien Boat Club	Conn.	---
256	o Thessaloniki Fleet	Greece	172
257	Clark's Hill Fleet	So. East.	227
258	Buffalo Sailing Club Lightning Fleet (Inactive)	Lake Erie	---
259	Parana Fleet (Inactive)	Brazil	---
260	Mamaroneck Lightning (Inactive)	W. L. I. S.	---
261	x o Club De Regatas Lima	Peru	---
262	Nachville Fleet	Miss. V.	206
263	x o Berlin Lightning Fleet	Ohio-Ind.	---
264	x o Yacht Club Ancon Fleet	Peru	---
265	x o Yacht Club Peruano Fleet	Peru	---
266	Valley Sailing Association	Miss. V.	206
267	x o Brockport Lightning	Cent. N. Y.	---
268	o Bordee de Tribord Fleet	Swiss	233
269	x o Sachem's Head Yacht Club	Conn.	---
270	Indianapolis Sailing Club	Ohio-Ind.	220
271	o Roma Fleet	Italy	151
272	Guayaquil Yacht Club	Ecuador	162
273	o Massabesic Yacht Club Fleet	New Eng.	212
274	Memphis Lightning Fleet	Miss. V.	207
275	Colombian Navy Fleet (Inactive)	Colombia	---
276	Casino Espanol de la Habana Fleet (Inactive)	Cuba	---
277	o Clearwater Bay Fleet	Mid West	200
278	Circolo Della Vela Di Roma Fleet	Italy	151
279	Temple Reef Sailing Club	Mid West	201
280	Chequesset Lightning Fleet	New Eng.	212
281	o Vierwaldstattersee Fleet	Swiss	233
282	x o Lake Dallas Corinthian Y. C. Fleet	Texas	---
283	Columbia Fleet	Pac. N. W.	223
284	x Ouachita Fleet	Cent. States	---
285	Eastern Point Yacht Club Fleet (Inactive)	New Eng.	---
286	o Parthenon Lightning Fleet	Greece	173
287	o Dolphin Fleet	Greece	173
288	x o Charleston Fleet	So. East.	---
289	o Argonautis Fleet	Greece	173
290	x o Flotilha De Lightnings De Antonina	Brazil	---
291	Rocky Point Fleet (Inactive)	W. L. I. S.	---
292	x o Rosario Fleet	Argent.	---
293	o Fort Gibson Sailing Club	Cent. States	151



FLEET NO.	NAME	DISTRICT	PAGE NO.
294 X	♻ Saugatuck Fleet	Mich.	---
295	♻ Richmond County Yacht Club	Metro.	189
296	Odd Winds Fleet	Cent. States	152
297	Kokkola Fleet (Inactive)	Finland	---
298	Kotka Fleet	Finland	164
299	Loviisa Fleet	Finland	165
300	Woodmere Bay Yacht Club	Gr. L. I.	172
301 X	Champlain Fleet	New Eng.	---
302	Sheffield Island Fleet (Inactive)	Conn.	---
303 X	Cowan Lake Fleet	Ohio-Ind.	---
304	Pernambuco Fleet (Inactive)	Brazil	---
305	Flotilha de Salvador (Inactive)	Brazil	---
306	Pori Fleet	Finland	165
307	Oulo Fleet	Finland	165
308	Raahe Fleet (Inactive)	Finland	---
309	Lake Greifensee	Swiss	234
310	Kemi Fleet	Finland	166
311	Dunkirk Harbor Fleet	Lake Erie	184
312 X	♻ Lega Navale Italiana Sezione Dianzio Fleet	Italy	---
313	Jolly Roger S. C. (Inactive)	Ohio-Ind.	---
314	Sassafras River Fleet	Dixie	160
315	Burlington Lightning Fleet (Inactive)	Lake Erie	---
316 X	♻ Muskegon Lake Fleet	Mich.	---
317 X	♻ Yacht Club De Chile	Chile	---
318 X	♻ Algarrobo Fleet	Chile	---
319	Capricornio Fleet (Inactive)	Chile	---
320	Royal Lake of the Woods Yacht Club	Mid West	202
321 X	♻ La Spezia Fleet	Italy	---
322 X	♻ Chaparral Fleet	Texas	---
323	Setauket Yacht Club Lightning Fleet	W. L. I. S.	240
324	Pensacola Lightning Fleet	Southern	231
325	Rehoboth Bay Sailing Association Fleet	Dixie	161
326	Grand Traverse Yacht Club	Mich.	195
327	Flotilha do Jangadeiros (Inactive)	Brazil	---
328	Jyvaskylan Lightning Fleet	Finland	167
329	Severn River Fleet	Dixie	161
330	Crab Orchard Fleet	Miss. V.	208
331 X	♻ Junin Fleet	Argent.	---
332	Squam Lake Lightning Fleet	New Eng.	212
333	Palm Beach Fleet	Fla.	170
334	Paqueta Fleet (Inactive)	Brazil	---
335	Barnegat Light Y. C. Fleet (Inactive)	Cent. Atl.	---
336	♻ Aeolian	Greece	173
337	Porto Alegre Fleet (Inactive)	Brazil	---
338	Galway Lake Lightning Fleet	Cent. N. Y.	149
339	Ocean Gate Y. C. Fleet (Inactive)	Cent. Atl.	---
340 X	Pentwater Yacht Club Fleet	Mich.	---
341	Lake Murray Lightning Fleet	So. East.	228
342 X	♻ Higuierillas Fleet	Chile	---
343 X	♻ Oklahoma City Lightning Fleet	Cent. States	---



FLEET NO.	NAME	DISTRICT	PAGE NO.
344 X	o Pettipaug Yacht Club	Conn.	---
345	Lake Geneva Sailing Club	Mid West	202
346 X	o Pichidangui Fleet	Chile	---
347	o London Lightning Fleet	Lake Erie	184
348 X	o Lake Lanier Fleet	So. East.	---
349	Lahti Lightning Fleet	Finland	168
350 X	o Harveys Lake Lightning Fleet	Metro.	---
351 X	o Flotilha De Lightnings De Niteroi	Brazil	---
352	Los Andes Fleet (Inactive)	Colombia	---
353	o Hoover Yacht Club Fleet	Ohio-Ind.	220
354	o Marine Corps Schools Fleet	Dixie	161
355 X	o Flotta Degli Estensi Fleet	Italy	---
356 X	Y.C.O. Lightning Fleet	Argent.	---
357	Red Dragon Canoe Club	Cent. Atl.	145
358	Flotte Murtensee Fleet	Swiss	234
359	o Southernmost Lightning Fleet	Australia	134
360	Capri Fleet	Italy	175
361 X	o Santa Lucia Fleet	Italy	---
362	o The Georgian Yacht Club Fleet	Lake Erie	139
363 X	o Springfield Lightning Fleet	Cent. States	---
364	Holland Lightning Fleet (Inactive)	Mich.	---
365 X	o Charlotte Lightning Fleet	So. East.	---
366	Normandy Beach Yacht Club	Cent. Atl.	146
367	Flota Lightning Quilmes.-Pcia. Bs. As. (Inactive)	Argent.	---
368	Okanagan Lightning Fleet	Pac. N. W.	224
369	Konahasset Lightning Fleet	New Eng.	213
370	o Rogue Yacht Club Fleet	Pac. N. W.	225
371 X	Royal Geelong Yacht Club Fleet	Australia	---
372	San Francisco Bay Fleet	Calif.	---
373	o Flotilha de Lightnings de Pernambuco	Brazil	135
374 X	Douglas Lake Lightning Fleet	Mich.	---
375 X	o Iate Clube de Brasilia	Brazil	---
376 X	Hudson Fleet	Canada	---
377	o Smith Mountain Lake Fleet	Dixie	162
378	Les Cheneaux Lightning Fleet	Mich.	196
379 X	o Galveston Bay Fleet	Texas	---
380	o Forest City Yacht Club Fleet	Ohio-Ind.	220
381 X	o Sabazia Fleet	Italy	---
382 X	o Thousand Islands	C.N.Y.	---
383	o Pataya Bay	Thailand	235
384 X	o Kennebunkport	New England	---
385	Enoshima	Japan	176
386	Sandusky Bay	Ohio-Indiana	221
387	Lansing Sailing Club	Michigan	196
388	Jackson Yacht Club	Southern	231
389 X	o Flotta Di Formia	Italy	---
390 X	o Flotta Del Faro	Italy	---
391	Lake Hartwell	Southeastern	228
392 X	o Canaveral	Florida	---
393	Manitowoc	Mid-West	203





*Winners of the South American Championships, Sisti and his crew, T. Breesone and P. Fereera, on Alegreto.*



*Some of the competitors at the South American championships at Montevideo.*

## ARGENTINA DISTRICT

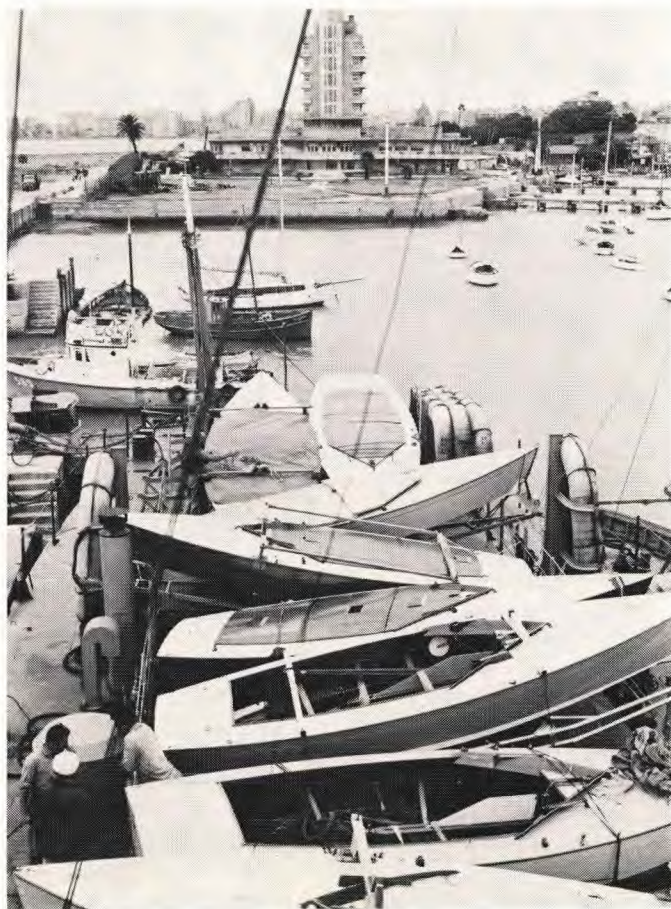
**District Commodore:** Jose Luis Frangi

**District Secretary:** Boris A. Belada

**District Champion:** Pedro Sisti

**District Runner-Up:** Alberto Migone

**Fleets:** San Isidro (203); Olivos (206); Rosario (292); Junin (331); Y.C.O. (356); Quilmes (367).



*The runners-up: Alberto Migone, Boris Belada and Raul Perrachione.*

*The boats as they arrived aboard an Argentine Navy vessel.*



## JUNIN LIGHTNING FLEET (331)

### Sailing on the "Laguna de Gomez"

Fleet Captain.....Nestor O. Manifesto  
 Fleet Secretary.....Eduardo V. Liaudat  
 Fleet Champion.....Nestor O. Manifesto  
 Runner-Up.....Eduardo V. Liaudat

Boat No.	Boat Name	Skipper
8010	Sewanee	Gerardo Vozzi
9188	Mandinga	Nestor O. Manifesto
.....	Tangon	Angel Grandinelli
.....	Hectito	Juan Dell Orzo
.....	Pingo	Eduardo V. Liaudat
.....	Whisky	Rafael Frene
.....	Cristina	Dante Mendez
.....	Sanson	Susana Coto
.....	Fandango	Omar Garcia
.....	Aravera	Ernesto Marcaccio

Junin, a town of 85,000 inhabitants, is situated in the north-west part of the Argentine Republic, 270 Km from the capital. It is also known as the "North West Pearl." It is a very important agricultural zone.

In 1960 the Nautic Club was founded and at the same time the Lightning Fleet No. 331 was formed. The members of this Club practice sailing in the "Laguna de Gomez."

This Fleet has serious troubles on account of the instability of the water of the Laguna. Every three or four years it gets nearly completely dry, and in another three or four years it goes the other way to get very deep.

This phenomenon brings a temporary inactivity, so that skippers have to move to other places as far as 200 and 300 Km away. This manifests the enthusiasm of the yachtmen of the Fleet.

The "Laguna de Gomez" is considered as the best-one in the country for the Lightning swift-sailings. In spite of its recent foundation, in 1963-1964, the Club organized a regatta with the participation of about 20-25 of the best known skippers, including Argentine and South American champions, such as P. Sisti, A. Migone, C. Collet, S. Perez Penalba, D. W. Camet, C. Bordino, L. Franchi, C. Pineiro, H. Rudoy, etc., and also high authorities of the Argentine Yachting.

In spite of the lack of water, in 1965 five regattas were held with the participation of every member of the Fleet. All of them were won by our Fleet champion N. Manifesto, with his "Mandinga." Mr. Manifesto with his crew, Julio Mucci and Eduardo Liaudat, will take part in the next Argentine Championship on January 6, 7, 8 and 9, 1966, in the Club Nautico Olivos, and in the selection for the South American Championship. Let's hope that next season, the waters of the Laguna will be in condition for the regattas that have been planned.

# AUSTRALIA DISTRICT

District Commodore: Kenneth M. Simes  
 District Secretary: Kenneth L. Ross  
 District Champion: John Chandley  
 District Runner-Up: Kenneth Ross  
 Fleets: Southernmost (359); Royal Geelong Yacht Club (371).

Another year of Lightning activity has led us to some very interesting racing, more boats a-building and for the first time we have been represented at a World Championship.

The second Australian Championship, reported elsewhere, was held at a neutral venue, all competitors being unfamiliar with the arena. It was a most interesting Regatta, the interest being intensified by the drifting conditions in the lack of wind, so different from the first Championship at Geelong when we had too much wind.

New boats in small quantities have been ordered and we have plans for another promotion program on a National scale. Another boat was shown at the Melbourne Boat Show in the sailing classes, but the competition was stiff and results are obscure.

Royal Geelong are now getting into their stride and much keen racing is held. Lightning sailers in this country are now concentrating on tuning their boats and refining the techniques so necessary to successful competition.

The experience gained by the first Australian competitors at Naples will be of help in this drive for improvement, as are the articles in FLASHES on tuning which are very thoroughly read and discussed here. We have had a late start with the Lightnings here but we hope to find the secret of the "quick finish."

## SOUTHERNMOST LIGHTNING FLEET (359)

### Based on Port Phillip Bay at Blairgowrie Yacht Squadron, Victoria, Australia

Fleet Captain.....Field Rickards  
 Fleet Secretary.....Kenneth L. Ross

Boat No.	Boat Name	Skipper
8070	Blitzen	Kenneth M. Simes
8071	Nook	Kenneth L. Ross
8072	Thunder	Field Rickards
9639	Brockett III	A. B. Thomas
9638	.....	Des Rowley

At time of writing our Fleet looks as if two new boats will be joining us. 9639 is about to take the water and 9638 is still in

progress. This should make some of our other local sailers sit up and take notice.

Three of our members attended the World's at Naples and had a wonderful experience seeing how Lightnings SHOULD be sailed. Success eluded us, in fact Kenneth Ross sailing a borrowed Italian boat couldn't have been less successful. There weren't any lower places on the ladder. Kenneth Simes was appointed Team Manager and Tony Thomas sailed with 8071 as main hand.

The visit was well worth while, though, as it was a very great privilege and an honor, both to represent our country for the first time in this International Regatta and to make friends with all of the other competitors.

At the local level activities are a little subdued up to the present, but we have high hopes that as our season extends into March and April things will really get going.



# BRAZIL DISTRICT



"This is how much wind we have all year," writes secretary Alexandre Leal of Pernambuco Fleet 373 in Brazil.

## FLOTILHA DE LIGHTNINGS DE PERNAMBUCO (373)

Sailing on South Atlantic waters at Pernambuco (Brazil) coast

Fleet Captain.....	Edgar A. Mohrdieck
Fleet Secretary.....	Alexandre V. Leal
Fleet Champion.....	Enio Costa Gama
Runner-Up.....	Carlos Russell

Boat No.	Boat Name	Skipper
5784	Orion	Ernesto de Oliveira Cavalcanti
5785	Thalassa	Edgar A. Mohrdieck
6571	Pirata	Paulo Juca
8548	Irema	Ricardo Essinger
8834	Skiros	Ronaldo P. Paes Barreto
8872	Timbu	Jose Adolfo de Basto Lima
8875	Viking II	Nassri Hissa Hazim
8878	Fetiche	Armando de Azevedo Ramos
8893	.....	Ziul de Moura Soares
9041	Gaibu V	Adhemar Bezerra de Mello
9078	Orange III	Gilvaldo de Aguiar Rego
9185	Waikiki II	Alexandre V. Leal
9214	Flash	Eloi Thomas Pontes Teixeira
9301	Caravela	Guilherme Kranert
9302	.....	Joacir Fonseca Soares
9311	Vento Sul	Sylvio Costa Gama
9467	.....	Heinz Spiegelberg

Favored by our excellent tropical climate, we can sail all year round. However until this year, we were handicapped because our Yacht Club lies at the extreme end of the port of Recife. This meant that everytime we wanted to sail in good water, we had to cross the long and dirty way through the harbor.

This year our Cabanga Iate Clube, under the brilliant direction of commodore Carlos Meira de Vasconcelos, opened a branch with shelter for twenty boats in Maria Farinha, a little South Atlantic port fifteen miles north of Recife, where we have blue water right at our door.

From then on, the activity of Fleet 373 increased a lot and every holiday, Lightnings are training or racing. Fascinated by our colored spinnakers, Lightning races became popular; local papers ran pictures and results of our races and the third race of our Fleet Championship was filmed by the newsreels.

Our Second Fleet Championship was won by Enio Gama on "Flash" with the fantastic result of five firsts in six races. As he is the youngest helmsman in our fleet, we are not worried about our future.

Our runner-up "Fetiche", with Armando Ramos on the helm, won the 30-mile Ocean Race "Ponta de Pedras—Recife" and got the "Blue Ribbon 1965".

All in all it was a successful year and we are looking forward to 1966.

# CALIFORNIA DISTRICT

District Commodore: Richard Benner  
 District Secretary: Gil Johnson  
 District Champion: Martin Gleich  
 District Runner-Up: Howard Macken  
 Fleets: Santa Monica Bay (102); San Diego Bay (114); Southwestern Yacht Club (161); Mission Bay (194); San Francisco Bay (372).

The first big event of the year was the annual Southern California Yachting Association Mid-Winter Regatta at Cabrillo Beach in Los Angeles. The winner in the Lightning class was Warren Gross with Dick Benner runner-up and Bill Ford third.

On June 12 and 13 the Coronado Yacht Club listed the 17th Annual Ken Reguard Series. The first race was won by Alan Raffee, followed by Dave Wright, Howard Macken and the Barbers. It was a fine five leg course that saw spinmakers pop four times in a brisk wind. Raffee lost crewman Chris Oberg overboard on the first leg and to be able to cope with an unexpected event like that and still win shows real ability. A 15 to 20 knot wind for the second race gave everyone a wild ride with the Barbers, Gross, Wright and Macken finishing in that order. The third race finishing order was also the finishing order of the series.

The following weekend the busy Coronado Yacht Club hosted the Small Boat Regatta with the Barber's coming out on top again with Macken second, Gross third, and Raffee fourth.

This brings us up to the District Championship which was held at the Southwestern Yacht Club on June 26 and 27. Marty Gleich showed his fine sailing form by winning the Championship with 15½ points. Howard Macken was second with 21 points, Al Coho third with 21 points and Warren Gross fourth with 22 points. It was a fine regatta with 22 boats competing in five races and there were no fouls, protests or boats over at the start.

The California District was well represented in the North Americans with Alan Raffee, Carl Eichenlaub and Warren Gross making the trek to Bay Head, New Jersey. Alan Raffee took fifth in the Championship while Carl brought home the President's cup and Warren Gross finished seventh in the President's cup series.

Alan Raffee and Marty Gleich competed in the Third World Championship. They proved themselves good representatives of the California District with Alan Raffee coming in second overall and Marty Gleich eleventh.



On September 18 and 19, the Mission Bay Fleet hosted the annual Stanley Andrews Lightning Regatta. This regatta turned out to be about the closest of the year with Dick Benner winning with 7½ points, the Barbers second with 7¾ points and Paul Brady third with 8 points.

Warren Gross again showed his skill and his liking for Santa Monica Bay waters by winning the Hurricane Gulch Lightning Regatta with three firsts. It was a fine turnout with 15 boats representing four Southern California Yacht Clubs competing in the annual invitational held at King Harbor Yacht Club in October. Dick Benner, KHYC, won a second in the series followed by Don McKinley, Coronado Yacht Club, third and Jim Boldt, KHYC, fourth.

All in all it was a great sailing season and look forward to more of the same in '66.

## SANTA MONICA BAY LIGHTNING FLEET (102)

### Sailing on Santa Monica Bay and Los Angeles Harbor

Fleet Captain.....Gilbert F. Johnson  
Fleet Secretary.....Thomas K. Armstrong  
Fleet Champion.....Richard C. Benner  
Runner-Up.....Wendel W. Harter

Boat No.	Boat Name	Skipper
1609	Pandora	Thomas K. Armstrong & Charles Curtis
2420	Ariel	Robert H. Young
3138	Night Wind	A. Inglezian & C. Von Zielinski
3585		Donald E. Regan
3586	Tern	Charles R. Gleason
4700	With the Wind	Frank Buccella
5064	Jolly Radcliff	William Radcliffe
5423	Cest' Bon	John T. Frazee
5508	Valkyrie	Howard W. Ehlert
5618	Tempo II	James Boldt
5690	Vespar	Ralph I. Branning
5960	Princess	Dave Davis
6028	Billie	Gil F. Johnson
6543	PamBee	Thurman C. Wood
6638	Flamboyant	Gerald O. Noll
6650	Ballerina	Keith Watts
7105	Kauila	Dick Heilemann
7869	Paddlin	Wendell Harter
	Madelyn II	
8021	Follomi II	Richard C. Benner
8317	Yardwork	R. D. Mills
8522	Fireball	Everett J. Roach
8525	Finale	Thaddeus Staniec
8748	Running Free	Alexander D'Angio

Fleet #102 enjoyed good California sailing weather year-round from January to December. The fleet divided the racing calendar between King Harbor YC on Santa Monica Bay and Cabrillo Beach YC on Los Angeles Harbor. Dick Benner was the major trophy winner for the year. Dick not only sailed well tactically but also had his Lightning tuned to maximum performance. The 1964 fleet champion, Wendel Harter, missed the 1965 spring racing events due to other commitments and, consequently, did not come on strong until the latter part of the year. The most improved skipper of 1965 was Gil Johnson and his "Billie #6028." Gil had excellent timed starts and sailed his boat with a good touch. With a little more experience in tactics Gil should be charging the old pros.

The fleet sponsored the Pacific Coast Championships this year and the hot skippers from San Diego took most of the marbles. Warren Gross of fleet #114 had finishes of 3, 1, 1, 2, followed by Martin Gleich (194) and Alfred Coa (194). Dick Benner upheld the honor of our fleet #102 with fourth place.

Our annual Lightning Invitational "Hurricane Gulch Regatta" was also well attended by the San Diegans. Warren Gross again found Santa Monica Bay to his liking with three firsts. Dick Benner handily took second, proving that older boats can be competitive when equipped, tuned and sailed properly. Don McKinley #5505 (Fleet 114) and Jim Boldt #5618 (Fleet 102) finished third and fourth.

The new facilities of King Harbor Yacht Club, one of the finest on the west coast, certainly made sailing pleasurable. Further expansion of dry boat storage area and additional rigging docks are under construction. Our other home, Cabrillo Beach Yacht Club, had its old club house displaced and torn down to make way for a commercial steamship facility. The Yacht Club has been operating in temporary quarters and has plans for a new club house in a soon to be built new marina.



Winners of the 19th Annual Thanksgiving Invitational Regatta, hosted by San Diego Bay Fleet 114 (Coronado Yacht Club), are Manning and Merrit Barber and Howard Macken of Mission Bay YC and Warren Gross of CYC.

## SAN DIEGO BAY FLEET (114)

### Sailing on San Diego Bay at Coronado

Fleet Captain.....Warren Gross  
Fleet Secretary.....Helen McKinley  
Fleet Champion.....Warren Gross  
Runner-Up.....Allan Rumpf

Boat No.	Boat Name	Skipper
2272	Full House	James Bradley
2607	Windsong	Bob Lenson
3673	Chiquita	Robt. Niemeyer
4827	Alyce M	Paul Smith
5505	Purple Demon	Don E. McKinley
6418	Easterner	Harold W. Smith
6560	Blue Thunder	Allan N. Rumpf
7833	Blixten	Bill Dorney and Charlie Allen
9172	U-3	Warren Gross

1965 was a fine, productive year for Fleet 114. We hosted our four traditional regattas, raced for a long inactive Fleet trophy, contributed many man-hours to Yacht Club projects and saw our fleet weld itself into a hard working, effective unit.

In April we entertained 74 Lightning sailors at a "PowWow" (cocktails, dinner, movies and sailing talk at Coronado Yacht Club). In May we joined Fleet 161 at Southwestern for a Get-Acquainted Race. During the summer the two clubs again joined forces for a sailing picnic at the "Cove."

Fleet Captain Warren Gross continued his winning ways by coming in first in the SoCalif Yachting Assn. MidWinter Championship Regatta, Pacific Coast Lightning Championship Regatta and the Hurricane Gulch Regatta at Kings Harbor as well as the Fleming Trophy Series for Fleet 114. His capture of the Fleet Championship was a foregone conclusion but McKinley and Rumpf fought it out for runner-up to the bitter end. The final race in the last series boosted Rumpf into the winner's circle.

### Spring Regatta Herrmann 18th Annual

1st Shazam—Alan Raffee  
(MBYC)  
2nd Panique—Howard  
Macken (MBYC)  
3rd U 3—Warren Gross

### Small Boat Regatta 29th Annual

1st China Clipper—M.  
Barber  
2nd Panique—Macken  
3rd U 3—Gross  
4th Shazam—Raffee





*Easterner in the West . . . Fleet 114 includes (L. to R.) Bernara Gross, Harold Smith, Bob Lenson, Warren Gross, Helen McKinley, Mike Smith, Dave Flickles, Allan Rumpf, Barbara Rumpf, Kirk McKinley and Don McKinley.*

#### Fleming Fleet 114 Series

- 1st U 3—Warren Gross
- 2nd Purple Demon—Don McKinley
- 3rd Blue Thunder—Allan Rumpf

#### Ken Reynard 17th Annual

- 1st China Clipper—M. Barber (MBYC)
- 2nd Wright One—Dave Wright (MBYC)
- 3rd Shazam—Raffee

#### Thanksgiving-Elmer Muhl-19th Annual

- 1st China Clipper—Barber
- 2nd Bunghead—Howard Macken (MBYC)
- 3rd U 3—Gross

### SOUTHWESTERN YACHT CLUB (161)

#### Sailing on San Diego Bay, San Diego, California

Fleet Captain ..... Brom Webb  
Fleet Secretary-Treasurer.....Dr. Geves Kenny

Boat No.	Boat Name	Skipper
2368	Fanci	John Clark
2548	Rondino	Bob Eschwege
3823	Sea Six	Lyle Stumbaugh
4573	Fiesta	Dr. Geves Kenny
5773	Balderdash	Brom Webb
6000	Six Grand	Dr. Bruce Peachy
6242	Makai	Saul Harris
6597	Bullmoose	James Eschwege

Lightning Fleet #161 presently has nine active boats which participated in eight Southwestern Yacht Club Lightning races in 1965. Members of the fleet raced actively in Southern California in invitational races held at Mission Bay Yacht Club and Coronado Yacht Club.

The fleet hosted the Stanley Andrews Invitational Regatta and was honored to sponsor the District Elimination Series held on the spar buoy course off San Diego.

Our 1966 racing season opens in February with a full and active schedule of local and invitational regattas planned during the year. The Seniors are leaping to pursue a more successful year against our Junior skipper, Bob Eschwege, who walked off with top honors against the fleet in 1965.

### MISSION BAY FLEET (194)

#### Based on Mission Bay, San Diego, California

Fleet Captain ..... Merritt Barber  
Fleet Secretary.....Myron Lyon  
Fleet Champion ..... Fred Knauer

Boat No.	Boat Name	Skipper
1452	.....	Louis Smith
1596	Suzie Belle	Eugene LaFond
1974	Relampo	Archie Walker
2429	Fury	Jack Forman
2476	.....	Ronald Dahlin
2633	Flash	Robert A. Stahl
3614	Pejaro	John L. Guinther
3838	Black Magic	Archie Duggan
4060	.....	William Nute
4938	Zoom	George Rayfield
5249	Arriba	Harry James
5474	.....	Lloyd Munson
5634	Elsie-Ev	Everett K. Ames
5699	Virus	Glen E. McPherren
6177	Delta	Lawrence Boles
6432	.....	Karl Rosenquist
6679	.....	John Stewart
6985	Hustler	Normand DesChamp
7317	Saki Maru	Jack Goffman
7600	Wright One II	David P. Wright
7606	Panique	Tom & Howard Macken
7767	Snow White	Myron C. Lyon
7787	Now or Never	Fred Knauer
7788	Beezil	Merrill Jacobson
7860	Tiki	Paul Brady
7990	If	John Belanich
8051	.....	L. Dean Gibson, M.D.
8122	.....	John Wamser
8370	.....	Robert A. Stahl
8383	Black Magic	Ted Allen
8481	.....	Donald Miller
8528	China Clipper	Manning & Merritt Barber
8529	Sha-zam	Alan Raffee
8745	Fish	Martin Gleich
8790	.....	P. L. Bazely
8943	May Day	Allan Lame
8944	.....	Mack Harris, M.D.
8965	Goblin	Alfred P. Coha
8966	Hoot Mon	William Pirie
under constr.	.....	Trevor Lewis
New	.....	Alvin Hammer
9491	Odyssey	Merrill Jacobson
9668	Sha-zam II	Alan Raffee
under constr.	.....	Elton Ballas
9859	.....	Carl Eichenlaub

Fleet 194 enjoyed a typical year of all-season sailing in 1965, highlighted by the efforts of our members at home and abroad. Everyone's geography is a bit richer for Alan Raffee's descriptions of Italy: On Land and Sea.

While the travelers tuned and organized, the stay-at-homes relaxed and pursued the usual 80-odd race schedule around Southwestern California.

The Club series races began with the Frostbite Series on the first Sunday of the New Year. This was won by Paul Brady, Fred Knauer and Al Coha. The Winter Series was won by Fred, followed by Myron Lyon and John Belanich, the Spring Series by Dave Wright, the Barbers, and Fred. On "Opening Day," Fred Knauer, John Thomas and Al Coha won the Asher Pier Race.

The Memorial Day weekend was the first series of the year sailed in the ocean, and featured light, fluky winds, a heavy chop, and windward-leeward courses. The Barbers, Alan Raffee, and Fred Knauer managed to keep spinnakers and tempers under control to win, but the real hero was John Belanich, in one of his first ocean races, slipping in behind the Barbers for one second place.

The Firecracker Series was won by the Barbers, John Thomas, and Howard Macken. The Summer Series, sailed around and between our trips to San Diego Bay, was won by Fred Knauer, followed by Myron Lyon and Merrill Jacobson. Fred outsailed Dave Wright for the Club Series Sail Off, but sank when the different Fleet winners competed in 8' Sabots. Next year we expect Fred to have figured out how to fly his chute from a Sabot.

The year came to a close with the Fall Series, in which Myron Lyon finally edged out Paul Brady and Fred, and ended with the Turkey Day Series, in which the Barbers and Paul received turkeys for their efforts.

The Road Gang got an early start in March at Coronado Yacht Club's Bob Hermann Regatta, with Alan Raffee and Howard Macken in first and second places. It must have been the right kind of practice for Alan, as he then took off for the Southern Circuit, and racked up a third at St. Petersburg and a fifth at Miami for a fifth place overall.



Early June saw eleven boats start the six mile "Sail Around" to Southwestern Yacht Club on San Diego Bay. Al Coho was first, then Martin Gleich, Fred Knauer, Myron Lyon and Merrill Jacobson. It was a perfect trip in record time, giving everyone a fling at distance racing for a change. For a couple of weekends the ferry enjoyed big business as we attended the Ken Reynard Invitational at Coronado, won by the Barbers, Dave Wright and Alan Raffee. High winds Saturday were supplemented by blasts from disgruntled seaplanes. The following weekend the Barbers improved on their score, winning 1-1-1, Howard Macken, 2-2-2, at the Coronado Yacht Club Small Boat Invitational.

By now, everyone was properly warmed up for the Districts, hosted beautifully by Southwestern Yacht Club on the White Spars course in the ocean off Coronado. After five races, in which the lead shifted constantly, the Champion was Martin Gleich, then Howard Macken, Al Coho, and fifth, Carl Eichenlaub.

Mission Bay Yacht Club hosted the YRU Small Boat Regatta, won by Paul Brady, Fred Knauer and Dave Wright. King Harbor Yacht Club was the site of the Pacific Coast Championship in which Martin Gleich was second and Al Coho third. The SCYA Mid-Summer Regatta, also at MBYC, was won by Al Coho, followed by the Barbers and Dave Wright.

Southwestern's John Bate Regatta, held on the White Spars course, was won by Myron Lyon and Dave Wright. The Sail Around from Southwestern to Mission Bay went to Al Coho, followed by Paul Brady, Bob Stahl, Merrill Jacobson, and Myron Lyon. The last ocean regatta of the year, Mission Bay's Stanley

Andrews Invitational, was attended by 17 boats, and hard fought: Dick Benner (KHYC) 7½, the Barbers 7¾, Paul Brady 8 points. Al Coho was fourth, with Bob Stahl in fifth place in his new #8370. Four boats tied for eighth place.

Of course, as summer closed, everyone's attention was on the North American and World's Championships. We were disappointed when Carl lost his chance to qualify for the Championships because of mast failure, but were elated when the results were all in and Alan Raffee had finished in fifth place. Then on to Naples, where Alan took second in the World's, with Martin Gleich not far behind in eleventh.

The last area regatta was Coronado's Thanksgiving event. Fleet 114 even exceeded its previous efforts, arranging for perfect sailing weather, perfect courses, hot lunch at the clubhouse between races, and a shift in wind and tide to make the right way the wrong way allowing the Barbers and Howard Macken to edge local talent Warren Gross out of the money. Truly a fine weekend, and a perfect finish to a great year of racing.

At the end of each year Fred Knauer presents a Series Trophy and a Regatta Trophy. This year he was overjoyed to win his own Series Trophy, and was last heard making noises about retiring it or himself or both—but nobody believes it. The Barbers edged Alan Raffee by one point for the Regatta Trophy.

In looking back over this year in which members of our fleet represented us so well at the top at Bay Head and Naples, we at home noticed an intense interest and competition building among the newer members. We believe this to be an omen of even greater interest and competition throughout the Fleet for 1966.

## CANADA DISTRICT

### BRITANNIA LIGHTNING FLEET (188)

#### Sailing on Lake Deschene, Ottawa, Ont., Canada

Fleet Captain.....	John Bolton
Fleet Secretary.....	Ward Gowland
Fleet Champion.....	Mike Buckley

Boat No.	Boat Name	Skipper
1026	Alouette	Dr. John Doyle
1520	Jaunty	Glen Cameron
2957	Blue Fin	Mike Buckley
3085	Falcon	John Bolton
3325	Sound & Fury	Jim Brown
3329	Kestrel	Bertie Criddle
3678	Pickle	George Bleakney
4199	Oono	Matt Gault
4745	Corinthian	Jim Flynn
4830	Curlew	John Kemper
4958	Frolic	Tim Dauphinee
5066	Blue Belle	Jack Evans
6180	Sparrow	John Reiffenstein
7257	Thimk	Jack Noonan
7469	Bobolink	Ward Gowland
7470	Whitecap	Bill Whiting
8816	Dragoon III	Mike Rees

The Lightning sailors in Ottawa were anxious to launch just as soon as the ice had gone from the lake. Those who were ready enjoyed a beautiful month of sailing in May with some good blows to check out their tuning.

Three new families were welcomed to the Fleet in the Browns, Camerons and Gaults.

The Spring Tune-up series was held on May 22nd and 23rd with Mike Buckley in BLUEFIN winning the Blue Belle trophy, and proceeding to clean up in the regular Tuesday evening Championship series which started on May 25th with six out of the first seven races.

June 20th saw a good turnout of Lightnings for the annual Commodore's Sail past and then Ken Bolton in Falcon won the race for the Mad Cap mug.

Competition improved in the second Championship series and Mike Buckley did not win all the races but he collected sufficient points to be undisputed Fleet Champion.

In other races Peter Wilson in Dragoon III won the Bobolink mug, and Ward Gowland the Kestrel Trophy and the Armitages up-river race.

A 'B' class series was held on August 21st for the newer skippers in the Fleet and although a rather quiet day it was possible to get in three races. Glen Cameron had a good day but Matt Gault took the Paul Blais trophy in the final standing.

Ward Gowland and his all family crew won the Ogilvy series and trophy with a hard day's sailing on September 11th.

The National Capitol Regatta was held on July 17th and 18th with a number of visitors from other clubs in the area. In good winds, Russ Scrim from the Royal St. Lawrence Y.C. sailed to three straight wins in a new fibreglass Lightning. A good boat sailed by a good crew was a pleasure to watch.

At the end of the racing season the Fleet was sorry to lose the Wilson family, but welcomed Mike Rees as the new owner of Dragoon III.

Britannia Yacht Club has a very active Junior Squadron and Lightning family names appear conspicuously among the lists of instructors and very successful members.

In recent years the Club has expanded at a very rapid rate and this year showed a total of 272 boats of many different classes and carried on a very full sailing schedule throughout the season.

### ROYAL ST. LAWRENCE YACHT CLUB FLEET (215)

#### Sailing on Lake St. Louis, Dorval, Quebec

Fleet Captain.....	Russ Scrim
Fleet Secretary.....	Ted Wilson
Fleet Champion.....	W. Clark
Runner-Up.....	Ted Wilson

Boat No.	Boat Name	Skipper
1620	Gallant Lady	Nessie Twist
2327	Jane Ann	A. E. (Ted) Wilson
4193	.....	M. K. Santo
5277	Thunder	W. Clark
5389	Moon River	M. Rowe
5976	Almeta	Carl W. Kenning
6079	Sama	R. M. Smith
6412	St. Louis Blues	G. Nickerson
7775	Skye	B. Lamont
7862	Mioh	R. Hamilton
8297	Sheila III	R. Scrim
8549	Wren II	C. A. Spencer
8723	Blitzen	G. Copping



8895	Pele	Dr. Bertrand & Dr. Susset
9206	Escapade	M. Parent
9272	.....	J. Mignault
9337	.....	G. Cloutier
.....	Lightning	F. H. Boone
.....	Pam	R. C. Stevenson
.....	.....	J. Gagne

The advent of the forthcoming International meets in Canada, which will include Lightnings, is responsible for the continued enthusiasm at our Club. The fact that fibre glass construction has proved itself has also stimulated interest.

During the season five fibreglass hulls were added to the Fleet and already orders have been placed for others to be ready in the Spring.

Competition was keen in our local sailing with the trophies going to several skippers. Bill Clark, with a son as crew, retained his Class Championship crown but his challengers were right on his transom. In addition, he also won the Annual Regatta and Spring Series.

### THE GEORGIAN YACHT CLUB FLEET (362) Sailing at Owen Sound on the Georgian Bay

Fleet Captain.....	Dr. W. Lumsden
Fleet Secretary.....	Ewing F. McGruer
Fleet Champion .....	Don Crowhurst

Boat No.	Boat Name	Skipper
7952	.....	B. MacLean
8162	.....	E. Gaviller
8296	.....	W. Lumsden
8366	.....	D. Crowhurst
8895	.....	E. McTavish & W. Hawkins
9560	.....	C. G. Fleming
9635	.....	Morley Atton
.....	.....	H. & A. Fair
.....	.....	E. F. McGruer
.....	.....	W. Dowswell

The big event of the year in Owen Sound was the Canadian Open reported elsewhere. However, we increased our Fleet by some four boats and we look forward to increased activity in the coming year. The racing bug has bitten a few people who probably felt they just wanted to sail.

Russ Scrim, the eager Beaver and close competitor, tried sailing in a borrowed glass boat, liked it and will be sailing his own next year. He won the Hudson Regatta, first Lightning in the Long Distance Race and just missed out winning the event overall.

Bruce Lamont, also with an experienced sailor son as crew, is a tough contender and hard to beat. He won the Evening Series, while for persistence, Gord Copping has no equal. Ted Wilson took the June Regatta. Upsets in individual races were frequent, which added to the fun.

Russ Scrim travelled to the "Open" and this year we hope to have several go to the event at the Lakehead.

Ted Wilson was re-elected for a third term as President of the Canadian International Lightning Association and Russ, as a reward for hard work, was chosen again as Chairman, Sailing Committee of the R.St.L.Y.C. Mike Rowe, another Lightning Skipper, is Editor of our Club Newsletter.

So you see that our Lightning Skippers are hard working guys. 1966 — here we come.

Racing was spasmodic throughout the summer and, unfortunately, followed no set pattern. However, by the time the snow had started to fly Don Crowhurst and Walter Lumsden again proved to be the top helmsmen over the season.

The McGruer Trophy races were held on September 18th and 19th with surprise entries of Stu Anderson and Bob Decker from Niagara. We hope for more surprises like that in future. The winners were easily computed—Stu Anderson, Don Allen, Bob Jocelyn—1-2-3 in that order for all three races.

The weather was perfect and everyone enjoyed themselves and a novel feature was the hidden number prizes in which three envelopes were sealed with one unknown number between 4 and 16 in each envelope. At the end of the series the envelopes were opened and Art Rodgers from London won a prize for being 12th—Robbie Robson from Hamilton for being 5th place and Elizabeth McTavish for coming 15th. This spread the loot out a little. The loot in this case being beautiful half models of the Lightning in wood, mounted on a walnut plaque. These were made and donated by our measurer—Don Crowhurst. The Fleet ladies—what would we do without them—produced a mouth-watering feast on Saturday night.

Come try the Georgian Bay this summer—you'll like it.

Owen Sound and The Georgian Bay became more than just names on a map to many sailors in 1965. We played host to the



*Jibing action at the first Owen Sound regatta.*



Canadian Open Championship. To major yachting centers this is perhaps a minor thing—to Owen Sounders it was an event to test our imagination and organizing ability to the limit before the races started. Now in retrospect, it is so simple to run a regatta, especially your first!

The people of Owen Sound were behind us 100 per cent. The local Radio Station did an outstanding job on pre-regatta publicity and also on current events. Within minutes of the end of each race the results were broadcast throughout the area. It pays to have the C.F.O.S. Manager doubling as skipper of a Lightning!

Communications afloat was something to listen to! Vamplew Electronics produced fine Marconi Two Way Radios—four out on the course and one back in the clubhouse hooked to a loud-speaker. This enabled the people left ashore to keep up to date on the action afloat, and you can imagine what a man like Doug Hooper can do with a radio set as he sits at the far end of the starting line watching for the "over too soon" skippers. Quite a few did not have to use their imagination.

John Doyle produced a high powered Catamaran with a construction type pump arranged on the foredeck. At least one of the several who capsized experienced the novelty of being pumped dry without having to go ashore between races. (A first for Fleet 362?).

The courses were set directionally and to the exact distance of 1 1/4 miles per leg by Canadian Coast Guard Cutter "Spindrift", commanded by Captain Gordon Holder. The Spindrift used her radar equipment for this job. The Italians were surely watching from afar!

The social side was highlighted by a Dinner and Dance given by the City of Owen Sound and held at the Owen Sound Golf and Country Club. A little crowded perhaps, but enjoyed by all.

The races provided a bit of everything. Some fog to start with and light winds—changing to a fresh breeze on Friday afternoon and Saturday. Sunday provided the tricky stuff—a drifter to start and then the wind going round in circles for a while before gusting up to about 18 m.p.h. which was too much for Charlie Oberturner (9310).

The first race started in gentle winds and some fog and was called after four legs. Dick Hallagan worked his way up front at the first mark and held on to the finish, followed by Tom Allen, Stu Anderson, Charlie Obersheimer and Ron Cochrane, in 5th place, was first Canadian.

The wind picked up to about 12 m.p.h. for the second race. The first attempt to make a start was no good and all were re-

called. However, the next start was good and the Fleet set off in pursuit of Stu Anderson. Tom Allen just couldn't quite make it and had to settle for second place with Don Allen third.

Saturday morning the wind was up to about 18 m.p.h. and promised good racing. Tom Allen took over the lead early and held on comfortably to the finish. The race for second spot was torrid with Stu Anderson, Don Allen, and Charlie Obersheimer fighting it out in that order. Charlie's troubles were just beginning.

For some reason the radio sets on all ships forgot to order lunches this day which goes to prove that even the best of electronics is not infallible. This caused a delay in starting the 4th race and eventually led to a late dinner ashore.

Another false start here and then they were off with Don Allen out front with Dick Hallagan and Dave Millyard following. Where's the other Allen? Back in 15th place, that's where—but not for long. One mile later he was seventh and the ulcers were beginning to jump up front. The lead changed between Dave Millyard, Don Allen and Dick Hallagan. Dick finally dropped back to 5th and Tom Allen took third. Obersheimer capsized in this one.

Going into the last race the top three were—Tom Allen 7 3/4 points, Stu Anderson 9 1/4 points, Don Allen 14 points. It was obviously going to be interesting, especially when the wind was barely strong enough to get the boats across the line. A port tack start had an obvious advantage but only Carl Schmiede had the courage to go for it. He immediately jumped into a 100-yard lead. An hour later Stu Anderson managed to pass him before they got to the first mark. Tom Allen was back in the 20's somewhere, which didn't mean a thing as everyone was well aware. The fickle winds caused trouble everywhere. Charlie Obersheimer took over the lead on the third leg—ran into a 180° windshift and promptly turned over again. (If you want to see yourself emerging from the depths of Owen Sound Bay Charlie, we have a series of slides of this.) That left Stu Anderson with a big lead and the two Allens pounding along behind. Stu slowed up a bit hoping perhaps to get Don between himself and Tom but the master was too wily and finished the winner of the race and the Championships.

Our thanks go to Arn Gorman and his Race Committee and Doug Hooper and his Protest Committee and all who made this our first Regatta such a success. A tip of the hat to Hugh Earle and his two teen-age daughters who arrived in Owen Sound at 11 p.m. Thursday after 2,500 miles of travelling. It was 2,500 miles back home again after the Regatta!

## CENTRAL ATLANTIC DISTRICT

District Commodore: Samuel C. Streep  
Vice Commodore: William Dunbar III  
District Secretary: Robert R. Adams  
District Treasurer: Franz K. Schneider, Jr.  
District Champion: Richard Lippincott  
District Runner-Up: A. Marcy Lippincott

Fleets: Barnegat Bay (3); Little Egg Harbor (26); Metedeconk River (34); Shore Acres (86); Toms River (92); Great Egg Harbor (99); Lavalette (104); Brant Beach (173); Surf City (196); Brigantine (217); Riverton (228); Red Dragon (357); Normandy Beach (366).

Enthusiasm ran high and early in CAD in 1965, for there were two Spring Series, the Brant Beach Early-Bird, and the Riverton Thaw-Out. The Early-Birds was taken by perennial winner Dr. Gordon Buzby of Fleet 99, followed by Tom Coe, Sam Streep, Ed Lampman and Wilbur Duncan. Richard Lippincott won the Thaw-Out, with Dave Johnson, Nels Hoffman, Franz Schneider and Dale Allen following, respectively, or perhaps it should be respectfully . . .

Our District Championship, now a four-race series, was taken handily by Richard Lippincott, with Marcy Lippincott second, and the following, in this order: Bob Adams, Howard Mullin, Blair Fletcher, Ralph Messersmith, Jim Carson, Franz Schneider, Bob Walton, Dave Ruiter, and Nelson Hoffman. Fleet 228, at Riverton, was our gracious host, and did a wonderful job, with Bob Lippincott's delightful spectator yacht, and Marcy as keeper-of-the-keys at the outstanding cocktail party.

Some race results our fleets might not have bragged about: Bay Head Spring Tune-up: Stu Anderson, Ralph Messersmith, Richard Lippincott, Jim Carson, in that order. Brant Beach Spring Tune-up: Tom Coe, Joe Serrill, Tom Slack, Sam Streep. Riverton Governor's Cup: Marcy Lippincott, Richard Lippincott, Franz Schneider. New Jersey State Championship: Jim Carson, Bob Adams, Richard Lippincott, Topper Slack, Howard Mullin, Ralph Messersmith, Bud Nelson, Gordon Buzby, Blair Fletcher, Dick Del Castillo and Arnold Schwartz (tie).

Some more: Spray Beach Regatta: Howard Mullin, Ralph Messersmith, Tom Slack, Franz Schneider, Ed Lampman, Gordon Buzby, Tom Coe, Joe Serrill, Nelson Hoffman, Bill Phillips. Little Egg Harbor Invitational: Topper Slack, Bob Seidelmann, Jack Elfman, Howard Mullin, Bob Adams, Ernie Dean, John Tiegland, Ed Lampman, Ralph Messersmith, John Walton. Red Dragon: George Rhawn, Richard Lippincott, Richard Johnson, Franz Schneider, Nelson Hoffman. Surf City Invitational: Ernie Dean, Gordon Buzby, Ed Lampman, Ralph Messersmith, Jack Elfman, Richard Lippincott, Howard Mullin, John Orelup, Barney Mead, Dale Allen.



Please notice that the same hot pilots don't come up with the big silver every time. One of the things on which we pride ourselves in CAD is that we have many outstanding sailors. Please notice our 4 and 9 in the World's by Marcy Lippincott and Bob Adams; also our 4, 6 and 8 in the North American's by Seidelmann, Mullin and Tieglend.

As you will note in our fleet reports, we are delighted to welcome many new sailors and new boats to our district. We hope the new tars who have not yet affiliated with fleets will do so in 1966. One of the real pleasures of sailing is in the racing fleets, and those new chaps who have not yet been "bitten" with the racing bug are enjoined to participate.

CAD continued to publish the "CAD Flashes" so ably started by former commodore John Walton in 1964. This year's editor was District Secretary Sam Streep who managed to get out three issues, despite having to prepare and mail one from Florida, where he spent a goodly part of the summer. We have high hopes that the "Flashes" will continue, and all fleets are urged to continue to send in their informative regatta reports.

### BAY HEAD YACHT CLUB (3)

#### Sailing on Barnegat Bay, Bay Head, N.J.

Fleet Captain.....	Kenneth Winter
Fleet Secretary.....	Edward Benedict
Fleet Champion.....	Jim Kellogue
Runner-Up .....	Corby Day

Boat No.	Boat Name	Skipper
223	C-Lark	F. Eugene Clark
513	Misbehave	John C. Cattus
1137	Sojo-Linjo	Joseph F. Van Horn
1732	.....	Robert B. O'Brien, Jr.
1744	Aeolus	H. Corbin Day
2674	Never on Sunday	J. Lloyd Harbeck, Jr.
3768	NBAA	Ned Benedict
4176	Red Herring	James Kellogue
6784	Dragon	Wm. K. Dunbar III
8608	Marauder	John Orelup
8738	BHYC	BHYC
8958	Vagabond	Robert R. & Thayer Adams
9404	.....	Kenneth R. Winter
9703	.....	Robert R. & Thayer Adams

Fleet 3 of the Bay Head Yacht Club enjoyed a very successful season. Not only did we have hotly contested competition in our own fleet, but we also had the great pleasure of hosting the North American Lightning championships. Under the able directorship of Sam Fortenbaugh, Jr., this regatta was run in grand style. All the participants seemed to feel that the championship was one of the best ever held. The weather cooperated beautifully and the racers enjoyed excellent winds for the most part. The results are a matter of history and Fleet 3 wants to repeat how pleased we were to hold the North Americans.

Fleet 3 has divided its boats into two divisions, separating those wet-sailed and dry-sailed. Although many of our A division (dry-sailed) boats travelled to various outside regattas during the summer, about four boats qualified for the championship series at the Club. The July series was won by Ken Winters with John Orlup second and John Orlup won the August series and Ken Winters was runner-up. The B division had a very active summer, mostly chasing Jim Kellogue around the course as he became the hottest skipper in the fleet. Displaying his prowess in the first race, Jim sailed Red Herring to victory—one of many during the summer. Various skippers made runs at Jim throughout each series. However, he was able to hold them off and garner the championship for both July and August. Corby Day sailing Aeolus was runner-up for both series and Louise Miller in My Gal and Ned Benedict in NBAA were third in July and August, respectively.

On Labor Day we capped the season with a picnic lunch for Fleet skippers, crews and families. After the beer was finished and the hot dogs and hamburgers were consumed everyone participated in the traditional Labor Day race. Louise Miller demonstrated that her "retirement plans" are premature as she sailed My Gal to a convincing victory. "Lulu's" winning was certainly a fitting way to end a marvelous season.

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*Metedeconk's new \$80,000 facility, home of Fleet 34.*

### METEDECONK RIVER FLEET (34)

#### Based on Metedeconk River at Ocean County, N. J.

Fleet Captain.....	George Rusk
Fleet Secretary.....	James G. Carson
Fleet Champion.....	James G. Carson
Runner-Up.....	James J. Daley

Boat No.	Boat Name	Skipper
178	Leilani	William C. Kalning
578	Katydid	George Rusk
1446	.....	Z. Jas. Pandak
3394	.....	Thos. N. Snyder
4919	.....	Roy Huggins
5722	Jim Dandy	James Daley
5990	.....	Jerry O'Laughlin
6416	Brand X	Arthur Nichols
6557	.....	Carol H. Kern
8484	Trident II	James G. Carson
8990	.....	Richard Lanyi
9229	Windfall II	Robert Ballis
9629	Lutz O'Luck	John Lutz

Rebounding from a string of rather inactive years, Metedeconk River Fleet 34 regained in 1965 the spirit which made it one of New Jersey's most active Fleets ten years ago. Interest late in 1964 enabled the scheduling of Spring and Fall Series in addition to a regular Summer Championship.

Despite a year of heavy winds, enough to dampen the enthusiasm of the saltiest sailors, participation was still strong at season's end. Much of the credit for this resurgence must go to newcomers Dick Lanyi and Jeff Lutz who not only joined the Fleet but sailed well enough to force old pros Jim Carson and Jim Daley to realize they could no longer rest on their laurels.

Highlights of the season included the 28 boat New Jersey State Championship, hosted by the Metedeconk River Yacht Club on the now famous Green Island Course (Jim Carson rose to the occasion for a home fleet victory) and the Cocktail Party and Buffet held in honor of the Lightning Class during the North Americans.

Off the River, Carson, Daley, Lanyi and Lutz competed in races of the Barnegat Bay Yacht Racing Association which Carson won for the eighth consecutive year. Daley, Lanyi and Lutz travelled to Washington for the President's Cup Regatta while Carson was busy crewing in Italy. Lutz and Carson ventured to Baltimore for the Frigid Digit and Daley joined them for the season finale at Quantico where Carson became the first Lightning Class RABBIT.



Locally, no one monopolized the winner's circle with a different skipper taking honors in each of the three series:

**Spring Series (high points)**

Tom Snyder 3  
Jim Daley 2  
Jim Pandak 1

**Fall Series (high points)**

Jim Daley 8  
Dick Lanyi 6  
Jeff Lutz 2  
Bob Ballis 2

**Championship (percent)**

Jim Carson 84  
Jim Daley 67  
Dick Lanyi 61  
Jeff Lutz 45  
Jim Pandak 36

In a Club handicap race John Newman took over the tiller of TRIDENT II and sailed to a "first to finish" and "corrected first" over a 30 boat fleet which included a Catamaran. There are still some red faces amongst our twin-hulled friends!

Looking ahead, we anticipate even greater competition with several new boats scheduled to join our well started nucleus. With the completion of the Metedeconk River Yacht Club's new \$80,000 facility earlier this year, we anticipate again hosting a Spring Tuneup Regatta on the River in addition to another local schedule including Spring, Fall and Summer Championship races.

**SPRAY BEACH YACHT CLUB (91)**

**Spray Beach, N. J.**

Fleet Captain..... Franz Schneider

Fleet Secretary..... William Moss

Boat No.	Boat Name	Skipper
737	Fram III	Christopher McCutcheon
3103	Largo	J. B. Maffenbier
8379	TaAroa	Franz K. Schneider
.....	.....	William Moss

At the present time Fleet 91 is inactive, but there is a growing interest within the club and there is every indication that we will soon be reactivated.

People are starting to notice the strength of the class at the Long Beach Island Interclub races. They are noticing our turn-outs at the Spray Beach Regatta, the Little Egg Regatta, the Brant Beach Spring Tune-up, and the Surf City Moth Ball Regatta.

Soon the idea that ours is a dead class will be routed and Spray Beach will again produce top caliber Lightning Skippers.

**GREAT EGG HARBOR FLEET (99)**

**Based on Great Egg Bay, Ocean City, N. J.**

Fleet Captain..... William P. Clausen III

Fleet Secretary..... Jack MacCracken

Fleet Co-Champions..... Dr. Gordon Buzby & Bradford Linthicum

Boat No.	Boat Name	Skipper
386	.....	G. Garcia
1340	.....	F. L. Abbott
1723	Black Flash	Lester Asplundh
1885	Toddler	J. Scott Todd
2369	Lou Jim	James Bates
2630	Sunbeam	Art Hartford
2711	Phoenix	Jack MacCracken
2804	Coquina	Gene Wallace
3587	Genii II	Richard Holmes
3668	Allegro	Edward Walsh
4220	Felicity	Armando J. DeFelice
4691	Bandit	Robert Brasler
5072	.....	James Steelman
5408	.....	Dennis P. Carroll
5522	White Cap	Jim Hirsh
5538	Scamper	Amy & Janet VanGilder
5694	Good Grief	Bradford Linthicum
6001	Zorrita	Bill Fox
6293	Shusher	Ben Need
6694	Lady Rebel	Robert Wood
6957	Peaches	Dr. and Mrs. G. Glen
7195	Willies	Bill Clausen
7341	Honey Bee	Gordon Buzby, Jr.
7518	Bee Hive	Dr. Gordon Buzby
7705	Beulah K	Carroll P. Streeter
8181	The Dean	Dr. William Robinson
9249	Minnums	Dr. John Pfister
9387	Miss Muff	Blair Fletcher
.....	.....	J. Emery



*One of Fleet 99's oldest vs. one of her newest. Which is ahead?*

Fleet 99 enjoyed another successful season of racing, the results of which (prize winners) are as follows:

**A Fleet, Sat. Series**

1. Bradford Linthicum
2. Dr. G. Buzby
3. W. Clausen

**A Fleet, Sun. Series**

1. Dr. Buzby
2. W. Clausen
3. Dr. John Pfister

**Linthicum Cup tune-up trophy: W. Clausen**

**B Fleet, Sat. and Sun. Series**

1. Art Hartford
2. Jack MacCracken
3. Dr. George Glen

**Girls' Series**

1. Miss B. Hartford in Sunbeam
2. Miss Lindsey in Black Flash
3. Miss K. Abbott in Phoenix

The A Fleet was closely contested with each of the four prize winners scoring several first place finishes. Art Hartford led all the way on the Saturday Series and edged out his closest Sunday Series rival, Bob Wood (who missed too many races to qualify), for both B Fleet prizes.

Dr. George Glen showed the B Fleet some fancy sailing as he took third prize and the all-time fleet record for capsizes. Ed Walsh also turned over, but only once.

This year's racing was also plagued by a wave of rudder breakings (on Sunbeam, Felicity, Genii II, and Phoenix). Competition was enhanced by the addition of two new helmsmen, Rick Holmes and Carroll Streeter. We were also happy to be joined by the well known sailor and builder, Blair Fletcher. The coming season should see even more growth at the starting line; D. Carroll and J. Emery are expected to take part.

The Great Egg Harbor Fleet was also active on the road. Dr. Buzby took first at the Brant Beach Early Bird Regatta, first at the Brant Beach Invitational, second at the Surf City Regatta, fourth at Riverton, and was present at the Spray Beach Regatta as well as the New Jersey State Championships.

Dr. W. Robinson competed at Quantico, the State Championships, the District Championship, Brant Beach, and Riverton. Dr. John Pfister was present at State Championships, Quantico, Riverton, and Surf City. Dr. G. Glen was also present at Quantico.

Blair Fletcher, with Brad Linthicum as crew, compiled a fine record including a sixteenth at the North American Championship and a fifth at the District Championship. Fleet Captain Clausen saw crew duty with some of the better known competitors, appearing with Bob Adams at Monmouth and Riverton and with Marcy Lippincott at the Atlantic Coast Championship (fourth) and at the CAD (second).

Every member of the fleet appreciated the professional job done by our race committee of Mr. G. Lejeune and Mr. William Clausen II. All are looking forward to the early March meeting to be held at the home of the Clausens.



## LAVALLETTE LIGHTNING FLEET (104)

Sailing on Barnegat Bay, Lavallette, N.J.

Fleet Captain.....David Hoff  
Fleet Secretary.....Dr. Ira S. Ross  
Fleet Champion.....John Clancy  
Runner-Up.....Dick Maguire

Boat No.	Boat Name	Skipper
358	White Flash	J. Leslie White
657	One Shot	Dr. E. A. Zybulewski
1365		Walter R. Lane
1378	Windatsy	Harold Chester
1725	Lazy One	Charles Ross
2067	Julip	Chris Larsen
2455	Cloud IX	Gerald Cabot
4110	Freydis	Nels Sorensen
5615	Jezebel	John J. Bonn
7073	Jodie Bee	Richard F. Maguire
7140	Star Dust Too	Fred & Marie Slovak
8737	Four Winds	Herman Bosse
9369	Flying Cloud	Dr. Ira S. Ross
9484	Spook	David Hoff
9538		John Clancy

Most Lightning Fleets provide a picture of their current champion or some other unimaginative pose of Lightnings in action. Since all Lightnings look alike in black and white, check another Fleet's Report if you don't know what the boat looks like.

The most informative picture of Fleet 104 would be the drinking bout (oops the Annual Meeting), part of which is pictured above. Nels Sorensen, skipper of "Freydis" and 1965 Fleet Captain, was awarded the appropriate pennant "Party Boat" shown above. Nels earned this award by continuously showing up with a bevy of beauties for a crew. It didn't win "Freydis" any races but who is to say it's not the best way to enjoy a race.

"Doc" Ross in his new boat, "Flying Cloud," has apparently discovered the secret of successful Lightning racing—completely untrained crews. In the first race of the season and the last race of the Fall Series "Doc" took the blue pennant with crews who had never raced before. The first race of the season proved a cliff hanger when "Doc" Ross and Dick Maguire in "Jodi-Bee" came down to the finish line in a dead heat. A wind shift caused both boats to bury their centerboards in the mud, six inches short of the line. "Doc" got free first and bounced over the line to take the "Rooster."

Charlie Ross, sailing his dad's old boat, "Lazy One," had an interesting season particularly when he caught his dad with spinnaker up and luffed him off the course. There were some threats of allowances being cut when the race was over but Charlie continued to wrap his dad's spinnaker around "Flying Cloud's" headstay.

"Doc" Zybulewski, the 1964 Fleet champion and a tough man to beat in heavy weather, had an unlucky season. "Doc's" boat, "One Shot," sprang a leak early in the season and the extra water was too much. "Doc" graciously polished the cup for our new Fleet Champion John Clancy. John Clancy was racing his new glass Lightning for his first season with Fleet 104. Once again the championship was close, and going into the last race Dick Maguire had a slight lead over John for the championship. "Hansi" Bonn, sailing with John and Marion Bonn, his mother and father, as crew in "Jezebel" worked out an early lead to win the "Sedar Cup" and the rooster. Winning the last race of the season has become a tradition in the "Bonn" family, 1965 being the sixth year in a row they have managed this feat.

When the order of finish was posted John Clancy had beaten Dick Maguire by a sufficient margin to be acclaimed Fleet 104 Champion and went for a swim courtesy of his crew. The last race produced many unexpected finishes. Dave Hoff, newly elected Fleet Captain, in his first year of racing, brought his new boat "Spook" in to a third place finish.

As "Spook" crossed the finish line the air was rent by the voice of Commodore Fred Radcliffe, "Now will you please pay your racing fee?" Fred Radcliffe refused to post Dave's finish or give him the third place pennant until he paid the \$5.00 racing fee, a transaction Dave had been studiously avoiding all summer. Dave, new to Lightnings, is learning some of the tricks and should be a real contender in '66.

Fred Slovak's luffing match against "Jodi-Bee" left both boats out of the money in this final championship race.

Fred Slovak, "Mr. Lightning of C.A.D." stayed out of luffing



Scoring the "usual" Year Book photo, Fleet 104 sends this one along as more typical. It shows Nels Sorensen, 1965 Fleet Captain, being awarded an appropriate pennant for the season.

matches afterward and he brought "Stardust Too" into second place in the Fall Series.

"Jezebel" again sailed by Hansi Bonn, after taking third place in the championship series, moved up and won the Fall Series sponsored by Fleet 104. A newcomer to Lightnings Herman Bosse bought a glass Lightning, "Four Winds," and started racing in the middle of the Fall Series. "Del" Kuzma sailed it for half an hour to tune it, turned it over to Herman who promptly won his first race in Lightnings; "Del's" services as a Lightning "Tuner" are now much in demand.

All in all, 1965 was an eventful year in Fleet 104 and all hands can't wait for '66 to start. Fleet 104 extends its usual welcome to all Lightning skippers to stop by Lavallette Yacht Club for a visit and/or a race with us.

## BRANT BEACH FLEET (173)

Based on Little Egg Harbor at Brant Beach, New Jersey

Fleet Captain.....Thomas R. Hedges  
Fleet Secretary.....Samuel C. Streep  
Fleet Champion.....Joseph L. Serrill, Jr.  
Runner-Up.....Thompson W. Coe

Boat No.	Boat Name	Skipper
580	Bounty	John H. Hay
4204	Simpatia	C. H. Twining, Jr.
4206	Jade	Bruce and Meredith Galloway
5077	Riptide	John P. Schmit
5346		R. W. Struse, Jr.
5559	Spindrift	Dr. Thomas R. Hedges
5837	Barracuda	Joseph L. Serrill, Jr.
5959	Pan	Dr. Wm. A. Phillips & Thomas M. Hyndman, Jr.
6026	Circe	Dr. Manley Brunt
6297	Lucky Star	Robert B. Roth
6962	Leprechaun	Donn H. O'Brien
7015	Ladybug	Robert Hesse, Jr.
7206	Cohere	Thompson W. Coe
8104	Fury	William P. Sullivan
8184	Vimabesa	Samuel C. Streep
9107		Dr. Thomas S. Slack
9127	Flutterby	Wilbur T. Duncan, Jr.
9462	Marcelinda II	Philip J. Escoll and Carlos Robles

The 1965 season at BBYC saw a crowded schedule of events running from April to September giving skippers and crews tremendously exciting sailing experiences one after another. From the opening gun in the leadoff race of the Early Bird Series till the last boat (you guessed it—5959 with your correspondent at the helm and with a DSQ to boot!) ignominiously sneaked across the finish line on Labor Day, there were enough memorable thrills, chills and spills to last the whole winter through.

Without a doubt, the standout performance for all around sailing expertise was served up by Joe Serrill, being ably sup-





Opening up a lead before the gun—Tom Coe and Topper Slack.

ported in the cockpit by Hank Chestnut and Wally Levering. Joe kept the sleek and well tuned "Barracuda" moving just like one of its finny kin, beat off strong challenges by Tom Coe (2nd) and Sam Streep (3rd) and captured the club championship. Seeing the happy grins on Joe and Barbara upon having a taste of first place silver made us aware that the "Barracuda" will be back in '66 with an appetite more voracious than ever.

There were conditions of wind, weather, and wave to suit everyone's fondest wish—especially the Addams' Family. A few races in July were run in heavy fog with some drizzle thrown in to break the monotony. The race committee will never forget our intrepid patrol boaters, Bob and Graham Klink, jumping out on the shore to salaam and kiss terra firma after a long and lonely voyage in the soup. The bouts of fog were inevitably cleared out by 25-30 knot "zephyrs" which put the fleet's equipment to the test. We began to get used to the cry of "TIMBER" as no less than four masts were felled during the competition. These mishaps, plus an assortment of torn out jib downhauls, depainted rudders or degudgeoned transoms, broken halyards, and post-capsized retuning, made the dockside area very active between races.

In the busy B fleet, the Tom Hyndman-Bill Phillips duo squeaked out a first when the computer finished grinding out the results and they will be "kicked upstairs" in '66. But the hottest skipper was Bill Sullivan in the Fury, who broke through to pick up two third places while sailing in the combined A & B fleets. With Bill getting plenty of advice from his crew Timmy Westbrook, a former sharp Blue Jay skipper, and Bob Seybold, the club's Sailfish champion, he was prepared for anything!

Probably the most improved skipper was Herb Twining, who tired of transom watching midway in the season and started showing off his own to a lot of us after a bit of rerigging plus some spinnaker magic by Gerry Hunt. But to Wilbur Duncan goes the distinction of logging more hours at the tiller than any other skipper; and also of bringing off the biggest side-splitting "swindle" of the year. Wilbur became a "Knight of the Bucket" when he stashed one secretly on the transom of last year's fleet champion, Tom Slack, just before luring him into an evening of "pick up racing"—a study in frustration. For weeks the B skippers were having the loveliest dreams of all the A fleet suffering a similar fate! Unfortunately, reality lost none of its harshness for the aspiring B's, and those Saturday afternoon nightmares of the leg-and-1/2 gaps persisted.

Other 1965 moments of glory at BBYC included Gordon Buzby running off with the CAD Early Bird Series—this is getting to be a habit; BBYC over Surf City in the Interclub—far from a habit; Topper Slack's fourth at CAD regionals and his first at the LEHYC regatta (which included besting Rapid Robert Seidelmann, Bombing Bob Hesse, and Roaring Robert Roth); Fleet Captain Tom Hedges going-for-broke in every race—a rough competitor when he isn't trying to sail the Spindrift upside down!; Sam Streep trying to collect all those turkey dinners from Betty for his first place finishes—Confucius say "wives of little faith get goose cooked!"; Tom Coe, the "Eliot Ness" of Little Egg Harbor when he's "right," slashing through to victory in the July 4 and Labor Day "money races."

The fleet extends heartiest congratulations and sincere appreciation for a top caliber performance by the Flag Officers with their Regatta, Race, Protest and Patrol Boat Committees and co-workers, and to the Club manager, Bill Kelly.

## SURF CITY FLEET (196)

### Sailing on Barnegat Bay at Surf City, New Jersey

Fleet Captain	Fran Temme
Fleet Secretary	Janet Messersmith
Fleet Champion	Russell Raymond
Runner-Up	Fran Temme

Boat No.	Boat Name	Skipper
780	Sea Nymph	Fred Lorenz, Jr.
787	Jeanne	John Elfman, Sr.
2187		Edward Meagher
5754	Hurricane	Robert Freeman
6035		Carl Berg
6899	Alleluia	John Sullivan
6918	Impulse	Alan Stoneback
7800	G. P.	Claude Sullivan
8323	Roaring 20's	Alec Lawson
8344	Spectator Boat	Frank Temme, Jr.
9174		Hugh Vaughan
9430	ME-109	Ralph Messersmith
9431	Tackless IV	Howard Mullin
9453	Scotch-Irish	John Elfman, Jr.
		William Cooper
	Wildcat	Russell Raymond

Four new boats were to be seen at Surf City this past year. Three of them had "old skippers" while the fourth was a new skipper from the red hot S.C. moth fleet. Russell Raymond was the newcomer to the Lightning fleet and his new boat "Wildcat" proved to be just that. The old skippers were Jack Elfman, Ralph Messersmith, and Howard Mullin. The fleet was happy to welcome back John Sullivan and crew to full-time racing after a short season last year due to family illness. Everyone was ready for the new season and all the fun and excitement to go along with it.

The racing season was off to a bang on fourth of July weekend. With ideal sailing conditions on Saturday and Sunday, everyone had a chance to tune up and enjoy their first taste of '65 racing. Monday, however, was a different story with a damp mist hanging over Barnegat Bay. After some delay in finding the starting area, the gun sounded and the boats disappeared in the haze. At this point, Mullin, Elfman and Messersmith were the top contenders to win the series, but after the race started the fog rolled in and boats wandered all over the bay to find the marks. The race committee shortened the course but not quite soon enough. Mullin and Messersmith dropped out after being lost in the fog and rounding what they thought was the mark only to find out that it wasn't. Jack Elfman won the race and the series with John Sullivan second and Dick DelCastillo third.

Jack Elfman had a spectacular year for wins, winning the Saturday series and the Surf City Hotel Trophy for the Labor Day series. Equally spectacular was Russell Raymond's victory in the Sunday series and to become fleet champion in his first year in a Lightning. We're very proud of Russell and he certainly added a great deal of competition to our series. Russ was voted the Most Improved Lightning Skipper for 1965.

The Saturday series saw a close battle for second place between Fran Temme and Russell Raymond, with Fran finishing second and Russell third. Fran was second and Howard Mullin third in the Sunday series, highlighted by typical strong southwesterlies with some of the stronger puffs sending Alex Lawson, Hugh Vaughn and Russ Raymond into the drink.

The annual Lightning Dance was a huge success with Mary-Kay and Howard Mullin being the hosts. Spinnakers were draped from the ceiling, around the bandstand and to the corners of the club—colored lights flashed around the room and candlelight reflected the gay atmosphere. Decorations of fruit and streamers accented the tables, windows, and bar while the delightful music enchanted the crowd. The hosts had several games for the crowd to participate in along with elimination dances. Whenever "Lightning people" seem to gather, there is always a lot of action, fun and merriment.

As much as we hate to admit, Surf City lost the Inter-club Championship by a small margin to Brant Beach, but will be back again next year vying for the title.

The Surf City Annual Lightning Invitational Regatta took place the week-end after Labor Day with 25 boats participating. Saturday's first race was a calm one with a few breezes but the air picked up for the second race and Sunday's race proved to be more than some of the boats could handle. Several boats went over but with no disasters or loss of gear.

After everyone was fished out of the water and dried out, the trophies were presented. Ernie Dean from Island Heights won the



regatta with Dr. Gordon Buzby from Philadelphia, second; Ed Lampman from Little Egg Harbor Yacht Club, third; Ralph Messersmith from our own club, fourth. The trophies were ship's bells on wooden plaques and the bells clanged for the winners. The regatta committee headed by Jay and Alyce Karbach did a wonderful job and even though Jay was in the hospital and could not be at the regatta, he saw that everything was ready.

Surf City sailors participated and did very well in the various regattas this past year such as the Long John Regatta in Red Bank, the Jersey States in Metedeconk, the Spring Regatta in Bay Head, Little Egg Harbor Regatta, the Central Atlantic Districts in Riverton, the Spray Beach Regatta, the Frigid-Digit Regatta in Baltimore and the Annual Frostbite Regatta in Quantico.

Two of our skippers qualified to sail in the North American Championship Regatta in Bay Head. Howard Mullin qualified to sail in the North American races and finished a glorious sixth—just out of the hardware, but was awarded the Thermis Trophy for the highest finish of a skipper participating in the N. A. Championship for the first time. Congratulations Howard and good luck in Buffalo. Ralph Messersmith finished 20th in the President's Cup.

The annual S.C.Y.C. awards banquet was held at the new Vacation Inn and it was a glorious evening. After a cocktail party at the club and dinner at the Inn, the trophies were awarded. Following the awards, all returned to the club for a dance and more racing talk.

A hearty thanks to Fred Todt for a fine job as race committee chairman and congratulations and lots of luck in '66 as Commodore of S.C.Y.C. '66 will add two more boats to the fleet—Don't forget the Spring Series at S.C. All Lightnings are welcome.

## RIVERTON YACHT CLUB (228)

Based on Delaware River, Riverton, N.J.

Fleet Captain.....David Johnson  
Fleet Secretary.....Betty Allen  
Fleet Champion.....C. Dale Allen  
Runner-Up.....Russ Pickens

Boat No.	Boat Name	Skipper
861	.....	Jack Young
4088	Mirage	Howard Bintliff
5046	.....	Carl Clasen
5074	Dead Eye	Richard Prewitt
6540	Balderdash	Norman Alperin
7085	Union Jack	Allan Crew
7220	Quo Vadis	David Johnson
7529	.....	Djoerd Hoekstra
7564	Lollipop 2nd	John Parker
7660	Roy's Rig	Roy Doerre
7826	Gamma	Dale Allen
7989	.....	Nelson Hoffman
8501	Jackaroo	Richard Fredrick
8595	Prism	Hank Meinecke
8684	Clover	Russ Pickens
8699	Marley	Wayne Deaves
8894	Eddy B	Ed Borawsky
.....	.....	Marcy Lippincott
.....	.....	Robert Lippincott
.....	.....	Richard Lippincott
.....	.....	Jim Lippincott
.....	.....	Ralph Hunn

1865-1965—one hundred years of active sailing on the Delaware River at the Riverton Yacht Club. There have been many changes over the years in class of boats, race schedules and even racing rules. In the early days the COLUMBIA used the Yacht Club pier for unloading cargo and picking up commuters to Philadelphia. Today the pier is used strictly as a Yacht Club.

The racing schedule for the Centennial year started early with the Lightning Class hosting the first annual Thaw-Out series. The first race was April 25 with a race each Sunday until May 23.

The elimination series was sailed during June to determine our representatives to the District Championship. Marcy and Richard Lippincott, Dale Allen, Nelson Hoffman and Dave Johnson qualified. June 26 and 27, the Annual Governor's Cup saw seventeen Lightnings starting and finishing.

July 10 and 11 we hosted the Central Atlantic District Championship Regatta with 21 boats sailing in light, very light and heavy air with rain.

During June and July the Wednesday evening series was



*Celebrating 100 years of sailing on the Delaware River at Riverton, the RYC remembers "the good old days." Pier still is used as the Riverton Yacht Club.*

sailed. A summer series was sailed in August and September despite very light air and many vacations.

September 25 and 26 we held our Fifth Annual Fall Regatta. We had heavy air for the two races on Saturday and light air and lots of tide for Sunday's race.

October 16 the club officially closed for the season. Boats were taken home and floats were taken out of the water.

December 4 the fleet had its annual covered dish dinner. Many races were resailed and it was noted that our fleet was represented at regattas at Bay Head, Little Egg, Metedeconk, Surf City, Red Dragon, Baltimore, Quantico, the Nationals at Bay Head, the World's at Naples and at the Southern Circuit. We also remembered Djoerd Hoekstra winning his first club race on a very windy day after Richard Lippincott and Dale Allen both capsized on a close spinnaker reach. During the district regatta a storm came up in the middle of the night causing the Johnson's boat to pull anchor and sail itself across the river and hide between two old Liberty ships.

Our skippers are busy sailing, but still have time to take an interest in the running of the Yacht Club. Next year Commodore Pickens, Secretary Alperin and two Board of Directors members Allen and Crew are from our fleet.

We are sorry to see our 1964-65 fleet captain Dave Johnson change jobs and move to Dayton, Ohio, but we feel the fleet will continue to make great strides with Dick Prewitt as next year's captain.

## RED DRAGON CANOE CLUB (357)

Sailing on The Delaware River at Edgewater Park,  
New Jersey

Fleet Captain.....Armond R. Tomassetti  
Fleet Secretary.....Robert S. Malcomson  
Fleet Champion.....Franz K. Schneider, Jr.  
Fleet Runner-Up.....Armond R. Tomassetti

Boat No.	Boat Name	Skipper
311	What's Next	Harry Williams
1477	Jackie	Armond R. Tomassetti
4774	Hustler	Martin Gennett
5092	Whistling Wings	Robert S. Malcomson
6119	.....	Harold Thesen
6577	Twenty-Twenty	Edward Weiss
6929	.....	George Rhawn, Jr.
7278	Hi & Dri	Hy Winitzky
8379	Ta'Aroa	Franz Schneider
8782	Mamma's Mink	Bob Wolcott
9110	.....	John S. Entwisle

Fleet 357 continued its steady growth and had a relatively active season this year.

Through the winter months we had three social gatherings. We met at the Schneiders', Winitzky's and the Rhawns'. These were well attended and a good time was had by all.

Our sailing season opened with the Riverton Thaw Out Series. We sent two boats for an upper middle of the fleet showing.

May 8th was the starting date for our club spring series which ran through to June 26th on Saturday afternoons. First place went to Franz Schneider in Ta'Aroa followed by Bob Tomassetti in Jackie and Marty Gennett in Hustler.



On July 4th, the club initiated a new Independence Day Regatta which was open to club members only. This was a highly successful event. Again Franz Schneider was first. George Rhawn was second and Ed Weiss was third. The racing was followed by cocktails and a cook out on the club lawn.

During the summer season our boats sail in the regatta circuit. Franz Schneider sailing, with his wife, Sheila, was third at the Riverton Governor's Cup, fourth in the North American President's Cup at Bay Head, and third again at the Riverton Invitational Regatta in September. Bob Malcomson won his first regatta silver since his boyhood with a third in the Oxford Regatta.

For the third straight year, George Rhawn won our Open Regatta on Labor Day. Richard Lippencott and Dick Johnson of Riverton were second and third. This series was really a close contest with the results undecided until literally the last leg of the last race.

We attempted to work our fall series in around the local area fall regattas with poor success. This was primarily the result of poor communications which caused a poor turn out. Fortunately, Dr. Gordon Buzby and Dr. John Pfister of the Great Egg Harbor Fleet joined our group. This made the racing much more interesting. First went to Franz Schneider, second to Bob Malcomson and third to Dr. Buzby. Plans are under way to make next year's Fall Series a scheduled C.A.D. event open to all Lightnings.

### NORMANDY BEACH YACHT CLUB (366)

#### Sailing on Barnegat Bay, Normandy Beach, New Jersey

Fleet Captain..... Edward N. Schwalje  
Fleet Secretary..... R. T. LaPier  
Fleet Champion..... Alan Ruiter  
Runner-Up..... R. T. LaPier

Boat No.	Boat Name	Skipper
270	Static	Edward N. Schwalje
6884	Trident	George G. Stier
7044	.....	Troy Thrower
7511	.....	Nancy Bambara
8103	Sam	Alan Ruiter
8488	.....	Albert P. Luscombe
8622	Puff	Marcia D. Walker
9156	.....	Bill Burkhart
9546	Hot Canary	Ted LaPier

In our second full season as a chartered fleet, Normandy Beach Lightning sailors were joined by four new crews. Nancy and Tony Bambara, experienced sailors but new to Lightning racing, gave the leaders some anxious moments on several occasions. So did Bill Burkhart in his new fiberglass boat, crewed by son Kim, who's learning fast, and pretty wife, Dot. Dr. Troy Thrower and his sons progressed very well, too. Those boys are going to be great competitors! Lastly, foredeck man (don't you believe it!) Beverly Green, husband Bob as crew chief, and helmsman Ted LaPier entered the glass "Hot Canary."

Nine races of a Sunday series are squeezed into the short season. The expert Ruiter, Alan at the helm with David and father Jake crewing, again made "Sam" fleet champion with four firsts. The "Hot Canary" came second, also with four firsts, but with less consistency otherwise, including a wet DNF in the final race. Ed Schwalje, finishing third for the season, is always dangerous in a boat that weighs over 900 pounds. Make a mistake and you look up at 270's transom. Marcia Walker and her Fleet Captain dad sail "Puff" beautifully and only a capsized in the last race dropped her to fourth for the series.

Unfortunately only two of our fleet qualified in the Barnegat Bay YRA Championship Series. The "Hot Canary," Jim Green as skipper, finished third in this very hot circuit. The Saturday on which Normandy Beach hosted saw over 200 boats racing in several classes, an all-time record for the BBYRA. In other activities Alan Ruiter added to his honors, and our pride in him, by becoming national Sailfish champion at the regatta at Brant Beach.

## CENTRAL NEW YORK DISTRICT



Skinner Reynolds, winner of CNY Yacht Racing Association's Lightning Class Championships, flanked by happy crew Mary Etta Reynolds and John Abbott. Hugh Dietz has been proclaimed "best dressed District Champion in CNY history."





District Commodore: Barney Smith  
 District Secretary: Jeff Penfield  
 District Champion: Hugh Dietz  
 District Runner-Up: Dr. Jeff Penfield, Thousand Islands (382).

Fleets: Skaneateles Country Club (1); Onondaga Yacht Club (10); Mayfield Yacht Club (13); Newport Yacht Club (77); Great Sodus Bay (108); Red Jacket (125); Conesus (140); Owasco (149); Cazenovia (164); Henderson Harbor (225); Keuka (252); Brockport (267); Galway Lake (338); Thousand Islands Fleet (382).

There were five regattas for Lightnings in our District this summer:

July 17-18: Lakeshore Lightning Squadron Regatta, Newport: Won by Dick Hallagan.

July 30-Aug. 1: Central New York Yacht Racing Association, Skaneateles: Won by Sinclair Reynolds.

August 7-8: District Eliminations, Mayfield: Won by Hugh Dietz.

August 28-29: Sodus Bay Invitationals. Won by Bob Woolman.

Sept. 11-12: Onondaga Invitationals: Won by Howell Finn.

Will Merritt and Ed Dean were our cordial hosts and regatta chairmen for our District Championship regatta at Mayfield Yacht Club on beautiful Sacandaga Reservoir. Twenty-two boats competed under the keen and vigilant scrutiny of our perennial and indispensable race committee chairman, Wes Farrell, ably assisted by Frank Unbehahn. Winds were light, variable, and generally inscrutable, with results devastating to some of our gallant competitors. The regatta was won by Hugh Dietz of Skaneateles, with Jeff Penfield of Cazenovia one point behind in second place.

In regattas outside the District, Dick Hallagan gave the "pros" some fierce competition, proving that a good furniture-builder can match a good boat-builder most any day. He placed second at Silver Lake, and 5th out of 89 boats at Quantico Regatta. Dave White, also, showed his fine competitive style by placing 11th at Quantico.

Increasing interest in competitive Lightning sailing in our district is evident in many new boats, both wood and fiberglass, registered this year. Also we are happy to welcome the newly chartered "Thousand Islands Fleet," No. 382.

## SKANEATELES COUNTRY CLUB, INC. (1)

### Based on Skaneateles Lake, New York

Fleet Captain.....W. Howell Finn  
 Fleet Secretary.....David White  
 Fleet Champion.....S. G. Reynolds, Jr.  
 Runner-Up.....W. Howell Finn

Boat No.	Boat Name	Skipper
5905	Gotcha	Pete Paullin
6490	Drumfire	R. C. Petura
7086		Thomas Brunton
7419	Oh Lady	Whiton Powell
8555	Anticipation	David W. White
9105		Hugh Dietz
9557	Wild Goose IV	S. G. Reynolds, Jr.
9635	Sparkling	
	Burgundy	W. Howell Finn
9653	My Fair	
	Lady II	K. E. Crotty

Our long awaited hoist proved to be everything the Lightning sailors could have hoped for. It became operational the weekend following Memorial Day, and from that moment on Fleet #1 became dry sailors en masse.

Although our regular racing group was lean in numbers, it was generally agreed we lacked nothing when it came to quality. This was primarily attributable to the influx of new 1965 boats—skippered by Reynolds, Crotty, and Finn—plus the return of Dave White after two seasons of racing in southern waters while serving in the Armed Forces. The hard core starting five of 8555, 9105, 9557, 9635, and 9653 could always look forward to an extremely tight scramble right to the finish line.

The week end of July 30-31—August 1, the Skaneateles Country Club hosted the CNYRA Regatta. The success of this event was enhanced and made possible by the able committee chairmanship of Ken Crotty plus the availability of the new hoist. There were 10 one-design classes competing, totaling 164 boats. As seems to be customary with the centrals, our winds were not conducive to fun racing. The sailors suffered through two days of drifting and then the final day there was no racing at all thanks to 30-35 mph winds.

On a District level, Skaneateles sailors performed notably. Chugger Dietz won the Districts at Sacunoaqua Reservoir. Ace Finn and Dave White sailed one and two respectively at Onondaga and Skinner Reynolds won the Centrals. Dietz also sailed in the championship fleet in the North Americans at Little Egg Harbor. Nice going, Hugh.

Next summer the SCC is eagerly looking forward to hosting the Central New York Districts.

## FLEET RACE RESULTS—1965

### Trophies awarded at Sailing Dinner—LIGHTNING CLASS

#### 1st Saturday Series—

1. Skinner Reynolds
2. Ken Crotty
3. Pete Powell

#### Sunday Series—

1. Hugh Dietz
2. Skinner Reynolds
3. Ace Finn

#### 2nd Saturday Series—

1. Skinner Reynolds
2. Ace Finn
3. Ken Crotty

#### July 4th Long Distance Race (boat handicap)—

1. Chris Follows
2. Hugh Dietz
3. Ralph Zulak

#### Labor Day Long Distance Race—

1. Ace Finn
  2. Ken Crotty
  3. John Abbott
- All Lake Regatta  
 1. Ace Finn (Overall Winner)

## MAYFIELD YACHT CLUB (13)

### Sailing on Sacandaga Reservoir at Mayfield, New York

Fleet Captain.....Will Merritt  
 Fleet Secretary.....Stephan Mithoff  
 Fleet Champion.....Ed Kruszona  
 Runner-Up.....Dexter Bellamy



"Starboard!" — action in Fleet 13.



Boat No.	Boat Name	Skipper
76	Imp	Clyde Oberist
1187	Adam's Rib	Stephan Mithoff
2393	Scamp	Max Swietlik
5138	Firefly	L. T. Jester, Jr.
7333	Hekate	W. D. Bellamy
8203	Roulette	E. K. Dean
8494	Loki	Will Merritt
8591	Smoke	Ed Horstkotte
8899	Escape	Ed Kruszona

Lightning Fleet 13 had an active season this summer. Sixteen Sunday races were held, and in addition we were hosts for the Central New York District Regatta. We enjoyed beautiful winds all season until August 7, the first day of the "Districts."

The first series of eight races was won by Ed Kruszona, followed by Will Merritt and Dex Bellamy. The second series by Kruszona, followed by Mike Swietlik and Bellamy. Final standings were Kruszona, Bellamy, and Merritt. Although no award was given for improvement, it should have been, because Max Swietlik and his two boys (Mike is skipper) have shown us what can be done with an old boat if you have a desire to compete.

Being hosts for the District Regatta was a first for the Mayfield Yacht Club, and we were fortunate to have so many experienced sailors from the district who made the regatta a success by serving on the committee boat as well as other necessary functions.

### NEWPORT YACHT CLUB (77)

#### Sailing on Irondequoit Bay, Rochester, N. Y.

Fleet Captain.....	Roland Paul
Fleet Secretary.....	Ernie Hamilton
Fleet Champion.....	Bob Woolman
Runner-up.....	Warren Duerr

Boat No.	Boat Name	Skipper
79	Black Knight	Thomas Hafner
458	Quest	Ernie Hamilton
749	Commotion	Dennis Doyle
808	.....	Norm Thayer
1583	Presto	Dom DeVasto
2850	.....	Ken Morton
3410	Miss Hannah III	Al Fields
3467	Noah	Jacob Schaechter
3480	.....	Charles Hohman
3542	Eye-Aye-Ei	Max Presberg
3544	.....	John Wade
3608	Guppy	Ernie Hamilton
4724	George	Arnie Sahs
5935	Kelpie	Allen Hamilton
6201	.....	O. H. Volting and Roland Paul
6803	Islander	Dr. Wm. Craver
7528	Esperanto	Dick Andrews
7535	Cordelia	Ray Mercier
7632	Eagle	Jack Miller
7974	Spindrift	Warren Duerr
8006	Windswept	Allan Perry
8322	Whitecap III	Bob Jamison
8536	Trop Chere II	Robert Woolman
8755	Blue Jacket IV	John McIntosh
9386	Anwyl	Russ Morton
9468	Seacall	Leo Stornelli
9732	Honey Moon	B. Weller

The activities this year began with winter race improvement sessions on alternate Friday nights. Ice skating rounded out the weeks while the bay was frozen.

In May, the outside of the clubhouse was painted with the help of all the fleets at the club. Most of the paint went on the clubhouse. The Spring was also a time of work, repairing the unusual amount of winter ice damage to the wet sailing docks. Some pilings had to be replaced.

In the latter half of May, several tune-up races were run leading up to the annual Burns-Hanna Handicap Series on Memorial Day. Roland Paul, our fleet captain for 1966, won this one going away.

The season had barely started before the tip-over trophy—given to the boat to capsize first for the year—was won by Leo Stornelli's new "Seacall." However, there is still some debate as to who had the tiller at the moment of tip-over. Warren Duerr claims he just touched the tiller for a moment. In fact, the whole

Spring Series was sailed in high winds, causing two of the races to be cancelled. This didn't hinder Bob Woolman and his fine heavy-weather crew. They won four out of the eight races sailed, for first place in the Spring Series. Warren Duerr was runner-up.

In the Summer Series, Bob Woolman won the next four races straight and went on to win this series, too. Last year's Fleet Champion, John McIntosh, finished in second place.

The Fourth of July Balloon Race, a fun race with all boats carrying large crews of children, ended in a hurry as a squall line crossed the bay and at the 150 only one released balloon was fished out of the water.

Unfortunately, the fleet lost Bob Woolman to the State of Connecticut, though this did give others a chance to win occasionally. Warren Duerr captured the Late Summer Series with consistently fine sailing. John McIntosh was again second.

Over the Labor Day weekend, Al Fields won the Missal Handicap Series.

The high, gusty winds returned in the Fall, giving us a real workout and causing even some old hands to capsize. Don Ogren, a new co-skipper of "Spindrift," sailed through all the puffs to win the Fall Series, with Bob Jamison following close behind.

A special award is given each year to the skipper who improves his performance the most over his season's standing the year before. Russ Morton earned this trophy by moving from 12th place in 1964 to fifth place in 1965. Runner up was Bill Craver, who came from eleventh place up to seventh.

Russ Morton really deserves another award for managing to have another boat collide into his port beam twice, breaking the shrouds and twice breaking his mast!

### GREAT SODUS BAY LIGHTNING FLEET (108)

#### Sailing at Sodus Bay, Sodus Point, N. Y.

Fleet Captain.....	R. W. Hallagan
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Boat No.	Boat Name	Skipper
2756	North Wind	William Morley
6693	Merry	Charles W. Hallagan
6698	Chaos	Dick Brown and Bob Bloomer
7723	Little Toot	Al Hosford
9239	Razzlefratz III	Dick Hallagan

Lightning sailing at Sodus seems to be going through a low period just now, especially with the surge of "off-shore cruising" in bigger boats, and the loss of old-time regulars. The owners of the eight or so Lightnings seem more content with day sailing and golf. A few of us are hoping the cycle will complete itself and again Lightning activity will appear on the bay.

The writer seems to be the only active skipper. On Sodus Bay in free-for-all races, the Lightning proved far superior to L-16, Thistles, and Thunderbirds.

To recover the interest at Sodus, the possible Lightning sailors ask: "Why are the fiberglass boats so expensive? What about all the professionals in the class? Do the older boats really have a chance?"

(Editor's Note: A glance through the pages of this Year Book should answer all these questions, as well as display the vitality of the Class.)

### RED JACKET YACHT CLUB (125)

#### Sailing on Cayuga Lake, Seneca Falls, New York

Fleet Captain.....	Andy Batty
Fleet Secretary.....	Ed Adler
Fleet Champion.....	Andy Batty, Pete Bodine, George Cumm
Runner-Up.....	Clyde Osborn

Boat No.	Boat Name	Skipper
555	.....	Carl Rech
2254	Alice	John Felton
2784	Wild Goose I	Ed Adler
6806	Thor	Barney Smith
7013	Whooz Turn	Andy Batty, Pete Bodine, George Cumm
7721	La Donna Juana	Clyde Osborn
8959	Wild Goose	Bob Gridley

1965 was a good year for Fleet 125. With only four boats in 1964, the beginning of the season looked bleak. Then, after



a delay of nearly two years, Clyde Osborn finally received his boat from South America. New member Bob Gridley brought into competition No. 8959, which was 1964 North American Champion, and needless to say, this put all skippers on their toes.

Late in the season, Carl Rech joined the club with No. 555, and we ended the season with seven boats. Barney Smith sold his boat after the sailing season was over to club member Leo Soucy, and Barney expects to have a new boat next year. We look forward to ten or more Lightnings in 1966.

Competition was the best in several years, but it still remained a difficult task to catch the tri-skipped "Whooz Turn" and the trio won the Morehouse Fleet Championship Trophy.

#### Race Results

1. Memorial Day Series
  - (1) #7013—Andy Batty, Pete Bodine, George Cumm
  - (2) #8959—Bob Gridley
  - (3) #2784—Ed Adler
2. 1st Series
  - (1) #7013—Andy Batty, Pete Bodine, George Cumm
  - (2) #8959—Bob Gridley
  - (3) #7721—Clyde Osborn
3. 4th of July Series
  - (1) #2784—Ed Adler
  - (2) #7013—Andy Batty, Pete Bodine, George Cumm
  - (3) #7721—Clyde Osborn
4. 2nd Series
  - (1) #7013—Andy Batty, Pete Bodine, George Cumm
  - (2) #2784—Ed Adler
  - (3) #7721—Clyde Osborn
5. Labor Day Series
  - (1) #7013—Andy Batty, Pete Bodine, George Cumm
6. Labor Day Handicap Series
  - (1) #2784—Ed Adler
  - (2) #7013—Andy Batty, Pete Bodine, George Cumm
  - (3) #7721—Clyde Osborn

#### CAZENOVIA LIGHTNING FLEET (164)

##### Sailing on Cazenovia Lake at Cazenovia, N.Y.

Fleet Captain..... Nelson Niehardt  
 Fleet Secretary..... M. H. Pindell  
 Fleet Champion..... Peter Dieffendorf  
 Runner-Up..... A. J. (Jeff) Penfield

Boat No.	Boat Name	Skipper
1	.....	T. Hume Laidman
87	.....	Ralph Resnick
182	Red IV	Nelson Neidhardt
356	.....	Bud Pulver
373	Meri Kris	Richard Dower
1350	.....	A. Gordon Wheler
1905	.....	Wm. Gulick
3412	.....	Gordon Phillips
4687	.....	Jesse Silverman
5892	Pinion	Peter Dieffendorf
5893	Flip	Eugene Gettel
5894	.....	Jerry Weiss
5974	Polaris	Harry Fogarty
6077	Shamrock	Don Jaquith
6491	McCorkle	Dr. A. J. Penfield
6804	Le Mistral	M. H. Pindell
7087	.....	Howard Sabin
7214	Rae	Dr. Louis Alkoff & Bernard Shoninger
7244	Foamy	Wm. Waibel
7273	Doregasa	Dr. Donald B. Sanford
7549	Rainbow	Victor Cole
9147	.....	Philip Falso and Robt. Cornett
9178	.....	M. S. Weedon
9305	.....	Robt. E. Lee
9334	.....	John H. Griffiths, Jr.

A new champion was crowned in the Senior Division this past year with Peter Dieffendorf sailing off with first place for a 21-race season. Dr. A. J. (Jeff) Penfield finished in second place and was winner of the Saturday series with Dieffendorf winner of the Sunday series. Jeff Penfield finished second in the District and third in the Central Championships. Robert Lee and John Griffiths also finished in the top ten in the District this year.

Several new fiberglass boats joined the fleet and made it a bit difficult for some of the wooden boats. An average of 10 to

12 boats competed in each of the races in addition to a fun-for-all Wednesday evening series.

Cathy Penfield won the annual Crewettes race in a very stiff wind.

The Junior Fleet became even more prominent this past year and some of the youngsters could give advice to the Seniors. A Junior Lightning Fleet of 6 or 7 boats raced on Tuesdays and Thursdays. This year's champion was Terry Pindell sailing 6804.

David Penfield won the Charter Member's Cup with his mother as crew and sailing against the Senior Fleet.

The Hulek Junior Regatta held at the Rochester Yacht Club was won by Trudy Fogarty and Pam Pindell.

#### KEUKA LAKE FLEET (252)

##### Sailing on Keuka Lake, Hammondsport, New York

Fleet Captain..... George Kalinich  
 Fleet Secretary..... Mike Kalinich  
 Fleet Champion..... Bob Lowry  
 Runner-Up..... Hank Young

Boat No.	Boat Name	Skipper
280	Jennie	Fred Schaaf
501	Zipper	Hank Young
695	Gee-Jay	George Kalinich
1236	Jamp	Dr. R. Patrizio
3361	More Trouble	Larry Korner
4904	Kim	Bill Brown
7058	.....	Bob Lowry

Sailing on Keuka Lake for the 1965 season could only be termed "wonderful." Good winds and fine competition prevailed.

Spice was added by newcomer to the fleet Fred Schaaf & Co., who gave the regulars a few bad moments during the racing schedule.

Larry Korner took a few "friends" out for an afternoon spin in "More Trouble" and it turned out to be just that . . . as they capsized . . . with friends like that, who needs enemies!

The Lightning Fleet at Keuka is very proud to announce that Hank Young has been elected Commodore of Keuka Yacht Club for the coming year. This is a first for the Lightning Fleet. Remember! Happiness is a starboard tack!

#### GALWAY LAKE LIGHTNING FLEET (338)

##### Sailing on Galway Lake, Galway, N.Y.

Fleet Captain..... Robert H. Denham  
 Fleet Secretary..... Richard Millard  
 Fleet Champion..... Richard B. Millard  
 Runner-Up..... Kenneth E. Buhrmaster



*Fleet champion Dick Millard and crew on one of the better days at Galway Lake.*



Boat No.	Boat Name	Skipper
316	Wich-One	Dale H. Brown
394	Mamma's Mink	Robert H. Denham
1272	.....	D. S. Tiffany
2690	Eleanor C	Dr. William Seymour
3455	.....	Harry J. Baldwin
5155	Five Belles	James Dickson
6515	Restless	Richard B. Millard
7809	.....	Kenneth E. Buhrmaster
9241	Bottom Zup	Everett S. Holden

Our Fleet consisted of eight boats for the 1965 year, although three of them were not in the competition for one reason or an-

other. The skippers promise that next year will be different. We also anticipate that one more boat will be added to the fleet for the coming year.

Although fleet champion and runner up remain the same as last year, this is not indicative of the close competition of all boats which went right down to the wire at the end of the summer.

The winds were either at equipment breaking levels or drifters, giving us only about a fifty percent season.

Speaking of the wind at Galway Lake, #7809 was used to tow a surfboard one afternoon until the board submarined and tried to plow a furrow in the bottom of the lake. No harm was done, but it did cause some fast scrambling on deck.

## CENTRAL STATES DISTRICT REPORT

District Commodore: Stan Brander

District Secretary: Jack Zink.

District Champion: Gordon Reabe

District Runner-Up: Bruce Brand

Fleets: Jayhawk (60); Tulsa Sailing Club (205); Quachita (284); Fort Gibson (293); Odd Winds (296); Oklahoma City (343); Springfield (363).

Competition continues to grow more intense in Central States District Lightning fleets. As in other districts, increasing numbers of new fiberglass boats are appearing. To the disappointment of some of their owners, however, the skipper and crew still seem to be the most important ingredients for success.

On June 24, 25, and 26, Lake Fort Gibon, Oklahoma, was again the site of the annual District Regatta. As usual the Western Hills Lodge provided an excellent base of operations. Twentyfour boats registered for the regatta, consisting of a tune-up and five races for the district championship.

Early arrivals on Wednesday managed to get the partying started. Final adjustments in boats and personnel were being made Thursday morning in preparation for the afternoon tune-up race. Starting with almost no wind, the breeze freshened as the race progressed. District Secretary Bill Mullens found the wind early and sailed on to his first (and only) finishing gun of the regatta.

The first race on Friday morning was sailed in pleasant 8 to 10 mile an hour southerly winds. Stan Brander took first, followed by Jack Zink and Gordon Reabe in that order.

Following a break for lunch the first of two scheduled afternoon races was sailed in somewhat heavier winds and threatening weather. Reabe took first in this race followed by Brander and Don Skouse. The squall hit just as the last boats were crossing the finish line, and it was a wild one. Visibility dropped to zero instantly. The wind blew. Needless to say, everyone was quite busy. There was only one capsized, but with multiple abrasions that was the end of racing on Friday.

On Saturday, the winds were 20 to 25 miles an hour and up throughout the day. Consistency, courage, and sound equipment paid off in the remaining three races. After putting together a second and a first, Brander suffered a heart-breaking capsize in the final race when two hiking straps let go. Finishes for the last three races were as follows: Third race—Houston 1st, Brander 2nd, Caudle 3rd; fourth race—Brander 1st, Skouse 2nd, Brand 3rd; fifth race—Zink 1st, Skouse 2nd, Houston 3rd.

When the final scores were tabulated, Reabe with fourth place in each of the last three races was well in the lead followed by Brand and Houston.

The awards dinner and annual meeting were held at the lodge on Saturday evening. Stan Brander of Tulsa, Oklahoma, was elected District Commodore for 1965 and appointed Jack Zink as District Secretary. The 1966 regatta will be held for the fifth straight year at Lake Fort Gibson in June, 1966. Fleet No. 205 of Tulsa, Oklahoma, will be the host fleet.

Pos.	Boat No.	Fleet	Points
1.	Gordon Reabe	9451	296
2.	Bruce Brand	7935	296
3.	Gaines Houston	7655	284
4.	Stan Brander	9460	205
5.	Jack Couchman	8643	296

### JAYHAWK FLEET (60) Based on Shawnee Lake at Topeka, Kansas

Fleet Captain.....	Colby Hamilton
Fleet Secretary.....	Wendell Ives.
Fleet Champion.....	Bob Jones
Runner-Up.....	Ralph Persson

4545	Windfall	Gary R. Stearns & Richard Greer
5228	Rubric	Edward Turner
6779	Nellie Mae	Wendell Ives
7001	Jayhawker	Bob Jones
7461	Prairie Nymph	Ralph Persson
7663	.....	Ken Bergmeir
7960	Jayhawker II	Bill Schwartz
8368	Rose Behr	John Behrmann, Rosewell Cofran III
8761	.....	Coby Hamilton

Boat No.	Boat Name	Skipper
772	.....	Steve McGinnis
906	Sea Duce	John Gall
1063	Tac-Less	Arthur Cherry, Fritz Remmele, and Don Schnacke
1268	Lively Lady III	Chet Ebey
1301	Sea Scouts	Roy Hatkey, Ship 69
1699	.....	Wm. Merrilat
2661	Ricaboo	Byron Boon
2904	Waha	R. A. E. (Dick) White

Activities for the 1965 season got under way March 7 with a get together. A program for the season was planned.

A challenge series of races, which are separate from the regular scheduled races, was won by Colby Hamilton.

Social activities of our Shawnee Yacht Club were enjoyed by skippers' families and friends which included invitational regattas and moon light parties.

Sea Scout Ship 69 here contributed greatly to the maintenance of the facilities of the fleet and yacht club—future Lightning skippers in the making.



## TULSA SAILING CLUB (205)

### Sailing on Lake Yahola, Tulsa, Oklahoma

Fleet Captain.....Harris Squire  
Fleet Secretary.....Velma Romeis  
Fleet Champion.....Stan Brander  
Runner-Up.....Jack Zink

Boat No.	Boat Name	Skipper
30		Roy E. Thomas
120	Gail	Eugene Hunt
439		Dick Liebendorfer
836	Windswept	R. R. & R. J. Huff
1704	Impromptu	Joe Lennart
3931	Sea Lamb	Velma Romeis
4275	Mrs. E.	Harry Ells
7045	Sugarfoot	Art Murphy
7115	Shoo	Lyle Fogle
7402	Piranah	Robert Spillers
7747	Alice BEE	Virgil Berry
7831	Impromptu Too	R. P. Lennart
7832	Kate Too	Frank Ziegler
7901	Dorothy's	Irving Lang
7999	Jeudi	Russell Howard
8258	Sprightly Lady	Dave Lhevine
8332	Tally Ho II	Charles Westgate
8373	KayJee IV	Cleve Spillers
8667	Lolly Pop	Jack Zink
8975	Porcelin Bull	Harris Squire
9060		Fred Mock
9257	Lady Spray II	James Boyd
9460	Tattle Tale	Stan Brander
9470		John Fanning
9471	Sea Wolf	Phil Caudle

The 1965 season got under way in late April with 40 races being sailed by the last of October. This was an active year, and our Fleet grew by several new boats and members. Fred Mock bought 9060 from Stan Brander, who later purchased 9460. Dr. John Fanning joined the Club and added 9470 to the roster. We were all pleased to see Phil Caudle back in the active ranks with 9471.

The first series sailed was the annual Tune-up Series where each boat's position was corrected based upon its finishes in each of three races. Harris Squire was first in "Porcelin Bull," followed by Frank Ziegler and Charley Westgate.

The next series was in reality a one race affair for the Reisher Memorial Trophy. Again Squire showed his winning form, followed again by Frank Ziegler, and then Bob Lennart.

The Standard Magnesium Trophy Series, a three race series, was next. This time Jack Zink took the honors with Cleve Spillers and Bob Lennart accompanying him in the winner's circle.

The Tulsa Bronze Series, again three races, found Stan Brander taking the final gun with Phil Caudle second and Jack Zink third. At this point the Fleet Championship scoreboard showed that our new Champion would not be determined until the results of the Ziegler Trophy Series were posted. Four boats were closely grouped for first place—namely: Caudle, Zink, Squire and Brander, with Bob Lennart only a few points out.

On Labor Day the Club held its annual Handicap Series where the boats were handicapped based on their performance during the year. This was won by Robert Spillers, followed by Gene Hunt and Frank Ziegler.

The Ziegler Series was sailed in a variety of weather. The first race started in light airs that rapidly increased to 25 MPH with gusts being recorded at 35 MPH. Brander took this race with Zink second and Caudle third. Bob Lennart placed fourth, and Squire all but eliminated himself when he swamped. By the time he had bailed dry the best he could manage was a tenth. The second race was again sailed in heavy air, and this time saw Jack Zink get the gun with Brander second and Lennart third. Caudle had slipped to a fourth, and Squire was now out of the picture by virtue of a DNF when he brushed the windward mark.

The third race was started in light air of about 6-8 MPH, but later reduced to nothing. Lennart won the start with Caudle a fair second. Zink and Brander were at the wrong end of the line with Brander to windward, but Zink managed to break the cover and move into fourth place behind Squire. On the second weather leg Zink sailed into a flat spot and was never able to recover. Caudle moved into first place with Lennart, Squire and Brander following. On the last drifting weather leg Caudle held his lead, but Lennart dropped Squire and Brander, and Brander

managed to move into second place at the finish line. The overall results showed Brander first with 28 points, Caudle second with 25, and Zink one point out in third with 24 points.

In 1965 the Club decided to split the Fleet into two divisions, the Gold and Silver Divisions, with adjustment dates to move the faster and slower boats from division to division. These results follow:

#### 1st SERIES

Gold:

1. Squire
- 2.)
- 3.) Three way tie; Spillers
- 4.) Ziegler & Brander

Silver:

1. Westgate
2. Fogle
3. Boyd

#### 2nd SERIES

Gold:

1. Brander
2. Squire
3. C. Spillers

Silver:

1. Caudle
2. Berry
3. Mock

#### 3rd SERIES

Gold:

1. Caudle
2. C. Spillers
3. Zink

Silver:

1. Howard
2. Ells
3. Hunt

#### 4th SERIES

Gold:

1. Squire
2. Caudle
3. Lennart

Silver:

1. Ellis
2. Howard
3. Westgate-Boyd (Tie)

As mentioned earlier, the Ziegler Series proved to be the deciding factor for determining the new Fleet Champion. Stan Brander gets the hardware for the year with 81 points. Jack Zink was second with 78 points, and Phil Caudle third with 72 points.

Our Fleet's showing at the Districts should have been better. We ended the five race series with Brander 4th, Caudle 6th, and Zink, Squire and Lennart 8th, 9th and 10, respectively. This does not reflect the individual finishes of these boats; however, since Brander, Zink, Squire and Lennart were only able to count 4 races each.

Jack Zink trailed to Bay Head for the Nationals and placed 24th in the President's Cup. Congratulations, Jack. This is the first time that a member of the Central States District has qualified higher than the Governor's Cup, and this year Jack missed qualifying for the National Fleet by only one point.

Our thanks to Jack Zink under whose leadership the Club functioned so smoothly this year, and to the Explorer Scouts who faithfully furnished us with race committees throughout the summer.

We look forward to an active season next year, and again a healthy growth in the size of our Fleet.

## FORT GIBSON SAILING CLUB (293)

### Sailing on Fort Gibson Lake, at Wagoner, Oklahoma

Fleet Captain.....John Howard  
Fleet Secretary.....Dan Toll

Boat No.	Boat Name	Skipper
180	Call Me	Lee Bentley, Jr.
	Madam	
3458	Rotsa-Ruck	Bob Parkhurst
4342	Between the Sheets II	Dan Toll
5775	Eros	John Howard

The most concentrated Fleet effort this year came in the first annual Ft. Gibson Sailing Club Relay Race with three boats competing on as many teams. John Howard sailed the class to a berth on the winning relay team. Skippering the other two boats were Bill Quisenberry in Lee Bentley's craft and, Bill's daughter Pam, piloting Dan Toll's boat.

We were sorry to see Ken Damon switch to another class and sorrier still when he moved back east to Syracuse. We shall all miss a keen competitor.

The FGS Club now has 22 skippers and embraces some 14 classes.





Twenty-three of the 36 Lightnings which answered the gun at Fleet 296's Labor Day Invitational Regatta.

### ODD WINDS FLEET (296) Sailing on Jackson County Lake, Jackson County, Missouri

Fleet Captain ..... Jack Couchman  
Fleet Secretary ..... Don Hagemann  
Fleet Champion ..... Gordon Reabe  
Runner-Up ..... Don Skouse

Boat No.	Boat Name	Skipper
1787	Work Pau	Robert M. Hoover & Wm. F. Hoover
1801	Carma III	Don Mnookin
2246	.....	Jim Bolas
2514	Sinbad	Phillip S. Oram
2555	.....	Frank Meyers
2715	Alibi	C. W. Arnold
2888	Lonnie	H. L. Baughn
3339	Black Duck	George H. Gurley
3457	.....	Wayne Bonebright
3479	Misconduct	Wesley Brient
3764	Yare	Lynn Baier
4002	Hope	Lynn V. Bowman
5124	.....	Dan Truog
5203	Fede	William Hunter
5465	.....	Robert Molgren
5472	G Whiz	James Nicol
5705	Mobile	Ted Raymond
6060	Home Wrecker	William C. Unger, Jr.
6408	Burley	Carrol C. Kennett
6464	Escape	Van & S. Preston Williams
6555	Luffer Boy, Jr.	William Collier
6608	Laurie Nan	Warren Metzinger
6706	Relda	Milton Adler
6950	Heartilee	Richard O. Joslyn
7040	.....	Robert Raisbeck
7060	On The Rocks	Karl Schmidt
7481	Geisha	John Horner
7551	.....	Richard Nelson
7626	Hustler	Robert Cunningham
7740	.....	John Leifer
7935	Brand-X	Bruce Brand
8142	Sea Fever II	Dr. Richard H. Kiene
8160	.....	Don Hagemann
8428	Merry Gale Too	Dean Arnold and Mark Arnold
8568	Willie G.	Paul Allin
8643	.....	Woody Matthews
8844	Widgeon II	Charles W. Dalman
9196	Young Luffer	Gerald Young
9202	Camar II	William Spann, Jr.
9203	Hi Hopes	Donald G. Skouse
9423	Pabu	Ralph Passman
9451	Rutchen III	Gordon Reabe
9495	Winsome Annie	William R. Mullins
9578	.....	Robert E. Morganthaler

9684	Miss T. Kupp	Mrs. Clark Kuppinger, Mitch and Kip Kuppinger
9743	Apache II	Willie Davis Jack Couchman

Our fleet averaged twenty-three boats per race this year, sailing with sixty boats of other classes in the JACOMO SAILING CLUB.

We kicked off the season on a windy May 16th, with "our thing," the MO-KAN. This regatta pits a team of Kansas Raiders against a team of Missouri Vigilantes. The Missouri team, led by Don Skouse and Dean Arnold, captured the trophy this year, evening out the series at one apiece.

In our Spring Series, last year's champ, Gordon Reabe, bombed us all. Sailing his new fiberglass boat with his wife and one of his four children alternating as crew, he captured first, with Dean Arnold taking second.

Eight of us trailed to Oklahoma for a crack at the Districts held the last weekend in June. Plenty of wind down there too, including a vicious storm which scattered us all over Lake Fort Gibson, and blew some luckier ones back to the bar for martinis and goodies. We brought home three trophies, some bruises, and lots of experience. Through consistent sailing, Reabe captured the District crown, with Bruce Brand second, and Jack Couchman fifth.

Bruce Brand won the Fourth of July Regatta, which was sailed in light to moderate airs. Young Mark Arnold grabbed second. Some of our sailors got their licks in at the Lake Shawnee Invitational in Topeka (Kansas) in mid-August, with Bill Collet taking first and Bruce Brand taking third.

We started thirty-six Lightnings of a total of 130 boats in the Labor Day Regatta. We welcomed sailors from St. Louis, Topeka, and Tulsa who figured out our shifty winds quickly. After the first two races it was Reabe with two firsts, and Tulsa's Stan Brander with a second and a third.

Reabe needed at least a fourth in the third and final race to win the regatta. In this race, it was Brander FIRST and Reabe fighting his way up from seventh at the last leeward mark to finish THIRD to win first place hardware.

The Fall Series was mostly blowers and goers. Gordon Reabe and family shellacked us again for first place honors with six wins. The battle for second place was won by Don Skouse. Joining us in this series was our training fleet of new skippers, who will get no more sympathy from the hard rocks. Dick Nelson won the First Year Skipper Award by showing his transom to the other five rookies.

Fourteen-year-old Carol Mullens won the Saturday Series for Novice skippers, showing that her Dad might take heed to her suggestions when she is crewing for him on Sundays.

The Last Mark Regatta is our own little "fun race," held annually around Halloween. We scared the other sailors off the lake for this one, and eighteen of our own honkers took over. This year the Ghoulish race committee chose a course calling for us to round everything but Chicago. Reabe won the whole shebang, Arnold was second, Mullens third, Skouse fourth and Dick Kiene fifth.

A lot of new fiberglass boats are on order. Looks like the lake will be wall to wall plastic next year . . . but the woodies are still going fast and plotting a rebellion. We've got some new guys coming in in the spring and we're planning some winter parties to resail the races and start the psyche out for the '66 season.

Our Congratulations to Fleet and District Champion Gordon Reabe!

#### SEASON SUMMARIES

Spring Series	Fall Series	Season Standing
1. Gordon Reabe	1. Gordon Reabe	1. Gordon Reabe
2. Dean Arnold	2. Don Skouse	2. Don Skouse
3. Don Skouse	3. Dean Arnold	3. Dean Arnold
4. Bruce Brand	4. Bruce Brand	4. Bruce Brand
5. Bill Mullens	5. Jack Couchman	5. Jack Couchman
		6. Bill Collet

**FOR MORE ATTENDANCE—LIST  
YOUR REGATTA IN THE YEARBOOK**



# CONNECTICUT-RHODE ISLAND DISTRICT

District Commodore: James R. Allen, Jr.  
 District Vice-Commodore: David Peterson.  
 District Secretary: Elizabeth Applegate  
 District Treasurer: Ralph B. Sperry  
 District Measurer: Edward "Bud" Olsen  
 District Champion: Walter Hanson  
 District Runner-Up: David Peterson

Fleets: Housatonic Boat Club (6); Black Rock (17); Columbia Lake (49); Branford (63); Niantic Bay (85); Groton Long Point (105); Western Narragansett Bay (119); Cedar Point (126); Madison Beach Club (129); Noroton (134); Pequot (153); Norwalk (230); Milford (238); Darien Boat Club (255); Sachem's Head (269); Pettipaug (344).

District Sailors were more active this season than ever. They sailed all over the World! Davy Peterson finished third in the World Championships at Naples and in Junior Sailing, Ralph Sperry, Jr., ended up fifth in the Sears Cup finals after winning both the local area and semi-finals.

In addition to the regular "circuit" skippers, many new boats were purchased by newcomers. The district is very healthy. 1966 will be even better!

## DISTRICT EVENTS

PLACE	POSITION
May "Week-ends" Milford Yacht Club "First Chance"	1. David Peterson, Housatonic 2. Wally Lineburgh, Pequot 3. Ken Ireland, Milford
June 26-27 Black Rock Yacht Club Invitational	1. Jim Crane, Noroton 2. Gene Moore, Pequot 3. Ken Ireland, Jr., Milford 4. Mike Crennell, Port Washington 5. Rick Sharp, Pequot 6. Wally Lineburgh, Pequot 7. Dave Peterson, Housatonic 8. Bud Olsen, Housatonic 9. Rick Walbridge, Pequot 10. Dave Chanoux, Housatonic
July 10-11 Connecticut Governor's Cup Housatonic Boat Club	1. Dave Peterson, Housatonic 2. Jim Crane, Noroton 3. Stuart Fillmore, Noroton 4. Billy Smith, Pequot 5. Wally Lineburgh, Pequot 6. Hugh Hutchison, Housatonic 7. Rick Walbridge, Pequot 8. Dave Chanoux, Housatonic 9. Jim Allen, Cedar Point 10. Bud Olsen, Housatonic
July 24-25 Connecticut—R.I. District Championships	1. Walter Hanson, Noroton 2. David Peterson, Housatonic 3. Bob Polhemus, Noroton 4. Dave Chanoux, Housatonic 5. Wally Lineburgh, Pequot 6. Gene Moore, Pequot 7. Rick Sharp, Pequot 8. Bud Olsen, Housatonic 9. Jim Crane, Noroton 10. Lee Demarest, Black Rock
July 31-August 1 Black Rock Yacht Club Regatta	1. Gene Moore, Pequot 2. Ken Ireland, Jr., Milford 3. Dave Chanoux, Housatonic 4. Wally Lineburgh, Pequot 5. Gary Demarest, Black Rock 6. Bud Olsen, Housatonic 7. Pinkie Sharp, Pequot 8. Hugh Hutchison, Housatonic 9. Hal Patrick, Milford 10. Lee Demarest, Black Rock
August 7-8 Atlantic Coast Championships—East Greenwich Yacht Club Rhode Island	1. Bob Seidelmann 2. Jim Crane 3. Elliot Oldak 4. Marcy Lippincott 5. Leonard Pratt 6. Billy Smith 7. Don DeLorme 8. Richard Lippincott 9. Rick Sharp 10. Ken Ireland, Jr.
September 18-19 Cedar Point Yacht Club Invitational	1. Elliot Oldak, Port Washington 2. Lee Demarest, Black Rock 3. Richard Dumoulin, Port Washington 4. Walter Hansen, Noroton 5. Dick Whidden, Cedar Point 6. Billy Smith, Pequot 7. Banny Sprague, Cedar Point 8. Ed Sweeney, Woodbridge, Conn. 9. Bob Polhemus, Noroton 10. Len Pratt, Greenfield, Mass.



## HOUSATONIC BOAT CLUB (6)

Based on Long Island Sound, at Stratford, Conn.

Fleet Captain.....	Clifford N. Hutchison
Fleet Secretary.....	Douglas P. Waterhouse
Fleet Champion.....	Hugh Hutchison
Runner-Up.....	Edward R. Olsen

Boat No.	Boat Name	Skipper
476	Tackaway	Robert E. Franz
1324	Gambol	Wesley Clarke
1588	Poseidon II	Douglas Waterhouse
1600	Sea Fever	Harry B. Wignall
1730	.....	Edward F. Stodolink
1929	Crash	Gilbert Williams
2467	Lemon Peel	Del Smith
2920	Alibi	Philip E. Olson
3576	Driftwood	Paul A. King
4459	Snapper	Wilbur Davie
4523	Minerve	Frederick F. Fagul
7366	Blue Chip	Robert G. Thorpe
7636	Layaway	George C. Lay
7638	Gung Ho	William B. Knapp, Jr.
7924	Thunderer	Russell C. Applegate, Jr.
8616	Enterprise	Clifford N. Hutchison
8688	Sponger	Charles P. Canevari
9022	Pa-da-lin	Edward R. Olsen
9074	Tattle-tale	Theodore Chanoux
9110	Hyper-tension	David Peterson

Note: Mr. David Peterson sailed a new boat, 9711 "Macro-tension" at the World Championship Races in Naples, Italy, in September, 1965.

Although not winning as heavily as in 1964, Fleet #6 boats and skippers can be proud of their accomplishments during the 1965 sailing season.

Dave Peterson and his crew in Hyper-Tension got the season off to a good start by winning the Milford First Chance. Later in the season Dave Chanoux in Tattle-tale took first honors in the Black Rock Invitational.

The season was somewhat busier than in times past with Fleet #6 acting as host to both Governor's Cup and the "Districts." The Fleet's two Davids added to their collection of trophies with Dave Peterson racing to a first in the Governor's Cup and a second in the Districts, while Dave Chanoux was taking a fourth in both races.

The Fleet participated in the Atlantic Coast Championships at East Greenwich, R.I., and the Long Island Sound Championships at Noroton, Connecticut, but failed to bring any hardware home from these events. Three of our boats qualified for the North American Championships at Bay Head, N.J., but there were no winners this trip.

Dave Peterson and Bud Olsen competed for the World Championships in Naples, Italy. Fleet #6 and the Housatonic Boat Club are bursting with pride over Dave Peterson's taking third place in this contest.

A number of veteran Lightning skippers and their boats were lost to the Fleet this past season when six Club members purchased new Ensigns and formed a cruising group. The continued racing of other boats presents a problem when husky young sons go away to college and drift away from competitive sailing. Fortunately there is an active group of junior sailors waiting in the wings to take over as skippers and so insure the fact that Fleet #6 will be around for a long time to come.

This Fleet feels that no small part of its success is due to the group support given by the Fleet wives. The Captains, one and all, want them to know that their efforts are appreciated.

### RACING RESULTS

Fleet Championship	Second Division Championship
1st—Hugh Hutchison	1st—Robert Applegate
2nd—Edward Olsen	2nd—Paul King
3rd—David Chanoux	3rd—Robert Thorpe
Saturday Series	Sunday Series
1st—Keith Hutchison	1st—David Chanoux
2nd—David Chanoux	2nd—David Peterson
3rd—Edward Olsen	3rd—Hugh Hutchison
River Series	Frost Bite Series
1st Hugh Hutchison	1st—Peter Canevari
2nd—Robert Applegate	2nd—Cliff Hutchison
3rd—Edward Olsen	3rd—William Knapp
Powder Puff Series	Commodore Plaque Race
1st—Margaret King	Winner—David Finn
2nd—Susan Lay	
3rd—Claudia Chanoux	

## BLACK ROCK YACHT CLUB (17)

Based on Long Island Sound, Bridgeport, Conn.

Fleet Captain.....	Herbert M. Appleton
Fleet Secretary.....	Henry Hobart Corwin
Fleet Champion.....	Lee Demarest
Runner-Up.....	Ralph B. Sperry, Jr.

Boat No.	Boat Name	Skipper
519	Albatross	H. Wilson Bonnett
3502	Chota Peg	David H. Hutchinson
6007	Pippin	Herbert Appleton
6008	Pad-a-lin IV	Theodore H. Meyer
6307	Little Savage	Henry H. Corwin
6445	Quick Trick	John S. Barton
6553	Thimque	Lee Demarest & Michael Duesing
7929	Demon	Christopher Strong
8270	Maggie	Alan Jones
8275	Energy	Ralph B. Sperry, Jr.
9093	Charade	Russell Jones
9095	Ketch Up III	Arnold (Skip) Brown
9520	Frankly	Leslie Pfriend

### FLEET RESULTS

Championship Series	Commodore's Cup (Juniors)
1. Lee Demarest	1. Ralph Sperry, Jr.
2. Ralph Sperry, Jr.	2. Chris Strong
3. Leslie Pfriend	3. Leslie Pfriend
4th of July	Black Rock Invitational Regatta
1. Lee Demarest	1. Jim Crane—Noroton
2. John Barton	2. Eugene Moore—Pequot
3. Russ Jones	3. Ken Ireland—Milford
Labor Day	Black Rock Regatta
1. Ralph Sperry, Jr.	1. Eugene Moore—Pequot
2. Skip Brown	2. Ken Ireland—Milford
3. Leslie Pfriend	3. Ricky Sharp—Pequot

Lee Demarest, Ralph Sperry and John Barton represented the fleet in the District Championship in Milford. Demarest qualified for the North Americans but unfortunately could not participate.

Black Rock was host to the Sears Cup—Region B—semi-finals for qualifications for the North American Junior Championship. Ralph Sperry of this club represented Long Island Sound and competed against crews from Nyack, N. Y., Amityville, L. I., and Watch Hill, R. I., winning with three firsts and a second to qualify for the finals where he finished fifth. Sperry represented the Sound by virtue of his victory at the Long Island Sound Junior Championships at Pequot Yacht Club, the first such win for Black Rock in 34 years. He had previously also won Junior Lightning championships at both the New York Yacht Club Junior Regatta and Larchmont Junior Day earlier this summer.

This coming season Black Rock expects to see several new boats in the fleet. John Boynton has a new one on order and will be returning to active racing after an absence of three years. Ralph Sperry Jr. has acquired the Thor (#9122) and has returned #8275 to his father, who will again race it in 1966. Forrest Louks, an ardent racing sailor of the early 1950s, has purchased #3502 and is anxiously awaiting rejoining the competition.

## COLUMBIA LAKE SAILING CLUB FLEET (49)

Sailing on Columbia Lake, Columbia, Connecticut

Fleet Captain.....	George Pederson
Fleet Secretary.....	Carol Tyskwicz
Fleet Champion.....	Bob Ellington
Runner-Up.....	Phil Hopper

Boat No.	Boat Name	Skipper
518	.....	Richard Molt
562	.....	George Pederson
690	.....	Roger Cheney
815	.....	Randolph Forbes
832	.....	Anthony Ferrigno
957	.....	Dr. John Pierce
1000	.....	Janet Ferguson
2604	.....	Russell Inzinga
2688	.....	Oswald Schaller
2873	.....	R. B. Russell, Jr.
2877	.....	F. C. Savage
6085	.....	Norman Preuss
6476	.....	Robert Ellington



6618	.....	Edward Riquier
7410	.....	Paul Merrick
9300	.....	Philip Hopper

The 4th of July weekend opened season racing at Columbia Lake. Seven to nine boats answered the starting gun each Sunday afternoon for their weekly ration of sport, thrills, and frustration. Competition was especially fierce this season, with the Number 1 spot "up for grabs" right down to the last race. Bob Ellington finally emerged as Fleet Champion, followed by Phil Hopper in the runner-up slot and Doc Pierce in third place.

The three-race Labor Day Regatta turned out to be just as close and exciting as the regular season races. Doc Pierce felt like "always a bridesmaid," placing second in all three races, but this was enough to give him the well-earned first place trophy. Pete Pederson was runner-up, with Paul Merrick taking third place.

Phil Hopper, past Comet Class Champ at Columbia Lake, joined Fleet 49 with a brand new fiberglass Lightning. All agree this stacks up as an almost unbeatable combination, and it is expected the competition will be even keener in 1966 than it was this past season.

## NARRAGANSETT BAY LIGHTNING FLEET (119)

### Sailing on Narragansett Bay, Rhode Island

Fleet Captain.....	Joseph Resch, Jr.
Fleet Treasurer.....	Robert B. Scott
Fleet Secretary.....	W. Lincoln Mossop, Jr.
Race Committee.....	Cheslie Carpenter
Executive Committee.....	W. Edwin Stevens, Chrm. Dr. Samuel Rouslin Robert MacNaught

Boat No.	Boat Name	Skipper
1936	Nightcap	Robert D. Stewart
3289	Gismo	Herman E. and Arthur R. Ganz
3970	Escape	Calvin B. Dunwoody
4917	Score	Robert MacNaught, Jr.
5889	Blitzen	Earl H. Potter, Jr.
6339	Thunderbird	Robert Ricci
7447	Skidoo II	Joseph B. Resch and Joseph B. Resch III
7671	.....	Arthur M. Phillips, M.D. and
7917	Restless	Patricia Heeley
8389	.....	Bruce Scott
8695	Stormy	W. Edwin and Virginia C. Stevens
8921	Dewlap	Dr. Samuel Rouslin
9092	.....	Arthur M. Phillips, III
.....	.....	Col. Charles E. Collins, Jr.
.....	.....	William Macomber

The main activities of Fleet 119, 1965 were the NBYA Regattas won by Pat Healy, and the Wednesday Night Races won by Ed Stevens, climaxed by an extremely well run Atlantic Coast Championship on August 5th and 6th.

Under the leadership of both Ed Stevens and Joe Resch, we attracted over 60 Lightnings from the entire coast. The races were held under sunny skies and brisk winds, and were won by Bob Seidelmann.

I am sure that this year will be one of the high points in the history of Fleet 119.

## CEDAR POINT YACHT CLUB (126)

### Sailing on Long Island Sound at Westport, Conn.

Fleet Captain.....	Arnold Berke
Fleet Secretary.....	Linda Jager
Fleet Champion.....	James Allen
Runner-Up.....	Linda Jager

Boat No.	Boat Name	Skipper
164	Apres Vous	Oscar Frick
1383		Milan J. Daniel
1901	Bananafish	Donald Gilbert
3030		Arthur Grayson
3806	Mon Patapouf	Fritz Kern
4567	Yesmad	Bartlett Price
5822	Jejack	Thomas Roussel
6004	Little Ho	G. Warfield Hobbs
6383	Saracelle	Gordon Malm
6975	Wildcat	David MacDonald
7245	Bonheur	John Ballard

7268	Lord Jeff II	Robert Shealor
7269	.....	Francis Cunningham
7337	Whiskaway	Robert Ficks and Banny Sprague
7624	Mischief	Richard Manville
7914	Sea Mouse	David Swett
9116	.....	Charles Sampson
9244	.....	James Allen
9537	Tempo II	Arnold Berke
9542	.....	Howard Heintz
9545	.....	Linda Jager
9551	Angel	Allen Raymond

The Cedar Point Fleet enjoyed further development of its local racing during the 1965 season. Interest was heightened with the advent of four new glass boats from the same builder, all using identical sails from the same loft. Results were ideal with these boats having identical boat speed. During the season we welcomed several new skippers who provided additional keen competition.

Our season officially jumped off on Decoration Day week-end with the Vice-Commodore's Cup Regatta, a three race series won by Arnold Berke in TEMPO II. Racing continued during the season every Saturday and Sunday through Labor Day. The July 4th Series for the Commodore's Cup was won by Banny Sprague in WHISKAWAY, and our Labor Day week-end series for the Rear Commodore's Cup was taken by James Allen in LIL DUDE.

The season's championship was won by James Allen with Linda Jager capturing second place.

The season's highlight once again was the Cedar Point Yacht Club Lightning Invitational Regatta held by Fleet 126 on September 11th and 12th, for the sixth consecutive year. We were blessed with our usual wonderful 20 knots of air, a glorious Nor'easter that held all week-end for this three race series. Elliot Oldak of Manhasset Bay showed us all how to move a Lightning in this kind of air by coming in a convincing first. Lee Demarest of Black Rock was second and Rick du Moulin of Manhasset Bay, third. These younger fellows sure gave us oldsters a memorable lesson. Thirty-eight skippers and crews participated in the regatta and enjoyed the get-together at Bob Ficks' home Saturday night.

We are all looking forward to next season when we'll be in our new home with its up-to-date facilities (everything the racing skipper could desire) across the river at Bluff Point.

## MADISON BEACH CLUB (129)

### Based on Long Island Sound at Madison, Connecticut

Fleet Captain.....	J. Robert Baylis
Fleet Secretary.....	E. Corning Rawle
Fleet Champion.....	DeWitt D. Barlow, Jr.
Runner-Up.....	Thomas Holohan

Boat No.	Boat Name	Skipper
2110	Afterall	Madison Beach Club
3283	.....	Edward H. LaFarge
4767	.....	W. H. Palmer
5737	Merriweather	Edward Cole
5946	Empiricist	Madison Beach Club
5947	.....	De Witt Barlow, Jr.
5950	Puff	E. Corning Rawle
6585	Splash	Ted Baylis
6883	.....	Marie Birnbaum
7368	Blitzen	Robert Thorndyke
7913	.....	C. O. Davidson

Fleet #129, sailing at the Madison Beach Club, had a successful season in 1965 with better than average weather conditions throughout the summer. There were few hard breezes but fortunately there weren't many flat days either.

DeWitt Barlow took first place for the season with Tom Holohan, sailing Bob Thorndyke's BLITZEN, finishing second and Pete Davidson third. The Roger Pape Memorial Race, in which each skipper sails a boat other than his own, was won by Tom Holohan sailing Corning Rawle's PUFF and Marie Birnbaum second in BLITZEN. The final event of the season for Fleet #129 is for the George B. Fisher Trophy and this was won by Ted Baylis with Tom Holohan in second place. The Eastern Connecticut Yacht Racing Association annual regatta, a three race series over the last weekend of July, was sailed at the Pine Orchard Club this year and Ted Baylis took second place in this series in the Lightning Class.

In the junior series Pat Rawle finished first for the season with Nancy Davidson second in a closely contested series.



## NOROTON FLEET (134)

### Based on Long Island Sound

Fleet Captain.....David M. Sinclair  
Fleet Secretary.....Frederick Scholtz  
Fleet Champion.....J. and B. Crane  
Runner-Up.....Bob Polhemus

Boat No.	Boat Name	Skipper
4717	Mystery	Harvey L. Thomas, Jr.
5322	Ghost	Daniel R. Cooney
5923	Thunder	M. T. Birmingham, Jr.
6346	Caprice	Bill Howe
6647	Touche	David S. Maclay
6869	Wizard II	Samuel R. Dorrance
7012	Stymie III	W. A. Kipp, Jr.
7202	Charge	E. J. Zimmer, Jr.
7225	.....	Xavier N. Benzinger, Jr.
7598	Moose	Darwin W. Heath
7661	Cinderella	Noroton Junior Yacht Club
7806	Spitfire	David M. Sinclair & D. Bruce Falconer
7810	Black Jack	John E. Hammel
7912	Victoria	Robert R. Lindsay
8236	Cygnat	Stuart Fillmore
8355	Quatre Vent	Robert B. Jennings
8687	Ole'	Bruce C. Conklin
8689	Traveler	D. B. Kemball-Cook
8718	Hex	Frederick Scholtz
8915	Bald Eagle	Robert B. Polhemus
8916	January	Robert E. Smith
8917	.....	Robert R. Edmundson
8952	Alcyone	John E. Massengale & John H. Pierpont
8984	Tiger	Walter E. Hanson
9390	Jimlin	Walter B. Crane
9439	Loki	A. L. Putnam
9547	The Bolt	C. E. Marshall
9585	Trim Too	Kevin Crimmins
9597	Bandit	Joel I. Brooke
9605	Shillelah	J. Prentice Sanger

The 1965 season at Noroton must be recorded as one of extremes—fresher winds, flatter calms, higher seas, etc.—but through all, ever keener competition in a rapidly expanding fleet.

### SERIES RESULTS

First Saturday	First Sunday
1. Polhemus	1. Crane
2. Crane	2. Hanson
3. Kemball-Cook	3. Sinclair/Falconer
Second Saturday	Second Sunday
1. Hanson	1. Sinclair/Falconer
2. Sinclair/Falconer	2. Maclay
3. Hammel	3. Dorrance

### YEAR

1. Crane
2. Polhemus
3. Hanson

For the first time our season was divided into four series, two Saturday and two Sunday. This seemed to the liking of the "old salts" with co-skippers, Jim and Bob Crane, taking over-all honors. "Bald Eagle" (the man or the boat?) Polhemus nipped Walt Hanson for the runner-up position.

At the Districts, Walt Hanson and Dave Peterson of Housatonic had a close duel, alternating first and second for three races. In the final Walt took command at the start and went on to become District Champion. Polhemus, sailing consistently well, was in the money with third; Crane 9th; Fillmore, dropping one race, finished 12th; Hammel 14th; with Casey Kemball-Cook unfortunately dismasted early in the game.

Jim Crane and Bob Polhemus represented the Fleet at the North Americans with Crane 15th in the Championship Division and Polhemus second in the Governor's Cup.

The Connecticut Governor's Cup Regatta found Jim Crane again sailing well to finish second with Fillmore close behind in third position. Jim also distinguished himself at the Atlantic Coast Championships capturing second to Bob Seidelman.

In the special "Silverware" Races the winners were as follows:

Commodore's Trophy.....	Stu Fillmore
Vice Commodore's Trophy.....	Walt Hanson
Rear Commodore's Trophy.....	Walt Hanson
Widman Trophy.....	Anne Crimmins
(for gals 8 to 80)	

The Second Annual Noroton Invitational ended the season as it began with both survival conditions and flat-out calm. Elliott Oldak of Manhasset Bay repeated last year's performance for first place followed by Leonard Pratt of Spofford Lake, N.H., who seemed right at home with the 6-foot seas and knock-down easterly.

We expect that the growth of the Fleet and the intensified competition will continue next year with no less than 10 new boats already on order and perhaps other additions as the season nears. With the Districts slated for Noroton in August, plans are already being made to assure as fine a Regatta as can be organized. We look forward to seeing you and sailing with you at that time.

## MILFORD YACHT CLUB (238)

### Sailing on Long Island Sound, Milford, Conn.

Fleet Captain.....John Reynders  
Fleet Secretary.....Conrad Sweeney  
Fleet Champion.....Ken Ireland, Jr.  
Runner-Up.....Hal Patrick

Boat No.	Boat Name	Skipper
1746	.....	Richard Steere
3220	Havoc	E. Conrad Sweeney
3445	Sea Cook	G. Cook
6263	Libertine	J. Reynders
6681	.....	Bill Walskie
7116	Ambergis III	K. Ireland
7168	PDQ	J. Russo
7249	Keewaydin	Mark Antinozzi
7520	Padalin	Harrie C. Patrick
7925	Flavonius	John M. & H. Griefzu
8242	Aquanut	R. Brown
8580	"?"	John & Julia W. Ireland

The 1965 Lightning Class sailing schedule, broken up into five series, with the best ten races of the early and late series determining the champion, was once again dominated by Ken Ireland, Jr., who came out on top followed by Hal Patrick and Jack Griefzu.

We started our season with the First Chance Regatta, with Dave Putnam retaining his championship over boats from all parts of Long Island sound.

Here's a rundown on our major events:

Memorial Day Regatta:

- 1st—Ken Ireland, Sr.
- 2nd—Jack Griefzu
- 3rd—John Ireland

Early Series:

- 1st—R. Brown
- 2nd—Ken Ireland, Jr.
- 3rd—Hal Patrick

July 4th Regatta:

- 1st—Ken Ireland, Jr.
- 2nd—Hal Patrick
- 3rd—John Ireland

Late Series:

- 1st—Mark Antinozzi
- 2nd—Jack Griefzu
- 3rd—Hal Patrick

Labor Day Regatta:

- 1st—Ken Ireland, Jr.
- 2nd—Jack Griefzu
- 3rd—Mark Antinozzi

A cocktail party was held by our Fleet Captain John Reynders and we invited all past Lightning Fleet members from 1961 when Milford held the World Series—this being a World Year and a good time was had by all. This was an event that we should have more often.

Ken Ireland, Sr., once again is spending many long hours and days with Transportation to the Worlds in Naples this year and all Lightning members give him a loud, long Thank You—a Job Well Done, Ken!!

One last note—at our fleet banquet we awarded all the trophies, etc., and the one that worked the hardest, improved the most and really showed her fighting spirit was Adolie Russo, Most Improved and Best of the Second Flight. Good job Adolie, keep up the good work.

Next year we expect to see some new glass boats, so watch out, fellows—Jack Griefzu looks like he may be getting one. He's tough enough in his present boat, so he may really fly next season.



# DIXIE DISTRICT

## WASHINGTON FLEET (50)

### Sailing on Potomac River at Washington, D.C.

Fleet Captain.....	Joe Kelly
Fleet Lieutenant.....	Bill Lyon
Fleet Treasurer.....	Bob Ware
Fleet Secretary.....	Jean Colburn
Fleet Champion.....	Jim Gilbert

Boat No.	Boat Name	Skipper
128	.....	Harry G. Wilkinsin
133	Sensation	Robert Hoopes
134	Silph	Charles R. Hudson
185	.....	Marshall P. Powell
288	.....	Harold H. Leeper
522	Ichi Bahn	Dieter Perschke
711	.....	Joel Caplan
1174	Kis Valika	Ed Lathen
1228	Lazy Days	Nat Fick
1283	Seasaw	Major Tom H. Nichols
1857	.....	P. C. Gallagher
2118	Susie Que	Barry Zaslav
2188	Storm Bird	Frank Becker (Sea Scouts)
2457	.....	John M. Crowley
2693	Tang	James B. McCurley
2764	Halcyon	Edgar Z. Steever
3145	Windward	George B. Mickum
3255	.....	Mrs. Helen Fisher
3343	White Wing	Calvin E. Frey
3348	Whisper	Harry Goett
3643	Country Girl	Walter H. Whilden, Jr.
4403	Rondinella	Ralph G. H. Siu
4430	Little Aggie	Kenneth J. Burkhardt
4589	Banshee	Larry Glick
4968	.....	Richard Leahy
5319	Barnicle Lil	J. Robert Toler
5835	Elusive	Lt. Col. Lawrence Caruthers
5964	Carillon	Dr. Guy Sutton, Jr.
6124	.....	Sherwin Brady
6126	.....	Ralph C. Graber
6213	C'est Si Bon	Reo E. Duggan
6317	Leprechaun	Thos. Bennett
6401	Anon	Robert S. Ware
6614	.....	Douglas Kjellson, Jr.
6807	Tot Ziens	Francis P. Zurmuhlen
6868	Mariquita	Kent Straat
6956	Sandman	J. A. Kelly
7222	Foote Loose	Dr. Robert Coale
7267	.....	John Richardson
7324	Blue Skies	Bill Marshall
7350	Freudian Sloop	Dr. Robert W. Colburn and Dr. William E. Bunney
7417	.....	Joseph Srites
7438	Chi-Na	Edwin S. Belknap
7605	Whisper II	Marshall Hornblower, Paul Warnke
7611	Lord Jim	Dr. James B. Gilbert
8096	.....	Jim Fletcher
8445	.....	Robert Field
8601	.....	Wingfield Roberts
8697	Traveler	William G. Lyon
8937	.....	Bill Franswick
8960	Lord Jim	Dr. James B. Gilbert
9155	AJAC	Dudley Gill
9406	.....	Raymond D. Watts
9510	Lil Angel	Dr. C. Albert Hudson
9648	.....	John Colby
9736	Teacher's Pet	James Dillard

This year the upswing in competition noted last year continued in Fleet 50. Several new skippers and new boats appeared to keep us all working just a bit harder. We had a total of 23 boats participating in the various series.

### POTOMAC RIVER SAILING ASSOCIATION

#### Spring Series

1. Joe Kelly
2. Biff Bunney/Bob Colburn
3. Jim Gilbert

#### Fall Series

1. Al Hudson
2. Jim Gilbert
3. Bob Colburn/Biff Bunney



*Dr. Jim Gilbert, Fleet 50 champion, holds his trophy while accepting congratulations from fleet captain Joe Kelly.*

### NATIONAL YACHT CLUB SUMMER SERIES

#### Series I

1. Al Hudson
2. Jim Gilbert
3. Bill Lyon

#### Series II

1. Al Hudson
2. Bill Lyon
3. Bob Colburn-John Richardson—tie

The Fleet Championship was determined from 14 races (3 President's Cup, 3 Quantico and 8 P.R.S.A.). Jim "Doc" Gilbert came through to win it with Fleet Capt. Joe Kelly pressing all the way. Bob Colburn and Biff Bunney were finally held to a third.

Five boats traveled to Rehoboth for the Dixie and to enjoy the hospitality which the weather could not mar. "Doc" Gilbert represented us at the Nationals.

Thirty-six attended the fleet dinner held December 4. Trophies were awarded to the fleet champion, the runner-up and the third place winners, to Bill Franswick, Novice Champion and to John Richardson, "B" (eginners') Champion. (This last was based on standings obtained in the summer series.) Officers were elected for 1966, Bill Lyon as Fleet Captain, Tom Nichols as Fleet Lieutenant, Bob Ware as Treasurer (Perennial) and Jean Colburn as Secretary.

September 24-25, the President's Cup Regatta was held here in Washington. We had good weather and the wind held well the first day and long enough the second day. That third lap in the first race really gave us a work out! Thirty Lightning sailors were entered, 15 of them from our fleet. Barney Mead edged out Don Delorme to give Baltimore the two top places and Bobo Purnell from Indian River took third. Jim Gilbert and Al Hudson grabbed fifth and sixth from our fleet. The party on Saturday night was well attended and the Gilberts gave us comfortable surroundings for the post mortem.

The weather held for the Quantico Frostdite this year also and we sent eight boats down for the competition and the big reunion festivities.

We have a great many juniors coming up in our fleet and present plans for 1966 call for special series for them in the Spring and the Fall. All fathers are to be beached for these series.

We were happy to reclaim the interfleet team trophy—the Dillard Cup—from Severn Fleet 329 this year. We are awaiting next year's challenge from the vanquished.

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## INDIAN RIVER YACHT CLUB (72)

### Sailing on Indian River at Oak Orchard, Delaware

Fleet Captain.....Edward Niemann  
Fleet Secretary.....Kenneth R. Pfister

Boat No.	Boat Name	Skipper
7592	Capricorn	Ed Niemann
8849	Turtle	George Marshall
9004	Crusader	Kenneth R. Pfister
9143	That Green Boat	Dr. Donald McShane
9527	Bo-Bo	Bob Purnell

Fleet 72 did all of its 1965 sailing at Rehoboth Bay as a joint venture with Fleet 325.

#### Spring Series Finish:

1. Turner Hastings
2. Jake Zimmerman
3. Ken Pfister

The Dixie Championship was won by Ken Pfister, but due to Barney Mead's protest of the race course and race committee the second race was declared a "no contest" by a vote of the executive committee of I.L.C.A. Due to weather conditions, only two races were run. The Dixie Fleets, at a meeting after the I.L.C.A. ruling, voted to also declare the first race "no contest." As a result, Ken Pfister's victory was stricken from the 1965 records, which will show no Dixie District Champion.

#### Summer Series Finish:

1. Ken Pfister
2. Jake Zimmerman
3. Turner Hastings

Bob Purnell, with his new #9527, made a fine showing on the C.B.Y.R.A. Circuit, winning Silver in the Washington Regatta (President's Cup) with a second place and a first at the Corsica Regatta.

The I.R.Y.C. September Invitational for Lightnings was a nice regatta. The weekend was beautiful but sailing was in unusual light air conditions. Silver was awarded to Bob Purnell, first; Ken Pfister, second, and Turner Hastings, third.

All of our boats went to Quantico and our best showing was a third by Bob Purnell in the first race.

The 1966 season looks interesting. Our five boats are good and again with joint racing with Fleet #325, I.R.Y.C. expects to make a good showing.

## SUE ISLAND LIGHTNING FLEET (87)

### Sailing on Chesapeake Bay at Middle River, Maryland

Fleet Captain.....Robert F. Clark  
Fleet Secretary.....Dr. Don Delorme  
Fleet Champion.....Dr. Don Delorme  
Runner-Up.....Barney E. Mead III

Boat No.	Boat Name	Skipper
3140	.....	Bill Lennarz
5459	The Sloop John V	John Venables
6619	Pandemonium	John Coster, Jr.
6920	Viking	Ken Carpenter
8260	Boomerang	Bill Chapin
8263	Sweet Lehigh	Bob Clark
8585	Retireless	George Allison
8676	Rooster	Herm Henschen
8815	It's Magic	Mike Miecznikoski
9007	Do Somethin'	Dr. Don Delorme
9442	O'Toole	Barney E. Mead III

Another successful year at beautiful Sue Island. Four boats came to us this season. Bill Chapin bought 8260, Ken Carpenter bought 2954 and later 6920, John Venables brought 5459 to us from Cleveland and George Allison bought 8585 and named it Retireless, as we hope Dorothy and George remain for many more years. Several great competitors left our fleet, most notably, John Schneider to Harvard Graduate Business School, and Bob Clark to San Francisco Bay Area.

As usual racing at our club was divided into a spring and fall series with away regattas, and a summer series of only away regattas. Barney Mead won both the spring and fall series. The spring series sailed in light air saw individual races won by



Don Delorme earned Fleet 87 championship in 9007.

Clark, Delorme, Mead, Delorme, Clark, Mead, Delorme and Delorme respectively. Under the Cox-Sprague scoring and 60% participation, Mead won easily with the Allison's runner-up. Individual winners in the Fall series were Mead, Henschen, Delorme, Mead, Henschen, Delorme, Mead and Mead providing Mead with the Fall Championship and Delorme runner-up. For the overall fleet championship Delorme finally made the necessary participation with Mead runner-up.

Our members won the following regattas:

Annapolis Spring Series.....	Delorme
Glenmar .....	Henschen
Baltimore Yacht Club.....	Mead
Annapolis Regatta .....	Mead
Oxford .....	Mead
President's Cup (Washington) .....	Mead
Annapolis Fall Series .....	Delorme

Mike Miecznikoski won the Baltimore Yacht Club Championship presented to the most improved sailor by standings in the championship series. He worked hard on his boat for the last three years and this year found the key, cranking his beautiful "It's Magic" up so well, that some began to wonder if its name were true. Mike will bear watching in the future.

Our Frigit Digit was another gasser. Bob Seidelmann won with Marcy Lippincott second in a three race series featuring a race in light, medium and heavy air, proving something? Delorme, Arnold Schwartz and Barney Mead rounded off the first five. It was a wonderful regatta, well attended, with beautiful courses, a breeze for everyone and a great cocktail party.

The 1966 Frigit Digit will be the week before Quantico, come down and join the fun.

## NORTH EAST RIVER FLEET (192)

### Based on North East River, Chesapeake Bay, North East, Md.

Fleet Captain.....Charles Booz, Jr.  
Fleet Secretary.....Charles Trayford, III  
Fleet Champion.....John Teigland, Jr.  
Runner-Up.....Charles Trayford, III

Boat No.	Boat Name	Skipper
738	Jolly Roger	Charles Trayford III
1741	Winsome	Henry Bartolo
2892	Oceanid	Charles Booz, Jr.





Final leg of race in the Fall series off Hance's Point on the upper Chesapeake finds Phoebe Baum with spinnaker up while rest of fleet rounds mark. Chick Trayford, 738, was winner of Fall series. Walt Bartoshesky is in 9103, Wally McKee, 9403, and Al Dutton, 5553.

3444	Ladika	Edward C. Hermann
3500	Frigid	Henn Kilson
3704	Simbi	I. Robert McWhorter
3705	Beehive	Robert N. Manning
4263	Four Ways	G. Ronald Bower
5160	Whisker	Frank E. Nelson
5501	Silhouette	Frederich L. Johns
5553	Mihero	Al Dutton
6015	Sinnerella	William M. Moore
6617	Mira	Richard T. Heald
6656	Queen Bee	Dr. Howard D. Cohen
8664	Chaos	Mary Wilkinson
9103	Queen Bee	Walter S. Bartoshesky
9403	Tornado	Wallace McKee
9424		John Teigland, Jr.

Fleet 192, serving as the focus for Lightning activities on the northern Chesapeake Bay, divided its time between race courses on the Northeast River and in the open water below Hance's Point this year. Thanks to greater use of the new electric hoist and the organizing ability of Al Dutton and Fred Johns, the roll climbed to 17 skippers with seven more ready to sign on as regulars next year.

Racing spanned a full seven months with over 30 starts divided between tune-up, first series, fleet championships, take-over races, junior race, fall series and a team series against the Susquehanna Fleet.

The first series established Mary Wilkinson as top skipper in Chaos with Al Dutton in Mihero close behind. The next place, hotly contested by Wally McKee in Tornado and Walt Bartoshesky in Queen Bee, had to be decided by a coin after other tie-breaking systems failed to do the job. The toss went to Walt Bartoshesky, fleet champion in 1964.

The mid-season period, marked by the Championship Series, saw the arrival of John Teigland sporting a shiny new fiberglass boat. The five race series, divided between two weekends, saw ten boats try for the title, but Teigland stayed in front in all races but one when he was edged out by the masterful windward sailing ability of Chick Trayford in old 738, Jolly Roger. Final standings behind Teigland: Trayford, second; and Mary Wilkinson, third.

The fall race series, with 12 starts, turned out to be a romp for Jolly Roger with Chick Trayford at the helm. Mary Wilkinson, with outstanding spinnaker work by crew Jim Larson, took second. A closely fought series between Frank Nelson and Wally McKee almost ended in a tie for third place when a brilliant performance by McKee in the final two races carried him within two points of winning silver.

Early in October, the best in fleet boats, skippers, and crews were mobilized to float a top quality team against the arrival of the Susquehanna Fleet, winner of the inter-fleet team event in 1964. Under the leadership of Al Dutton and the aid of a furious practice series (two boats dismantled), the home fleet readied itself using a new course laid in the open Bay below Hance's Point.

The first race, with top performances by Starling Mikell and Don Dallmeyer, put Susquehanna ahead with low points 23 1/4

to 32, in spite of a heroic stand at the finish line by Frank Nelson of Fleet 192. The second race, with a great start by Fleet 192, was gradually turned into a second win for the visitors as a result of some thrilling spinnaker work in fresh breezes by Mikell and Dallmeyer. A much narrower point spread in the second helped sharpen fleet enthusiasm for a third try in 1966.

The outlook for increasing the fleet to 24 boats was brightened at season's end by the arrival of a wave of new skippers. Among those ready to sign on are Phoebe A. Baum, 8256; Robert Crowder, 3813; Lester Eckman, 7412; Peter MacKauf; Don McMillan, 4354; Harold G. Peffley, 5847; and John Ross, 4263.

## SUSQUEHANNA FLEET (253) Sailing on Susquehanna River, Long Level, Wrightsville, Pa.

Fleet Captain.....	Edward Schwoebli
Fleet Secretary.....	Edward Schwoebli
Fleet Champion.....	Spring: S. Mikell, Jr. Fall: S. Mikell, Jr.
Runner-Up.....	Spring: J. Bacsik Fall: D. Dallmeyer

Boat No.	Boat Name	Skipper
2269	.....	G. Hanna
4867	White Cap	Howard Banzett
5368	.....	F. Bush
5599	.....	J. Mumper
5693	Debstar	Starling Mikell, Jr.
5816	Pointless	Phyllis B. Branin
5817	.....	R. E'Del
5911	.....	J. Farber
6358	.....	Dr. Charles K. Doland
6754	.....	S. Gentsler
6840	.....	R. C. Fiala
6946	Calypso Gal II	Jonathan E. Owen
7119	Blue Pearl	M. Reiss
7342	.....	I. Graper
7603	Wisp	Donald C. Dallmeyer
7617	.....	Ray E. Dallmeyer
7902	Rainbow II	Edwin W. Schwoebli
8065	.....	Dr. R. E. Small
8178	.....	R. F. Andes
8179	Hellbender	K. W. Lease
8735	Yankee Doodle	M. S. Gardiner
9020	Minvan II	J. Bacsik
9338	Tigres	D. Brennenman
9489	.....	Dr. A. W. Patterson
9630	.....	E. Frey
9683	.....	H. Thode
9814	Sandy	T. Whinham
.....	.....	R. Henle
.....	.....	R. Dallmeyer
.....	.....	J. Owen
.....	.....	Dr. C. Doland

Fleet 253 has again increased in size and promises to have an even greater roster of skippers in the coming season. Several boats have been sold within the fleet, and several crew members have purchased boats. At present five new boats are on order.

As is customary, two series of races were run on Sunday afternoons. Each series consists of ten races, with seven starts necessary to qualify for trophies. The Cox Sprague scoring system of the best seven out of ten races is used.

In addition, an Invitation Annual Memorial Day Regatta is held as well as one Regatta each on Independence Day and Labor Day. Each of these events consists of three races with trophies for each event.

Races are scheduled to allow for open weekends to permit participation in District and other Regattas in the area.

Fleet 253 was represented in various Regattas, including the Dixie Districts as well as eight boats entered in the Annual Marine Corps Regatta at Quantico, Virginia.

A real highlight was the Second Annual Team Race between Fleet 192 and Fleet 253. This was sailed in the waters of Fleet 192 at North East River, Maryland, on October 2nd and 3rd. Two races were scheduled on the 2nd but due to high winds and an upset of one of the contestants before the start, only one could be completed. The second race was started on the morning of the 3rd, again in high winds and rough waters. These races



were hotly contested but Fleet 253 Skippers managed to edge the host Fleet in both races. Since the contest went to the winners of two out of three, a third race was not necessary. This proved to be somewhat of a relief to the crews who were faced with increased winds and seas as the day progressed.

It is worth noting that fair sailing as well as excellent seamanship was displayed by all participants. We look forward to this event in the coming season and recommend inter-fleet team racing for real excitement and sport.

The Lightning World Championships in Italy were attended by Mr. and Mrs. J. Owens of Fleet 253 who reported on this important event in "The Jibber," a Susquehanna Yacht Club monthly.

## SASSAFRAS RIVER FLEET (314)

Based on SassafRAS River, Md.

Fleet Captain.....Bill Haddock  
Fleet Secretary....."Doc" Walbert  
Fleet Champion.....Bill Haddock  
Runners-Up.....Paul Krajieski and Dr. John Myers

Boat No.	Boat Name	Skipper
545	Tar Baby	R. Duke Miller
590	Care Free	C. K. Mast
1523	Star Dust	Bob Horne
1878	Valkyrie	Nancy Lewis
2737	Marian Rose	W. L. "Doc" Walbert
4085	Witch Craft	Sally Clark
5730	Gepek	Robert Short
5977	Blue Angel	Jesse Matlack
7516	Miss Idler	Dick L. Winter
8251	Circus Wagon	Jim Elliott
9117	Mistress	Wm. A. Haddock, Jr.
9228	Glass Slipper	Paul Krajieski and Dr. John Myers
9800	King-Jo-vin	Joe C. DiFrancesco

Fleet 314 raced an all handicap schedule with the K. P. Sailing Club. Here are the results:

### 1ST SERIES—8 RACES

Winner—C. K. Mast	590	Carefree
2nd Larry Matlack	5977	Blue Angel
3rd Bill Haddock	9117	Mistress

### 2ND SERIES—8 RACES

Winner—Bill Haddock	9117	Mistress
2nd Bill Winter	C 554	
3rd Dr. Farquahar	R 2393	

### SUMMER BAY RACE—9 1/2 MILES

Winner—Dr. Hopkins	FJ 504	Star Dust
2nd Bob Horne	1523	Marian Rose
3rd Dod Walbert	2737	

### FALL BAY RACE—9 1/2 MILES

Winner—Larry Matlack	5977	Blue Angel
2nd Bill Haddock	9117	Mistress
3rd Robert Short	5730	Gepek

TAYLOR CUP—Donated by Mrs. Taylor in memory of her son, the late William Taylor, ardent in all the arts of sailing.

Winner—Dr. Farquahar	R 2393	
2nd Doc Walbert	2737	Marian Rose
3rd Bill Winter	C 554	

RELAY TROPHY RACE—Slow boats team up with fast boats—pass the baton in a given area.

Winner—team of		
Matthew Clark	4085	Witch Craft
Jim Elliott	8251	Circus Wagon

MITCHELL CUP—Turnabout Race—Each skipper draws a boat number from the hat. He is not allowed to sail his own boat.

Winner—Dr. Hopkins	9228	Glass Slipper
2nd C. K. Mast	9117	Mistress
3rd Bill Haddock	8251	Circus Wagon

MATLACK CUP—For members of the "K. P. Improv. Assn" only.

Winner—Larry Matlack	5977	Blue Angel
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(Dick Winter, 7516, Miss Idler actually won the race. Not being a member of the K.P.I.A. did not have title to the cup.)

2nd Bill Haddock	9117	
3rd Bob Horne	1523	Star Dust

### JUNIOR SERIES—TOTAL OF 7 RACES

Winner—Billy Haddock	9117	Mistress
2nd Lovely-Rennell		
Winter	C 554	
3rd Larry Matlack	5977	Blue Angel

Kentmore is proud of its Junior sailors. They sail their boats wonderfully well, with courage and manners that are pleasingly becoming to the art of sailing:

### FLEET 314 TROPHY WINNERS

Walbert Trophy		
Winners—Paul Krajieski and Dr. Myers	9228	Glass Slipper
Runner-Up—Bill Haddock	9117	Mistress
Skippers Trophy		
Winner—Bill Haddock	9117	Mistress
Runners-Up—Myers and Krajieski	9228	Glass Slipper
H. D. Neff Trophy		
Winner—Bill Haddock	9117	Mistress
Commodore's Trophy		
Winner—Bill Haddock	9117	Mistress
Championship Honor Trophy		
Winner—Bill Haddock	9117	Mistress
Runners-Up—Myers and Krajieski	9228	Glass Slipper

All in all, Fleet 314 had a very nice sailing season. Bill Haddock's Mistress 9117 will have keener competition next season, Myers and Krajieski having exchanged their 9228 Glass Slipper for a new 9769 Glass Slipper II and Joe DiFrancesco having exchanged his 2453 Pinta II for a new 9800 King Jo-vin. The skill of the skipper is going to tell the story of these boats.

Skipper Haddock and crew attended the District Championship Race, don't even think what happened there, "Was all bad." We learn through trial and error, let us just blame it on the weather and try just a little harder next time.

Our best wishes to all sailors for happy sailing, dry or wet sailing can be lots of fun.

"Of all the Beauteous Jewels, friendship is the rarest I'm told For 'Tis carved by the hand of an angel and set in the purest of gold."



Fleet captain, fleet champion and winner of most hardware is Bill Haddock, skipper of "Mistress," ably assisted by his crew and wife, Joan. Billy, his son, won junior series, in same boat.



## REHOBOTH BAY SAILING ASSOCIATION FLEET (325)

### Based on Rehoboth Bay, Delaware

Fleet Captain.....	Blades Derrickson
Fleet Secretary.....	Joann D. Sights
Fleet Champion.....	Turner Hastings
Runner-Up.....	Jacob Zimmerman

Boat No.	Boat Name	Skipper
1525	.....	Tom Mertes
5425	Shamrock	John Kelly
6845	Appalachia II	Herb Caplan
7585	Challenger	Edward Nickle
8849	Turtle	George Marshall
8935	Gemini II	Blades Derrickson
9003	Schuss	Turner Hasting
9144	.....	Paul Griffith
9406	.....	Wm. Parke & Lloyd Snyder III
9516	.....	John Cornwell
9750	.....	Jacob Zimmerman
.....	.....	Oliver Carr
.....	.....	Allen Seegar

Our new club house and facilities were ready just two weeks after the eager skippers of Fleets 325 and 72. The Spring Racing Series, held jointly with our sister Fleet #72 at Indian River Yacht Club, started early in May, and the official opening of our club took place on Memorial Day. This did not dampen the spirits of the sailors who were straining at their stays to get the season under way.

After a very successful and competitive ten race series, Turner Hastings walked away with the honors, with Jake Zimmerman taking second place and Ken Pfister third.

The Summer Series started on June 27th. In this ten race series we picked up several more boats making the competition even stiffer, but when the spray had settled, the same three skippers headed the list with Ken taking first place, Jake second and Turner third.

Feeling that no weekend should go unsailed, President Hastings decided that the club would sponsor a Lightning race series during the open weekends. This series was strictly for Fleet 325, and Turner, showing his usual good form, ended up in first place again, with Jake taking second place and our boat, Gemini II, with Blades at the helm, a proud third.

In July our club had the pleasure of hosting the Dixie District Championship Regatta. This year boasted the largest attendance ever with 39 boats lining up for the start. We were pleased to have many visiting skippers tell us that Rehoboth Bay offered excellent sailing conditions with good air and open waters. Because of a protest, the results of the regatta do not count, but three of four boats (Turner, Jake and Bill Parke) and one from Fleet #72 (Ken Pfister) qualified for the Nationals.

We were delighted with the enthusiastic response to our new club. Not only do we have an active Lightning Fleet, but we also have a Skip Jack racing series and a very large Sailfish series. Sailing instructions are offered for all three classes and rental boats are available.

Next year we hope to host our own invitational regatta, and indeed look forward to a very active and competitive 1966.

## SEVERN RIVER FLEET (329)

### Sailing on the Severn River & Chesapeake Bay Annapolis, Maryland

Fleet Captain.....	Bill Somers
Fleet Secretary.....	Rick Stevens
Fleet Champion.....	Roddy McNeil

Boat No.	Boat Name	Skipper
1655	Tinker Belle	Dave Winter
2097	.....	Tom Hopper
3087	Therma	Dr. Charles Bondurant
3403	.....	George Brady
3509	Valkyrie	Dr. Vernon Mountcastle
5025	Clarissa Marie	Warren Cooper
5075	Jolly Roger	Walt Wappaus and Frank Volpe
5079	Boat Boat	Moe Ringenbach
5459	.....	John Venables
6523	Alison	John Waldo

6660	Black Jack	Jack McCredie
6966	.....	John Osborn
7235	.....	Robert Cassidy
7844	East Wind	Bill Somers
8375	Blue Skies	Frank Walter
8420	Scrimshaw	Rod McNeil
8516	Cetinu	Dennis Collins
8661	Dutch Treat	Rick Stevens
8938	.....	Jim Rowland
9523	.....	Frank Mullins

The year 1965 was a year of consolidation and turnover for our fleet. The fleet lost many of its more active members due to transfers to other cities or classes including—Dennis Collins to Boston, Jack McCredie to Carnegie Tech, Mo Ringenbach to Snipes, and Rick Stevens to Philadelphia.

Some of the new members to date, who will be active in 1966, include Paul Grinberg, who was elected Fleet Secretary for 1966 and Dave Winter, who wants to try his luck and skill at this sport which is new to him.

Fleet members competed in local and district regattas as well as a schedule of fleet races, most of which were used in point scoring for fleet champion.

Roddy McNeil, our youngest and smallest skipper, showed all the old dads that the hand on the tiller is worth more than a new boat, new sails, compasses and wrinkles on a forehead. His consistent improvement and fine sailing brought him the champion's cup.

Next year, the fleet plans to place more emphasis on fleet racing as opposed to regatta sailing in the hopes of stimulating more active and consistent participation by fleet members.

At the annual meeting, Rod McNeil, Sr., who worked long and hard hours as Dixie District Commodore this past year, was elected Fleet Captain for 1966.

## MARINE CORPS SCHOOLS FLEET (354)

### Sailing on Potomac River at Quantico, Virginia

Fleet Secretary.....Major Frank X. Colleton

Boat No.	Boat Name	Skipper
5442	.....	Marine Corps Schools
5825	Leatherneck	Marine Corps Schools
8202	Tripoli	Marine Corps Schools

Fleet 354 activities, as usual, revolved around the Annual Frostbite Regatta. It was held on October 30 and 31 this year under optimum conditions of wind and weather. Lt. Gen. Fredrick L. Wiesman, our Commandant at Quantico, attended the Regatta party held at the Officers' Club. He made the welcome speech to the Lightning skippers and sounded a keynote for the continuance of the Regatta for a long time to come. Lt. Col. Richard J. Randolph, the Officer in Charge of recreational activities, presented the silverware spoils of war to the victors. Major Frank Colleton doubled in brass as the Regatta chairman and a hardworking skipper. He did admirably well in both capacities. Mr. Harold Stevens and his boat handling crews did their customarily outstanding job in putting boats in and taking them out of the water in an expeditious and efficient manner.

Walter Collier, the Race Committee Chairman, had his day too. He initiated a Rabbit Start and it worked better than anyone dared to hope. Now that the skippers have experienced one, they can figure out how to mess it up in future regattas.

The Quantico Service fleet is in the process of selling off its older boats and acquiring new ones. The move is toward fiberglass in the new boats. Major Frank Colleton "showed the flag" with the "Tripoli" at the midwinter regatta at St. Pete. He reversed the Marine tradition because he arrived on the shore and put out to sea to do battle. Traditionally the Marines arrive by sea and storm the beaches. Being versatile the Marines can go either way. It is only reasonable that he enjoy another's regatta hospitality in return for his hard work at the Quantico Frostbite.

**FOR MORE ATTENDANCE — LIST  
YOUR REGATTA IN THE YEARBOOK**



## SMITH MOUNTAIN LAKE FLEET (377)

### Based on Smith Mountain Lake, Roanoke, Virginia

Fleet Captain.....Raymond A. Dietz  
Fleet Champion.....Raymond A. Dietz  
Runner-Up.....D. M. Morley

651	Tarantelle	Franklin H. Pritchard
1731	Forty Winks	Raymond A. Dietz
2619	.....	Dr. R. F. Bondurant
6255	.....	S. A. Mansfield
8376	.....	E. B. Brooks
8507	Blythe Spirit	Dr. R. B. Harris
9008	.....	D. W. Johnson
9145	.....	D. M. Morley
.....	.....	E. Krumnacher

We are glad to report that Fleet 377 has finally found a site to sail from. Any sailors who pass through the area are welcome

to sail with us. During the 1966 season, we hope to have our first invitational regatta. Even though we had no permanent place to race from this last season, the fleet did manage to stay together and get in some racing. As a matter-of-fact the fleet has grown to nine Lightnings and remains the largest class in the club although the Flying Jrs. are pushing us hard. We hope to maintain our lead and are planning an active Summer with races every other weekend and a junior sailing program on non-race weekends.

For those of you who do not know where Smith Mountain Lake is, just look for Roanoke, Virginia, on your map and follow the Roanoke River southeast until it meets the Blackwater River. This is Smith Mountain Lake. If you get this far ask any local citizen where the town of Scruggs on route 616 is. He probably won't know where Scruggs is but any good sailor who gets that close can ferret out the sailing club. The club is located where route 616 disappears into the water. Facilities are at a minimum but please come to visit us and take a sail on this beautiful mountain lake.

## ECUADOR DISTRICT

### GUAYAQUIL YACHT CLUB (272)

#### Sailing on Rio Guayas, Guayaquil, Ecuador

Fleet Captain.....Lorenzo Tous  
Fleet Secretary.....Eduardo Rodriguez Game  
Fleet Champion.....Santiago Maspons  
Runner-Up.....Francisco Sola M.

Boat No.	Boat Name	Skipper
5859	.....	N. Sanster
5860	Pipo I	V. Emilio Estrada E.
5861	Guali	Guillermo Amaya
5862	7 & 7	Clemente Yerovi G.
5863	Che Che	Enrique Plaza L.
5864	Barlovento	Escuela Naval Militar
5865	Araucano	Jorge Casanova
5866	Corsario	Jose De Prati
5867	El Cid	Enrique Maulme Gomez
5868	Tiburon	Paul Klein
5869	Bounty	Eduardo Ledesma
5870	Monsieur	Escuela Naval Militar
5871	Popeye	Antonio Pino Vernaza
5872	Avivato	Francisco Sola Medina
5873	Chichin	Ernesto Estrada Y.
5917	Gaviota	Francisco Pino Maulme
5957	Cholo	Frank Dubke
5958	Play Boy	Santiago Maspons G.
5970	Pilotin	Eduardo Rodriguez Game
5971	Pinocho	Guillermo Campos
6904	Pipo III	V. Emilio Estrada E.
6937	Repunte	Cap. Boris Toledo
7811	Atomo	Lorenzo Tous
8239	Borinquen II	Carlos Lecaro V.
8513	Farouk	Jose Estrada Guzman
8574	Irene II	Oscar Bjarnar
8936	Primero	Werner Moeller
9411	Play Boy II	Santiago Maspons
N.R.	Nacional	Humberto Diminich

Fleet 272 initiated its activities in Salinas Bay by holding a classification series during the month of February to determine the crews to represent Ecuador at the XI South American Lightning Class Championship at Montevideo, Uruguay.

Eligible were Jose Estrada (#8513), Carlos Lecare (#8239) and Lorenzo Tous (#7411).

The fleet continued holding series races while the beach season was on and ended with a series held in May to determine the crews who would represent us at the III World Lightning Championship at Naples, Italy.

Eligible were Lorenzo Tous (#7411), Eduardo Rodriguez (#5970), and Jose Estrada (#8513).



*The start of the Lightning Class Championships at Salinas Bay, first time the class has participated in the South American Olympics.*

Lorenzo Tous, accompanied by his able crew, Horacio Feraud S., were the only ones able to travel to Italy, where they were joined by Francisco Sela F. Tous' boat "Atom II" was shipped to Italy and back by sea.

When the beach season ended the boats were returned to Guayaquil for the summer activities that commenced in September with a series for which the I Naval Zone had put up a trophy won by Frank Dubke (#5957), followed by Navy Captain Boris Toledo and Eduardo Rodriguez.

A special race was held October 8 for the trophy put up by the Municipality of Guayaquil. It was won by Oscar Bjarnar (#8574). On October 16 another special race was run to determine whose name would go on the plaque of the Guayaquil Yacht Club rotating trophy with the honors going to Humberto Diminich.

Towards the end of October the boats were again moved to Salinas Bay as it had been chosen as the site for the first Lightning Class competition as part of the V Juegos Bolivarianos; which are Olympic games held every five years between Panama, Colombia, Venezuela, Peru, Bolivia and Ecuador.

The first series were held to determine the crews who would represent Ecuador, with the honors going to Santiago Maspons, who had just received "Atom III" fresh from its victory in the World Championships in Italy. Second and third places went to Francisco Sola M (#8513) and Lorenzo Tous (#7411). Only Colombia and Ecuador participated, the other eligible countries being unable to send their delegations.

The Gold Medal was won by Santiago Maspons and his crew Antonio Pine and Horacio Feraud. The Silver Medal went to Francisco Sola and his crew Miguel Plaza and Jose Estrada. Colombia, represented by Vicente Hernandez with Jorge Londono and Julio Bernal took the Bronze Medal.

Fleet No. 272 had an active year and has added to its fleet in addition to "Atom III", two boats built by Humberto Diminich; #8574 belonging to Oscar Bjarnar and #8936 belonging to Werner Moeller, that are proving to be as good as any.





Coming or going, there's plenty of action at the Finland District Championships. That's Ilkka Lilja in Nina (7983) leading the pack.

## FINLAND DISTRICT

District Commodore: Esko Lindstrom

District Secretary & Treasurer: Raimo Aromaa

District Champion: Terho Aromaa

District Runner-Up: Timo Korhonen

Fleets: Helsinki (166); Kotka (298); Loviisa (299); Pori (306); Oulu (307); Kemi (310); Jyväskylä (328); Lahti (349).



Lightning interest in Finland grows from dryland as well as water activity. Here vice-president Raimo Aromaa (in boat) demonstrates at the Helsinki boat show.

The annual meeting of Finland District, November 1964, started an "International Season" for our District. Our main objectives during the past season were to get as big a team as possible to the World's Championships in Naples and participation in the International Boat and Camping Show, which was held at Helsinki in February 1965.

We succeeded in both our aims and that gives us reason to call our past season truly International. Our "domestic" racing activity also was quite active, and there was a marked increase in "travelling Lightnings" in the last season. That is a delight to us, as it makes racing more interesting.

Finland District Championships were held on June 30-July 4 at Helsinki, where Suomalainen Pursi Seura (Finnish Yacht Club) and Helsinki Fleet were perfect hosts for the event and the participating 16 skippers and their crews from five fleets. This time the Championship Regatta proved to be the hottest since 1957, even if the weather was not, as strong winds and cold rains prevailed through the races.

Our defending Champion, Terho Aromaa, with crew Ilpo Halva and Markku Aromaa, was able to keep his title for a third year but the flight was really tight. Timo Korhonen and Aimo Hanninen tied for second, only two points behind Terho.

Results: Terho Aromaa  
Timo Korhonen  
Aimo Hanninen  
Esko Lindstrom  
Markku Paloma  
Pentti Puupera  
Raimo Aromaa  
Ilkka Lilja  
Paavo Manninen  
Matti Nurminen  
Aulis Naykki  
Erik Suni  
Hannu Makinen  
Kurt Baarman  
Kari Ulvio  
Arimo Rautapalo

MASI, 7887	Fleet 166	2- 5- 2- 2- 1	61 pts.
VIB, 8211	Fleet 166	4- 3- 1- 1- 7	59 pts.
MARINA II, 9166	Fleet 166	1- 2- 3- 3- 4	59 pts.
VENLA, 7890	Fleet 166	5- 1- 6- 6- 9	50 pts.
KIKKA, 5552	Fleet 307	DNF- 4- 7- 5- 2	50 pts.
OSKARI, 8210	Fleet 349	DNF- 8- 5- 4- 10	41 pts.
TULLESTAR, 7888	Fleet 166	6- 11- 4- 11- 8	39 pts.
NINA, 7983	Fleet 328	3- 9- DNF- DNF- 3	36 pts.
LOKKA, 9441	Fleet 166	DNF- 6- DNF- 9- 6	30 pts.
MARY-ANN, 8212	Fleet 328	DNF- 10- 8- DNF- 5	28 pts.
MARINA, 7177	Fleet 310	9- 15- 11- 8- 13	27 pts.
PIRAYA II, 7895	Fleet 166	8- 13- 10- 10- 15	27 pts.
CAT-FISH, 9163	Fleet 349	11- 7- 14- 13- 12	25 pts.
ARIANA, 8218	Fleet 166	7- 12- 12- 12- 14	25 pts.
SHOW, 7182	Fleet 166	DNF- DNS- 9- 7- 11	24 pts.
TIWA, 5054	Fleet 166	10- 14- 13- 14- 16	17 pts.

Finland District's representatives to the Lightning Class European and World Championships were elected after the District Championships. Unfortunately, the first three skippers were unable to make the long trip to Naples, but our team, Esko Lindstrom and Paavo Manninen of Fleet 166, Ilkka Lilja of Fleet 328 and Pentti Puupera of Fleet 349, who participated in both the events, and Kari Ulvio of Fleet 166, who participated only in the European Championships, ably represented Finnish Lightning-racing. Well, the great event is history now and even if our skippers did not show among the firsts in the result-lists, they and we all are very satisfied with what they learned at Naples, and proud and happy of the numerous new friends they found there.

Our season of 1964-1965 ended at the District's Annual Meeting which was held at Helsinki in November. At the meeting we elected officers for the coming season, and it seems that our members are satisfied with their "rulers," as District Commodore Esko Lindstrom and District Secretary Treasurer Raimo Aromaa were reelected to serve one more term. The other posts of our administration (or Governing Board) were filled by Heikko Alho, Pentti Puupera and Kaj Sjoberg.

We are again planning for an active season with participation in Boat Shows during winter and spring and bigger regattas for summer. Rumors are, too, that we may get one or two new Fleets in the coming year, too.

### HELSINKI FLEET (166)

#### Sailing at Gulf of Finland, Helsinki, Finland

Fleet Captain.....Raimo Aromaa  
Fleet Secretary.....Timo Korhonen  
Fleet Champion.....Terho Aromaa  
Runner-Up.....Heikki Alho

Boat No.	Boat Name	Skipper
3924	Pluto	Jorma Janhunen
3934	Wivyl	Jorma Lehtonen
4011	Villervalla	S. Ulvinen
4014	Chiquita II	Bjorn Calonius
4127	Lucciola	Martti Moilanen
4133	Angelique	Tapani Helve





Helsinki Fleet 166 Champion Terho Aromaa in Masi.

4143	Toutain	Ilkka Kaitila, Kai Ohman & Kalle Perkki
4326	Lokki	Orvo Halkosaari
4327	Piraya	Mauri Jarvinen
4333	Sirri	Erkki Sevakivi
5054	Tiwa	P. Halttunen, A. Rautapalo & K. Raitio
5545	Chianti	Erkki Harju
5548	Lotina	R. Roitto
6832	See-Hawk	Risto Nerman
6836	Hurricane	Martti Karstunen
6837	Angeya	Kaj Sjoberg
7163	Delphine	Antti Hohi
7181	Sunrise	Ali Biaudet
7182	Show	Kari Ulvio
7887	Masi	Terho Aromaa
7888	Tuuletär	Raimo Aromaa
7890	Venla	Esko Lindstrom
7894	Simppu	Hannes Ignatius
7895	Piraya II	Erik J. Suni
8210	Oskari	Pentti Puupera
8211	VIB	Timo Korhonen & Heikki Alho
8218	Ariana	Leif & Stig Haglund
8658	.....	Samuel Kaurinkoski
8994	Tim	Unto Maenpää
9165	.....	Max & Mikko Hallikainen
9166	Marina II	Aimo Hanninen
9441	Lokka	Mikko Tuominen
9608	.....	Ilkka Raikamo

The highlights of the Helsinki Fleet's past season were the District Championships, which were held at our Fleet again, the participation of three of our skippers in the Lightning Class European Championships, and two skippers in the World's Championships at Naples, Italy.

Racing and cruising with our Lightnings has been quite active in our waters, even if the cold and rainy summer tried to dampen the enthusiasm of sailors. We added two new boats to our Fleet during the season, No. 9441, LOKKA, owner Mikko Tuominen, and No. 9608, owner Ilkka Raikamo, the latter so late in autumn that he did not get to race.

Finland District Championships, which were held on our Fleet's waters at the beginning of July, proved to be very satisfactory for our skippers as they won four first positions in the event. The races were very tightly fought and our previous District Champion Terho Aromaa, with Ilpo Halva and Markku Aromaa crewing, won the title again.

After the District Championships, two of our skippers and boats, half our team, were elected to represent Finland at the European and World's Championships. Our sailors' positions in these events were not very high, but they learned much and made many new friends among sailors from every part of the world.

At the European Championships, Paavo Manninen (Lokka, 9441) finished twelfth, Esko Lindstrom (Venla, 7890) 16th and Kari Ulvio (Show, 7182) 23rd, and at the World's Championships Paavo Manninen finished 34th and Esko Lindstrom 36th.

Three Helsinki Fleet boats participated in the Eastern Finland Regatta, which was held at Loviisa. We enjoyed the hospitality of Loviisa Fleet's (299) members, and the races too, where our skippers were most successful. Raimo Aromaa won overwhelmingly with his Tuuletär, 7888, with three firsts; Aimo Hanninen's Marina II, 9166, was third, and Kari Ulvio's Show, 7182, fourth of the nine participating Lightnings.

Aimo Hanninen visited also in the Kotka Sea-Days Regatta and finished second in the eight-boat event.

Fleet Championships were held again in September. The Fleet was divided in two groups for this Regatta, A-Group consisting of the hot racing skippers and B-Group the not so active skippers and older and heavier boats. The cold, rainy and stormy summer had probably dampened the spark of enthusiasm of the skippers as only eleven Lightnings participated, 7 in A-Group and 4 in B-Group. Terho Aromaa regained his Fleet Champion's title after a tight fight with Heikki Alho who had to be satisfied for Runner-Up Trophy, with only one point less than Terho.

B-Group had also tight racing which ended with the previous winner taking the B-Group Trophy again home.

#### FLEET CHAMPIONSHIP RESULTS

A-Group:	Skipper	Boat Name & No.	Finishes	Points
	I Terho Aromaa	Masi, 7887	2-1-2	19
	II Heikki Alho	Vib, 8211	3-2-1	18
	III Ilpo Hanninen	Marina II, 9166	1-3-DNF	12
	IV Raimo Aromaa	Tuuletär, 7888	5-4-3	12
	V Stig Haglund	Ariana, 8218	4-5-4	11
	VI Risto Nerman	Sea-Hawk, 6832	6-6-5	7
	VII Arimo Rautapalo	Tiwa, 5054	DNS-	0
			DNS-DNF	
B-Group				
	I Hannes Ignatius	Simppu, 7894	DNS-1-1	8
	II Harry Biaudet	Sunrise, 7181	1-2-DNF	7
	III Unto Maenpää	Tim, 8994	2-4-2	7
	IV Juha Jarvinen	Piraya, 4327	3-3-3	6

We are planning for a more active season of 1966 and rumors are we'll have some new boats for our Fleet and many a new sail and better equipment for several skippers. Let's see.

#### KOTKA FLEET (298)

##### Sailing at Gulf of Finland, Kotka and Hamina, Finland

Fleet Captain.....	Urpo Kurki
Fleet Secretary.....	Keijo Vesa

Boat No.	Boat Name	Skipper
5058	Santa Clara	Jorma Nikkula
5541	Sacramento	Timo Tarkainen
7175	.....	Johannes Lehtonen
8655	Carita	Martti Vaittinen
8993	Ritva	Jukka Ruohutula
.....	.....	Urpo Kurki

Our Fleet has not had many races during the season due to the lack of racing boats. When Fleet Captain Urpo Kurki sold his "Suit-Sait" we had only two boats left in racing condition. However, our Captain is now building a new Lightning, which will be launched next spring and that will surely make more racing in our Fleet's waters.

Kotka Fleet's main racing events have been the Kotka Sea-Days



regatta, and the participation of Martti Vaittinen's CARITA, in the Eastern Finland Regatta in Loviisa. Sea-Days Regatta collected eight Lightnings from Helsinki, Loviisa, Lahti and Kotka Fleets to race against each other in the stormy and rainy series.

We are proud to tell that our own Martti Vaittinen was able to defend the attacks of the more experienced visiting skippers, which included even one-time District Champion Aimo Hanninen of Helsinki Fleet, and won the first place trophy with his CARITA. Our other participating boat, Jukka Ruohutula's RITVA was left to the last place.

CARITA participated also in the Eastern Finland Regatta in Loviisa, where she finished sixth in the nine-boat series. Martti Vaittinen could have earned a higher position if his rudder had not broken in the last race of the three race series, as his earlier placings were second and fourth and he was second when the accident happened.

We will be getting at least one new boat for next season, probably more and we look confidently for the future of our Fleet.

### LOVIISA FLEET (299)

#### Sailing on Gulf of Finland, Loviisa, Finland

Fleet Captain.....Raimo R. Nordstrom  
Fleet Secretary.....Raimo R. Nordstrom

Boat No.	Boat Name	Skipper
4308	Cinderella	Mauri Soininen
4334	Pinocchio	H. Wasenius
6833	Da-Capo	Kaj Knuts

Loviisa Fleet has been almost dormant during the season. We have now only the minimum amount of Lightnings as Klaus Blomster sold his RIITTA out of the Fleet. Practically the only races have been at the Eastern Finland Regatta, which was held this year at our waters. That proved to be quite a great event as altogether nine Lightnings sent their entries for the Regatta.

Our three Lightnings naturally participated in the event, but could not prevent the visitors from taking all the prizes with them. Winners of the Regatta's Lightning races was Raimo Aromaa's TUULETAR from the Helsinki Fleet, second Pentti Puupera's OSKARI from Lahti Fleet. Our best boat was Kaj Knuts's DA-CAPO, which finished fifth in the series.

Our Lightnings also participated in the Kotka Sea-Days Regatta, but not too successfully.

### PORI FLEET (306)

#### Sailing at Gulf of Bothnia, Pori, Finland

Fleet Captain.....Viljo-Pekka Mehtonen  
Fleet Secretary.....Viljo-Pekka Mehtonen

Boat No.	Boat Name	Skipper
4050	Samba	Simo Valli
4330	Kaje	Vainan Vartijat (Boy Scouts)
5061	Leena	Leena Vanhakartano
5543	Hey-Day	Maunu Saarnio
5546	Lokki	Sulo Aarnisalo
5547	Ticca	Timo Lohikoski
7174	Melanita	Olli Heinonen
7882	Pipsa	Pekka Bergman
7886	Viehe	Viljo-Pekka Mehtonen
8213	Johanna	Berndt Schulze
8214	Maija	Ruoripojat (Boy Scouts)
8215	Fanny	Matti & Seppo Lahdemaki
8996	Seastar	Tor Ahlstrom
8997	Mariza	Bengt Lagus
9343	.....	Marten Nyberg
9344	Trudy	Gosta and Monica Molander

### OULU FLEET (307)

#### Sailing on Gulf of Bothnia at Oulu, Finland

Fleet Captain.....Nils Hammar  
Fleet Secretary.....Nils Hammar

Boat No.	Boat Name	Skipper
4304	Pohjantahti I	Junior Section of Oulu Yachting Club
5552	Kikka	Markku Paloma
7184	Thalatta	Hans Andersen
7185	Onnetar	Lasse Hammar
7186	Pohjantahti II	Harry Hammar
7981	Meriheila I	Heikki Lepisto
8653	Hula	Kari Lukkarila
9340	Tanja	Jouni Valtanen
9341	Meriheila II	Veikko Lepisto
9436	Rio-Rita II	L. G. Hammar

The Lightning activity of our town gained further support as three new boats joined our Fleet during the last season. The boats are: Meriheila II, owned by Veikko Lepisto, Tanja, owned by Jouni Valtanen and Rio-Rita II, owned by L. G. Hammar. This shows that the Lightning Class will dominate all future races arranged in Oulu waters.

Kikka, owned by Markku Paloma, participated with great success in the District Championship in Finland, taking place on June 30th to July 4th. The result of the hard competition was fifth place.

July 7th and 8th were the dates for the competitions of "The Electric Cup II", this time with only six contestants. Kikka and its skipper Markku Paloma was best on both days, and was awarded the Cup for one year.

On 10th, and 11th of July, the 60th Anniversary of Kemi Yachting Club was celebrated. Two Oulu Lightnings had the opportunity of visiting the neighboring town. The Saturday race in breezy wind gave Onnetar of our Fleet first place. On Sunday the wind left much to be desired during the whole race, but gave Pohjantahti II second place.

The traditional Regatta of Oulu began on 23rd July with 12 participating Lightnings, three of them from Kemi. The weather during the three Regatta days was hot and sunny. In the light wind Kikka proved to be the fastest and won each race. On the first day Viri of Kemi Fleet was second, and Hula third. The second day gave a thrilling competition between Kikka and Pohjantahti II on the last leg to the finish line. Marina of Kemi was third. On the final race the boats were almost equal to the last mark, but then Kikka was the first to catch the wind and received the usual gun from the Race Committee. Anita of Kemi was second, searching the wind with a daring tack. A member of Oulu Fleet, Hula, came third. Thus Kikka had collected the



One of the newer members of the Oulu Fleet 307—Veikko Lepisto and his Meriheila II.





*Shades of the Flying Dutchman or does a Lightning really need a firm hand on the tiller. But leading Finnish skipper Markku Paloma really is in control at his country's districts.*

highest points and won the following Cups: "Co-operation Cup", "The Lightning Challenge Cup", "The Ship Broker's Cup" and "The Dispute Cup of Commodores".

In September, Fleet Captain Nils Hammar and his sons Lasse and Harry traveled by car to Naples, where they followed the Third Lightning Class World's Championship. The journey is most likely to be a source of new ideas for the coming summer.

The boats of our Fleet have taken part in many competitions arranged by their own clubs, not mentioned in this context.

The past year has been full of events and the program planned has been duly completed. Although no new boats have been reported yet, we look forward to the coming summer and, as we hope, its successful winds.

### KEMI FLEET (310) "THE NORTHERNMOST LIGHTNING FLEET IN THE WORLD"

#### Sailing at Gulf of Bothnia, Kemi and Tornio, Finland

Fleet Captain.....	Aarne Hedberg
Fleet Secretary.....	Juhani Hedberg
Fleet Champion.....	Pentti Hedberg
Runner-Up.....	Aulis Naykki

Boat No.	Boat Name	Skipper
4012	Leena	Jouni Miilumaki
4136	Nina	Jorma Arvola
4324	Vire	Otso Nylander
4325	Maryana	Kirsti Kuusiste & Heikki Laitinen
4328	Irene	Juhani Hedberg
7177	Marina	Aulis & Kalervo Naykki
7891	Viri	Arvo Perkkio
7892	Anita	Pentti Hedberg



*Champion of the World's Northernmost Lightning Fleet is #7892 Anita, skippered by Pentti Hedberg.*

7893	Ilsa	Paavo Rantasuo
8219	Maria	Jorma Riekkö
8995	Renata	Christian Lindstrom
9162	Ella	Birger Vaananen

The Northernmost Lightning Fleet in the World had an active season again, even if the rainy and stormy weather tried to prevent it. During the winter we lost one of our oldest and most active boats when Heikki Ulen sold his LOKKI to Helsinki Fleet. Luckily Christian Lindstrom got his homebuilt RENATA (8995) ready so that our racing fleet did not diminish.

Our fleet's racing program is the same as our Yacht Club's and the first race was the Club Spring Race on June 13th. Only four of our Lightnings were ready to sail and MARINA, Aulis Naykki skippering, took her first win of the summer. Second in the exciting race was ANITA, Pentti Hedberg, third MARIA, Jorma Riekkö and fourth RENATA, Chr. Lindstrom.

Six Lightnings participated in the Long Distance Race. Winner MARIA, whose skipper this time was Lars Hansen. Next were: MARINA, ANITA, VIRI, RENATA, ELLA.

One of our fleet's skippers participated in the District Championships at Helsinki. This is first time a member of the Kemi Fleet has participated in that important event, and the history-making fellow was Aulis Naykki, who trailed his MARINA to the other end of the country. He finished eleventh at the Districts and so began our travels to the District Championships; let's hope that next time there will be more Kemi Fleet boats.

Kemi Yacht Club 60th Anniversary Regatta was the greatest event in home waters. Two visiting Lightnings from Oulu Fleet made the Lightning Fleet, with eleven boats, the biggest racing class in the regatta. In the first race Lasse Hammar from Oulu Fleet took the winner's gun with his ONNETAR. Second was MARINA, Aulis Naykki and third again visiting boat, Harry Hammar's POHJANTAHTI II. Weather was stormy and cold, two boats had to withdraw with minor damage and the next positions were: third ANITA, fourth ILSA, fifth RENATA, sixth IRENE, seventh MARIA, eighth MARYANA, ninth ELLA. Next day thick fog postponed the start for two hours. The wind at the start was quite good but diminished during the race to total calm, but the race finished in time. Winner was Arvo Perkkio with VIRI, second Oulu Fleet's Harry Hammar with POHJANTAHTI II, third ANITA and next came: MARINA, RENATA, MARIA, IRENE, ELLA. MARIA and ONNETAR were forced to withdraw. Also scored were points for the team-trophy "Mayor's Cup." Kemi Fleet's team won the Trophy for the second time.

After two weeks, four Kemi boats visited at the Oulu Regatta, and quite successfully. In the first race our VIRI was second, MARINA fourth, ANITA fifth and MARIA tenth in the ten-boat fleet. Second race was held in almost calm and our



boats did not fare so well, MARINA was third, ANITA, sixth, VIRI eighth and MARIA tenth. In the third race it seemed that our boats would take all the top positions, as at the last mark ANITA and MARINA were first and second and our other boats were also near but the wind turned and Oulu Fleet's Markku Paloma took his third winner's gun in this regatta, ANITA came second, MARIA fourth, VIRI seventh and MARINA eighth.

Next in the program at home waters was Selkasaari (Back Island) Round-Race, which is a handicap race for all classes of the club. Five Lightnings and two Sharks participated in the race and the Lightnings were the top five in the result list. Winner ANITA, and Pentti Hedberg took again the Eagle-Trophy in his prize-collection. Second was MARINA, third IRENE, a 15-year-old boat which is a constant threat to her much younger rivals, fourth RENATA and fifth ELLA.

Last open race of the season was the Club Autumn Race held at August 28th. MARINA took the winner's honors, second VIRI and third ANITA.

During the summer evenings we held our traditional Crew Race series, when skippers give their boats to their crew-members and stay ashore, being scared of damage to their boats. The Crew-Champion's title went this year to MARINA's crew member Simo Haggstrom. Runner-up was our fleet's only female-crew member Toini Tolonen who sails VIRI. Third place was divided among not less than five men, who got the same points. They were: S. Hietala, E. Hukka, R. Junttila, P. Vaananen and V. Heinineva.

The Fleet Championship of the Northernmost Lightning Fleet was decided at the Kemi Yacht Club 60th Anniversary Regatta and the highest points for the Championship went to Pentti Hedberg and his crew Seppo Hietala and Veikko Miilumaki. Runner-Up points were collected by Aulis Naykki.

We are expecting some new boats for our fleet for next season, and also a more beautiful summer than the last.

### JYVASKYLA LIGHTNING FLEET (328)

#### Sailing at Lake Paijanne, Jyvaskyla, Finland

Fleet Captain.....	Veikke Miettinen
Fleet Secretary.....	Matti Nurminen
Fleet Champion.....	Ilkka Lilja
Runner-Up.....	Martti Nurminen

Boat No.	Boat Name	Skipper
4139	Dinorah	Risto Eloranta
4310	Heta	Juhani Ahonen
4335	OK	Osmo Konkola
5059	Maarit	Timo Karlo
6838	Katrina	Veikko Miettinen
7161	Flamingo	Ilmari, Juhani & Kalevi Valovirta
7173	Meritahti	Timo Laes
7179	Sami	Jaakko Multanen
7180	Mary	Erkki O. Jussila
7885	Mona-Lisa	Martti Jormakka & Raimo Hirvonen
7982	Tuulia	Kalervo Airaksinen
7983	Nina	Ilkka Lilja
8212	Mary-Ann	Martti & Matti Nurminen
8217	Delfin	Esko Saltevo
8654	Ply-Fay	Ola Olavinen

Racing was quite slow at the Jyvaskyla Fleet last season, due to the active building work done by fleet members. We have built a new racing-headquarters for the fleet, consisting of a sauna-bathhouse, place to get meals and official quarters.

On home waters, Ilkka Lilja again was almost unconquerable and he represented our Fleet honorably in other events.

Two Jyvaskyla Fleet boats participated in the District Championships at Helsinki. Ilkka Lilja's NINA was eighth in the sixteen boat regatta, even though he capsized in the third race and had to withdraw in the second. The other representative from Jyvaskyla was Martti Nurminen's MARY-ANN, which finished tenth.

The greatest event for our sailors came in September as Ilkka Lilja was elected to go to Naples to represent Finland in the European Championships and World Championships. He took Martti Nurminen as his crew-member, so that two of our best skippers could see and participate in the grand racing. Ilkka proved to be the best of Finnish skippers finishing tenth in the Europeans and 26th in the World's.

Next summer we will see more racing at Lake Paijanne. We will get three new boats, and the Finland District Championships to Jyvaskyla.



Fleet 328's "Nina" (7983) ready for action in the World Championships in Naples.



Tight crossing in Finland . . . Lahti Fleet's Champion, Pentti Puupera (8210) and runner-up Hannu Makinen (9163) in a typical encounter.



# LAHTI LIGHTNING FLEET (349)

## Sailing on Lakes Vesijarvi and Paijanne, Lahti, Finland

Fleet Captain..... Erik Liljeblad  
Fleet Secretary..... Reijo Puupera  
Fleet Champion..... Pentti Puupera  
Runner-Up..... Hannu Makinen

Boat No.	Boat Name	Skipper
4131	Sill-I-Dill	Arto Helemaa
4302	L.P.S.	Lahti Yacht Club
7160	Delfin	Lahden Partiosissit (Boy Scouts)
7980	Mattawunga	Erik & Kaj Liljeblad
8210	Oskari	Pentti Puupera
9163	Cat-Fish	Hannu Makinen
9437	.....	Kalevi Rajanen

Going has been a little slower this season at the Lahti Fleet, compared to some previous seasons. Reason is two of our most active skippers have been called to their National Service (Army). They will be back for next season, so we will surely have hotter races in coming summer.

OSKARI has also been off from our races, as her skipper

Pentti Puupera moved to Helsinki and took his boat along. He came, however, to the Fleet Championships, and took the title.

Fleet Championships were held in changy weather. In the first race Saturday there were strong winds and thunder-squalls. Cat-Fish capsized and one other boat had to withdraw due to minor damages. Pentti Puupera won the heat. On Sunday, winds were weak and shifty during the two heats. Cat-Fish, Hannu Makinen skippering, won the second heat and Pentti Puupera the third one to become Fleet Champion.

Oskari and Cat-Fish participated in the District Championships at Helsinki. Pentti Puupera sailed fairly consistent series and finished sixth. Hannu Makinen (Cat-Fish) was thirteenth. Oskari also participated in the Helsinki Regatta and fared fairly well, and the Eastern Finland Regatta in Loviisa, where Pentti Puupera came in second.

The highlight for our sailors was participation in the European Championships and World's Championships at Naples, Italy. Pentti Puupera and his Oskari were elected to represent Finland in Finnish team and Hannu Makinen went along as a crew member of one Helsinki Fleet boat, Eske Lindstrom's Venla, so that two of our skippers got to learn much top racing tactics and techniques. This was the first time a boat and crews from Lahti Fleet participated in international racing. They did not come very high in the result-lists, but they learned much and got to know many friendly Lightning people from all around the World.

# FLORIDA DISTRICT

District Commodore: Herbert W. Virgin, III  
District Secretary: Charles Beedle  
District Champion: Ernie Dean  
District Runner-Up: Herbert W. Virgin, III  
Fleets: St. Petersburg (109); Tampa (168); Biscayne Bay (226); Palm Beach (333).

This has been a very profitable year for the Florida District. The number of active participants in each fleet has increased and a new fleet has been established. As always, the Southern Circuit last Spring stimulated interest in the Lightning class. Many new sailboats have joined our ranks and many of the oldtimers are obtaining new boats and equipment.

Eleven boats representing all fleets participated in the 1965 District Championship held last Spring at Davis Island Yacht Club in Tampa, Florida. Leonard Vidal, Fleet Captain at Tampa, provided excellent facilities and congenial entertainment for the 2-day event.

Five 6-mile races were sailed around a triangular course. As those who have sailed at Tampa Bay are aware, that body of water is notorious for its sudden changes of weather. All types of conditions were encountered.

Ernie Dean sailing 9456 won three races and placed second twice to take the championship. Herbert Virgin in 6909 with three seconds and two firsts was runner-up. Bob Tylander with three thirds, a fourth and a sixth finished third place.

Some of the races were drifting matches and some were sailed under extremely adverse circumstances in winds of up to thirty knots. One race finished during a squall in which winds up to 56 miles per hour were recorded at the local Coast Guard Station.

Leonard Vidal, last year's pioneer in the art of capsize, opened a new field by missing the entire finish line when his boat went out of control in the squall above mentioned. The outlook for the further development of the Florida District is excellent.

As always we are looking forward to seeing our nothern friends during the 1966 Southern Circuit. It is anticipated that the 1966 Championships will be raced in Miami, Florida, during April or May.

## TAMPA LIGHTNING FLEET (168)

### Sailing at Tampa Bay, Tampa, Florida

Fleet Captain..... Leonard J. Vidal  
Fleet Secretary..... Hal Harper  
Fleet Champion..... Rowland Rundle

Boat No.	Boat Name	Skipper
1664	Warren White	Warren White
2144	Happy Hour	Kenneth Robinson
2889	.....	Hal Harper
3192	Swizzlestick	Vernon Sanders
3231	Blue Feather	Wilfred Bregler
3876	.....	Leonard Gilbert and Reece Smith
3883	.....	Arnold Kotler
4419	Hubba-Hubba	Ray Chase
4939	.....	Furman Whitaker
5044	Dolphin III	James Bryan
5098	.....	Randy Wilson
5600	.....	Ted King
7057	.....	Robin Clement and Jack Edelman
7117	Playmate II	Lewis Hill III and Solon O'Neal
7945	Hy-Tailing	Rowland Rundle
8950	Mandykin II	Leonard Vidal

The year 1965 has been both a good and a bad year for our fleet—good in that we participated in many fine regattas and added three active sailors to our fleet and bad in that we lost five Lightning sailors. We all regret that Rip Rundle, Ted King and Vernon Sanders left the fleet due to out-of-town moves. Also leaving the fleet were Chet Franz and Hal Harper who sold their boats.

We wish to welcome, however, Furman Whitaker, a sailor of many years experience who bought Chet Franz's boat and Jack Edelman and Robin Clement who bought 7057 from Lennie Vidal when he bought a newer boat. Also joining our ranks is Randy Wilson, a hot skipper and a good competitor, who lives in Orlando.

In February we travelled south to Bahia Beach for the annual Gasparilla Regatta hosted by the Tampa Sailing Squadron. The weather was cold but the sailing was hot.

In the latter part of March we travelled to Mt. Dora for their annual regatta. This beautiful lake surrounded by hills provided us with very tricky winds and a different type of sailing from that to which we are accustomed. Many wind shifts and three races later spelled victory for Lewis Hill with Lennie Vidal and Randy Wilson right behind in that order.

On April 24 and 25 our fleet hosted the Florida District



Lightning Championship at the Davis Island Yacht Club with eleven boats participating. Five races were held in everything from a near-drifter to a good size squall. Ernie Dean of Eau Gallie was the victor with Chips Virgin, last year's District Champ, coming in a very close second and Bob Tylander of Boca Raton, third.

Our Fleet Championship was held in the Spring and the hot contest was won by Rip Rundle, just days after he had bought #7945.

A number of regattas were attended by our members throughout the year, but among the best were the Annual Labor Day Regatta at Sarasota and the two-day Thanksgiving Regatta hosted by Davis Island Yacht Club. The former started with very light winds during Saturday's race and again this year as in the last five years, ended in a big crescendo with a squall hitting during the third race on Sunday in which many sailors were dunked, including yours truly. Results: Bob Tylander, first; Randy Wilson, second; and Ray Chase, third.

The Thanksgiving Regatta gave us two wonderful days of sailing, starting with a "Free-for-All" race for all classes on Saturday morning, lunch and three good races in the afternoon followed by two more races on Sunday morning. Results: Vidal, first; Lewis Hill III, second; and Furman Whitaker, third. This was one of those Regattas that we remember pleasantly for a long time because of the very efficient manner in which it was run. Our thanks to the Davis Island Yacht Club's Fleet Captain, Bruce Robbins, and his efficient crew.

We are now looking forward to the "Winter Series" races sponsored by the Davis Island Yacht Club which will start some time in January.

As always we of Lightning Fleet #168 are eagerly anticipating the events of 1966 while recruiting new sailors to the Lightning Class.

**SEND YOUR  
DISTRICT AND FLEET REPORTS  
IN EARLY!**



*Lightning start at Sarasota; Labor Day regatta.*

## MIAMI FLEET (226)

**Sailing on Biscayne Bay at Miami, Florida**

Fleet Captain.....Charlie Beedle  
Fleet Secretary.....Don LeBaron  
Fleet Champion.....Charlie Beedle  
Runners-Up.....Bob Tylander and Alex Carlin

Boat No.	Boat Name	Skipper
1916	Sailbad the Sinner	Ella Andre and Don LeBaron
1947	Repeat	Bill Loughlin
2675	Proud Scot	Harold A. Clark, Jr.
3864	Pegasus	Wm. J. Day
4209	Sweet Sue	Gus Serino
4509	Kool Slam	Hank Lyle
4944	.....	Bob Scully
5680	Moonraker	John Nunly
6462	.....	Bob Hartkoff
6909	.....	Chas. Kehoe, Chips Virgin
7010	.....	Don Bliss, Bill Albaugh and John Tripp
7406	Fair Lady	Bob Tylander
7438	Chi-Na	Edwin Belknap
8038	Skyrider	Charlie Beedle
9388	Gang-Awa	Alex Carlin
9421	Bloody Fool	Phil Styne
9729	Yankee Baby	Howard Foht
.....	Ibiza	Bernie Berkow

It looks as though 1965 through 1966 may be a growth year for us. So far, an average of nine boats has made each start. There has been the addition of two new fiberglass boats plus the return of two veteran sailors, Don Bliss and Howard Foht. Very promising are four skippers under sixteen years of age, who are already being felt in competition.

Coconut Grove Sailing Club used Lightnings to host both the Adam's Cup Quarter Finals and the Semi-Finals. A squall during the first race popped two masts and flipped a third as an encore. Fortunately, this ended the capriciousness of the weather, and all else went well.

Coral Reef Yacht Club was host to 38 boats at the 1965 Mid-winter Regatta. This regatta provided the setting for an exciting finish to the Southern Circuit with Seidemann and Sindle fighting out a photo-finish in the last race. Good weather was present and is promised for 1966.





## PALM BEACH FLEET (333)

### Sailing at Palm Beach, Fla. on Lake Worth

Fleet Captain.....Edward Roddy  
 Fleet Secretary.....William B. Cudahy  
 Fleet Champion.....William B. Cudahy  
 Runner-Up.....Oliver Holmes

Boat No.	Boat Name	Skipper
4969	No Name	Oliver Holmes
6615	Sinbad	Graham-Eckes School
7808	Ellie Sue	Graham-Eckes School
8063	C. Sharp	William B. Cudahy
8526	Little Spirit	Graham-Eckes School
8847	Nimbus	Fred Seelman

During the early part of the season, Fleet 333 welcomed its newest boat "Nimbus" built by Fred Seelman in his garage. She is currently showing good speed, having finished second in the Miami Yacht Club's September Regatta.

"C Sharp" won the Lightning Class event in the Washington Day Regatta on Lake Worth which is sanctioned by the Florida Sailing Association annually in February and thereby became fleet champion for the current year. Oliver Holmes placed second and became runner-up.

We are presently engaged in a fall series hosted by Graham-Eckes School Sailing Club under the experienced leadership of Captain Ernest Wingerter. We are hopeful that we can send fleet representatives to all the principal events on the winter sailing schedule.

# GREATER LONG ISLAND DISTRICT

District Commodore: Hugh F. Luddecke  
 District Race Committee Chairman: Walter H. Burden, Jr.  
 District Champion: James G. (Tony) Dill  
 Host Yacht Club: Shelter Island  
 Fleets: Miramar Y. C. (38); Hewlett Point Y. C. (58); Shelter Island and Orient Y. C. (116); Old Cove Y. C. (141); Narasketuck Y. C. (178); Woodmere Bay Y. C. (300).

The host fleet this year was 116, entitled "Gardiners and Peconic Bays Fleet." It was decided to hold the District Championship somewhat earlier than usual this year because the North Americans were to be early. The weekend of July 10 and 11 was selected and pre-season announcements were mailed to all district members in mid-March. The official announcements and entry forms were mailed early in June.

We announced a tune-up race for Friday afternoon, July 9. For this we had about 15 boats, big wind and much fun. Arrivals continued all through that evening and a few appeared early the next morning. Twenty-six eager and enthusiastic contestants were ready for tows for Gardiners Bay at 9:00 a.m. on July 10, but alas, the Coast Guard had a firm say.

We would remain in the vicinity of the Shelter Island Yacht Club, Greenport, and Orient Harbor. So the first race was started at 10:00 a.m. with winds 15-16 mph. This race included a long spinnaker run and was neatly won by our last year and this year District Champion Tony Dill.

In the afternoon the winds, still southwest, had dropped to 10-12 mph but the Coast Guard still said a strong "no" to Gardiners Bay because supposedly "something more" was due any time. Accordingly we again remained in more confined waters, had a longer course and this one featured a good spinnaker reach. Tony Dill again won.

Saturday evening featured a buffet supper and dance at the Yacht Club—a gay time.

Sunday, July 11, winds 8-10 mph steady but light rain and no complaints from the Coast Guard, so out to Gardiners for an official Lightning triangle with two spinnaker reaches. All personnel blue, shaking, cold, but undaunted and still with enthusiasm. Wally Ross won this one.

The first ten boats were as follows:

1. Tony Dill	#7124	Fleet # 141
2. John Eggers	#5984	Fleet # 58
3. Bill Uhl	#6981	Fleet # 141
4. Gordon Ettie	#8540	Fleet # 178
5. Larry Dorman	#7915	Fleet # 116
6. Hugh Luddecke, Jr.	#7330	Fleet # 116
7. Sam Kadish	#9191	Fleet # 38
8. Mike Burden	#8255	Fleet # 116
9. Ray Harrington	#7269	Fleet # 58
10. Robert Kurtz		

After the last race and the awards presentations, the Commodore thanked the Race Committee and the Yacht Club officers. For the year 1966 Gordon Ettie of Fleet 178 was elected District Commodore. Following this and still blue and cold but now with inner spirits we departed, looking forward to the District Championship of 1966.

## SHEEPSHEAD BAY FLEET (38)

### Sailing on Jamaica Bay & Rockaway Inlet at Miramar Yacht Club in Brooklyn, N. Y.

Fleet Captain.....Sam Kadish  
 Fleet Secretary.....Ollie Alpert  
 Fleet Champion.....Arthur Beecher  
 Runner-Up.....Al Gaglione

Boat No.	Boat Name	Skipper
4018	Juniper	Joseph J. Faraone & Paul Moskowitz
6798	Three Bells	Jules Spodek
6925	Adams Rib	Marvin Becker & Stan Finkelstein
7004	Chaos	Lawrence Grand
7359	Five Star	Gordon Jones
7656	Playmate	Al Gaglione
9009	Touche	Lawrence Fretts
9096	Hotspur	Arthur Beecher

9104	Palaomon	Walter Eisenberg
9139	Ollie-Oop	Ralph Alpert
9191	Kahina	Sam Kadish

The 1965 tune-up race opened the season the usual way—rough, tough and wet. Fortunately for the less "gung-ho" sailors the first half of the season was barely over 12 knots.

Our indomitable race committee expert Larry Fretts, under the surgeon's knife earlier this year, returned too late to race his own boat, but crewed for Sam Kadish.

Sherman Leonard, who rashly sold his boat last fall, wore a hang-dog expression, until he shanghaied another boat to compete in some of the races.

Joe Faraone spent the racing season under azure skies in Spain; Paul Moskowitz, Larry Grand and Stan Finkelstein fought traffic (and each other) to the mountains. Marvin Becker changed diapers instead of sails.

Former Snipe sailor Jules Spodek finally began to unravel the mystery of spinnakers and steadily improved during the year.





Arthur Beecher skippered Hotspur (9096) to Fleet 38 championship.

Al Gaglione, racing at Miramar after a five-year absence on Long Island Sound, took heavy winds in stride and buoys between the chainplates.

The Lobel Regatta was won by Al Gaglione (1), Ralph Alpert (2) and Jules Spodek (3). Alpert, former National Deck Sailing Canoe champ, gave everyone a lesson in reaching as he came from dead last to pass all but Gaglione.

In August the Bachman Invitation Regatta 3-race series was sailed in light to moderate winds. Visitors Tom Attridge and last year's winner John Eggers gave Miramar skippers a run for their trophies. Eggers, on his way to the Nationals, stopped long enough at Miramar to pick up a second place trophy. Going into the last race of the series Arthur Beecher and Eggers were tied, each with a first and a third. Beecher took a first in the last race returning the trophy to the club. Ralph Alpert was third for the series.

Arthur Beecher, last year's champ, by dint of superior helmsmanship and eagle eye for wind, sewed up the season with five straight firsts.

Fleet Captain Sam Kadish (alias the Santini Bros.) whipped enthusiasm to a frenzy getting sailors to compete in out of club races. Three boats went to the Districts at Shelter Island. Gaglione, Kadish and Walter Eisenberg. Kadish placed seventh. Four boats went to the Richmond County Yacht Club's 3-race series.

Lightning squalls with winds over 40 damaged their Thistle fleet and frightened the Lightning fleet (all our boats now carry lightning arresters). At the end of the regatta three boats tied for first—Alpert and Gaglione of Miramar and Millhiser of Red Bank. The tie could not be broken by the usual scoring methods and was finally decided by a toss of coin. After four tosses they were still tied! On the 5th toss it was Millhiser (1), Alpert (2) and Gaglione (3).

Our indefatigable leader, Sam Kadish, gave a demonstration on "Losing Races When Ahead," when in a commanding lead in heavy, puffy NW winds on the third spinnaker leg, he flew his spinnaker with upending results. Poo-Pah, the club's mascot poodle, refused to crew the next race with his boss.

The new generation showed signs of emergence into top-flight contention when David Eisenberg led the fleet home in a race where the last boat finished only 30 seconds behind the leader.

Sherman Leonard gave up his hang-dog expression and purchased 7359 from Gordon Jones. Four hours later he was unrigged, on the trailer and ready to go to Red Bank's fall series with a crew and a smile!

For the 1966 season we are looking forward to a new clubhouse and a bigger Lightning fleet.

That's all for this year. Come visit us at our new clubhouse next season.

## GREAT SOUTH BAY FLEET (178)

### Sailing on Great South Bay, Long Island, N. Y.

Fleet Captain.....	Temple S. Robinson
Fleet Secretary.....	Jacques Boulanger
Fleet Champion.....	Gordon Ettie
Runner-Up.....	Robert David

Boat No.	Boat Name	Skipper
441		John Clark
863	Good Bye II	Robert Anderson
2610	Latifa	John Fairweather
3148	Mr.	Maxwell Revenson
3904		William Thomas
4695	Adios	Angela Parker
4899	Mist	George McCormack
6051	8-Ball	Warren Pulver
6277	Miller's High Life II	Glenn Miller
6443	Huntress	Herbert Buerger
6568	Cover Girl	William Madison
6699	Tikva	Jacques Boulanger
7993	No Problem	Winston S. Bailey
8325	Chinese	
	Firedrill	Wallace C. Ross
8423	Tooth Ache	Roy Ward and Axel Paulsen
8540	Tally Ho	Gordon Ettie
8662	Mistress	Robert and Marilyn David
9434	9400 Later	Temple S. Robinson
9561	Chimera	Ottavio Hoglevina

Seventy-five scheduled races between May and December provided sufficient, if not ample, racing opportunities for the nineteen members of Fleet 178. Gordon Ettie (8540) won the Fleet Championship and represented the fleet at the North



Aptly-named Tally-Ho is hit by sudden private puff off Bayshore Y.C. Skipper Gordon Ettie is Fleet 178 champ.



Americans. Champion, Runner-Up and other members competed successfully in Quantico, the Winter Lightning Championship regatta, the Atlantic Coast Championship, the Mallory and Adams Cups.

New officers have been elected for the 1966 season. They are Roy Ward as Fleet Captain and Jacques Boulanger as secretary.

Since the end of the racing season, Gene Dillman, George Burke, Bob Fennema and William Gray have joined the fleet and we hope to have twenty-five members competing in the coming season.

Our main goal for '66 is to send three representatives to the North Americans.

### WOODMERE BAY YACHT CLUB (300)

#### Sailing on Hewlett Bay, East Rockaway, L. I., N. Y.

Fleet Captain.....	Max Meyer
Fleet Secretary.....	Norris D. Konheim
Fleet Champion.....	Joe Saul
Runner-Up.....	Ev Ruskay

Boat No.	Boat Name	Skipper
3808	Trujay	Bernard Small
4863	Flamingo	Peter Marvin
4984	Belle	Jim Belmont
5403	Hi-Life	Samuel Sternberg
5880	Kalm	Irving Kalmanoff
7233	Small Missy II	Joe Saul
7873	Fantasy	Max Meyer
7880	Scorpion	Al Kurtz
8400	Vitesse	Richard Braverman
8612	Kon-Tiki	Norris Konheim

8665	Noodle	Lou Singer
8671	Foxfire	Barbara Fox
8719	My Toy	Robert Kurtz
8881	Lisboa	Irwin Blefeld
9175	Peg 'O' My Heart	Everett Ruskay
9464	Thor	Morse Gevanthor
9465	Remark	Jack Kramer

The 1965 racing season was marked by the implementing of a joint racing program with our friends down the bay, The Hewlett Point Yacht Club. For the first time an Inter-Club trophy was awarded to winning Lightning skippers. The Hewlett Pointers, sad to relate, copped first and third, Jim Browne and Ray Harrington, in that order scoring the coup. Our own Joe Saul took second.

The combined program added zest and sparkle to our activities. In fact, it was considered such a success that our two racing committees for 1966 are working even more closely together, and have many ideas for enhancing the sailing program even more.

The season was notable, too, for the addition of four new skippers to the ranks. Jack Kramer, Morse Gevanthor and Irwin Blefeld sailed brand new made-in-Portugal Lightnings, while Jim Belmont became one of us with a tried and true Lightning of the older school.

Joe Saul once again won the WBYC championship. Ev Ruskay and Max Meyer were tied for second, but Ev got the award on the basis of having placed ahead of Max in a greater number of times.

A salute to Max for the superior organizational job he performed as our Race Committee chairman. After many seasons in the job, Max is resting up. Not for too long, I hope.

His replacement? Yours truly. So . . . come back, Max, real soon.

## GREEK DISTRICT

Honorary District Commodore: H. M. The King of Hellenes

District Commodore: Stelios Bonas

District Secretary: George Andreadis

Official Measurer: John Kontokostas

Fleets: Salamis O Piraeus Sailing Club (251); Thessaloniki

Salonika Sailing Club (256); Parthenon Royal Yacht of Greece (286); Dolphin R. H. N. Cadet College (287); Argonaftis Volos Sailing Club (289); Aeolian Mitilini Yacht Club (336).

For a report on the District activities see each Fleet Report.

### SALAMIS FLEET (251)

#### Sailing on Phaleron Bay

Fleet Captain.....	Alecos Lagathas
Fleet Secretary.....	George Yiapapas
Fleet Champion.....	Stelios Bonas

Boat No.	Boat Name	Skipper
4636	Mesis	A. Lagathas
6257	Pnoe	G. Yiapapas, D. Gritsis
8397	Albatros	Stelios Bonas

Piraeus sailing club, where our fleet is affiliated, organized three series of races for the 1965 season.

At the first race of the season for the trophy of HIONON, H.M., King Constantine, skippering his boat 6943, and having as crew Ulysses Eskitzoglou and G. Zaimis, sailed three races to win the trophy of HIONON. George Andreadis with S. Psarakis and T. Aninos won the trophies of ASTRAPI and SALAMIS.

### THESSALONIKI FLEET (256)

#### Sailing on Thermaikos Bay, Salonika Greece

Fleet Captain.....	Dimitris Svarnas
Fleet Secretary.....	Mahos Doxopoulos

Boat No.	Boat Name	Skipper
4990	Champion	J. Michailides
4992	Katerina	Salonika Sailing Club
5446	Aeolos	J. Koukourevas
6259	Niki	Hartley Charies



H. M. the King (center) talks racing with vice president Andy Sinopoulos and District Secretary George Andreadis (right).

7492	Eli	Constantinides Stavros
7684	Delphini	Svarnas Dimitrios
7967	Boubou	John Nikopoulos
7968	Alpha	K. Petrovits
8017	Tifon	C. Boutaris
9372	Thiela	Mahos Doxopoulos

This has been a very active season for Fleet 256 with the three clubs in Salonika—Salonika Sailing Club, Salonika Yacht Club, Naftikos Omilos Filon Thalasis—having all organized races.

Kirafinis, skippering TIFON, with Flokas and Sklirides as crew, won the trophy for the Navy week. ELI, with D. Fintanidis and Pritsoulis and A. Konstantaras, won the races for Eli Cup. Junior Al. Michailides won the race for the cup of CON-STANTINIDES and again D. Fintanidis won the cup of Salonika fair, Daniolia and 15 miles autom-race.





Lightning skipper Constantine, King of Greece, among participants of Christmas-New Year Team race between U.S. Sixth Fleet and Lightning Fleet 286 of the Greek Royal Yacht Club. The King's team won the 3-race series.

### PARTHENON LIGHTNING FLEET (286)

Royal Yacht Club, Greece

Sailing on Phaleron Bay

Fleet Captain.....Andrew Sinopoulos  
Fleet Secretary.....George Andreadis

Boat No.	Boat Name	Skipper
5768	Astrapi	Stelios Papatheas
5769	Thiela	Constantinos Tsantilis
6544	Drosopoulos	Sotirios Brinis
6545	Hrisantis	Tasos Deligeorgis
6749	Alkioni	Spirithon Helmis
7219	Crinis I	Professor Stratis Andreadis
7569	Trudy	Andrew Sinopoulos
7738	Paula	George Prokopiou
8048	Marilena	
8396	Piravlos	John Goulandris
9447	Crinis II	George Andreadis

Another successful sailing season has been completed. Our fleet has been very active and its members have participated, with more enthusiasm than ever, in every regatta of the season. Odile Gritsi of Fleet 251, skippering Albatros II (8397), sailed a beautiful race to win the Ladies' Cup, the first race of the season.

Stelios Bonas of Fleet 251, our District Commodore, won the race for the "Vassilopaidos Irene" Trophy.

George Andreadis, our District Secretary, sailing his new



H.M. The King, leaving the harbor for the third race of the team race between Fleet 286 and U.S. Sixth Fleet Sailors during Christmas holiday visit of the Americans to Greece.

Crinis II (9447), won the two races organized by the Royal Yacht Club of Greece, for the Elpidos and Bouboulinas Trophies.

He represented our fleet in Naples where he tied for second in points in the European Championships and 18th in the World's.

On the occasion of the visit of the U.S. Sixth Fleet during the Christmas and New Year Holidays, our Fleet organized a Team Race between our Lightning sailors and members of the Sixth Fleet from the aircraft carrier "Forrestal" and the cruiser "Boston." Three races were held in beautiful sunny weather.

After the last race, a reception was held at the Royal Yacht Club of Greece at which Queen Anne-Marie graciously presented the trophies to the winning team whose captain was H.M. The King of the Hellenes.

The other skippers of the team were: G. Andreadis, A. Sinopoulos and C. Tsantilis.

The Sixth Fleet was represented by Lt. Cdr. H. Buzdick, Lt. J.G. C. Campbell, Chandlee, and Pace.

We hope that 1966 will be a very active season for our fleet.

### DOLPHIN FLEET (287)

Sailing at Phaleron Bay, Based at Royal Hellenic Navy Cadet College Piraeus

Fleet Captain.....Cpt. Constantine Sotiriou  
Fleet Secretary.....Lt. Cdr. Anthony Theoharis

Boat No.	Boat Name	Skipper
4633	Skiron	R.H.N.C.C.
6135	Dolphin	R.H.N.C.C.
6136	Xifias	R.H.N.C.C.
6623	Iris	R.H.N.C.C.
6943	Triaina	H.M. The King of the Hellenes
8045	Kleo	R.H.N.C.C.
8046	Erato	R.H.N.C.C.
8047	Iro	R.H.N.C.C.
8572	Triaina	H.M. The King of the Hellenes

### ARGONAUTIS FLEET (289)

Sailing on Pagasitikos Bay, Volos Yacht Club

Fleet Captain.....Demosthenis Sariyianis  
Fleet Secretary.....George Tsihlas  
Fleet Champion.....George Tsihlas

Boat No.	Boat Name	Skipper
5733	Iolkos	George Tsihlas
6952	Iason	Constantine Panagoulas
6953	Thetis	John Gramatikakis

George Tsihlas, our fleet champion, has been a consistent winner in practically every regatta in which our fleet has been participating. In a five race series for the trophy of ARGON-AFTON, as well as for the OHI Cup races, and for the trophy of THETIDOS, he was the winner on board 5733.

### AEOLIAN (336)

Based at Mitilini Yacht Club, Lesbos Island

Fleet Captain.....Nikos Kouklelis  
Fleet Secretary.....Manolis Malides

Boat No.	Boat Name	Skipper
4952	Synthia	Mitilini Yacht Club
5495	Sapho	Mitilini Yacht Club
5731	Avra	Mitilini Yacht Club

Our fleet has organized three series of races in the summer season of '65.

Skipper Sofoklis Vambourlis was the winner of the Aeolia trophy. Eli cup was captured by skipper Gelousis Michael. Panos Papastafithas was the winner of the trophy of Mitilini Yacht Club.

**NEXT YEAR—PLAN AHEAD**  
**GET YOUR FLEET REPORT IN EARLY**



# HAWAII DISTRICT

## HAWAII FLEET (143)

### Sailing on Kaneohe Bay, Oahu, Hawaii

Fleet Captain.....Dick Holmes  
Fleet Secretary.....Dick McCool  
Fleet Champion.....Mitchell Todd  
Runner-Up.....Dick Holmes

Boat No.	Boat Name	Skipper
1622	Xtabay	Richard Holmes
2069	Misfit	Chuck Kehl
2425	.....	Doug Brown
3154	BoHoney	Vernon Davies
3261	Lil' Puka	Howard Hole
3262	Kuuipo	Bill Matthews
3263	Dwamiga	Hugh Duffield
3305	Mahape	Ray Buisseret
3910	Wiki Wiki	James Wriston
4529	Boltov	Dean Straley
5198	Mary T.	Robert Stevenson
5662	'Way	Robert Edmonson
6907	Lulu Belle	Albert Hyde
7029	Ekela	Robert Wuest
7056	Hornet	Mitchell Todd
7151	Ooffee	Joe Ebeling
7484	Frolic	Roy Bennett
9157	Noasitol	Mitt Todd
9205	.....	Dick McCool
9622	Xtabay II	Dick Holmes

The past season was marked by two important events, at least for this writer. One, the most exciting Transpac race in history. Most of us yachting types are involved to some extent



*Spinnakers — Hawaiian style.*

in this race. And second the trip to Italy for the third Lightning World Championship. The season was also marked by some very peculiar weather, for Hawaii, anyway. We've had so much rain this year it's a wonder the island didn't float away.

Mitt Todd in his new glass egg, as he calls it, pretty much dominated the scene, although the efforts of Bob Edmonson weren't to be discounted. Dick Holmes hopes to give the "old goat" (Mitt Todd) some competition in his new Lightning recently arrived from Naples.

The outlook for the '66 season is excellent. Roy Bennett has returned to the fleet and Al Hyde's spinnaker expert, Ian Harrinton, has returned from Korea. We would like to welcome Doug Brown to the fleet. Doug is bringing boat number 2425 back to the fleet.

Aloha from Hawaii!

# ITALIAN DISTRICT

District Commodore: Giovanni Arciprete Gen. G.N.

District Secretary: Mario Mainini

District Champion: Augusto Masciocchi

District Runner-Up: Gaetano Pesce

Fleets: Naples (191); Sorrento (223); Marivela (235); Castellammare (237); Garda Lake (249); Roma (271); Anzio (278); Lega Navale Italiana Sez. Anzio (312); La Spezia (321); Flotta degli Estensi (355); Capri (360); S. Lucia (361); Sabazia (381); Formia (389); Del Faro (390).

The idea to present at Naples the greatest Lightning Class World Championship ripened over a long time, as may be noticed from the 1961 Lightning Year Book.

The first steps were made with the Class and in 1963 correspondence was developed with the then Class President, Marty O'Meara. From the first moment on, the District has had the help of friends and countless others who have had a primary importance in the organization and eventual success of the championships.

Most of these persons have remained unknown, but only because there were so many. Yet each of them has had his or her important part, while my tremendous correspondence has given publicity to my name unjustly, for my signature was nothing more than the effect of their indefatigable work.

To these persons, as well as to all members of various committees, to the participants, to the Italian Navy, to the commands of the various Armed Forces, to the Tourist organizations, to the Italian Olympic Committee, to the Federazione Italiana della Vela and to the various sports organizations and Yacht Clubs, all of whom contributed so much, go our heartfelt thanks.

The European championships took place August 31 to September 8th. The event opened with a cocktail party, hosted by the Circolo Canottieri Napoli, also our hosts for the two events.

Races were held in medium winds except for one day when the Southeast to Southwest winds and a high sea combined to call forth the best efforts of skippers while testing the seaworthiness of the Lightnings. Unfortunately, "Turbine 3" was dismasted and "Fiamma" overturned. None of the others suffered mishap.

After a hard-fought series the Greek entry "Crisis," skippered by George Andreadis, tied with the Italian "Kalimero," crewed by Guido Tulli, Giacomo Fagnano and Giuseppe Palomba. The Italian boat was awarded the victory and the beautiful City of Naples trophy because it had beaten the Greek entry more often than the reverse.

We have recently received letters from many of the participants expressing their thanks for our Championships. These letters are unexpected but welcome reward for our painstaking work. We are particularly happy to have collaborated in this significant sports event, which fosters better friendship and brotherhood among peoples of different continents.

## C.R.V. ITALIA SORRENTO FLEET (223)

Sailing on Bay of Sorrento at Banchina S. Lucia,  
Naples and Sorrento

Fleet Captain.....Carlo De Zerbi  
Fleet Secretary.....Mario Cavallo  
Fleet Champion.....Franco Cavallo  
Runner-Up.....Alfonso Mele



Boat No.	Boat Name
3589	Ghibli
3591	Tropea
3592	Saetta
6390	Santa Lucia

The fleet took part in all the races held during the season, and in the selection races for the World Championship. The fleet entered the European Championship with boat Santa Lucia, skippered by Franco Cavallo, which finished seventh, though his boat was the oldest among those entering the Championship. Prizes for the European Championship were awarded at C.R.V. Italia Fleet, during a cocktail party, where many of the World's Championship competitors were present.

### CASTELLAMMARE DI STABIA FLEET (237)

**Sailing on Bay of Castellammare di Stabia at  
Banchina Marinella Castellammare di Stabia, Italy**

Fleet Captain.....	Catello Russo
Fleet Secretary.....	Alfonso Condoleo
Fleet Champion.....	Catello Russo
Runner-Up.....	Vincenzo Boccia

Boat No.	Boat Name	Skipper
6022	Maria Rosaria	Luigi Esposito
8492	Vincenzina	Catello Russo
	3rd	
8728		Alfonso Montuori & Raffaele Polito

La nostra FLOTTA, durante l'anno 1965, ha partecipato alle seguenti regate riportando ottimi successi:

- 1) Ha partecipato all'eliminazione per la partecipazione ai Campionati: Italiano, Europeo e Mondiale classificandosi tra i primi—



*Lightning*

*Vincenzina*

- 2) Al Campionato Italiano—2° classificato
- 3) Al Campionato Europeo—2° classificato
- 4) Al Campionato Mondiale—17° classificato

Inoltre ha partecipato ad altre regate Distrettuale e Nazionale con ottimi piazzamenti ed in ultimo ha chiuso la Stagione velica vincendo la COPPA DI NATALE—

Con l'occasione porgo i miei piu fervidi auguri per il nuovo e felice ANNO 1966—e molto ossequi.

### CAPRI FLEET (360)

**Based on Naples Gulf at Capri Island**

Fleet Captain.....	Dr. Augusto Masciocchi
Fleet Secretary.....	Mario Civita
Fleet Champion.....	Augusto Masciocchi
Runner-Up.....	M. Civita
Third.....	S. Capolino



*SURF of Circolo Canottieri Napoli, 1965 Italian Champion with crew Augusto and Claudio Masciocchi and Mario Civita.*

Boat No.	Boat Name	Skipper
4122	Temporale	Circolo Canottieri Napoli
8729	Surprise	Circolo Canottieri Napoli
9296	Surf	A. Masciocchi



*Some members of Flotte di Capri #360. From left to right: Quinto Testa, Mario Civita (Secretary), Augusto Masciocchi (Fleet Captain), Franco Galante and Michele Testa.*



During 1965 the Fleet of Capri was very active and it obtained remarkable results. The champion of the fleet, "Surf," and its crew, Augusto Masciocchi, Mario Civita, and Claudio Masciocchi, participated in all the regattas taking place in the districts of Anzio, Formia, Lido degli Estensi, and Naples. It was always among the first places. At Anzio "Surf," against 22 competitors, won the Italian District Championship, September 4th to 9th. These are the results of its records: 1st, 1st, 2nd, 2nd, WDR, 3rd.

At Naples, during the European Championship, it was 6th among 25 competitors.

"Surprise" was also present and the members of its crew were:

Sergio Capolino, Quinto Testa, and Michele Testa.

"Surf" was a member of the Italian team during the 3rd World Championship at Naples held on September 12th to 19th.

The Fleet of Capri organized regattas for the Lightning Class and took part in the organization of the Championship of Europe and of the world. Its headquarters at Molosiglio was where assistance was given to the crews and boats participating in these two Championships.

The Fleet of Capri probably will get in 1966 another fiberglass Lightning from the shipyard "Cima of Rome."

For 1966 have again elected Augusto Masciocchi, captain and Mario Civita, secretary of our fleet.

## JAPAN DISTRICT

### THE ENOSHIMA FLEET (385)

Sailing on Sagami Bay on the island of Honshu near  
Fujisawa, Japan

Fleet Captain.....		Kichitaro Ozawa
Fleet Secretary.....		Hikaru Kanokogi
Boat No.	Boat Name	Skipper
9721	.....	Kichitaro Ozawa
9722	.....	Iwataro Uchiyama
9723	.....	Chimaki Oda
9724	.....	Tatsuyuki Yagishita

From some years ago, Japan Yachting Association was planning to promote a sailing boat for three persons in Japan. After the Olympic games in Tokyo, Enoshima Yacht Club was founded, and that forced us to select a class for three persons as the club's possession. I, as a member of the standing com-

mittee for Enoshima Yacht Club, was wondering whether Blue J. or Lightning were suitable. At this time Mr. Stu Monroe visited and recommended the Lightning Class, so that I could make up my mind to choose a Lightning as our club boat.

I've heard that Yokohama Yacht Club, the only one Yacht Club for foreigners in Japan, is thinking of having a Lightning Class as its club boats. We may be able to hold a club race for Lightning Class between YYC and EYC in the summer of 1966.

Japan Yachting Association is participating in the annual National Sports Meeting, one of the biggest sporting events in Japan, having a regatta for Snipe Class and Finn Class. There is a plan to adopt Lightning Class for this regatta in three or four years. To do this the Lightning has to be recognized for its ability and efficiency by the general public. I believe this will be proved in the next season. Hope our fleet can enter into the international level in near future.

## LAKE ERIE DISTRICT

District Commodore: Jerry Blake, N.S.C.

District Secretary: Korky Kantowski, B.Y.C.

District Champion: Tom Allen, B.C.C.

District Runner-Up: Stu Anderson, N.S.C.

Fleets: Buffalo Canoe Club (12); Chautauqua Lake Y.C. (19); Silver Lake Y.C. (47); Niagara Sailing Club (59); Sandy Beach Y.C. (78); Buffalo Y.C. (81); Cuba Lake (115); Royal Hamilton Y.C. (118); Toronto Bay (146); Conneaut Bay (180); Chautauqua (198); LaSalle Y.C. (221); Dunkirk Harbor (311); London (347); Georgian (362).

Looking back to the 1965 season, the Lake Erie District of the I.L.C.A. experienced its greatest year. There just wasn't much more we could come home with. The whole year might be summed up as follows:

### THOMAS G. ALLEN III

There wasn't much that happened that didn't find the name of Tom Allen at the top of the heap. Tom successfully defended his World title for the third time, but only after winning the North American title and the Lake Erie District title. The World and North American title will be covered elsewhere so I'll spare you the details here.

The Lake Erie Districts were hosted by the Royal Canadian Yacht Club, located on Centre Island off Toronto. A compliment of over 50 boats were registered. The first two races of the scheduled five were sailed in winds up to 15 miles. Jack Swanson took the first race and after a third in the second race, held a slim lead over Tom Allen. Stu Anderson and Bob Bleasby were also in contention, close behind Allen. The next day, the third race was sailed in light, spotty air and Anderson took this one handily. Allen was second and Swanson was back in the middle of fleet, just about eliminating him from contention. As we lunched on our boats, winds began to pick up and the bay became quite choppy. A Coast Guard Cutter appeared on the scene and advised all boats to return to the R.C.Y.C. because of wind forecasts of up to 50 M.P.H. The fourth race was postponed till the next morning.

Calm winds and rain the next day forced the committee to cancel the scheduled fourth and fifth races. So the standings of the day before held. Tom Allen was once again District Champion, his crew being his wife, Anne, and Paul Wheeler. Second place went to Stu Anderson, two points behind Allen, followed by Bob Bleasby, third, Don Allen, fourth, and Ron Cochran, fifth.

The season also saw many other excellent regattas. Dunkirk's Ice Breaker, the Canoe Club's Niagara Frontier Invitational, Niagara Sailing Club's Niagara River Championship, Chautauqua's Corn Ball, Silver Lake's Harvest and last but not least, Sandy Beach's Haul-Out were well attended by all fleets.

The District Championship for 1966 will be hosted by the Buffalo Yacht Club at Abino Bay. Al Coho of Fleet 81 will serve as the Chairman for this event. We are sure this should be one of the best in recent years.

The District will also host the North American Championships to be held at the Buffalo Canoe Club. This, too, will be sailed on the waters of Abino Bay.

We wish to take this opportunity to thank all those who in any way helped make the 1965 season as successful as it was. There are many unsung heroes who never come to front for their well deserved recognition. Race Committees, Protest Committees, Regatta Committees, stake boats, score keepers, rescue boats and those who take care of registrations, food, entertainment and lodging are the people who make a sailing season successful. Thanks again.

As a closing note, may we extend our congratulations to Jack Swanson of the Niagara Sailing Club, who was elected this year's I.L.C.A. President.





Karl Smither leads the rest of Fleet 12 to the weather mark in typical stiff Buffalo Canoe Club competition.

### BUFFALO CANOE CLUB (12)

Based on Abino Bay, Lake Erie, Pt. Abino, Ont., Canada

Fleet Captain.....	Dr. Howard S. Payne
Fleet Secretary.....	Edwin C. Roseberry, Jr.
Fleet Champion.....	Thomas G. Allen III
Runner-Up.....	William Bergantz

Boat No.	Boat Name	Skipper
32	.....	Dr. James A. English
354	.....	Vaughn Pierce
521	Breeze	Arthur A. Ward
523	Puff	Ali Hansen
529	Meer Maid	Charles L. Abell
573	Pastime	Howard Hirschmiller
693	Off-Call	Dr. Murray S. Howland
746	Dauntless	Wm. C. O'Hern, Carl J. Kolb
750	Show-Off	C. B. Johnson
895	Fun	William H. Merrill
1278	Crack Time	Chas. M. Curtiss
1473	Princess Pat	Andrew R. Miller, Jr.
1603	Charley Brown	Alan E. Dewey
2921	Southern	R. Fischer
	Comfort	
4600	Yodeler	James R. How
4811	Little Sister	C. Obersheimer
4862	Five C's	W. Russell Crawford
5000	Thermis 5 M's	Oliver Buck
5148	Sea Tease	C. Townsend Wilson
6351	.....	Wells E. Knibloe
6800	Linament II	J. Y. Sloan
6926	Marja	Bob Adams
7000	Njord II	David Sprague
7046	Jelly	Bonnie Jehle
7548	Pawnee	Paul C. Steivater
7631	Sham	Dr. John P. Hylant
7815	The Berry	Ed Roseberry, Jr.
7819	.....	Dr. Nichols
8299	Orangecrate	D. Ferrick
8390	Bull II	Thomas D. Fallon
8498	Foamy II	Allen Bernel
8510	Swag	Bill Bergantz
8598	Venture	Mike Eagan
8624	.....	Joseph T. J. Stewart
8670	Boomerang	Joseph Bergantz
8840	Suzy IV	Robert C. Montgomery
9000	.....	Karl Smither
9125	Banana Boat	Donald S. Schen
9136	.....	David B. Thomas
9182	Dragon	Peter C. Schmitt, Jr.
9411	Atom	Thomas G. Allen III
9417	Restless IV	William W. Hughes
9556	Simbad	Dr. Francis Ehert and James F. Ehert
9558	Better Half	Ross Hall and Bud Huffman

The 1965 racing season at the Buffalo Canoe Club was very active with as many as 21 boats competing in one of the 14 series held each season beginning the first weekend in May and continuing through September.

On May 1st, the opening race of the season was sailed on a windward-leeward course between the shore and the Lake Erie Ice Field. The ice moved in Saturday night, thus cancelling the Sunday race. The races the following weekend were sailed on a modified right triangle course, just inside the ice field. A few skippers, who were quite eager to start the season off with a bang, took short cuts through the edges of the ice field to improve their positions. When the boats were pulled out later on there were quite a few boats with "bruised" hulls. However, we are all looking forward to navigating through the ice again next May.

Dr. Al Kraus joined our Fleet and promptly bought a new boat as did Jim Ehret and Bud Huffman and Ross Hall. These skippers improved throughout the season and should be up in the front next year.

The Club Championship was won by Tom Allen, who continues to improve each year. Other series winners are shown below.

The juniors also were enthusiastic in '65 with nine boats competing in their championship, which was won by Mike Montgomery. Young Mike won another Junior Series and has developed into a fine skipper, as has his older brother Curt, who did well in the Senior Races.

Tom Allen has now won approximately 11 Lake Erie District Lightning Championships, five North American Championships and three World Championships, including this year's in Naples, Italy. Tom also won the '65 Districts, which were held in Toronto as well as the '65 North American Championships at the Bay Head Yacht Club. What a year!

Fleet 12 is proud of its other three members who raced in the World's and finished as follows: Tom Fallon—8th; Karl Smither—13th; Charlie Obersheimer—20th. Their performance attests to the excellent competition in our Fleet.

The annual Niagara Frontier Invitational Regatta was held at the Club again this year. Stu Anderson won the Regatta, in which 45 boats participated. We look forward to seeing everyone again next year.

The 1966 North American Championships will be held at our Club and we are all working hard to give you a great regatta.

Series winners for the 1965 season:

Series	Order of Finish
Eby	Jerge, Bernel, Hughes
Coleman	Bergantz, Obersheimer, Hughes
Viking	Smither, Obersheimer, Ferrick
Championship	Allen, Bergantz, Smither
Maccubbin	Wilson, Montgomery, Sloan
Franclemont-Roseberry (A)	Obersheimer, Smither, Allen
(B)	Wilson, C. Montgomery, Scheu
Meyer's Memorial	C. Montgomery, Scheu, Wilson
Thermis (C)	Potter, Crawford, Sloan
(D)	E. Wilson, Hall, Kraus
Tom Franclemont Memorial	
Junior	M. Montgomery, Ehret, G. Bergantz
Mother Carey (Women)	S. Ferrick, B. Heibach
Fleet 12	C. Montgomery, P. Steivator, Adams

### CHAUTAUQUA LAKE YACHT CLUB (19)

Sailing on Lake Chautauqua, Lakewood, New York

Fleet Captain.....	Francis Byrne
Fleet Secretary.....	Richard P. Maher
Fleet Champion.....	Joseph Seger
Runner-Up.....	Robert Walkerman

Boat No.	Boat Name	Skipper
364	Bobbin	William Arrison
1342	Quo Vadis	Richard Maher and Francis Byrne
6450	Just Ducky	
	Too	Joseph Seger
6461	Peg-O-Miss	Frank Shearman
6651	Hajo 7	John Welshofer
6805	Villach	Samuel Robbins
7018	Eagle	Kenneth Beckerman
7263	Short Circuit	Richard and Stephen Swanson
8159	High Hopes	Robert Walkerman
8499	Pittsburgh Kid	Jack Maitland
9099	Pittsburgh	
	Pirate	V. I. Maitland
9380	Miss Sweetlehi	Robert Clark
9636	Sic Transit	
	Gloria	Miles Lasser
9797	Flamin Mabel	Charles Ludwig



Early in April, our 1965 sailing season began by electing Fran Byrne, Fleet Captain. At this time we also laid plans for our sailing schedule and social events. We discovered early in the season that we were going to have a very competitive fleet with eight or nine skippers having the potential to win on any given day. We all enjoyed the many fine tacking duels between Vic Maitland (Pittsburgh Pirate 9099) and his son Jack (Pittsburgh Kid 8499) fighting it out for a first place finish.

On August 21 and 22, we held our 2nd Annual Cornball Regatta under the able direction of Fran Byrne and Bob Walkerman. Bob Birmingham from Chautauqua Yacht Club took three firsts in three tight and very interesting races. Adding to the enjoyment of all thirty-five skippers and crew were the traditional hats and corncob pipes, along with the fine Dixieland band and buffet dinner on Saturday night. Next year we hope to attract even more skippers to this truly fun weekend.

Every year we all look forward to the long races (10 miles) from our club to Long Point and back on Memorial Day, July 4th and Labor Day. This year Vic Maitland came in with a first on Memorial Day, with Joe Seger being successful on July 4th and Labor Day. Joe also walked off with the High Point Series and the much coveted Fleet Championship. Bob Walkerman our Fleet Runner-Up also won the Wednesday Night Series. Sweeping the Saturday Series were Dick Maher and Fran Byrne sailing Quo Vadis. With the fleet dinners and Cornball Regatta both contributing, our trophy banquet was a resounding success.

Other highlights would have to include Chuck Ludwig not only being fortunate enough to witness the World Championship at Naples, but at the same time ordering a new Lightning. While some of us will be covering parts of the southern circuit this winter, all of us will have our sights on next May, and the excitement of a new season at C.L.Y.C.

## ERIE YACHT CLUB FLEET (24)

Based on Presque Isle Bay at Erie, Pennsylvania

Fleet Captain.....Richard J. Bailey  
Fleet Secretary.....(Mrs.) Jane C. Kuebler  
Fleet Champion.....Elizabeth Kuebler  
Runner-Up.....Peter Gawthrop

Boat No.	Boat Name	Skipper
21	Orrie D	H. V. Gawthrop
459	.....	Herbert F. Heidt
651	.....	Donald F. Aldrich
655	Joerie	Thomas L. Kuebler
1394	Jolly Roger	Jean M. Sullivan
1992	Sheree	Dr. Thomas B. Watson
2156	Rainmaker	Jack McNab
2881	.....	William L. Anderson
2882	.....	Robert D. Kubeja
4880	.....	William K. Boice
7928	.....	Richard J. Bailey

Fleet #24 increased in size by two boats during this year. Dr. Tom Watson acquired #1992 and joined the fleet; Herb Gawthrop, newly moved to these waters, bought Captain Dick Bailey's #21 when Captain Bailey acquired #7928.

During the winter months when the waters of Presque Isle Bay are friendly only to skaters and ice boaters, Fleet Captain Bailey instituted a series of dinner-seminars for the relatively inexperienced skippers and crew of the fleet. These seminars were led by experts, both local and imported, and covered such topics as racing rules, starts and finishes, tactics of racing, and rigging. All meetings were well attended and bore fruit during the racing season.

The Erie Open Regatta found 78 boats sailing in the races June 5 and 6. These boats made up eight classes that competed for a total of 21 trophies. Lightning sailors who found themselves in the winners' circle were Herb Gawthrop with a second and Dick Bailey with a third.

Particularly promising to the future of the local fleet have been the activities of the junior sailors. The majority of the boat owners have children who have received instruction in the local sailing classes to become capable skippers and crew.

During the summer Scott Kuebler and Fred Heidt served ably as junior instructors in the sailing classes, and as a result of elimination trials three members of a four-man crew sent by the Erie Yacht Club to Junior Race Week at Put-in-Bay, August 1-6, were Lightning sailors. They were Fred Heidt, Elizabeth Kuebler, and Scott Kuebler.

Further attesting to the ability of our juniors is the fact that both the Fleet Champion, Elizabeth Kuebler, and Runner-up, Pete Gawthrop, have not yet graduated from high school.

## SILVER LAKE YACHT CLUB FLEET (47)

Sailing on Silver Lake, Perry, New York

Fleet Commodore.....John R. Grinder  
Fleet Secretary.....Anne Grinder  
Fleet Champion.....Rodney Eaton  
Runner-Up.....Bernard Walczak and John Willse

Boat No.	Boat Name	Skipper
515	Impulse	Barney Matteson
2897	Folly II	Jim & Carol Caldwell
4737	Ripple II	Joe & Bob Elias
6789	Gun Shy	Joseph Heitzman
7398	Swolliwog	Rodney Eaton
7584	Firebird II	Harry L. Brown
7949	Bye-Bye	Ed & John Willse
8004	Cirrus II	Jay & John Emens
8182	A-OK	Dr. Ken & Peter Bone
8200	Jane II	Charles L. Van Arsdale
8545	Sea Serpent	Bill Van Arsdale
8766	All R's	Dick Williams
8998	Bewitched	Kenneth Thompson
9002	Black Magic	Jack Grinder
9065	CKG II	Carl Lyons
9119	Paget II	Bud Humphrey
9140	Budget	Buster II
		Dr. W. M. Humphrey, Sr.
9170	Nereid II	Ralph Traber
9373	Putt-Putt	Matt Bryant
9414	Gladd II	Gordon Soderholm
9418	Caprice	Bernard Walczak

Silver Lake Yacht Club, with a fleet of 21 Lightnings, had a very successful year. Each year we find new skippers joining our ranks. Added to the list this year was Rodney Eaton, Kenneth Thompson, Bernie Walczak and Joe Heitzman.

Our first Regatta, Memorial week-end, and the Jane Van Arsdale Memorial at stake, was won by Bill Van Arsdale in a series of three races. Jay Emens was runner-up and Matt Bryant third. The second Regatta, Fourth of July week-end and the Ed Neal Memorial, was exciting. Bill Van Arsdale won with 8-1-2 finishes just nosing out Commodore Grinder, who earned the same number of points with finishes of 1-4-6. John Willse was third.

Always of special interest is the Caldwell Bucket Race, a fun race with Dr. Dick Williams taking home the trophy. The Heitzman boys were second and Jack Grinder third. Our final Regatta on Labor Day weekend saw the Benedict Memorial Trophy up for grabs. Pete Bone won it after an exciting series with 2-2-1 finishes; Dr. Humphrey was second with 1-1-7 finishes; Bill Van Arsdale third.

Fleet championship races were scheduled and run each Sunday morning. The six best finishes counted with Rod Eaton finishing as Fleet Champion.

The Swap Boat Race was fun, as usual. Crews remain with their boats but skippers sail other boats drawn by lot. The winner was Ralph Traber with Bill Van Arsdale close behind. Bud Van Arsdale and Ed Willse tied for third. Bernie Walczak's boat "Caprice" was judged the best boat; Willse's "Bye-Bye" was second and Dick Williams' "All R's" third.

A new and exciting trophy was added this year. The Jakob Hafsted Memorial Trophy for most valuable crew was presented by Bill and George Van Arsdale in memory of Jake, their crew for four years. Method of selection was having the skippers secretly vote for a crew member other than their own. This year, the honor went to Bill Neal for his outstanding work.

Regattas away from home found many of our nomad skippers at Quantico, Baltimore, Southern Circuit, Dunkirk, Canadian Open, Newport, Skaneateles, Niagara, Sandy Beach, Chautauqua and Buffalo Canoe Club. Dr. Humphrey qualified for the North American. Others participating at Bay Head were Larry Bone who crewed for Tom Allen; Bill Neal crewing for Stu Anderson; Paul Emens for Dennis Doyle; and Pete Humphrey and John Emens were Dr. Humphrey's crew. They all had a wonderful time.

Our Annual Harvest Regatta was the highlight of the season. We hosted 14 Lightning Fleets with a total of 52 Lightnings participating. Finishes were as follows:

1. 11 3/4 pts.	Bill Van Arsdale	Silver Lake Yacht Club
2. 14 pts.	R. W. Halligan	Sodus Bay Fleet
3. 17 pts.	Cal Schmiede	Niagara Sailing Club
4. 19 pts.	Ed Wahl	Mentor Harbor
5. 23 pts.	Bob Starck	Niagara Sailing Club



Socially we were active too. A Christmas party at Bill Van Arsdale's; a Spring get-together at Jack Grinder's; and a Trophy Award Dinner at Kissing Bridge Ski Club. The traditional monthly moonlight sailing parties were hosted by Mic Griffin in June; by Barney and Sybil Matteson and the Ziokowskis in July; and in August by the Soderholms, Floyd and Mid Brown and Bill Neal. A surprise luncheon also at the Dr. Humphrey's Marina.

The club is very grateful to the Race Committee, which consists of Mid and Floyd Brown and Dr. Bartlett, who did a tremendous job in setting up courses. They had excellent starts and lots of patience when the wind failed.

We are looking forward to still a better year in 1966 with Dr. Williams at the helm.



*Fleet 59 has more fun than anyone, says Fleet 59!*

### NIAGARA SAILING CLUB (59)

**Sailing on the Niagara River, Grand Island, N.Y.**

Fleet Captain.....Bob Starck  
Fleet Secretary.....Cal Schmiede  
Fleet Champion.....Stu Anderson  
Runner-Up.....Jack Swanson

Boat No.	Boat Name	Skipper
456	Olive M.	Earl Johnson
752	Yankee	Bill Buckley
1489	Misty	Joe Tries
1616	Sweet Sixteen	Bill Wagner
2930	Whim	Kenneth Hennig, Jr.
4185	Pogo	Dick Barlow
5207	.....	Jack Wallace
6345	Sabrina	Jack Swanson
6670	.....	Ted Sullivan
7948	Alert IV	Bob Starck
8141	The Elk	Ken Rebman
8503	Glockenspiel II	Stu Anderson
8583	Blue Jean	Bob Aschenbach
8678	Ginger II	Cal Schmiede
9418	Pokey III	Bernie Walczak
9739	Arf N' Arf	Bob Derrick

The 1965 season started, as usual, with Stu Anderson representing NSC on the Southern Circuit. Stu finished third overall despite a dunking in Biscayne Bay in the last race.

Sailing in our own waters began before Memorial Day and continued into October with races scheduled every weekend. The Club Championship went to Stu Anderson with Jack Swanson second and Bob Aschenbach third. The Wardell Lightning Series was won by Jack Swanson with Bob Starck second and Bob Aschenbach and Cal Schmiede tied for third.

The 20th annual Niagara River Lightning Championship was sailed on the 17th and 18th of July. Thirty-five boats from nine different fleets participated. The first six skippers and their home fleets are as follows:

*Fleet Champion Howie Compson and his home-grown crew show their victorious form.*

Tom Allen	BCC	99 1/4	1
Stu Anderson	NSC	91 1/4	2
Bob Starck	NSC	84	3
Hugh Dietz	SCC	81	4
Dick Ferrick	BCC	79	5
Ed Roseberry	BCC	78	6

NSC maintained its reputation as a "traveling club" with members participating in the Southern Circuit, the Long John Regatta at Red Bank, the Ice Breaker Regatta at Dunkirk, the Niagara Frontier Invitational at Buffalo Canoe Club, the Canadian Open at Owen Sound, Ontario, the North American Championship at Bayhead, N.J., the Lake Erie Districts in Toronto, the Cornball Regatta at Lake Chautauqua, the Harvest Regatta at Silver Lake, the Haulout Regatta at Sandy Beach, as well as regattas at Mentor Harbor, Buckeye Lake, Quantico and the Third World Championship at Naples, Italy.

We are very proud of the part our club members play in the ILCA. Our Jack Swanson is the present President of ILCA. Jack finished seventh in the World Championship at Naples with Jerry Blake (ILCA Secretary and Flashes Editor) and Bob Haefner as his crew. We are also proud of ILCA Vice President Stu Anderson whose sailing successes are too numerous to mention.

We are looking forward to good competitive sailing in 1966 with the possibility of five new boats. We welcome converts Ted Sullivan and Bob Derrick to the Lightning fleet.

Our Junior Sailing Program had seventeen attendees during the summer. We must thank ubiquitous Doug Hooper, his son Ricky, and a number of other "seniors" who generously gave of their time and talents to help make the program successful.

### SANDY BEACH YACHT CLUB (78)

**Based on Niagara River, Grand Island, N.Y.**

Fleet Captain.....Tom Lafferty  
Fleet Secretary.....Jim Clements  
Fleet Champion.....Howie Compson  
Runners-up.....Jack Sheehan and Jack Taggart





Boat No.	Boat Name	Skipper
935	At Last	Oakie Becker
1472	.....	Roger Wilby
2935	Saltine	Tom Lafferty
3333	Wilawa	John Heine
4032	Trident	Jack Sheehan & Jack Taggart
4870	Drambouy	Rob Roy
6217	Der Seiger	Bob Schmidt
6309	Geronimo	Hank Henry
7950	C'est La Vie	Jim Clements
9064	Hi-Ball IV	Howie Compson
9631	Lee Bouy III	Vic Peterson
9632	Climax	Dave Langheier
.....	September	Gene Burr
.....	Song	

While the area stalwarts (i.e. Allen, Fallon, Smither and Swanson) were engaged with the World's at Naples, Sandy Beach Y.C. was busy hosting the annual Haul Out Regatta in 25 to 30 MPH winds. We were happy to have 36 hardware hunters of the Lightning class and 26 assorted boats, whose skippers fought just as valiantly. Stu Anderson took top honors and the rest of the results should be in the "Flashes."

Our club was also host to the Tri-Club Regatta which now includes Niagara Sailing Club and our new found friends from Canada, the Parkway Sailing Club. Parkway does not boast any Lightnings as yet but they sail very well and maybe we can convert 'em later on. The old Oaken Bucket is the sought after trophy of the regatta and Niagara Sailing Club trounced us in our own waters to retain same.

Within our own growing fleet, Howard Compson took the Championship with his homemade crew, both sons, whom he patiently raised over the last eighteen years to be ready for this triumph. Jack Taggart and Jack Sheehan took second place (in this club you usually have to beat a pair of "Jacks" to open), and Vic Peterson sailed his new wood boat in to grab the third spot.

Hank Henry was awarded the Commodore's Trophy based on handicap rating throughout the season and the Grand Island Marine Trophy for the most improved skipper of the year.

Other awards include:

**Chester Bates Memorial Trophy**  
(Hdcp.-3 races)  
First—V. Peterson  
Second—H. Compson  
Third—Sheehan-Taggart

**Georgia Bates Trophy**  
(scratch-3 races)  
First—H. Compson  
Second—Taggart-Sheehan  
Third—Vic Peterson

**Art Little Tune Up Series**  
(scratch 3 races)  
First—H. Compson  
Second—V. Peterson  
Third—Sheehan-Taggart

**Law Trophy**  
First—H. Compson  
Second—Jim Clements  
Third—T. Lafferty

**Old Timer's Race**  
(1 race) (—and they are old)  
Scratch  
1. J. Milliron  
2. A. Sargent  
3. G. Rasmussen

**Handicap**  
1. G. Rasmussen  
2. J. Milliron  
3. J. Remmes

**Compson Trophy**  
(scratch 3-races)  
First—Sheehan-Taggart  
Second—H. Compson  
Third—T. Lafferty

**Duchscherer Trophy**  
(Hdcp. 3 races)  
First—R. Schmidt  
Second—T. Lafferty  
Third—Taggart-Sheehan

**Commodore's Trophy**  
(Hdcp.)  
First—Hank Henry  
Second—Bill Hope (sailing a Finn)  
Third—H. Compson

Rob Roy, our vice commodore, came back into the Lightning class this season and we expect to hear more about him next year. He was around to keep us watching for him as was Dave Langheier, a Star sailor who finally saw the Lightning. Dave has a fibre glass boat that promises to be a real winner and his first season of spinnaker work seemed amazingly trouble free.

Our younger skippers and crews have been sailing during the summer days when the old men have to work. This should lead to a really hot group next year and we hear about one new fibre glass job on order and another member coming back into the class.



*Fleet Champion John Somers receives his trophy.*

### BUFFALO YACHT CLUB (81) Sailing on Lake Erie

Fleet Captain.....Norman J. Kantowski  
Fleet Secretary.....Ray W. Ames  
Fleet Champion.....John E. Somers  
Runner-Up.....Norman J. Kantowski

Boat No.	Boat Name	Skipper
397	.....	Dr. Colin Grant
398	Image II	Norman J. Kantowski
469	Wahani	James J. Macris
748	Eva	John Lougee
1245	Highlander	Richard Holcombe
1683	Jabberwock	Richard K. Koegler
2074	Jolly Roger	Ronald O'Mara & Richard Grainger

2151	Sudsbucket	Alan Coho
2988	Njord	Dr. Lawrence Beahan
3194	Old Lady	Fred (Spider) Davis
3629	Liki Tiki	Ray W. Ames
5300	Villian	Dr. Francis O'Donnell
5676	Barbann	Arthur Raszman
5750	Gala Leo	Dave Lyons
6683	Pet	Milton S. Perrott
7009	Guided Missile	J. Richard Dangel
7622	Decible	Stanley A. Tirrell
7942	Clancy	Douglas Rumsey
9415	Majobe	John E. Somers
9418	Caprice	Bernard G. Walczak
.....	.....	Donald Gregory
.....	.....	Cliff R. Delbridge

Fleet 81 again enjoyed a highly successful racing season with three series sailed and an average of twelve boats starting in each race. There were twenty boats registered in the fleet, thus marking a membership gain of three boats over the previous season.

The fleet champion was John E. Somers sailing his new Majobe II. A close runner-up was Norman J. (Korky) Kantowski sailing Image II, and in third place, only ¼ point behind the runner-up, was Alan Coho sailing Sudsbucket. Competition was keen throughout the season.

The spring series was won by John E. Somers, followed by Kantowski and Coho; while the summer series was won by Korky Kantowski, followed by Somers and Coho. The fall series was won by John Somers, with Alan Coho as an extremely close second and Douglas Rumsey, third, sailing Clancy.

A new feature of the club this year was the inauguration of a "B" Fleet. The summer series, "B" Fleet, was won by Ray W. Ames in Liki Tiki, followed by John Lougee in Eva and Dick Holcombe in Highlander. The fall series, "B" Fleet, was won by Milton Perrott in Pet, followed by Richard Dangel in Guided Missile and Jim Macris in Wahani. Weather was generally good with only one postponed race during the season.

The coming year is expected to bring a further increase in sailing activity at the Buffalo Yacht Club, Fleet No. 81. We will be host to the Lake Erie District Lightning Regatta to be held at the BYC Point Abino Station. The date for this event has been tentatively set for the last week in July.





*Versatility, too, is another hallmark of the Lightning as Dave Boyd, runnerup in Fleet 115, demonstrates his Spindrift as a day sailor.*

### CUBA LAKE YACHT CLUB FLEET (115)

#### Sailing on Cuba Lake, New York

Fleet Captain.....	Karl Fahrner
Fleet Secretary.....	Bob Glinski
Fleet Champion.....	Ward Wilday
Runner-Up.....	Dave Boyd

Boat No.	Boat Name	Skipper
876	3 J'S	Jim Meermans
1548	Vigah	Bob Glinski
2987	Frolic	Steve Vincent
5851	Nite-Cap	Dr. L. Older
6274	Spindrift	Dave Boyd
6296	Sweet Genevieve	Ward Wilday
6969	.....	Paul Branch
6983	See-Adler	Karl Fahrner
7828	Debut	Bob Oakleaf
8792	.....	Dr. J. Godfrey

As the 1965 season got underway, it appeared there would be no stopping Karl and his sea eagle from heading higher into the wind than anyone else. As the season progressed, however, our Fleet Champ, Ward Wilday, seemed to be taking all the big ones and ended by his taking all the big trophies—again.

We saw some different boats crossing the finish line in the top spots this year and again the gap from first to last seemed to be diminishing which always makes for good racing.

We lost one boat, Bob Spears', who will be sailing Long Island Sound next year, but we picked up another new sailor and welcome Bob Oakleaf making his start in "Debut." We'll be glad to see Doc Godfrey back in contention next year after being laid up most of this season with a back ailment.

We were represented at two regattas this season. Ward Wilday and Karl Fahrner finished eighth and ninth respectively at the Cornball Regatta on Chautauqua Lake. Ward Wilday and Bob Glinski went to the Harvest Regatta on Silver Lake and finished—all three races.

The majority of the Fleet learned a great deal about racing this year, sparked by "rules sessions" after the skippers' meetings. If a racing season is judged by the satisfaction gained by the competitors, then this was a most successful one for Fleet 115.

### ROYAL HAMILTON YACHT CLUB (118)

#### Sailing on Hamilton Bay, at Hamilton, Ontario, Canada

Fleet Captain.....	Tom Robertson
Fleet Secretary.....	Mrs. Pat Boyce
Fleet Champion.....	Don Allen
Runner-Up.....	Bob Jocelyn

Boat No.	Boat Name	Skipper
3482	Bobcat	Doug Todd
3654	Justus	Al MacDonald
4017	Zephyr	Frank Hewett and Bill Hunter
4433	.....	Robin Beck
6542	Trio	Jack Hazelton
6851	Baleno	Harold Boyce
7441	Notus	Tom Robertson & Wayne Bates
7472	Kake Lynne	Robbie Robson
8097	Calypso	Ross Hirschleber
8300	Who Dat?	R. Jocelyn
8633	Endeavor	D. Allen
8722	Abra-cad-abra	Deane Morgan
8891	Gee-Bee	Tom Graham
9349	Lazilil	Carl Endert
9529	Vacuna	Stan Chambers
9536	Tango Too	Ron Barr
9726	.....	Spence Dalton

As predicted in the last Year Book, 1965 found 17 active Lightnings sailing every Tuesday and Thursday evening from June through to September 1st of our club's regular season. In addition, seven "Round-The-Bay" races were held. These Saturday races cover a course approximately twelve miles long and all but one of these races was strictly a matter of survival with winds up to 45 mph. Incidentally, no one dumped. The Tuesday and Thursday night series were also blessed with heavy air with only one race being a real drifter. That one didn't even get us over the starting line, and was cancelled.

Hamilton Bay is approximately five miles long and is surrounded on the north and west by a high ridge of land with prevailing westerly winds. This provides interesting wind shifts and patterns with the winds bouncing and channelled by the



*Fleet 118 champion Don Allan, with wife Marg and other crew Larry MacDonald, receives the Malson Trophy from Bill Shouldice, symbolic of top Canadian boat in the Canadian Open championships.*



bluffs. Because of an excellent harbor patrol system, we are able to sail right up to the middle of November. After this date, freeze-up makes Hamilton one of the most famous locations in North America for ice boat sailing.

An active Fleet 118 organization carries on throughout the winter with meetings to plan the next season's program and this year elected to divide the fleet into an A and B group and to subdivide this again into a June, July and August series. This allowed skippers who could not race every evening of the series to concentrate on at least one month and make sure they completed the series and give them the privilege of racing in the Fleet Championship in September. The A and B divisions both received the same starting gun but allowed for more interesting racing, particularly for the B boats who, being either slower or less experienced, could practice covering tactics and skills with opposition that was more closely matched.

This year was Hamilton's turn to host the Canusa Games, a yearly event with Flint, Michigan. Our fleet supplied Lightnings for the senior sailors and Flying Juniors for the junior sailors. It was Hamilton's turn to decisively win this team racing event.

Don Allen, our skipper supreme, travelled extensively again this year. At the North Americans he qualified and finished an overall 9th. In the Canadian Open Lightning Championship, Don again finished first Canadian.

This year, to allay the boasting of other class boats skippers, a round robin series was held in five Lightnings for the Crawford Cup. Four straight races were won by Don Allen making it unnecessary to run the fifth. This was accomplished against skippers and crews from Six Metre, Snipe, Rainbow and Thunderbird classes.

Several members of our fleet, in addition to travelling to Owen Sound on two occasions, also represented us at London, Toledo, Port Credit, Buffalo, Toronto, etc.

One Sunday during the summer everyone loaded into their Lightnings and sailed out into Lake Ontario for a boat cleaning session, beach party and barbecue at Bob Jocelyn's. Later in the season we had an evening bonfire and wienie-corn roast at the same location. Robbie Robson threw a whale of a Halloween party that turned up some really imaginative costumes.

The formal racing season ended on October 2nd with our Turkey Regatta which has become an annual affair with many of our sailing buddies from the Lake Erie District visiting us for this informal event. Heavy air caused three dumps (including Stu Anderson of Niagara Sailing Club), a broken rudder or two and assorted other failures. In spite of his dump, Stu still ended up with a turkey.

In November the club had its presentation dinner where Don Allen picked up the Fleet Championship hardware, with Bob Jocelyn in second position and a rather wet Ron Barr picked up the third position. In B Fleet, Robbie Robson, in his first year of Lightning sailing, picked up the B Trophy with Harold Boyce taking the number two position. In addition, Harold was awarded the club's top award, the Sportsmanship Trophy.

On December 2nd, Fleet 118 had its own presentation night with a spaghetti supper complete with wine and candles.

Al "Crash" MacDonald received a construction hard hat to protect him from future dangers as well as a third place July and a third place August award. Doug Todd placed for a second place June award. Tom Graham, a new sailor in his first season, received a third place August award in a Lightning built by himself. Ron Barr in his first year as a skipper (our youngest, and graduating from B to A Fleet part way through the season) came up with four firsts and two second awards. Wayne Bates had a second in the August series and Tom Robertson, our most able fleet captain, had a second and a third place award. Ross Hirschleber, our Sailing Committee Representative, took three third positions and two seconds.

Thus ended one of the most active racing seasons we have seen with only one flaw to the whole racing season—Al MacDonald, severely trounced by Harold Boyce throughout the racing season, still has not paid the \$7.00 that he owes Harold.

## TORONTO BAY LIGHTNING FLEET (146)

### Sailing on Lake Ontario at Toronto, Ontario, Canada

Fleet Captain.....	George Wooten
Fleet Secretary.....	Ken Inglis
Publicity.....	Ken McIntosh
Vice-Captains.....	Ron Cochrane and Vern Booth
Fleet Champion.....	Ron Cochrane
Runner-Up.....	Dave Millyard
Third.....	George Wooten

Boat No.	Boat Name	Skipper
28	Friskey	F. Hollingshead
2310	.....	B. Collison
2433	Banshee	G. Cushing
3832	.....	Geo. Lugsden
4043	Romar	J. Moles
4081	Misconduct	A. Jackson
4629	Brandy	D. Burke
4748	.....	Bob Reid
4762	.....	F. L. Doty
4831	Skylark	Bob Graham
5223	Seabiscuit	Ed Hearn
5234	Cosmos	B. MacGowan
5303	Karen	E. Filby
5381	Ditto	Sandy St. Clair
5471	Sun Shine	A. Williams
5833	Flame II	W. H. Johnston
5897	Madonna	J. L. Musson
5927	Shelia II	G. W. Styan
6047	El Viento	J. Weakley
6168	Hot Foot	B. G. Zelonka
6239	.....	R. Hinton
7054	Can-Can	Jim Lowe
7061	.....	J. Waite
7069	Cheri	J. Kamichaitis and L. Knox
7070	Cygnat	H. Thompson
7079	Alibi	Gary Bomza
7100	Nancy	W. Cohen
7286	Cats Eye	R. Wille
7390	Tweet	Dr. Don Woodside
7396	Cindy	Fred Woodall
7423	Snarfy	Bill Kennedy
7650	Serendipity	Bob Bleasby
7674	Sea Ren	George Crane
7780	Apache	W. Wethers
7850	Dub Sam	Les Crocker
7951	Jim Dandy	A. Thompson
7985	.....	R. Dyett
8102	.....	J. Oggy
8152	.....	C. Van Wonderen
8230	Cambria	G.H.D. Evans
8248	Kahona	Hartley Robins
8281	Marin VIII	M. Cowan
8312	.....	B. Lewis
8321	Hubris	Ken I. McIntosh
8357	.....	Geo. & John Will
8388	.....	K. Craig
8489	.....	E. J. Napier
8579	Passe Partout	V. H. Olson
8630	Ne plus Ultra	Geo. Wooten
8859	.....	W. Kennedy
8886	.....	B. McGavin
8947	Summer Storm	G. A. Russell
9043	.....	J. Andrews
9090	Frenzy	R. Cochrane
9091	.....	K. Inglis
9194	Flying Mogul	K. Richardson
9400	.....	P. Sulman
9410	Gigi	D. Millyard
9469	.....	R. Ross
9500	.....	R. Beal
9543	Pandora	V. Booth

The 1965 season will be memorable for several reasons. We saw our first fibre glass boats, four of them to be exact, acquired by Dave Millyard, Bob Beal, Pete Sulman, and Rod Ross. Vern Booth sported a brand new wooden boat.

Secondly, one of our members, Bob Bleasby, went abroad and competed in the World's at Naples.

Thirdly, we hosted our first District regatta of the 1960's.

Fourth, several of our members qualified and two went to, and qualified for the North Americans. A big first.

The season started in early April racing in Hamilton and ended in November at the same location. Toronto racing began with club racing in early May.

Our tune up series was won by its originator, Ken Inglis.

The next local series to be held was for the Trade Fair Trophy. Although three races were scheduled only one race could be held because of the weather, which was not co-operative at all this year. Wooten was winner with Dave Millyard runner-up. Bob Beal was third.

The weekend of July 1st saw the L.S.S.A. Regatta, five races, held this year at Boulevard Club. Ron Cochrane began a very successful season's winning streak taking the Tom Taylor Trophy,



emblematic of the Lake Ontario Championships. Dave Millyard, a two-time winner, was second, Bob Bleasby third. In "B" class Bob Graham was the winner with George Styan second and Hartley Robins third.

The L.Y.R.A. centreboard racing was shortened to one race only. The victor and winner of the Skaneateles Trophy was Dave Millyard.

Next our members trailed to Owen Sound for the Canadian Open. Ron Cochrane captured second Canadian placing against Canadian Champ Don Allen. Wootten was third Canadian. This regatta was very successful and is fully reported elsewhere.

The Lake Erie District regatta held August 1 weekend was plagued by bad weather and light winds and only three of the scheduled five races were held. Tom Allen emerged winner, Stu Anderson second, Bob Bleasby third in a fleet of fifty boats. Fleet 146 had five qualify for the North Americans although unfortunately only two could attend. Ron Cochrane and Pete Sulman qualified in the North American flight. Remarkable for freshman efforts in that regatta.

Our next major local series, the Lou Marsh, was won by Ron Cochrane with Vern Booth second and Dave Millyard third.

Our local fleet champion is determined on the best seven out of twelve local open regattas held from June to late September. A tight race between Cochrane and Millyard ended with Cochrane capping a tremendous season winning the series.

The "B" class championship is determined on five races. The winner of three races in any one season is automatically promoted to "A" class. It is indicative of the keen racing in our "B" class that only three skippers have made it in two years, Ron Cochrane in 1964 and Vern Booth and Bob Beal in 1965. "B" class champion this year is Bob Graham who is ending a long and successful career in 14-foot dinghies and then in Lightnings to move down to keel boats.

In late September we hold a three race Fall series Regatta for both A and B classes. This time the wind shrieked and attendance was poor. Only two races could be held. The standings were: "A" class winner George Wootten, runner-up Sandy Millyard, and third Pete Sulman. "B" class winner was Bruce McGowan with runner-up George Styan.

Our fleet participated in the 1965 Canadian Boat Show and helped interest in Lightnings to grow. We look forward to having our exhibit again in 1966.

## CONNEAUT LAKE FLEET (180)

Based on Conneaut Lake, Conneaut, Pa.

Fleet Captain.....Edwin Shaeffer  
Fleet Secretary.....Mrs. Wayne (Frances) Titzel  
Fleet Champion.....Gary Titzel  
Runner-Up.....Betty Jo Myer

Boat No.	Boat Name	Skipper
705	Tee Hee	Edwin Shaeffer
2886	Coldstream	William Johnson
3402	.....	Charles Henderson
3404	.....	John Egbert
5022	.....	Dr. John Blank
5070	Lightning Guider	Wayne and Gary Titzel
7171	Heid Aweigh	Dr. Duane Good et al
7193	.....	C. A. Waldschmidt
7198	Ram	Betty Jo Myer
8261	.....	Dr. R. J. Ralston
9088	Tee Hee	Eddie Shaeffer
9113	.....	Chuck Berry
9367	Confusion IV	Dr. John Hanek

Summer 1965—A season of competitive innovations for our fleet. Congenial sportsmanship was the keynote in our Keystone State Lake despite the fact that most of the boats carried feuding mutinous crews from the same family.

Our newest member, John Egbert, used his two sons Johnny and Bill. Dr. John Bland, another newcomer skipper, has us all worried with his crew of four boy upcoming sailors. John Hanek and his brother and brother-in-law Timmons have climbed out of their cellar position "permanently."

Chad Waldschmidt has come into his own after replacing his Dad and drafting his brother who is also a good sailfisher, to round out his crew. Next Chuck Good and brother Doc and niece Pat—they want a tacking Spinnaker!

Real comers are the Berry family in their new fiberglasser. Mayor Henderson of Youngstown is surrounded by a talented



The Lightning Guider (5070) was guided to the Fleet 180 championship again by Wayne & Gary Titzel.

family of sailors. Third from the top is a real goer—too bad he finally broke the tradition that only professional people could hold the upside-down trophy (for capsizers).

In second place—a three generation crew; Skipper Betty Jo Myer is ably assisted by her son Robert and father Henry Heine-man. The Champion—Lightning Guider is another father-son combination, the Titzels, ably coached by Richard Tentz who really needs a 14th Lightning to enlarge our Fleet. This combo had us beaten all the way, but here comes '66.

## CHAUTAUQUA FLEET (198)

Based on Lake Chautauqua, Chautauqua, New York

Fleet Captain.....John Varnum  
Fleet Champion.....Robert Clark, Sr.  
Runner-up.....James Patton

Boat No.	Boat Name	Skipper
2758	Tarde Venit	J. Campbell Brandon
2923	Raven	Robert Nickeson, Sr.
5579	Tina	J. P. Jones
6207	Kitty	Don and Dick Karslake
6333	Lee	Bob Birmingham
6931	Windlass II	Art Wade
7143	El Waga	Walter Shaw III
7604	Ginger	John Varnum
7755	Tiara	Fred Tim
7766	Play Mor	Lewis Morgan
7899	Naughty-Lass	Robert Neville
8263	Sweet Lehigh	Robert Clark, Jr.
9055	Gold Bolt	James S. Patton
9254	Indecision	Robert Eckhardt
9283	Aeolus II	Jack Bailey
9380	Finis	Robert Clark, Sr.

The 1965 summer racing season proved to be one of the finest, most enthusiastic ever. An average of 15 Lightnings, an all-time high for active participation, braved the Chautauqua "seas" each Saturday and Sunday afternoon. The Sample Memorial Series, composing the first half of racing season, was won by James Patton with George Reading in the runner-up position. Robert Neville in his first year of racing at Chautauqua was winner in the second division standings.



Following the Sample Series, the Fleet Championship Series was sailed with Robert Clark, Sr., capturing the first place honors. James Patton finished in the runner-up spot. The fleet may also boast having the winner of the 1965 Cornball Regatta in Bob Birmingham.

These winners will find the going even tougher next summer: five CYC members have ordered new Lightnings, and many of last summer's sailors have gained valuable experience in the course of last season's racing. All this seems to add up to a great 1966 summer of sailing.

### DUNKIRK HARBOR FLEET (311)

Based on Lake Erie at Dunkirk, New York

Fleet Captain.....Ted R. Carlson  
Fleet Secretary.....Dorothy Carlson  
Fleet Champion.....A. J. VanPoortvliet  
Runner-Up.....Cas Zielinski

Boat No.	Boat Name	Skipper
968	Hot Flash	Warren McPherson
1910	Blue Devil	Ernest Sommitz
2858	Svenska Flicka	Ted R. Carlson
7744	Flame	Al Schilz
8150	Zajj	John Foster
8318	Gypsy	Phil Ellian
9050	Dutch Treat	A. J. Van Poortvliet
9082	.....	John Baran
9123	Apache	Casimer Zielinski
9211	Obsession	John W. King
9330	Fiddlers Three	Graydon Smith

Fleet 311 activities began with the second annual "Icebreaker Regatta." Although attendance was not as high as last year, those who did arrive to compete were top drawer skippers and competition was of high calibre. Stu Anderson made a clean sweep of the event with Don Allen, Canadian Champion, runner-up. We hope that next year Lightning sailors in our area will have their boats fitted out early and join us on the first weekend in June for some good racing.

Local racing was carried throughout the season with eight main series. The honors were quite evenly distributed with Zielinski, King, and VanPoortvliet making things hot for each other from start to finish in every race. A. J. VanPoortvliet was the victor in a tightly contested fleet championship series with Cas Zielinski the runner-up. Zielinski also took the June Tune-up series and "Stay at Home" event. VanPoortvliet and King shared the win for the Memorial Day weekend and King took the 4th of July, two evening series and the Labor Day season closer.

Activity was sparse among the "B" fleet but with newcomers Ernie and Nancy Sommitz rapidly getting their sea-legs, we hope to see some good racing among our older boats next year.

The fleet gypsies covered a good many miles attending out of town regattas this season and while we still have a lot to learn, 311 boats are finishing a little closer to the front every year. Good performances were turned in by: John Foster at the Chautauqua Corn-Ball regatta; John King at the Districts; Al Schilz at Silver Lake; and VanPoortvliet at the Sandy Beach Haul-Out regatta.

Highlights of the year included the launching of Smith's new fiber glass #9330 "Fiddler's Three"; Foster's pre-race capsizing in the channel; crewman Ray Fougere aboard King's "Obsession" going overboard twice in one race; Smith's and VanPoortvliet's re-enactment of "Gilligan's Island," or "lost at sea in Toronto Harbor"; the wonderful cooperation of the entire fleet on the regatta; the fleet cannon blasting a hole in Lester Graf's brand spanking new cruiser her first venture out as committee boat; VanPoortvliet's spinnaker ride up the Niagara River; the Fish House Punch party of '65; and, of course, the wonderful barbeque and beach party at Smith's cottage which traditionally closes our sailing season.

With our fleet in the capable hands of Captain Ted Carlson, we turn our attention to next season: work begins on our regatta; and hopefully, a bigger and better "Sailing '66."

### LONDON LIGHTNING FLEET (347)

Sailing on Fanshawe Lake, London, Ont., Canada

Fleet Captain.....J. B. Martlin  
Fleet Secretary.....H. Goldt  
Fleet Champion.....J. B. Martlin  
Runner-Up.....A. G. Rodgers

Boat No.	Boat Name	Skipper
471	Thor	J. B. Martlin
2273	Jolly Rodgers	A. Rodgers
6659	Dyna	A. M. Dynes
8148	Goldi	H. G. Goldt
8963	.....	F. L. Dixon

We began our series races with five Lightnings but unfortunately two newcomers faded away in the second half of the season.

The annual Junebug Regatta seems to have become a hopeless case for the Lightning skippers of our fleet. Four very competitive boats from Royal Hamilton Yacht Club and one from Owen Sound wanted to win and they tried hard. But they did not reckon with our little lake which looks harmless without wind. Starting the races with gusty winds up to 40 mph. and continuing strongly on Sunday it wound up as a survival race. Hirschleber and Jocelyn from R.H.Y.C. maneuvered their spinnakers on Saturday so well that they capsized for the first time. Our fleet captain had rigging trouble and did not finish. Three survivors placed as follows:

First—A. Rodgers	F.Y.C.	2273
Second—T. Robertson	R.H.Y.C.	7441
Third—H. G. Goldt	F.Y.C.	8148

Our secretary experienced a variety of frustrations and highlights. After two weeks of wonderful sailing in Georgian Bay, he hauled the boat out at Honey Harbour and broke forestay and mast running into overhead hydro wires. One hectic week of repair work and back on the lake. Catching up the next weekend with the first boat his front turnbuckle and jib halyard shackle broke.

Down came the mast again. One week of lonely hard work again (the rest of the family on a vacation with the family car) and he was fed up. Only soft and hard persuasion by the well rested crew restored his ambition. Entering the Club Champion Race in the last minute he pulled through with his eager crew without a boo-boo and won the Championship by utilizing the fleet captain's strategy in the last race. As Joe then said, "It was a masterpiece of strategy, Hermann, and you deserve it after all that trouble."



Labor Day Regatta winners at London, Canada . . . H. G. Goldt (center) and crew, Erni Schenkel (right) and Deryck Ross.



# METROPOLITAN DISTRICT REPORT

District Commodore: Karl Gleeson  
 District Champion: June Methot  
 District Runner-Up: Arnold Schwartz  
 Fleets: Paupack (16); Lake Mohawk (25); Chelsea (39); High Tor (41); Red Bank (70); Nyack (75); Awosting (95); Raritan Bay (185); Richmond County (295); Harvey's Lake (350).

Many sailing activities were enjoyed in the Metropolitan District through the spring, summer and fall. They started with the Long John Regatta at Red Bank, which was followed by regattas at other clubs in the district including Nyack, Raritan and the Open Regatta at Richmond County Yacht Club, where three Thistles were struck simultaneously by lightning, while the Lightnings were spared—although two capsized.

The District Championship was held at the Nyack Boat Club (Fleet 75) in late July under the capable direction of District Commodore Karl Gleeson. There were 29 boats registered from six fleets and there were six qualified for the North American Championship. The first five finishers carried home silverware.

The first two races were held Saturday with fine medium air prevailing from the South. The course was a twice around triangle with a beat down the river toward the Tappan Zee Bridge, a broad reach out into the middle of the Hudson and followed by a reach back toward the starting area near the Nyack Boat Club.

Oliver Filippi was the winner with June Methot second and Arnold Schwartz third. The second race was sailed under identical conditions as the first—with Oliver Filippi again getting his boat in the winning groove followed by Joe Hoffee, who had fouled out in the first race. June Methot was third with Arnold Schwartz in fourth. After the days racing activities, everybody was glad to relax with cocktails and a delicious chicken dinner, courtesy of our fine hosts at the Nyack Boat Club.

Sunday started out with a wind velocity of exactly zero so that the start was delayed by several hours. During the launching of boats the chain hoist broke and a beautiful red fiberglass lightning fell about four feet onto the pavement. Fiberglass is a wonderful thing but, as we found out, it is not indestructible. Finally the wind came in from the West and there was just enough for a start. The course was a once around triangle. As the boats proceeded across the river on the weather leg, the wind increased to a fine sailing breeze. With Filippi crossing the finish line first, we appeared to have a new District Champion.

However, the Race Committee gave Filippi a D S Q for this race as his boat "Voo Doo" had apparently brushed the committee boat at the start and he had a final position of 11th. Karl Gleeson was then the winner of the third race with June Methot second and Tim Milhiser third. The final standings were:

June Methot	Monmouth Boat Club	First
Arnold Schwartz	Monmouth Boat Club	Second
Karl Gleeson	Nyack Boat Club	Third

The First Ten Finishers:

1. June Methot	MBC	( 2, 3, 2)
2. Arnold Schwartz	MBC	( 3, 4, 7)
3. Karl Gleeson	Nyack	( 7, 11, 1)
4. Henry Fretz	Paupack	( 8, 6, 5)
5. George Garrecht	Nyack	( 4, 10, 8)
6. Sandy Huntsman	MBC	( 5, 5, 14)
7. Skip Nitchie	Chelsea	(10, 7, 10)
8. Walter Tripp	High Tor	( 6, 19, 4)
9. John Biegler	Nyack	(12, 8, 9)
10. Tim Milhiser	MBC	(16, 12, 3)



Hardware day at the Lake Wallenpaupack Yacht Club.

## PAUPACK FLEET (16)

Based on Lake Wallenpaupack,  
 at Tafton, Penna.

Fleet Captain.....John Folwell  
 Fleet Secretary.....Grace Folwell  
 Fleet Champion.....Graham Hamilton  
 Runner-Up.....Henry Fretz

Boat No.	Boat Name	Skipper
735	.....	Kenneth C. Forham and Jim Johnson
1940	.....	Walter Faust
2673	.....	Robert Lovell
4148	Vivace	S. Graham Hamilton
4900	Bounty	Sheldon Evans
5640	P D Q	Herbert H. Axford
5931	Schu-Fly	Dorothy Schumacker
5943	.....	Walter Grote
5980	Enchantress	John Giles
5992	.....	Doctor Mark
6903	Marimbo II	Bob Katz
7298	Cloud Nine	David Ludlow
7840	Mist II	John D. Folwell
7931	Little Women	Bill Sitterley
8663	Lucky Pierre II	Dr. Richard Porter
8691	Lil Sis	Ricky Hefner
9030	Cleopatra	Henry Fretz
9628	.....	Ron Regis

The 1965 season recorded a large list of boats but not many showed up very regularly. The weather might be described as rather heavy or no wind at all. There seemed to be no in between. Neither type is conducive to getting the boys out to sail.

Graham Hamilton and his family did an outstanding job of winning races this year. They won all three series and led their nearest competitor by eight points. Second place for the season went to Henry Fretz. Third place went to Ricky Hefner. He shows great promise of becoming a top rate sailor. This is only his second year of sailing and he did very well with a light crew. The Folwell boat placed fourth.

Lake Wallenpaupack Yacht Club's Fourth Annual Invitational Regatta was threatened by the East's drought. The Pennsylvania Power & Light Company was ordered to release enormous quan-



ties of water after September first, dropping the water level drastically. Fortunately, considerable rain in the area during this period helped.

The two day, three race regatta was held in fine weather with everyone having a great time. Hank Fretz took first place with Sandy Huntsman placing second and Ricky Hefner third.

### LAKE MOHAWK YACHT CLUB (25)

#### Sailing on Lake Mohawk, Sparta, New Jersey

Fleet Captain.....	Heinz Kornmann
Fleet Champion.....	Heinz Kornmann
Runner-Up.....	Lee Chiovarou



Fleet 25 champion Heinz Kornmann seems to have things pretty well under control.

Boat No.	Boat Name	Skipper
770	Paar Avion	Steve Kohler
1942	Tarfu	Dr. Charles MacDonough
2909	.....	John Sakowski
2910	.....	Eric Hauschild & Paul Schroeder
4601	.....	George P. Bauman
4941	.....	Gordon Smith
5154	Imp II	Robert T. Crane
5380	Chantey	Heinz Kornmann
5617	Bali Hai	Gregory Conway
7644	.....	Henry Builder
8262	Lucky Lady	Lee Chiovarou

Fleet 25 officially started the sailing season on June 5th with a Spring Dinner Dance. The following day the first races were sailed with winds at 15-20 knots. This looked like a promising season windwise, and was kept except for one cancellation for rain.

Bali Hai changed ownership, but luckily the boat remained in the fleet with a promising new skipper, Greg Conway.

In the July 4th Marine Base Regatta, Heinz Kornmann took third place out of 18 boats. Representing Fleet 25 at the district races Lee Chiovarou took 19th overall. The Nicholsen Regatta was sailed on August 8th and was won by Steve Kohler sailing Lucky Lady 8262. The Commodore's Cup Regatta was sailed on Sept. 11th with Lee Chiovarou taking first place 11 minutes ahead of the fleet. Where did he get his wind? Heinz Kornmann took second. The regular racing season ended with Heinz Kornmann first, Lee Chiovarou second, and Steve Kohler third.

The Fall Series started on Sept. 19 and ended Oct. 17th with Heinz Kornmann taking first, Greg Conway and Gordon Smith tied for second.

The season came to a close on Oct. 23rd with a dinner and the Trophy Awards. We are all looking forward to next year's season with one or two new boats. Good Sailing.

### CHELSEA YACHT CLUB (39)

#### Sailing on the Hudson River at Chelsea, N.Y.

Fleet Captain.....	Eric Fuegel
Fleet Secretary.....	William Heaney
Fleet Champion.....	Charles D. Nitchie
Runner-Up.....	Richard M. Armstrong

Boat No.	Boat Name	Skipper
821	Bantry	Edward P. Waters
1083	Road Hog	William H. Heaney
1308	Tumbleweed	N. Phillip Randall
1495	Cougar	Marvin H. Schwab
1900	Fiesta II	Henry J. Abreu
2049	.....	Francis E. Boldt
2808	Mist	Hugh N. Ross
5078	Sara E	Stanley J. Szabronski
5153	.....	Walter R. Neidhardt
5193	.....	George E. Terner
5356	Wink	Clinton Urey
5752	Grace's Mink	Gordon L. Kerr
5834	Steffi	Wesley S. Pfrman
6454	.....	William S. Graff
6549	Movin Van	Alfred R. Vander Ploeg
6567	Impulse II	Robert J. Furr
6620	.....	Dr. Paul M. Lass
6932	Anesthesia	Carver C. Dumke
8356	Yknot	Eric F. Fuegel
8533	.....	William Witkowski
8783	Four Notes	Harold M. Noteware
9496	Old	.....
	Thunder II	Richard M. Armstrong
9548	Draft Dodger	Charles D. Nitchie
9553	.....	John Anderson

Chelsea got off to its scheduled start on May 9th and continued sailing to the end of October. This might have been considered the year of the fiberglass lightning. Both the club champion and the runner-up have brand new fiberglass boats.

Skip Nitchie and Dick Armstrong represented Chelsea at several away regattas: Long John Regatta at Red Bank, Nitchie and Armstrong attended; Skip traveled to the Central New York Regatta at Skaneateles Yacht Club; Dick Armstrong sailed in the Atlantic Coast Championships at Narragansett Bay; Skip, Dick and John Anderson all brought boats to Minisceonga for the Mid-Hudson Lightning Regatta—Anderson's boat skippered by Oliver Filippi took a first with Skip taking a second; Dick and Skip sailed in the District's at Nyack with Skip qualifying for the Nationals. At the Chatamunk open Nitchie won a second and Armstrong a fifth; Dick and Skip both sailed at Quantico Frostbite Regatta with Skip Nitchie coming in a commendable 21st.

**High Lights:** Hugh Ross capsized and was up and away in 20 minutes. Our champion and runner-up both dunked their boats, Skip twice. Our long distance race was a credit to the fleet—no one capsized this year, and what a wind. Our Junior Program under Dick Armstrong continues to progress.

Welcome aboard new Skippers—John Anderson, Dr. Paul Lass, and Bill Witkowski.

With Van Vander Ploeg and Skip Nitchie both moving away for business reasons, 1966 may be the year the "second fleet" becomes the "first fleet."

Series and Regatta Wins in 1965 follow:

#### CHELSEA OPEN REGATTA:

1. Skip Nitchie
2. Tom DeStasio
3. Van Vander Ploeg

A Series: 1. Skip Nitchie, 2. Van Vander Ploeg, 3. Dick Armstrong.

B Series: 1. Skip Nitchie, 2. Eric Fuegel, 3. Marv Schwab.

C Series: 1. Skip Nitchie, 2. Dick Armstrong, 3. Van Vander Ploeg.

SKIPPER CREW: 1. Mark Weiss #9496, 2. Ralph Partridge #8356, 3. Bob Hamilton #9548.

LONG DISTANCE: 1. Skip Nitchie, 2. Eric Fuegel, 3. Wes Peirman.

F Series: 1. Dick Armstrong, 2. Skip Nitchie, 3. Eric Fuegel.

**REMEMBER! THE SPORT'S THE THING!**



## HIGH TOR LIGHTNING FLEET (41)

### Sailing on Hudson River, Grassy Point, N.Y.

Fleet Captain.....Lowell Baker  
 Fleet Secretary.....Dick Horstmann  
 Fleet Champion.....Frank Sutherland  
 Runner-Up.....George Bitler and Ted Ziemer

Boat No.	Boat Name	Skipper
849	.....	Bob Clark
1222	Tang	Bob Winterbottom
2277	Metamorphosis	Dick Horstmann
2817	Idior's Delight	Harold DeJager
5696	Psyche	Bill Pennebaker & Hai Seki
5916	Sam	George Bitler & Ted Ziemer
6003	Sugar	Jack Frost
6005	Bum's Rush	Lowell Baker
6434	.....	Deg Farrey
7014	Teacher's Pet	Gil Parker
8883	.....	Len McLeod
9005	Tigress	Walt Tripp
9662	Hey Marie	Frank Sutherland

Top sailing and racing activities kept the summer months of 1965 fun for all.

Racing started with the Memorial Day Regatta. Oliver Filippi, Nyack, 1st; Walt Tripp, 2nd; and Bob Smith, Nyack 3rd.

On July 17 and 18, High Tor was host to the Mid-Hudson Regatta. This annual race on the Hudson rotates between Lightning fleets at Nyack, Chelsea and High Tor. This year's three top boats represented each club: Oliver Filippi, Nyack, 1st; Skip Nitchie, Chelsea, 2nd; Frank Sutherland, High Tor, 3rd.

The Sutherland Cup Regatta was held Aug. 14 and 15. First place was taken by Frank Sutherland, second by Tom DeStasio of Nyack, and third went to Walt Tripp.

In order to give new boat owners time to gain experience, the club's fleet races were broken down into four series of seven races each, with the last race series for club championship. The first series was won by Lowell Baker, and the last three series were won by Frank Sutherland.

In August, the Fleet's true nature surfaced under a skull and crossbones flag. On a Saturday afternoon, the fleet took off up-river with flags flying and cutlasses waving—to storm a deserted beach. There was plenty of grog and a big fire for the hot dogs.

We closed the season with a cocktail party on Nov. 20, to honor the fine race committee of Al Lynch, Tom Hylas and Ed McGovern. Walt Tripp donated a silver pitcher as a perpetual trophy for the most improved boat during the season. This year's winner was the partnership of Bill Pennebaker and Haj Seki.

We are looking forward to the 1966 sailing season with Dick Horstmann as Fleet Captain, and Jack Frost as Fleet Secretary.

## RED BANK-ON-THE-SHREWSBURY FLEET (70)

### Sailing on the Navesink River at Red Bank, New Jersey

Fleet Captain.....Irving Lewis  
 Fleet Secretary.....Bill Heron  
 Fleet Champion.....June Methot  
 Runner-Up.....Bill and Jim Heron

Boat No.	Boat Name	Skipper
41	Spider	Robert Bruce
860	Bam	Virg Vaughan
1482	.....	Francis Kennelly
2620	Water Witch	John Spurdle
2655	Banshee	Theodore Engberg
3600	Leprechaun	Pat Corr
4864	Strike 1	Wm. Heron
6735	Mischief	Harold & Richard Beck
7786	Ranger	Irv. Lewis
7798	Pink Mink	Theodore Marko
7799	Spook	Tom Thompson
7806	Spitfire	Charles Raynor
8101	Avenger III	Sandy Huntsman
8502	Dawnmere	Tim Millhiser
8505	Windsong II	Al Miller
8830	Ethel Baby	Arnold Schwartz
9006	Chantey	June Methot
	Second Verse	

9101	Spirit	Bill Olsen
9233	West Wind	Jack McCabe
	Too	
9262	Valerie II	Royden Knapp
9428	.....	Evan and Midge Beecher
Honorary Life Member.....		Charles Allaire
Honorary Members.....		Lars Olsen, Morris P. Sherwood

Fleet 70 Lightnings went to the starting line more than 80 times last year. In addition to the spring, summer and fall series, Long John Regatta (April—invitational) and the National Sweepstakes Sailing Regatta (August—invitational), Fleet 70 boats were present at a number of other events.

One of the high spots of our successful year was the Long John Regatta held on the last weekend in April. Fifty Lightnings sailed in this annual three-race event mixed with a pleasant amount of partying.

Here are the top boats in the major events of 1965.

#### 1965 Winners Spring Series—Invitational

1. Ralph Messersmith—Surf City
2. Arnold Schwartz—Fleet 70
3. John Orelup—Bay Head
4. Jim Heron—Fleet 70

#### Summer Series—Fleet 70

1. June Methot
2. Bill and Jim Heron
3. Roy Knapp

#### Fall Series—Invitational

1. Midge Beecher
2. June Methot
3. Richard Beck
4. Roy Knapp

#### Long John Regatta—Invitational (50 Boats)

1. Stu Anderson—Niagara Sailing Club
2. Bob Adams—Bay Head
3. Ralph Messersmith—Surf City
4. Arnold Schwartz—Fleet 70
5. Jack Elfman—Surf City

#### National Sailing Sweepstakes—Invitational

1. June Methot—Fleet 70
2. Bill Heron—Fleet 70
3. Sandy Huntsman—Fleet 70

## NYACK LIGHTNING FLEET (75)

### Sailing on Hudson River, Nyack, N.Y.

Fleet Captain.....Robert W. Smith  
 Fleet Secretary.....Charles H. Singler  
 Fleet Champion.....Karl K. Gleeson  
 Runner-Up.....Robert S. Shuris

Boat No.	Boat Name	Skipper
3108	Sugar-Plum	Warren Schroeder
3716	RoJo	Joseph E. Hoffee
6387	Tagalong	Edward Mowerson
6898	Voodoo	Oliver C. Filippi
7134	Avanti	Bill Day
7545	GiGi	George Garrecht
7633	.....	K. A. Pfleger
7852	QED	Karl K. Gleeson
7922	Miss Beth	John Biegler
8228	Striker	Dean Snider
8240	Pied Piper	Bob Shuris
8272	.....	Martin Low
8515	Cindy Too	Charles H. Singler
8607	.....	Jon Grossman
8924	Pandora	Robert W. Smith
9100	Madame Blue	Thomas V. De Stasio
.....	.....	Les Johnson

1965 was an extremely "upsetting" year at Nyack. The first clue of what was in store for us occurred when Bob Smith, our Fleet Captain, and Joe Hoffee, our Fleet Champion, took Bob's boat out at the beginning of the year for a tune-up. While it still isn't clear just who was at the helm, they capsized under main alone.

After a delay of the season opener for one week, generally good weather enabled us to sail six out of seven scheduled races





*Fleet champion Karl Gleeson of Nyack Fleet 75.*

thereby completing the most successful Spring Series in a number of years. The final standings for the Series were not decided until the last race of the Nyack Spring Regatta which Bob Shuris won to beat out John Sullivan by one-half point. Our genial Fleet Captain Bob Smith finished third in the Series.

After a series of exasperating "drifters" in the early part of the Summer Series, the winds gradually picked up to enable us to complete an 11 race Club Championship schedule. Karl Gleeson and Bob Shuris made it clear with the early lead they piled up, that they were upsetting everyone else's championship aspirations. However, beginning at the end of August, George Garrecht and John Biegler came alive and between them won five of the last six races in the Series. Their sudden surge put the top four places up for grabs until the last race, which Karl Gleeson won to take the championship from Bob Shuris who was second. George Garrecht finished third, three-fourths of a point in front of John Biegler.

The winds continued to build through the five races of the Fall Series, as did the performances of the top three skippers from the Summer Series. George Garrecht continued the terrific momentum he had built up and took first place for the Series with Karl Gleeson second, and Bob Shuris third. The last race was a fitting climax to our very "upsetting" season, when Bob Shuris set a spinnaker in a 30 mile breeze. Three hours later he was hauled from the Hudson.

Nyack hosted a big turn-out and a great party for the Metropolitan District Regatta in August. After two impressive firsts in a fair breeze, Oliver Filippi looked like the man to beat until he tried to "upset" the committee boat at the start of the third race in a drifter. As a result, Jim Methot finished first, Arnold Schwartz was second, and Karl Gleeson third.

Karl represented Fleet #75 at the N.A. Championships at Bay Head, and qualified for the Governor's Cup. Going into the fifth and final race, only 2 points out of second place, he ran into the Nyack jinx and capsized, finishing in 8th place.

Because of his consistently impressive performance throughout the year, and in spite of his disastrous last race, Bob Shuris was awarded the Mullin Trophy as the Most Improved Lightning Skipper in 1965.

Our greatest "upset" of the season was the retirement from sailing by our personable and very competitive Fleet Captain Bob Smith who bowed out at mid-season because of his health. He will be sorely missed and long remembered by many Lightning sailors throughout the Class.

We were happy to welcome Dean Snider and Les Johnson to the Fleet this year.

Our new officers for 1966 are Fleet Captain John Biegler, and Fleet Secretary Ken Pfeleger.

Regatta winners during 1965 were:

Nyack Spring Regatta 1. John Sullivan

Guy Molton

1. Oliver Filippi
2. Joe Hoffee
3. Bob Shuris

Bilge Boy (Open)

Bob Singler 1st Lightning and 2nd corrected time

Labor Day

1. John Biegler
2. Joe Hoffee
3. Karl Gleeson

Nyack skippers received trophies at the following Regattas:

Mid-Hudson

1. Oliver Filippi
1. George Garrecht

Shattemuc

2. Oliver Filippi

Tarrytown

1. Ed Mowerson

## AWOSTING YACHT SQUADRON (95)

Based on Greenwood Lake, New Jersey

Fleet Captain..... Chet Howell

Fleet Secretary..... Marion Howell

Fleet Champion..... Roy Sengstacken

Runner-Up..... Dick Davis

Boat No.	Boat Name	Skipper
762		Richard Davis
827	Heidi-Ho	Hank Holterhoff
1309	Linda	Chet and Bob Howell
1365		Milt Titon
2912		Ben Fortmann
3102	Duchess	Roy Sengstacken
5134	An-Na	Jack Sengstacken
7323	Tike	Dork Sharp
8885	Barracuda	Harry Ash

The Lightning Class of the Awosting Yacht Squadron, sailing on Greenwood Lake, New Jersey, started their racing season on June 19th, 1965, and continued over Saturday afternoon and Sunday morning until September 12th. Of course, we were unable to complete every race, including our Annual Labor Day Race, due to lack of wind. It was very disheartening on one of these races to see the lead boat only ten feet from the finish line, when time ran out.

Dick Davis, our 1964 Champion, and Roy Sengstacken were the big winners this past season. Dick won the Secretary Series as well as the Rear Commodore series and after being in a tie with Roy for the Championship, lost in a sail-off.

Roy, our current Champion, also won the Vice Commodore series and was second in the Commodore series.

Harry Ash won the Commodore series and was second in the Vice-Commodore series.

Jack Sengstacken finished second in both the Secretary and Rear Commodore series.

The Captain Howell Memorial Trophy, a two race series, this year was fittingly won by his Grandson Bob Howell with his father, Chet, at the jib.

As you can see from the above list of 1966 Officers of the Fleet, after three years without a boat, Chet Howell with old 1309, was welcomed back into the fold and put to work. The boat might even win more races if he lets his son have the tiller more often.

We welcomed another newcomer to sailing as well as to the Fleet in 1965, Milt Titon. We hope he enjoyed it and will definitely do better with a new set of sails next summer. He did have his day of glory one Saturday last August when Dr. Bill Horton an ex-pro from the Lightning Class skippered the boat with Milt as crew and came in first.

Now is the time the boats are getting worked over and everyone has given notice to the balance of the Fleet that they are going to be the boat to beat next summer.

## RARITAN BAY FLEET (185)

Sailing on Raritan Bay, Perth Amboy, N.J.

Fleet Captain..... William H. Cutting

Fleet Secretary..... William W. Jacobson

Fleet Champion..... William H. Cutting

Runner-Up..... Roland W. Field

Boat No.	Boat Name	Skipper
52	Mischief	William W. Jacobson
1759		Erwin Stadler





Fleet 185 champ, Bill Cutting, receives his trophy from Commodore Bill Volk.

3729	Swann's Way	Martin Siegel
4045	Red Devil	William H. Cutting
5106	.....	Donald C. Bennett
5135	.....	Arthur Van Blarcum
5780	Sallie-Ho	Michael Cihomsky
6119	.....	Arthur Van Blarcum
7098	Me Jeb	Milton Pascal
9331	.....	George Heinemann
9387	.....	Albert H. Medwin
.....	.....	Seymour Charles
.....	.....	Nina Vuyosevich

Fleet 185 sailing out of Raritan Bay continues to grow. Newcomers are George Heinemann with a spanking new fibreglass rig. Arthur Van Blarcum, Nina Vuyosevich and Erwin, to the best of the Fleet's knowledge, make up the new members. Welcome also to Albert H. Medwin. Nina Vuyosevich is a fine Blue Jay skipper and winner of the 1965 Red Grand regatta in that class. Anyone interested in signing up for Fleet 185, contact the Secretary, William W. Jacobson, 333 Ave. C, Bayonne, N.J. Phone Hemlock 7-0069.

The Spring series was won by William H. Cutting. Bill also took the Labor Day series, the Fall series, and the Fourth of July Series. The only way we are going to beat Bill is to put him on the race committee!

Fleet 185 now has eleven Lightnings. Our main problem has been to get these boats to race. We are having two meetings

before Spring to stimulate interest in building and racing the fleet. We intend to show a Lightning movie, discuss racing rules, tuning the rig, tuning the sails and tuning the Skipper!

## RICHMOND COUNTY YACHT CLUB (295)

### Sailing on Lower New York Bay and Raritan Bay Great Kills, N. Y.

Fleet Captain.....	Ben Marshall
Fleet Secretary.....	Connie Marshall
Fleet Champion.....	Tom Hyland
Runner-Up.....	Ben Marshall

Boat No.	Boat Name	Skipper
2705	L'Etoile	Thomas Dennen
3670	Trade Winds	George Dukes
4416	Green Sleeves	Jim Burri
4602	Ballerina	Jim Rigassio
5147	Go Mad III	Ben Marshall
5172	.....	Joe Hall
5432	Bad News	Tom Hyland
5433	Minuit	Mike Mitrov
5762	Kool Kat	Mark Milnes
6101	Avenger	Dr. Walter Hausheer
6349	Kerry Dancer	James E. Hannon
6527	Thespian	Ted Daddow
9126	.....	Dan McDonnell

Fleet 295 enjoyed another busy sailing season. In addition to the Club Series, fleet members sailed in regattas at Nyack, N.Y., Milford, Conn., Red Bank, Bay Head and Perth Amboy, N.J., and Quantico, Va.

Jim Rigassio and Joe Hall joined the fleet in early season. The season's series was in doubt until the last racing day.

Tom Hyland is again our fleet champion, nosing out Ben Marshall by .002 in a photofinish. Under our throwout system, neither counted a race worse than 3rd and Tom won a deserved championship due to a larger number of first place finishes.

Jim Hannon, Dan McDonnell and Mike Mitrov were also in contention all summer, finishing 3rd, 4th and 5th respectively. The season was marked by generally good weather with only one postponement.

Our R.C.Y.C. Open Regatta provided the fireworks for the season in almost a literal sense. An August squall with winds of 40-65 mph., hail, rain and lightning hit the first race, capsizing boats, two Thistles struck by lightning—we had the whole works. Of 34 Lightnings and Thistles, 13 finished the race.

To confuse matters still further, the Open ended in a triple tie for first place. The final order of finish was Held, Monmouth Boat Club; Gagliano, Miramar Yacht Club and Alpert, also of Miramar. It was a regatta that all contestants will long remember.

Our Fall Thundermug Series was won by Jim Hannon. Fleet 295 will be the host for the 1966 Metropolitan District Championships with Dan McDonnell as District Commodore.

Our fleet members were also involved in various other R.C.Y.C. sailing activities such as crewing for club auxiliaries, skippering borrowed Thistles and participating in our revived Penguin Frost-biting series.

Three of our "gungho" skippers are moving to other areas. Our loss of George Dukes, Jim Hannon and Mike Mitrov will be some other club's gain. We wish them fair winds.

## MICHIGAN DISTRICT

District Commodore: James Kohls  
District Secretary: Philip H. Smith  
District Champion: Dr. Leo Wasserberger  
District Runner-Up: James Kohls

Fleets: South Haven (30); Devil's Lake (31); Crescent Sail Y.C. (51); Lake Fenton (53); Pontiac Y.C. (54); Grosse Ile Y.C. (68); Higgins Lake Y.C. (110); Gull Lake (137); Tawas Bay Y.C. (152); Owena Traverse (174); Leland Y.C. (184); Saginaw Bay (216); Burt Lake (254); Grand Traverse Y.C. (326); Pentwater (340); Douglas Lake (374); Les Cheueaux (378); Lansing Sail Club (387).

The annual Mid-Winter meeting in December, 1964 was held at East Lansing, Michigan, and among many important items finally presented a proposed Michigan District Constitution redrafted from original notes and half written constitution. Although shelved until the summer meeting to correct a few wordings, it appeared that we finally had a guideline to handle the Michigan District in proper style. The constitution was then finally adopted at the District Championships in East Tawas during July 1965.



The highlight of the season was the District Championships held on Tawas Bay by the Tawas Bay Yacht Club. Charlie Schreck, Ladd McKay, Truman Barbier, Commodore of the Tawas Bay Yacht Club Vern Bowling and many others handled the details in the very able fashion they have always displayed. Their wives did a masterful job on the kitchen detail which left everyone happy and well fed.

Naturally, sailing was "tops" as it most generally is on the Bay with everything from flat to heavy seas and heavy air to almost a drifter. No races were called off or cancelled. Positions changed here and there and finally Dr. Leo Wasserberger came out as champion beating Jim Kohls, 1964 champion, by a narrow margin. Our many times winner Hank Cawthra had problems keeping crew from falling overboard yet still came through with a healthy 5th overall. The standings of the first ten were:

1st	L. Wasserberger	6th	G. Moehl
2nd	J. Kohls	7th	R. Knop
3rd	D. Nickels	8th	J. Harrison
4th	S. Benz	9th	J. Coggan
5th	H. Cawthra	10th	W. Jones

A few of our skippers trailed to the North Americans held in New Jersey and they also trailed on the waters off the Bay Head Yacht Club. Some of the remarks on their return concerning the race course were so salty, they cannot herein be printed. Needless to say, Cass Lake and Devils Lake weeds and low water didn't seem so bad after all.

Our own Michigan Invitational Regatta Circuit was, in our opinion, rather poorly attended this season. We hope that the 1966 season will produce a much livelier interest especially since it appears to be one of the fullest and well organized circuits in many years. Also, as those attending the 1965 Mid-Winter Meeting will testify, there is a very worthwhile Traveling Trophy, won this first time in the 1965 Season by none other than Regatta Circuit veteran Joe Disette of Midland. Joe will be trying again next year because three times and the trophy is yours.

The results and only a partial list of winners in the regatta circuit were as follows:

South Haven—J. Doty  
Crescent—H. Cawthra  
Gull Lake—J. Harrison  
Saginaw Bay—J. Disette  
Pontiac Yacht Club—Mack Goodwin  
Devils Lake—Dave Nickels

Our records on the circuit got scrambled a bit so we apologize for those we missed.



Michigan District victors, seated l. to r.: Dr. Leo Wasserberger, first; Jim Kohls, runner-up and third-placer Dave Nickels. Standing are Charlie Schreck and commodore Vern Bowling, both of the host Tawas Bay Y.C.

### SOUTH HAVEN YACHT CLUB (30)

#### Sailing on Lake Michigan, South Haven, Michigan

Fleet Captain.....Don Goodwillie, Jr.  
Fleet Secretary.....Jim Force  
Fleet Champion....Frank Overton-Don Goodwillie  
Fleet Runner-up.....Dick Woodruff

Boat No.	Boat Name	Skipper
577	Chip	Steve Hamlin
1327	Great Dane	Dan Jensen
2516	Mischief	Al Dickerson
4742	Li'l Monster	Tom Ruddy-Dale Buyce
5050	Fifty-Fifty	Sam Overton
5436	Maverick	Tom Hendricks
6039	Jabberwock	Jim Force-Boo Dieter
7436	Ulithi	Dick Woodruff
9488	Port-Lee	Frank Overton-Don Goodwillie



Fleet 30 proved again that a Lightning will not sink. Frank Overton empties water as Mackey Davis and Tom Nook guide Al Dickerson's "Mischief" to safe berthing after gust knocked him down on Black River.

Last year Fleet 30—after 20 years of inactivity—experienced birth pangs. This year it was growing pains.

We invited everyone to our June regatta and ended up with too many sandwiches. We charged no entry fee, for the sake of courtesy, and ended up in debt. We prayed for wind and then spent all of Saturday night searching the beaches half-way to St. Joe for broken boats and lost crews.

Early in the season, we invited Dick Woodruff from Watervliet



to sail with us, and he won nearly everything. Our buoys kept getting picked up by fishermen or run down by water skiers. Our fleet captain ran into the committee boat.

Our protests got so bad that Sam Overton began sailing out to the starting line with his red flag already up. Our prime docking space was requisitioned for use by the Corps of Engineers. Our only capsiz occurred in the river.

We travelled great lengths over rough Michigan roads to compete in regattas and got soundly thrashed. We planned a social night and nobody showed up. We didn't even plan an oldtimers' night.

We scheduled our championship series during the summer's worst rainstorm. We forgot to order trophies.

But we kept our river active, had a noisy and successful regatta, sailed much, and learned more.

We respectfully lower our colors to Russ Overton, Marty Benacker, John Callaghan, and their grand race committee, and hereby affirm that there is more to come.

First Half Champion: Port-Lee  
Runnerup: Jabberwock

Second Half Champion: Ulithi  
Runnerup: Mischief

#### Labor Day Championship Series Standings

- |                          |                      |
|--------------------------|----------------------|
| 1. Port-Lee (9488)       | 6. Mischief (2516)   |
| 2. Ulithi (7436)         | 7. Great Dane (1327) |
| 3. Li'l Monster (4742)   | 8. Maverick (5436)   |
| 3. Jabberwock (6039)—tie | 9. Chip (577)        |
| 5. Fifty-Fifty (5050)    |                      |

#### First Annual Shake Down Regatta Finals (June 12, 1965)

- |                            |                          |
|----------------------------|--------------------------|
| 1. Doty, 9070 (71)         | 14. Force, 6039 (18)     |
| 2. Long, 8714 (67)         | 15. Overton, 5050 (18)   |
| 3. Wasserberger, 8744 (67) | 16. Spitz, 8679 (16)     |
| 4. Campbell, 7979 (65)     | 17. Simpson, 6566 (15)   |
| 5. Crow, 9001 (56)         | 18. Dickerson, 2516 (15) |
| 6. Crookston, 9407 (55)    | 19. Murphy, 5533 (13)    |
| 7. Stueland, 7966 (52)     | 20. Chappell, 8588 (12)  |
| 8. Cox, 8668 (50)          | 21. Hendricks, 5436 (12) |
| 9. Goodwillie, 9488 (46)   | 22. Bates, 7911 (9)      |
| 10. Kornhaber, 8374 (37)   | 23. Fulton, 4911 (8)     |
| 11. Blair, 8715 (36)       | 24. Jensen, 1327 (8)     |
| 12. Beard, 6379 (28)       | 25. Ruddy, 4742 (3)      |
| 13. Woodruff, 7436 (23)    | 26. Hamlin, 577 (2)      |

#### DEVIL'S LAKE YACHT CLUB (31)

##### Based on Devil's Lake, Manitou Beach, Michigan

Fleet Captain.....Ed Engle  
Fleet Secretary.....Bill Nuoffer  
Fleet Champion.....George Sipel, Jr.  
Runner-Up.....Steve Benz

Boat No.	Boat Name	Skipper
22	Arrow II	C. B. Crittenden
1923	Alpha	Art Freeborn
4374		Jim Silberhorn
5858	Wren	Jim Reynolds
5901	Frolic	Keith Whitehouse
6228	Siesta	Chuck Thompson
6360	First Fiddle	C. F. Bryner
6525	Jan-Nan	Laverne Ehinger
7207	Old Grand	
	Dad	Jack Beal
7272	Invictus	Dick Stanbridge
7305	Top Hat	E. Golding
7355	Hayako	Bob Laidlaw
8181	Fafnir	Carl Benz
8490	Ma's 2nd.	Ed Engle
	Thought	
8640	Anne Marie	Ed Schmid
8642	Sea Goose	Bill Murbach
9212	Runaway	George Sipel, Jr.
9650	Red Carpet	Bill Nuoffer
9651	Whoopee	Ken Kennedy
9480	Astro	Jeff Moehl

For years to come, people will say, "Remember the Palm Sunday tornado of 1965?" Members of Fleet 31 will never forget



The top skipper and his crew: George Sipel, Pete Sherman and Bill Roberts (L. to r.).

that Palm Sunday because it shattered our homes, damaged our Yacht Club and destroyed some of our Lightnings. As Memorial Day and our first race approached, only nine boats were ready. George Sipel and crew Pete Sherman and Bill Roberts won the JACK GOULD TROPHY in a breeze. George never stopped here and they sailed right on to their second straight fleet championship and, also, won the COMMODORE TROPHY along with a 12th in the MICHIGAN DISTRICTS.

The sailing Benz family with Carl and sons, Steve, and Bill, alternating at the tiller enjoyed another fine season finishing in second place. On July 4th, they won the JOHN OBERST TROPHY and the LELAND BEAL TROPHY on Labor Day. A third in the Michigan District added glory to the Benz sailing team.

Another name rising on the horizon is young Geoffrey Moehl. In his third season of sailing, he won many weekly races along with the "ROUND THE LAKE TROPHY" race, the BARNEY CRITTENDEN NOVICE award and the STEVE WINN TROPHY designating the winner of the sail-off in the Wakefield series. Jeff finished 6th in the MICHIGAN DISTRICTS.

Other winners were Dick Stanbridge, THE CAPTAIN'S TROPHY; Ed Golding, THE HELMS AWARD for the most improved Skipper, and Bess Nuoffer, the FIRST MATE TROPHY, as the lady making the outstanding contribution to the fleet.

A highlight of the season is that thirteen of our skippers entered nine invitational regattas and won First Place in five of them. Winners were Ed Schmidt at the Toledo Frost Bite; Bill Nuoffer at the Monroe Regatta; and Jeff Moehl won First at Port Clinton, Clark Lake and North Cape Yacht Club. GOOD WORK, FELLOWS!

Fleet 31 also salutes Jack and Vanetta Beal, Bill and Bess Nuoffer, Ed and Virginia Schmidt and George Sipel who carried Fleet 31 colors to Rome, Italy both as spectators and competitors in the World Championship.

The Junior Sailing Program under the direction of George Sipel saw Patty Reynolds win the Vixen Championship. The Junior Fleet also captured the Club Championship of the Junior Interlake Regatta. Jack Hinkle and Dave Laidlaw were standouts in this competition.

The sailing season drew to a close with our 22nd "This one for fun" Regatta, under the direction of Vern Ehinger. Sixty boats competed for the Championship with Dave Nichols of Pontiac winning top honors. This was a fitting climax to a fine season.

#### CRESCENT SAIL YACHT CLUB (51)

##### Based on Lake St. Clair, Grosse Pointe Farms, Michigan

Fleet Captain.....Bill Dodenhoff  
Fleet Secretary.....Hank Cawthra  
Fleet Champion.....Hank Cawthra  
Runner-Up.....John Lesesne

Boat No.	Boat Name	Skipper
1981		Howard Gray



3676	.....	Bob Verhelle
6066	XL	Henry J. Cawthra
6280	Cotton Picker	Dick Drew
6866	.....	Peter Ness
7388	Gringo	Robert Knop
7576	Scythe	George Grenzke
7614	.....	William Tily
7795	Oops	James Kohls
7964	Corsair	John Lesesne
8343	Cathy	John Sherry
8599	My Sally	Bill Dodenhoff
8673	.....	Art Rautenberg
9868	.....	Warren Jones

The fleet got an early start with racing commencing May 16. In the Detroit River Yachting Association's One-Design Regatta held May 22-23, Hank Cawthra was first in the Lightning Class and also came within seven seconds of winning the overall prize for all classes.

Crescent's fourth Annual Invitational was held June 19-20. After three races in everything from very light to very strong air Cawthra won with Jim Dressel of Columbus second, Jim Kohls of Crescent was third, and Dr. Leo Wasserberger of Pontiac 4th.

Five Crescent Lightning Sailors sailed in the District Championships at Tawas July 29-31. Jim Kohls finished second, Hank Cawthra fifth, and Bob Knop 7th. This regatta was held under the usual favorable conditions found on Tawas Bay.

Kohls and Cawthra competed in the North American Championships. Neither of these skippers was aware of the existing conditions at Bay Head and thus left their wheels and weed cutters at home. They finished 18th and 22nd.

In fleet racing Cawthra won the "A" Series, Dick Drew the "B" Series, and Bob Knop the nite events. Cawthra ended up season champion with Dr. John Lesesne runner-up.

Fleet 51 will have at least one and possibly two new boats in competition next year and several new skippers. The Annual Invitational will be held June 18 and 19, and the fleet will be host to the District Championships July 22-24, 1966.

## PONTIAC YACHT CLUB (54)

### Sailing on Cass Lake at or near Keego Harbor

Fleet Captain.....	John Seaton
Fleet Secretary.....	Phil Smith
Fleet Champion.....	Phil Smith
Runner-Up.....	John Seaton

Boat No.	Boat Name	Skipper
835	Princess II	Fred Prince
839	.....	Dr. James Henderson
857	Gal-Mack	Eugene Bego
3433	Planned Poverty	John Long
3688	Con-Jan	Carl Christenson
4947	Gizmo	Claude Bennett
5299	Play Buoy	Ernest Scherer
5518	Youngster	Donald Young
5793	Sea Jay	Dr. James H. Van Doren
6363	.....	Albert Agnew
7300	Triagan	Dr. Floyd Arnold
7335	T Square	Carl Marr
7356	Polaris II	Phil Miller
7360	Mach II	John Seaton
7407	C-Lark	Alex Clark
7439	.....	Wm. McConnell & Bill Wiggins
7676	Gusto	Mac Goodwin
7700	B Girl	Dave Barton & Bob Birney
7818	Wiki Wiki	Dr. Eugene Nalepa
7877	.....	Roy M. Nelson
7959	Flip	L. Huntwork
8145	CIAO	Fred Cowin
8180	More Bull	Sheldon Kavieff
8307	High I.Q.	George and Claud Bery
8744	Ptyghur II	Dr. Leo Wasserberger
8765	Green Horn	Jim Olson
8888	Susurrio	Paul Rich
9054	Scarlet	Richard Beaubien
9518	Zig Zag II	Dwan Ziegler
9550	.....	R. Behler—B. Bouwkamp



Phil Smith and crew—daughter Margie and Bob Wood—finishing final race of championship series at Pontiac Yacht Club, Fleet 54.

9577	.....	Phil Smith
9681	.....	Bob Scott
Life Member		A. Oberson

The sailing season for Fleet #54 was one of the most delightful we have had in years. There were only two cancelled races due to lack of wind, only one almost unmanageable "blow," a couple in light rain, and the rest in beautiful bright sunshine with winds from 5 to 18 m.p.h.

The race schedule was well planned and went without a hitch throughout the entire season, even the Championship Series was sailed over a 3 day period without any problems which kept the interest on a high level.

Fleet Captain Bob Scott with the able assistance of Secretary and Record Keeper George Bery did a magnificent job in setting good starting lines, keeping us up-to-date on standings, and handling the few protests that came up.

We herewith present a summary of the various "Series" showing the first three finishers of each:

1965 Racing Season			
Series	Winner	Runner-Up	3rd Place
May	John Seaton	Phil Smith	Ernie Scherer
June	John Seaton	Mack Goodwin	Roger Asbury
July	Mack Goodwin	Phil Smith	Roger Asbury
August	Roger Asbury	Phil Smith	Ernie Scherer
Summer	John Seaton	Mack Goodwin	Phil Smith
Intra-Club			
Regatta	Leo Wasserberger	Roger Asbury	John Seaton
Night Owl	Mack Goodwin	Hank Callahan	Phil Smith
Memorial			
Day	Fred Prince	Ken Cowin	Al Gray
Wet Hen	Alice Bery	Anne Beaubien	Carolyn Scherer
Snow Ball	Hank Callahan	Phil Smith	Ernie Scherer

The highlight of Fleet 54 sailing season is most generally the Championship and Commodore Series usually held on Labor Day weekend. The weather was perfect the three days of the series. Two of our top skippers were unable to participate, Leo Wasserberger recuperating from sailing at the North American Championships, and Mack Goodwin, Sailing Instructor at Orchard Lake Country Club, also holding championships the same weekend.

It was a lively series throughout with Phil Smith going into the 5th and final race only one point ahead of Johnny Seaton.



Phil was heard to comment that he just had to cover John from the starting line; however, it was noted that Phil forgot his lines and went the "other way" about one minute after the gun. The decision was a lucky one which gave him a 2-2-1-2-3 Series and which won the Championship. The Series wound up as follows:

Series	Winner	Runner-Up	3rd Place
Champion-ship	Phil Smith	John Seaton	Ken Cowin
Commodore	Andy Rowalet	Hank Callahan	Claude Bennett

Our tremendous showing at the Michigan District Championships held on Tawas Bay, can only be summed up in two words—"Leo Wasserberger!" Pontiac made up one-third of the District Fleet but except for Leo were unable to place in the first half. So . . . our sailors came home having enjoyed some fine competition and with some determination to improve many aspects of our racing such as better boat speed, improved sail shaping, etc.

The 7th Annual P.Y.C. Invitational was a huge success. Walt and Sally Johnson, Chairmen, with their many helpers put on a really smooth affair. The weather cooperated in great style. The outcome showed our Cass Lake Expert, Mack Goodwin, the winner and Jim Kohls from Crescent Sail Yacht Club, Runner-Up.

In the Special Awards Department:

1. Most Improved Sailor—Roger Asbury
2. Most for the Club—Earl Anderson
3. Good Sportsmanship—Ken Cowin

The Junior Program was led by Earl and Hester Anderson with their committee. Many innovations were made this year. We all feel these will add to the capabilities of our Lightning crews to come. We are sorry to see Earl and family leave the Detroit area. Our skippers and crews are eagerly looking forward to a high activity Season for 1966.

## GROSSE ILE FLEET (68)

### Sailing on Detroit River and Lake Erie, Trenton, Michigan

Fleet Secretary..... Carl Arkelian

Boat No.	Boat Name	Skipper
1108	Blue Dolphin	Robert F. MacKenzie
1315	Perk	Richard H. Nims
2029	.....	Richard H. Johnston
2902	.....	Jan Warren
5777	Cutty Sark	Jack J. Gage
7283	.....	William C. Thomas
8393	.....	James Holzman
.....	.....	Richard Kuhn
.....	.....	Dr. Robert P. Coleman
.....	.....	Carl Arkelian

The only fleet activity to report this year is that Grosse Ile Fleet 68 was reactivated this fall, and had three meetings before the Christmas holidays. The meetings were held at the Grosse Ile Y. C. At two meetings we had I.L.C.A. movies, and one other sailing film. On two occasions we were fortunate to have James Holzman give us a racing tactics lecture at the blackboard. Jim used to race Lightnings in Chesapeake Bay and was fleet "Champ" of the North-East River Fleet in 1961.

At the last meeting, Warren Jones of Crescent S. Y. C. Fleet 51 was kind enough to attend and helped in answering questions from most of our race beginners. He also provided his new glass lightning at the home of Carl Arkelian so that interested beginners and members could get a look at the latest.

In 1966 we will be racing in the River Iles Yachting Association Regattas, locally, at the south end of the Detroit River and Lake Erie on Sundays, and if that isn't enough, some of us may go up the river to the D. R. Y. A. Regattas in Lake St. Clair, Saturdays.

## HIGGINS LAKE FLEET (110)

### Based on Higgins Lake, Michigan

Fleet Champion.....	Ormond Barstow
Fleet Secretary.....	Ormond Barstow
Fleet Champion.....	Alex Carlin
Runner-Up.....	Ted Doan

Boat No.	Boat Name	Skipper
6400	What's Buzzin	Pete Morley
7010	Glengarry	Alex Carlin
7300	Triagain	Dick Arnold
7309	.....	Denny Hanson
8059	.....	Ted Doan
8285	Go Blue	Bob Bennett
8309	Serendipity	Mike Dow
9180	.....	E. F. Robinson
9596	.....	Ormond Barstow

The Higgins Lake Boat Club has shifted its base of operations from the mainland to Treasure Island, where we have a fine site for future development centrally located with a good beach and a spacious sheltered cove for mooring. We put in a new dock this year, and we are working on plans for a building.

Our racing program was late in getting started, but we sailed 10 races during the summer plus a three-race all-class regatta on Labor Day weekend. Alex Carlin won the season's championship in spite of annoying rigging failures and leakage problems. Ted Doan was a close second. Denny Hanson, our youngest and newest skipper will bear watching next year. We think he is applying skiing skills to sailing. (Is there a connection?)

Barstow rounded a tree too closely with his new Lightning on a trailer and reduced his mast length by 7 feet, a distinct handicap in the tough competition at Higgins.

HLBC's season race results were:

Cal Barry Trophy for Season Championship—Alex Carlin;  
Runner-up—Ted Doan

Arnold Cup—Labor Day (Lightnings)—Ted Doan

Property Owners Cup—Labor Day (All classes)—Walt Rye

Cruising Class Trophy—Denny Hanson

## GULL LAKE FLEET (137)

### Sailing on Gull Lake, Richland, Michigan

Fleet Captain.....	Bill Kibbey
Fleet Secretary.....	Wes Cromie
Fleet Champion.....	Thomas Crookston
Runner-Up.....	James W. Harrison

Boat No.	Boat Name	Skipper
2343	Brigadoon II	Bill Kibbey
2946	Ok E	Bruce Hutchinson
3436	Resolute	Phil Baker
3528	Ricklin	Richard Maurer
3771	.....	Barry Passman
4521	Sometime	Paul Hannon
4911	.....	James E. Fulton
5533	Two Bits	Bruce Murphy
5602	My Buddy	Glenn Proos
6895	.....	Donald May
7474	WesWin	Wes Cromie
7580	Yankee	James W. Harrison
7878	Sagitta	Duane Jamieson
7911	Wee Three	Arthur Bates
7977	Run Away	Joseph Foster
8588	Blue Chip	Dan Chappell
8636	Wind Quest	Wallace Gilkey
8740	.....	Lester Coleman
9407	Whitney II	Tom Crookston
9734	.....	Clarence Chrest
9735	Mother's Mink II	John Moeller Sam Stearns

A full racing program filled the bill at Gull Lake during the 1965 season. At least 18 fleet members took part in a Saturday series during June, July and August; a Sunday series during June, July and August; a Wednesday evening series of 11 races; and the three Gull Lake Yacht Club Holiday Handicap races. Many of the fleet members also traveled to several area regattas during the season.

Five awards were made for the Saturday series:

1st place .....	Bob Harrison	#7580
2nd place .....	Dick Crookston	#9407
3rd place .....	Dan Chappell	#8588
4th place .....	Art Bates, Jr.	#7911
5th place .....	Bill Kibbey	#2343

Five awards were made for the Sunday series:

1st place .....	Tom Crookston	#9407
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2nd place .....	Jim Harrison	#7580
3rd place .....	Bruce Murphy	#5533
4th place .....	Dan Chappell	#8588
5th place .....	Bill Kibbey	#2343

A trophy for Most Improved skipper of the season was awarded to Dick Maurer.

The Transom Trophy Award was given to Bruce Hutchinson for his perseverance in bringing up the fleet.

The Gull Lake fleet Invitational Regatta was held during the weekend of July 17-18 when thirty-one Lightnings were entered. The fleet was host to 14 off-the-lake-boats for the two day, three race affair. Silver cups were awarded to Jim Harrison of Gull Lake, first; Hank Cawthra of Crescent Sail Yacht Club, second; Bob Knop of Crescent Sail Yacht Club, third; Tom Crookston of Gull Lake, fourth; and Charles Lutes of Indian Lake Yacht Club, fifth.

Among several social functions of the fleet during year, was the annual Sail-To-Breakfast late in August. No skipper faced the early morning breezes to sail to the affair.

Each year the Gull Lake fleet seems to grow in number. This season we were fortunate to welcome back to the competition Art Bates and Art Bates, Jr. Art had spent the last three seasons as judge of the Gull Lake Yacht Club. A new fiberglass boat was sailed this season. With the interest of new members, the purchase of new boats, and the birth of new potential crew members, the sailing season of 1966 should be more enjoyable than any thus far.

## TAWAS BAY YACHT CLUB (152)

### Sailing on Tawas Bay, East Tawas, Michigan

Fleet Captain.....	Truman F. Barbier, Jr.
Fleet Secretary.....	William F. McKinley
Fleet Champion.....	William McKinley
Runner-Up.....	Charles Schreck

Boat No.	Boat Name	Skipper
6222	Relampago	W. T. Immers
6688	Merri Mac II	L. G. McKay, Jr.
8455	Hum Bug IV	Edward G. McKinley
9115	War Paint IV	Charles Schreck
.....	Sapphire II	Truman F. Barbier, Jr.

The 1965 sailing season on Tawas Bay opened with an added spark on July 4th when we welcomed the return of the Herbert Cox family, former members of the Tawas Bay Lightning Fleet #152. A charter member of Fleet #152 in 1947, Herb has been a strong competitor every year as a Lightning Crew Member and Skipper. Herb has recently transferred to St. Joseph, Michigan, and is currently affiliated with St. Joseph Harbor Light Fleet #113.

On July 30th, 31st and August 1st, Tawas Bay Yacht Club and Lightning Fleet #152 were again privileged to host 38 boats for the Michigan District ILCA Championships.

The results of the regatta are a matter of record. The boats of the home fleet were, on the whole, quite polite. Tawas, however, sailed and entertained the Michigan District members to excellent weather, open clear water and true winds.

In addition to the ILCA Michigan District Regatta Lightning Fleet members and L. G. McKay Jr. were instrumental in the promotion of two additional major regattas on Tawas Bay this summer, the Finn Midwest District Regatta and the World's National One Design Regatta.

Our Traveling Lumberman and 1965 ILCA Year Book Editor, Charlie Schreck, represented us in the North Americans at Bay Head, New Jersey, and was elected a Vice-President of the ILCA.

By unanimous choice the most improved Lightning Skipper and Crew Award was won by Truman F. Barbier Jr. and his two sons—Peter and Truman III. With their 1966 Lightning, this team is going to be in line for the "hardware." For the second consecutive year the James C. Olsen family of Birmingham, Michigan, members of the Pontiac Yacht Club Fleet #54, vacationed in Tawas during the month of August and sailed their #8765 in our Sunday Fleet Races.

We cordially invite more ILCA families to follow the Olsens' example—to vacation in Tawas and compete on North American Courses each Sunday during the months of July and August (starting time promptly at 11:00 a.m.).

## OMENA-TRAVERSE YACHT CLUB (174)

### Sailing on Grand Traverse Bay at Omena, Michigan

Fleet Captain.....	Alvo Cherne
Fleet Secretary.....	Robert L. Morse
Fleet Champion.....	Robert L. Morse
Runners-Up.....	Norman Johanning and Alvo Cherne

Boat No.	Boat Name	Skipper
1602	Talisman	Dr. Carl Koch
2206	.....	Ben Taylor, Jr.
2723	Whistlewing	Robert L. Morse
3008	Bedlam	Dr. Robert Lyon
3401	.....	Al Belfour
4238	.....	Mrs. Mary Foltz
6244	Queen Bee	Norman Johanning and Alvo Cherne

Our skippers had an unusually enjoyable summer of racing when more boats entered competition than for several years. All OTYC Lightnings raced, plus Tiger, No. 8282, which Bob Newland chartered from Traverse City. Newland would probably have won the season championship had he been able to remain in Omena for enough races.

Bob Morse started off with a bang by winning the first two races. He followed up this auspicious start with enough successes during the summer to nose out by 1½ points the perennial champion of many previous years—the Johanning-Cherne Queen Bee—to win the season championship and possession of the beautiful Schaefer Cup until next year. This is the first time in 15 years of racing at OTYC that Bob has won the championship.

A high point of the summer was the set of races at OTYC for the George S. Smith Memorial Trophy, for which Grand Traverse Yacht Club brought up from Traverse City a large group of their Lightnings. Ken Lindsay of Grand Traverse Yacht Club won the series. After the races Mrs. George S. Smith entertained the skippers, crews, and their families at a lawn supper at her home on Omena Heights.

## LELAND YACHT CLUB (184)

### Sailing on Lake Leelanau at Leland, Michigan

Fleet Captain.....	Don Gilligan
Fleet Secretary.....	Jill Hottenstein
Fleet Champion.....	Mike Fisher
Runner-Up.....	Don Gilligan

Boat No.	Boat Name	Skipper
4298	Tangle Toes	David & Lee Workum
4679	Ibis	Frank Bracken
4842	Two A.M.	Jerry Shea
5023	Confusion	Avery Lynn Kimerly
5227	.....	John & Mike Derrick
6037	Pelican	Don Gilligan
6224	Brazil Nut	George & Wally Bennett
6499	.....	Jan & Jill Hottenstein
6606	Follow Me	Jim & Jeff Fisher
7007	.....	Mike Fisher
7344	.....	George Strietmann
7577	.....	Phyllis Riley
9258	Frelvido II	Don Mitchell

Several Lightning owners and their crews were ready for sailing by June the first. Don Mitchell with his new Lightning #9258 made trial runs throughout the month of June. Don's persistence and the new boat brought him the honor of winning the "Commodore's Cup," which is presented yearly at the awards dinner to the most improved sailor on the lake.

A pleasant summer of sailing officially began over the Fourth of July weekend. All the skippers and their crews, several of whom had acquired new rigging and sails, started the summer with hopes of being champions. A yearly event on Lake Leelanau is the Marathon Race. This is a day of endurance for all the sailors. Don Gilligan has proven for two years that his stamina is the best and it won him the Marathon Day Award.

In the middle of August six boats and their crews departed for Traverse City to enter the Invitation Regatta. Only five boats entered the competition as Phyllis Riley's Lightning #5333 was involved in a minor traffic accident. It was unsuccessful for the Lake Leelanau Fleet as none came home with a trophy. However



Phyllis could be considered lucky as she is now the proud owner of Lightning #7577. Her old boat has not retired as it will be used as a training boat for the young sailors on the lake.

The Bill Miller Regatta was held earlier in the summer this year. The "A Class" award went to Mike Fisher and the "B Class" award was won by a newcomer, George Strietmann.

Commodore Bill Walker presented the awards for the summer at the annual Yacht Club banquet held at the Leland Lodge on September the fourth. The season ended with Mike Fisher placing first in "A-Class"; followed by Don Gilligan, second; and Don Mitchell, third. The "B-Class" awards went to Jill Hottenstein, first; John Derrick, second; and Jerry Shea, third. Mike Fisher took top honors this year in the Handicap Awards.

Next year should be another successful year for the Leland Yacht Club with several of its members having purchased new boats. The older members are always happy to see young sailors coming along for this means new competition.



Season's loot collected by (L to R) Fleet 216's Champion Joe Dissette, his crew Joe III, and Dr. Dave Mehlhose.

### SAGINAW BAY FLEET (216)

#### Sailing on Saginaw Bay at Bay City, Michigan

Fleet Captain.....Tom Wisniewski  
Fleet Secretary.....James Johnson  
Fleet Champion.....Joseph Dissette  
Runner-Up.....James Johnson

Boat No.	Boat Name	Skipper
2844	.....	Chick Burda
2900	Alibi	Hubert Dembouski, Carl Raack
3340	Nancy K	F. Reinbold
5574	Half Fast	Robert Drew
5577	Carousel	Dan and Beth Stainforth
5802	Maverick	Bill, Skip & Ed Pederson
6855	Sea Foam	Maurice Melcher
7575	Mom's Mink	Ormond Barstow
7848	.....	Ralph and Nancy Schumack
7855	.....	Dave and Pat Russel
8288	.....	Bill Boice
8294	Niva Belle	Jim Johnson
8596	.....	Tom Wisniewski
9339	Carousel II	Joe Dissette
9595	.....	Bill Phillips
9596	.....	Steve and Ormond Barstow

We had an excellent season for our weekend races. The weather was very good so we did not have to cancel any races.

The first races of the year were on the Memorial Day weekend. Bill and Ed McKinley, visitors from Tawas, came over and took first place, Joe Dissette was second and Tom Wisniewski third.

The next regatta took place on the Fourth of July under sunny skies. Joe Dissette was first, followed by Jim Johnson and Tom Wisniewski. The Bay City Yacht Club Invitational was a big success. Again Joe Dissette was first, with Jim Johnson second. Bob Fury joined in and took third place.

Our last regatta sailed from the Saginaw Bay Yacht Club on Labor Day weekend. The course included sailing in and out of

the Saginaw River and was climaxed by a spinnaker duel for second place. Joe Dissette crossed the line first followed by Jim Johnson and Jack Wisniewski.

We also sail a Wednesday night series. We had a little trouble getting this series started due to bad weather. The first three races had to be cancelled. Competition was strong for the remaining races and Jim Johnson sailed away with first place. A new skipper Bill Phillips was second and another new face, Bill Boice was third.

The first seven places on the season's totals are: Joe Dissette, Jim Johnson, Tom Wisniewski, Ralph Schumack, Bill Boice, Ormond Barstow, and Bill Boice.

The new Fleet 216 officers for 1966 are:

Fleet Captain:  
Ralph Schumack  
6014 Sturgeon Creek Pkwy.  
Midland, Michigan

Fleet Secretary:  
James B. Johnson  
1905 Prairie Dr.  
Essexville, Michigan

Joe Dissette, Jim Johnson and Bill Boice attended Pontiac's White Cap Regatta. Joe did a lot of traveling this season with trips to Crescent Yacht Club, Gull Lake and Traverse City. Persistent rumors have it that Joe has a very good chance in the race for the Michigan District Travel Trophy. Good luck Joe!

Taking everything into consideration, we had a very good season. We have several new members and boats and expect several more in '66. Here's looking for more competition in our fleet.

### GRAND TRAVERSE YACHT CLUB (326)

#### Sailing on Grand Traverse Bay at Traverse City, Mich.

Fleet Captain.....Don Owens  
Fleet Secretary.....John McGuffin  
Fleet Champion.....Ken Lindsay  
Runner-Up.....Gordon Cornwell

Boat No.	Boat Name	Skipper
820	.....	Charles Norton
1557	Mary Ann	Phil Keway
2206	Erika II	Jack Dingeman
3386	Forebording	Dave Pierce
3398	Floozy	Dick Swan
3401	.....	James Hagen
3929	.....	Larry Lindke
4393	.....	Ross Dodge
4417	Ole	Bill Russell
6593	Bar-Bet	Bill Novak
7227	Pip	Kenneth Lindsay
7344	Floozy too	Don Owens
7615	.....	Jake Beers, Harry Calcutt
8001	Charge	Chuck VanHorn
8208	4-Sail-2	Gordon Cornwell
8282	Tiger	Warren Cline
8338	Hondo	William VanEpps
8781	Bay Boy	Rod Cowie
9293	Huvna	Dick Thirlby
9333	Mistress	John McGuffin
9570	Jeanne M	Dave Mulcahy
.....	.....	Paul Hazelton

Another big year for Fleet 326. We welcomed Larry Lindke, Charles Norton, Dave Pierce, Jack Dingeman and Jim Hagen into our Fleet. Although they did not participate in our racing program this year we hope to see them next year. Ken Lindsay, this year's Fleet Champion, received his new Cal 30 about the middle of the summer and, of course, continued to sweep the competition in his big boat also. He promises he won't sell the Lightning. Don Owens also moved into a bigger boat in mid-summer. He purchased a Chris Craft Capri 26. We were sorry to lose Don.

We had an inter-fleet race with the Leland Yacht Club this year, and again our Fleet was victorious. John McGuffin 1st, Ken Lindsay 2nd.

In the regular racing season we had two race series. The Fleet Champion was decided in the Championship series. Ken Lindsay was 1st, Gordon Cornwell 2nd, and John McGuffin 3rd. The other series was the Commodore Series. The first three finishers in the Championship Series were not eligible for trophies. Dick Thirlby was 1st, Bill VanEpps 2nd, and Dave Mulcahy 3rd.





Fleet 326's Champion in action . . . Ken Lindsay, crew, wife, Alice, and son, Ken, Jr.



Smooth sailing at one of our newer fleets.

Our sailing season begins in early May, just after the ice leaves the bay, and ends in late October. Virtually every weekend one race or another is scheduled.

The Nan-C-Jay Races were again held over the Labor Day weekend, with the best five boats in the Fleet eligible to sail. Each Skipper and Crew change boats after each race. For the second straight year Gordon Cornwell took the series. A fifth race wasn't even necessary.

Our Fleet again hosted the Grand Traverse Regatta. The turnout wasn't as good as expected, although we did have about twenty boats sailing. First place went to Gordon Cornwell, second, Joe Disette, Bay City; third, John McGuffin. We enjoyed a fine steak fry and corn roast on Saturday night. We sincerely hope to see more down-state boats at next year's Regatta to sailing on the fine waters of Grand Traverse Bay.

Our Fleet was invited to the Omena Yacht Club for the George Smith Memorial trophy. Two races were held, one in the morning and one in the afternoon, with the winds approximately 25 knots. Ken Lindsay was the winner and this makes the third time that they have won this particular trophy.

Looking back, we feel that our Fleet had a very successful year, and we look forward to more and better racing next summer.

### LES CHENEAUX LIGHTNING FLEET (378)

Sailing on Lake Huron, Les Cheneaux Yacht Club,  
Cedarville, Michigan

Fleet Captain.....Frank Andreae  
Fleet Secretary.....Janet Booth  
Acting Captain.....Bruce Patrick  
Fleet Champion.....Jack Booth  
Runners-Up.....Aldren and Dick Taylor  
Runners-Up.....Neil Williams

Boat No.	Boat Name	Skipper
291	Wet Smack II	Frank and Jane Andreae
1815	Splish Splash	Don Young, Jr.
1977	Tunica Dartos	Neil Williams
4090	Lean Too	Dick Taylor
4237	Be Calm	Bruce and Ralph Patrick
7023	Penelope	Jack and Janet Booth
9699	Penelope II	Jack and Janet Booth

True to our motto—Les Cheneaux The Fastest Growing Fleet in the International Lightning Class Association—Fleet 378 has grown 75% as we enjoyed a successful season of sailing. Though still unable to boast of being a large fleet, we are proud of the sportsmanship and the enthusiasm exhibited by our skippers: several boats are now equipped with the latest racing gear and skippers are constantly working to perfect efficient teams. As the competition got keener, we have also taken measures to make it safe by installing our fleet's own Safety Committee, cooperating with the Yacht Club's other committees.

The fleet champion series was our first and most highly-contested series of races—a single point separated the top finishers while everyone managed to capture ribbons. Jack Booth became the new Fleet Champion; Neil Williams was second; Aldren Taylor, third.

The Yacht Club Regatta followed. Our Lightning Fleet competed for the Heuck Memorial Trophy in honor of the late Captain Robert Heuck, our friend and booster. The coveted trophy was won by Jack Booth; Dick Taylor was second; Don Young, third.

Taking one of the first steps toward One-Design racing, the skippers traded boats for one of the post-season impromptu races. Penelope (9699), Jack Booth's new fiberglass, won both races of the day with Captain Frank Andreae skippering the first race and Bruce Patrick at the helm for the second race. These races, along with the running race, helped everyone to see the rough spots needing ironing out before next year.

Having finished such a successful year with acting Captain Bruce Patrick at the helm, we are looking forward to next summer, to a larger fleet with the usual fine visiting boats racing in these Les Cheneaux waters, an ideal home for any Lightning.

### LANSING SAILING CLUB FLEET (387)

Sailing on Lake Lansing, Haslett, Michigan

Fleet Captain.....Robert T. Mains  
Fleet Secretary.....Marian M. Stevens

Boat No.	Boat Name	Skipper
7048	Archibald III	Anton and Johanna M. de Kok
9253	More Beer	Robert T. and Janet L. Mains
9554	C'est la Vie	David B. and Marian M. Stevens



We are very happy to announce the formation of our Lightning fleet at Lake Lansing.

For years fleet captain Bob Mains has been sailing happily in his lone old Lightning amidst fleets of Snipes and Teals and he convinced us of his loyalty to the Lightning by buying his new #9253 in 1964.

A new member of our club, Dave Stevens, bought his new #9554 in July 1965, which prompted the writer of this report to sell his Teal and buy #7048. An enthusiastic sailor from the Higgins Lake fleet, Dan Hanson, joined us for our Fall races.

Most of our sailing in the 1965 season consisted of races in mixed fleets with Snipes and Teals.

Our plans for 1966 are geared to the ambitious schedule of our club with regular Sunday races starting in April and continuing through October (weather permitting) with hopefully more Lightnings joining our fleet.



*May we introduce ourselves?*

## MIDWEST DISTRICT

District Commodore: Jim Hopkins

District Secretary: Mary Campbell

District Champion: Bruce Goldsmith

District Runner-Up: Al Berg

Fleets: Chicago Corinthian (5); Michigan City (20); Burnham Park (56); Neenah-Nodaway (67); Milwaukee (69); South Shore (Milwaukee) 79; Green Bay (112); St. Joseph (113); Davenport (167); Sheboygan (187); Clearwater Bay (277); Thunder Bay (279); Lake of the Woods (320); Lake Geneva (345).

The big event for the Midwest District, other than the district regatta, is the run for the Lake Michigan Championship. The winner is determined by the best three out of four regattas. This year the four regattas were P & T at Milwaukee, Sand Dune at Michigan City, Small Boat at Burnham Park, Chicago, and Hobelman at Chicago Corinthian.

In the Sand Dune regatta, Bruce Goldsmith won, followed by Jay Doty, Ron Blair and Jim Hopkins.

Bill Windgard beat out Goldsmith in the Small Boat Regatta, with Ron Blair third, and Jay Doty fourth.

Places in the P & T were Goldsmith first, Al Berg second, Jay Doty third, and Jim Hopkins fourth.

Bill Windgard won the Hobelman with Doty second, Art Wong third and Bob Erickson fourth.

The Lake Michigan Champion, after a throw out regatta, and averaging the places in each race, was Bruce Goldsmith with a 2.3 place average; second, Jay Doty, with 3.0 place average; third, Bill Windgard with 3.2 place average; fourth, Ron Blair with 4.1 place average; and fifth, Al Berg with a 5.3 place average.

The District Regatta was held at St. Joseph with 38 boats on the starting line. The series turned into a two race affair after the Saturday races were survival contests and the race committee boat could not get out into the lake on Sunday.

The results are as follows:

Standing	No.	Skipper	Town
1	8298	B. Goldsmith	Chicago
2	7370	A. Berg	Chicago
3 tie	7979	W. Campbell	St. Joseph
3 tie	9070	J. Doty	Chicago
5	8679	H. Spitz	Michigan City
6 tie	9549	A. Wong	Chicago
6 tie	9077	J. Carroll	Chicago
8	9685	D. Devries	St. Joseph
9	9199	M. Upton	St. Joseph
10	8488	D. Good	St. Joseph

### BURNHAM PARK YACHT CLUB (56)

Based on Lake Michigan, Chicago, Ill.

Fleet Captain..... Ray Brady  
Fleet Secretary..... Richard Mansfield  
Fleet Champion..... Robert Erickson  
Runner-Up..... Greaves-Johnson

Boat No.	Boat Name	Skipper
404	Carefree	Joe Strell
5383	Dayspring	Jim Teale & Ed Walkup
6065	.....	Ralph Wilson
6194	Senta	Charles Wadsack
6935	U 2nd	Jack Friedman
7327	.....	John Vanderbrink
7784	Waverly	Lincoln Maher
7898	Sawbones	Dr. B. Yaffe
7903	Blixt	Robert Erickson

8303	Pearl of the Orient	Dick Mansfield
8374	Arn'e	Bernard Kornhaber
8590	Drifter	Raymond Brady
8611	Daydream	Frank Day
8715	September	Ronald Blair
8727	Mickie	Daniel Hubbell
8877	Kachina	Larby O'Sullivan
9368	Main Brace	Donald Johnsen, Charles Greaves
9549	Cookie	Bill Paine
9625	Happy Dragon	Arthur Wong
9654	Sarah Maria	Arthur Appel
9675	Petrel	Robert Logelin

As is customary, Fleet 56 started the season with the Pest Trophy race and the full sized garboon will now be inscribed with the names of Ronnie Blair, winner, Bob Erickson, second, and Ray Brady, third.





Left to right: Ray Brady, Fleet Captain, Bob Erickson, Fleet Champion, Bob's wife Pat who is his regular crew.

The 1965 Championship Series of week-end races was won by Bob Erickson. The Wednesday evening Moonlight Series went to the Greaves-Johnson team with Bill Paine second and Larry O'Sullivan third.

Fleet 56 has the potential to become one of the largest in the world, but is severely handicapped by lack of adequate mooring space. Every effort is being made to convince the Chicago Park District that a dry mooring area should be built adjacent to the Burnham Park Clubhouse next season. At present over half of the fleet is dry sailed from a compound on the other side of the harbor, and a closely knit organization has been impossible.

When these new facilities are finished we expect a rush of new Lightning sailors and can expand our program of instruction, fleet races and regattas.

### MILWAUKEE FLEET (69)

Sailing on Lake Michigan, Milwaukee, Wis.

Fleet Captain.....Guy Scrivner  
Fleet Secretary.....Betsy Morris  
Fleet Champion.....Dr. John Esser  
Runner-Up.....Jack Luthe

Boat No.	Boat Name	Skipper
1701	Caprice	Betsy Morris
4714	Rx Pillroller	Bill Ward
4999	Baby Doll	Donald F. Schmidt
5123	Boat	Charles Ingwersen & Charles Drake III
5764	Con Moto	Clifford G. Ward
5932	Rogue	Charles Jordan & Mrs. Harold Walker
5953	Scarlett	Dr. David Mountain
6023	Oat Bay	Gerald Caffrey
6607	After You	Howard Frank, Robert Wolfe, Robert Casper
7262	Raffica	Eric Erdman
7737	Sea Breeze	George E. Percy
7900	San Souci II	Dr. John Esser
7920	Barby	Gary Arnold
8120	Avalanche	Jack Luthe
8267	Barb II	Guy Scrivner
8889	Bled I	Charles Blank

8999	Blue Chip	Dave Ashton
9157	.....	Gene Kersting
9607	.....	James Casper
9634	Blue Finn	Mike Kotovic
9655	Holy Smoke	.....
	IV	Ensworth Reisner

Milwaukee Fleet 69's 1965 activities started with sponsorship of the Memorial Day Marine Handicap Race, an event for the entire Milwaukee Yacht Club sailing fleet based upon One-Of-A-Kind formula. This race had the desired effect of getting club racing underway and, incidentally, again demonstrated that a well sailed Lightning can show its transom to many of the new "hot" racing designs.

After the beginning of what turned out to be a pretty "tense" Season Series, the fleet geared up to host the annual P & T Regatta held July 10 and 11. Some 40 boats escorted Chicagoans Bruce Goldsmith (winner) and Al Berg (runner-up) through the three-race series. Mike Kotovic of the home fleet was third.

Season Series racing continued through mid-September with three boats in contention during the final couple of races. John Esser emerged as Fleet Champion and Jack Luthe as Runner-Up with pressure being applied by Guy Scrivner (third), Gary Arnold (fourth), Chuck Jordan (fifth), and Chuck Blank (sixth).

Dave Ashton and Mike Kotovic performed well in the few local races they sailed, but were campaigning their boats elsewhere too much of the summer to qualify for a place in the Season Series.

For 1966, Fleet 69 is planning another P & T Regatta to be held in July, and hopes to see all of the past participants plus many more new ones.

### SOUTH SHORE YACHT CLUB (79)

Based at Milwaukee, Wisconsin

Fleet Captain.....Pat Tulley  
Fleet Secretary.....Mary Gardenier  
Fleet Champion.....Harold Lemke  
Runner-Up.....Jerome Beaudry

Boat No.	Boat Name	Skipper
1299	Little Richard	Richard Pearson
1702	Doodle Bug	Max Reuss
3622	Riptide	Harold Lemke
4777	Springtime	.....
	Miss	Ronald Baldwin
4853	Sea Gal	Tom Feller
5677	Jazbow	James Grady
6200	Maurauder	Rick Schultz
7003	Annette	Jerome Beaudry
7505	Oremus	Frank Tichnor
8247	Snaggle-Puss	Richard Carlson
8302	.....	Mike Pierce
8634	Ol' Blue	Pat Tulley
8999	Blue Chip	George Ashton
9231	Anfang	Bruce Linde
.....	Blitzen	Gary Williamson

This season Fleet 79 inaugurated a Friday night series which was readily accepted. From June through September, every Friday night was the scene of a "once around the course" race. With daylight saving time, we were able to get started shortly after six and usually finish by dark. Saturdays saw part of the fleet sailing across the bay to race with Fleet 69. Then those die-hards who still wanted more racing, turned out on Sunday morning to sail in the regular South Shore Sunday morning series.

It was an interesting season with all kinds of conditions that saw Harold Lemke take the Season Series and edge out Jerry Beaudry by just a couple of points. How's that for a down to the wire season? Beaudry in rounding out his first year in Lightning racing never won a single race, but was consistently finishing second. Third place in the season series went to Pat Tulley, who finished quite strong in the latter part of the season, winning all three of the last three races. Pat, our fleet captain, seemed to have found the right combination and was just faster on and off the wind. From here it looks as though he's the boat to beat next season.

We had a very competitive Brill series with high winds, which forced two of the three races to be sailed inside the bay. Fleet



69 of Milwaukee showed its power by taking the first three positions in the persons of Jack Luthe, Guy Scrivner, and Dr. John Esser. Giving signs of better things to come, our fleet nailed down fourth and fifth place as Pat Tulley and Jerry Beaudry came through. Saturday evening during the Brill Series we held a corn and brat roast that would tempt the most serious gourmet. Chief cook of the affair was a new member of our fleet, Bruce Linde, with a new boat #9231. We expect to see more of Bruce Linde out on the racing circuit next season.

Another new member of the fleet this year was Frank Tichnor in #7505. Frank entered the war of nerves one Saturday, in a howling breeze, when he hooked spreaders with Pat Tulley. We hope for many more faces and boats and races next season.

## GREEN BAY SAILING CLUB, INC. (112)

Based on Green Bay, Wisc.

Fleet Captain..... James L. Hopkins  
Fleet Secretary..... Lyle M. Bracker  
Fleet Champion..... James L. Hopkins  
Runner-Up..... Mary Campbell

Boat No.	Boat Name	Skipper
730	Tips	Robert Rahr Flatley
1578	Four Belles	Fred Cross
2326	.....	Ray Wahlton
2503	Geo. Claire, Jr.	Geo. Burridge
2505	Baby	Carl Witteborg, Jr.
2534	Confusion	Frank Wood
3777	Pat-Sue	Ken Mathys
4490	Answer Deb II	Vic Jones
4658	.....	Dean Wolske
5707	Lady Luck	Robert Minahan
5952	Hay Seed	Wm. Hayes
7144	Tippy	Dr. Thomas Beno
7375	Snafu II	R. G. Evans
8025	Black Jack	Quinten Adamski
8246	Ginny Lee II	Tom Biebel
8350	"C" Witch	Mary Campbell
8644	Hawg	James L. Hopkins
8746	Aurora	Curt Olson
8749	Diable	Ken LaFond
9075	Bon Lass	Richard Bush
9309	Pussy Galor	Jim Ford and Robert Tilleman

The season always seems to end so quickly here, especially when weather conditions aren't the best for holding races. Our local events were hampered by high winds, tornado warnings, rain, no wind, darkness and launching problems. Eight races had to be postponed and were finally completed at the end of the regular season late in September.

Our Green Bay Lightning Fleet 112 is within the Green Bay Sailing Club. Most of our sailors are Lightning owners and members and they all participate in our 30 event season which is divided into Spring, Summer and Fall series of 10 races each. Contestants accumulate points in eight of ten for their total points in each series. Local races are held on Monday and Thursday evenings which gives the traveling skippers and crews a chance to participate in several out-of-town regattas. One race is held each day on an "Olympic Course" and this is a combined class and handicap event with two winners each evening figured on elapsed time and corrected time. Jim Hopkins, Mary Campbell, Quin Adamski and Ken LaFond should pick up most of the trophies for the class categories but the handicap hardware takers won't be known until Winner's Banquet time and they should be well distributed among the other skippers.

Many of our skippers and crews took part in most of the out-of-town regattas and with good results. They took the Sheboygan and Lake Geneva series and placed high in the standings at Michigan City, P&T Regatta at Milwaukee, Wisconsin, St. Joe, Michigan, and at Chicago. Some real rough going in the Midwest District Championships left Curt Olson the only qualifier from our fleet as some of the others fouled buoys or had rigging trouble. The Red Flannel Regatta was the most disastrous with only half the starters finishing. Three boats broke spars and eight capsized plus other less severe troubles.

Despite all these misfortunes the Green Bay Sailing Club and Fleet 112 enjoyed a very good season and many of the rookie sailors showed some great performances at times and the upper division skippers will have to pull out their bag full of tricks next year to keep them from hauling in some of the season's prizes.



In the lead is "Pussy Galore" (9309) in a Fleet 112 race on Green Bay.

During the winter season the club will hold meetings to again prepare for another great year in '66. Inter-club regattas is one of the items on the agenda.

See you all when the ice goes out . . .

## LAKE DAVENPORT LIGHTNING FLEET (167)

Sailing on the Mississippi River at Davenport, Iowa

Fleet Captain..... Mike Steffenson  
Fleet Secretary..... Chuck Nelson  
Fleet Champion..... Gene Hollen  
Runners-Up..... Clayton Ebert and M. Steffenson

Boat No.	Boat Name	Skipper
107	.....	William Mass
194	.....	Tim Scott
212	Twilight	Rev. R. O. Williams
615	Shady Lady	Chuck Nelson
691	Faux Pas II	Larry Kohler
2036	Quee Queg	Dave Riggs
3312	Endebt	Harry Pelton
4666	Misque III	Bill Quaintance
5955	Tiki	Dave Wardell
6033	Toujour Gai	Clayton Ebert
7391	Tiki Tu	Jon B. Wardell
8028	Here Tis	Edward Barch
8222	Maria II	Mike Steffenson
9490	Think Pink	Gene Hollen
9494	Blixten	Eric Peterson and Bob Hedberg
9525	Quee Queg II	Marshall Smith

Like the man who watched his mother-in-law sail over the dam in his new Lightning, we look back on the 1965 season with "mixed emotions."

Anticipation was very high in mid-winter when Gene Hollen, Marshall Smith, and the team of Eric Peterson and Bob Hedberg all announced that they had brand new boats on order. Mike Steffenson left his happy home on Jon Wardell's boat and added another late model boat to our fleet.

When May came, instead of the long-awaited starting gun we got a very resounding postponement signalled by the worst flood of the century on our Mississippi. When the flood crested, two feet of water stood on the club house floor, and a thirty knot current was washing our dry sail parking area down River Drive. As the water receded we were faced with a gigantic clean-up which included a rock dike across the front lawn and parking area.



Many hours of hard work got the grounds into usable condition but there was nothing we could do about the eight knot current that was running. By about mid-June the current was down to where "races" could be held as long as the wind had an upstream component.

When the racing started in earnest it was evident that only one of our fleet was ready. Gene Hollen got his new "Think Pink" off to such an excellent start that the season was about over before any of the rest of us were pressing him hard.

We quite reluctantly granted last year's Fleet Champion Dick Duley a leave of absence from our fleet. We know that it won't be long before Steve will be ready to solve that third man problem we all know so well. In the meantime Dick is trying to figure out how to fly a spinnaker on his new "C" Scow.

One of the joys of our location are our fine neighbors and a number of our members took advantage of their hospitality by attending the Burnham Park Small Boat Regatta, the Decatur Regatta, Fleet 345's first regatta on Lake Geneva and what there was of the Red Flannels at Chicago Corinthian.

On October 2 and 3 we welcomed many of these same friends to our annual Polar Bear Regatta. True to form, the weather man served up all of the wind that everyone but the diehards wanted and a good time was had by all. Charlie Greaves of Burnham Park added our First Place trophy to the one he won the week before at the Red Flannels. Bill Buckles of Decatur, John Burke of Chicago Corinthian and Ron Blair of Burnham Park made it a clean sweep for the visitors despite an unusually swift current and our "local knowledge." Al Berg and Jay Doty were thankful that at least this was the last regatta of the season as they headed back for Chicago with the pieces of their spars.

Our year was climaxed with our awards banquet held November 20. Besides the first place trophies Gene Hollen carried home for his victories in the Summer and Fall Series, Clayton Ebert and Mike Steffenson received their second place trophies and Jon Wardell and Bill Quaintance split third place honors.

Our fleet was quite pleased and proud when Clayton Ebert was honored by being selected as the club's outstanding example of the sportsmanship we like to associate with yachting; an honor richly deserved.

At its first meeting our new board of directors approved a motion that there be no flood next year. With this assurance, we are looking forward to 1966 as the biggest and best yet.

## SHEBOYGAN LIGHTNING FLEET (187)

### Sailing on Lake Michigan at Sheboygan, Wisconsin

Fleet Captain.....Arthur Kroos, Jr.  
Fleet Secretary.....Joseph F. Kovacic, M.D.  
Fleet Champion.....Tom Bierman  
Runner-Up.....Ricky Larson

Boat No.	Boat Name	Skipper
694	B & B	John Buchen & John Bolgert
1975	Sam	Ludwig Fuerstein
2225	Islander	F. C. Jacobson
3621	Wrapid	David Wilson
3624	Griffin	Sea Scouts
5210	Esprit	Kenneth Brockschmidt
6283	Trio	Robert Senty
6441	Marba II	Joseph Kovacic, M.D.
6776	Corixa	Arthur Kroos, Jr.
6915	Til-Lykke	Roger Bierman
7879	Nike	Herbert Gibbs
8027	Triumph	Ralph Brotz
8305	Winsome	Eric Larson
8750	2-Much	Harold Heinz, M.D.
9181	Shingabis	William Moir, M.D.
9645	.....	Christopher Graf, M.D.

The highlight of the 1965 sailing season was the Sixth Roman Brotz Memorial Regatta, held annually the first Saturday and Sunday in August, in conjunction with Sheboygan's celebrated Bratwurst Day. Our perennial winner, Jim Hopkins from Green Bay, again had his name inscribed on the Sabre Trophy as winner of this important event.

Race Chairman Eddie Larson again did a magnificent job in keeping up the interest and participation of the local sailors in the numerous events held during the regular sailing season.

Tom Bierman, skippering his Til-Lykke, came through among the leaders consistently, and emerged as Club and Fleet champion.

Ricky Larson, who followed Tom as runner-up the previous year, again accepted the second from the top position.

According to the enthusiasm shown at our Christmas Sailing Banquet, it appears that our next season will shape up very well. We have lost two Lightnings from our fleet, but to date have already had one replacement, when Dr. Graf joined the ranks of Lightning sailors.

## CLEARWATER BAY YACHT CLUB (277) Sailing on Clearwater Bay, Lake of the Woods, Ontario, Canada

Fleet Captain.....A. W. Moss  
Fleet Secretary.....J. Lammens  
Fleet Champion.....K. W. Campbell  
Runner-Up.....W. Moss



The winners: Mary Campbell, with Angus and Keith, accepting the Harris trophy from Ed Cooper.

Boat No.	Boat Name	Skipper
4564	Dauntless	N. Gilbert
4928	Jamian	I. D. McDonald
5631	Peerless	D. L. Furney
5930	6	I. V. Dubiński
6374	Blue Gruntle	E. S. Cooper
7539	White Hope	A. W. Moss
8124	Spotvogel	J. Lammens
8167	Luffer Boy	A. F. S. Arnett
8168	Blue Bird	W. C. Guest
8557	.....	H. A. Gould
8929	.....	Dr. D. R. Bigelow
9477	Marauder	K. W. Campbell
.....	12	R. C. Leatherdale
.....	33	K. Bodley

As in previous years the 1965 racing season was anxiously awaited by our members.

Our Fleet Captain prophesied that the ice would be out of the lake on Saturday, May 8th, at 2:03 P.M. Unfortunately, the Club records are not that accurate, to prove him right or wrong.

This season will be remembered for its general light northwest winds which can play havoc with sailing conditions on our Bay. It also saw the introduction of the first fiberglass Lightning in our Fleet.

Keith Campbell, Chairman of the 1967 Pan American Sailing Committee, bought the fiberglass boat primarily to evaluate its worth. Keith, with his capable crew of his wife, Mary, and son Angus proved again that besides being a canny skipper he had mastered the art of sailboat tuning. After a slow start Keith won the "Commodore's" Cup with W. Moss, as runner-up and winner of the "Cooper's" Trophy.

The "Vice-Commodore's" Cup was won by the Arnett Brothers who have come on very strong this year, and should be avid contenders for the "Commodore's" Cup in 1966. Runner-up was Clair Leatherdale who won the "Young" Trophy.

Again this year a small group travelled to Lakehead to participate in the "Temple Reef" Regatta which calls for some



real sailing. The best-placed Clearwater Bay Boat was Keith Campbell's, which finished third in a very strong field.

The Royal Lake of the Woods Yacht Club's Annual "Lightning" Regatta was next on our schedule and saw a strong representation from Clearwater Bay. Winds were extremely light and spotty. After two races, Bill Konantz (320) and Keith Campbell (last year's Regatta winner), were tied for first place, each with a 1st and 4th; the third and last race, Keith Campbell was ahead, but a sudden windshift gave Konantz the lead which he held until the finish enabling him to regain the 60-year-old "Galt" Cup.

The Clearwater Bay Regatta, the highlight of our Racing season, was a social success thanks to our hard working gals. With 32 Lightnings participating, we were looking forward to some keen competitive sailing. However, fortune was not with us. Extremely light winds again prevailed, with the result that the first and third races were shortened and the second race was kept short to make up for lost time. As one skipper summed it up: "I was getting hallucinations from being exposed to the sun too long." (We wonder what, exactly, he saw.) How much trouble this type of wind can cause was experienced by Bill Konantz who was leading one race tacked three boat lengths ahead of Keith Campbell to find himself, seconds later, in the wrong, on a starboard port situation when the wind suddenly shifted.

Final Standing: First K. Campbell  
Second D. Burnford  
Third W. Guest  
Fourth J. Lammens  
Fifth B. Konantz

Bill Moss donated a Team Trophy, namely the "Moss" Cup; to ensure that competition in the rear of the Fleet would be as fierce as in the lead group. This Trophy will be sailed for each year in our Regatta between Fleets 277, 279 and 320. The Temple Reef Club (279) proved to have a slight edge over the other two this year and took the Trophy home.

Keith Campbell did not quite amass enough points to win the "Minaki" Trophy. However, a first in the Port Arthur and Kenora Regattas was sufficient for Bill Konantz to retain this most-desired piece of hardware which represents the District Championship.

This year the Manitoba Sailing Association invited three Lightnings to participate in their "One-of-a-kind" Championships. Jack Lammens, having the only Lightning present in a Fleet of 24 Boats, spread over some nine classes, managed to win the Race as well as the Handicap, which might prove to be a boost for Lightning Class in our area.

The yearly "Powder Puff" Race was hotly contested. A lot of credit must go to the ladies participating in the Regatta. Congratulations go to Mary Campbell, the winner.

The Mid-Western District was again represented in the East by Clearwater Bay Junior Sailors. Robby and Doug McDonald made the trip and proved "tops" in the Cadet Class in their district, with Terry Moss and Angus Campbell, in the Y-Flyer Class. The latter two placed sixth in London, Ontario, a real feat considering that this type of boat is completely foreign to them.

## TEMPLE REEF SAILING CLUB (279)

Sailing on Thunder Bay at Fort William,  
Port Arthur, Ontario, Canada

Commodore.....Lorne Goodall  
Commodore elect .....Dr. D. Burnford  
Fleet Secretary.....Wm. Harris  
Fleet Champion.....Bob Prettie  
Runner-Up.....Van Bailey

Boat No.	Boat Name	Skipper
4929	DonSue	Don Mackett
5493	Bonbo	L. Walsh
6323	M'Bijac	Dr. L. Remus
6324	Vixen	Don Murrell
6867	Serenedipity	James Boyce
7092	Falcon	Graham Goodall
7196	Corvayer	E. Ayer
7197	Whim	Dr. A. Hargan
7270	Madcap	Stitt & Crooks
7471	Unasailable	Q. Powell
7666	Thunder'n	Dr. H. Hughes



We've seen Highlanders sailed like this on a beat, but Chinook IV scuds along on a broad reach for Fleet 279 champion Bob Prettie and crew, Rob Welter and Laura Prettie.

7781	Wasiegun	J. V. Bailey
7986	Mistral	Dr. R. McComb
8199	Wyndlass	W. Harris
8546	Chinook IV	Robert Prettie
8628	Whirlwind	Harold Braun
9606	Nancy-Jane	J. Mathieu
9647	Vixen II	Dr. D. Burnford
9695	Bluenose III	Gavin Young

The summer of '65 saw more of the keen competition and good fellowship that characterize the Temple Reef Sailing Club. The season, which was opened on the waters off Port Arthur, continued on Loon Lake, and concluded on Lake Superior off Amethyst Harbour, saw the trophies well divided among the fleet, with Bob Prettie, last year's runner-up, at the top of the standings. The following trophies are now proudly displayed on the mantels of our stalwart skippers:

Paterson Trophy.....	Bob Prettie
	(Season's Total Points)
Little Trophy.....	Graham Goodall
Tin Mug.....	Wm. Harris
McCranor Trophy.....	Bob Prettie
Hargan Trophy.....	Dr. David Burnford
Goodall Trophy (small boats).....	Army Boyle
Powder-Puff.....	Juliette Burnford
Cat-O-Nine Tails.....	Jim Boyce

For the course-setters, John Paterson won the Catamaran Trophy.

Our invitational Regatta welcomed Lightnings from Kenora, Clearwater and Toronto, in a hard fought battle for the Prettie Trophy. By dint of some superlative sailing, Gordon Konantz of Fleet 320, expatriated this trophy from the Lakehead.

Temple Reef skippers again enjoyed the matchless hospitality of the Royal Lake of the Woods, and Clearwater Bay sailors. Like perfect guests, we refrained from "walking" off with too much of the silverware, and hope to be asked back again next summer.

Our enthusiasm does not seem to be cooling as the temperature drops. In fact, our fleet is busier than ever making preparations for the Canadian Open Championships, which it will be our honor to host on July 23-24-25, 1966. We look forward to renewing old friendships, and establishing new ones, and welcoming all Lightning sailors to the "Superior" sailing of the Canadian Lakehead.





In some respects drifters are really more trying than the screamers. Here's the Konantz craft (Fleet 320) straining to stay in the lead at Kenora.

## ROYAL LAKE OF THE WOODS YACHT CLUB (320) Sailing on Lake of the Woods at Kenora, Ontario

Fleet Captain..... E. B. Osler  
Fleet Secretary..... H. Douglas Latter  
Fleet Champion..... Gordon Konantz  
Runner-Up..... Bill Konantz

Boat No.	Boat Name	Skipper
7059	.....	Mrs. E. Bowness
7072	.....	Derek Riley
7435	The Barge	Jim Richardson
7506	Sandpiper	W. L. Palk
7507	.....	James E. Coyne
7508	Diane's Mink	H. McDonald
7509	.....	Daniel Sprague
7510	.....	L. Johnson
7513	.....	John Armytage
8164	Owassa III	Gordon Konantz
8165	.....	Doug Saunders
8243	The Sitting Duck	R. W. Richards
8416	.....	George Richardson
8442	.....	H. D. Latter
8477	.....	W. G. Konantz
8478	.....	Tim Furgale
8855	Phantom III	E. B. Osler
8897	.....	Hugh Hardy
8901	Kindly Light	Dr. Colin Ferguson
9042	Lady Kitty IV	Don Paterson

Capsule report of Fleet 320 activities:

Ten Saturday Series Races—Winner, Gordon Konantz "Konantz Cup."

Opening Handicap Race, around Coney Island, Don Paterson "Gage Cup."

Powder Puff Derby, for lady skippers, Miss Mary Furgale, "Botterill Cup."

July 11, Manitou stretch, Cruising Race, Bob Richards.

July 18, Bottle Bay, 10 mile Cruising Race, Jim Richardson, "Nanton Cup."

July 25, Manitou stretch Cruising Race, Stewart Sprague (Junior).

August 1st and 2nd, Royal Lake of the Woods Yacht Club Lightning Regatta Fleet #320:

1st Race—Bill Konantz Fleet 320

2nd Race—Keith Campbell Fleet 277

3rd Race—Bill Konantz Fleet 320

Winner—Bill Konantz "Galt Cup"

August 7th and 8th Clearwater Bay Lightning Regatta, Fleet #277:

1st Race—Tim Furgale Fleet #320

2nd Race—Dr. David Burnford Fleet #279

3rd Race—Keith Campbell Fleet #277

Winner—Keith Campbell "Harris Cup"

August 22, Manitou stretch Cruising Race—Bill Konantz.

August 29, Closing Handicap Race, around Coney Island, Gordon Konantz "Kenora Cup."

North West Sailing Association Championship, best 6 out of 9 races, Bill Konantz—"Minak Trophy."

Once again a very active Junior Squadron instruction class was held under the direction of Terry Philpott and Don Latta with approximately 40 Juniors sailing Lightnings and Flying Juniors.

Lightning Wednesday Races—"Junior" Champ—David Sprague "Gilman Leach Memorial Cup."

Flying Junior Wednesday Races—"Junior" Champ, Shirley Puttock.

Lightning Cruising Race—"Junior" Champ—Jean Riley.

Our Juniors attended championships as follows:

Canadian Pre-centennial Girls Flying Junior championship at Montreal.

Skip: Carol Armytage and crew Pat Pennock.

Canadian Boys and Girls Flying Junior Championship at Calgary.

Skip: Shirley Puttock, crew: Roger Puttock.

A press report of our August 1st and 2nd Regatta reads in brief as follows:

"After two almost windless hours on the Lake of the Woods Monday, Bill Konantz and his crew finished ahead of the fleet and sailed off with the Galt Cup. The 60-year-old cup is awarded by the Royal Lake of the Woods Yacht Club to the winner of the annual Kenora Lightning sail boat regatta.

"To win the two-day regatta Konantz had to top a fleet of 26 sail boats. Each race was three laps around a three-mile triangular course in front of the club.

"Going into Monday's race, Konantz, sailing with his brother Gordon and Gordon's wife Gail, was tied with Keith Campbell, of Winnipeg. Each had won one of the Sunday races and had finished fourth in the other.

"Because of the almost non-existent wind, a two-hour time limit had to be set on the Monday race. Defending champion Campbell swung into an early lead which he held for the first three legs.

"Konantz picked up a sudden shift of wind on the fourth leg which enabled him to pass Campbell. Konantz was well ahead of Campbell after two hours and let the feeble wind push him to the end of the fifth leg.

"Campbell, passed by three other boats, finished fifth. His first and fourth on Sunday enabled him to place second in the regatta. The other members of his crew were his wife and son, Angus.

"Jack Lammens, of Winnipeg, with Gord McInnes and Bruce MacNeil, finished second in Monday's race and tied for third in the regatta with David Burnford of Fort William.

"The Kenora regatta was the second in a series of three which combine to form the North West Sailing Association sailing championship. The first regatta was held at Port Arthur and the final one will be held at Clearwater Bay."

## LAKE GENEVA SAILING CLUB (345)

Sailing on Lake Geneva, Lake Geneva, Wisconsin

Fleet Captain..... Fred Beitner  
Fleet Secretary..... Eleanor Beitner  
Fleet Champion..... Bob Novak  
Runner-Up..... Fred Beitner

Boat No.	Boat Name	Skipper
2981	Lively Lady	Andy Kremer
4557	Zephyr	Richard Lacher
4946	Minx	Bill Mehl
5319	Windblown	Bob Heimann
6936	Robby	Ray Robinson
7303	Sparky II	William Zack
7371	Viking II	Jean Bergman





Lion's share of the Lake Geneva Sailing Club's loot went to Bob Novak (right) and his crew, Larry and Annette Schramm.

7665	Snafu	Dick Larson & Jack Waterfield
7996	Naiad	Jack & Jim Fritz & Jim Hamilton
8171	Red Witch II	Mel Boyington
8172	Vim	Jeanne Newman
8174	Quest	Frank Huml, Jr.
8175	Valiant	Val Ochsenschlager
8176	.....	Duane Assman
8266	Drumbeat	Peg & Cliff Lohs
8286	Dauntless II	Don Akerley
8730	Turmoil	Fred Beitner
8788	Wee-Five	Gene Matthews
8992	Gipsy	Russ Lineck
9010	Algae	Bob Novak

Fleet 345 enjoyed a highly interesting racing season—with weather conditions permitting all scheduled races to be sailed. The season's highlight was the first annual Venetian Festival Regatta held on August 21 and 22. This event attracted top sailors from the surrounding area, including Sheboygan, Milwaukee, Chicago and Davenport. The three-day weekend series was won by Jim Hopkins, of Green Bay, with Charles Greaves, of Chicago, second, and Mary Campbell, also of Green Bay, third.

Our Fleet Champion this year was determined by the best average attained in a scheduled series of Saturday and Sunday races. The highest season score went to Bob Novak, followed by Fred Beitner, 1964 Fleet Champion.

Three weekend holiday special series races comprised a new trend in the season's busy schedule: Memorial Day Series—Bob Novak, first; Don Akerley, second; and Jeanne Newman, third. July 4th Series—Fred Beitner, first; Bob Novak, second; and Don Akerley, third. Labor Day Series—Bob Novak, first; Fred Beitner, second; and Gene Matthews, third. Annual Memorial single trophy races were: Sherwood Memorial—Bob Novak, first; Bill Zack, second; and Fred Beitner, third. Cobb Memorial—Bill Zack, first; Bob Novak, second; and Fred Beitner, third. The Gage Trophy Race—Bob Novak, first; Fred Beitner, second; and Mel Boyington, third.

The Saturday Series was won by Bob Novak, with Geoffrey Beitner second and Don Akerley third. The Sunday Series was won by Bob Novak, with Fred Beitner second and Don Akerley third.

The Crew Race this year was won by Larry Schramm sailing #9010; second place went to Jean Zack, sailing #7303 and third place was captured by Bill Mehl, sailing #8171.

At the end of the racing season, the regular annual business meeting was held, at which time new officers were elected for 1966: They were: Bill Zack, Commodore; Gene Matthews, Vice-Commodore; and Millie Zack, Secretary-Treasurer.

The awards banquet was a gala occasion, held on October 9 in Lake Geneva. We were honored by the presence of Ernie

Schmidt, veteran inland lakes skipper who has contributed so much throughout the years to sailing on Lake Geneva. Another highlight of the evening's event was the presentation by Val Ochsenschlager of a beautiful trophy, created in Oxie's own talented and impeccable style. It was a replica of a Lightning, made of wood and will be presented to the ILCA to commemorate Lightning Number 10,000.

Nor could Fleet 345 bring another sailing season to a close without saying a special thanks to Sophie and Chase Hess for their unfaltering dependability in running our races. As a token of appreciation they were presented with a lovely silver food warmer.

## MANITOWOC LIGHTNING FLEET (393) Sailing on Lake Michigan at Manitowoc, Wisconsin

Fleet Captain..... Billie Williamson  
Fleet Secretary..... Dan Brink

Boat No.	Boat Name	Skipper
1259	Dock Buster	Robert Jansky
2533	Willie's Whim	Billie E. Williamson
2557	Tinkerbelle	Karl M. Miller
2747	Wee Willie	Kenneth E. Tate
6202	Vixen	Daniel I. Brink
		Thomas S. Arnold

The City of Manitowoc is located between two very active Lightning Fleets at Green Bay and Sheboygan, Wisconsin, but prior to the beginning of the 1965 season, there have only been two Lightnings actively sailing in this area. During the 1965 summer season, interest in sailing as a class has increased greatly and the number of Lightnings has grown from two to five boats with a sixth on order.

Because our fleet was growing little by little during the year and the interest itself was fairly new, we have not been able to establish or maintain a consistent sailing program. We did, however, find that we were able to race at least four boats on most weekends during the latter half of the summer and were represented in the Roman C. Brotz Memorial Regatta at Sheboygan by three boats. Although we did not finish very high in the standings, we have at least made a start.

Early in November we held an organizational meeting and applied for our charter with the I.L.C.A. We hope to have a regular racing program throughout the 1966 season and, of course, to increase our fleet when and where possible.

In addition to organizing our fleet and planning a program, we are currently working on dry sailing facilities and hope to be able to keep our boats high and dry throughout the sailing season.

## I.L.C.A. Official Pocket Patch

Red Lightning Flash on white circle embossed on navy wool background. I.L.C.A. and laurel leaves hand embroidered in bullion. Size approximately 4" x 4 1/4". Cost \$7. Send check with order to I.L.C.A. office, 808 High Street, Worthington, Ohio 43085.



# MISSISSIPPI VALLEY DISTRICT

District Commodore: Wilson Scott  
Vice Commodore: Ross Bryan  
Secretary-Treas.: Mary Lou Scott  
Publicity Director: Bobby Llover  
District Measurer: Bob Hagstrom  
District Champion: Ross Bryan  
District Runner-Up: Leon Striegel  
Fleets: Commodore Decatur Yacht Club (74); Kentucky Lake Sailing Club (242); Harbor Island Yacht Club (262); Valley Sailing Association (266); Delta Sailing Club (274); Crab Orchard Sailing Club (330).

Mississippi Valley District experienced a very successful year in many aspects. Early in February our District was honored by Tom Allen, braving snow and ice to arrive at our Mid-Winter meeting at the Kentucky Dam Village State Park. Tom was an excellent speaker, and this World Champion and Olympic Gold medal winner was the epitome of consideration and thoughtfulness in answering all comers with equal patience. Next morning members of our District took part in a Frost Bite series in El Toro dinghies. This proved to be a great deal of fun for the more adventurous members, as ice was in the protected bays. The winning teams were Team one with 5 points and Team three with 6 points (low points).

Team one  
Stan Redick  
Bill Buckles  
Augie Paoli

Team three  
Ross Bryan  
Don Hanneke  
Gordon Sell

Fleet 330 of Carbondale, Illinois, hosted a symposium on Sunday, February 21, 1965. This star-studded program was exceptionally well received by 60 members or better from our District who came to hear Bruce Goldsmith, Bud Melges Jr. and Dick Stearns speak on sail handling, trim, and to hear a general discussion on making our boats go faster.

Mississippi Valley District was again fortunate in early November 1965 to have Dr. Stuart Walker speak at a three-day seminar held at Kentucky Lake Sailing Club. Dr. Walker is an exceptionally fine speaker and all those who attended understood rules and tactics to a far better degree than before.

This year we had two new silver Cups for which to compete. They were both given to our District by our Commodore, Wilson Scott. The Commodores' Cup was started to encourage trailing and stimulate interest in the Regattas in our District. The winner of this cup for the 1965 sailing season was Ross Bryan of the Nashville Fleet. The criteria for winning this cup consisted of participating in three Regattas, the past two Commodores' and the present Commodore's home club regattas.

The Bad Boys Trophy was started to boost the morale of the individual in our District who had the misfortune to have the most number of WDR's, DSQ's, and DNF's. This trophy together with the Commodores Cup will be awarded at our Mid-Winter meeting. The awarding of this trophy is based on a concatenation of circumstances. It is presented in the best Corinthian spirit to Wilson Fly, of the Memphis Fleet.

Our kick-off Regatta was the Nashville Tennessean Regatta. The two races on Saturday were held in light air, but the third race was a different story. The wind averaged out about 25 miles an hour, but some of those puffs were in the thirties. At the end of the series it was Cully Cobb in first place with the next three, Tom Brizendine, Ross Bryan and Wilson Scott, tied in points.

At the Cotton Carnival Regatta at Memphis, Tennessee, the usual warm hospitality was extended in the true Southern tradition, souvenirs of white sailor caps being given to skippers and crews alike. The winners were Ross Bryan, Lloyd Lovitt, Bill Buckles, Tom Brizendine, and Crit Currie who took home the hardware.

The Governor's Cup Regatta was a good regatta and all in connection should be commended. We all realize that the unexpected usually happens at Kentucky Lake and this Governor's Cup was no exception. The first and third races were sailed in light air. The second race in the afternoon on Saturday looked as if we could all expect very light and variable southerly winds. With a darkened sky and a wind shift to the Southwest, the wind increased to gusts in the thirties on the spinnaker leg; all of which led to five Lightnings being in a very wet condition with tangled lines and soggy sails. The winners of the Governor's Cup were Cully Cobb, Bob Llover, Ross Bryan, and Leon Striegel.

At the Egyptian Cup Regatta, held the first week-end in June, Bob Llover skippered his Lightning to victory over 83 participating to win the over-all trophy. The third race being cancelled, trophies were awarded to Bob Llover, Ross Bryan and Leon Striegel.

The District Championship was sailed on the home waters of Fleet 266 on the Mississippi River at St. Louis, July 2nd thru the 5th. Congratulations to Ross Bryan for the consistently good sailing that earned him the 1965 Mississippi Valley District Championship! The District Regatta served as an excellent opportunity to sit and study the techniques of light air sailing, to weigh the merits of in shore breezes, to calculate the coefficient friction of wet versus wax bottoms and whether the current was going to benefit or hinder the approach to the mark. This was an exceptionally well run Regatta from every standpoint, and those of Fleet 266 are to be commended. The first five place winners of beautiful hand-made trophies were Ross Bryan, Leon Striegel, Cully Cobb, Bill Buckles, and John Gorla.

The annual Invitational Regatta at Decatur was held in early August and all three races were sailed in excellent winds averaging 18 mph. After the second race on Saturday, skippers and crews alike enjoyed a beer bust at the home of Dr. Welland Hause, followed by a steak dinner at the new improved club house of the Commodore Decatur Yacht Club. The trophies were heavy pewter tankards with glass bottoms, taken home by Wilson Scott, Bob Buckles and Augie Paoli.

In the latter part of July on a rather impromptu basis, the Turtle Point Yacht Club of Florence, Alabama and the Delta Sailing Club decided to sponsor an open regatta to be held at Turtle Point August 21 and 22. Fifty-five boats participated in this event. The first three Lightning winners were Lloyd Lovitt, Bob Hagstrom, and Wilson Fly.

Next on our circuit was the Whale of a Sail Regatta at St. Louis Sept. 18 and 19, sponsored by the Valley Sailing Association. This was an excellent Regatta and as always the people from Fleet 266 added those personal touches which make a regatta so successful and long remembered. The winners were Augie Paoli, John Gorla, Roger Grohne and Dick Yeager.

The Watkins Cup Regatta at Kentucky Lake was held in early October. The first race was sailed in light air with Crit Currie of Memphis first. The second race was sailed in light to nothing air, and the drifting match ended before dusk with Tom Brizendine first. The third race was sailed in medium air with Ross Bryan in first place to capture the winning honors of the Regatta; the other trophy winners were Crit Currie, Bob Llover and Bob Lippincott in that order.

The Blue Nose Regatta is a new regatta in our District and is to be an annual event. It is sponsored by the Harbor Island Yacht Club contingent. This regatta is held in November; thus the name "Blue Nose" even though in Tennessee the days are warm and evenings still brisk at this time of year. John and Jack Mueller trailed to this Regatta all the way from Cleveland, Ohio. Alex Kaye was also there from Dayton, Ohio. The winners of this event were Cully Cobb, Ross Bryan, and John Mueller, Sr.

Our Publicity Director for this year and last year is Bobby Llover. Bobby has done and is doing a wonderful job. All the publicity the Mississippi Valley is getting is directly laid at her door. Bobby has spent many hours in writing articles for Flashes and



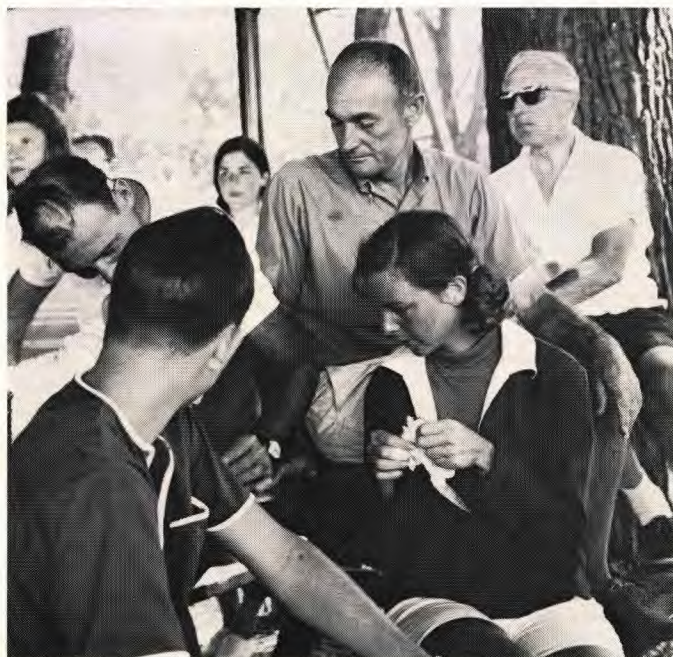
other publications as well as in taking pictures and having them enlarged to the correct size for printing, all, I might add, at her own expense. Let us each give Bobby three big cheers for a job well done.

Our District is especially pleased about several members who are doing work for our Lightning Class at the International level. Bob Llovet is the editor of the 1966 Year Book. Ross Bryan is one of the Vice President's of our Class, and we are all pleased to have Ross gain International recognition. The District is very proud of Wilson Scott's election to the Executive Board. A Vice President since 1964, and our new Chief Measurer, Scotty was the first in our District to be granted a Life Membership in the International Lightning Class Association.

Those who attended the World's Championship Regatta in Naples, Italy, in September had a wonderful time. Leon Striegel and Wilson Scott are looking forward to attending the World's in 1967 in Toronto, Canada.

In closing we wish to say a big "thank you" to all Fleet Captains and Secretaries in the Mississippi Valley for sending information concerning their Fleet activities to the editor of "Rudder Side." It is through your combined effort that our newsletter has received so many good comments from officers of our Class.

Good Sailing, and good Luck in the 1966 sailing season.



*Just what is it that Editor Bob Llovet is doing to get all that undivided attention?*



*Old sails, new boat spell winning combination for Fleet Champion Roger Grohne.*

### DECATUR LIGHTNING FLEET (74)

#### Sailing on Lake Decatur, Decatur, Illinois

Fleet Captain.....	Bill L. Buckles
Fleet Secretary.....	Jim Lackman
Fleet Champion.....	Roger Grohne
Runner-Up.....	Bill Buckles

Boat No.	Boat Name	Skipper
297	.....	Don McBride
464	.....	John Dow
1447	.....	Russell Mirandy
2726	.....	A. G. Goodenough
2915	.....	Dave Carr
3214	.....	Robert Ohlsen & James W. Lackman
3930	Aquarius	Parke Boyer
4678	.....	Harold Tenney
6633	.....	Gerald MacNab
7465	Argo III	Welland Hause
8811	Aeolus IV	Bill and Bob Buckles, Jr.
9678	.....	Roger Grohne

Like a museum without its main attraction, or a garden without its famous rose, we began our season. Yes, we miss Bob Buckles, but our fleet must go on even though we miss his guidance.

This must be considered a year of growth in interest and activity. Even though there is only one more boat than last year it seems like more. Two or three more boats raced this year than last, and more members of the fleet are involved in yacht club activities.

Roger Grohne was this year's commodore, Al Goodenough was regatta chairman, and Bob Olsen was grounds chairman.

Our fleet hit the highway more this year than in the past several seasons. We had six skippers who made it to at least one

out of town regatta. Eleven regattas had fleet #74 boats entered, but only five sent trophies home with us. We'll do better next year. Bill Buckles was the main traveler as he attended nine regattas. His best showing was at the district regatta where he won the first race, but ended up tied for third with Dr. Cobb. Later he found a berth in the President's Cup at the North American Championships.

In our fleet series, Roger Grohne, after getting his new boat in the middle of the season, finished ahead of Bill Buckles and Pete Boyer. Following Pete were Bob Olsen and Dr. Hause.

Our Intra-city Regatta was held in July this past year. Dr. Wilson Scott, with his wife "Mac" and Bob Llovet of Nashville as crew, came home the winner. Bob Buckles Jr. barely beat out Augie Paoli of St. Louis for second, while Jerry MacNab of Milwaukee, but sailing out of our local fleet, was fourth.

Having visitors come and join us on this weekend makes it the high-point of our season. We hope to have many of you with us next year.

### KENTUCKY LAKE LIGHTNING FLEET (242)

#### Sailing on Kentucky Lake at Kentucky Lake State Park, Hardin, Kentucky

Fleet Captain.....	George Koch
Fleet Secretary.....	Pat Koch
Fleet Champion.....	Charles Manion
Runner-Up .....	George Koch

Boat No.	Boat Name	Skipper
5942	Euphoria	Robert M. Metcalf
6690	Merrily	Dr. Carlos Brewer and Dr. Wm. Hall
7732	.....	Tom Threlkeld
8185	Whirligig	Tom Brizendine
8306	Nereid	George Koch
9282	Schlitzer	Charles Manion



The Kentucky Lake Fleet had a good season. In addition to our regular racing schedule we had moonlight sails, two wonderful regattas and a very informative sailing seminar by Dr. Stuart Walker, editor of "The Techniques of Small Boat Racing." We are all looking forward to an expanded race schedule in 1966. The 1966 Mississippi Valley District Championships will be held at Kentucky Lake.

Charles Manion displayed dogged perseverance and latent sailing ability in becoming fleet champion during his first full season at Kentucky Lake. Tom Brizendine was hindered by boat damage but was able to place eleventh in the District Championships and sail in the North American Championships at Bay Head, New Jersey.

## NASHVILLE FLEET (262)

### Sailing on Old Hickory Lake, Nashville, Tenn.

Fleet Captain.....	Johnny Dortch
Fleet Secretary.....	Fred Beesley
Fleet Champion.....	Fred Beesley
Runner-Up.....	Johnny Dortch

Boat No.	Boat Name	Skipper
3748	Miltown	John Russell
4340	Spook	Bruce Draper
5095	Nancy	Dr. Jas. W. Ward
5888	Misty	John Cunningham
6562	Baggywrinkle	James B. Green
6786	Katrina	Walter England
6951	Troi	Gordon Gillingham
7209	Clare	Gordon Sell
7498	Gone With The Wind	John Dortch
7499	Bandersnatch	Dr. C. A. Cobb, Jr.
8064	Jo B	Ross Bryan
8099	Kismet	Arnold H. Anderson
9288	Sprite	Fred Beesley
9298	Angry Pigeon II	Bob Llovet
.....	.....	Bob Hagstrom

Our 1965 season began with a bang at the Mid-Winter District Meeting at Kenlake State Park, where the team of Ross Bryan and Gordon Sell made an outstanding showing placing second in an ice-breaker regatta in tiny El Toro dingies. Next, Llovet, Bryan, Draper, Sell, and Beesley chartered a plane and flew through a blinding blizzard to a Mid-February Symposium on sailing at Carbondale, Illinois. March found many of the fleet's stalwarts competing at St. Petersburg, Florida—and it was here that Bob Hagstrom was made a member of the ILCA Measurement Committee.

The racing season really got off to a start in these waters with our own large Tennessee Regatta in April, where Cully got a first and Ross a third—but Gordon Gillingham was the real hero of the day when he took himself out of the competition to rescue a capsized Y-Flyer crew member from the dangerous icy waters. In May, at the Memphis Cotton Carnival, Ross Bryan carried away the first place hardware, while Llovet took ninth, Green fifth, and Beesley thirteenth.

At the Kentucky Lake Governor's Cup Regatta, the Nashville Fleet really distinguished itself as Cully Cobb took first, Llovet second, Bryan third, Beesley tenth, Sell fourteenth, and Gillingham eighteenth. The Egyptian Cup Regatta at Carbondale was won by our Bob Llovet, with Bryan taking second. The Mississippi Valley District Championship Regatta was held with little or no wind at St. Louis as Ross Bryan became District Champion, with Cully Cobb third and Bob Llovet sixth.

Ross Bryan represented us very respectably at the North American at Bay Head, New Jersey—and was greatly honored at this time by being made a Vice-President of the ILCA. Bob Llovet, our 1966 Lightning Yearbook Editor, was also on hand to cover the races with his camera and his new airplane.

July found the fleet again campaigning, at the Turtle Point Regatta at Florence, Alabama. The Yacht Club facilities were outstanding and the winds were good as Hagstrom took second, Beesley fifth, Gillingham eighth, and Dortch tenth. In October, the KenLake Watkin's Cup Regatta title went to Ross Bryan, with Llovet taking third and Beesley eighth. October also brought the Annual "Down Easter Lobster Broil and Clambake" to Harbour Island. The Fleet gathered around the roaring fire and sang folk-songs til the wee hours to the tune of Beesley's guitar.



Ross Bryan (left) finishing last race at North American.

Neighbors on the Lake are still listening for the last verse of Bruce Draper's startling rendition of "Here, Rattler, Here!"

With the start of the Fall Racing Season on our own home waters, out-of-town activity quieted down, and John Cunningham and his beautiful all-girl crew began to show amazing bursts of speed in the Sunday afternoon races. It was at this time too, that our new member of the Fleet, playboy bachelor Walter England, began to shock us with the speed this "novice" was able to muster, as well as the good-looking female crews he was able to recruit.

In mid-fall, it was announced that for his first at the Cotton Carnival, second at the Egyptian Cup, and first at the Watkins Cup Regattas, Ross Bryan had been awarded the 1965 Mississippi Valley District Commodore's Cup. Sixteen races were held in the fall series—and when the final results were posted Fred Beesley had won first place, with Johnny Dortch second and John Cunningham third.

The grand finale for the year was the first Annual Blue Nose Lightning Regatta, held at Nashville in mid-November. Due to an unexpected warming trend, no one's nose got blue from the cold this year; and the hot competition of this important post-season regatta gave no one a chance for chills. Expert Regatta Chairman Bob Hagstrom had the situation well in hand as out-of-town sailors from as far away as Memphis, Cleveland, Dayton, and Evansville came to test their skill in this hard-fought, 5-race series. "The Old Man of the Sea," Cully Cobb carried off first place, Ross Bryan second, Llovet fourth, Beesley eighth, Gillingham ninth, Cunningham tenth, and England thirteenth. From hard-nosed tactics on the race course, to convivial folk-singing around the fireplace at Harbor Island, a wonderful time was had by all! The "Blue Nose" was a complete success—and Fleet #262 is looking forward to an even-greater Blue Nose Lightning Regatta in 1966!

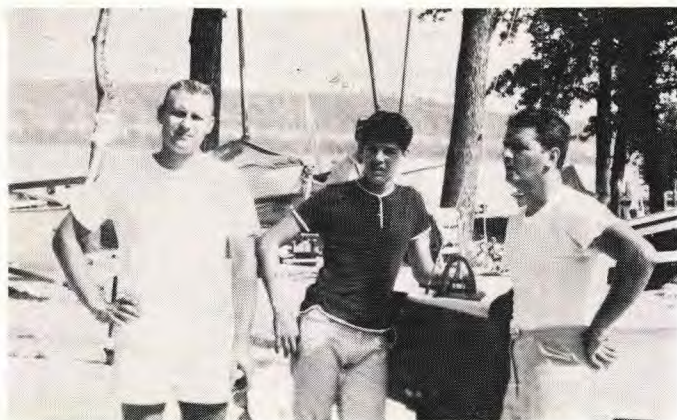
## VALLEY SAILING ASSOCIATION (266)

### Sailing on Alton Lake (Mississippi River) at St. Louis, Mo.

Fleet Captain .....	John Gorla
Fleet Secretary .....	Phil Bergsieker
Fleet Champion .....	Augie Paoli
Runner-Up .....	Don Hanneke

Boat No.	Boat Name	Skipper
518	Lucky	Jay Meier
609	Lucky Pierre	Tom Hack and Sharp Reichart
2143	.....	Al Waldvogel
2589	Hi-Ho	Myron Ley
2591	Cricket	Jim Brady
4826	.....	William Kirk
4865	Pooh	Al Fischlowitz
5555	Baby Puss	Roy Lenck
6080	Lightning Bug	Phil Bergsieker
6446	Galatea	Ralph Kolde
6978	.....	Scott Grieve
7275	Mek-A-La	John Gorla





Youth movement brings Skipper Augie Paoli (right) and crew Don Hanneke (left) and Gary Paoli to first place in Whale of A Sail Regatta.

8091	Chicken of the Sea	Lyle Perry
8112	.....	Bob Nebelsick
8144	Chaos	Augie Paoli
8377	Zip	Joe French
8500	.....	Ed Dibbler
8641	Magoo II	Ralph Schmidt
8645	.....	Don Hanneke
8703	Notus	Dick Yeager
9242	Gazelle	Joe G'sell
.....	.....	John Folwell and Chuck Engdale
.....	.....	John Norris
.....	Ye Old Tub	Sylvester Hotze

Fleet 266 started the year of 1965 with a group of enthusiastic sailors going to Ken Lake to hear Tom Allen and then a few weeks later many of the same group went to the symposium at Carbondale to hear the fabled words of Bruce Goldsmith, Dick Stearns and Bud Melges.

With the knowledge gained at these meetings, some of our fleet set out to conquer the world. Mitch Bohnenkamp and Don Hanneke started off at the Cotton Carnival at Memphis, the Governor's Cup at Ken Lake attracted Don Hanneke and Doug Gorsline who both found out that May is still early for "swimming." Then the call of the Egyptian Cup at Carbondale was answered by John Gorla, Augie Paoli and Dick Yeager—the same trio went to Decatur for the Intercity Regatta.

Fleet 266 played host to the districts this year, much to the moans and groans of the heavy air sailors over the July 4th weekend. The Series was typified by very strong current and just the slightest hint of a breeze. The biggest upset was the overthrow of Dr. Cully Cobb of Nashville, by Ross Bryan of the same fleet. The consistent sailing of the first ten of the twenty-five starters, however, proved to make a close series.

The Sunday night party this year included an excursion on the Mississippi Belle river boat. Everyone seemed to enjoy this "change of pace" and the weekend turned out to be quite an experience. Ross Bryan was first; Dr. Leon Striegall, a former Rebel National Champion from Carbondale, took a close second with a tie on low points with Ross. Cully Cobb of Nashville was third with a tie again on low points with Bill Buckles of Decatur. John Gorla of the host fleet was a safe fifth. The winners were awarded trophies which were designed and made by Joe G'sell.

This year we ran an "A," "B," and "C" series of races. When the flood waters finally receded about mid-June, the "A" and "C" series started. After the second flood of the year, the "B" and "C" series wound up the year.

The series ended with the following:

"A" Series	"B" Series	"C" Series
Augie Paoli	Dick Yeager	Augie Paoli
Don Hanneke	Don Hanneke	Dick Yeager
John Gorla	Ralph Kolde	Ralph Kolde

The trophies for our "B" Fleet, which consists of the less experienced sailors went to the following:

"A" Series	"B" Series
Al Waldvogel	Phil Bergsieker

We were sorry to lose several of our good members during the year. Mitch and Jane Bohnenkamp moved to New Orleans;

Ralph and Mary Schmidt took a year off to bask in the sun on the Virgin Islands; Art Ahrens is now a resident of San Francisco and is trying to combat the high winds and waves; and Doug and Mary Gorsline have returned to their home town of Buffalo, New York.

We added the following members who, we hope, will give some of the oldtimers some competition: (8500) Ed Dibbler, (609) Tom Hack and Sharp Reichart, (6978) Scott Grieve, John Folwell, Chuck Engdale and Dr. Sylvester Hotze.

Our fleet is very enthusiastic and looking forward to sharpening its tactics during the winter by Frostbiting in our El Toros and planning for a more successful sailing year in 1966.

## MEMPHIS LIGHTNING FLEET (274)

### Sailing on Arkabutla Lake, Hernando, Mississippi, and McKellar Lake, Memphis, Tennessee

Fleet Captain.....	Jim Humphries
Fleet Secretary.....	Crit Currie
Fleet Champion.....	Crit Currie
Runner-Up.....	John P. Hills and E. B. Fox, Jr.

Boat No.	Boat Name	Skipper
1013	.....	Hugh Gilbert
6397	.....	William C. Cowan
6533	.....	Ben D. Gilliland, Jr.
6604	.....	Pat Burke
7208	Seven Suns	William Deupree and Bay Fitzhugh
7252	Supremacy	Robert H. Heffelfinger
7295	.....	Phil Southall and Rene Duquesnoy
7408	Purple Tiger	George Clarke
7501	Grimlyn	Carl Grimmer
7719	Gem	Jim Humphries
8080	Zipper	Wilson Fly
8257	Blue Bird II	Lloyd Lovitt
8509	Big Daddy	Jack Connors
9015	Red Hot	True Redd
9230	Pink Minx	John P. Hills and E. B. Fox, Jr.
9402	Bo Dollar	Crit Currie
9756	For Sail II	McNeill Ayres

The degree of a Lightning Fleet's racing activity is perhaps as good a yardstick of its vitality as Sherwin-Williams ever put out. Fleet 274 again chalked up a credible high race performance



The "Pink Minx" at play, John Hills at the helm.



record in 1965, completing 69 races from April 3 through November the 14th. This was probably a little better than the 74 races completed in 1964 because the March Frostdite series was not counted as official in 1965.

This year the fleet voted to count the best 50 percent of official races completed compared to 70% in the past. It is felt that attendance was not diminished by the change for it gave the dark horses a better chance in the stretch.

It actually created better quality of competition for there were at least four boats nearly always in a position of contention for first place. Crit Currie made a spectacular finish by overtaking the Pink Minx (John Hills and Ted Fox, co-owners) with high performance consistency in the latter part of the series.

Fleet 274 enjoys an interesting versatility of skill. On any given day one of six or seven skippers could finish with a gun. In one particular race the fifth place skipper looked behind at the finish line and saw three of the boats which ended the season in the top four. How about that for a fluctuating tank? Seven of the eleven steady starting boats are carrying numbers greater than 8000 and there just aren't any clunkers in the racing fleet—this, of course, is a lively factor.

So it's just plain and fancy fun to be in Fleet 274.

Fleet 274 has continued to maintain a significant position in the Delta Sailing Club for 1966, Wilson Fly (8080) is Commodore for the Club, Jack Connors (8509) is Chairman of the Race Committee, and Carl Grimmer (7501), Past Commodore, is Director of the Junior and Adult Sailing Educational Program. John Hills (9230) won the First Flight 1965 Calcutta, Carl Grimmer (7501) the Second Flight and Jim Humphries (7719) the Fourth Flight with two other Lightning skippers establishing a second in the Third and Fifth Flights. The Calcutta is the race where the skippers, in order of their rank for the season, race against the same ranked skipper in each of the five classes of Penguins, Snipes, Thistles, Lightnings and Cougars, in each of the different boats, making a total of five races for each flight. The Lightning skippers won the fleet trophy with a low score of 55 against the second place Thistle fleet of 66½.

Come to the Memphis Cotton Carnival Regatta May 7 and 8, 1966.

### CRAB ORCHARD FLEET (330)

#### Sailing on Crab Orchard Lake, Carbondale, Illinois

Fleet Captain.....	Wilson Scott
Fleet Secretary.....	Leon Striegel
Fleet Champion.....	Wilson Scott
Runner-Up.....	Ernie Limpus

Boat No.	Boat Name	Skipper
2210	10	Don Shoemaker
5217	Ziggity	Clifton Holman
8011	Miss Bon Bon	Ernie Limpus
9066	War Path	Wilson Scott
9213	Terrier	Leon Striegel

Fleet 330 has no official champion this year due to the several club series sailed and the fact that our racing skippers were on the regatta circuit much of the season, preventing their completing the required minimum of six races in each series.

The fleet, with the rest of our Crab Orchard Lake Sailing Club, hosted a sailing symposium last February 21 in Carbondale. Sixty members from the Mississippi Valley District saw Bruce Goldsmith, Bud Melges, and Dick Stearns demonstrate rigging and tuning with three boats set up in the National Guard Armory. Other sessions included panel discussions, slides of the Sailing Olympics, cocktails and dinner. The guest list totaled almost 200.

The annual Egyptian Cup Regatta sailed on Crab Orchard Lake the weekend of June 10 and 11 and was a showcase for one Bob Llovett, Lightning #9298, of Nashville, Tenn., Fleet #262. Bob won not only the Lightning series, but also the Egyptian Cup which is given to the boat leading in points on a handicap basis and is symbolic of the overall winner from all classes. Ross Bryan, also of Fleet #262, was second, and our own "small voice" Leon Striegel, in "Terrier," #9213, was third in Lightnings.

Fleet 330 skippers had a successful season on the Regatta Circuit this year. Wilson Scott had finishes of first at Decatur, fourth at Nashville, fourth at Kentucky Lake, and sixth at Memphis. Leon Striegel had a third at Kentucky Lake and a second at the District Championships.

Our social committees were very active, planning a dozen events (cookouts, moonlight sails, breakfasts, crazy races, special parties, etc.) mixed in among the three racing series. All were well attended.

Our "Doctors," (M.D.) Wilson Scott and (D.V.M.) Leon



Leon Striegel (9213) of Fleet 330 battling for his second place finish in the Districts.

Striegel, with their lovely wives, were fortunate enough to leave the campaign trails long enough to attend the World Championships of the Lightning Class in Naples, Italy, this past September. Our fleet has enjoyed immensely the photos and movies taken by them in Europe and look forward to the movies now being edited by Scotty who, as Chief Measurer of the Lightning Class, sees to it that we are the most "legal" fleet in the class!!

Talk about a showcase for doctors (they're always out for blood)! Other members of our fleet are proving themselves, as well. Don (PHD) Shoemaker is our new club Commodore, and is expected to continue to elevate the tradition of our fine club. Stan Redick was tied for runner-up for the District "Bad Boys Trophy," given for DNF's, DSQ's, and WDR's at district regattas. Stan also built his own "W-Scow" this past year, and has been selected to represent that class at Yachting's "One-of-a-Kind" Regatta in March, 1966. Ernie Limpus got to 12 starting lines on time this season, and Cliff and Rea Holman got their boat out of the water before Christmas! All in all, a successful, satisfying year.



Look Ma, no hands—Ernie Limpus in hot pursuit at Mississippi Valley districts.



# NEW ENGLAND DISTRICT

District Commodore: William Caldwell, Jr. (1966), Edward Gleason, Jr. (1965)

District Secretary-Treasurer: Gene Thober (1966), Howard O. Wood (1965)

District Champion: Dr. Lou Pocharski

District Runner-Up: John Collins

Fleets: Centerboard Y.C. (14); Spofford Lake (145); Annisquam Y.C. (151); Marblehead Harbor (189); Bomoseen Lake S.C. (227); Lake Dunmore (243); Harrasseket Y.C. (244); Winnepesaukee Y.C. (246); Massebesic Y.C. (273); Chequeset (280); Lake Champlain (301); Squam Lake (332); Cohasset (369); Kennebunkport (384).

The year was 1965, but in the New England District this was the year of Dr. Louis Pocharski. Lou, by traveling around over the years to the various sanctioned regattas, is known to practically every active skipper in the District. A word of praise, a word of encouragement, or an answer to a question on rigging flow with equal ease from ever-smiling Lou.

Representing our District at national regattas in the past, Lou has had only mediocre success. This year was different. With his new "Spook," Lou won our District Championship and the Championship Division at Marblehead Race Week. In addition to winning in the Lightning Class at Race Week, Lou was awarded the Fowle Memorial Trophy for turning in the most outstanding performance among the 500-plus boats entered in the 30 different classes.

Then on to Bay Head for the North Americans. Here, after a shaky start, Lou won the last two races to finish an overall second, only 5 points behind Tom Allen. A former Commodore of the New England District, Lou is now a Vice-President of ILCA. Our congratulations to you, Lou. This was your Year.

A full regatta schedule was held in New England with results as follows:

Spofford Spring Regatta: Len Pratt, Bill Saunders, Bud Hamblet.

District Championship: Lou Pocharski, John Collins, Ben Smith.

Marblehead Race Week: Lou Pocharski, Ted Hood, Ed Gleason.

N.H.-Vt. Championship: Bud Hamblet, Howdy Wood, Dave Bischoff.

Massachusetts Championship: Len Pratt, Win Nickerson, Harlow Cutting.

Winnepesaukee Annual: Bud Hamblet, Bill Saunders, George Holbrook.

Massebesic Annual: Bill Saunders, Dave Closson, Bill Folweiler.

The New England District provided its members with a full season of fine racing. In addition to the schedule of open regattas, there was renewed vigor within the local fleets with the addition of many new boats.

A fine hand should be extended to Captain John Collins of the Marblehead Fleet for providing an interesting District Championship Regatta under some of the summer's most perplexing weather conditions. The first ten finishes of the thirty-one entrants were:

- |                    |               |
|--------------------|---------------|
| * 1. Lou Pocharski | Marblehead    |
| * 2. John Collins  | Marblehead    |
| 3. Ben Smith       | Annesquam     |
| * 4. David Coggins | Marblehead    |
| * 5. Gene Thober   | Marblehead    |
| 6. Peter Bent      | Annesquam     |
| * 7. Erling Falch  | Marblehead    |
| 8. Duncan McInnes  | Marblehead    |
| * 9. Frank Healey  | Marblehead    |
| 10. Len Pratt      | Spofford Lake |

\*Indicates new boat or new skipper, or both.

As in other years, members of the Spofford Fleet put a little extra grease in their trailers and really traveled around the countryside. Len Pratt added to his trophy collection with two wins down on Long Island Sound and a fifth in the Atlantic Coast Champ. Bud Hamblet journeyed to Red Bank and Quantico.

Our full quota of seven boats, incidentally all from the Marblehead Fleet, made the trip to the North Americans at Bay Head. John Collins had one first place and some tough luck in the Governor's Cup Series. Thober and Falch each had a good race in the President's Series. Others sailing at Bay Head were: Dave Coggins, Frank Healey and Duncan McInnes.

Our new officers have taken over, our 1966 schedule has been made out, our individual New Year's resolutions "to be kind to our Crew" are still fresh in our mind; the rest is up to Mother Nature and Lady Luck.

## SPOFFORD LAKE FLEET (145)

### Sailing on Lake Spofford at Spofford, New Hampshire

Fleet Captain..... Fred Hamblet

Fleet Secretary..... William Swartzbaugh

Fleet Champion..... Leonard Pratt

Runner-Up..... Fred Hamblet

Boat No.	Boat Name	Skipper
5417	Sallie-Pet	James C. Gillespie
5654	Pa Ga Ka	Walter Tolman
7228	Touche Pas	David LaMarche
7848	Razorback	William Wynn
8008	Over Due	Bill Swartzbaugh
8308	Bon Joy	Leonard Pratt
8480	Gail	Fred Hamblet
8690	Beaufort V	Wade Caruthers
9713	Honey Bear	David Bischoff
9714	Winds Will	Harlow Cutting
9715	Susy Q	George Hobbrook
.....	.....	Roy Anderson
.....	.....	Gordon Purdy

Some good things came to Spofford in threes this year. Three fine sailing families joined our fleet; the Andersons, the Purdys, and the Wynns, the last of whom rode in on the prevailing wind from the Devil's Lake, Michigan fleet. Three new fiberglass boats, consecutively numbered with one purchased by the King of Greece, (who has not yet joined our fleet) were also added.

Knowing that no one could fish up his mooring until the ice was out, we could not seem to get enough boats in to race until the middle of May. The perennial problem facing the fleet members was that of scheduling approximately thirty races at home, agreeing to lend our support to seven other regattas in the District, and secretly planning to participate in five more. Such interest is characteristic of many fleets but ours owes special thanks to Len Pratt and Bud Hamblet for their willingness to teach the less experienced, their sportsmanship, and the matter of fact way they will trail their boats to any body of water in which they will fit.

After another gathering of enthusiastic sailors from elsewhere in the District of Spofford Regatta, Fred Hamblet began a busy season winning our Spring Series with Harlow Cutting next in line. With five other series in between, the Championship Series ended the home schedule with the Pratts in first place, Hamblets in second, and the Caruthers family joining the silverware collec-



tors with a good third. In between times, half of the fleet members were acting as though they owned stock in trailer companies. For the record there were thirty-seven Spofford entries in twelve sanctioned Lightning regattas which yielded: 1sts—6; 2nds—2; 3rds—6; 4ths—2; 5ths—2.

Half of the gang went to the New England's (evidently the slowest half). Recovering from this, Bud Hamblet took a first in the New Hampshire-Vermont Championship with Dave Bischoff, third, and Wade Caruthers, fourth, pushing Howdy Wood who sneaked in second from Squam Lake. With a clean sweep of three firsts, Len Pratt came in first in the State of Massachusetts Championship. Sharing Wellfleet's hospitality were Harlow Cutting who took third with Dave Bischoff next.

At Winnepesaukee it was again Bud Hamblet with fleetmates George Holbrook, Robert Pratt, and Roy Anderson finishing third, fourth, and fifth.

We all sense that our lake is somewhat smaller than the lakes we visit, especially the one outside Marblehead Harbor but we will look forward to returning a lot of New England hospitality at the Spofford Regatta next June.

## ANNISQUAM YACHT CLUB FLEET (151) Sailing on Ipswich Bay, Annisquam, Mass.

Fleet Secretary..... Peter Bent  
Fleet Champion..... Benjamin A. Smith II  
Runner-Up..... Richard Mechem

Boat No.	Boat Name	Skipper
5987	Tedesco	John Pear
6288	Mouette	Richard Mechem
6343	Teaser VIII	Benjamin A. Smith
6655	Bat	John D. Cunningham
6707	Nimbus	Edward Ross
6758	Bluebill III	Peter Bent
7127	Rogue	Ben Hedblom
9617	Skyrocket	Jody McNulty

The 1965 sailing season began with the annual tune-up series, June 27th and won by the BAT. The July 4th race, won by TEASER VIII, was a chance for last minute adjustments before the New England Districts at Marblehead. Four Annisquam boats made the trip with TEASER VIII finishing third and BLUEBILL III fifth. Unfortunately neither skippers nor their boats made it down to New Jersey for the Nationals.

"Light winds" prevailed at Marblehead Race Week, where Annisquam was represented with TEASER VIII, fourth, and Peter Bent's BLUEBILL III, fifth, in the final standings. In August some of us went down for an exciting Atlantic Coast Championship series in East Greenwich, R.I., where we met heavier winds and lots of competition (70 boats).

At home in Ipswich Bay, as usual conditions varied from no wind to squalls. Dick Mechem ably ran the Curtis Cup Series where competing crews brought or borrowed Lightnings to Annisquam, and Robbie Doyle prevailed. Jody McNulty added late season excitement with his new fiberglass. We look forward to hosting the New England Districts next July 15-17.

The year 1965 ended sadly for all of us in Annisquam with the loss of Wes Pear, who rejuvenated the fleet in 1954, and competed actively until the end of last summer. The former Captain of Fleet 151 and Commodore of the Annisquam Yacht Club died on December 7, 1965.

## MARBLEHEAD LIGHTNING FLEET (189) Sailing on Massachusetts Bay, Marblehead, Mass.

Fleet Captain..... Dr. John Ballou  
Fleet Secretary..... Pauline Nagle  
Fleet Champion..... Dr. Louis Pocharski  
Runner-Up..... John Collins

Boat No.	Boat Name	Skipper
817	.....	Frederick Schmid
2973	.....	Dr. Herbert Selenkow
3373	Tia Maria	William Seaver
3521	Calabo	Robert Booth
4099	Pointless	Harry Sedgwick
5282	Panic	John Earon
5660	The Witch	Joe Blount
6103	Sprint	William Thorpe
6130	Parlay	Richard Martin
6652	Thumpa	Laurence Coffin



*This is how the sailing goes at Marblehead, Mass.*

6656	Chaos	W. Whitney & Meredith Bradley
6828	Firefly	John Grehan
6896	Schusser	Diana Wallace
6910	Nugget	John Abbott
7139	Cuddles	Harold Nagle
7553	Neirac	John & Paula Carien
7557	Jamerie	Dr. Merrill Feldman
7814	Nereid	Suzanne & Frank W. Warner, Jr.
8034	Warrior	Stanley Goodwin
8301	Thadambat	Paul Deschenes
8333	Creeper	Duncan McInnes
8456	Wil-vi-Lee II	William Bray
8577	Bali III	Dr. John Ballou & Dr. Robert Liming
8720	Celest	Dr. Frank Colombo & Richard Price
9133	.....	William Caldwell and David Caldwell
9142	Three Cheers	Robert Cole, D. R. Chipman & R. C. Folweiler
9399	Spook	Dr. Louis Pocharski
9422	Emeralda	Richard Shaps
9427	Whirlwind	Marjorie Alexander and Dr. Knight Alexander
9444	.....	Earling Falck
9446	Europa	Dr. William Johnson
9449	Double Trouble	Eugene Thober
9526	.....	Fred Hood and Dave Coggins
9528	.....	Red and Gary Scheft
9530	.....	Edgar and Willard Johnson
9541	Adrenelin	Dr. Frank Healey
9610	Tweetie Too	John Collins

Fleet 189, Marblehead, Mass., enjoyed a full season of racing with our fleet still growing. We opened the 1965 season with our annual sail measuring and dinner at the Boston Yacht Club, welcoming new skippers and boats:

Ted Hood and Dave Coggins; Dr. Bill Johnson; Dr. Edgar and Willard Johnson; Dick Shaps; Gene Thober; and these old timers with new boats: John Collins, Dr. Louis Pocharski, Dr. Frank Healey, Marjorie Alexander, and Earling Falck.

On July 9th, 10th and 11th we hosted the New England Districts. It was a full sailing and social schedule. We had a chowder party at the Dr. Pocharski's and Dr. Healey's and the following night a cocktail party in the Squash House in Marblehead. All went well socially, but sailing didn't turn out as well, due to the lack of wind.

Our year's racing standings are as follows: Fleet Champion: first, Dr. Pocharski; second, John Collins; third, Gene Thober. 1st Twilight—first, Dr. Louis Pocharski; second, Stanley Goodwin; third, John Collins. 2nd Twilight—first, Dr. Louis Pocharski; second, John Collins; third, Gene Thober. 3rd Twilight—first, Gene Thober; second, Bill Caldwell; third, John Collins. Sunday



Series—first, Dr. Louis Pocharski; second, Gene Thober; third, John Collins. Fall Series—first, Gene Thober; second, John Collins. 4th July—Gene Thober. Labor Day—Gene Thober, skippered by Ed Gleason.

Fleet 189 is very proud of Dr. Pockarski taking second place in the North Americans in Bay Head, New Jersey. We are looking forward to a larger fleet next year with new skippers, and more old time skippers with new boats. We welcome William Hamilton in 8577, William Quigley 8660, and Richard Lakeman; old timers, Dr. Ballou with a new boat, Dr. Colombo and Dick Martin likewise, and newcomers to our fleet, William and Douglas Shore. It looks like an exciting and competitive 1966.

## BOMOSEEN YACHT CLUB (227)

### Sailing on Lake Bomoseen, Vermont

Fleet Captain..... Edward Ellis  
Fleet Secretary..... Harold Carmichael  
Fleet Champion..... Dr. Alberic Bellerose  
Runner-Up..... Robinson E. Keyes

Boat No.	Boat Name	Skipper
7	Yankee	Samuel Stowell
	Dandee	
5354	Stag Too	David Stagg
5364	Kaimanee	Byron McCoy
5590	Ondine	Robert Franzoni
5886	Beau Geste	II Alberic H. Bellerose
6236	Duchess	Edward A. Ellis
6278	Susie Q	Dr. Ralph Seeley, Jr.
6695	Gambit	Robinson E. Keyes
7868	The Ugly	William W. White
	Duckling	
9316	Enigma	William Potter

Fleet No. 227 opened the 1965 racing season with its annual Memorial Day series. Bedeke Bellerose, Ed Ellis, and Rog Keyes finished first, second, and third respectively.

The Fourth of July series was again won by Bedeke Bellerose with Bill Potter and Sam Stowell finishing second and third.

The summer series and Fleet Championship won by Bedeke Bellerose with Rog Keyes and Sam Stowell finishing second and third.

On August 13th Bill Potter, Ed Ellis, and Sam Stowell travelled to Lake Dunmore to race against Fleet No. 243. The Lake Dunmore Fleet proved to be the perfect hosts, not only socially, but in the racing as well. The Lake Bomoseen boats finished one, two, three in the order named.

Sunday September 5th dawned bright and clear for the start of our Labor Day Series and the windup of our racing season. However, misfortune struck during the second leg of the first race, Dr. Alberic H. Bellerose, our fleet champion and former Fleet Captain, sailed over that great horizon from whence no sailor returns.

Bedeke, as he was known to his friends, was an excellent sailor and a great competitor. While the shock of his sudden passing left us capsized, we have the consolation of knowing that he left us doing one of the things that he loved the best.

## LAKE DUNMORE FLEET (243)

### Sailing on Lake Dunmore, Brandon, Vermont

Fleet Captain..... Dr. Bill Powers  
Fleet Secretary..... Chris Brush  
Fleet Champion..... Don Brush  
Runner-Up..... John Mitchell

Boat No.	Boat Name	Skipper
4874	Drifter	Gordon Roberts
5477	Dunmore	
	Dandy	Robert Mitchell
6465	Guyser	Dr. William Powers
6621	Cum Ci,	
	Cum Ca	Dr. J. S. Estabrook
7016	Quo Vadis	Donald Brush

Our fleet had a good racing season although we were sorry to lose Dick Hubbard as a skipper. Dick has been an outstanding member and has won the championship several times. We're hoping Dick will someday own another Lightning; meantime, any of us will be glad of his help when we are faced with a crew shortage.

Our fleet was well represented at the Vermont-New Hampshire regatta on nearby Lake Champlain in July. We succeeded in cheering hard enough for one of our skippers, Don Brush, to bring home the Vermont trophy. Many thanks to Lake Champlain Fleet #301 for another well-run regatta and their gracious hospitality—we all had a fine time.

A highlight of the season was an invitational regatta for Bomoseen Fleet #227, a three-race series, run off on the hottest weekend of the summer. It took phenomenal quantities of liquid refreshments to keep that regatta afloat but resulted in a great time for all. "Fun" prizes were duly awarded with great ceremony for not only the top of the scoreboard but the bottom also, highly recommended for great hilarity!

Pursuing the theory that a beginning sailor is a potential Lightning racer, we sponsored informal Sail-fish races, since our Junior Sailing Club is in one of those periodical low-points where many of the younger sailors are gone for the summer. The teenage activity picked up noticeably at the end of the season in time for some of them to represent the Fleet at the Winnepesaukee Regatta with a good showing.



Start of the 1965 Casco Bay Interclub Championships.

## HARRASEEKET LIGHTNING FLEET (244)

### Sailing on Casco Bay, South Freeport, Maine

Fleet Captain..... Gardner Brown  
Fleet Secretary..... Gene Kregling  
Fleet Champion..... John Henshaw  
Runner-Up..... Gardner Brown

Boat No.	Boat Name	Skipper
1951	Sunway	Richard C. Walker
2296	Regardless	Harraseeket Yacht Club
5937	Far Cry	Stuart MacDonald
8701	Sigame	John Henshaw
8978	Escape	Gene Kregling
9150	Again	Gardner Brown

Fleet 244 enjoyed an active season of racing during 1965. The loss of Jack Burwell and Henry "Gruby" Douglas from the ranks decreased the number of boats participating, but not the enthusiasm. Jack moved to San Francisco, and once situated stated that he would not stay away from a Lightning tiller too long.

The Harraseeket held a Saturday Open Series, and a Lightning Series. The Saturday Series allowed the cruising sailors to try their hand at racing under a handicap system. John Henshaw who was ably assisted by his son and daughter-in-law managed to decisively win both the Saturday and Sunday series. Gardner Brown placed second in the Lightning Series followed by Gene Kregling.

It seemed that husband and wife teams were in vogue at Harraseeket since Gardner Brown was assisted by George and Carolyn White, and Gene Kregling baptized his bride of two weeks to Lightning racing.

In the annual Punch Bowl Race, which is a handicap race open to all club sailboats, Tom Ring sailed the "Little Kingsway III" home to victory. Tommy, sailing a Turnabout, just showed too much skill and won by a comfortable margin.

The Casco Bay Inter-Club Regatta was hosted by Mere Point



Yacht Club. Ninety boats representing Centerboard Yacht Club, Orrs-Bailey Yacht Club, Merriconeag Yacht Club, Mere Point Yacht Club, Portland Yacht Club, and Harraseeket Yacht Club competed in the two day event. In the Lightning Class the Harraseeket boats did well placing first, second, and third. Escape led the way followed by Sigame and Again.

The Centerboard Yacht Club hosted the State of Maine Lightning Championship. The annual affair was full of its usual thrills with good southwesterly winds prevailing both days. Gene Kregling claimed the championship placing first in all three races, John Henshaw was second, and Gardner Brown third.

Gene Kregling decided to get a taste of fresh water and journeyed to Winnepesaukee Yacht Club's 11th Annual Regatta. Upon his return his only comment was that it was different than sailing on Casco Bay.

The formal season terminated with the annual Labor Day meeting and awarding of trophies. The Harraseeket Yacht Club looks forward to an excellent sailing year in 1966 with good competition and fun for all.

## MASSABESIC YACHT CLUB FLEET (273)

### Sailing at Massabesic Lake, Manchester, N. H.

Fleet Captain..... Reg Babin  
Fleet Champion..... Franklin Husson  
Runner-Up..... James Richmond

Boat No.	Boat Name	Skipper
2	Reek	Ethan V. Howard, Jr. M.D.
263	.....	Rev. Gabriel Houle
1139	Nancylou	Reg. B. Babin
1739	.....	John Smith
2098	Intrepid	Don Zona
3831	.....	James Enright
3955	.....	Arnold Wight
4077	.....	Philip Lewis
4801	.....	Joseph Newell
5096	Bit-O-Honey	James Richmond
6774	Breezin Thru	William Uhrich
7299	Shot Straight	William Otis
7777	Fancy Free II	Franklin Husson
8939	.....	Albert Desilets
9318	.....	Elbridge Garvin

Fleet #273 officially started its racing season on May 30th with six eager crews waiting on a light to nonexistent wind. Season ended on October 17th with only three still eager but with less wind than in first race (approximately two hours less).

In between these thirteen other races were run with Husson and Richmond dominating, until Engineer Bill Otis produced #7299 and a competitive spirit, to liven things up a bit. Since this is Bill's first try at tiller wiggling (he previously crewed for Bob Stewart) we are all impressed and look to some good hard tussles to come. Great.

For usual reasons, Fleet 273 was not overly active this year—Ethan and family took off this summer—Alaska via Texas I think; Reg thought he had gained a crew when Son Mike married Reni—maybe next year; Don Zona still trying to figure all those lines and gear; Jack Smith can't adjust to this small Lightning—three feet is a lot; Rev. Houle—hope the language around the corners doesn't shock, everyone needs help from up above at times; Jim Enright, Arnie, Phil and Joe are they all up to the Big Lake together?—haven't seen much of them; Jim Richmond—he's always there, especially at marks and finish line; Al Desilets should be more active now that Mrs. is better; El Gervin finds it harder to sail a Lightning singlehanded in a blow than Rod Stephens did in 1938 and has a capsize and broken mast to prove it.

For 1966 we need a good natural born organizer who can be easy-going, strict, lovable (?), debatable, competitive, beatable, etc., to round out our slate of officers and produce the activity our fleet needs.

## CHEQUESSET LIGHTNING FLEET (280)

### Sailing on Wellfleet Harbor, Wellfleet, Mass.

Fleet Captain..... Stafford Frazier  
Fleet Secretary..... H. Winsor Nickerson, Jr.  
Fleet Champion..... H. Winsor Nickerson, Jr.  
Runner-up..... Robert Campbell



Spinnaker action down East—Harlow Cutting leading Bob Campbell and Wm. Nickerson.

Boat No.	Boat Name	Skipper
2634	Hussy	John Waterbury, Jr.
2927	Fox II	Stafford Frazier
6852	Once Over	Preston Moore
7128	Blue Cloud	Robert Campbell, Jr.
7457	Circe	John W. Waterbury
7605	Whisper II	Paul Warnke
7796	Mandragola	Dwight W. Webb
8527	Winsome II	H. Winsor & Stuart Nickerson
8694	Kiro Maru	Barbara B. Noyes
8710	Havoc	Robert Campbell
8953	Lucheden	H. William Oliver
9714	Winds Will	Harlow Cutting

Favorable winds and tides contributed to a most successful sailing season for Fleet #280. Win and Stu Nickerson skippered Winsome II to win most of the regular series. Bob Campbell Sr. won the Saturday series. Something new was inaugurated this year by Bill Webb—a Coffee Cup Series won by Bob Campbell and a Tea Cup Series won by Win Nickerson.

We have a promising crop of future Lightning skippers in the junior yacht club who raced during the week. Alex Webb won this series.

Once again the Massachusetts Championship was held at Wellfleet with approximately 20 boats competing. Len Pratt from Spofford Lake compiled a record of three firsts; Win Nickerson of the home fleet was second, Harlow Cutting third, and David Bischoff fourth.

Fleet #280 looks forward to a larger fleet next year—George Sweet has acquired #7248 and Win Nickerson has sold his boat to Mrs. Anne Dickey and purchased #7925.

## SQUAM LAKE LIGHTNING FLEET (332)

### Sailing on Squam Lake at Holderness, New Hampshire

Fleet Captain..... David Closson  
Fleet Secretary..... Howard O. Wood  
Fleet Champion..... Peter Wood  
Runner-Up..... Robert Wherland

Boat No.	Boat Name	Skipper
2072	Tedot	Edward Harding
5838	Some Kid	Ferris Thomsen
6668	Turnbuckle	Watson A. Rand
7022	Galaxy	L. B. Flint
7329	Surf II	Robert Custance
7944	Typhon	Richardson Blair
8241	Go-Mo-Shun	David Closson
8512	Vigilante	Howard & Peter Wood





Younger generation set the pace at Fleet 332 as can be seen from this shot of the winners' circle.

9089	G & T	Robert Wherland
9521	Spindrift	Arthur Unsworth

The summer of 1965 saw the water level of Squam Lake at the lowest reading in memory. Many centerboards had their leading edges blunted, but due to the Lightning skippers' excellent knowledge of the lake, no hull damage was experienced. The low level forced some minor changes from our standard courses, but we were able to enjoy a full schedule of 17 races. For the first time, a permanent race committee, consisting of Mike Davie and "Pops" Closson, was on hand each weekend. What can we say to these fellows other than "Well done and many thanks"?

The younger generation set the pace last summer as Peter Wood copped the Fleet Championship by a wide margin. Pete, using his father and brother as crew, had a 1.58 average low point record. The real battle was for second place. Going into the

last weekend of racing, Bob Custance, Dave Closson, and Bob Wherland were almost in a three-way tie. After the spray had settled, Bob Wherland emerged as runner-up for the season, with Closson third, and Custance fourth. Bert Flint, in fifth place, edged out Dick Blair in the season standings, but lost out to Dick by one point in their private nine race competition for the one quart "Blair-Flint" Challenge Trophy. Art and Virginia Unsworth's enthusiasm is starting to pay off; so watch out in '66. Watt Rand is going to have to give up working Saturday afternoons, and we hope that the "racing" bug will bite Ted and Dottie Harding.

Our summer finished up with a change boat race and a team race, with the annual picnic at Pat and Dick Blair's sandwiched in between.

### KONOHASSET FLEET (369)

#### Sailing on Cohasset Harbor and Massachusetts Bay, Cohasset, Mass.

Fleet Captain .....	Bob Geiger
Fleet Secretary.....	Frank Bunch

Boat No.	Boat Name	Skipper
669	.....	Dick Leary
1937	.....	Tom O'Connell and Bill Cochran
6357	Intrepid	Frank Bunch
6960	.....	Bob Geiger

The Konohasset Lightning Fleet held a reactivation meeting in Cohasset last November. The intent of this meeting was to bring together those people in the area who either own or have an interest in the Lightning.

There are presently four boats in the immediate vicinity—three in Cohasset and one in Norwell and the prospect of additional boats before the start of next season is excellent—Virginia Wood who recently sold her 669 to Dick Leary, Ray Congdon, and Dick Guilfoyle are all actively looking for boats.

In addition to the reorganization of the Fleet, preliminary plans were made at this meeting to set up a variety of activities for the coming season part of which will include an active racing program in the Cohasset area.

## OHIO-INDIANA DISTRICT

District Commodore: Gerald R. Garinger  
 District Secretary: Carl F. Carsten  
 District Champion: Jim Dressel  
 District Runner-Up: George V. Fisher

**Fleets:** Indian Lake (23); Leatherlips (27); Turkeyfoot (33); Pymatuning (36); Mentor Harbor (37); Toledo (42); Buckeye Lake (43); Rocky River (71); Mansfield (150); Wawasee (154); Northeast (207); Atwood Lake (212); Berlin (263); Forest City (380); Sandusky Bay (386); Indianapolis (270); Cowan Lake (303); Hoover Dam (353).

Lightning sailors in the Ohio-Indiana District enjoyed a full racing season in 1965, starting with the Indianapolis Sailing Club Regatta on May 15-16 and ending with the Buckeye Lake Snowball Regatta, October 16 and 17. Between these dates, one and sometimes two regattas were on schedule almost every week-end.

The two scheduled Sunday races at Indianapolis were blown out, with winds up to 35 MPH. The abbreviated series was won by Ronnie Blair, Burnham Park Y. C., Chicago. The other trophy winners were two Jon Ruhlman, PYC, three Steve Simpson, ISC, four Chuck Lutes, ILYC, and five Joe Stueland, St. Joe, Michigan.

Indian Lake YC was next with its 8th Annual Spring Shakedown, won by Tom Wilkins of the home club, with Ken Woods, Indianapolis, second and George Siple, Devil's Lake, third.

The first Greater Cleveland Lightning Association Regatta, held at Mentor Harbor Yacht Club June 26 and 27, attracted 63 entries, the largest Lightning Fleet ever to compete in any O-I District event. The two Saturday races were sailed in heavy seas produced by Northeasterly winds ranging from 15 to 22 knots. By Sunday morning the winds of approximately 10 knots had shifted to off shore and Lake Erie was once again relatively calm.

Canadian Don Allen of the Royal Hamilton Yacht Club won the first place silverware with two firsts and a third, for a total of 156½ points. Dr. Charles Maltbie of PYC was second in Hot Canary III with 153 points. Chuck had a second and two thirds. Stu Anderson, Buffalo, nosed out George Fisher of Buckeye Lake Yacht Club by ¼ point to win third place. Jon Ruhlman, PYC, was fifth with Ruler III.

Cleveland Yacht Club was host to our District Championships, held July 10, 11 and 12th. The opening race on Friday was sailed in very brisk winds that measured 28-30 knots in the puffs. George Fisher worked out an early lead and was first at the weather mark, closely followed by Jim Dressel. From this point on, it was a two-boat battle of these fleet-mates from Buckeye Lake Y. C. Jim, former Inter-Lake Yachting Association Junior Sailing Champion, finally won the Championship by ½ point with finishes of 2-3-3-3-2, total 177 points. After winning the first race, George finished 2-4-6-1 for a total of 176½ points. Dr. Chuck



Maltbie, 1964 District Champ, finished third with 163 1/4 points. Chuck's record was 4-5-14-1-3. The other qualifiers for the North American Championship were:

4. John Mueller	CYC	155 1/4
5. Bob Spitz	BLYC	155
6. Sam Hays	BLYC	151
7. Earl Fisher, Jr.	BLYC	148
8. Jon Ruhlman	PYC	142
9. Tom Wilkins	ILYC	141 1/4
10. Paul Auer	CYC	134

Chuck Maltbie, Pymatuning Y. C., won over a fleet of 18 boats at the Cleveland Yacht Club Regatta. John Mueller, CYC, was second and the Lekson-Hoegler Syndicate, Northeast Y. C., third.

John Mueller won the Sreepchase from Sandusky to Put-In-Bay prior to the I-LYA Regatta. John not only won the Lightning Division but was first over-all. Tom McDermott, Mansfield Sailing Club, won the I-LYA Regatta, Jim Hickey, MHYC, was second and John Mueller third.

Jeff Mohle of Devil Lake, Michigan, was the winner at Sandusky Sailing Club's September Regatta. John Lay of Port Clinton finished second; Jim Hughes, Leatherlips Yacht Club, was third.

At the Port Clinton Y. C. Snow Flurries Regatta, it was one Ernie Hirschfeld, Leatherlips, two John Mueller and three Jim Hughes.

Fifty-four boats registered for the Buckeye Lake Yacht Club Snowball Regatta, October 16th and 17th. Winds were practically nonexistent Saturday morning so the race was postponed. Conditions were only slightly better in the P. M., forcing the Race Committee to call the race after 4 legs. While conditions were slightly better on Sunday A. M., it went flat before all boats finished and made it necessary to call the series upon the completion of the second race. Bob Seidelmann, Little Egg Harbor Yacht Club, New Jersey, won the first place hardware, Jim Dressel ended second and Bob Spitz third.

The Greater Cleveland Lightning Fleets, with assistance from I.L.C.A., Lippincott, Mobjack and Geo. Thomas, Sailmaker, sponsored a booth at the 10 day Cleveland Boat Show. Two new and one used boats were on display. In addition, a listing of sails and other boats for sale was available to the people who visited our busy display. At least 12 boats were added to Fleets in the District as a direct result of the show.

A large contingent of O-I District members took the I.L.C.A. charter flights to Rome and attended the third World's Championship in Naples. John Mueller won fifth place in the 43 boat fleet.

The Sportsmanship Trophy, which is voted annually to an O-I District member exemplifying good sportsmanship, was awarded to Jay Limbaugh.

Our 1966 District Championship will be held at Port Clinton Yacht Club, July 8, 9 and 10.

## INDIAN LAKE YACHT CLUB (23)

### Sailing on Indian Lake, Russells Point, Ohio

Fleet Captain .....	Robert Stremple
Fleet Secretary .....	Alex Kaye
Fleet Champion .....	James B. Malcolm
Runner-Up .....	Chas. Lutes, Tom Wilkins

Boat No.	Boat Name	Skipper
197	.....	Allen Jeffrey
1231	Pink Lady	James Klopfer
2982	Polka Dot	Dr. Robert Stafford
5103	Bounding	Lou J. Zerbee
	Betsy III	
5371	South-Wind II	Robert Heys
5410	.....	Charles Mix
5829	Mimmi II	Richard Kretschmer
6209	Lightning Bug	Geo. Laug
6276	Seven-Up	John Shinn
7118	Rag Race II	Ray Stotts
7424	Raven	Robert Stremple
8147	.....	Gene Lee
8717	Chuck-L	Charles Lutes
9120	Jean II	Ted Siferd
9274	.....	Lester Young
9286	.....	James B. Malcolm
9287	If	Tom Wilkins
9702	.....	Alex Kaye



*Happiness is getting to the weather mark ahead of Anderson and Goldsmith, even if they pass you later. That's Shinn, Kaye and Malcolm in Miami.*

New boats, new enthusiasm and new stiffer competition altered and illuminated Fleet 23's 1965 sailing season.

The new boats numbered six and the new enthusiasm was reflected in the most ambitious racing program in the Fleet's history. The competition, sharpened in regattas from Florida to Michigan, from New Jersey to Nashville, was so keen that both halves of the season series were decided by the final races.

The season began for three of us while Indian Lake still was firmly icebound. Fleet Captain Bernie Malcolm, with skippers John Shinn and Alex Kaye for crew, made the scene on the Southern Circuit. The effort was rewarded by a 16th place among all those who competed in all three southern events, the highest an Indian Lake boat has ever finished.

The season was just barely getting under way early in May when two skippers inaugurated what was to be the travelling season in our history. Bernie Malcolm and Charlie Lutes, once almost our lone campaigner, participated in Indianapolis' initial regatta. Charlie earned a fourth and Bernie a sixth in this one.

Next on the agenda was our own Eighth Annual Spring Shake-down, one of the most enjoyable yet, as Indian Lake's Tom Wilkins came in first, closely followed in the point standings by Ken Woods of Indianapolis and George Siple of Devil's Lake, Mich. Fifteen boats participated, making Lightnings the largest class.

Mentor Harbor's regatta attracted five of our skippers, all of whom survived the big blow and had a wonderful time. Making the trip were Les Young and Bob Stremple in addition to Lutes, Malcolm and Wilkins.

The next challenge was the Districts in Cleveland, Lutes, Malcolm, Wilkins and Young representing the club. Highlight of this competition, for Fleet 23 that is, came in the third race when Wilkins and Malcolm finished one, two, and then went on to qualify for the North Americans.

Before making the long trek to Bay Head, our standard bearers had a chance to sharpen their skills at our annual Tri-Lake Regatta, held last year on our home water. This time we hosted



about 20 Lightnings with top hardware going to Bernie Malcolm. Alex Kaye was second and Bucky Powless of Leatherlips was third.

As reported elsewhere in this year book, the Nationals were a never-to-be forgotten (well, almost never) thrill for the Indian Lakers. Both Bernie Malcolm and Tom Wilkins made the President's Cup and acquitted themselves well.

After that, travellers went to Devil's Lake (Wilkins, Malcolm, Lutes and Stremple); to Buckeye (Kaye, Lutes and Wilkins); Quantico (Malcolm); Gull Lakes (Lutes, where he took a fifth); and to wind up the season at Nashville's first Bluenose (Kaye, where he tied for fifth).

Meanwhile two of our skippers, Les Young and Dick Kretschmer, took in the sights, thrills and camaraderie of the World's in Naples.

While all this travelling was going on, plenty was happening at home, too. We had a 20-race season, divided into halves, with the best six of ten in each series counting towards hardware.

With five boats with numbers over 9000 among the 12-14 regular Sunday campaigners, the first series was a see-saw battle for points until Bernie Malcolm won in the last race, barely nosing out Tom Wilkins and Charlie Lutes.

Then, to prove it was legitimate, Malcolm did it again in the second half only this time Lutes beat out Wilkins for runner-up honors. Of more than passing interest, in one of our Club's other races, a boat for boat no handicap affair against Highlanders and Interlakes, as well as Lightnings, Malcolm out-distanced the entire fleet in very light airs.

Indian Lake sailors turned out to be ship builders of note, too, as all pitched in to help build a most efficient and sea-worthy crash and rescue barge complete with suction pump capable of bailing a Lightning dry in twelve minutes.

After extensive tests and demonstrations this craft was deemed ready for action but its mere presence must have inspired all our sailors, for the auxiliary has yet to be pressed into service. Nobody capsized.

Perhaps this lack of action can be remedied at our next Spring Shakedown Regatta, scheduled for May 14 and 15. We guarantee not only fair breezes, but a brand new lake for our ninth annual affair. This winter the state lowered the lake five feet and work parties cut thousands of stumps.

You may still touch one now and then late in the season when the waters get low, but in the spring with a full lake and an unobstructed course, we can now brag on our waters as well as on our hospitality. So plan now to include Indian Lake in your Spring program.

Now that this report is written, I can get back to editing the second half of the Year Book. Hope I get it done in time for the Southern Circuit.

## LEATHERLIPS YACHT CLUB (27)

Sailing on Scioto River, O'Shaughnessy Reservoir,  
Columbus, Ohio

Fleet Captain..... Doug Sandbo  
Fleet Secretary..... Jim Hughes  
Fleet Champion..... Ernie Hirschfeld  
Runner-Up..... Ed Marlowe

Boat No.	Boat Name	Skipper
638	.....	Dave Wheeler
1982	.....	Rollin J. McCrory
2662	.....	H. George Seiple
3379	.....	Bob Cooper
3895	.....	Robert S. Platt, Jr.
4890	Frosty	Bill Snowman
6338	.....	William F. Brown
6503	Sand Boat	Douglas R. Sandbo
7147	.....	Dick Johnson
7466	.....	Chuck Schindler
8234	Won-One-Once	Ernie Hirschfeld
8235	Tender Trap	Ed Marlowe
8522	Touch and Go	Bucky Powless
8656	.....	John Skotch
8982	.....	James J. Hughes, Jr.
9508	.....	Warren R. Baltimore
9701	Morts	Jay Limbaugh

Ernie Hirschfeld won most of the hardware this year, winning a first in the Memorial, Labor Day, Fall and Saturday All-Club Handicap Series. As a result of these victories, Ernie was easily chosen fleet champion for 1965.

Second to Ernie was Ed Marlowe with first in the Spring and Fourth of July series. Ed also was second in the Memorial, Summer and Labor Day series.

John Skotch was able to come up with seconds in the Fourth of July and Spring series. Bill Brown won a second in the Fall Series. Jim Hughes made it a year of third places with third in the Spring, Memorial, Summer, Labor Day and Fall series.

On the road, Ernie Hirschfeld won first place in the Port Clinton, Ohio, Invitational Regatta, and Jim Hughes was able to take first place hardware at the Sandusky Bay Regatta.

## TURKEYFOOT LAKE FLEET (33)

Sailing on Turkeyfoot Lake, Akron, Ohio

Fleet Captain..... Tom Daugherty  
Fleet Secretary..... Lynn Nye  
Fleet Champion..... Lynn Nye  
Runner-Up..... Ralph Lawry

Boat No.	Boat Name	Skipper
123	Red II	Clem Shriver
570	Caper	Bob Castle
591	.....	Roger Judy
3435	Dana	Dale S. Burkhart
3459	.....	Tom Stroup
3461	Miss Blue	Lynn Nye
7785	.....	Ralph Lawry
8276	.....	Louis Konstan
8637	.....	Tom Daugherty

For the 1965 season the Fleet #33 roster carried about the same number of boats as last year with the addition of two new skippers. Ralph Lawry, an old hand at sailing and past National One Design champion, joined the Lightnings with 7785, and Tom Stroup, a newcomer to sailing, with 3459.

Competition was in two fleets as last year; the experienced "A" fleet and the new or inexperienced "B" fleet.

Fleet champion in "A" was Lynn Nye, who racked up an enviable record of first places to win in a breeze. The runner-up spot went to Ralph Lawry, who will be the man to beat once he gets the hang of sailing Lightnings. Ralph is an excellent skipper and competitor and is a welcome addition to our fleet.

The "B" fleet champion was Jim Castle and the runner-up was a new sailor, Tom Stroup. Congratulations Jim and welcome to the "A" fleet.

The Bob Castle trophy for the Lightning class special series championship race was won this fall by Clem Shriver on one of the windiest days of the year. Only one race was held because sufficient boats could not be mustered for a second race! The high winds took their toll during the first race and the fleet decided that discretion was the better part of valor and called the series. Rodger Judy survived the race to win first place in the "B" fleet.

Lynn Nye won the club Handicap trophy to become overall club champion based on corrected times of each one-design boat in the season's races. This marks the third consecutive year a Lightning has won the Handicap trophy. Lynn was also our ambassador on the regatta circuit. His best showing was a second place in the Harvest Moon regatta this fall at Atwood Lake.

Last winter the members of the fleet kept in touch with enjoyable monthly dinner parties. We plan to continue the parties during the coming winter season to introduce prospective members to the fleet and hasten the start of next year's racing season.

## PYMATUNING YACHT CLUB FLEET (36)

Based on Pymatuning Lake, Jamestown, Pa.

Fleet Captain..... Kenneth Finnie  
Fleet Secretary..... Marilyn Maras  
Fleet Champion..... Jon Ruhlman  
Runner-Up..... Frank Hornby

Boat No.	Boat Name	Skipper
273	#1 Heel	Bob Graham
653	.....	Ed Cook
677	Seng-ri-la	Ray Seng
811	.....	John Burke
1598	.....	Stanley Haw
1806	Venture	Ken Finnie
2706	Fade	Frank Hornby





Championship form displayed by Jon Ruhlman and crew, Barb and Wendy Hawn.

2805	Mistral	John Swartz
2885	.....	Jon Glasson
3845	Slap Happy	Don Blasier
4282	The Wag	Jim Wagstaff
4889	.....	Al Caldwell
5048	Kid-Nap	Paul Knapp
5110	Susanne	Horace Yates
5311	Spook	Eugene Harmon
5313	Mid-Rick	Richard Shannon
5323	Cigan II	Fred Lange
5338	Witch II	Len Baker
6014	.....	Dave Lewis
6530	Miss-Fit	Jim Davis
6661	Way-wa-si-mo	Ben Hawn
6682	Thisizit	Barb Simpson
6996	.....	John Nunn
7537	Norma J	Bill Loch
8125	.....	Betty Zable
8330	Hot Canary	Chuck Maltbie
	III	
8635	Twister	Bob Hindson
9040	.....	George Prince
9080	Shannah	Ed Friedman
9332	.....	Joe Redding
9420	Ruler IV	Jon Ruhlman
9582	.....	Doug Brown
9619	Spray III	Bill Legstrom
9808	Moby Jack III	Bob Harrison

The 1965 sailing season started early with racing beginning in May. The Cox-Sprague scoring system, new to Fleet 36, was used. The Spring Series races were sailed with much gusto—both skippers and weather. Our Fleet Champion, Jon Ruhlman, with an unbeatable 1-1-2-2-1-1-4 series, easily sailed to first place. The champ was followed by Frank Hornby, Bob Harrison, Al Caldwell and Ed Friedman, in that order.

Our annual fourth of July Invitational Regatta was sailed under very pleasant conditions—not too much wind and a lot of sunshine. Jon Ruhlman, with Ruler IV, sailed to a very close third, preceded by Chuck Maltbie. The excellent sailing of George Fisher proved to be worthy of his first place. It was a very exciting and close regatta right down to the wire.

Several new boats and new skippers joined our Championship Series this past year. Jon Ruhlman and crew, Barb and Wendy Hawn, sailed an outstanding series with five guns out of twelve to capture a solid first place. Frank Hornby, with wife Connie

and son Pete, skippered his way into an excellent second place. Bill Legstrom, wife Dorothy and son Eric, in their brand new, blue 9619 took a well earned third. Last year's Fleet Champion, Chuck Maltbie, crew—Dick and Marilyn Maras, had fourth. Even though Chuck hit the Regatta trail quite often, he gave Fleet 36 sailors a run for their money. Following in this order were Ed Friedman, Bob Harrison, Horace Yates, Al Caldwell, Bob Hindson, Bill Loch and Bob Graham.

The Fall Series Races were sailed in a slightly different manner. A handicap system was used with the better skippers starting after the rest of the fleet. The result was that some new names were added to the trophy winners for 1965. Taking first spot was a relatively new skipper, Al Caldwell. Second place went to Bob Hindson and third to Doug Brown, a newcomer to our fleet.

Boats were loaded and unloaded from their trailers at P. Y. C. many times last season. It all started with three of our boats going to the sunny south in March. Jon Ruhlman sailed his new one, Chuck Maltbie in a borrowed one and George Prince sailed with the Davis boys as crew. George Prince did very well, finishing tenth and a good time was had by all.

Jon Ruhlman trailed his boat to the Indiana State Open Championship Regatta where he won a second place trophy. Chuck Maltbie won a first at Cleveland Yacht Club.

Bob Harrison, Ed Friedman, Frank Hornby, Chuck Maltbie and Jon Ruhlman attended the G. C. L. A. Regatta held at Mentor, Ohio, with Chuck taking second and Jon, fourth. Pymatuning Yacht Club was very proud to win the third place trophy for the team racing done at this wonderful regatta.

At the Ohio-Indiana Districts, Chuck captured a third and Jon an eighth to qualify for the North Americans. Ed Friedman also attended the N. A.

The North American Regatta is a story in itself. Jon Ruhlman, sailing under unusual circumstances, outmanoeuvred the seaweed and placed eleventh in the North American Championship. Chuck Maltbie, qualifying for the President's Cup, gave Carl Eichenlaub a real workout and finished with a very close second. Ed Friedman sailed very well in the Governor's Cup.

We are looking forward to an exciting year in 1966. Chuck Maltbie will be leading the fleet as captain, and Jon Ruhlman will plan our racing as race committee Chairman.

## MENTOR HARBOR FLEET (37)

### Sailing on Lake Erie at Mentor, Ohio

Fleet Captain.....	Jim Hickey
Fleet Secretary.....	Don Fribourg
Fleet Champion.....	Ed Wahl III
Runner-Up.....	Jim Hickey

Boat No.	Boat Name	Skipper
336	Four Winds	Fred Dix
1642	If-N-Wen	Ed Wahl II
3462	Andale	Gordon Doble
3607	Folly	Rafe Royle
4212	Felicitas	Ross Parker
4548	Serendipity	Don Fribourg
5461	Nonpareil	Fred Walker
8121	Greased	
	Lightning II	Jim Hickey
9429	Kittywake	Ed Wahl III
9517	Wippet	Ted Luntz

Fleet #37 had a very enjoyable year of racing, both at our club and at many outside regattas. Our sailors made themselves known at the Cleveland Y.C. Tune-up, the O.I.Y.A. at Atwood, the C.Y.C. Invitational, the O.I. Districts, the Nationals, the I.L.Y.A. at Put-In-Bay, Silver Lake, and the Buckeye Snowball.

Mentor Harbor's Fleet #37, in hosting the Greater Cleveland Carling Regatta, began what we hope will become the largest Lightning regatta ever held. Our first year drew 63 participants and for our second year it is our plan to host over 100 skippers. Please see details in another section of this year book.

Our own fleet racing saw a highly competitive season of racing between last year's champion, Jim Hickey, our new champion, Ed Wahl III, and Ted Luntz, a previous year's winner. Jim Hickey sold his old #3336 after racing Ed Wahl in his new glass boat and being beaten quite soundly in the first two races of the season. Then along came Ted Luntz with the delivery of his new glass bomb. Ted right from the start got "Wippet" moving, winning his 2nd and 3rd races with his new boat. If it had not been for a few bouts of hard luck, Ted may have been this year's champion.





Dolores, Mike and Jim Hickey enjoy a non-racing moment in Greased Lightning VI.

The rest of our fleet in the slightly older boats had a real battle for 4th, 5th, 6th and 7th places. Don Fribourg, last year's new member, is coming on strong, pushing Rafe Royle and Gordon Doble. Fred Walker with his busy work schedule, did not compete enough this year to make a showing and will be leaving our fleet to concentrate on his work. Fred Dix did very well with his #336.

Ed Wahl III is returning to school and will retire as Fleet Champion.

A large membership drive is underway to replace and increase our fleet for next year's activities. One new member already signed up for the 1966 season is Ross Parker, and if Rafe Royle has his way, our fleet will grow to the largest on Lake Erie.

As a fleet we're extremely proud of two of our members. Rafe Royle for his promotion and guidance of the Greater Cleveland Lightning Association boat show at Cleveland, and his fine leadership as last year's Fleet Captain. Ed Wahl III carried our colors to the Districts and placed well enough to gain a position at the Nationals. To the best of our knowledge, this is the first time a member of our fleet has been invited to attend the Nationals.

### TOLEDO FLEET (42)

#### Based on Lake Erie, Ohio

Fleet Captain.....Coe Dickey  
Fleet Secretary.....Ellis Robinson  
Fleet Champion.....Coe H. Dickey  
Runner-Up.....Frank Keller

Boat No.	Boat Name	Skipper
1273	.....	Ed Stowell
5678	Four Dees	Frank Keller
6010	.....	Jim Simonds
7308	.....	Bill Rea
7715	Little-toot	Walt Mueller
7847	Drip Dry	Coe H. Dickey
8040	.....	Richard Wachter
8559	.....	Bill Rogge
9180	Mist	Ellis Robinson

Now that the cool days of fall are upon us we can sit before a crackling fire of broken spars and resail the glories of the past season. Who can ever forget how you port tacked the whole fleet in that all important race, or how you nailed that smart young kid at the weather mark. These are some of the thoughts that are passing through the day dreams of our members as they catch up on all the chores they let slide during the summer.

For the first time in years, Fleet 42 had an organized schedule of races for the season, and believe me it was enjoyable. We scheduled 22 races spread over the summer for our fleet championship but were only able to complete 19.

What amazed me was how a mild mannered reporter can turn into a starboard tacking superman just by ducking into the locker room to change clothes. Gone are the days of sailing around the course with an "After you Alphonse" attitude. Part of the change is due to the large number of "Big Frogs" coming to visit us in our "Big Pond."

Evidently the word has seeped around that we have the greatest sailing lake in this neck of the woods, good old Lake Erie. In fact it got so bad that next year we are going to send out our regatta invitations in Chinese, in hopes that we can keep some of our "Hardware" at home.

As a case in point, let's run over the season's big one, The Indian Summer regatta. It was held in the second week of October and for the first time it lived up to its name. The weather was truly "Indian summer." There were 106 yachts entered, divided into seven classes, ranging from 42 foot cruising Aux's all the way down to the tiny Finn.

The Lightnings fielded one of the biggest fleets with boats from all over Ohio, Indiana, Michigan, and Canada. When all was said and done, and we had folded our spinnakers to steal away in the night, the three pirates who came forward to claim their booty for a job well done were: George Moehl from Devils Lake Y. C., grabbing first place, Phil Smith of Pontiac Y. C. getting second, and third place winner was Bob Jocelyn from Royal Hamilton Y. C., Canada.

In closing I would like to remind you of our parting thought from last year. Watch this space for bigger and better things. I have to leave my warm fireside now, because I hear my wife saying something about "Rake the leaves or else." See you all next spring.

### BUCKEYE LAKE YACHT CLUB (43)

#### Sailing on Buckeye Lake, Ohio

Fleet Captain.....Jimmy Dressel  
Fleet Permanent  
Corresponding Secretary.....Helen Limbaugh  
Fleet Champion.....George Fisher  
Runner-Up.....Jimmy Dressel

Boat No.	Boat Name	Skipper
1992	Ticker Tape	James McLain
6906	.....	Dick Hutchinson
8100	Tweedy Too	Jack & Tom Davis
8250	.....	Robert H. Swaney
8700	Little Audrey III	Bob Mann
9303	Jet	Tim Fisher
9360	Nancy C	Jim Dressel
9445	Gail	George Fisher
9508	Miss Kristi	Sam Hays
9515	Vagrant II	John Ranft
9701	Morts	Jay Limbaugh
9725	Lightning Bug	Marty Headlee

The close of the 1965 sailing season again finds the members of Fleet #43 offering sailing classes on Rules and Tactics. The classes are being held every other Thursday beginning December 9 with George Fisher doing the instructing. There are 55 sailors enrolled from all over the surrounding Columbus area and it promises to be a profitable experience for all.

The start of the season saw us with two new members, Bob Spitz from Chicago and Dick Hutchinson, Columbus, who bought Lloyd Filer's boats. We were very sorry to lose the Filers but were sure happy to see their boat stay in our fleet. We also welcomed back Jim Dressel after six years of being inactive.

Travel again was on the agenda for Fleet #43 and we did plenty of it. Beginning with the Spring Tune-Ups in Cleveland, which promises to be an annual event, held in May, and ending up with the trip to Italy in September for the World's. George Fisher took home first place trophy from the Tune-Ups, Jim second and Tim Fisher 3rd. As you can see our fleet made a clean sweep.

Next saw Tim, Jim, Marty Headlee and John Ranft travel to Crescent Sail in Detroit. This was the only Regatta John Ranft was able to attend and we didn't see much of him at home this summer either, but hope he'll be back with us more next year. After a very windy regatta Jim brought home our only trophy, a second.



Tim was our only representative at Buffalo but the following week at the 1st annual Carlings Regatta in Mentor Harbor over half our fleet was in attendance. We were very proud to win the first place trophy for the best overall performance by attending fleets and expect to go back next year to defend it. The Regatta was a huge success and promises to be one of the highlights of coming sailing seasons.

The 4th of July at Pymatuning saw beautiful weather but very little wind; after two hours postponement the third race was sailed but it was a drifter! Jim won the last race which gave him 4th place trophy and George Fisher won the Regatta.

The Districts held in Cleveland this year were exciting for us to say the least. There were 35 boats present and eight from our fleet. Jim won by one point over George and Chuck Maltbie, the defending champ, was third. Also from our fleet, Sam Hays, Bob Spitz and Tim Fisher placed in the top ten and we were very proud of them all.

Only three of us, George Fisher, Sam Hays, and Jim Dressel were able to attend the North Americans in Bayhead, New Jersey, but we had a marvelous time. George and Jim qualified for the North American Championship Flight and Sam for the Governor's Cup. George finished 7th and Jim twelfth. The ladies were well accommodated on huge spectator boats and spoiled by it all.

We did find time with all this traveling to get in some races at our own club. We didn't get a spring series in but sailed all the rest of our regularly scheduled series. Jim won the summer series, George was second, and Bob Spitz third. Fall series was won by George, with Jim second and Sam third. Memorial Day and Labor Day Series were both won by George with Jim second and Sam and Marty third.

Needless to say there was quite a battle for Fleet Champion. George won by one point over Jim, which made our season here at home very exciting. The Master's was also won by George with Jim again second. Marty Headlee got a new boat at this point and was really doing well as the season drew to a close.

The Snowball was held on two week-ends this year. The Lightnings had their week-end Oct. 16-17 and had a large turnout. There were 54 boats including our own fleet. Though we were a little short on wind everyone seemed to have a good time. Bob Seidemann took first place honors after a two-race regatta, with our own Jim Dressel and Bob Spitz second and third respectively. The cocktail party and dinner dance were very successful, we thought. By splitting the Regatta into two parts we were able to accommodate everyone better as far as haulout, mooring and meals were concerned. I'm sure this will now be an annual practice.

Jay and Helen Limbaugh participated in the World Championship in Italy. Others from our Club making the trip to Europe were Tim Fisher, who also crewed for Jay, Newt and Mary Davis and Helen Dressel, Earl and Jan Fisher, Bob and Audrey Mann, and Milt Meske.

We welcome another new member to our fleet at the end of the season, Dr. Swaney. He bought Marty Headlee's old boat and we're very glad to have him aboard.

All in all we feel our season was very successful and are looking forward to even bigger and better things next year. To start things off, Jay and Helen and John Schneider are going to New Orleans for the Sugar Bowl. We hope to have two or three representatives at St. Pete this spring. Also hope to see Tom Davis back with us again so it should be a very competitive and exciting season.

## ROCKY RIVER LIGHTNING FLEET (71)

### Sailing on Lake Erie, Cleveland Y.C., Cleveland, Ohio

Fleet Captain .....	Mark Auer
Fleet Secretary.....	John Mueller
Fleet Champion .....	Paul Auer
Runner-Up.....	Mark Auer

Boat No.	Boat Name	Skipper
83	Red Onion	Terry Dwyer
3852	At Last	Clyde Jones
5265	Seedy	Carlos Smith
5293	Beach Comber	Vince Hlavin
6310	Pussy Cat	Ken Steigleman
6753	M & M	Jeff and Sally Freeman
7645	Susie Girl	Mark Auer
7865	Tuff Luffin	Lou Rosser
7962	Lucky Starr	Pete Carsten
8650	Sagona	Walter Sellars

8675	Pickled Tink	Jack Mueller
9350	Me II	Reg Corbett, Jr.
9375	Tickled Pink	John Mueller
9498	Bonnie Lass	Bill Summers
9559	Zeus	Carl Larsen
9580	Gin Bottle	Paul Auer
9583	Buttercup	Jim Fitzgibbon

Fleet 71 started the 1965 season early with one of its members going South to win the Southern Circuit and returning with the beginning of a long list of excuses which were patiently listened to throughout the remainder of the sailing season. For a guy who is bested only by Stuart Anderson for traveling to regattas, Mueller certainly ate more crow than bacon.

The C.Y.C. sailing series was launched with an invitational regatta the week-end of May 22 and 23 when fleet 71 initiated its annual midwestern spring championships. We hope to make this regatta the meeting waters for everyone who wishes to test his skill and gadgets in preparation for the summer sailing series. The first name on the perpetual bowl is "George Fisher." Whose name will be added next?

Fleet 71 attended the Greater Cleveland Lightning Championship Regatta at Mentor and led in team points until the last race when Buckeye Lake squeezed by to win with CYC taking second.

The regular season racing at CYC was very interesting as well as competitive with six new glass boats challenging the proven wooden boats of the fleet. Paul Auer in glass won fleet honors with the greatest margin of recent years. Mark Auer was runner-up in wood. Pete Carsten after a little tuning and a new jib was a close third. We wish to congratulate Pete for his fine showing at Buckeye Lake where he finished fifth although the records show him as sixth. Pete is also to be congratulated as the new secretary-treasurer of the Ohio-Indiana District.

Reg Corbett replaced old 8686, which was totaled by a visiting skipper, with a new boat. We expect big things from Reg next year.

Bill Summers and Doc Sellars traveled to Mentor, Buckeye and Bayhead. The regatta bug is penetrating deeper into our fleet each year.

We extend a warm and hearty welcome to new members Carl Larsen, Lou Rosser, Jim Fitzgibbon, Jeff Freeman, and Ken Steigleman. We congratulate John Mueller and his excellent crew (Paul Auer and Jack Mueller) for placing fifth in the World's Lightning Championship Regatta at Naples, Italy.

The social committee (Janis Mueller and Star Carsten) kept Fleet 71 busy while not sailing and wound up the season with the annual meeting at the home of Dr. Rudge at which John Mueller was elected Fleet Captain and Carl Larsen, Secretary-Treasurer for 1966.

## WAWASEE YACHT CLUB (154)

### Sailing on Lake Wawasee at Syracuse, Indiana

Commodore.....	Gordon Medlock
Vice Commodore.....	Paul Penn
Treasurer.....	George Wright
Secretary.....	John Nixon
Rear Commodore.....	Paul Knauer
Director.....	Bruce Baiden
Director.....	Carl Winnebald
Fleet Champion.....	Bruce Baiden
Fleet Runner-Up.....	Dick Penn

Boat No.	Boat Name	Skipper
2559	Scud	Paul O. Penn
4750	.....	Bob Bezdon
4764	Tiki	George Wright
4910	Dusty Star II	Gordon Medlock
5259	Jibojo	Dr. J. S. Wellington
6133	.....	George Witwer
6902	Tag Along	John Nixon
7033	C-Win	Carl Winnebald
7574	Win Whistle	Paul Knauer
9511	Glo	Bruce Baiden
9775	.....	Bob Swearingen
9776	Trick or Treat	John Nixon

Bruce Baiden, WYC racing leader for many years, wrapped up nearly every trophy in the club this year, sailing a brand new fiberglass boat. But always challenging him and sailing to the number two position in the season series was Dick Penn, Jr. With his father, Paul, and brother Paul, Jr., and sometimes his



wife as alternating crew, his skill can be realized when one notes his boat number—2559.

The club sailed an Early Bird Series from Memorial Day to the July 4th weekend which proved popular. It will be repeated again in 1966.

Another Sailfish-Sunfish series of five races was opened to the public on Lake Wawasee. It seemed as popular as ever and will be continued.

The club will sponsor the three-day Hoosier Regatta June 25-26 at Lake Wawasee. See our ad in this edition of the Year Book. Other annual sponsors are the Michigan City Yacht Club and Indianapolis Sailing Club.

## NORTHEAST YACHT CLUB FLEET (207)

Based on Lake Erie at Cleveland, Ohio

Fleet Captain.....	E. A. Capadona
Fleet Secretary.....	Al Hoegler
Fleet Champion.....	Lud Lekson
Runner-Up.....	E. A. Capadona

Boat No.	Boat Name	Skipper
1291	.....	Marie E. Pulaski
1601	Shaxpur	Jay & Julie Stewart
1674	.....	Dr. Willard Schmidt
2259	.....	Don Gonsalves
2852	Coot II	Constance M. Price
5580	.....	Jerry Burkett
5887	Cayne Mutiny	Harvey Cayne
6012	.....	Don Wagner
6013	.....	Don Campbell
9474	La Biche III	Lekson-Hoegler Syndicate
9475	Handicap II	E. A. Capadona

Our 1965 season proved to be highly successful with increased races scheduled and three additional boats welcomed to our fleet. A big factor was the improved dry sailing facilities, a large section of the harbor was bulkheaded and filled-in, making it the finest such convenience in the area. A few more facilities and we should be in a position to host the ILCA districts.

The Lekson-Hoegler Syndicate comprised of Lud Lekson, Al Hoegler and Max Lekson again repeated as Fleet Champions. Cappy Capadona, assisted by his son, Jim, was runner up, with Don Campbell and his able crew in third position.

Don Wagner and Don Campbell have given fair warning to the champion and runner-up that they intend displacing more than water with their improved Lightnings. This being a political off season Jay and Julie Stewart are sure to make their best showing.

Looking forward to another fine season with the hopes that more ILCA mebers will attend our three race Regatta to be held in July.

## ATWOOD YACHT CLUB (212)

Sailing on Atwood Lake at Dellroy, Ohio

Fleet Captain.....	Calvin Friar
Fleet Secretary.....	Margaret Friar
Fleet Champion.....	Harry Zimmer
Runner-up.....	Tom McCain

Boat No.	Boat Name	Skipper
844	Black Blitz	F. V. Huber
1646	Blue Chips	Robert Hobson
1983	Nereid	Paul Chenot
2727	Snifter	Henry Partridge
3431	Jo-An	Joseph Streb
3666	Ruth	D. B. Dutton
3752	Fancy Free	Victor Free
4370	The Bug	Herbert Jestel
4444	North Star	Karl Rollius
4766	Resolute	Cal Friar
5314	Siren	Robert Manard
5431	Buttercup	Dr. R. F. Deetz
5700	Four Winds IV	Tom McCain
7307	Eeyore	George Tift
8380	Penny Wise	Lewis Roberts
8586	Blew Bird	Veryl Lord
9393	.....	Howard Whisler

The 1965 sailing season got off to an early start on May 2nd with the first race of the Spring Series. Lightning Fleet #212



Ever see a prettier sight than this action on Atwood Lake, Ohio.

was an active participant in this series of races, as well as the other race series, and has the distinction of being one of the most active and best represented fleets in the Atwood Yacht Club racing program.

Generally, the racing season at Atwood Lake was conducted in fine weather and good air. Visitors to the two regattas held at Atwood this year—the O.I.C.Y.A. Regatta and the annual Harvest Moon Regatta—will long remember the winds that blew on those weekends. Unfortunately, for the first time since its start 15 years ago, the Harvest Moon Regatta had rain on the final day. However, the good sailing weather of the first day and the fun and fellowship of the parties made up for the rain and good spirits refused to be dampened. Harvest Moon is a great regatta and rates as one of the best in the opinion of those attending.

Because of our fleet's interest and enthusiasm during the 1965 racing season at Atwood, it was not unusual to see 12 or more of our members at the starting line. Despite some heavy air during some of the races, none of the Lightnings "dunked." Either we're all lucky, or we're getting to be better sailors. We hope it's the latter!

We welcomed two new members into our fleet in 1965—F. V. "Mike" Huber and G. J. Tift. Mike is sailing #844—Black Blitz, formerly owned by John Rndt, and Doc is sailing #7307—Eeyore, formerly owned by H. J. Deal.



How many are crewing as old 844 approaches the mark in a Fleet 212 event.



Spring Series	Summer Series	Fall Series
1. Tom McCain	1. Karl Rollius	1. Tom McCain
2. Karl Rollius	2. Herb Jestel	2. Harry Zimmer
3. Joe Streb	3. Bob Manard	3. Bob Manard
Commodore's Races	Crew Race	Class Championship Races
1. Howard Whisler	1. Jim Menegay	1. Harry Zimmer
2. Karl Rollius	2. Nelson Caley	2. Tom McCain
3. Bob Manard	3. Tony Welsh	3. Herb Jestel

The sailing season officially ended with the club's annual Sailor's Banquet and Awards night on November 6th. At this annual meeting, Bob and Ann Manard were elected Fleet Captain and Secretary respectively. Even though the season is over, the memories linger on and already we are dreaming and planning for a bigger and better season in 1966.

## INDIANAPOLIS SAILING CLUB (270)

### Sailing on Geist Reservoir at Indianapolis, Indiana

Fleet Captain.....	Ken Wood
Fleet Secretary.....	Bill Deger
Fleet Champion.....	Ken Wood
Runner-Up.....	Bob Zaiser

Boat No.	Boat Name	Skipper
402	Mohini	Burl Harmon
1335	The Zombie	Fred Clark
1754	.....	Ron Scherrer
2527	Cindy-Jay	Bill Deger
2867	Tyche	Dewayne Wallace
3228	Se Bas	Garvin Bastian
3471	Mary A	Howard Young
4657	Populi Edisor	Jim Petty
4659	Te-Pa-Co	Warren Johnson
5175	Lady McDuff	Duff Sadler
5667	Passing Fancy	Stanley Lawton
6231	Ginger	Bob Zaiser
6366	Binge	Tom Hendrickson
6566	Dramamine	Marv Simpson
6880	Small Fry	George Small, Jr.
7223	.....	Austin Gardner
8543	Polly Esther	Paul Vos & Walt Tinsley
9019	.....	Ken Wood

For the third year in succession, a strong westerly tested Lightning skippers in the 1965 Annual Indiana Open Championship. Gusts up to 35 m.p.h. caused the last two of the scheduled five races to be cancelled. Twenty-two boats from Ohio, Michigan, Illinois, Kentucky and Indiana participated in the Regatta held May 15 and 16. Virginia and Bob Zaiser hosted a cocktail party prior to the Saturday evening buffet at the Indianapolis Sailing Club.

Trophies were awarded to:

- 1st—Ron Blair, Burnham Park Yacht Club
- 2nd—Jon Ruhlman, Pymatuning Yacht Club
- 3rd—Steve Simpson, Indianapolis Sailing Club
- 4th—Chuck Lutes, Indiana Lake Yacht Club
- 5th—Joe Stueland, St. Joseph Harbor Fleet

Transfers resulted in fleet 270 losing skippers Bob Swain and Everett Roach and fleet member Brian Littlefield. The fleet welcomed new skipper W. Maurice Liverette and fleet member Ken Thompson.

Fleet 270 congratulates member Gerry Garinger who was elected Ohio-Indiana District Commodore at the district regatta in July.

Sunny Indiana sky and moderate air were the conditions enjoyed by skippers participating in the 1965 Hoosierland Regatta hosted this year by Indianapolis Sailing Club on September 18 and 19. A fleet 270 cocktail party and buffet were enjoyed Saturday by Hoosierland sailors at the home of Pat and Bill Deger.

Trophies were awarded to:

- 1st—Ken Wood, Indianapolis Sailing Club
- 2nd—Jay Doty, Chicago Corinthian Yacht Club
- 3rd—Steve Simpson, Indianapolis Sailing Club
- 4th—Bruce Baden, Wawasee Yacht Club
- 5th—Ron Blair, Burnham Park Yacht Club

## HOOVER YACHT CLUB FLEET (353)

### Sailing on Hoover Dam, Columbus, Ohio

Fleet Captain.....	George Mitchell
Fleet Secretary.....	Fred Ellis
Fleet Champion.....	Harry Murray
Runner-Up.....	George Mitchell

Boat No.	Boat Name	Skipper
1225	.....	Rich G. Roy
1229	.....	Robt. W. Pike
1230	Noel's Ark	Noel R. Wardwell
1232	.....	Ray B. Sherman
1261	.....	Kenneth D. Johnson
1289	Hazel	Albert B. Snyder
1485	.....	Richard M. Price
1658	.....	Caldwell B. Richeson, Jr.
2046	.....	Ralph H. Wilson
2826	.....	David M. Williams
3379	.....	Paul W. Kellam
3569	.....	Frederick J. Ellis
4677	.....	Kurt L. Rieppel
5082	.....	Darwin K. Phelps
5208	.....	Jean F. Poisson
5520	.....	Harold E. Deis
5824	.....	Michael E. Mickelson
7688	.....	Walter H. Flynn
7930	.....	David E. Morgan
8105	.....	Barbara S. Thomson
8315	.....	George E. Mitchell
9575	Donneybrook	Harry A. Murray

1965 will probably be known as the year of the "good wind." We were blessed almost every week-end with fine air. We started the year with great expectations for a good racing season. However, in short order, we lost six of our most avid racing skippers, mostly through job transfers.

We still managed to get eight boats racing, at least part of the time, and we were represented at the Harvest Moon Regatta, and the Snowball Regatta.

At this point we hope to get about six new racing skippers on the line in 1966.

Our Series results were:

Summer Series—	
1st —George Mitchell	
2nd—Harry Murray	
3rd—Mike Michelson	

Championship Series—	
1st —Harry Murray	
2nd—George Mitchell	
3rd—Mike Michelson	

Holiday Series—	
1st —Mike Michelson	
2nd—George Mitchell	

## FOREST CITY YACHT CLUB FLEET (380)

### Sailing on Lake Erie, Cleveland, Ohio

Acting Fleet Secretary.....	Dave Barrett
Fleet Champion.....	Dick Walters
Runner-Up.....	Dave Barrett

Boat No.	Boat Name	Skipper
4652	Miss-B-Haven	Ray Schultz
6020	Ragtime II	Dave Barrett
8705	Nowego	Charles Bergman
9083	Foulbottom II	Jack Frisse
9134	Tall Timber II	Jim Ripley
9392	Adickgin	Dick Walters

The year 1965 saw the chartering of Lightning Fleet No. 380 and the construction of a new Dry Sailing Facility at the Forest City Yacht Club. The Dry Sailing Dock and Crane was designed and constructed by the entire Sailors' Group, with the Lightning owners providing much of the impetus and labor for the project.

Racing during this past year has been keen, with races being won by various skippers. Dick Walters, sailing his new fiberglass boat, emerged the Fleet champion. This was only his second year in Lightning competition. The rest of the sailors would be well advised to follow Dick's secret of success, aside from hard work. When in trouble or about to be overtaken, he bellows to his family-crew—"DO SOMETHING!"



Jim Ripley has a dilemma facing him during the 1966 Season. He has been quite successful in his Lightning, but he has also recently acquired a 36 foot auxiliary cutter. Which boat he sails this coming year may depend on the number of crew available.

Jack Frisse had the dubious delight of capsizing under a sudden puff while nearby boats were wind-hunting.

The Fleet participated in the Lightning Class Association booth in the Cleveland Boat Show in January. This booth was organized by the Greater Cleveland Lightning Association to further promote the interest in Lightnings in the Cleveland Area.

The FCYC Fleet has grown from two boats, several years ago, to its present number of six. There are indications of further growth this coming year.

The club has a new set of alternate triangular courses laid out inside the Cleveland Harbor breakwall, permitting racing on days when other nearby clubs along the lake must cancel racing because of rough, unprotected lake conditions. The only race cancelled this past year was because of winds averaging 30 m.p.h., with peaks of over 35 m.p.h. This one cancelled race ironically was the extra race scheduled in the new, improved sail racing schedule at the Club's annual Regatta. Better luck next year.

### **SANDUSKY BAY LIGHTNING FLEET (386)** Based at the Sandusky Sailing Club Sandusky Bay, Sandusky, Ohio

Fleet Captain..... Bill Tessmann  
Fleet Secretary..... Tom Tambling  
Hon. Fleet Captain..... John Mueller (71)

Boat No.	Boat Name	Skipper
418	Piglet	Bill Tessmann
528	Wayward Wind	Henry Kleinberg
5265	TNT	Tom Tambling
6493	Just About	Scott Gove
8000	Status Seeker	Carleton Allan

March 1965 saw Fleet 386 take its big step at an "are you interested" meeting with John Mueller of Fleet 71 on hand as a leading instigator. With #418 and #8000 being the only survivors from 1964, things didn't look too bright. As a result of the meeting, however, three more boats, #528, #5265 and #6493 (the first Tickled Pink), came in to form the nucleus of

Fleet 386. Several more boats are on tap for 1966 including John Lay of Port Clinton with #9616. So from a lone Lightning in 1962 (#418) we have progressed, with a lot of effort from a lot of people, to fleet status.

Being based at the Sandusky Sailing Club is very advantageous as we participate in all Club activities as a class. This includes 30 club races known as Series Races split into two Sunday and two Wednesday series. The Sunday series are eight races each and the Wednesday series seven races each. In addition to these there are special events races plus two open regattas and the "Steeple Chase to Put-In-Bay."

Because of a small fleet still forming and vacation schedules the Lightning Fleet only qualified for two of the four series races this year with Bill Tessmann coming out on top in the first Sunday series and Tom Tambling gathering in the second Wednesday series. Unfortunately Pinky Allan had commitments that prohibited him from sailing enough races in the series to qualify for a place.

One of the major events at the SSC is the Steeple Chase to Put-In-Bay on South Bass Island, a seventeen mile affair across the open waters of Lake Erie. This year John Mueller not only came out on top in the Lightning class but beat all other boats on a boat for boat basis including Thistles, in a fantastic spin-naker run for almost the whole distance.

Because of the Interlake Nationals and the Thistle Districts, only one open regatta was held this year at the SSC and that was the last weekend in September. Jim Hughes of Fleet 27 came up from Columbus to pick off first place and John Lay tied the knot on second. Fleet 386 had to settle for the third place finish of Bill Tessmann.

Tom Tambling is threatening to go modern and buy a new suit of sails for next year, as is Pinky Allan, and with the advent of the glass boats it looks like the competition in this area is going to stiffen considerably.

We didn't travel this year since it was a year of fleet formation but plan to in 1966 and hope to see many of our District (and others if you can make it) friends come to our regattas in 1966 and sail on the fine waters of Sandusky Bay where it seems all regattas have 15 to 25 MPH winds, and Wednesday evening races are drifters.

We would like to close this first report of Fleet 386 with a vote of thanks to John Mueller for his efforts in the formation of our fleet and Carleton Allan for his tips and advice which have proved invaluable.

## **PACIFIC NORTHWEST DISTRICT**

District Commodore: Bill Elfendahl

District Secretary: Coral Clark

District Champion: Don Clark, Fleet 132

District Runner-Up: Bill Elfendahl

Fleets: Vancouver (90); Lake Washington (132); Chinook (229); Portland (283); Okanagan (368); Rogue Yacht Club (370).

The 1965 season started with the annual Memorial Day Regatta at Eugene, Oregon. The Regatta was attended by 127 boats, with Lightnings having 17 entries. Pleasing strong winds held throughout the Regatta with the usual wind shifts of Fern Ridge Reservoir. Don Clark, Fleet #132, finished first with Freddie Wallon, Fleet #283, in second place.

The next large Regatta was P.I.Y.A. held at West Vancouver Yacht Club. Winds were steady to 20 m.p.h. from S.E. and S.W. The Regatta drew a total of 287 yachts of all classes competing in round the buoy racing as well as long distant racing. The entire series was sailed in open waters of the Gulf of Georgia off the entrance to Howe Sound. First place was easily taken by Don Clark with 8 1/4 points, followed by Carey Long with 21 3/4 points.

Fleet #132, Seattle, was host for the P.N.W. Districts sailed on Lake Washington. A total of 23 Lightnings participated. Winds were light to moderate. The final positions for the winning five were as follows: Don Clark, Bill Elfendahl, Ken Brostrom, Maurey Rattray, all of Fleet #132, and Carey Long, Fleet #283. Don Clark and Carey Long were the only two of the qualifying boats that were willing to take the long trip to Bay Head to attend the Nationals.

The Lightnings trailed next to the Kelowna Regatta August 21st and 22nd—a beautiful place with crystal clear water that tempted everyone to a swim while waiting for the winds to come up. Bill Davies, Fleet #132, took home the first place trophy.

Labor day week-end found some of the wandering Lightnings at the Coos Bay Regatta, Coos Bay, Oregon. Those participating, anticipate this Regatta will become as popular in the future as the Memorial Day Regatta at Eugene. (Must get a fleet of Lightnings organized there; the large class at present is the Geary. 18.) Planing winds on the reaches made the entire week-end something to remember. Don Clark won the honors in the Lightning Class.

A very interesting and exciting Regatta was held in Vancouver's English Bay Oct. 10 and 11, known as the International Invationals. This is an annual Regatta between the Vancouver fleet #90 and Seattle fleet #132. The two races on Saturday were



cold and wet with rain and winds 20 m.p.h. and up. Sunday the sun was shining, beautiful weather winds 15 m.p.h. and no sea. A very close, competitive finish added to the excitement as seen by the final points: Geoff Ince—12½, Bill Elfendahl—13, Bob Colyers—13½, and Ivor Stubbs—14. A shipwreck party was held on Saturday evening with skits by Fleet #90 that outclassed the Ed Sullivan show. (Need entertainment, call on Fleet #90.)

The following week-end Vancouver was again host for the district's team races. News Flash! The beer strike was over. Teams out to win were: Vancouver, in their own waters; Seattle, with all the masters of team racing available; Portland, with the knowledge taught at a seminar the week before; and Kelowna, new fleet and first team race. The winner—KELOWNA.

Prospects for more new fleets in our district are improving with Lightnings sailing in Couer d'Alene, Idaho; Missoula, Mont.; Minot, N. Dakota; and Coos Bay, Oregon.

The district officers elected for the coming year are: Ellis Jones, Commodore, 1330 Cobury Rd., Eugene, Oregon, and Jim Tysell, Sec.-Treas., 1325 E. 29th Pl., Eugene, Oregon.



*No difference in winning form anywhere in world—as Geoff Ince and crew prove as champs of Vancouver Fleet 90.*

### VANCOUVER FLEET (90)

#### Sailing on English Bay, Vancouver, B. C.

Fleet Captain.....Ivor Stubson  
Fleet Secretary.....Dan Dolphin  
Fleet Champion.....Geoff Ince  
Runner-Up.....Ivor Stubson

Boat No.	Boat Name	Skipper
3253	Hawk	Tom Sturgess
4414	Tiara	Jim Spencer
5513	Thunderbird	Geoff Ince
5567	Hi-Lo	Les Alfreds
6370	Spindrift II	J. E. G. Harrison
6780	Cat's Paw	Dan Dolphin
7031	Alados	Gordon Kerr
7071	Fulmar	Peter M. Thornton
7076	Devon Maid	Dr. J. Sandilands
7106	Haietlik	Dr. Don G. Marshall
7475	Tethys	John Aikins
8153	Ebony	Larry Geddes
8337	Olympia	Lou Lanser
8465	Ipsus	Bas Cobanli
8605	Pomali	Ivor Stubson
9268	Coka	Hart Long

With the ski season running well into April, and our first tune-up series that same month, members were stepping straight from skis to decks again this year.

After lively winds during the first few weeks of the season, English Bay settled back to a long summer of light to non-existent winds, with only rare planing conditions, and visitors to our waters had mainly to contend with vicious currents that have a habit of running on windless days.

Participation in Fleet racing has been increasing steadily, both in weekend and evening series, and a 60% to 80% turnout was received for most races. A busy schedule of Fleet events was augmented by several open and inter-fleet events being held in local waters. The PIYA Regatta, hosted by West Vancouver Y.C., the English Bay Invitational Regatta, hosted by Royal Vancouver Y.C. and the Kitsilano Y.C. Invitational Regatta all gave the opportunity for fleet members to entertain out-of-town Lightning participants.

After various trophy series held throughout the summer, Fleet Championships were raced over two weekends in September, with Geoff Ince becoming the new champion with a creditable three wins and two seconds, Ivor Stubson runner-up, and last year's champion, Don Marshall, third. The next week it was the girls' turn, with Julie Bryett holding fierce competition from six other Amazons. Crew races were held the following day in their usual brisk winds. The season was wound up with two excellent events, the first being the annual International Series against Fleet 132, which was won for the first time by a Fleet 90 boat, Geoff Ince's Thunderbird, after some exciting sailing in Saturday's blustery winds. These winds were, alas, not repeated the following week when the District Team Racing Championships were held in English Bay, teams having travelled from as far as Kelowna, B.C., and Portland, Oregon, both a distance of some 300 miles, and the racing schedule was progressively postponed until, after three races had been completed over drastically shortened courses, newcomer Kelowna became the new champion fleet.

Fleet members again travelled to various waters within the district, added incentive being given by the institution of PIYA Small Boat Circuit Championship. First "away" picture found nine fleet members team-racing Jollyboats in the wild winds of Okanagan Lake, as the guests of S.O.S.A., with a Calgary team making it a triple challenge. The experience of the other teams in planing craft left the Vancouver fleet preferring to remember it only as a Jolly exciting weekend. The host team was the final winner.

Three Fleet 90 boats travelled to Lake Washington for the 1965 District Championships, and while none was successful, the trip was considered thoroughly worthwhile, through the excellent hosting by Fleet 132. Next came the Kelowna Regatta, where three Fleet 90 boats roasted in blistering sunshine for two windless days. Enjoyable onshore festivities made up for a complete lack of fleet racing success. Our final journey was to the Maple Bay Regatta over Labor Day weekend, an event that has now become an established "must" for members of our fleet, with boats sailing across the Gulf of Georgia, and camping on the Gulf Islands en route. The fleet had better success here, with Don Marshall and Geoff Ince taking first and second places in the class. Events of the weekend also resulted in the Kitsilano Y.C.'s Sandbar Trophy remaining within our fleet for a further year, the circumstances of which are now best forgotten!

The season ahead promises to be one of interest and variety. With the introduction of the fleet's first fibreglass boat, and several more seriously contemplated, the racing competition will be increased both among the fleet and outside. In addition to the usual "open" events sailed in local waters, it is most probable that the fleet will be hosts for the 1966 Pacific Coast Championships which would be held in close proximity to other local events, thus allowing Southern competitors to do our local circuit. It is also planned that certain weekends during the summer will be set aside for fleet cruises. New members and visiting Lightning sailors will always be given a hospitable welcome.



## LAKE WASHINGTON FLEET (132)

### Sailing on Lake Washington, Seattle, Washington

Fleet Captain..... Bob Colyer  
Fleet Secretary..... Florence Elfendahl  
Fleet Champion..... Don Clark  
Runner-Up..... Ken Brostrom

Boat No.	Boat Name	Skipper
751	Schuss	Ken Youngman
949	Rambler	Bruce Morgan
2274	Cracka	Chester Patten
2994	Slightly	Allen Taylor
3385	Niantic	Coleman Hall
3830	Mandy	Joe Guthrie
4064	Klister	Bob Sexauer and Robert Willard
4292	.....	John Fellows
6488	.....	Bob Kunkle
6792	Habel	Bill Davies
6816	Whitecap	Manson Harlan
7030	Tschitah	Ken Brostrom
7041	Sukazur	Bob Colyer
7084	Midship	John Mangan
7458	Flash	Dave Gosse
7643	.....	Gary Tarbox
7665	My Pet	Bill Elfendahl
7859	Shamrock	Ben Renegar
7902	.....	Dave Rose
8024	Bob-A-Lou	Bob Smith
8283	Marlaine II	Martin Birm
8496	Tom Tom	Tom Jobs and Peter Jobs
8578	Korja	Ole Olsen
8922	.....	University of Washington
9084	Desafinado	George Weldin
9085	Paku	Martin Bloxham
9201	.....	Charles St. Clair
9210	.....	Will Blethen
9401	Magic	Don Clark and Bob Clark

Fleet 132 had an excellent season during 1965. The Fleet gained strength by the addition of more boats and by traveling to other regattas for more competition, even though our racing season is from March to December.

A new racing program for small boats, sponsored by Pacific International Yachting Association, was introduced this year. To be eligible for a trophy, one had to sail in at least three out of six regattas with five boats constituting a class. Twelve boats from the fleet attended these regattas held at Eugene, Oregon; West Vancouver, B.C., English Bay, B.C., Kelowna, B.C., Tacoma, Washington, and Lake Chelan, Washington.

In July, the fleet hosted the Northwest Districts with twenty-three boats from Portland, Oregon, Vancouver, B.C., and Seattle participating in the five race series. Members of Fleet 132 took top honors, as follows: 1st, Don Clark; 2nd, Bill Elfendahl; 3rd, Ken Brostrom; and 4th, Maurice Rattray, Jr.

October saw two of our boats and crew traveling to Vancouver, B.C., for the annual International Invitational Series. Fleet 90 made up for the lack of winds in Seattle the previous year, by calling on the "Gods of the Winds," who answered by providing steady winds at 22 to 25 and gusts up to 30 and 35 miles per hour. The competition was keen, as the first four place boats were as follows: 1st, Geoff Ince, Fleet 90, 12½ points; 2nd, Bill Elfendahl, Fleet 132, 13 points; 3rd, Bob Colyer, Fleet 132, 13½ points; and 4th, Ivar Stubson, Fleet 90, 14 points.

The Saturday evening Shipwreck costume party, held at Kitsilano Yacht Club, was the climax to a good day of sailing.

The following weekend Fleet 90 was again invaded by our fleet for team racing, which was held at Kitsilano Yacht Club, in Vancouver, B.C., with teams competing from Kelowna, B.C., Vancouver, B.C., Portland Oregon, and Seattle, Washington. The races were sailed on English Bay in fairly light winds and heavy currents and Fleet 368 emerged as victor and Fleet 132 second. The hospitality and comradery of the host fleet was, as usual, outstanding with a lovely cocktail party held at Dr. and Mrs. Jim Harrison's home, followed by a Chinese dinner at one of Vancouver's outstanding restaurants.

We are proud of our Fleet Champion, Don Clark, and crew, who trailered MAGIC 6,600 miles, round trip, to the Nationals in Barnegat Bay, New Jersey, where he came in first in the Governor's Cup Race.

All in all, it has been a very successful and satisfying season.

New officers for Fleet 132 are:

Fleet Captain.....Allen Taylor  
Secretary.....John Donovan

## CHINOOK LIGHTNING FLEET (229)

### Sailing on Fern Ridge Reservoir, Eugene, Oregon

Fleet Captain..... Francis W. Kelley, Jr.  
Fleet Secretary..... Ellis A. Jones  
Fleet Champion..... Wally Jones  
Runner-Up..... Jack Culver

Boat No.	Boat Name	Skipper
49	Sally Ho	J. Hobart Wilson
2169	Prowler	Page Walton
3266	Zephr	Lynn L. Moore
3317	Windago	Cecil Armes
3318	.....	James C. Howland
3758	Valiant	H. C. Auld, Jr.
4359	Snooper	Ralph Batchelor
4815	Jet	Dr. John E. Tysell
5019	.....	Oscar C. Rolfness
5121	T-Ketl	Thomas E. Engles
6061	Nike	Wally Jones
6211	Nancy Lee	Charles E. Sikes
6404	Dix	John W. Altucker
6484	Westward	Wilson Jewett, Jr.
6583	Gale	Dr. Gene D. McCallum
6657	.....	Frank R. Lacey
6719	Windjammer	G. David Lowe
6725	Bye Bye	Vansel Graville
7042	.....	Dean Wentworth
7361	.....	Bruce Starker
7525	.....	Dr. William Post
7680	Sharon-Lee	Francis W. Kelley, Jr.
7695	Es' Prit'	Michael Strahan
7712	.....	D. Barclay Slocum
8163	.....	Robert A. Farrand
8858	Tike	Andrew J. Culver, Jr.

1965 was a year of decreased activity for fleet #229—due partly to the fact that we had to dry moor our boats. This was due to a Spring water storage bobble on the part of the U. S. Engineers. Except for this inconvenience we had excellent winds and sailing throughout the summer, and our Memorial Day Regatta was well attended.

Our September Harvest Regatta had to be cancelled because of low water. We are looking toward 1966 with anticipation as we will host the Pacific Northwest District Championship Regatta in July.

## COLUMBIA FLEET (283)

### Sailing on Columbia River, Portland, Ore.

Fleet Captain..... Fredi Wallin  
Fleet Secretary..... Neil Axelson  
Fleet Champion..... Bob and Fredi Wallin  
Runner-Up..... John Benedetti

Boat No.	Boat Name	Skipper
1021	.....	Bruce Evans
2426	.....	Werner Bittner
2635	.....	Wes Stainbrook
4397	.....	Bernie Scheer
5457	Cathy Ann	Duncan A. McLauchlin
5481	Araab	John Benedetti
5593	.....	Dick Guarnero
5728	.....	Don Barnard
5939	.....	Hans Rothert
6050	.....	Ed Anderson
6442	Jaunty	Don Meeker
6584	Why Not	Norman Smith
6592	Perky	Joe Vergeer
6716	Blitzen	Charles S. Hoskins
6999	Spook	Don and Ann Case
7049	Magic	Phil Meany
7083	.....	Richard S. Foster
7111	.....	Richard Blickle
8084	Overture	George Clarke
8349	Vizl	Neil and Mary Axelson
8382	.....	George Reese
8497	Moon Shine	Bob Gould
8532	Aeril	George Fry
8714	.....	Cary Long





Bob and Fredi Wallen sailed "Sassy" to Fleet 283 championship.

9226	The Great Pumpkin	Paul Fischer
9227	Bossa Nova	Gordon Badgley
9433	Sassy	Bob and Fredi Wallin
9586	Hazzard	Dan and Jan O'Brien
9657	Jolly Green Giant	Rod Anderson
9751		Dean Davis
		Paul Stern

From Opening Day on April 11th to the beginning of the Frost-Bite Series on December 19th (final race of Frost-Bite Series on December 26th drew only one boat and crew—very cold mixed rain and snow that day—slightly numbed skipper and crew), Fleet 283 enjoyed continual sailing, fair wind and good competition.

Many regattas were attended. Lightnings were trailered to Eugene, Oregon; Vancouver, B.C.; Seattle, Washington; Medford, Oregon; Coos Bay, Oregon; Chelan, Washington; and even one trailered to Bay Head, New Jersey—enjoying hospitality, sleeping bag space and personalities too great to be expected.

One helpful wife decided to greet husband and crew, after a full day's racing during one regatta, by backing her car down the ramp to have everything ready to bring the boat out of the water. The fact that she forgot the trailer was quickly noticed by appreciative husband and crew.

Another incident saw a crewman hiking to the hazardous point of leaving the boat, which he did—hiking strap, hardware and all.

Bob and Fredi Wallin sailed well and worked hard to win the Fleet Championship as well as: Opening Day Race, RCYC Regatta, PYC Small Boat Regatta, Barber Series, Summer Series and Fall Series. Other trophy winners were John Benedetti, Spring Series, and Duncan McLauchlin, PYC Regatta.

New boats joining the fleet, experienced skippers trading for new boats and people constructing new boats, plus regattas already on planning boards point certainly toward an even more active and enjoyable coming season.

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Winners of the Perpetual Team Racing Trophy for the Pacific Northwest District are these men from Fleet 368 (L to R) Parkes, Foot, Beairisto, Kirkwood, H. Earle, S. Earle, Morton, Ley, Turton, Fairbank. Absent were Ley and N. Earle.

### OKANAGAN LIGHTNING FLEET (368)

#### Sailing on Okanagan Lake, B.C.

Fleet Captain .....	W. F. Morton
Fleet Secretary .....	W. F. Morton
Fleet Champion .....	George Kirkwood
Runner-Up .....	Hugh Earle

Boat No.	Boat Name	Skipper
4474		Kelly Slater
7090	Bolt from the Blue	I. Dunlop
7789		A. and J. Green
8464	Electra	G. Hartley
8535	Valkerie	J. A. Hemsley
8537		L. Loughheed
8538	Ginger	H. B. Earle
8539	Tantivy	W. F. Morton
9267	Nowak	Derek Parkes

Highlight of the season was a training program started in late winter with over 80 youngsters turning out to lectures on the rudiments of sailing. In the spring six Flying Juniors were purchased. Seventy-two juniors received 15 hours of instruction in the boats and a like amount in the classroom. Forty-six adults had the same instruction and in addition were given the opportunity to skipper Lightnings as well. The net result: lots of crew for the fleet and several boat building projects this winter. This program was ably handled by Ken Bruce and fleet champion George Kirkwood, with an assist from the Lightning "Boys."

The first half of the racing season opened on May 2nd with good winds and the occasional race when the main tactics were concerned with survival. George Kirkwood won the trophy for the first half, second was Hugh Earle and third, John Foote. Kirkwood also won the trophy for the second half, with second going to Hugh Earle and third to Frank Morton. We are sorry that G. Kirkwood has moved to Vancouver. However, his Bolt From The Blue has remained with the fleet in the capable hands of Ian Dunlop, ex-Star sailor.

Several crews travelled to West Vancouver to take part in the P.I.Y.A. regatta where Hugh Earle qualified to represent the far west in the Canadian Championships at Owen Sound, Ontario. The fleet was well represented at other northwest regattas.

Our sailing club sponsored a P.I.Y.A. regatta with 108 boats and ten classes taking part, of which about 14 were Lightnings. The Lightning class trophy was won by Bill Davies of Seattle, Washington.

Our fleet competed for and won the Perpetual Team Racing trophy for Pacific Northwest (see photo) at Vancouver, B.C., in October under drifting conditions. We are looking forward to the team races in Seattle next April when the "KEG" is again up for grabs.

Interest in the fleet is high. One crew is reportedly planning a trip to the lake head at Port Arthur to take in the championships next summer.





Wayne Struble going "downhill" on Howard Prairie.

### ROGUE YACHT CLUB FLEET (370)

#### Sailing on Howard Prairie Lake, Oregon

Fleet Secretary.....Bob Farrand  
Fleet Champion.....Steven Calvert  
Runner-Up.....Wayne Struble

Boat No.	Boat Name	Skipper
1409	Draggin' Lady	Bob Schmidt
4631	.....	Sea Scouts
5182	Emgee	Al Schrieber
5451	Modoc	Wayne Struble
8163	Jetty Bean Too	Bob Farrand
8961	The Seven C's	Steven Calvert

Our fleet's second season had its ups and downs. The high point of the season was our annual Howard Prairie Regatta in August. Our visitors camped out on the grounds, and seemed to enjoy the outing. We, of Fleet 370, really appreciate their coming.

We have a five race series on August 14th and 15th. Three boats from Fleet 183 in Portland came down and showed us how to race. Bob and Freddie Wallin, #9433, captured the first place trophy. Bob Gonld, #8494, took home the second place trophy.

Our own Steven Calvert, #8961, added the third place trophy to his growing collection. Steven is also our fleet champion again this year, and has become a very fine racing skipper.

The last race of the regatta was sailed in strong, gusty winds, which pulled an upper shroud loose on the Struble boat. While they were trying to jury rig the damage on the lee side, a particularly strong gust dumped them over. One of the Lido fleet lost a mainsheet traveler in the same race.

The Farrands racing season was very short. Bob managed to fall off the foredeck onto a dock, break some ribs and tear some ligaments loose, early in the summer. Then, a motorboat hit old 8163 while it was moored, putting it out for the rest of the season.

We are planning another Howard Prairie Regatta and Camp Out this summer, and we hope you will come sail with us.



Too bad this photo couldn't be reproduced in color as it shows green and white shorts presented to the skipper and crew of a green Lightning appropriately named "Lettuce." Gifts to G. Arroe, skipper F. Ayulo and A. Isola came from ladies in the Peruvian District at their traditional Christmas "mischievous" party.

## PERUVIAN DISTRICT

District Commodore: Guillermo Schinkel  
District Secretary: Manuel Jose' Ayulo  
National Champion: Jose' Barreda-Moller  
Runner-Up: Enrique Conterno  
Fleets: Club Regattas Lima, Chorrillos (261); Yacht Club Peruano, Callao (264); Yacht Club Ancon, Ancon (265)

1965 was a very active year and a program of 54 races was accomplished. During the spring months the races were held in Callao, followed by summer races in Ancon and finally the autumn races in Chorrillos.

Three Peruvian crews participated in the XI South American Championship, held in Montevideo, Uruguay, and two crews made the long trip to Naples for the World's. When this Year Book of 1966 comes out, three crews will have participated at the XII South American Championship in Vina del Mar, Chile, in February 1966.

This year closed with the Christmas Party at Yacht Club Peruano, when "mischievous gifts" are given by the ladies to all skippers and crews who have participated in the races in the month of December. In the picture above you may see the crew of Fernando Ayulo wearing the green and white striped shorts they were given, to match with their green boat. They were forced to wear these shorts at the party but they seem to enjoy it.



# SOUTHEASTERN DISTRICT

District Commodore: Jim Daniell  
 District Secretary: Dr. Gilbert Klemann  
 District Champion: John McIntosh, Sr.  
 District Runner-Up: John McIntosh, Jr.  
 Fleets: Savannah (127); Clark's Hill (257); Charleston (28);  
 Lake Murray (341); Lake Lanier (348); Charlotte (365); Lake  
 Hartwell (391).

Sailing activities in the Southeastern District began with a bang with the Deep South Regatta, sponsored by Fleet 127 of the Savannah Yacht and Country Club. Their sumptuous new clubhouse and magnificent facilities are ideal for the kick-off of the Southern Circuit, and there's always the Skiddaway to take its toll of unwary sailors—as some fifty or more skippers and crews can attest. Results of this major event have always been published elsewhere in the Yearbook and in Flashes, and will not be reported here.

The Southeastern District Championships were held in May at the Savannah Yacht and Country Club. John McIntosh, Sr., nosed out his son, John McIntosh, Jr., closely followed by lake sailor Tom Waters and Roy Gordon of Savannah. Complete results are tabulated as follows:

## SOUTHEASTERN DISTRICT RESULTS (1965)

	No.	1st	2nd	3rd	4th	5th	points
1. John McIntosh, Sr.	9398	15 1/4	15 1/4	10	14	13	67 1/2
2. John McIntosh, Jr.	8475	13	13	15 1/4	12	12	65 1/4
3. Tom Waters	7254	11	12	13	15 1/4	14	65 1/4
4. Roy Gordon	7530	8	14	14	13	15 1/4	64 1/2
5. Dr. Gil Klemann	7947	14	6	12	11	7	50
6. Billy Whalley	9570	12	8	9	8	9	46
7. Dr. Deb Maner	8970	10	11	11	dsq.	10	42
8. Wally Aggett	9416	9	10	dsq.	9 1/2	8	36 1/2
9. Bill Lucas	6843	7	9	dsq.	9 1/2	6	31 1/2
10. Roy Meyers	9021	3	5	dsq.	7	11	26
11. Frank Burnett	4881	6	3	8	6	3	26
12. Paul Weller	9098	4	4	6	5	5	24
13. Chuck McMurray	7642	5	7	7	dsq.	4	23

Fine weather and gracious atmosphere made this a most enjoyable regatta for the participants and their families. At the annual meeting of the District, presided over by Commodore Bill Lucas, Jim Daniell was elected Commodore and Gil Klemann secretary. Trophies were presented to the winners. Roy Gordon made the first presentation of a memorial trophy for the late Roy Gordon, Sr., to John McIntosh, Sr.

The South Atlantic Yacht Racing Association, consisting of seven coastal and four lake clubs, provides a season of plentiful sailing activity from May through October in a sequence of regattas sponsored by the member clubs. Several unaffiliated clubs fill up any empty weekends. The Carling (free beer) Regatta, held at Lake Lanier Sailing Club in late spring, was not as well attended as last year, due to Ross Allen's departure for New Orleans and a conflict with Wateree Sailing Club at Camden, S.C.

Our fleet split tacks, with Gil Klemann and Larry Annis scoring at Carling, and Tom Waters, Roy Gordon, and Bill Whalley leading the fleet at Camden. Gil Klemann, Larry Annis of Augusta, and Tom McCutcheon of Columbia placed in that order at the Lake Norman Sailing Club, a new club in SAYRA.

At the Charleston Yacht Club Regatta, Stuart Walker was first with Stuart Turner of Charleston and Tom McCutcheon of Columbia tied for second, and Bernard Olasov of Charleston third. The Carolin Yacht Club (Charleston) Regatta was held in rather heavy winds. Roy Gordon of Savannah took the honors, followed by Tom Waters of Orangeburg, and Bernard Olasov and Bill Whalley tied for third place.

Tom McCutcheon won the series at the Carolina Yacht Club Regatta at Wrightsville Beach, N.C. At the Augusta Sailing Club's Halloween Regatta Gil Klemann, Tom Waters, and Bill Whalley placed in that order. The Minis Cup, a Savannah-Augusta challenge cup, was retained by the Augusta Club when Savannah failed to field enough boats to sustain their challenge under the rules. The "flu" and various other deterrents spared only Bill Whalley to represent Savannah.

The SAYRA Championships were held at the Savannah Yacht and Country Club the last week in August. Conflict with the Lightning Nationals prevented the McIntoshes and Tom Waters from participating, making it a wide open affair in the Lightning Class. A series of five races was held in extremely varied weather conditions ranging from drifters to howlers. Proper anchoring techniques proved to be just as important as astute sailing. After four hotly contested races Bernard Olasov of Charleston appeared to have a firm hold on first place with Bill Whalley of Savannah a close second and Wallie Aggett of Savannah in comfortable third position.

A howling northeaster woke everyone up the last race. While Whalley and Olasov were battling for tactical advantage the weather took over momentarily, and they both fouled out. Wallie Aggett sailed a perfect heavy weather race to win and take the series. Gil Klemann survived long enough in the last race to place second overall, and Olasov and Whalley placed third and fourth after having sailed brilliantly in the first four races.



John McIntosh, Sr., accepts the new "Commodore Roy L. Gordon, Sr. Trophy," emblematic of the Southeastern District championship, from Roy L. Gordon, Jr. Competition was held at the Savannah Yacht and Country Club, scene of the first leg of the Southern Circuit.



Word has just been received that the Lake Hartwell Lightning Fleet, affiliated with the Western Carolina Sailing Club, located near Greenville, S. C., has been chartered officially as Fleet 391. We welcome this new addition to our growing district and look forward to sailing with them in the future. They have six boats already and anticipate rapid growth.

Our other fleets are blossoming out with new boats, both wood and glass, for many and new "old" boats for the rest of us. Ross Allen's old boat has a new owner at Augusta (Fred McVicar) and has been acting mighty "hot" for a relic. Participation and caliber of competition have been improving each year, and we are looking forward with anticipation to next season's activity, beginning with the Deep South Regatta at Savannah in March and the District Championship at the Augusta Sailing Club later in the spring.

### SAVANNAH LIGHTNING FLEET (127) Based on Wilmington River, Bradley Port, Savannah, Ga.

Fleet Captain.....Dr. Debele Maner  
Fleet Secretary.....Charles A. McMurray, Jr.  
Fleet Champion.....Roy L. Gordon, Jr.  
Runner-Up.....John McIntosh

Boat No.	Boat Name	Skipper
8	Pink Lady	Lee Thompson
68	Hurricane	James F. McIntosh
4881	Huba Huba	Lt. Col. Frank Burnett
5570	Do Bee II	Albert and Burke Wall
6612	Scalawag	Elmo S. Weeks
7530	Uglier	Roy L. Gordon, Jr.
7642	Play Mate	Charles McMurray, Jr.
7745	.....	Einar Trosdal
8475	Lizard	John McIntosh, Jr.
8970	If Only	Dr. Debele Maner
8977	Yes Dear Too	James L. Daniell
9098	No No	Paul Weller
9398	Bateau	John Sr. and Neff McIntosh
9416	Frاندalli	J. Wallace Aggett
9570	Dolly	William B. Whalley

The year 1965 will be remembered by Fleet 127 as the year of the Regattas. In addition to our usual annual regattas we enjoyed hosting the Southeastern District Lightning Championships and the South Atlantic Yacht Racing Association Championships (SAYRA). These, combined with treks to out of town regattas, kept our Lightning Sailors busy and added to the silver collections of a number of our skippers.

We welcomed new Lightning sailors Albert and Burke Wall to our fleet while Club Commodore Wally Aggett returned to the Lightning Fleet after an absence of several years. Another McIntosh, Neff, started his own silver collection after making his debut as a Lightning skipper.

The season opened traditionally with the Deep South Regatta, held this year in March. While the Saturday practice race was held on a bleak cold day, the sun broke through Sunday and Monday and set us off on a full season of unusually fine sailing weather.

Our spring series got underway in April and after eight hotly contested races Neff McIntosh won the first place silver, followed by Roy Gordon and John McIntosh, Jr. Another notable event of the Spring was the Southeastern Championships held in May. Fleet 127 put up a new perpetual trophy for this event; to be known as the "Commodore Roy L. Gordon, Sr. Trophy." Initial winner was John McIntosh as John Jr. finished second.

Summer saw the pace quicken with our own summer series interspersed with trips to other fleet regattas.

When the spray settled in September, our fleet championships had changed hands with Roy Gordon receiving the Diamond Cup, symbolic of the Fleet 127 championship. John McIntosh finished second and John Jr. took home the third place trophy.

The SAYRA championships were held with our fleet champion and runner-up in absentia. Wally Aggett returning to Lightning competition upheld the honor of our fleet by bringing the "Frاندalli" home in first.

Roy Gordon and John McIntosh confirmed the results of our summer series by finishing in that order in the Fall series. A new name was added to our list of silver winners and Bill Whalley took third in the fall in his new boat, the "Dolly."



Winners of the Southeastern District Championships at Savannah, I. to r.: John McIntosh, Jr., Tom Waters, Barbara Ann McIntosh, John McIntosh, Sr., Neff McIntosh.

In other local regattas John McIntosh took first in the 4th of July, the Labor Day and the Vernon View. The latter was held on water off the home of one of our ex-commodore where many of our fleet did their sailing in years past. The Isle of Hope Regatta was won by Roy Gordon and Bill Whalley finished second as he did in the Vernon View.

Fleet 127 did well in out of town regattas as Roy Gordon and Neff McIntosh finished 1, 2 in Charleston at the Carolina Club Regatta. Roy Gordon finished second and Bill Whalley third in Camden and Wally Aggett brought home silver from Columbia.

To add spice to the sailing, a number of social events were held this year, notable among them were two dinners honoring our club's power squadron without whose assistance as safety patrols and committee boats our regattas would not have been possible. Recognition was also again given to our "Lightning Crew of the Year" with the recipient for 1965 being Barron B. Boyd. Special crew recognition was also given this year to Barbara Ann McIntosh.

Viewing the overall 1965 season from the masthead one cannot help but be impressed with the variety of names appearing among our winners and runners up. This shows the close competition in our fleet and we look forward to even closer races in 1966.

### CLARK'S HILL FLEET (257) Based on Clark Hill Reservoir at Augusta, Georgia

Fleet Captain.....Larry V. Annis  
Fleet Secretary.....David S. Hanson  
Fleet Champion.....Dr. Gilbert Klemann  
Runner-Up.....Larry V. Annis

Boat No.	Boat Name	Skipper
1551	Lollipop	D. S. Hanson
2202	Naiad	Virgil Wolfe
2307	Jade	Dr. Gilbert Klemann
2381	Jonah	Gilbert Klemann, Jr.
2459	.....	Dr. Henry Perkins
3198	.....	Capt. Walter Lee
3250	Red Witch	Mike Annis
3882	Tipsy Belle	D. Hugh Connolly
4671	Blue Nose	Fred McVicar
4816	Sea Witch	W. L. Coryell
5570	Do-Bee, II	Albert Wall
7595	Black Sheep	Dr. Chas Joyner
7947	.....	Dr. Gilbert Klemann
8394	.....	Larry V. Annis
.....	Arion	Chas. Houston

Fleet 257 had another good year, and with the ranks increasing, we look forward to the largest fleet yet for next year.

Dr. Gilbert Klemann continued his winning ways, capturing the local season, with Larry Annis pressing him hard all the way. Gil also carried the fleet standard well in nearby regattas, as he captured top honors at both the Carlings at Lake Lanier (Atlanta), and at Lake Norman (Charlotte).

We shall miss Dave White and Randy Brooks, but welcome Albert Wall and Fred MacVicar, the latter in Ross Alen's former boat so he should be a big contender. If several maintenance problems can be overcome, 1966 should be the biggest year yet.



### LAKE MURRAY LIGHTNING FLEET (341)

#### Sailing on Lake Murray at Columbia, South Carolina

Fleet Captain.....Tom McCutcheon  
Fleet Secretary.....Douglas McKay, Jr.  
Fleet Champion.....Tom Waters  
Runner-Up.....Tom McCutchen

Boat No.	Boat Name	Skipper
1189	.....	Burton E. Moore
1420	Cana	Douglas McKay, Jr.
1565	.....	Thomas A. Babb
1764	NautiLass	Arthur Williams
2995	.....	Dr. Harold E. Jervey, Jr. & Dr. Charles R. Holmes
3243	.....	S. J. Peele, Jr.
4872	.....	Norman Sollod, M.D.
5001	Pursuit	Gerald Foster & Larry Wells
7254	Miss Joye	Tom Waters
7728	Irchen	Tom McCutchen & Warren Irvin
8081	Slick Chick	John Sallman
8597	Jasmine	Dr. George H. Smith & Dr. Erwin C. Nolte
.....	.....	Charles J. Craig

Lake Murray Lightning Fleet #341 has 17 members and 13 boats.

It conducted 14 scheduled races plus six special races in 1965.

Members of the Fleet also participated in Regattas at Lake Norman in Charlotte, North Carolina; Hobcaw near Georgetown, South Carolina; Wateree near Camden, South Carolina; James Island at Charleston, South Carolina, and at races at Savannah, Georgia; two races in Charleston, South Carolina; Wilmington, North Carolina; Beaufort, South Carolina; Augusta, Georgia, and SAYRA Regatta at Savannah, Georgia.

### LAKE HARTWELL LIGHTNING FLEET (391)

#### Sailing on Lake Hartwell, Anderson, South Carolina

Fleet Captain.....John M. Hehn  
Fleet Secretary.....W. J. Rothfuss  
Fleet Champion.....W. J. Rothfuss  
Runner-Up.....John M. Hehn

Boat No.	Boat Name	Skipper
2950	Weise Blitz	James C. Parham, Jr.
4040	.....	Dr. Raymond C. Ramage
5466	.....	Phillips Hungerford and G. D. Gibbons, Jr.
5724	Anoinette	William J. Rothfuss
6294	.....	William G. Albergotti
9097	.....	John M. Hehn

Under the sponsorship of the Western Carolina Sailing Club, which was formed three years ago when Lake Hartwell was completed, a reasonably active racing program has developed with two races scheduled every other Sunday throughout the months of June through October. At the present time, our Lightnings are outnumbered by Thistles and Y-Flyers but we anticipate a continued growth in the number of Lightnings on Lake Hartwell.

At this early stage of development of sailing on Lake Hartwell all classes have been racing together with separate results tabulated for each class as well as for the overall standings. In 1966 we look for more activity and especially the possibility of some regattas with other Lightning fleets in the Southeastern District.

For the season, the top places behind Fleet Champion and Runner-Up were: third place, Staton Peele; fourth place, Larry Wells; and fifth place, Erwin Nolte.

Officers for 1966 are: Staton Peele, Jr., Fleet Captain, and Dr. Erwin C. Nolte, Fleet Secretary.

## SOUTHERN DISTRICT

District Commodore: James Mullally

District Secretary: Horace Jacob

District Champion: Paul Schreck

District Runner-Up: Jim Krippes

Fleets: Southern Yacht Club (62); Mobile Bay (135); Shreveport Yacht Club (175); New Orleans Yacht Club (209); Pensacola Yacht Club (324); and the newest—Jackson Yacht Club (388).

The Southern District closed its season by welcoming a new Fleet. Fleet 388, located at Jackson, Miss., and sailing on the beautiful Ross Barnett Reservoir. They have a wonderful place to race, and what a place to put a Yacht Club.

The officers of 1964, were re-elected for the 1965 season, and you can believe they felt greatly honored.

Pensacola Yacht Club hosted the Gulf Yachting Association (15 clubs) Lightning Championship series in grand style. The courses were good with good winds (a trifle strong), and a nice turn-out. The races were conducted very well, and the Race Committee is to be congratulated. Cliff Prados, from the Shreveport Yacht Club was awarded first.

Southern Yacht Club was host at the District Championships held on Lake Pontchartrain, on July 16, 17, and 18. They were successful with winds ranging from an almost drifter to a squall at the end of one of the races. The first five finishers were: Paul Schreck, first; Jim Krippes, second; Bill Heausler, third; Horace Jacob, fourth, and Ross Allen, fifth. (Complete results of the 25 boats competing are attached to this report).

Paul Schreck also won the John Curren Perpetual Trophy, awarded every year at the Districts, for the second time.

Shreveport Yacht Club's Lightning fleet has been sending skippers to other regattas in our district, and they have been doing very well. Shreveport has an annual regatta that sees the Lightning fleet well represented each time. It has been so successful in the past that now they are going to have to restrict the number of boats entering.

Our newest fleet at Jackson, Miss. (388), held their first regatta at the close of the season, and it was a great success. The Lightning fleet will grow, and the Skelton boys will see the results of their efforts. The boats from New Orleans fleets have promised to be there in the future.

Since our Sugar Bowl Regatta was held on December 26th, this year, it belongs in the report.

We had to let another damyankee win it again—Jay Limbaugh this year, and last year it was Tom Allen. Jay's wife sailed with him, and we hope they come again (revenge?—no. They are great competitors). The results: Limbaugh, first; Favaloro, second, and Ballatin, third.

There were only two races because the Holidays fouled-up a three-race season.

The Southern District would like to invite all of you Lightning skippers to come down and race with us during our Sugar Bowl and Mardi Gras regattas, and any other time you may be on a vacation, during the season. We usually race from May thru October.

**REMEMBER! THE SPORT'S THE THING!**





Tommy Allen—no relation to World Champion Tom Allen—was Fleet 62 champ this season at SYC.

### SOUTHERN YACHT CLUB FLEET (62) Based on Lake Pontchartrain, New Orleans, La.

Fleet Captain ..... Dr. Norman J. Robinson  
Fleet Secretary ..... John L. Toye  
Fleet Champion ..... Thomas S. Allen  
Runner-Up ..... Jimmy Mullally

Boat No.	Boat Name	Skipper
4671	Wild Goose	Ross G. Allen
5484	Miss Cookie, III	C. Armond Bernius
5596	Nike	Erston Reisch, Jr.
5799	Nautigal	John H. Bertel
5895	Mary I	Luis M. Zervigon
7104	Gris Gris	Jules Simneaux, Jr.
7121	Hot Canary	John L. and Frank C. Toye, and Charles P. Lorio
7122	Black Jack	Clay Talbot, Rene Bosquet, and Rita Herbert
7282	Ticonderoga	Tommy Allen and Lydia K. Allen
7561	High Seas	Paul Charbonnet
7859		Marilyn Bernius
8131	Blue Print	Jacques A. Livaudais
8186	Voo Doo	Fabian Fromherz and Robert Kammer, Jr.
8187	Also Ran	Dr. N. J. and Jack Robinson
8606	Lorrie	Jim and Jimmy Mullally
9319	Cajun	William A. Heausler
	Honorary Life Member	J. Gilbert Scheib
	Honorary Life Member	Arthur (Juby) Wynn
	Honorary Life Member	Eugene H. Walet III

Skippers in New Orleans usually disregard the weatherman since winds here blow from any direction; from dead calms during the Southern District Championships to Hurricane Betsy prior to the Fleet Championships. New Orleans received 125 mile per hour winds before the gauge broke. This will give you an idea of the variety of conditions under which we sail. New Orleans weather is a test for any skipper.

Southern Yacht Club Lightning Fleet 62 placed five out of the top ten in the Southern District Lightning Championships held at the Southern Yacht Club this year: William A. Heausler,

3rd; Ross G. Allen, 5th; Jimmy Mullally, 6th; Robert Kammer, 7th; and Tommy Allen, 9th.

The Opening Regatta was won by Tommy Allen with Frank Livaudais and Jack Robinson second and third respectively.

The Stratton Memorial Series results: 1st, Jimmy Mullally; 2nd, Tommy Allen; and 3rd, Frank Livaudais.

Last year one of Southern Yacht Club's old Star boat sailors returned with a new Lightning to win the S. Y. C. Eager Beaver Invitational Series. Welcome home, Bill: 1st, William A. Heausler; 2nd, Horace Jacobs; and 3rd, Buck Ballatin.

The Ethan Allen Memorial Crew Series was won by: 1st, Larry Frost, Jr.; 2nd, Mark LeBlanc; and 3rd, Luis Zervigon.

The winners of the Capdeville Memorial Regatta were: 1st, Jimmy Mullally; 2nd, Jack Robinson; and 3rd, Luis Zervigon.

The Junior Regatta was won by: 1st, Jimmy Mullally; 2nd, Larry Frost, Jr.; and 3rd, Paul Charbonnet.

Hurricane Betsy caused the Fleet Championships to be re-scheduled three separate times, and they finally got under way October 16th. The series had to be cut from five to three races due to damage and the lateness of the race season. It was raced in conjunction with the Final Regatta. The races became more competitive because of the separate awards. Tommy Allen, one of the mainstays of our Fleet, became our Fleet Champion. The final standings were: 1st, Tommy Allen; 2nd, Jimmy Mullally; 3rd, Garry Allen; and 4th, Fabien Fromherz.

Our congratulations go to Garry Allen for his first series as a skipper.

Jimmy Mullally won the final Regatta, the second race of the Fleet Championships. Our special congratulations go to Jimmy for winning five first place trophies through the racing year.

The Guest Race was won by Larry Maloney while the Trophy Race was won by Jimmy Mullally.

Main observation of the past race year was that two-thirds of the races won this season were won by young skippers. The logical conclusion is that better equipment in the hands of younger blood will promote keener competition in the coming years.



Splitting tacks on Cross Lake . . . Luther Griffith (9434) and R. B. Glatter (9281) of Dallas go one way, the rest of the fleet the other.

### SHREVEPORT FLEET (175)

Based on Cross Lake, Shreveport, La.

Fleet Captain ..... Roy E. Hughes  
Fleet Secretary ..... Marshall Walker  
Fleet Champion ..... Cliff Prados  
Runner-Up ..... Walter Jacobs, Jr.

Boat No.	Boat Name	Skipper
3477		Margus Milagan
4158	Georgia Cracker	W. C. West
4503		Marshall Walker
4627		Shirley Graft
4747	Alowil	Alton Parker
4996	Mary E. II	Walter Heiman



5202	.....	Dan Grady
6116	Sea Mee II	Roy E. Hughes
8340	Little Ripple	Clifford J. Prados
8786	Buglet	Walter Jacobs, Jr.
8854	Little Joe II	Joe La Barbara
9434	.....	Luther B. Griffith

With a long 1965 season behind us, all members of Fleet 175 are looking forward to next season's competition which will be upon us sooner than you think. The 1966 season will see more "go fasts and gadgets," a few new sails and smoother bottoms throughout the fleet in hopes of obtaining just 5 percent more out of her.

This past season got underway in middle March and extended into November, during which time over 65 races were scheduled. Be assured that is a lot of reaching, sliding, ifs and buts.

The Shreveport Yacht Club's annual Spring Regatta, in early May, came off with a bang with once in a lifetime winds for every race. Over 185 boats of five various classes hit the line on two courses. The Lightning Class was well represented with boats from Louisiana, Texas, Arkansas and Mississippi. Our own Cliff Prados in his Little Ripple took the largest piece of silver which by the way has become Cliff's worst habit much to the dismay of all.

Competition this past season was better than ever due to a number of newer boats and the older boats being updated. Participation this past season within our Fleet was much better than in seasons past. Each race saw a turn out of about 80 percent and at many times a 100 percent. On this basis we claim to be one of the most active fleets in the Southern District.

Our Fleet Champion Series was held during the long Labor Day weekend. With light winds and hot weather we managed a six race series in three days. The winners were Cliff Prados first, Walter Jacobs second and Luther Griffith third. A word of over all congratulations to Cliff Prados, past president of the International Lightning Association, for a very successful racing season. Cliff won every series at our club that he participated in, winner of the Gulf Yachting Association Lightning championship and top contender at the Southern District until a DSQ in the fourth race. In other words Cliff made a clean sweep.

The travelers for the past season were:

Cliff Prados—G.Y.A. Lightning Championship at Pensacola, Fla.; Southern Districts at New Orleans, La.; Jackson Regatta at Jackson, Miss.

Walter Jacobs—Southern Districts at New Orleans, La.; Jackson Regatta at Jackson, Miss.

Dan Grady—Jackson Regatta at Jackson, Miss.

Roy E. Hughes—Pig Skin Regatta at Dallas, Texas.

Upon reviewing our past season, we were generally blessed with slightly above average winds with very few drifters and few cancellations due to lack of air. The season's hard luck story comes from Roy Hughes with a broken mast, two turn overs with spinnaker, one turn over reaching in 50 mile an hour wind and one split mast. Is this bad luck or just bum sailing? In as much as I am writing this let us say the latter. Dan Grady turned over twice and Alton Parker broke a mast.

We would like to welcome aboard a few new members: Marshall Walker, Dan Grady and Margus Miligan.

Our eldest statesman, Walter Heiman, at 76 young, was out during the first part of our season but is back with us showing what his Mary E will do. Within our area, the general interest in sailing has increased, thanks to our local newspapers and television stations covering our races.

When ever you find yourself in our area do not forget to drop by our club—"You All Come."

## NEW ORLEANS LIGHTNING FLEET (209)

### Sailing on Lake Pontchartrain, New Orleans, La.

Fleet Captain.....	Joe Mahler
Fleet Secretary.....	Greg Zettler
Fleet Champion.....	Buck Ballatin
Runner-Up.....	Horace Jacob

Boat No.	Boat Name	Skipper
3196	Stars 'N Bars	James Howlett
4675	.....	Joe Lodato
5343	Aphrodite	Bob Brent
5373	Wedge	Greg Zettler
6157	Tipajaan	Winter Trapolin
7120	Spirit V	Geo. Byram
7821	Mai Kai	L. Mitch Bohnenkamp
7910	Tootsie	Joe Mahler



*Helen and Jay Limbaugh accept their first place trophy after winning the Sugar Bowl Regatta.*

9012	Dutch II	Gilbert R. Whitworth, Jr.
9235	Gone With	
	The Wind	Horace, Ronnie & Jerry Jacob
9696	S. B.	Buck Ballatin
9791	Pam	Francis Favaloro

Fleet 209 had an interesting and successful season in 1965, with several new boats, all fiberglass, replacing the old faithful ones.

Horace Jacob bought a new glass one, and Greg Zettler, then Buck Ballatin, got his at the end of the season, with Francis Favaloro getting his just in time to sail it in the Sugar Bowl Regatta—and finished second in the Series.



*Relaxed sailing down New Orleans way, Skipper Gil Whitworth at the helm on beautiful Lake Ponchartrain.*



Fleet 209 always races at least twice in a season with Fleet 62, Southern Yacht Club's Lightning fleet. This year, we were more successful than in the past. We call it the Eager Beaver series, and have one three-race series on each course. In '66, we plan to have more of this inter-club competition.

We always divide the season into two halves, one before the Fourth of July, and one after it. Gil Whitworth was first, and Horace Jacob was second, in the first series. The second series was fouled up by bad weather, and then to add insult to injury—we threw in one hurricane, Betsy—wow!

There were two Crew Races that saw Don Barrus winning the first one, with Alfred Castillon second. The second Crew Race had Mitch Bohnenkamp's crew for a winner with Dennis Mahler in second place.

Several of our Fleet members sailed in the G.Y.A. Lightning Championship Series, held this year in Pensacola, and you may be sure they all had a good time—not too successful, but great fun.

The enclosed picture is the same scene as the one in last year's book, but this time it was taken during the Sugar Bowl Series, and not during a hurricane.

Fleet 209 would like to take this opportunity to invite any of you Skippers to visit us any time and for any week-end, to drop by and race with us. We have a new landing, new hoist—no trouble or expense. You-all are always invited to visit us for our Sugar Bowl Regatta and Mardi Gras Regatta.

Best wishes for a happy and successful season, with good weather, to all of you Lightning skippers.

## PENSACOLA LIGHTNING FLEET (324)

Sailing from Pensacola Yacht Club at  
Pensacola, Florida

Fleet Captain.....James A. Krippes  
Fleet Secretary.....John R. Magee  
Fleet Champion.....Paul Schreck  
Runner-Up.....James A. Krippes

Boat No.	Boat Name	Skipper
3870	Nautelee	Wayne Lee
5716	.....	Lane Gilchrist
6158	Blue Tiger	W. A. Lebourveau
7349	Scallop	James A. Krippes
7867	Toasted Ghost	Dr. J. R. Lunquist
8544	Brown Shoe	Navy Yacht Club
8721	Ho Ho Ho	John R. Magee
8890	Crusader	P. Schreck & R. Crongeyer
8926	.....	Dr. Henry Yonge
8954	Debit	Howard Nix
9013	Nightmare	Dirk Lunquist & Dr. J. R. Lunquist
9018	Hirameki	Stephen A. Field
9652	Blue Blazes	J. A. Krippes & W. Soule

Members of Fleet 324 participated in major invitational regattas every month from May through October and hosted some 19 boats in the Lightning GYA Championships at Pensacola.

The Fleet was proud again this year of its representation in the Southern District Lightning Championships held in New Orleans, July 15-18, as Paul Schreck was first, Jim Krippes was second, and Dirk Lunquist was 7th in the final standings.

Steve Field joined the Fleet in July and has had Hirameki really active. In mid-season, Jim Krippe ssold his old champion, 7349, and has teamed up with Bill Soule in a brand new Lightning, 9652, and they're still red hot. Howard Nix just bought a cruising class sloop and is having trouble working his Lightning too—Debit II has got to go.

The press of competition continues to increase and in addition

to members of our local fleet, Ed Overton and Dick Murray from the neighboring Fairhope Fleet, always add to the stiffness of the competition.



Where's the mark? Pensacola Fleet 324 boats tune-up. (L to R) Jim and Harriet Krippes and Jerry Browden, Howard Nix, Martin Livingston and sons and Will and David Le Bourdeau, Reed Knisley and Bob Magee.

## JYC LIGHTNING FLEET (388)

Sailing on Barnett Reservoir at Jackson, Mississippi

Fleet Captain.....N. S. Etheridge  
Fleet Secretary.....W. A. Skelton, Jr.

Boat No.	Boat Name	Skipper
3498	Aeolus	W. A. Skelton, Jr., and W. A. Skelton, III
8798	Twilight II	Ford Petty
8845	Challenge	N. S. and John Etheridge
9759	Superior I	Howard S. Jones

Fleet #388, JYC Lightning Fleet, was chartered in October 1965. This late date in the year did not give us the opportunity to conduct any racing series; however, plans are in progress for an active racing season in 1966.

Although we did not have a racing series in 1965, we have seen a great deal of enthusiasm among the individual members and we are expecting a substantial growth during the coming year. We appreciate the fine support of the Southern District as well as our many friends from Tennessee. We extend a cordial invitation and warm welcome to all Lightning sailors to come to Barnett Reservoir in Jackson whenever possible.

# SWISS DISTRICT

District Commodore: Heini Zollinger  
District Secretary: Hans Peter Knopfel  
District Champion: Jack Beck  
Runner-Up: Ruedi Herzog  
Fleets: du Lac de Neuchatel (169); Zurichsee (219); Sempa-  
chersee and Hallwilersee (250); Vierwaldstattersee (281); Grei-  
fensee (309); Lac de Morat (358).

For many years, the 1965 season will be a landmark in our activities. Five boats were trailered to Naples; two dozen Swiss skippers, crew members and family members became acquainted with our overseas friends, their boats and their racing technique.



We learned a lot and we hope that these three weeks of the European and World Championships in Naples will influence favorably the development of Lightning activities in Switzerland and in other European countries. We enjoyed the Italian hospitality and we should like to thank particularly Giacomo Dusmet de Smours, Mario Cavallo and Capitano Fusco and the other officials and co-workers for their efforts to provide good racing and social conditions. Grazie tanto!

The District Championships were organized by Fleet 281 (Lucerne) on June 23 to 27. They were part of the 11th International Sailing Week of the Lucerne Yacht Club. Therefore, the Championships had to take place during the week and not over a long weekend. This fact influenced the number of participants unfavorably. Instead of some twenty boats only twelve came to Lucerne.

Heinrich Keller, captain of Fleet 219, was first until the last (sixth) race. In the sixth race, however, he finished only second last. Therefore, the overall results changed appreciably. Last year's runner-up, Jack Beck of Fleet 358, became Swiss Champion; Ruedi Herzog (Fleet 250) became runner-up with one-tenth of a point before Heinrich Keller. The classification was made with the system of the Swiss Yachting Union.

The number of boats in our District increased again in 1965, but there is a tendency that larger fleets become still larger, whereas smaller fleets decrease in number of boats and activities. For this reason fleet 268 (Lake of Bienne) became inactive. In spite of efforts made by the District authorities it was not possible to bring new boats to that fleet. On the other hand we entered Germany with Lightnings. At the end of this season there are already three boats on the Lake Constance and three additional ones will be built for this lake this winter. We hope that the coming plywood Lightning will help us to promote the class in Germany. At present, two experimental plywood boats are under construction by Swiss boat builders.

The Naples Championships showed us that we may learn many things from experienced U.S. Lightning sailors. Therefore, I should like to invite one or two of these skippers when they spend some time in Europe next summer for some days to our country in order that they give us some instructions on boats and racing. Anybody who is interested in this project is asked to contact the Swiss Commodore as soon as possible!



*The Swiss really have a Navy and they all sail Lightnings in the world's most scenic lakes. This is the District Championship on Lake Lucerne, won by Jack Beck of Fleet 358.*

## FLOTTE DU LAC DE NEUCHATEL (169)

Based on lac de Neuchatel, Switzerland

Fleet Captain ..... Gosta Sjogren

Fleet Secretary ..... Jean Pierre Monnier

Boat No.	Boat Name	Skipper
924	Ra	Meinrad Mooser
4450	Damalo	Louis de Pourtales
4709	Puck	Pierre Soguel
5396	Plein Vent	Paul Dresco
5840	Vasco	Claude Wuthrich
5898	Peruto	Tony Grieb
6174	Santa-Maria	Changed owner
6299	Trutz	E Burtikofer
6398	Baraka	Yves Burrus
7467	Garoupa	Claude Lambelet
7801	.....	Rudolf Geiser
7803	Bourla Papey	H. Henriod
8067	Oly	Pierre Grobet
8192	As de Carreau	Jean-Pierre Luthy
	IV	
8292	Ithaque	Bernard Linder
8712	Mylord	Gilbert Heubi
8713	Youke	Claude Jaggi
8767	Old Man	Roger Pia
9132	Albacora	Gosta Sjogren
9351	Pfriov III	Jean Marie Plancherel
9353	Fantomas III	Nicolas Nuoffer
9562	Singleton	Jean Pierre Monnier

At the meeting we had at the beginning of the year, Claude Lambelet retired as Fleet Captain after many years of hard work. The skippers voted to have Gosta Sjogren as new Fleet Captain.

Beside several other new Lightnings we had the great pleasure



*Many-time Fleet Captain Claude Lambelet, new vice president of Fleet 169, shows Garoupa, with wife Dina and Suzanne Sjogren crewing.*

to welcome this year the first Lightning in plastic on our lake. Due to the very unfavorable weather we had this year in Switzerland, not very many of our fleet members took part in the races.

As local regattas we had the "Championnats jurassiens" at Neuchatel; first Lightning "Yoy," skippered by R. Herzog; runner-up was "Albacora," skippered by G. Sjogren.

The races at Estavayer le Lac were won by "Bourla Papey," skipper D. Henriod, runner-up was again "Albacora," skipper G. Sjogren, both boats from our fleet. Beside this home activity some of our boats went to race on other lakes.

Fleet member Vice President Claude Lambelet went to Naples and participated in the European and World Championship



1965. Even if he did not figure among the winners, we are proud of him.

The Swiss District Championship was sailed on the Vierwaldstattersee at Lucerne and two of our boats, "Garoupa" and "Albacora," participated.

Next season we hope first of all for better weather and second to be able to organize more regattas on our lake. This would be very useful for all members and is absolutely necessary if we want to be once a Champion. We are looking forward to next summer for many pleasant hours of sailing and the many Lightning skippers that we may meet.



The Fleet 219 Championship, in Switzerland, was sailed in light airs at Kehlhof.

### ZURICHSEE FLEET (219)

#### Sailing on the Lake of Zurich, Switzerland

Fleet Captain.....Heinrich Keller  
Fleet Secretary.....Willy Binggeli  
Fleet Champion.....Max Meier

Boat No.	Boat Name	Skipper
3811	Schufti	Oskar Weber
5384	Trixi	Heinrich Tobler
5492	Escape	Willy Binggeli
5961	.....	Christian Manz
6042	Enfin	Yacht Club Rapperswil
6203	Manta	Willi Ruetschi
6396	Falcon	Kurt Scheim
6423	Estella	Max Sagesser
6741	Take It	
	Easy II	I. Weilenmann
6913	Papillon	Louis Senn
7588	Marika	Hermann Vogel
7589	Reuel II	Heinrich Zollinger
7591	Matou	Hans Reimann
8295	Hurry Up	Hans W. Tschappeler
8648	Hurricane	Werner Meyer
8768	Csardas	Heinrich Keller
8942	Asandra	Hans Kramer
9033	Senang	Hans Hotz
9130	Tabu III	Rudolf Berger
9354	Hacora	H. K. Rahn
9479	Tempest	Hans Sandrini and Kurt Heinrich
9481	.....	P. Broglie
.....	Take It	
.....	Easy III	Hans Peter Knopf

Looking back to summer 1965:

a lack in sunshine  
torn rain-suits  
and nevertheless six sporting regatta-meetings.

The most successful and the most specific fleet activity surely was this year Hausi's Lightning-weekend at Kehlhof. Everybody felt enthusiastic about the idea of changing boats each time. For four races we had the chance to participate on other boats and to compare the differences of our friends' boats. Thanks to Hausi's hospitality after the races our Lightning fellows had the chance to exchange a lot of good ideas and negotiations about the improvement of their boats. In fact a most exciting meeting. Regarding the excursion of our two crews to Naples we admired their photos and listened with great interest to their experiences. By their reporting we learned a lot about the perfect sailing of our overseas friends. We hope that any fellow passing by will contact us to teach us good yachting or to have a good time with us.

### LIGHTNING FLOTTE SEMPACHERSEE AND HALLUIERSEE (250)

#### Sailing on Lake of Sempach and Halluiersee, Switzerland

Fleet Captain.....Hans A. Luthy  
Fleet Secretary.....Rudolf Herzog

Boat No.	Boat Name	Skipper
4271	Jseult	Paul Wacker
5181	Quand-Meme	Hans A. Luthy
5183	Canard	Dr. Paul Labhart
7274	Mistral	Dr. C. Klemm
7586	Chraby	Arnold Bachmann
7587	Kairos	Dr. A. Bissegger
7804	Joy	Rudolf Herzog
8189	Sagez	Herbert Sager
8372	Carin V	Martina Bally
8770	Ifakara	Werner Sieger
9247	Basilik	Hans Olivieri
9352	Manela	Fridolin Koch
9356	Dany	Manfred Kuttel

At the end of 1965 our Fleet can see back over ten years of fleet activity. During these years some boats and skippers left our fleet, others entered. During these seasons the fleet increased from five to thirteen Lightnings. Four of them are stationed on the neighbor lake of Hallwil, the others here on lake of Sempach.

Beside the usual activity and races on the home waters, it was Rudi Herzog with Joy who represented our fleet usually at the races on the lakes of Greifensee, at Lucerne, Neuchatel and Brunnen.

So also were Rudi and his crew selected by the Swiss District for the European and World Championship at Naples. If they were not too successful, they had a very good time with the best hospitality, very good friendships and a very fine organized competition on their first sailing in salt water.

The Fleet is looking forward to another fine year and hope that all their friends will return to race with us again.

### BORDEE DE TRIBORD FLEET (268)

#### Based on Lake of Bienne at La Neuveville, Switzerland

Fleet Captain.....Robert Suter

Boat No.	Boat Name	Skipper
7563	Carina	Dr. Jean Hess
8195	Ram	Dr. Willy Meier
.....	.....	Raymond Bloch
.....	.....	Robert Suter
.....	Honorary Member	Charles Nicolet
.....	NO REPORT.	

### VIERWALDSTATTERSEE FLEET (281)

#### Sailing on Vierwaldstattersee at Lucerne, Switzerland

Fleet Captain.....Francis Clottu  
Fleet Secretary.....Francis Clottu  
Fleet Champion.....Francis Clottu  
Runner-Up.....Hans Schnarwiler



Boat No.	Boat Name	Skipper
5377	Swoose	Dr. med. Eduard Kloter
6377	Kon Tiki	Migros Genossenschaftsbund
6389	Dardo	Richard Peter
6737	Eilean Mor	Franz Xaver Huber
6740	Miaulis	Dr. Otto Meyer
7802	Dame De Pique	Francis Clottu
9034	Fair Lady	Rudolf Taschler

The district championships of last June were, considering the sporting aspect, a great success. Unfortunately the participation was rather weak, in consequence of a certain Regatta-weariness. Jack Beck on JAJABERO from Fleet 358 became a deserved district champion. Our representative, F. Clottu, on DAME DE PIQUE, got an honourable 4th place.

In August a last training, favored by excellent wind, for the European and World championships took place in front of Brunnen, in which all Naples-bound sailors took part. Winner was R. Fluhmann on FIAMMA.

The bad summer weather was an obstacle for the touring drivers' activity. The Lightning is still used on our lake as school boat.

### LAKE GREIFENSEE FLEET (309)

#### Sailing on Lake of Greifensee at Greifensee, Switzerland

Fleet Captain.....Werner Uster  
Fleet Secretary.....Dr. Fred Zobrist

Boat No.	Boat Name	Skipper
5993	Pluto	Walter Oertli
5994	Zibo	Dr. Fred Zobrist
6321	Monika	Hans-Ulrich Schmassmann
6736	Vega	F. Gfeller
7251	Margy	Walter Allmann
7352	Koralle	Emil Beyer
7353	Sibajak	Werner Uster
7590	Mascotte	Hermann Himmel
8504	Chinook	Harry Schlumpf
8769	Daesi	Max Denzler
8940	Svala	Walter Roth
9031	Libelle	W. Hug
.....	Karin	Werner Stich
.....	.....	Eugen Fullemann
.....	.....	Heinz Zobrist
.....	.....	E. Peter
.....	.....	M. Riedener

The usual regattas on our lake had regular participation; somewhat more than the year before. So I am looking forward to the coming years that the sailing in our fleet will be more interesting.

Some Lightnings from other lakes even took part in our events. On the regattas in October it was very interesting, because the wind was always good. I still remember the hard fights between REUEL II, TEMPEST and Sibajak. One boat of our fleet took part on a distance race Zurich-Meilen (Whitsun) and on a regatta series on the lake of Sempach.

Two boats have changed owners. One of them has already bought a new Lightning, and we wish that the other skipper will have another boat in the near future too.

**DON'T FORGET  
TO BUY  
CREW  
MEMBERSHIPS**

### FLOTTE MURTENSEE FLEET (358)

#### Based on Lac de Morat

Fleet Captain.....Walter J. Merz  
Fleet Secretary.....Elisabeth Beck  
Fleet Champion.....Jack Beck  
Runner-Up.....Robert Aerni

Boat No.	Boat Name	Skipper
4979	Akka	Dr. R. Zahnd
6071	Foufi	E. Linder
6233	Patience	O. Kaiser
6234	Papillon	W. Rellstab
6739	Fiamma	R. Fluhmann
6916	Dugg	Dr. H. Reichen
7563	Carina	Dr. J. Hess
7805	Pamplemousse	Dr. Chr. Uehlinger
7864	Noa-Noa	E. Bernasconi
7934	Wama II	Dr. W. Merz
8190	Sarabande	R. Buchschacher
8191	Blitz	A. Schmalz
8563	Fabienne	R. Aerni
8623	Jajabero	Jack Beck
9067	Chico	L. Dilger
9068	Milan II	W. Schmid
9131	Triton IV	Dr. E. Hausemann
9357	Viola II	Louis Messner

Our fleet activity in 1965 began with the annual fleet meeting which was held on May 1. Nearly all skippers with families, friends and crew met for a very nice evening enjoyed by all.

During the following months there were some races organized by our good uncle, the Segelclub Murten.

Then in May inter-fleet and inter-lake activity began. Rudi Fluhmann and his FIAMMA went to lake of Sempach Fleet and was quite successful, while Jack Beck went with his crew to Lake of Greifensee spring series and won the races on a new boat of Zurichsee Fleet.

In June Jack and his Jajabero trailed to Neuchatel and arrived third in spite of his not starting in third race of the series.

Then the important event of District Championship held in Lucerne. FIAMMA, MILAN II and JAJABERO entered to these series. Light, shifty and tricky winds they found there. Jajabero was lucky enough to win the title without having won any race.

As decided in March, the fleet organized four instruction meetings in July, and measurer Mix Colombi gave basic all round sailorship lessons, while Jack Beck did his best to impart his experiences in tuning the Lightning and Spinnaker handling. Finally our lawyer Roland Jacobi gave us very interesting explanations on new international Racing Rules. In spite of bad weather, rain and squalls obstructing practical exercises, the whole was a very great success.

August 7th and 8th our Fleet Championship series took place. Race committee of Segelclub Murten organized the event in the best way. Two races Saturday by light, fair wind, but the third one on Sunday in the morning brought us heavy weather, heavy sea, some broken gear. It was a very fine race, somewhat wet, a lot of hiking work, a lot of Spinnaker troubles, in short: very fine sport. Some boats of fleet 169 came over from Neuchatel and sailed with us hors concours.

Claude Lambellet was first hors concours of the whole (2-1-1) with his GAROUPA, Jack Beck on his JAJABERO was second and Champion of Fleet 358 (1-2-2), Robert Aerni with FABRIENNE runner up. FIAMMA did not compete; he had got to sail the series of Lucerne Fleet on Vierwaldstattersee, where he won.

Finally after another local race, FIAMMA and JAJABERO trailed to Naples for European and World Championships. In European series FIAMMA was best Swiss boat ahead of JAJABERO, but after a capsiz in the fourth race the boat was practically wrecked by the lifeboat and its inexperienced crew. It was simply a scandal and a pity, for it was impossible to mend the FIAMMA for the following races and for World Championships. JAJABERO finished 14th in Europeans and 33rd in World Championships as best Swiss boat.

Well, we hope, our skippers, crews and boats will do better next year.

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OUR ADVERTISERS**



# TEXAS DISTRICT

District Commodore: Donald R. Fagin  
 District Secretary: John J. Arps  
 District Champion: Richard G. Fagin  
 District Runner-Up: Dr. Sylvan Newman  
 Fleets: Dallas Corinthian (35); Lake Dallas Corinthian (282);  
 Lake Worth (232); Galveston Bay (379).

Fourteen skippers diligently fought high winds during the two day district championship, held June 26th and 27th, on White Rock Lake in Dallas. The first two races on Saturday were conducted in winds of 20-25 miles per hour. Of the fourteen boats registered, only nine finished in the first race and eight in the second. On Sunday, the winds were somewhat less, 18-20 miles per hour, and ten boats crossed the finish line. The spinnaker work was executed beautifully by almost everyone participating. Although several boats had to drop out because of equipment failure, no one capsized nor was anyone hurt. However, during the brush up race on Friday, Dick Fagin and his crew went for a swim in the choppy water after losing control on a spinnaker run. Dr. Sylvan Newman and his crew went on to win the race.

In the three races that followed, the Fagin brothers took a clean sweep to clinch the district championship. It was a beautiful weekend for planing although it was a little rough on the crews who suffered numerous blisters. The complete results of the 1965 Texas Lightning District Championship are as follows:

Place	Boat Number	Fleet Number	Skipper
1	9473	35	Dick Fagin
2	7205	35	Sylvan Newman
3	9281	35	Bob Glatter
4	5534	35	Don Sundius
5	5142	35	Ted Treadway
6	8277	35	John Arps
7	5204	Ft. Worth	Ben Fay
8	5656	35	John Waskom
9	5896	289	Jack Perkins
10	6268	35	Ben Humphrey
11	5219	35	Al Sather
12-13	3640	35	David McKay
12-13	3519	35	Willis McQueen
14	5635	35	W. W. Miller

## DALLAS CORINTHIAN FLEET (35)

### Sailing on White Rock Lake at Dallas, Texas

Fleet Captain.....John Waskom, III  
 Fleet Secretary.....Robert B. Glatter  
 Fleet Champion.....Dr. S. R. Newman  
 Runner-Up.....Richard D. Fagin

Boat No.	Boat Name	Skipper
2147	.....	Al L. Buschhorn
3519	Dream Queen	Willis McQueen
3640	.....	David McKay
3909	.....	John B. Waskom III
4653	.....	Harold F. Boss
4838	Golden Eagle	Fred C. Martens
4893	.....	Sanford Pick
4895	.....	David L. Atteberry
4896	.....	Raliegh Ury, Don E. Marquis & Tom M. Watson
5142	Win Some	A. A. "Ted" Treadway
5219	For Sail	Al E. Sather
5534	Ole!	Don R. Sundius
5635	.....	William J. Miller
5656	.....	John B. Waskom, IV
5719	.....	Herbert G. Kuck
6030	.....	Sam Lett, Jr.
6268	.....	N. B. Humphrey
6964	Chaparral	Glenn E. Hutchison
7205	Circus	Dr. S. R. Newman
7496	Bambi	Robert B. Giles, Jr., M.D.
8157	.....	Phil Faletto
8158	.....	J. Henry Thompson
.....	.....	Jerry Thompson
8277	.....	J. J. Arps & K. Marshall Fagin
9281	Leslinka II	Robert B. Glatter
9473	3-D	David K. Fagin, Donald R. Fagin, Richard D. Fagin

Splash Day, April 4, blew in with a gusty 25 mph and needless to say the fleet got off to a flying start. Racing each Sunday thereafter, Fleet 35 sailed a total of 28 races. After a delayed start this year the "Fagin boys," defending champions, launched their new fiberglass Lightning #9473, but it was not enough to retain their championship. After a fine season of excellent sailing, the new fleet champion is Dr. S. R. Newman. Dick Fagin was runner-up, followed by John Arps in his fiberglass hull #8277.

Pulling boats and loosening stays set the scene for the regatta

circuit. Dallas Corinthian was fortunate to have active participation in these regattas. Although we turned out at Shreveport, we unfortunately saw too many transoms. However, at the Lake Dallas Regatta, the silver was carried away by first place winner, Dr. S. R. Newman, who was also warm up race winner, and second place was won by Dick Fagin.

Eagle Mountain Lake Regatta, Fort Worth, has some of the most unpredictable winds and this year's regatta was no exception. The warm up race winds gusted to 40 and three undaunted Lightning sailors limped home to repair gear after venturing out in the blow. First place honors were won by Dick Fagin and Dr. S. R. Newman carried off second place honors. Talk about a monopoly!

Dallas Corinthian hosted an invitational regatta in October. We were pleased with the turn out by skippers from Shreveport, La., Lake Dallas and Fort Worth. This Pigskin Regatta closed our official racing season and the honors were captured by John Arps in first, Dr. Robert Giles, Jr., second, and Al E. Sather, third. No, no one pulled the bailers on either the Fagins or Dr. Newman's boat! Is this an indication of things to come in '66?

A rather unique frostbite series was held. The skippers of the top three boats in the regular season of racing stepped down to crew and the helms were turned over to other skippers. The Lightnings challenged the local Flying Scot fleet for this frostbite series.

Our local enthusiasm is building up and we are happy to welcome four new skippers to the fleet, David McKay #3640; Sanford Pick #4893; Sam Lett, Jr. #6030; and Phil Faletto #8157.

# THAILAND DISTRICT

## PATAYA BAY LIGHTNING FLEET (383)

### Sailing on Gulf of Siam at Pataya, Thailand

Fleet Captain.....James E. Traylor  
 Fleet Secretary.....John E. Cobb  
 Fleet Champion.....James E. Traylor  
 Runner-Up.....John E. Cobb

Boat No.	Boat Name	Skipper
8087	.....	John E. Cobb
8909	Fah Pah	James E. Traylor
9365	Kittiwake	Douglas Gould

1965 Season brought the formation of our fleet and the chartering of it with I.L.C.A. We look forward to the 1966 Season with eager anticipation.



# WESTERN LONG ISLAND SOUND DISTRICT

**District Commodore:** Hugh E. Brown

**District Secretary:** Donald L. Coyle

**District Champion:** Stephen W. Moore

**District Runner-Up:** Richard du Moulin

**Fleets:** Western Connecticut (7); Larchmont (32); Little Neck Bay (55); American Yacht Club (96); Northport Bay (98); Manhasset Bay (133); Hempstead Harbor (138); Setauket Yacht Club (323).

Under a new term of office adopted in 1964 all WLIS District officers were completing their second term this season. Exceptions were the Secretary, Treasurer, and Measurer who declined a second season in office. At District meeting, Donald Coyle of Fleet 323, Carol Vance of Fleet 7, and William Jorch of Fleet 98, respectively, were elected to the vacant positions.

As in most other Districts, 1965 was the year Fiberglass began to be seen in really large numbers in WLIS. Somehow or other though the "old" wooden boats still won a large share of their races.

With both the North Americans and Atlantic Coast in our own back yard so to speak, it was a busy season. As in the last couple of seasons most of the winners seem to come from Fleet 133 with some occasional opposition from the skippers of Fleet 98 and 7.

A summary of the District Events looks like this:

**Hempstead Harbor Invitational—June 26 and 27**

1. Stephen W. Moore, 5841, Fleet 133
2. Walter Scott, 7125, Fleet 98
3. Albert Field, 7875, Fleet 133

**District Championship at Northport Bay—Aug. 31 and Sept. 1**

1. Stephen W. Moore, 5841, Fleet 133
2. Richard duMoulin, 9058, Fleet 133
3. Scott Perry, 8325, Fleet 98
4. Steven Worcester, 8696, Fleet 32
5. Edgar Perry, 7203, Fleet 98
6. Elliott Oldak, 8170, Fleet 133
7. Jonathan Ford, 6654, Fleet 7
8. Mike Grinnell, 8627, Fleet 133
9. Peter McCabe, 9573, Fleet 7
10. William Jorch, 7822, Fleet 98

Thirty-two boats entered, winds varied from light northeasterly to fresh southwesterly.

**Commodore's Cup at Northport Bay—Aug. 31 and Sept. 1**

1. Terry Maguire, 8614, Fleet 98
2. Dave Gebhard, 6059, Fleet 98
3. Robert Vance, 9440, Fleet 7
4. Martin Kelly, 8016, Fleet 133
5. John Glynn, 6330, Fleet 133

**Northport Invitational—Sept. 7 and 8**

1. Walter Scott, 7125, Fleet 98
2. Gordon Ettie, 8540, Fleet 178
3. William Jorch, 7822, Fleet 98
4. Scott Perry, 8325, Fleet 98
5. Albert Field, 7875, Fleet 133

Some of our WLIS District skippers also competed in some National and International Events. Briefly, these were:

**North American Championships at Bay Head**

17. Elliott Oldak, 8170, Fleet 133
24. Stephen Moore, 5841, Fleet 133

**President's Cup**

17. Steven Worcester, 8696, Fleet 32
18. Ed Perry, 7203, Fleet 98
22. Mike Grinnell, 8627, Fleet 133
33. Richard duMoulin, 9059, Fleet 133
35. Jonathan Ford, 6654, Fleet 7

**Governor's Cup**

6. Scott Perry, 8325, Fleet 98

By far our most widely traveled skipper was Mike Grinnell of Fleet 133 who took his Thunderbird US8627 and captured a tenth place at the World's Championship at Naples.

**Atlantic Coast Championships at Naragansett Bay—Aug. 7 and 8**

3. Elliott Oldak, 8170, Fleet 133
11. Mike Grinnell, 8627, Fleet 133
18. David Pryor, 9146, Fleet 133
20. Rick duMoulin, 9059, Fleet 133
29. Karen Byrne, 9094, Fleet 32
31. Jonathan Ford, 6654, Fleet 7

Since our District includes most of the Fleets from Yacht Clubs belonging to the Long Island Sound Yacht Racing Association, the LISYRA Championships essentially form a second District Championship.

**LISYRA Championships at Noroton—Aug. 16**

1. David Sinclair, 7806, Fleet 134
2. Eugene Moore, 9122, Fleet 153
3. Steve Worcester, 8696, Fleet 7
4. Robert Polhemus, 8915, Fleet 134
5. James Crane, 8666, Fleet 134
6. Peter McCabe, 9573, Fleet 7
7. Richard duMoulin, 9059, Fleet 133
8. Elliott Oldak, 8170, Fleet 133
9. Peter Wilson, 7420, Fleet 134
10. Rick Sharp, 8989, Fleet 153





What prettier sight can be imagined than this typical action in the WLIS district championships.

### WESTERN CONNECTICUT (7)

Based on Long Island Sound, Riverside, Conn.

Fleet Captain.....Hugh E. Brown  
Fleet Treasurer.....Hamilton G. Ford  
Fleet Secretary.....Ellen Isbrandtsen  
Fleet Champion.....Susan Hetzler  
Runner-Up.....Jonathan Ford

Boat No.	Boat Name	Skipper
241		Russell De Ward
2107	Flying Clam	Kenneth J. Borst
2192		Mrs. L. Sophian
2978		Steve Cheney
3577	El Jowada	Philip Hobson
3713		James G. Farmer
3803		Jack G. Andrew
3863		Benjamin Bacon
5215	Thumper	Reginald Page
5607	Cavalier	Wm. G. Symmers
5985	Tantrum	Robert Hall
6219	C'est Bon	Frank Cobb
6350	Uncle Mills	Paul Ketlon
6654	Encore II	Hamilton G. & Jonathan Ford
6708	Sprite	Fox and Zoubek
7583	Eclair	David Hughes
7919	Blue Flash	George Whiteside
7921	Nee Chee	Walter Clark
8245	Mary Jane	Hugh E. Brown
8268	Alert	Dirk Nelson
8269	Windsor Castle	Sandy McCullough
8314	Crewsader	Kim Pierson
9052	Stinger II	Reg Pierce
9160	Bonheur	
	Encore	Kevin Keogh
9197	Phinque	Henry Johnson
9329	Luv	Jim McNitt
9383	Rodolphin	Pamela Rodriguez
9456	IHJYC	Indian Harbor Junior Y.C.
9525	Zazz	Susan Hetzler
9544	Piranha	Ellen Isbrandtsen
9573	Hate	Peter McCabe
9574	Drumbeat	Marilyn Makepeace

1965 Season: 20 races scheduled, 16 races held, 8 races for qualification, and 8 boats qualified.

Fleet membership: Riverside Yacht Club, 5 boats; Indian Harbor Yacht Club, 11 boats; Belle Haven Club, 5 boats; Old Greenwich Boat Club, 5 boats; Rocky Point Club, and Stamford Yacht Club, 1 boat.

#### Season Results:

Top Five—Hetzler, Ford, Clark, Rodriguez, McCabe.

Larchmont Race Week—15 Boats entered:

Peter McCabe—2nd Odd Numbered Lightnings, Indian Harbor.

Girls Junior Championships—

Debby Cristman—4th, Rocky Point.

Ann Buhr—5th, Indian Harbor.

#### Consolation Series

Pamela Rodriguez—1st, Belle Haven.

Jackie Barry—7th, Riverside.

#### Long Island Sound Junior Championships

Peter McCabe, Indian Harbor

Jonathan Ford, Riverside

Bill Jayson, Rocky Point

Pamela Rodriguez, Belle Haven

Walter Clark, Greenwich Cove

#### WLIS Championships

Jonathan Ford—7th

Peter McCabe—9th

Susan Hetzler—20th

Frank Cobb—21st

Pam Rodriguez—22nd

Walter Clark—23rd

Kevin Keogh—24th

#### LIS Championships

Peter McCabe—6th

Susan Hetzler—16th

Jonathan Ford—19th

Membership: 1965—35 boats, 1964—32 boats, 1963—27 boats, 1962—16 boats.

Fleet #7 showed up poorly in outside competition. As our fleet is made up in majority of students our season is short. Because of July and August regattas the turn out for local races is weak. This year 23 boats came out and raced.

In the next years the juniors will be reorganizing the fleet and it is hoped that we will improve our standing.

### WESTCHESTER AREA FLEET (32)

(West of Rye)

Sailing on Western Long Island Sound at  
Larchmont, N. Y.

Fleet Captain.....John E. Haigney  
Fleet Secretary.....John E. Haigney  
Fleet Champion.....Steven J. Worcester  
Runner-Up.....Miss Beth Learson

Boat No.	Boat Name	Skipper
14	Blue Streak	R. B. Whittredge
434	Counterpoint	Dr. Harrison C. Anderson
565	Nimbus	Arthur Kohler
1140	Sea Lion	Robert F. Moore
1813	Oaken Bucket	David Huck
2048	Enigma	Chester T. Williams
2190	Zig-Zag	Munn Brewer
2315	Williewah	Laura Hunt
2819	Charlie	George J. Marx
3149	Yare	Raymond E. Fink
3205	Al Fin	Stephen P. Horner
3695	High Jinks II	Stephen M. Harris
4210	Hosier III	J. Cameron Moag
4221	Lucinda	Charles Rice
4771	Toy Yot	Melvin H. Youngberg
5430	Li'l Guy	Robert G. Cuskley
5758	Fling	D. F. McEachern
5922	Windjammer	Huguenot Yacht Club
5973	Sierra	J. Wendell Sether
5988	Grey Ghost	William G. Barton
6011	Thunder	Beverly Hauser
6609	Winnie	Willard Brown
6696	Triton II	Gunnard Faulk
6709	Scotch Caps	American Yacht Club
6777	Windy II	Christopher Meyer III
6825	Sandpiper II	Dawn Nagel
7021	Katydid	Joseph Nugent
7027	Eve	Ed Van Naerssen
7243	Jackpot II	John E. Haigney
7279	Tein Adhair	Peggy MacDonald
7325	Heffalump	William Simmons
7552	Green Giant	Oliver Everett
7616	Hornet	Henry Gailliard, Jr.
7870	Feather II	James C. Hill
7871	Sandy Bea	Ross Germond
7872	Once Over	Howard Alkoff
8259		Dr. Arthur L. Coleman
8674	Squall	Bernie & Barbie Kelly



8692	Gung Ho	Beth Learson
8696	Sizzle	Steven J. Worcester
9094	Anwind	Miss Karen Byrne
9381	Evening Star	Robert and Tim Flood
9382	Q Cumber	Martin Quigley, Jr.
9384	Thumper	Howe G. Wheelock
9385	Sundowner	Richard L. Yake
9440	Gangbusters	Robert Vance
9614	Baham	
	Mama II	Henry Kohn, Jr.
	Quicksand	Mr. C. T. Corning

This year saw the addition of five new Lightnings to the Fleet, most of which were of fiberglass construction.

Six qualifying races were held from June 26th to July 10th to determine the Fleet champion and runner-up and representatives to go to the districts and other official Lightning events. The leaders were in the following order: Steven J. Worcester, Miss Beth Learson, Bill Barton, John E. Haigney, Richard Yake and Miss Peggy MacDonald.

Fourteen members of the Fleet qualified in the races conducted by the Yacht Racing Association of Long Island Sound, having raced eleven or more races. The first place was won by Steven Worcester and second by Beth Learson.

All in all, it was a great season for Steven Worcester and Beth Learson and for the other racing members of the Fleet.



Fleet Championship this season went to George Aschere, Jr., in Megs (7153).

### LITTLE NECK BAY FLEET (55)

#### Sailing on Little Neck Bay at Bayside L.I., N.Y.

Fleet Captain.....	Albert (Skip) Duryea
Co-Captain.....	Neal Diepeveen
Fleet Secretary and Treasurer.....	Branko Cerineo
Fleet Champion.....	George Ascherl, Jr.
Runner-Up.....	Neil Diepeveen

Boat No.	Boat Name	Skipper
2722	Dark Horse	Arthur A. Newcomb
2958	Cassie II	Maxwell Eichenwald
3432	Ember	Gene Scott
5361	Anna	Joseph Leggiadro
6329	Bijou	Branko Cerineo
7153	Megs	George Ascherl, Jr.
7598	Colleen	Walter Duggan
9108	Tyche	Neal Diepeveen

9141	Stormy	Albert Duryea
9204	Julia	Dr. Paul Califano
9615	Sklerijen	Francis J. Caro

The 1965 racing season was the most competitive in the history of Fleet 55. Competition among the top five boats was an uphill battle all the way. In fact, the final positions of these five boats were unpredictable right up to the last race. This keen competition is probably the result of our boats being more evenly matched, "boat-speed wise." Performance of the newest boats was met by equipping the older boats with new sails, bent spars, Barber haulers, in short—the works. Vigorous sailing also played its part. Veteran racer Skip Duryea took his first capsiz—a vicious puff on a spinnaker reach at an unwary instant.

Two new skippers, Walter Duggan and Francis Caro, joined our fleet this fall and expect to race actively next season. Walt purchased #7598, a Sears Cup veteran, and Frank showed up with a new fiberglass Lightning #9615.

The Bayside YC Invitational Regatta (three races) held July 31 and August 1, resulted in a three yacht tie for first place. This tie was resolved in the following order—Bijou, Megs, Tyche. Megs brought honor to the fleet by taking first place in the odd numbered Lightning division in Manhasset Bay Race Week. Defending fleet Champion, Neal Diepeveen, lost his position to George Ascherl, Jr., by a fraction of one per cent.

Thirty-one races were scheduled for the season of which 29 were sailed. As usual, these races were classified into three series. The winners are as follows:

	Shakedown	No Alibi	Regatta Daze
First	Tyche	Megs	Bijou
Second	Bijou	Tyche	Tyche
Third	Megs	Bijou	Megs
<b>Overall Result (Percentage System)</b>			
1st	7153	Megs	.910
2nd	9108	Tyche	.903
3rd	6329	Bijou	.874
4th	9141	Stormy	.852
5th	5361	Anna	.775

Division B Champion (Lightnings under #5000)  
3432 Ember

### NORTHPORT BAY FLEET (98)

#### Based on Northport & Huntington Bays, N. Y.

Fleet Captain.....	Bill Jorch
Fleet Secretary.....	Al Davison
Fleet Champion.....	Scott Perry
Runner-Up.....	John Porterfield

Boat No.	Boat Name	Skipper
2525	Spindrift	Doug Hill
3063		Fred Rowe
3363		Jim Thompson
4152	Mad Daddy	Howard Blanding
4250	Contrail	King Lotz
5003	Hi	Harry Iurka
5005		Bill Samson
5890	Shazam	Teller, Roeloffs and Summerville
6059	Aeolus	Dave Gebhard
6312	Vivid	Sam Hicks
6497	Chippee	Joe Vassallo
7091	Hokus-Pokus	Ken Grubbs
7125	Spook	Walter Scott
7198	Commanche	Chris Alex
7203	Princess	Ed Perry
7210	Rebel	Mary Ann Powell
7608	Fury	Greg Doepeke
7822	Maid Marion	Bill Jorch
7827	Kittiwake	Jim Meehan
7851	Bo Peep	Pete Hannan
7916	Cirrus	Dick Kellogg
8118	Petticoat	John Porterfield
8201	My Folly 2	Bill Hills
8232	Marci	Al Davison
8325	Chinese Fire	
	Drill	Scott Perry
8514	Dorecho	S. Doepeke
8614	Puff	T. Maguire
9076	Gork	Walter Scott
9234	Chicken of the	
	Sea	Ed Morrison
9646	Seasons Ticket	Peter Von Roy
9649	Bote	Ed Perry





Fleet Champion Scott Perry in Chinese Fire Drill (8325) returns unwrictorious from the qualifying round of the North Americans.

The 1965 season, which will go down in the annals of Fleet 98 as the year of the big winds, saw an unprecedented cancellation of a race due to too much wind, and equipment damage amounting to three broken masts, two broken rudders, one transom torn out and assorted minor gear failures. The fleet scorer stopped counting capsize after six.

Our season began with a record number of 30 boats registered, largely due to the interest of new sailors "getting their feet wet" in older boats. Stan Doepke took the Early Bird Regatta honors for the second consecutive year the second weekend in May.

Ed Perry, long time king of the sea, apparently taught his son Scott too well as the latter made recording the winner of all of the three-race mid-summer regattas a simple matter: Scott Perry first—Decoration Day, Independence Day, YRA and Labor Day. Walter Scott varied the monotony somewhat by capturing the Saturday series and then became the first local skipper in several years to emerge victorious in our season-ending Invitational Regatta under conditions of wind and seas to try men's souls.

In order to introduce some variety, Fleet 98 employs one system to score Fleet season's standings and another for the Tri Club YRA racing season. Scott Perry edged out John Porterfield to win the Fleet Championship but John scored consistently high to win the Tri Club hardware.

Fleet 98 and Centerport Y.C. combined to host the District Championships for Western Long Island Sound on July 31st and August 1st. Winds ranging from light to strong presented a challenge to all types of sailors as thirty skippers competed in the open waters of Long Island Sound off Huntington Bay. Steve Moore of Fleet 133 was the winner but Ed and Scott Perry qualified to represent our fleet in the North Americans.

So many of our fleet members are hitting the trailer circuit to outside regattas, they are having trouble qualifying locally. Ed Perry finished strong to gain top position in the odd numbered Lightning fleet at Larchmont Race Week while Bill Jorch was eighth out of 88 of the country's best skippers at Quantico in October.

We hope to strengthen our fleet by encouraging some of our newer sailors to participate more consistently. Many of our skippers are keeping their tiller arms limber by Frostbiting so we should be able to look forward to a bigger and better year in '66.



Champion Steve Moore (5841) of Fleet 133, Manhasset Bay, N.Y., sails Fang, alias White Fang, alias Walter Fang, but whatever the name, he sails it well.

### MANHASSET BAY LIGHTNING FLEET (133)

#### Sailing on Manhasset Bay, Port Washington, New York

Fleet Captain.....	John Glynn
Fleet Secy.-Treas.....	William Wassmer
Fleet Champion.....	Steve Moore
Runner-Up.....	Elliot Oldak

Boat No.	Boat Name	Skipper
121	Bacchant	Dick Cumiskey
1955	Hibachi	Frank R. & Mary Dawson
3641	Bay Lady	Donald Lamar
3725	Whizzer	Frank S. Thorp Jr.
4253	.....	Peter Welling
4918	.....	Robert Laufer
5637	7 Up	Everitt F. Gamble
5771	Bubbles	William J. Fried
5841	Fireball	Steve Moore
6330	Skylark	John R. Glynn
6819	Dixie	Richard Sykes
6822	Dawning II	Thomas Sheehy
6927	Idle Baron	Kevin Garvey
7246	Iceberg	Jill Coyle
7562	Nice N'Easy	David Sprafkin
7675	.....	Richard Altman
7875	Songbird II	Al Field
7918	El Diablo	T. J. Ahlberg
8016	.....	B. Kelley and H. Cavanna
8170	Sly Fly	Elliott Oldak
8613	Mavis	Frederic H. Poor III
8627	Thunderbird	Michael & Charles Grinnell
8631	Wee Willie III	William E. Wassmer
8693	Nest Egg	Ann Meinertz
8708	Hurricane	Peter A. Aron
8780	Bogueie	Edward W. Gonzalez, Jr.
9049	El Toro	Charles Prutzman
9059	Lucky	Richard T. du Moulin
	Shackle II	
9146	Pelican	Thomas C. Pryor
9432	Harvey	Donald McNair
9531	Pendragon	Jess Hellman



The 1965 season saw thrills, chills, and spills . . . and a new fleet champion. Steve Moore, the new champion skipper in Manhasset Bay, sailed his boat consistently well all season and came out on top. Runner-up was Elliot Oldak sailing a well-run, well-kept boat. This year more boats qualified in the Championship Series than ever before. Fifteen boats sailed week in and week out in more than half the races from June to September to qualify. The competition gets tougher and tougher!

From time to time several skippers investigated the possibilities of sailing Lightnings underwater. Submarines may make speed, but Lightnings only get everyone wet as Al Field, Jesse Hellman, Jill Coyle, and David Sprafkin can now testify. In fact, Al and Jesse are doubly sure, having capsized twice each. Kevin Garvey's crew, Paul Carment, found the water irresistible, falling overboard four times during the season!

Mike Grinnell, fleet champion in 1963, started the season by taking first place in the Spring Series. Al Field followed in second place, and Kevin Garvey with quiet, machine-like efficiency took third.

Separate Saturday and Sunday Series saw some familiar first place winners with Elliot Oldak taking the Saturday prize and Al Field sewing-up the Sunday award.

The popular Qualifying Series had 12 qualifiers sailing two-thirds of the races. Heading the list was fleet champion Moore, followed by Oldak in second, Grinnell third, Field fourth, and Rick du Moulin, last year's fleet champion, fifth.

The Summer Series was won by Elliot Oldak with Dave Pryor second and Al Field third.

After taking a third in the Championship Series, Mike Grinnell went on to Italy and took 10th place in the World Championships. Helping Mike do so well were his crew, Charles Grinnell, his father, and Howard Swift, last year's Fleet Captain.

Our Secretary-Treasurer, Bill Wassmer, was able to assume the position of impartial referee, experienced observer, and chief-in-charge of the waterfront by breaking his leg in the middle of the season and thus not being able to sail. If there were only some way to use a leg cast to help you hike out.

Outside the Bay the fleet did quite well. Elliot Oldak just missed being first in the Atlantic Coast Championships. Particularly impressive was the fact that four out of six boats to qualify in the District Championships to sail at the North Americans were boats from Fleet 133 of Manhasset Bay.

Next year we hope to have continuing competitive interest. Peter Dirkes will join the fleet with a top boat from the 1965 North Americans. Tom Sheehy bought Tex Poor's boat and this means the top contenders will have to move over and make room. Jack Ahlberg is now the skipper of El Diablo, a great racing machine. All in all 1966 will differ from 1965 in only two ways . . . the competition will be tougher and there will be more fun.

### HEMPSTEAD HARBOR FLEET (138)

Based on Hempstead Harbor at Sea Cliff,  
Long Island, New York

Fleet Captain.....Thomas W. Attridge, Jr.  
Fleet Secretary.....Marjorie Henning  
Fleet Champion.....Thomas Attridge, Jr.

Boat No.	Boat Name	Skipper
3063	Slip Stick	Louis DeLalio
5638	Bon Jour	Beverly Bailey
5924	Jinjer	Richard J. Harris
6928	Thundr'n	Thomas W. Attridge, Jr.
7155	Vamp	Warren Kolkebeck
7941	Schuss Puss	Ted Henning

Our Fleet's racing schedule for the 1965 season consisted of a Saturday series, Sunday series, the Commodore's series in mid-July and the 13th Annual Invitational Regatta which was held on June 19th and 20th.

Sixteen boats competed in the Regatta. Three races were held: two on Saturday and one on Sunday. Steve Moore of the Manhasset Bay Fleet came out on top, followed by Walter Scott of the Northport Bay Fleet in second place and Al Field, from Manhasset Bay, in the third spot.

Fleet Captain Tom Attridge, in THUNDR'N, swept the season honors by winning the Saturday and Sunday series as well as the Commodore's Series in July. Tom was ably assisted by his two efficient crew members—daughters Peggy and Kathy. Congratulations, Tom!

### SETAUKET YACHT CLUB LIGHTNING FLEET (323)

Sailing on Long Island Sound at Port Jefferson, N. Y.

Fleet Captain.....Frank Atkinson  
Fleet Secretary.....James Burnett  
Fleet Champion.....Frank Atkinson  
Runner-up.....Richard Higgins

Boat No.	Boat Name	Skipper
2709	Gambit	Don Coyle
3126	Jondi'	Douglas Delaplaine
3278	Sea Squirt	Frank S. Child III
3494	Firecracker	Wm. Schoen
3573	Plumb-Bob	Frank Atkinson
3730	Nereid	James Burnett
3827	.....	Dr. Eugene Zaufstinsky
5504	.....	Jim Lernaahan
5575	.....	Jim Curtin
5609	Scrimshaw II	Richard Higgins
6616	Playmate	John Burlin
7320	Panic	Joe Childs

Fleet 323's racing season consisted of a 16 race summer series and 2 separate 3 race series on July 4th and Labor Day. The majority of the races were sailed on the "inside" course of Port Jefferson Harbor due to some real wild winds that had a habit of appearing on race days. Some members of the fleet went to the Northport Invitational to see how well some of the "old" boats stack up against the newer "machines." Finishing in the middle of the fleet down there proved that the old ones can hold their own and be proud of it.

On our own home grounds Frank Atkinson still managed to keep up his favorite pastime of finishing on top. It was somewhat of a battle for him, though, with several boats "tailgating" him all the way. The fleet saw the advantages of "Decksweepers" this year and were well accepted by all who used them. New sails, reworked bottoms, aluminum boards, and additional experience, made for a real competitive season.

Bill Schoen, Dick Higgins, Don Coyle, Bill Stiles all hit the winner's circle at least once, the latter two skippers sailing Jim Burnett's boat. Joe Childs, sailing his new one, was getting in the slot with the rest of the fleet but didn't manage a win. Another season of tuning and the fleet will be ready for an Invitational of its own.

Don Coyle really went all the way this year, by ripping out the whole bottom, frames, trunk and all, and rebuilding the complete boat. Watch out next year! Doug Delaplaine has passed on to the cruising class, but his boat is still in the harbor, and we hope to keep it in the fleet. Curtin's boat was in the water but only managed two races all season. Gene Zaufstinsky's re-finished boat was out there racing but due to crew problems couldn't make all of the races.

A team race this year with members of S.Y.C. Raven Fleet sailing Lightnings proved to be very interesting but rather discouraging, we lost. Try we did, but win we didn't.

We gained a new member this year in the person of Jim Lernaahan, and he brought along a good boat to give some of the old Pro's a grey hair or two. Next year we hope to see Jim out there battling it out with the fleet.

The standings for the separate series were as follows.

July 4 Series		Labor Day Series	
1st	Frank Atkinson	1st	Dick Higgins
2nd	Jim Burnett	2nd	Frank Atkinson
3rd	Dick Higgins		
4th	Joe Childs		

#### 16 Race Summer Series

1st.....	Frank Atkinson
2nd.....	Dick Higgins
3rd.....	Jim Burnett
4th.....	Bill Schoen
5th.....	Joe Childs
6th.....	Gene Zaufstinsky
7th.....	Jim Curtin
8th.....	Doug Delaplaine

6th, 7th, 8th places did not have enough races to qualify for season awards.

**NEXT YEAR—PLAN AHEAD  
GET YOUR FLEET REPORT IN EARLY!**



# Lightning Owners and Association Members

(Corrected to January 15, 1965)

Life members are indicated by the letter "L" and Associate members by the letter "A". Active members are not specifically designated. Where a boat number is not shown, following the name of an Active member, it should be understood that a boat is on order but has not been delivered. Fleet affiliation is indicated by number in parenthesis following name. Where there is no Fleet Affiliation the name will be followed by (U).

## "A"

Abbey, Paul L. (13), 112 Lee Circle, Bryn Mawr, Pa. 19010	3692	Alvarez, Francisco (220) Missouri 1417, Ap. 5 (Malvin), Montevideo, Uruguay	8401
Abbott, Frank H. (A) 436 St. Nicholas St., Memphis, Tenn.		Alvarez, Julio Bernal (73), Ave. 13, No. 81-50, Apo. 301 Bogota, Colombia	8911
Abbott, John F. (189), 416 Grove St., Melrose 76, Mass.	6910	Ames, Ray W., Jr. (81), 132 Evergreen Dr., Tonawanda, N. Y.	3629
Aberman, Ben W. (A) 67 Vernon Pl., Mt. Vernon, N. Y.		Amory, Robert (70), 23 Coronet Ave., Lincroft, N. J.	2446
Abraham, Bernard (5), 1131 North Oak Park Ave., Oak Park, Ill.	3628	Amy, Alfred V. (L), (U), 2 Winslow Pl., Larchmont, N. Y.	
Abreu, H. J. (L), (39), M.D. #16, Balmville, Newburgh, N. Y.	1900	Andersen, Hans (307), Kajaaninkatu 5.A, Oulu, Finland	7184
Achinelli, F. (367), Mitre 258, Quilmes, B. A., Argentina	8809	Anderson, Arnold (262), 1034 Norfleet Dr., Nashville, Tenn.	8099
Acker, Curtis H. (U), 18 Cedar Hill Dr., East Northport, L.I., N.Y.	2391	Anderson, Barney (A), Lake Geneva, Wis.	
Acker, Robert (A), 1063 Sixth Ave., Des Plaines, Ill.		Anderson, David and Edward (A), 15 Strawberry Point Rd., Bellingham, Wash. 98225	
Ackerman, Carl J. (L) 2940 Kellogg St., San Diego, Calif. 92106		Anderson, Earl H. (A), 973 E. Villa Dr., Des Plaines, Ill. 60016	
Adair, Mr. & Mrs. Warren J. (A) Deckert, Price & Rhoads, Three Penn Center Plaza, Philadelphia, Pa. 19102		Anderson, Harold (A), Elm Rd., Rocky Point, N.Y.	
Adam, Paul (A) 441 Hawkins, Kankakee, Ill.		Anderson, Harrison, MD (32), 26 Orchard Lane, Rye, N. Y.	434
Adams, A. Gordon (A) 1070 Mill Road Circle, Rydal, Pa.		Anderson, John S. (U), 623 18th St. N.W., Minot, N. Dakota	8430
Adams, Leon III (A) 79 Neron Place, New Orleans, La. 70118		Anderson, L. L. & Lora (145), 23 Dunnell Rd., Greenfield, Mass.	9499
Adams, Raymond K. (U), 38 Crowson Bay, Fort Garry, Winnipeg 19, Man.	4344	Anderson, Laniert & Deane (A), RD#3, Sycamore Dr., Newburg, N.Y.	
Adams, Richard W. (A), 218 Watchung Ave., Upper Montclair, N.J.		Anderson, Mike (A), R.R. #2 Main St., Bloomington, Ill.	
Adams, Robert J. (12), 176 Bentham Pkwy., Buffalo 26, N. Y.	6926	Anderson, O. S. (343), 208 W. Broadway, Cushing, Okla.	8680
Adams, Robert R. & Thayer (L), (3) 507 Lindley Rd., Glenside, Pa.	8958	Anderson, Richard W. (A), 51 Spencer Ave., Warwick, R.I.	
Adamski, Quintin J. (112), 1133 Loch Dr., Green Bay, Wis.	8025	Anderson, Robert O. (158), 15 Strawberry Pt. Rd., Bellingham, Wash. 98225	3956
Adamson, Richard L. (U) 19811 Shaftbury, Detroit, Mich. 48219	6002	Anderson, Robert R. (A), 51 Spencer Ave., Warwick, R. I.	
Adelstein, Howard (A), 7716 Mill Road, Elkins Park 17, Pa.		Anderson, Rod (283), 901 S. W. King, Portland, Ore.	9657
Adler, Edward (125), R.D. #1, Box 253, Seneca Falls, N. Y.	2784	Anderson, Scott (A), Hartford Ave., Madison, Conn.	
Adler, Milton H. (296), 5707 W. 92nd Terr., Overland Park, Kans.	6706	Anderson, Stuart (L) (59), 130 Crowley Ave., Buffalo 7, N. Y.	8503
Adler, Sylvia F. (A) R.D. No. 1, Box 253, Seneca Falls, N.Y.		Anderson, Thurston (U), R.D. #3, Sycamore Dr., Newburgh, N. Y.	2778
Adolphson, Lois (A), 79 High Ridge Rd., Easton, Conn.		Anderson, William, Jr. (5), 2970 Sheridan, Chicago, Ill. 60657	5788-9697
Aerni, Robert (358), Rue St-Michel, Moudon VD, Switzerland	8563	Anderson, William K. (U), 4319 Candlelight Lane, Liverpool, N. Y. 13088	6223
Aggett, J. Wallace (127) 1315 Brightwood Dr., Savannah, Ga.	9416	Anderson, William L. (24), 5302 Wolf Rd., Erie, Pa.	2881
Agnew, Albert W. (54) 874 Helston Rd., Bloomfield Hills Mich. 48013	6363-7795	Andes, Richard F. (253), 124 E. Springettsbury Ave., York, Pa.	8178
Agnew, Edward and Virginia (A), 874 Helston Rd., Bloomfield Hills, Mich.		Andreadis, Stratis George, Prof. (286), 11 Vasileos Georgiou II, Athens, Greece	9447-7219
Agnew, Peter (A) King St., Armonk, N.Y. 10504		Andree, Jane and Frank (378), 2847 Whitewood, Ann Arbor, Mich.	291
Agnew, Tom (A) 998 Saco Hill Rd., Fairfield, Conn.		Andrew, John (7), 33 William St., Byram, Conn.	3803
Ahlberg, Thorsten J. (133) 251 Kensett Rd., Manhasset, N.Y.	7918	Andrews, Ann (A), 16 Lindsay St., Marblehead, Mass.	
Ahlstrom, Tor (306), Satakunnankatu 18.C, Por, Finland	8996	Andrews, Anne-Marie (A), 2069 Baird Rd., Penfield, N. Y.	
Ahokas, Markus (A), Kadetintie 3.A, Helsinki, Finland		Andrews, Elmer (77), 64 Ellison Hills Dr., Rochester, N. Y.	7528
Ahrens, Arthur F. Jr. (U) 2655 Polk St., San Francisco Calif. 94109		Andrews, Helen C. (A), 264 Turner St., Auburn, Me.	
Ajkay, Edmund (A), Calle 18 No. 6-31, Ofic. 306, Bogota, Colombia		Andrews, Joan & Elizabeth (A), 128 Forest Hill Rd., Toronto, Ont.	
Akerley, Brent (A) McDonald Rd., Lake Geneva, Wis.		Andrews, Melinda (A), 623 Windsor Terrace, S.E., Grand Rapids, Mich.	
Akerley, Don and Marilyn (345), McDonald Rd., Lake Geneva, Wis.	8286	Andrews, Joe (A), 16 Lindsey St., Marblehead, Mass.	
Alba, Chester (U), 339 Homestead Ave., Metairie, La. 70001	7295	Andrews, J. W. (146), 128 Forest Hill Rd., Toronto, Ont.	9043
Allef, Ronald (A) 1120 Raxton Rd., York, Pa.		Andrews, Richard (77), 2069 Baird Rd., Penfield, N. Y.	7528
Alex, Chris (98), 90 Cove Rd., Huntington, N.Y.	7198	Andrews, Dr. Warren E. (101), 264 Turner St., Auburn, Me.	5108
Alexander, John (A) 555 N. Kalamazoo, Marshall, Michigan		Andrews, Wes (340), 135 Linden St., E. Lansing, Mich. 48823	6025
Alexander, Marjorie A. & Dr. F. Knight (189) 23 Shorewood Rd., Marblehead, Mass. 01945	9427	Aninos, Athanasios (A), Athens, Greece	
Alexy, Albert (U) 455 Avon Ave., Newark 8, N. J.	1478	Annis, L. V. (257), 1309 Glenn Ave., Augusta, Ga.	3250-8394
Alfonso, Chris (A), 1535 Hillary St., New Orleans, La.		Annis, Larry, Jr. and Mike (A), 1309 Glenn Ave., Augusta, Ga.	
Alfreds, L. J. (90) 3394 Radcliffe Ave., W. Vancouver, B. C.	5567	Anstey, Harris (63), 33 Winchester Pl., East Haven, Conn.	2928
Alger, B. A. (U), 83 Haller Dr., Cedar Grove, N. J.	1857	Antine, Barry (A), 68-4 Drexelbrook, Drexel Hill, Pa. 19026	
Alho, Heikki (166) Puotie, Marlinmaki, Finland	8211	Antinozzi, Mark (238), Box 201 Huntington Rd., Stratford, Conn.	7249
Alkoff, Howard (32), 19 Hampton Oval, New Rochelle, N.Y.	7872	Antunes, Eduardo Gaspar (A), Avenida Flor de Santana, 212 Recife, Pernambuco, Brazil	
Allaire, Charles (70) (L), The Trail, Middletown, N. J.		Anzola, Gabriel (A), Club Nautico Del Muna, Calle 18 No. 6-31 Ofic. 306, Bogota, Colombia	
Allan, Carleton (L) (386) 118 Ash Street, Port Clinton, O.	8000	Apablaza, Jaime (A), Casilla 2003, Valparaiso, Chile	
Allan, John A. H. (U), 4338 Westmount Ave., Westmount, Que.	4201	Apear, G. Donald (A), 5 Garden Rd., Little Silver, N.J.	
Allan, Anne (A), 14 Manning Rd., Buffalo 26, N. Y.		Appel, Arthur V. (56), 7836 Crandon Ave., So., Chicago, Ill. 60649	9654
Allan, C. Dale (228), 6 Linden Ave., Riverton, N.J.	7826	Applegate, Russel C. III (A), 6080 N. Main St., RD 2, Stratford, Conn.	
Allan, Charles, Jr. (114) 1101 Star Park, Coronado, Calif. 92118	7833	Applegate, Russel & Robert (6), 6080 Main St., RD 2, Stratford, Conn.	7924
Allan, Chris (A), 14621 Carfax Dr., Apt. C, Santa Ana, Calif.		Applegate, Thomas W. (A), 610 Lane Ave., Bay Head, N. J.	
Allan, Donald M. and Marg (118) 51 Highgate Rd., Toronto 18, Ont.	8633	Appleton, Herbert (17), 115 Barlow Rd., Fairfield, Conn.	6007
Allan, J. R. (126) 118 Cross Highway, Westport, Conn.	7050	Apt, Camill and Christine (A), Apartado Aereo 1578, Medellin, Colombia	
Allan, Robert H. (U), 696 Westbrook Dr., No. Tonawanda, N. Y.	3132	Arch, D. E. (A), 902 Berkeley Rd., Wilmington, Del. 19807	
Allan, Ross G. (L), (62) Box 6217, New Orleans, La. 70114	9455	Arciprete, Giovanni, Gen. G. N. (235), Via Vincemzo Ambrosio 4 Rome, Italy	4907
Allan, Ted A. and Jan (194), 14621 Carfax Dr., Apt. C, Santa Ana, Calif.	8383	Aregger, F. (309), Freiestr. 28, Uster, Switzerland	
Allen, Thomas, III (12) 14 Manning Rd., Buffalo, N.Y. 14226	9772-9811	Arkellian, Carl (68), 25911 W. River Rd., Grosse Ile, Mich.	3578
Allen, Thomas S. (62) 350 Pine St., New Orleans, La.	7282	Armata, Edward (A), Fiddlers Green Drive, Lloyd Harbor, L. I., N.Y.	
Allen, Mrs. Wells (A), 2 Crestwood Dr., Maplewood, N. J.		Armstrong, Jack (255), 15 Reverse Road, Darien, Conn.	4886
Allison, George P. (87) 1604 Watford Ct., Lutherville, Md.	8585	Armstrong, Richard M. (39), 93 Colburn Dr., Poughkeepsie, N. Y.	9496
Allison, Dorothy B. & G. Burgess (A) 1604 Watford Ct., Lutherville, Md.		Armstrong, Robert (A), 2535 River St., Manassas, N.J.	
Allmann, Walter (309) Boschacker, 8624 Grut, Switzerland	7241	Armstrong, Robert Lee, Jr. (A), 6512 Merrill Rd., Columbia, S. C.	
Allor, Robert (A), 1749 Indian Woods Dr., Traverse City, Mich.		Armstrong, Thomas K. (102), 835 17th St., Manhattan Beach, Calif.	1609
Alltucker, John (229), 2810 Arline Way, Eugene, Oregon	6404	Arnold, Charles W. (296), 611 W. 49th St., Kansas City, Mo.	2715
Aloisi, Filippo & Anna (278) Via Archimede 143, Rome Italy	7068	Arnold, Dean F. (296) 11138 Grand, Kansas City 14, Mo.	8428
Alperin, Norman (228), 124 Wedgewood Dr., Riverton, N. J.	6540	Arnold, Floyd R. (L) (110), 22340 Michigan Ave., Dearborn, Mich.	7300
Alpert, Ralph and Olive (38), 1374 Ocean Ave., Brooklyn, N. Y.	9139	Arnold, Garrett E. (69), 5556 N. Bay Ridge, Milwaukee, Wis. 53217	7920
Althoff, W. B., Cdr., USN (A), Alusna-Warsaw Poland c/o U.S. Consul Gen., Frankfurt APO 757 New York, N.Y.		Arnold, Lucy (153), 60 Christmas Tree Lane, Southport, Conn. 06490	9220
Altieri, Dr. Mario (278) Corso Vittorio Emanuele 337, Rome, Italy	9598	Arnold, Richard (110), R. F. D. #3, Chapel Hill, N.C. 27514	7300
Altman, Patricia (A), 5 Rose St., Oceanside, N. Y.			
Altman, Richard (133), 5 Rose St., Oceanside, N.Y.	7675		



Arnold, Thomas S. Dr. (393), 313 Cleveland Ave., Manitowoc, Wisc.	
Aromaa, Markku (A), Ida Ekmanintie 2.L.76, Pohjois-Haaga, Finland	
Aromaa, Raimo (L) (166), OAS 2.B. 13, Otaniemi, Finland	7888
Aromaa, Terho (166), Killekuja 4.D.37, Pihlajamäki, Finland	7887
Aron, Peter A. (133), 200 Kings Pt. Rd., Great Neck, N.Y.	8708
Arps, J. J. (35), 404 Peavy Rd., Dallas 18, Tex.	8277
Arteaga, Carlos (A), Camana 615-602, Lima, Peru	
Arvola, Jorma (310), Keskiatku 26, Tornio, Finland	4136
Asbury, Rodger (A), 124 Illinois Ave., Pontiac, Mich.	
Asch, Lloyd (U), R.R. #3, Campbellville, Ont.	8903
Aschenbach, R. L. (59), 720 Shad St., N. Tonawanda, N. Y.	8583
Ascherl, George F. and Stephen M. (A), 4705 156th St., Flushing 55, L.I., N. Y.	
Ascherl, George F., Jr. (55), 4705 156th St., Flushing 55, L.I., N. Y.	7153
Asfora, Sergio (A), Avenida Flor de Santana, 212 Recife, Pernambuco, Brazil	
Ash, Harry M. (95), 717 Saunders Ave., Westfield, N.J.	1330-8885
Ashton, David & George (69), 2359 N. Wahl Ave., Milwaukee, Wisc. 53211	8999
Assmann, Duane and Phyllis (345), 522 Baker St., Lake Geneva, Wis.	8176
Assmann, Wendy (A), 522 Baker St., Lake Geneva, Wis.	
Atkinson, Frank (323), Box 962, Setauket, N. Y.	3050-3573
Atkinson, Judith (A), 26 Concord Ave., c/o Schmidt, Cambridge, Mass. 02138	
Atton, Dave & Peg (A), 420 4th Ave., W. Owen Sound, Ont.	
Atton, M.D.B. (362), 420 4th Ave., W. Owen Sound, Ont.	9535
Attridge, Katharine & Margaret (A), 22 Highfield Rd., Glen Cove, N.Y.	
Attridge, Thomas W., Jr. (138), 22 Highfield Rd., Glen Cove, N. Y.	6928
Auer, Mark J. (71), 1945 Fresno Dr., Westlake, O.	7645
Auer, Paul G. (71), 1945 Colahan Dr., Rocky River 16, Ohio	7927-9580
Auer, Terry (A), 1820 Edgewater Dr., Lakewood 7, Ohio	
Auld, H. C., Jr. (229), 2090 Floral Hill Dr., Eugene, Ore.	3758
Auricchio, Guido (223), Corso Vittorio Emanuele 37, Naples, Italy	6390
Austin, Al (A), 251 W. Cherry Cir., Memphis, Tenn.	
Auten, Clarence (A), 254 South Drive, Rochester 12, N. Y.	
Autuori, Gloria C. (A), 188 Margemere Dr., Fairfield, Conn. 00432	
Avant, Wiley (A), Naval Station Special Services, Box 20, Keehi Beach, Pearl Harbor, Hawaii	
Avila, Bolivar (A), Apartado, 747, Guayaquil, Ecuador	
Avolio, Bill (A), 6635 S.W. 32nd Ave., Portland, Ore.	
Axelson, Neil E. (283), 1109 NE 112th, Vancouver, Wash. 98660	8349
Aycrigg, Richard H. (230), 12 Indian Spring Rd., Rowayton, Conn.	7019
Aycrigg, William A. (230), Kent School, Kent, Conn.	7019
Ayers, C. Donald (A), 1517 W. 9th. Apt. #28, Lawrence, Kans 66044	
Ayers, McNeil (274) 4140 Kriker Lane, Memphis, Tenn.	7408-9756
Ayras, Mirja (A), Yliopistonkatu 27C Turku, Finland	
Ayulo, Fernando (264), Sta. Luisa 174, San, Isidro, Lima, Peru	7387
Ayulo, Manuel Jose (265), Wilson No 732-901 Lima, Lima, Peru	5846
<b>"B"</b>	
Baerman, Kurt (A), Kustovagen 1.F.49, Helsingfors, Finland	
Baay, Firma G. (A) Oud Loodsrecht, Holland	
Babb, Tom A. (341) Box 670, Laurens, S. C.	8692
Babb, Tom F. (A) Box 222 Wofford College, Spartanburg, S. C. 29301	
Babin, Michael A. (273), Danville Rd., Westville, N. H.	1139
Babin, Nancy (A), 252 Notre Dame Ave., Manchester, N. H.	
Babin, Reg B. (273), Notre Dame Ave., Manchester, N. H.	1139
Bachman, W. S., Jr. (A), 4780 Wilson Ave., Apt. 3, San Diego, Calif. 92116	
Bachmann, Arnold (250), Joli Mont, 6210 Sursee, Switzerland	7586
Bachmann, Olivier (A), Joli Mont, 6210 Sursee, Switzerland	
Back, Martha (A), 1848 Post Road, Norton, Conn.	
Bacon, Benjamin (7) 2 Verona Dr., Riverside, Conn.	3863
Bacon, Kenneth (A), 231 Arthur St., Port Arthur, Ont.	
Bacsik, Jack (253), 116 Scarboro Dr., York, Pa.	9020
Bacsik, James (A), 116 Scarboro Dr., York, Pa.	
Badger, Beatrice B. (A), 1517 Broadway, New Orleans, La.	
Badgley, Gordon C. (283), P. O. Box 11287, Portland, Ore. 97211	9227
Baier, Lyman (A), 3513 Phelps Road, Independence, Mo.	
Bailey, Diana and Eleanor (A), 240 Illinois Ave., Erie, Pa.	
Bailey, John T. (198) 2666 Wicklow Rd., Shaker Heights, Ohio 44120	9581
Bailey, J. V. (279), 113 Pinedale Pl., Fort William, Ont.	7781
Bailey, Katherine A. (A), 2666 Wicklow Rd., Shaker Heights, Ohio 44120	
Bailey, Richard J. (24), 516 Monoca Dr., Erie, Pa. 16505	7928
Bailey, Robert (A), 34 Craigler Dr., Scarborough, Ont.	
Bailey, Roger (A), 412 Oakdale Cres., Ft. William, Ont.	
Bailey, Winston S. (178), 133 Clocks Blvd., Amityville, N. Y.	7993
Bain, Mr. & Mrs. Gordon A. J. (A), 259 Middlesex Rd., Buffalo, N. Y. 14216	
Baker, Leonard R., Jr., Sue & Keith (36), R.D.#2, Box 23, Canfield, Ohio	5338
Baker, Lowell E. (41), R-1, Galloway La., Peekskill, N. Y.	6005
Baker, Robert, M.D. (A), 366 N. Deere Pk. Dr., Highland Park, Ill.	
Baldwin, Harry J. (338), 20 Hawk St., Scotia, N. Y.	3455
Baldwin, Wilson & Steve (A), 245 Henry St., Brooklyn, N. Y. 10038	
Ballard, Clinton S. (140), 217 Dunning Ave., Webster, N.Y.	5200
Ballarín, Luiz Alberto (A), Rua Bauru, 205 Pacaembu, Sao Paulo Brazil	
Ballarín, Oswaldo Miguel F. & Joao Paulo (147), Rua Bauru 205, Pacaembu, Sao Paulo, Brazil	7256
Ballas, Elton M. (194), 3935 Milan St., San Diego, Calif. 92107	8560
Ballas, Stephen (A) 3935 Milan St., San Diego, Calif. 92107	
Ballatin, John A. & John J. (209), 420 Live Oak St., Metairie, La.	6712-9696
Ballenger, Edward L. (A), 1214 Smith Road, Columbus 7, Ohio	
Ballesteros, Guillermo (73), Carrera 8 #62-20, Bogota, Colombia	8974
Baltou, John B. (189), 79 Highland Ave., Salem, Mass.	9779
Ballou, Mimi (A), 365 Essex St., Salem, Mass. 01970	
Bally, Martina (250), Feldegg, Schönenwerd, Switzerland	8372
Balshaw, Berth (A), Miro Quesada 260, Lima, Peru	
Baltimore, Warren (23), 2044 Collingswood Rd., Cols., O. 43221	9687
Baltz, E. C. (U), 500 11th St., N.W., Washington, D. C.	881
Balzli, Ralph (A), rue de la Cote 5, Neuchatel, Switzerland	
Bambara, Anthony P. & Nancy E. (366) 298 Washington St., Glen Ridge, N. J.	7511
Banderia, Alexandre Baltar (A), Recife-Pernambuco, Brazil	
Banzett, Howard (253), 1426 Sunset Dr., Lancaster, Pa.	4867
Baran, John (311), 515 Central Ave., Dunkirk, N. Y.	3574-9082
Barber, Darlene (A), 4302 Mt. Davis, San Diego 17, Cal.	
Barber, Manning H., DMD (194), 4302 Mt. Davis, San Diego 17, Cal.	8528
Barber, Merritt A., DMD (194), 4818 Mt. Ararat, San Diego, Calif.	8528
Barber, Sally (A), 4818 Mt. Ararat, San Diego, Calif.	
Barber, Tom (A), Memphis Press S., 495 Union Ave., Memphis, Tenn.	
Barber, Peter & Thurman, F., III (A), 401 W. State St., East Tawas, Mich.	
Barbier, Truman F., Jr. (152), 604 E. Bay Street, Box 477, East Tawas, Mich.	9168
Barendson, Marino, (278), Via F. Denza 19 A, Rome Italy	7568
Barker, Mrs. Harold E. (A), Park Lane Apartments, Gates Circle, Buffalo, N. Y. 14222	
Barker, Robert (A), 797 Grandon Ave., Bexley 9, Ohio	
Barlow, DeWitt, Jr. (129), 1081 Ramuay Rd., Plainfield, N. J.	5947
Barnes, Jerry (A), 13296 Pomona Dr., Fenton, Mich.	
Barney, Benjamin (A), Calle 18 No. 631 Ofic. 306, Bogota, Colombia	
Baroni, John (A), 47 Phipps Ave., E. Rockaway, N. Y.	
Baroni, Tony, Jr. (58), 47 Phipps Ave., E. Rockaway, N. Y.	2070
Barr, Ron (118), 138 E. 23rd St., Hamilton, Ont., Canada	9536
Barreda, Moller, Jose (L), (261) Camana 615-502, Lima, Peru	7334
Barreto, Roldo Pomposo Paz (373) Av. Flor de Santana, No. 217 Recife-Pernambuco-Brazil	8834
Barrett, David M. (380), 1111 Brainerd Rd., Lyndhurst, O. 44124	6020
Barrett, Richard (A), 27 Belcourt Rd., W. Hartford, Conn.	
Barron, J. K. (U), 123 Buena Vista Dr., Ashland, Ky.	5226
Barrus, Don (A), 733 Dodge Ave., New Orleans, La.	
Barstow, Ormond (110), 2010 Hill Court, Midland, Mich.	7575-9596
Barstow, Steve (A), 2010 Hill Court, Midland, Mich.	
Barth, Peter (A), 67 Buttonwood Ave., Eatontown, N. J. 07724	
Bartholomew, R. W. (A), 880 Greenridge Rd., Worthington, Ohio	
Bartlett Bob & Barry T. (A), 30587 Bristol Lane, Birmingham, Mich.	
Bartlett, Dr. Paul D. (U), 30587 Bristol Lane, Birmingham, Mich.	8001
Barton, Bill & Boots (32), Stuyvesant Ave., Rye, N. Y.	5988
Barton, David W. (54) 4170 Orchard Way, Birmingham, Mich.	7700
Barton, John S. (17), 56 Old Barn Rd., Fairfield, Conn.	6445
Barton, Joyce (A), Old Barn Rd., Fairfield, Conn.	
Bartoschesky, W. S., D.D.S. (192), 512 N. Rodney St., Wilmington, Del.	9103
Barron, Thomas N. (U), 4010 Buchanan Dr., Hampton, Va.	462
Basch, Steve (A), 932 State St., Bettendorf, Iowa 52522	
Basler, Alida T. (A), 914 Bittersweet Dr., Northbrook, Ill. 60062	
Basler, Donald N. (5) 914 Bittersweet Dr., Northbrook, Ill.	6384-9412
Bassett, Rona (A), 165 Jameson Ave., Apt. 702, Toronto 3, Ont.	
Bassi, Mauro (355), c/o Lega Navale Italiana, Lido degli Esclini, Italy	9038
Batchelor, Neole (A), P.O. Box 485, Millsboro, Delaware	
Bates, Arthur E., Jr. & Sr. (137), 1029 Portage St., Kalamazoo, Mich.	7911
Bates, W. (118), 999 Mohawk Rd. E., Hamilton, Ont.	7441
Bator, Harold (A), 814 Superior St., South Haven, Mich.	
Batt, Dennis F. (A), R. #1, Box 78 C, Algonquin, Ill.	
Batty, H. Andrew (125) R.D. #1, Seneca Falls, N.Y.	572-7013
Bauder, Barry Earl (A), 1000 Davis Dr., Lancaster, Pa.	
Bauer, A. J. (A), 145 A South Drive, Toronto 5, Ont.	
Baugh, H. L. (296), 8501 E. 73rd Terrace, Kansas City, Mo 64133	2888
Baum, Chester (A), St. Andrews School, Middletown, Del.	
Baum, Mrs. Chester (U), St. Andrews School, Middletown, Del.	8256
Baumann, George P. (25), 11 Mountain Trail, Sparta, N.J.	4601
Baumgartner, Gatson (A), rue due Lac 21, Yverdon, Switzerland	
Bavter, Robert (134), 25 Driftway Lane, Darien, Conn.	8989
Baviera, Rodolfo (A), Via S. Pancrazio 12, Rome, Italy	
Baxter, W. N. (A), 1870 Harbart, Memphis, Tenn.	
Bay Head Yacht Club (3), 111 Metcalfe St., Bay Head, N. J.	10-8738
Baylis, J. Robert & J. Edgar (129), 46 Lawrence Rd., Scarsdale, N.Y.	6585
Beahan, Dr. Laurence T. (81), 5 Darwin Dr., Snyder, N.Y. 14226	2988
Beard, Mitchell (A), 2121 N. Alameda, Baton Rouge, La. 10815	
Beal, E. S. (A), Northshore Rd., Burlington, Ont.	
Beal, Jack (L) (31), 7069 Ward Eagle Dr. N., Birmingham, Mich. 48010	7207
Beal, R. C. (146), 1475 Lochlin Trail, Port Credit, Ont.	9500
Beard, Clayton (A), 1761 Smyers, Benton Harbor, Mich.	
Beard, Edward L. (A), 308 Sandusky St., Upper Sandusky, Ohio	
Beard, William L. (113), 1761 Smyers Dr., Benton Harbor, Mich.	6379
Beaubien, Anne and Richard F. (A), 3580 Roland Dr., Birmingham, Mich.	
Beaubien, Richard P. (54), 3580 Roland Dr., Birmingham, Mich.	9054
Beaudry, Jerome C. (79) 1331 South 21 St., Milwaukee, Wis.	7003
Becht, Robert P. (U) 27701 Tungsten Rd., Apt. 103, Euclid, O. 44132	7585
Bechtold, Robert B. (A), Upper Drive, Huntington, N.Y.	
Beck, Carl A. (A) Church Road, King of Prussia, Pa.	
Beck, Elisabeth (A), Faoug, Switzerland	
Beck, Jack (358) Chantier Naval, 1595 Faoug/VD, Switzerland 8623-9781 X	
Beck, Louise (A), 833 Fairacre Ave., Westfield, N. J.	
Beck, Richard & Harold (70), 833 Fairacres Ave., Westfield, N. J.	6735
Becker, F. M., Jr. (50), 820 Gibbon St., Alexandria, Va.	2188
Becker, Marvin F. (38), 102-50 62nd Rd., Forest Hills 75, N. Y.	6925
Beckerman, Kenneth (19), 5457 Dummoyle St., Pittsburgh, Pa.	7018
Beckley, Samuel R. (A), 32 Boulevard, Shelby, Ohio	
Beebe, Jim (132), Rt. 1, Box 404, Vashon Island, Wash.	8244
Beebe, Robert A. (U), 708 Lake Angelus Shores, Pontiac, Mich.	4686
Beecher, Arthur (38), 140-39 34th Ave., Flushing, N. Y.	9096
Beecher, Evan R., Midge & Ron, (70), #12 Conover Lane, Red Bank, N. J.	9428
Beecher, S. O. (14), 400 Danforth St., Portland, Me.	2461-7266
Beedle, Charles P. (226), 2721 Greenwood Rd., Miami, Fla. 33133	8038
Beers, Jake (326), 1035 Peninsula Dr., Traverse City, Mich.	7615
Beers, Mack (A), 1035 Peninsula Dr., Traverse City, Mich. 49684	
Beesley, Fred W., Jr. (262), R.R. #3, Colt Lane, Franklin, Tenn.	9288
Bego, Gene (A), 30063 Rock Creek, Southfield, Mich.	
Behler, R. W. (54) 23 Niagara Ave., Pontiac, Mich.	9550
Behrmann, Maj. M. & Elizabeth (60), 4213 West 28th St., Topeka, Kans. 66614	8368
Behrmann, John & Judith (A) 4213 W. 28th St., Topeka, Kans.	
Beimfohr, Sterling (A), 1900 Lakeshore Dr., St. Joseph, Mich. 49085	
Beitner, Eleanor (A), 856 S. Lake Shore Dr., Lake Geneva, Wisc.	
Beitner, Fred W. & Geoffrey (345), 856 S. Lake Shore Dr., Lake Geneva, Wisc.	8730
Bejarano, Jorge (A), Box 3497, Guavquil, Ecuador	
Bekker, Sandra (356), Avda. Incas 3331, Buenos Aires, Argentina	8360-9275
Belada, Boris (206), Vicente Lopez 2116 Buenos Aires, Argentina	8411
Belanich, John (194), 3103 Via Amalia, San Diego 11, Calif.	7990
Belasco, Chris (A), 1927 Valley Dr., Hermosa Beach, Calif.	



Belgram, J. R. (A), 170 Statesir Pl., Red Bank, N. J. 07701.	
Belknap, E. S. (226), 13801 S. W. 75th Ave., Miami, Fla. 33156.	7438
Bell, Dr. Bert (U), 229 N. Locust St., Adrian, Mich. 49221.	840
Bell, Bill (U), Rockford, Wash. 99030.	8920
Bell, Frederick M. (5), 1330 W. Birchwood, Chicago, Ill. 60626.	5133
Bell, George (90), #3-1151 W. 12th Ave., Vancouver 9, B.C.	6780
Bell, Robert (A), 5 Oakwood Ave., N., Port Credit, Ont.	
Bellamy, W. Dexter (13), 1159 Phoenix Ave., Schenectady, N. Y.	7333
Bellaria, Celestino (356), Mariano Moreno 1701, Olivos, Argentina.	8412
Bellerose, Andrea (A), 3 Belmont Ave., Rutland, Vt. 05701.	
Bellerose, Mrs. A. H. (227), 3 Belmont Ave., Rutland, Vt., 05701.	5886
Belletti, G. Massimo (A), Via degli Scalioia 18, Rome, Italy.	
Bellinotto, Roberto (356), San Juan 3696, 1 Piso A, Buenos Aires, Argentina.	8506
Bellucci, Richard J., MD (U) 162 E. 71st St., New York 21, N. Y.	4063
Belmont, Jim I. (300) 135 West 17th St., New York, N. Y.	4984
Belmont, Mike (A), 271 Adams Rd., Hewlett, L.I.	
Benazzo, Andrea (A), Via Gregoriana 24, Rome, Italy.	
Benazzo, Stefano (A), Via Passaggiata di Ripetta 22, Rome, Italy.	
Bender, George A. (31), 547 Woodward, Jackson, Mich. 49201.	3858
Benedetti, Cesare (278), Lungotevere Flaminio 60, Rome, Italy.	6984
Benedict, Edward (3), Llewellyn Park, W. Orange, N.J.	3768
Benedict, Philip C. (U), 1481 Aven Dr., Columbus 13, Ohio.	8111
Benkert, Jim (A) 2243 N. Elston Ave., Chicago, Ill. 60614.	
Benner, Richard C. (102), 3116 Palos Verdes Dr., N., Palos Verdes Est., Cal.	8021
Bennett, Claude (54), 3160 Erie Dr., Rt. 3, Orchard Lake, Mich.	4947
Bennett, Ellen F. D. (A), Buttonwood Lane, Rumson, N.J.	
Bennett, F. L. (143), 1134 Kealaolu Ave., Honolulu, Hawaii 96816.	7484
Bennett, Foster C. (110), 6 Lexington Ct., Midland, Mich.	2033
Bennett, George P. (A), 5601 N. Sheridan Dr., Apt. 15-D, Chicago, Ill.	
Bennett, John T., Jr. (70), Buttonwood La., Rumson, N. J.	7639
Bennett, Ken (A) 3160 Erie Dr., Orchard Lake, Mich.	
Bennett, Malcolm W. (1), 14 Harrington Ave., Cortland, N. Y.	5018
Bennett, Porter K. and Peter (A), 14 Williams St., Cortland, N. Y.	
Bennett, Walter J. (A), 10 Park St., Greencastle, Ind.	
Bennett, William T., Jr., Captain, U.S.A.F. (50), 719 Delaware Ave., S. W., Washington, D. C. 20024.	6317
Bennington, Jerry (A), Tinton Falls, 771 Tinton Ave., New Shrewsbury, New Jersey.	
Beno, Thomas J. MD (112), 140 St. Mary's Blvd., Green Bay, Wis.	7144
Bent, Peter (U), 401 Gatcombe Lane, Bryn Mawr, Pa.	6758
Benz, Bill (A), R. R. #4, Adrian, Mich.	
Benz, Steve (31), R. R. #4, Adrian, Mich.	8381
Benzinger, Xavier N., Jr. (134), 11 Nolen Lane, Darien, Conn.	7225
Berard, Patrick (342) Berger 359 (Cerro Castillo), Vina del Mar, Chile.	7906
Berchtold, Clifford (A), Circle Dr., Monroe, N. Y.	
Berchtold, Otto J. (95), 51 Paramus Rd., Paramus, N. J.	2911
Berg, Alton A. (L) (5), 4240 Timberland Dr., Northbrook, Ill.	7370
Bergantz, George & James M. (A), 130 Windsor Ave., Buffalo, N.Y. 14209.	
Bergantz, Joseph (12), 130 Windsor Ave., Buffalo, N.Y.	8510-8670
Bergantz, William A. (12), 130 Windsor Ave., Buffalo, N. Y.	8510
Berger, Rudolf (219), Larchenstr.24, Zollikernberg, Switzerland.	9130
Bergman, Charles H. (380), 24318 South Oxford Oval, North Olmsted, Ohio.	8705
Bergman, Jean H. (345), Oak Dale Estate, Conant St., Lake Geneva, Wis.	7371
Bergman, Neal (A), Oak Dale Estate, Conant St., Lake Geneva, Wis.	
Bergman, Pekka (306), Liisankatu 19, Pori, Finland.	7882
Bergmeier, Dorothy L. (A), 1604 Shunga Dr., Topeka, Kan. 66611.	
Bergmeier, Kenneth E. (60) 1604 Shunga Dr., Topeka, Kan. 66611.	7663
Bergsiekler, Phil E. (266), 1815 Morlane, St. Louis, Mo. 63136.	6080
Bergstein, Hyman S. (U), 42 Slocum Rd., Jamaica Plain, Mass.	9801
Berke, Arnold (126), 15 Long Pine Lane, Westport, Conn.	9537
Berkowitz, Henry (A), 3002 Surf Ave., Brooklyn, N. Y. 11224.	
Bernasconi, Erika & Peter (A), Spitalackerstrasse 26, Bern Switzerland.	
Bernasconi, Eugene (358), Spitalackerstrasse 26, Bern, Switzerland.	7864
Bernal, J. A. (L) (12), Box 655, Buffalo, N. Y. 14240.	8498
Bernal, Jeff (A), 264 Argonne Dr. Kenmore, N. Y.	
Bernius, C. Armond (62), 29 Swallow St., New Orleans, La.	5484
Bernius, Marilyn (U), 8207 S. Clairborne Ave., New Orleans, La. 70118.	7859
Bernstam, Bernard (U) Kvarnbergsplan 12 VII, Huddinge, Sweden.	9509
Berray, Robert W. (A), Front St., Millbrook, N.Y.	
Berry, Ann H. (A), 264 Jefferson St., Meadville, Pa.	
Berry, Barbara (A), 1637 Marlowe, Lakewood, Ohio 44107.	
Berry, Charles (180), 264 Jefferson St., Meadville, Pa.	3404-9113
Berry, V. J., Jr., (205), 3746 E. 48th, Tulsa 35, Okla.	7747
Bertel, John (62), #1 Wavertree Ct., Metairie, La.	5799
Bertorello, Marco (A), c/o Circolo Velico La Spezia Molo Italia, La Spezia, Italy.	
Bery, George J. & Claud (54), 24050 Roanoke Rd., Oak Park 37, Mich.	8307
Besenzoni, Felico (249), Via Corsica 52, Brescia, Italy.	
Besenzoni, Gian Carlo (A), Via Corsica 52, Brescia, Italy.	
Bettencourt, Albert H. (A), 2 Tewksbury St., Lexington, Mass. 02173.	
Bettini, Emilio (A), Via Corticella, 68, Bologna, Italy.	
Bevilacqua, Louis (A), 8 Beverly Rd., Great Neck, N. Y.	
Beyer, Emil (309), Riedgrabenweg 28, Zurich 50, Switzerland.	7352
Biaia, Jose Cruz da Costa (351), Av. Gen. Silvestre Rocha No. 158, Niteroi, Brazil.	1771
Biaudet, Ali (166), Iso Villasaantie 5,M133, Helsinki 96, Finland.	7181
Biaudet, Rudi & Harry (A), Iso Villasaantie S.M. 133, Helsinki, 96 Finland.	
Biavasco, Capt. Ettore (321), Via F. Crispi 147, La Spezia, Italy.	7188
Biavasco, Renato, Capt. (321), Via F. Crispi 147, La Spezia, Italy.	7189
Biebrich, Don (U), 232 McKinnin Cir., Ft. Wayne, Ind.	2825
Biegler, John (75), 841 Bernard Pl., Ho Ho Kus, N.J.	7922
Bierman, T. R. (187) 201 N. 5th St., Sheboygan, Wisc. 53081.	6915
Biertumpfel, F. Edward, Jr. (A), P.O. Box #1, Union, N.J.	
Bieszad, John (A) 967 Ginessee Pk. Blvd., Rochester, N. Y.	
Biezwrith, Luis (A), Serrano 143, Santiago, Chile.	
Bigelow, Dan R., MD (U), 325 Medical Arts Bldg., Winnipeg, Man.	8929
Bigner, Darrell (U), Box 2722, Duke Hospital Durham, N. C.	4295
Binggeli, W. (219), Viktoriastrasse 20, Zurich 57, Switzerland.	5492
Bintliff, Howard (228), 2118 Arleigh Rd., Cinnaminson, N. J. 08077.	4088
Bintliff, Thomas (A), 2118 Arleigh Rd., Cinnaminson, N. J. 08077.	
Binz, Bau Douin (169), Rue Ernest Roulet 19, 2034 Peseux, Switzerland.	6174
Birmingham, Bob (198), 1224 Shady Ave., Pittsburgh 32, Pa.	6333
Birmingham, Carolyn Shields (A), 1224 Shady Ave., Pittsburgh, 32, Pa.	
Birney, Robert H. (54), 4180 Orchard Way, Birmingham, Mich.	7700
Birnie, William (A), Box 322, Green Farms, Conn.	
Bischoff, David C. (145), 72 Dana St., Amherst, Mass.	7322-9713
Bischoff, Dr. Alfred (250), Leimenstrasse 26, Bale, Switzerland.	7587
Bishop, Harold J. (A), 100 Spruce St., Stratford, Conn.	
Bitler, George (41), Park Road, Stony Point, N. Y.	5916
Bittner, Werner G. & Renabe (283), 1626 S.W. Montgomery St., Portland, Ore.	2426
Blackstock, Alan (A), 1825 Tustin, San Diego 6, Calif.	
Blair, Barb (A) 244 Vista Court, Wilmette, Illinois.	
Blair, Richardson (332), 1 Wistar Rd., Villanova, Pa.	7944
Blair, Ronald (56), 244 Vista Court, Wilmette, Ill.	8715
Blake, Gerald J. (59) 207 Northwood Dr., Kenmore 17, N.Y.	6345
Blanding, H. C., Wm. H. & Jonathan H., (98), 1 Gaines Ave., Greenlawn, N. Y.	4152
Blank, Charles (69), 246 North Washington Ave., Cedarburg, Wis.	8889
Blank, Dr. John E. (180), 76 Todd Ave., Sharon, Pa.	5022
Bleasby, Belinda (A), 33 Standish Ave., Toronto 5, Ont.	
Bleasby, J. R. G. (L) (146), 33 Standish Ave., Toronto 5, Ont.	7650
Blefeld, Dorothy & Michael (A), 50 Maple Ave., Cedarhurst, L. I., New York.	
Blefeld, Irwin (300), 50 Maple Ave., Cedarhurst, L. I., N. Y.	8881
Blethen, William, Jr. (132), 1011 39th East, Seattle, Wash.	9210
Blickle, Richard (283), 4321 S.W. Dosch Rd., Portland 1, Ore.	7111
Bloch, Raymond (A), Seestrasse 110, 8802 Kilchberg/ZH Switzerland.	
Blomster, Klaus (299) Tullisilantie 11, Loviisa, Finland.	6833
Bloomer, Robert S., Jr. (U), 39 Carleton St., Greenwich, Conn. 06830.	6698
Blount, Joseph (189), 9 Hibbard Rd., Marblehead, Mass.	7660
Blumberg, Howard D. (U), 3 Lilac Drive, Syosset, L. I., N. Y.	6368
Boase, John (U), 2507 Gulfstream Lane, Ft. Lauderdale, Fla. 33312.	552
Bober, Jerry (A), 219 Arlington Ave., Toronto 10, Ont., Can.	
Boccia, Vincenzo (A) c/o Circolo Velico Stabia, Banchina Marinella, Castellammare di stabia, Italy.	
Bodine, Peter V. N. (125), 5 Walnut St., Waterloo, N.Y.	7013
Boehm, Don (A), 3923 Orchard Ave., Cleveland Heights, O.	
Boerger, Richard (A), 8527 Cauntington Rd., Ft. Wayne, Ind. 46804.	
Boh, J. Robert (A), 72 Maryland Dr., New Orleans, La.	
Bohn, James (A), Cedarville, Michigan.	
Bohnenkamp, L. M. (209), 6079 St. Anthony Ave., New Orleans, La. 70122.	7821
Boice, William L. (216) 822 Hoyt, Saginaw, Mich.	8288
Boldi, Umbetto (A) Via Dietro Filippini 2, Verona, Italy.	
Boilesen, Bertel Albert (147), R. Dr. Jesuino Maciel 97, Campo Belo, Santo Amaro, Barzil.	8570
Boilesen, Jorge & Nels (A), R. Dr. Jesuino Maciel 97, Campo Belo, Santo Amaro, Brazil, S. A.	
Boldt, Francis E. (U), RD #6, Winfield Terr., Wappingers Falls, N.Y. 12590.	2049
Boldt, James D. (102), 7005 W. Purpleridge Dr., Palos Verdes Peninsula, Calif.	5618
Bolton, John (188), 1262 Greyrock Cres., Ottawa 5, Ont., Canada.	3085
Bolton, Kenneth (A), 1262 Greyrock Cres., Ottawa, 5, Ont.	
Bolus, Robert (A), 37 West St., Marblehead, Mass.	
Boman, Paavo (349), Mariankatu 16.B, Lahti, Finland.	7176
Bonas, Selios (251), 20 Epikourou St., Athens, Greece.	6963-8397
Bond, Morris T. (U), 1305 Gregory Rd., Jacksonville, Ark.	5205
Bond, Thomas R. (A), 30 Point of Wood, Little Rock, Ark.	
Bondurant, Robert F. (A), 3777, 2702 Wycliffe Ave., S.W., Roanoke, Va.	2619
Bone, Hoss (A), 66 Park St., Warsaw, N. Y.	
Bone, Peter & Larry (47), 66 Park St., Warsaw, N. Y.	
Bonfiglioli, Luigi (355), Via Ghisigliieri 36, Ferrara, Italy.	
Bonham, Kenneth (A), 111 Reform Ave., Mansfield, Ohio.	
Bonham, Louise (A), 1001 Sheier Rd., Mansfield, Ohio.	
Bonham, R. A. (150) 1001 Sheier Rd., Mansfield, Ohio.	9391
Bonn, John J. (104), 15 Jackson Ave., Chatham, N. J.	5615
Bonnett, H. Wilson (17), 511 Redding Rd., Fairfield, Conn. 06431.	519
Bonney, Priscilla (A), 57 King St., Stratford, Conn.	
Booke, Sam L. (U), 615 Arbor Rd., Winston-Salem, N. C. 27104.	9568
Boone, Frank H. (U), 3600 Ridgewood Ave., Montreal, Que. 9694.	
Booth, Bruce (A), Canadian Ingersoll Rand, 234 Eglinton Ave., E. Toronto 12, Ont.	
Booth, Hope & Vern (146) 29 Aldenham Crescent, Don Mills, Ont.	9543
Booth, Jack & Janet (378), 24175 Shurmer Dr., Warrensville Heights 28, Ohio.	7023-9699
Booz, Charles S. Jr. (192), 1000 Hillside Blvd., Carrcroft, Wilmington, Del.	2892-9852
Borgen, Richard (A), 2745 NW Pettygrove St., Portland, Ore.	
Borisoif, Bernard (5), 3530 N. Lake Shore Dr., Chicago 13, Ill.	
Bormann, Gunther (A), Caixa Postal 8390, Sao Paulo, Brazil.	
Borowsky, Edward (228), 8806 Brocklehurst St., Philadelphia, Pa.	8894
Borst, Kenneth (7), 30 Mary Lane, Riverside, Conn.	2107
Borton, Erv (A), 2104 W. Dorothy La., Dayton, Ohio.	
Boschi, Joseph (A), 28 Weldon Rd., Edison, N. J.	
Boskey, Harry, Jr. (A), 126 Spring St., Red Bank, N. J.	
Bosse, Herman E. (104) 1 Brookdale Gardens, Bloomfield, N. J.	8737
Boston, Howard L. (51), P.O. Box 126, Mt. Clemens, Mich.	2345
Bottini, Antonio (A), Via dei Mille 18, Brescia, Italy.	
Bottini, Aristide (249), Via dei Mille 18, Brescia, Italy.	
Bottini, Daniele (A), Piazza della Repubblica, Brescia, Italy.	
Bottini, Francesco (249), Piazza della Repubblica, Brescia, Italy.	
Boudreau, Fred R. (167), 402 E. 2nd St., Spring Valley, Ill.	3229
Boulanger, Jacques (178) 590 Central Ave., Massapequa, N. Y.	6699
Bouquet, Renee (A), 1505 State, New Orleans 18, La.	
Boutaris, Constantine S. (U), 3, Lycabettus Sq. Athens, Greece.	8017
Bouwkamp, B. H. (54), 2801 Masfield, Bloomfield Hills, Mich.	9550
Bowling, Hall (A), 1308 Mac Vicar, Topeka Kan.	
Bowman, David W. (U), APO 271, U.S.A.I.D., New York, N. Y.	9312
Bowman, Lynn V. (296) 10105 Wenonga, Leawood, Kans. 66206.	4002
Boyce, Harold I. (118), 42 Pannahill Rd., Downsview, Ont.	6851
Boyce, James (279), 433 Shamrock Cres., Ft. William, Ont.	8667
Boyce, Shirley M. & Janet (A), 433 Shamrock Crescent, Ft. William, Ont.	
Boyd, B. B. and Bill (A), 19 Barnett Rd., Savannah, Ga.	
Boyd, David E. (115), Wolf Run Rd., R.D. #2, Cuba, N. Y.	6274
Boyd, James K., MD (205), 320 Court Arcade Bldg., Tulsa 3, Okla.	9257
Boyer, J. Parke (74), 1230 Lake Shore Dr., Decatur, Ill.	3930
Boyington, Mel (345), 231 Ridge Rd., Sturwood, Lake Geneva, Wis.	8171



Boyle, Jos. (A), 4611 South Santa Fe, Tulsa, Okla.	
Bracken, Alexander M., William & Alex. E. (184), 10 Berwyn Road, Muncie, Ind.	4679
Bracker, L. (A), 2347 Libal St., Green Bay, Wis.	
Bracy, Earl (A), 8847 N. E. Tillamook St., Portland, Oreg.	
Bradish, G. J., III, (U), 710 Glen Ave., Westfield, N. J.	9661
Bradish, Kathleen H. (A), 710 Glen Ave., Westfield, N. J.	
Brady, David (A), 7805 W. 66th St., Bedford Park, Ill.	
Brady, George W. (329) 3023-44th St., N.W., Washington 16, D.C.	3403
Brady, Jim (265), 211 W. Jewel, Kirkwood 22, Mo.	2591
Brady, Paul (194), 4826 55th St., San Diego, Calif. 92115	7860
Brady, Raymond R., Jr. (56), 7805 W. 66th St., Bedford Park, Ill.	8590
Brady, Robert A. (A), 3610 Leonard Lane, Midland, Mich.	
Brady, Ron (A), 714 Overbrook Dr., Columbus, Ohio	
Brady, Sue (A), 4826-55th St., San Diego, Calif. 92115	
Brady, William H., Jr. (U), 2906 E. Linwood Ave., Milwaukee, Wis. 53211	3495
Bragg, Leonard A. (A), Bechtel St. Ex., Monaca, Pa.	
Braggins, Cliff (U), 15 Averdorn Cres., Don Mills, Ont.	
Braggins, Rich (A), 15 Averdorn Cres., Don Mills, Ont.	
Brainard, Ann (A), 4028 Valley View Dr., St. Joseph, Mich.	
Brainard, James & Robert (113), R. R. #2, 4028 Valley View Dr., St. Joseph, Mich.	8646
Branch, Charles, M.D. (U) Montreal Neurological Institute 3801 University St., Montreal, Que.	6412
Branch, Charles, Jr. & Warren (A), 319 Monmouth Ave., Montreal 16, Que.	
Branch, Paul (115), 304 Van Buren St., Olean, N. Y.	6969
Brand, Bruce (296) 4201 Delmar Dr., Shawnee Mission, Kans. 66208	7935
Brand, Elanor (A), 4201 Delmar Drive, Shawnee Mission, Kans.	
Brand, J. C., Jr. MD (U), 1007 Madison Ave., Albany 3, N.Y.	1940
Brandau, William (75), 37 Goodwin Terr., Westwood, N. J.	5339
Brander, Jean (A), 6696 S. Evanston Circle, Tulsa, Okla.	
Brander, Stanley, Jr. (L), (205) 403 Enterprise Bldg., Tulsa 3, Okla.	9460
Brandon, J. Campbell (198), Union National Bank Building, Butler, Pa. 16001	2758
Branin, Phyllis B. (253), 332 Arbor Rd., Lancaster, Pa.	5816
Brasie, Robert (A) 8468 Hazelton, Dearborn Heights, Mich. 48127	
Braun, Charles (A), 19145 Colahan Dr., Rocky River 16, O.	
Braun, Dr. Harold S. (A) B-372 Arthur St., Port Arthur, Ont.	
Brautigam, Richard H., Jr. (U), 3435 Mt. Hickory Blvd., Sharpville, Pa.	1668
Braverman, Alan (A), #5 Hazel Pl., Woodmere, N. Y.	
Braverman, Henry (300), 979 Benton Rd., Woodmere, N.Y.	8400
Braverman, Richard (A), 979 Benton Rd., Woodmere, N. Y.	
Bravo, Efrain F. (73), Calle 18 No. 6031 Ofic. 306, Bogota, Colombia	6093-6988
Bray, Gilbert M. (A), 1628 Ave. I, Galveston, Texas	
Bray, Gloria L. (A), 4 Taft St., Marblehead, Mass.	
Bray, Robert (A), 2300 Grand Ave., Morton, Pa.	
Bray, William (189), 4 Taft St., Marblehead, Mass.	8456
Brazier, A. L. (A) 27 Vernham Court, Willowdale, Ont., Can.	
Bredes, Don (A), 27 Soundview Dr., Huntington, N. Y.	
Bregler, Fred (A), 2808 Parkland Blvd., Tampa, Fla. 33609	
Bregler, Wilfred & Isabelle (168), 2808 Parkland Blvd., Tampa, Fla.	3231
Brenneman, Dale (253), 2065 City View Rd., York, Pa.	9338
Brent, Robert (209), 510 Short St., New Orleans, La.	5343
Breuer, Wallace, Jr. (372), 5585 Bacon Rd., Oakland, Calif.	5273
Brewer, Mrs. Grace L. & Betty (A), 170 W. Glenwood, Clarksville, Tenn.	
Brewer, Carlos B., M.D. (242), 170 W. Glenwood, Clarksville, Tenn.	6690
Brewer, Munn (32), 40 Orchard Rd., Larchmont, N. Y.	2190
Brieva, Marcos (A), Casilla 818, Valparaiso, Chile	
Brigham, H. W. (A), 1415 Elaine Trail, Port Credit, Ont.	
Brindley, Bob & Ray (A), 324 Cottage St., Fremont, O. 43420	
Brindley, Howard P. (U), 324 Cottage St., Fremont, O. 43420	
Brinis, Sotirios (286), 7 Panayiotopoulou, Piraeus, Greece	
Brink, Daniel I. (393) 954 North 10th St., Manitowoc, Wisc. 54220	6202
Brink, Don (A), R. D. #1, Box 751, Freedom, Pa.	
Brizendine, Thomas (242), 411 Oakview Dr., Greenville, Ky.	8185
Brock, B. H. (U), Shanty Bay, Ont.	2310
Brockett, Wayne L. (L) (63), Lanphier Rd., Branford Pt., Branford, Conn.	
Brockschmidt, Kenneth H. (187), 62 Bonnie Lane, Clarendon Hills, Ill. 60514	5210
Brogie, P. (219) Giebeleistr. 23,152 Glatt Brugg, Switzerland	9481
Brooke, Joel I. (134), 129 Nearwater La., Noroton, Conn.	
Brooke, Witter (134), 129 Nearwater La., Noroton, Conn.	9597
Brostrom, Kenneth E. (132), 733 37th Ave., Seattle 22, Wash.	7030
Brott, Mrs. Irving D. (A), 47 Clark St., Orchard Park, N. Y.	
Brower, Dorothy (A), 1428 Pepper Rd., Jenkintown, Pa.	
Brown, D. A. & Mrs. J. R. (A), 417 Huron Ave., Ottawa, Ont.	
Brown, Dale H. (338), 11 Daphne Drive, Scotia 2, N. Y.	316
Brown, David L. (A), 80 Riverview Pl., Stratford, Conn.	
Brown, Don H. (382), 9 E. Genesee St., Baldwinsville, N. Y.	2105
Brown, Dr. Douglas & Sonia Frances (36), 20849 Halworth Rd., Shaker Heights 22, O.	9582
Brown, Gardner L. (244), Dublin Rd., Richmond, Mass.	9150
Brown, George (A), 855 Chambers, Apt. 1, Columbus, Ohio	
Brown, Harry L. (47), 15 N. Maple St., Warsaw, N. Y.	7584
Brown, Hugh E. (7), 35 Oval Ave., Riverside, Conn.	4525-8245
Brown, J. R. (188), 417 Huron Ave., Ottawa 3, Ont.	3325
Brown, John H., Jr., MD and Arnold W. (17), 305 N. Cedar Rd., Fairfield, Conn.	9095
Brown, Richard (A), 2033 Murdstone Rd., Pittsburgh, Pa. 15234	
Brown, Richard J., Dr. & Mrs. (A), 157 Pinewood Trail, Trumbull, Conn. 06611	
Brown, Richard J., Jr. (238), 157 Pinewood Terr., Trumbull, Conn.	8242
Brown, Robert L. (L), 2602 110th N.E., Bellevue, Wash.	
Brown, Sanborn (189) 37 Maple St., Lexington, Mass.	7599
Brown, Shelby (A), 1001 W. Main, Jackson, Mo.	
Brown, Stanley (A), 37 Maple St., Lexington, Mass.	
Brown, Truman B. (U), 114 Merriweather Rd., Grosse Pointe 36, Mich.	163
Brown, Willard (32), 43 Willow Ave., Larchmont, N.Y.	6609
Brown, W. W. (252), 245 Dwight Ave., Corning, N. Y.	4904
Browne, James A., Jr. (58) 139 Waverly Ave., East Rockaway, N. Y. 11518	6426
Brownell, G. Bartlett (A), 1065 Coconut Rd., Boca Raton, Fla.	
Brownlee, Robert C. (A), 213 Williamson Rd., Anderson, S. C.	
Bruce, David G. (392) 1150 St. George St., Merritt Island, Fla. 32952	5409
Bruce, Nelson (A), 216 Pebble Beach Rd., Lakeville, N. Y. 14480	
Bruce, Robert (70), 67 Hance Rd., Fair Haven, N. J.	41
Bruckner, Ed. (A), 4311 Spruce St., Phila., Pa. 19104	
Brugo, Sergio (A), Audiecia No. 194 San Isidro, Lima, Peru	
Bruner, William (A) 457 Highland Ave., Orange, N. J.	
Brunski, Don W. (A), 3553 Pt. Grey Rd., Vancouver 8, B. C.	
Bruno, Agostino (A), c/o Circolo Velico Stabia, Banchina Marinella, Castellammare di Stabia, Italy	
Brunson, Bernard R. (132), 4214 145th Ave., S.E., Bellevue, Wash.	6998
Brush, Donald (243), R. D., Brandon, Vt. 05733	7016
Brusi, Urho (A) Kesikatu 53, Jyväskylä, Finland	
Brown, Walter (A), 9 Craig Pl., Middletown, N. J. 07749	
Bruzzone, Jorge (206), Argentina, S. A.	9700
Bryan, Penny (A), 6412 Bresslyn Rd., Nashville, Tenn.	
Bryan, Ross H. (262), 6412 Bresslyn Rd., Nashville, Tenn.	8064
Bryant, Betty Lou & Marianne (A), 91 Loretto Dr., Cheektowaga, N. Y. 14225	
Bryant, Matthew T. (47), 63 Stanley St., Buffalo 6, N. Y.	9373
Bryett, Julia (A) 2701 W. 1st Ave., Vancouver, B. C.	
Bryner, C. F. & Janice (31), 125 Walnut St., Morenci, Mich.	6360
Bryner, Jim (A) 125 W. Walnut St., Morenci, Mich.	
Buccella, Frank (102) 1705 San Gabriel Blvd., San Marino, Calif.	4700
Buchsachser, Rudolf (358), Tillierstr. 30, Bern, Switzerland	8190
Buck, Charles W. (L) (54), 225 E. Hammond Lake Dr., Pontiac, Mich.	
Buck, Larry (A), 78 Idlewood Ave., Hamburg, N. Y.	
Buck, William (A), 48 Walnut St., Seneca Falls, N. Y.	
Buckles, Bill L. (74), 2045 E. Roosevelt, Decatur, Ill.	8811
Buckles, Bob O., Jr. (74), 53 Norwood Dr., Decatur, Ill.	8811
Buckles, Natalie (A), 2045 E. Roosevelt, Decatur, Ill.	
Buckley, William H. (U), 1014 Elliott Dr., Lewiston, N. Y.	752
Buckley, D. M. (188), 2136 Westbury Rd., Apt. B, Ottawa 5, Ont.	2957
Buckup, Mario (147) Av. Paulista, 2239 16 andar Sao Paulo, Brazil	9243
Budd, D. (A), 413 Charlton West, Hamilton, Ont.	
Buerger, Herbert M. (178), 34 Ocean Ave., Amityville, L.I., N. Y.	6443
Buffum, Mike (A), 908 West Mill, Carbondale, Ill.	
Buglielli, Enrico (A) Via Crescenzo 42, Rome, Italy	
Buhl, Frank C. (A), 305 Dakota Ave., Wilmington 3, Del.	
Buhrmaster, Kenneth E. (338), 809 Charles St., Scotia 2, N. Y.	7809
Buhrmaster, Lois (A), 809 Charles St., Scotia, N. Y. 12302	
Buhrmaster, Louis (A), 810 Sandera Ave., Scotia, N. Y.	
Buisseret, R. B. (143) 44110 Bay View Haven Pl., Kaneohe, Hawaii 96744	3305
Bulgari, Marina (278), Via Campo Carlo 25, Rome, Italy	6689
Bunch, Frank M., III (U), 79 N. Main St., Cohasset, Mass. 02025	6357
Bunney, William E., Jr., MD (50), 3937 Rickover Rd., Silver Springs, Md. 20902	7350
Bunney, Mrs. W. E. (A), 3937 Rickover Rd., Silver Springs, Md. 20902	
Bunting, James E. & Pete (269) 448 N. Main St., Wallingford, Conn.	7154
Burch, William L. (U), 3370 Warner Dr., Grand Island, N. Y.	1589
Burden, Mike (116), 316 Fourth St., Greenport, N. Y.	8255
Burden, Walter H., Jr. (A), 203 Front St., Greenport, L.I., N. Y.	
Burgasser, Joan (A), 327 Michigan Ave., Sheboygan, Wis.	
Burger, Sally (A), 461 Hartung Dr., Wyckoff, N. J.	
Burgess, Charles W. (36), 516 Hogarth, Niles, Ohio	5312
Burke, Al (A) Lutherville-Timonium, Maryland 21093	
Burke, D. (U) 1764 Oak Bay Ave., #408, Victoria, B. C.	
Burke, Dennis (A), Nav. Box 173 Sandia Base, Albuquerque, N. M.	
Burke, J. Barry (371), 32 Fairbair Ave., Belmont, Geelong, Australia	8868
Burke, John J. (36), 3722 Oakwood Dr., Youngstown, O. 44505	811
Burke, John J. (5) 1636 Hawthorne Ave., Westchester, Ill.	7955
Burke, P. J. (274), 5425 Glenwild Rd., Memphis, Tenn.	6604
Burke, Terrance (A), 1636 Hawthorne Ave., Westchester, Ill.	
Burke, W. E. (5), 6507 N. Mozart St., Chicago 45, Ill.	7936
Burkett, Gerald R. (207) 27651 Lake Shore Blvd., Apt. D-9 Euclid, Ohio 44123	5580
Burkhart, Dale (33), 1020 E. Maple, N. Canton, O.	3435
Burkhart, W. H. & D. P. (366), 29 Dryden Terr., Short Hills, N. J.	9156
Burlin, John T. (323), Quaker Path, Box 146, Stony Brook, N. Y.	6616
Burnes, William (A), Hood Sailmakers, Inc. Little Harbor Way, Marblehead, Mass.	
Burnett, James B. Jr. & Bob (A), 109 Dogwood La., Port Jefferson, N. Y.	
Burnett, James B. (323), 109 Dogwood La., Port Jefferson, N.Y.	3730
Burnett, Phyllis & Judy A. (A), 416 Windsor Rd., Savannah, Ga.	
Burnett, Richard & Lt. Col. Francis O., Jr. (127) 416 Windsor Rd., Savannah, Ga. 31405	4881
Burnford, David, M. D. (279) 210 Medical Arts Bldg., Port Arthur, Ont.	6324-9674
Burnford, Johnie (A), 210 Medical Arts Bldg., Port Arthur, Ont.	
Burns, Derek (A), 1311 The Crescent, Vancouver 9, B. C.	
Burns, W. J. (392), 106 Snead Rd., Apt. C, Indian Harbor Beach, Fla.	7349
Burrus, Yves (169), "Le Grandfey", Fribourg, Switzerland	6398
Burslem, R. E. & R. E., Jr. (86), 24 Burrington George, Westfield, N.J.	7005
Burt, Richard (A), Mt. Albion Rd., Hamilton, Ont.	
Burt, Robert C. (A), 828 Ridge Dr., Glenside, Calif. 91206	
Burtscher, Arthur J. (L), 3525 Harley Rd., Toledo, Ohio	
Busch, Robert (A), 1268 Tawas Beach Rd., East Tawas, Mich. 48730	
Bush, Dexter (A), Pioneer Building, Lake Charles, La.	
Bush, Frederick S. (253), 718 Race Ave., Lancaster, Pa. 17603	5368
Bush, Katherine G. (A), 718 Race Ave., Lancaster, Pa. 17603	
Butler, Ernest J. (77), 175 Alridge Dr., Rochester, N. Y. 14616	3608
Butler, Jim (A), 13 Grandview Grve., Drumcondra, Geelong, Victoria, Australia	
Buyce, Dale (30), 365 Pearl St., South Haven, Mich.	4742
Buyse, George M. (A), 336 Coolidge, Green Bay, Wis.	
Buzby, Gail and Gordon, Jr. (A), 729 Huntingdon Pike, Philadelphia 11, Pa.	
Buzby, Gordon, M.D. (99), 729 Huntingdon Pike, Philadelphia 11, Pa.	7518
Buzio, Federico (A), c/o Circolo Nautico Posillipo, Via Posillipo 3, Napoli	
Byram, Dr. George N., Jr. (U), Charity Hospital, New Orleans, La.	7120
Byrd, John H. (A), 21321 Beachwood Dr., Rocky River, O.	
Byrne, Francis J. (19) 40 E. Summit Ave., Lakewood, N. Y.	1342
Byrne, Karen (32), 74 Lookout Cir., Larchmont, N. Y.	9094



"C"

Cabot, Gerald F. (104), Charlestown Rd., Stone Hedges, Hampton R.D., N. J.	2455
Cahill, James, (A), 9 Marcia Court, Centerport, N. Y.	
Calderon, Jose Alvarez (265) Tradiciones No. 255, San Isidro, Lima, Peru	9839
Caillaux, Gustavo (265), Los Robles 354, San Isidro, Lima, Peru	
Calcutt, Harry (326), 1019 Peninsula Dr., Traverse City, Mich.	7615
Calcutt, Harry III (A), 1019 Peninsula Dr., Traverse City, Mich.	
Caldar, Douglass S. (215), 29 Drayton Rd., Pte. Claire, Que., Can.	4628
Caldwell, Candy (A), 12430 Turner Circle (Capehart), Omaha, Nebr.	
Caldwell, David H. (189), 11 Summit Road, Marblehead, Mass.	9133
Caldwell, E. L. (36), 766 Chestnut St., Meadville, Pa. 16335	4889
Caldwell, James (113), 272 Downey Dr., Benton Harbor, Mich.	2866
Caldwell, Major James & Carol (U), Anna Valley Apts., 2601 Glebe Rd., Arlington, Va. 22207	2897
Caldwell, Mary T. and David T. (A), 766 Chestnut St., Meadville, Pa.	
Caldwell, William I. (102), 22127 Gresham St., Canoga Park, Calif. 91304	467
Caldwell, William Jr. (189), 96 Willow Road, Nahant, Mass.	9133
Califano, Paul F., M.D. & Ruth Kathleen (55) 16 Ridge Drive, East, Great Neck, N. Y. 11021	9204
Callahan, Harold E. & Esther (A) 3809 Airport Rd., Waterford, Mich.	
Callard, Robert D. (A), 1932 Kuerbitz Dr., Lansing, Mich.	
Callender, Willard D., Jr. (A), 19 Linden St., Portland, Me	
Calonius, Bjorn (166) Untuvaientie 7.b.E.73, Helsinki 82, Finland	4014
Calvert, Jesse, Jr., J. R. III, Annabel, Brian & Steven (370) Box 578, Grants Pass, Ore.	8961
Calvert, William (A), Box 578, Grants Pass, Ore. 97526	
Calzocchi, Patrizia & Claudia (A), c/o Lega Navale Italiana, Sezione di Anzio, Riviera Zanardelli, Anzio, Italy	
Calzocchi, Raffaele (312), c/o Lega Navale Italiana, Sezione di Anzio, Riviera Zanardelli, Anzio, Italy	6810
Camargo, Gonzalo (A), Calle 69 No. 7-21, Camacho, Jaime (A), Bogota, Colombia	
Cameron, Gary (A), 1314 S. Jefferson Ave., Saginaw, Mich.	
Cameron, Ralph F. (105) 214 Columbia Heights, Brooklyn, N. Y.	
Camet, Daniel A. Williams (356), F.F. de Amador 1628, Olivos, BA, Argentina	8360-9275
Campbell, Dave (A), R.R. #2, King City, Ontario, Canada	
Campbell, David MD (A), 33 Maple Ave., South, Port Credit, Ont.	
Campbell, Donald A., Jr. (207), 15401 Plymouth Place, Apt. 7, East Cleveland, Ohio 44112	6013
Campbell, John W. (L), (114), 300 I Avenue, Coronado, Calif.	
Campbell, K. W. (277), 108 Grenfell Blvd., Winnipeg 29, Man.	9777
Campbell, Mary (112), 1125 S. Monroe Ave., Green Bay, Wis.	8350
Campbell, Mary (A), 1335 W. Sunset, Decatur, Ill.	
Campbell, Mike (A), 111 Hawthorne, Hartford, Ill.	
Campbell, Robert M. (280), Saxtons River, Vt.	7128-8710
Campbell, Robert M., Jr. (280), 1901 E. Iliff Ave., Denver, Colo.	7128
Campbell, Stuart (A), 3 Wendover Rd., Montclair, N. J.	
Campbell, William (113), 425 Ridgeway, St. Joseph, Mich.	7979
Campigli, N. (A), 9 Little St., Geelong, West Victoria, Australia	
Candiotti, Oscar (L), (206), 1826 Mendoza, Dep. C., Capital Federal, Argentina	
Canepa, Alberto B. & Jose (A), Haullaga 611, Lima, Peru	
Canevari, Charles, Donna & Peter (6), 10 MacMath Drive, Trumbull, Conn.	8688
Cannada, Eugenio (235), Via Cappella Vecchia 11, Naples, Italy	5185
Cannon, Chas. (296) 2707 Comfort, Birmingham, Mich. 48010	6245
Cannon, Elizabeth W. (A) 31720 Franklin Rd., Franklin, Mich.	
Cantonini, Davide (390), Viale Romagna 56, Milano, Italy	9709
Cantrell, Richard B. (A), 3438 S. Zuni, Tulsa, Okla. 74105	
Capadونا, Anita & James (A), 5011 E. 86th St., Garfield Hgts., O.	
Capadona, E. A. (207), 5011 E. 86th St., Garfield Hgts., O.	9475
Capolino, Sergio (360), Via Mergellina 144, Naples, Italy	3593-9296
Cardone, Giuseppe S.T.V. (235), c/o Marivela, Ministero Difesa Marina, Rome, Italy	4621
Carien, John L. (189), 73 Ardsmoor Rd., Melrose, Mass.	7553
Carimini, Paolo (A), Via Salvini 55, Rome, Italy	
Carlin, Alex & Gary (110), Higgins Lake, Roscommon, Mich.	7010-7550-9388
Carlin, Ethel (A), 12314 Rock Garden La., Miami 56, Fla.	
Carlson, C. Lawrence (U), 119 Bailey Road, Rocky Hill, Conn.	3523
Carlson, George R., John R. & William P. (5), 1215 Elm St., Winnetka, Ill.	7629
Carlson, Margaret (A), Kitchewan Rd., Ossining, N.Y.	
Carlson, Richard H. (79), 7608 W. Eagle, Milwaukee, Wis. 53213	8247-7522
Carlson, Ted (311), 32 Linwood Dr., Dunkirk, N. Y.	2858
Carman, Jerry A. (U), 122 Algonquin Trail, Wayne, N. J.	4844
Carmant, Paul (A), 101 Reid Ave., Port Washington, N. Y.	
Carmichael, Harold (A), 82 Edgerton St., Rutland, Vt.	
Caro, Francis (55), 145 E. 45th St., N. Y., N. Y.	9615
Caro, Mrs. Francis (A), 145 East 45th St., N. Y., N. Y.	
Carozzo, Mino (321) Via Sarzana 265, Termo, La Spezia, Italy	7363-9316
Carpenter, Dr. E. W. (L) (93), 225 Broad St., Oneida, N. Y.	
Carpenter, Kenneth D. (87), 20 Haddington Rd., Lutherville, Md. 21093	6920
Carpenter, Mickey & J. L. (A), 20 Haddington Rd., Lutherville, Md. 21093	
Carpenter, Mrs. Thomas (A), 44-535 A. Kaneohe Bay Dr., Kaneohe, Hawaii	
Carr, Houghton, Jr. (164), Owahgena Rd., R.D. 2 Cazenovia, N. Y. 13035	9334
Carr, Richard (L) (32), Box 74, Rt. #2, Carmel, Calif. 93921	
Carrel, Richard J. (59), 38 Forest Hill Dr., Williamsville 21, N. Y.	
Carroll, Rev. Gilbert A. (5), 126 N. Desplaines, Chicago, Ill. 60606	9077
Carroll, James (A), 876 Escarpment Dr., Lewiston, N. Y.	
Carroll, James (5), 5651 N. Moody Ave., Chicago, Ill. 60646	9077
Carruthers, Ewing (274), 4134 Kriker Lane, Memphis, Tenn.	7252
Carson, James (L) (34), 510 Murdoch Rd., Philadelphia, Pa. 19119	8484
Carsten, Carl F. (71), 20655 Morewood Pkwy., Rocky River 16, O.	7962
Carter, Kendrick & Hester (A), Morrisville, N. Y.	
Caruthers, David & Ellen (A), 371 Maple Ave., Cheshire, Conn.	
Caruthers, J. Wade (145), 371 Maple Ave., Cheshire, Conn.	8690
Caruthers, May G. (50), 3417 So. 17th St., Arlington, Va. 22204	5835
Carvalho, Luiz Baldez (A), SQ 308, Bloco 2, Apto 307, Brasilia, Brazil	
Carvalho, Elsa (A), 1 Poniente 54, Vina del Mar, Chile	
Carvalho, F. Federico (342), 1 Poniente 54, Vina del Mar, Chile	7426
Casabianca, Jaime (73), Carrera 6a No. 11-37, Bogota, Colombia	7293
Casabona, Jorge Luis (U), Alem 522, Quilmes, BA, Argentina	9219
Case, D. J. & Ann (283), 3803 SW Hewett, Portland 1, Ore.	6999
Case, Don (A), 3808 S. W. Hewitt, Portland, Ore. 97201	
Cash, Charles R. (A), Falls Bldg., Memphis, Tenn.	
Cashman, Jeff (A), 84 Brookside, West Hartford, Conn.	
Casper, Eileen M. & James T., Jr. (A), 410 E. Apple Tree Rd., Milwaukee, Wis.	
Casper, James T. (69), 410 E. Apple Tree Rd., Milwaukee, Wis. 53217	9607
Cassano, Carlos (206), Tucuman 1633-3rd Floor, Buenos Aires, Argentina, S.A.	9643
Casselberry, Robert L. (350), 16 Hilldonia Ave., Dallas, Pa.	5920
Casson, John D. (353), 2880 Fair, Columbus, Ohio	5208
Castellani, Jean-Marc (A), Beaux-Arts, Neuchatel, Switzerland	
Castellano, Alfonso (A), Banchina Mariella, Castellammare di Stabia, Italy	
Castelot, Mathew (6), 130 Morningside Terr., Stratford, Conn.	1638
Castillo, Carlos (73), Av. Caracas #40-40, Bogota, Colombia, S. A.	2878
Castillon, Alfred (A), 1912 Filmore Ave., New Orleans, La.	
Castle, R. M. (33) 800 Pershing South, No. Canton, Ohio	570
Castleman, Stanley (A), 1069 Poplar, Jackson, Miss.	
Cater, Jim (A), 20655 Morewood Pkwy., Rocky River 16, O.	
Cates, James M. (U), 1537 Ferncliff Rd., Charlotte 7, N. C.	9087
Cattus, John C. & Margarita V.P. (3), 100 Llewellyn Rd., Montclair, N. J.	513
Caudle, R. P. (205) 2727 E. 39th Pl., Tulsa 5, Okla.	9471
Caudle, Wilma (A), 2727 E. 39th Pl., Tulsa, Okla.	
Caulfield, Raymond V. (95), 173 Riverside Drive, New York 24, N.Y.	93
Cavalanti, Ernesto & Lucilo (373) Av. Visconde de Albuquerque 796, Recife-Pernambuco-Brazil	5784
Cavallo, Franco (223), Via Posillipo 149, Naples, Italy	6390-3592
Cavallo, Mario (L), (223) Via Posillipo 149, Naples, Italy	3592
Cawthra, H. J. (L) (51), 454 McKinley Rd., Grosse Pte. Farms 36, Mich.	6066
Cayne, Harvey (207), 4072 Lambert Rd., South Euclid 21, Ohio	5887
Cederblom, Carl (58), 154 Scar Cliff Dr., Malverne, N. Y.	831
Cerone, Branko (55), 64-20 32nd Ave., Woodside 77, N. Y.	6329
Chalfant, Harry (A), 1524 E. Delmar, Springfield, Mo.	
Chambers, Bob, Jr. (A), 145 Swan St., Buffalo 3, N. Y.	
Chambers, Stanley V. (U), 157 Aberdeen Ave., Hamilton, Ont.	9529
Chambers, W. N. (U), 453 Sunset Dr., Birmingham 16, Ala.	6024
Champman, Harry (U), 3916 Page St., Metairie, La.	6218
Chan, Tim (A), 4215 N. Pershing Ave., Apt. 32, Stockton, Calif.	
Chandley, John K. (371), Cara Rd., Hightown, Geelong, Australia	7838
Chanoux, David and Theodore (6), 12 Arrowhead Rd., Trumbull, Conn.	9074
Chapin, William D. (U), 746 S. Bodin St., Hinsdale, Ill.	8260
Chappell, Dan (137), 235 Orleans Ave., Battle Creek, Mich.	8588
Charbonnet, Paul III (62) 1463 Nashville Ave., New Orleans, La.	7361
Charles, Dr. (92), 172 Lyons Ave., Newark 2, N.J.	8508
Chase, John H. (372), 111 Upper Rd., Ross, Calif.	3875
Chase, Ray (168), 4103 Vasconia, Tampa, Fla.	4419
Chaves, Jorge Salas (206), Parana 567, Buenos Aires, Argentina, S.A.	9643
Cheney, Steve (71), 22 Nimetz Pl., Old Greenwich, Conn.	2978
Chester, Spero (A), 150 Parklawn Ave., Toronto 18, Ont. Can.	
Chestnut, Henry (A), 148 Hewett Rd., Wyncote, Pa.	
Chester, Harold (104), 1 Romore Pl., Cranford, N. J.	1378
Childs, Joseph (323), 7 Larry Dr., Commack, N. Y.	7320
Chiota, Giuseppe & Pasquale (389), Via XX Settembre, Formia, Italy	4966
Chiovarou, Lee (25), 254 W. Shore Trail, Sparta, N. J.	8262
Chipman, David R. (189), 5 Whipple Rd., Lexington, Mass.	9142
Chisholm, J. (A), Box 375, Port Moody, B.C.	
Chreste, Spero (A), 150 Parklawn Rd., Toronto 18, Ont.	
Christenson, Carl W. (54), 4063 Inverness La., Orchard Lake, Mich.	3688
Christiansen, R. J. (A), 20184 Beechcliff Blvd., Rocky River, Ohio 44116	
Christie, Alexander M. (U), 871 Longwood Dr., Lake Forest, Ill.	708
Christie, George A. (U), 251 Linn Drive, Franklin Lakes, N. J.	7733
Christie, John (A), Hygea St., RYE, Victoria, Australia	
Christie, John C., Jr. (A), 719 Hinman Ave., Evanston, Ill.	
Christie, Tim (A), 871 Longwood Drive, Lake Forest, Ill.	
Christman, Ralph Jr. (A), 1449 Arabella, New Orleans, La.	
Christopher, Roy (U), P.O. Box 161, Mount Dora, Fla.	3068
Chuckran, John (A), 299 Park Ave., Meadville, Pa. 16335	
Chuzum, Arthur B. (5), 2750 Ridge, Evanston, Ill.	7477
Giappa, Roberto (361), Yacht Club Canottieri Savoia, Banchina S. Lucia, Naples, Italy	7792
Cihomsky, Mitchell Gordon (185), 315 Mountain Ave., North Plainfield, N. J.	5780
Cimonetti, William (301), 37 Elsom Pkwy., So. Burlington, Vt. 05403	6336
Circolo Della Vela di Roma (278), Porticciolo Pamphili, Anzio, Italy	6689-9448
Civita, Mario, Massimo (360), Via Orazio 29, Naples, Italy	9296
Clancy, John (104) 15 Riverview Rd., Adamston, N. J.	9538
Clark, Alex, Jr. (54), 1629 Apple Lane, Bloomfield Hills, Mich.	7407
Clark, C. Paul (115), 437 York St., Olean, N. Y.	6296
Clark, David (A), 10807 Crestwood Dr., S., Seattle, Wash.	
Clark, F. Eugene (3), 820 Shadowlawn Dr., Westfield, N. J.	223
Clark, Fred M. (270), 24 S. Rosemere, Indianapolis, Ind.	1335
Clark, H. L. Dr. (110), 807 Citizens Bank Bldg., Flint, Mich.	679
Clark, H. J. Jr. (U), 520 Park Blvd., New Orleans 14, La.	7357
Clark, John B., Jr. (161), 425 Catalina Blvd., San Diego 6, Cal.	2368
Clark, John W. M. (A), 22 Chapin Rd., Barrington, R. I.	
Clark, Julie Marie (A), 105 Perkins Ave., Wilmington, Del. 19809	
Clark, Paul M., MD (382), R.D. #2, Voorheesville, N. Y.	4740
Clark, Robert (198), 1100 Union Trust Bldg., Pittsburgh, Pa.	9380
Clark, Robert D. & Jerie (132), 8544 So. 123 Pl., Seattle, Wash 98178	
Clark, Robert E. (132), 18817 E. Valley Hwy., Kent, Wash. 98031	
Clark, Robert F. (U), 475 Los Cerros Dr., Greenbrae, Calif. 94904	8263
Clark, Sarah Woodson (314), 2207 Delaware Ave., Wilmington, Del.	4085
Clark, Susan (A), 82 Hill Dr., Oyster Bay, N. Y.	
Clark, Walter (7), 21 Grant Ave., Old Greenwich, Conn.	7921
Clark, W. T. H. (215), 14 Woodbridge Cres., Beaconsfield, Que.	5277
Clarke, George G. (274), 1893 Harhart, Memphis 3, Tenn.	7252
Clarke, George W. (283), 11740 N.E. Marine Dr., Portland 20, Ore.	8084
Clarke, John (178), 34 Meadow Lane, Amirville, N. Y.	441
Clarke, Robert (A), 10728 Shaulding, Chicago, Ill.	
Clasen, Carl (228), 618 W. Cherry Hill Ant., Cherrv Hill, N. J.	5046
Glausen, Victor H. (U), 27 165th Ave., S.E., Bellevue, Wash.	3167-9026



Clausen, William P. (99), 1200 Haworth St., Philadelphia, Pa. 19124	7195	Cool, Matt. J. (56), 719 Carpenter St., Oak Park, Ill.	3347
Clayton, Morris (A), Laurens, S. C.		Cooley, Phil (A), 704 E. Main, Flushing, Mich.	
Clements, B. H. (U), 6029 Keith St., S. Burnaby, B. C.	6627	Cooney, Daniel R. (134), 13 Sunswy Rd., Darien, Conn.	5322
Clements, James L. & James E. (78), 125 Harding Ave., Kenmore, N. Y. 14217	7950	Coonrad, Gary W. (53), Gen Motors Tech. Sailors, Chev. & Third, Flint, Mich.	4704
Clemes, Jeff (A), 1134 College Ave., Adrian, Mich.		Cooper, Cynthia (A), 1314 S. Delaware, Springfield, Mo.	
Clifford, John (A), Annandale, Va.		Cooper, E. S. (277), 90 Waterloo St., Winnipeg, Canada	6374-8706
Cline, W. W., MD (326), 1629 S. High St., Traverse City, Mich.	8282	Cooper, H. Warren (329), 7211 Windsor La., Hyattsville, Md.	5025
Closson, David (332), Holderness, N. H.	8241	Cooper, James L. (A), 905 Buena Vista Blvd., NE, Canton, O.	
Clottu, Francis (281), Weidobehalde 3, Meggen (LU) Switzerland	7802	Cooper, John O. (363), 1314 S. Delaware, Springfield, Mo.	
Clough, L. (U), 1522 Glenburnie Rd., Port Credit, Ont.	9317	Cooper, Marie J. & Robert (A), 7211 Windsor La., Hyattsville, Md.	
Clough, Mary (A), 1522 Glenburnie Rd., Port Credit, Ont.		Cooper, William B. (196), 112 Manhasset Trail, Medford Lakes, N.J.	1625
Cloutier, Gerard H. (215), 126 De Normandie, Preville Co., Chambly, Quebec	9337	Copeland, George (A), c/o Centrex Corp., Findlay, Ohio 45840	
Club Deportes Nauticos de Oficiales, Escuela de Artilleria, Salinas (346), Vina del Mar, Chile	7718	Copping, G., MD (215), 803 Upper Belmont Ave., Westmount 6, Que.	8723
Club de Yates Escuela Naval (346), Valparaiso, Chile	6685-7433-7730	Copping, Mrs. M. A. (A), 803 Upper Belmont Ave., Westmount Que.	
Club Nautico del Muna (73), Cle. 18 #6-31, Bogota, Colombia	1366-2523-3041	Corazza, Mr. & Mrs. George (A), 4744 Dundas St., West, Islington, Ont., Canada	
Club Nautico Hansa (73), Apartado Aereo 8525 Bogota, Colombia	8957-2975-1240	Corbett, Reg (71), 22732 Lake Rd., Rocky River 16, Ohio	9350
Club Nautico Quilmes (367), Casilla de Correo 43, Quilmes, B.A., Argentina	8812-8813-8814	Corbett, Mrs. Wm. T. (A), 53 Fresh Meadow Dr., Trumbull, Conn.	
Clum, David (A), 11415 Orchardview, Fenton, Mich.		Corbys, Jean U. (A), 650 N. Broadway, Yonkers, N. Y.	
Coale, Bill (A), 8707 Cranebrook Ct., Bethesda, Md. 20034		Cordes, John H. (A), 276 Hawthorne La., Orange, Conn.	
Coale, Robert N. MD (50), 8707 Cranebrook Court, Bethesda, Md. 20034	7222	Cordignano, Piero (278), Via A. Galliano 18, Rome, Italy	4654
Cobanli, Bas (90) 6645 Madrona Pl., West Vancouver, B.C.	9782	Cornejo, Horacio (A) Casilla 3337, Santiago, Chile	
Cobanli, Mrs. Gillian (A), 6645 Madrona Pl., West Vancouver, B.C. Can.		Cornett, Joan P. (A), Limestone Dr., Manlius, N. Y. 13104	
Cobb, Cully A., Jr., M.D. (262), 4710 Sewanee Rd., Nashville, Tenn.	7499	Cornett, Robert S. (U), Limestone Dr., Manlius, N. Y. 13104	
Cobb, Francis H. (7), 4 Bennett St., Old Greenwich, Conn. 06870	6219	Corning, Charles T. (32), 34 Pryer Lane, Larchmont, N.Y.	9571
Cobb, Helen (A), 4710 Sewanee Rd., Nashville, Tenn.		Cornwell, George (A), 76 Sussex Dr., Lewes, Del.	
Cobb, Jane S. (A), Lyon Associates, Inc., c/o OICC/SEA APO San Francisco, Calif. 96346		Cornwell, Gordon (326), 6047 Peninsula Dr., Traverse City, Mich.	8208
Cobb, John E. (383), Lyon Associates, Inc. c/o OICC/SEA. APO San Francisco, Calif. 96346	8087	Cornwell, John W. (325) 76 Sussex Dr., Lewes, Del.	9516
Coble, Robert L. (189), 18 Bryant Rd., Lexington, Mass.	9142	Cornwell, Steve & Robert (A), 6047 Peninsula Dr., Traverse City, Mich.	
Cochrane, Ron (146), 84 Foxridge Dr., Scarborough, Ont.	9090	Corr, Patrick E. (70), 11 Craig Pl., Middletown, N. J. 07749	3600
Coddington, Kenneth K. (U), Windy Hill, Cohasset, Mass. 02025	8491	Corwin, Henry H. (17), 406 Old Post Rd., Fairfield, Conn.	6307
Cody, Tom (A), 507 E. Tyler St., Richardson, Texas		Corwin, Raymond H. (75), 27 Old Hempstead Rd., New City, N. Y.	3280
Coe, Thompson W. (173), 207 Main St., Riverton, N. J.	7206	Coryell, William H. (A), 19 Lakemont Dr., Augusta, Ga.	
Coffin, Laurence G. (189), 250 Buckminster Dr., Norwood, Mass. 02062	6652	Coryell, William and Margaret E. (257), 19 Lakemont Dr., Augusta, Ga.	4816
Coffman, H. Eugene (A), 43 West Davis, Tiffin Ohio		Cosentino, Giancarlo (191), c/o Circolo Nautico Posillipo, Via Posillipo 3, Naples, Italy	7212
Cofran, R. L. III (60) 3012 Sowers Ct., Topeka, Kans.		Cosmelli, Giorgio (A) Via Nazionale 172, c/o Circolo Vela Roma, Porticciolo Pamphili, Anzio, Italy	
Coggan, Donald W. (A), R.R. #2, Richland Mich.		Costa, Giovanna Gabriella (390), Via XX Settembre 16, Faenza, Italy	8316
Coggan, F. W., DDS (137), 804 Am. Natl. Bank Bldg., Kalamazoo, Mich.		Costa, Renato & Alessandro (278), Via Clitunno 18, Rome, Italy	8448
Coggan, James (137), RR #2, Richland, Mich.		Costabal E. Juan (A), Casilla 570, Vina del Mar	
Coggins, David (189) Little Harbor Way, Marblehead, Mass.	9526	Costantini, Andrea (A), Corso Vittorio Emenuele 349, Rome, Italy	
Coha, Alfred P. (L) (194), 5173 Leo St. San Diego 15 Calif.	8965	Cotter, Edward (L), c/o U. S. Coast Guard Base, Gloucester City, N. J. 08030	
Coha, J. (194), 5173 Leo St., San Diego, Calif. 92115	8965	Cottignoli, Sergio (390), Via Donizetti 44 Milano, Italy	8951
Coha, Mabel (A), 5173 Leo St., San Diego, Calif. 92115		Couceiro, Jose Edvaldo Meira (A) Recife, Pernambuco, Brazil	
Cohen, David J. (A), 10 Wyndmere Rd., Mt. Vernon, N. Y.		Couchman, John (296) 7637 Windsor, Prairie Village, Kan.	
Cohen, Howard D., M.D. (192), 1003 Delaware Ave., Wilmington, Del.	6556	Cowin, Fred H. (54), 759 Half Moon Dr., Birmingham, Mich. 48010	8145
Cohen, Samuel J. (U), 10 Wyndmere Rd., Mt. Vernon, N. Y.	8238	Cowin, Kenneth I. & Robert (A), 759 Half Moon Rd., Birmingham, Mich. 48010	
Cohen, W. (146), 428 Glencair Ave., Toronto, Ont.		Cox, Gardner (A), 1851 Mallard La., Villanova, Pa.	
Coho, Alan C. (81), 497 Mt. Vernon Blvd., Hamburg, N. Y.	2151	Cox, Herbert (113), 56 Wall St., Benton Harbor, Mich.	8668
Coho, Bradley & Bruce (A), 497 Mt. Vernon Blvd., Hamburg, N. Y.		Cox, Virginia (A), 506 Ridgeway, St. Joseph, Mich. 49085	
Colantoni, Stefano (A), Via Antonio Bosio 2, Rome, Italy		Coyle, D. L. (323), 810 High St., Port Jefferson, N. Y.	2709
Colburn, Robert M.D. (50) 13708 Drake Dr., Rockville, Md. 20853	7350	Coyle, Jill (133), 26 Kennworth Rd., Port Washington, N. Y.	7246
Colburn, Mrs. Robert (A) 13708 Drake Dr., Rockville, Md. 20853		Coyle, John P. (A), 810 High St., Port Jefferson, N. Y.	
Colby, John (50) 1913 Barbee St., McLean, Va. 22101	9648	Coyne, J. E. (320), 202 Heath St. West, Toronto 7, Ont.	7507
Cole, David (A) 9260 Home Terrace, Des Plaines, Ill.		Craig, John (A), 400 Nelson St., Port Dover, Ont.	
Cole, Larry (A) 133 Maple Ave., Northport, N. Y.		Craig, K. N. (146), 56 Westleigh Cres., Toronto 14, Ont.	8388
Cole, Victor (164), 127 Margo Lane, Fayetteville, N. Y.		Craig, L. T. (U), Templestowe, Vic, Australia	9261
Coleman, A. Brian W. (A), "Camelot" 2844 West 39th Ave., Vancouver 13, B. C.	7549	Cramer, Bob (A), 864 Colvin Ave., Kenmore, N. Y. 14217	
Coleman, Dr. Arthur L. (32), 88 Park Ave., Larchmont, N. Y.		Crandall, Richard R. (A), 528 Shoreham Rd., Grosse Pointe Woods, Mich. 48236	
Coleman, Lester L. (137), 1328 W. Maple St., Kalamazoo, Mich.	8740	Crane, George J. (146), 42 Lambeth Rd., Islington, Toronto, Ont.	7674
Coleman, Leo M. (A), 123 Louvaine, Kenmore, New York		Crane, Jim (134) 21 Driftway La., Darien, Conn.	9390
Coleman, Robert F., M.D. (68) 29887 E. River Rd., Grosse Ile, Mich.		Crane, Linda (134) 21 Driftway La., Darien, Conn.	
Colledge, Raymond (171), 91 King St. E., Kingston, Ont.	5521	Crane, Pat (A), 21 Driftway La., Darien, Conn.	
Collet, Carlos M. (356), Anchorena 560, La Lucila, Argentina	7619-8418-9188	Crane, R. B. (L), (134), 21 Driftway Lane, Darien, Conn.	9390
Collet, William A. (296), 1236 W. 62nd St., Kansas City, Mo.	6555	Craver, William L., MD (77), 11 Saxony Rd., Pittsford, N. Y. 14534	6803
Collier, A. Walter (L), 1921 Kalamara Rd., N.W., Washington 9, D. C.		Craver, William L., Jr. (A), 11 Saxony Rd., Pittsford, N. Y. 14534	
Collins, Barry and Doris K. (U), 20 Baldwin St., New Haven, Conn.	610	Craw, Robert P. (U), R. R. #6, Dunnville, Ont., Canada	2782
Collins, Charles E., Jr. (119), 73 Shore Rd., Bristol, R. I.		Crawford, George V. (L) (226), 4452 14th St., S.W., Coral Gables, Fla.	6919
Collins, John J. (189), 23 Pilgrim Rd., Marblehead, Mass.	9610	Crawford, Harold B. (U), 19 Holland Ave., Lancaster, N. Y. 14086	6053
Colombi, Armin (A), La Rive, Morat, Switzerland		Creep, Guy B., Jr. (A), 776 Priority Rd., York, Pa.	
Colombo, Carlos (206), Estrada 1545 Martinez, Buenos Aires, Argentina	8413	Cressy, Carleton (U), Box 359, Buckingham, Que., Canada	4347
Colombo, Frank, M.D., (189), 22 Chatham Way, Lynnfield, Mass.	9875	Crew, Allan M. (228), 9610 Hilsapac St., Philadelphia 15, Pa.	7085
Colyer, Bob (132), 2427 84th Ave., S.E., Mercer Island, Wash.	7041	Cridle, B. E. & E. E. (188), 31 Horner Dr., Ottawa, Ont.	3329
Comperchio, Joseph A. (A), 737 Woodbine Blvd., Jackson, Mich.		Cridler, D. R. (150) 1112 Woodland Rd., Mansfield, O. 44907	2725
Compton, Howard (78), 313 Smallwood Dr., Snyder 26, N. Y.	9064	Crimmins, Kevin B. & Cynthia (134) Box 34, Darien, Conn.	
Compton, Norman H. & Gordon L. (A), 313 Smallwood Dr., Snyder 26, N. Y.		Crist, John P. O. (A), 8614 Highgate Rd., Alexandria, Va.	
Conant, Douglas S. (U), 9 Garden Dr., Grimsby, Ont.	4365	Crittenden, C. B. (L), (31), R.F.D. #1, Hudson, Mich.	22
Condoleo, Alfonso (A), Circolo Velico Stabia, Banchina Marinella, Castellammare di Stabia, Italy		Crockett, L. W. (146), 12 Lockheed Blvd., Weston, Ont.	7850
Congdon, Bob (A), Groton Long Point, Conn.		Crockett, Jack (A) 5925 East University, Dallas, Texas	
Congdon, Raymond (A), Summer St., Cohasset, Mass.		Crookes, Bill (A), 2017 Van Antwerp, Grosse Pte., Woods, Mich.	
Conger, Alper (246), Box 16, Winnisquam, N. H.	4549	Crookston, Sue & T. R. "Dick" (A), 3726 Nazareth Rd., Kalamazoo, Mich.	
Conger, Judith Porter (A), 1670 32nd St., N. W., Washington, D. C.	8687	Crookston, Thomas (137), 3726 Nazareth Rd., Kalamazoo, Mich.	1102-7234-9407
Conklin, Bruce & Bruce, Jr. (134), 28 Libbey Lane, Darien, Conn.		Cronfelt, Kenneth R. (A), P.O. Box 94, Crystal Beach, Ont.	
Conley, Pat (A), 3124 Woodworth Ave., Hazel Crest, Ill.		Crongeyer, Jimmy (A), 31 Lakeside Dr., Pensacola, Fla.	
Conner, Dennis (A), 765 Albion, San Diego 6, Calif.		Crongeyer, R. L. (324), 31 Lakeside Dr., Star Lake, Pensacola, Fla.	8890
Connors, Jack (274), 1769 Lockett Pl., Memphis, Tenn.	8509	Croninger, Adele B. (30), 800 Monroe Blvd., South Haven, Mich.	6131
Conrad, David & Carroll S. (A), R. D. #1, New Hope, Pa.		Cronk, E. Gordon (L), 122 Terrace Circle, DeWitt, N. Y. 13214	
Conrad, Frank L. (105), R. D. #1, New Hope, Pa.	7247	Crotty, Kenneth E. (1), Box 221, Skaneateles, N. Y. 13152	6808-9653
Conroy, Robert (A), 314 Woodvine, Metairie, La.		Croughwell, Bill (A), 46 Westfair Dr., Westport, Conn. 06882	
Constantine, King of Greece, His Royal Majesty (287), Athens, Greece	6943-8572	Crow, Barbara & Jane (A), 1461 Woodacres Dr., Mountaine, N.J.	
Constantinidis, Stavros (256), 17 Nikis Str., Thessaloniki, Greece	7492	Crow, Dennis L. (92), 1461 Woodacres Dr., Mountaine, N. J.	4205
Conterno, Enrique (A), Apartado #11, Callao, Peru		Crow, Harry T. (113), 373 August Dr., Benton Harbor, Mich.	9001
Contocostas, John (U), 28 Cronou St., Old Phaleron, Athens, Greece		Crow, Rick (A), 373 August Dr., Benton Harbor, Mich.	
Conway, Gregory (25), 472 84th St., Brooklyn 9, N. Y.	5617	Crowder, Robert S., Jr. (U), 36 Woodhill Dr., Fairfield Crest Newark, Delaware 19711	3813
Conway, James (A), Box 153, Lake Mohawk, Sparta, N. J.		Crowhurst, Don (362) 252 7th Ave., F. Owen Sound, Ont., Canada	8366
		Crowley, John M. (U), 1606 Viers Mill Rd., Rockville, Md.	2457
		Crozier, George W. (U), 4015 Greenmount Rd., Wilmington 3, Del.	
		Cruciani, G. M. Capri, MD (278), Villa Pantanella, Via dei Laghi 60, Frattocchie di Marino (Rome) Italy	8764
		Crump, Walter G. (A), 215 Main St., Apt. 206 Sausalito, Calif. 94965	



Cryer, Harold (382) Seaway Ave., Alexandria Bay, N. Y. 337  
 Cubillos S., Hernan (A), Casilla 2710 Santiago, Chile  
 Cubria, Mario H. (A), Jujuy 2520 "A" Acussuso, Prov.  
 Buenos Aires, Argentina, S. A.  
 Cudahy, William B. (333), 242 Sea Breeze Ave., Palm Beach, Fla. 8063  
 Cuminsky, W. Richard (133), 126 Reid Ave.,  
 Port Washington, N. Y. 11050  
 Cum, George P. (125), Box 1, Levonia, N. Y. 7013  
 Cunningham, John B. (262), 5116 Overton Rd., Nashville, Tenn. 5888  
 Cunningham, John D., Jr. (151), 113 Leonard St., Gloucester, Mass. 6655  
 Cunningham, Robert A. (296), 40 W. Darmouth Rd., Kansas City, Mo. 7626  
 Curcuro, Kevin (A), Wood Hill Rd., Weston, Conn. 06880  
 Curcuro, Steven & E. H. (116), Wood Hill Rd., Weston, Conn. 06880  
 Currie, Crit (274), 1028 N. Hollywood, Memphis, Tenn. 9402  
 Curry, Don (A), 1137 MacVicar, Topeka, Kans.  
 Curtin, James J. (323), R.F.D. #1, Box 65A Valley Dr.,  
 Sound Beach, L. I., N. Y. 5578  
 Curtis, Charles W. (102), 835 17th St., Manhattan Beach, Calif. 1609  
 Curtis, Howard (A), 4474 Broadhurst, Columbus, Ohio  
 Curtis, K. (A), Shelley Crt., Aberdeen St., Geelong, Australia  
 Curtis, Richard (A), 18 Hillside Ave., Marblehead, Mass.  
 Curtiss, James R. (A), Rt. 2, Box 120, Moneta, Va.  
 Cushing, Barbara & Richard (A), 2 Kingslea Ct., Toronto 18, Ont. 2433  
 Cushing, George (146), 2 Kingslea Ct., Toronto 18, Ont. 1275-5430  
 Cuskey, Robert G. (332), 1 Thompson Pl., Larchmont, N. Y. 7329  
 Custance, Robert W. (322), 88 Hancock St., Lexington, Mass. 02173  
 Cutler, Gary (U), 2500 Woodview Dr., Lansing, Mich. 9754  
 Cutler, Marilyn H. (A), 2232 Greenwood Ave., Wilmette, Ill. 60091  
 Cutler, John C. (5), 2232 Greenwood, Wilmette, Ill. 5962  
 Cutting, R. Harlow, Arthur & Eric (145), 103 Sunset Ave.,  
 Amherst, Mass. 9714-7383  
 Cutting, William H. (185), 221 Bedell Ave., Staten Island 7, N. Y. 4045

## "D"

Daddow, Theodore R. (295), 27 Plymouth Rd., Westfield, N. J. 6527  
 Dabney, Tommy (A), 2902 Circle Count Drive, Mobile, Ala.  
 Da Gama, Venancio Lopes (A), Rua Raul Azeido, 40,  
 Boa Viagem, Recife-Pernambuco-Brazil  
 Dailey, Neil (A), 423 Superior St., South Haven, Mich. 8330  
 Dailey, Nils (36), 2240 Kingridge Rd., Pittsburgh, Pa.  
 Dailledouze, H. E. (58), 31 Hewlett Pt. Ave., E. Rockaway, N. Y.  
 Daleiden, Bernard J. (A), 1823 West Leland Ave., Chicago, Ill. 60640  
 D'Alesio, Christine & Gerry (A), 502 Spruce Ave., Bywood, Pa.  
 Daley, James J. (34), 87 Sandy Pt. Dr., Brick Town, N.J. 5722  
 Daley, Marguerite (A), 87 Sandy Pt. Dr., Brick Town, N.J.  
 dal Fiume, Egidio (355), Lega Navale Italiana,  
 Lido degli Estensi, Italy 7374  
 Dallas, R. W. (A), 6399 Wilshire, Los Angeles, Calif. 80048  
 Dallmeyer, Donald (253), 454 Hillcrest Rd., York, Pa. 7603  
 Dallmeyer, Janet (A), 454 Hillcrest Rd., York, Pa.  
 Dallmeyer, Ray (253), 113 Sharon Dr., York, Pa. 7617  
 Dalman, C. W. (296), 231 N. Bryant St., Claycomo, Kansas City, Mo. 8844  
 Dalton, Spencer (118), 50 Water St., North Galt, Ont. 9727  
 Danard, A. Britton (A), 483 Fountain St., Preston, Ont., Canada  
 Dancks, Kip (A), Hickory Lane, Cazenovia, N. Y.  
 Dange, J. R. (81), 222 Audubon Dr., Snyder 26, N. Y. 7009  
 Daniell, James L. (L), (127), 5 Barnett Dr., Savannah, Ga. 3515-8977  
 da Silva, Froebel Vasconelos (373), Rue Cabo Epitacio Lucena  
 da Silva, Recife-Pernambuco-Brazil 5785  
 Daugherty, Tom (33), 2869 Parkwood Dr., Silver Lake,  
 Cuyahoga Falls, Ohio 8637  
 d'Auteuil, Gilbert & Alcide (A), 578 Boulevard  
 Langelier, Quebec, Quebec  
 David, Robert (A), 89-78 213th St., Queens Village, N. Y.  
 David, Robert T. and Marilyn (178), 6 Central Ave.,  
 Amityville, N. Y. 24-8662  
 David, Ruth E. (A), 2126 Wilson Ave., Sandusky, Ohio  
 Davidson, C. O. (129), 41 Aberdeen Rd., Elizabeth 3, N. J. 7913  
 Davidson, Peter (A), 259 5th St. E., Owen Sound, Ont.  
 Davidson, T. (A), Apt. 14, 139 King St., Dover, Del. 19901  
 David, John (6), 295 Over Drive, Stratford, Conn. 4459  
 Davies, John A. W. MD (U), 233 Sargent Rd., Brookline 46, Mass. 5329  
 Davies, Van (A), Box 95, Kailua, Hawaii 3154  
 Davies, Vernon F. (143), Box 95, Kailua, Hawaii 6792  
 Davies, William R. (132), 3129 S.W. 104th St., Seattle 66, Wash. 6336  
 Davis, Andy (301), R. D. #3, Winoski, Vt.  
 Davis, Dave (102), 14904 Greenleaf St., Sherman Oaks, Cal. 9751  
 Davis, Dean H. (U) 3960 S. W. Pendleton St., Portland, Ore. 97221  
 Davis, Donald (A), 9772 Sylvanhurst Dr., Chesterland, O.  
 Davis, Donald E. (A), 1325 Millersport, Buffalo, N. Y. 14221  
 Davis, Frederick L. (81), East Quaker Rd., Orchard Park, N. Y. 3194  
 Davis, Jim (36), 231 Ohio Ave., McDonald, O. 6530  
 Davis, John (43), 233 S. Dawson, Columbus 9, Ohio 8100  
 Davis, John L. (A), 5 Churchill Lane, Fayetteville, N. Y.  
 Davis, Mackey & Betty (A), 865 Monroe Blvd., South Haven, Mich.  
 Davis, Newton (A), 233 S. Dawson, Columbus 9, Ohio  
 Davis, Richard C. (95), 82 Long Pond Rd., Awosting,  
 Hewitt, N. J. 07421 762  
 Davis, Ronald N. (U), 4 Warren Ave., Northfield, Vt. 6924  
 Davis, Tom (36), 2301 Fourth St., N. St. Petersburg, Fla. 6530  
 Davis, Tom (A), 3333 Rand Court, Apt. A, Columbus, O.  
 Davis, Wm. Robert (296), 722 Osage Trail, Independence, Mo. 9743  
 Davison, Allen C., Jr. (98), 77 Cove Rd., Huntington, N. Y. 8232  
 Davison, Barbara (A), 37 Farragut Dr., Shore Acres, N. J.  
 Davison, James G. (86), 37 Farragut Dr., Shore Acres, N. J.  
 Dawson, Frank & Mary (133), 76 Ivy Way, Port Washington,  
 N. Y. 11050 1955  
 Day, Clarence C. (U), P.O. Box 789, Columbus, Miss. 5145  
 Day, Frank (56), 633 Monroe Ave., River Forest, Ill. 8611  
 Day, H. Corbin (3), 412 Prospect Ave., West Orange, N. J. 174  
 Day, Madeline (A), 633 Monroe Ave., River Forest, Ill.  
 Day, William A. (75), 286 Broad Ave., Fairview, N. J. 6637  
 Deal, Clyde (U), Box D.D., Southampton, N. Y. 11968  
 Deal, H. J. (A), 106 Poplar Ave., N. W., Canton, O.  
 DeAmicis, G. Ferdinando (249), Via Carmelitani Scalzi 3, Verona, Italy 8763  
 Dean, Carol (A), 58 Prospect St., Little Falls, N. Y.  
 Dean, Edward K. (13), 58 Prospect St., Little Falls, N. Y. 8203  
 Dean, Ernie (U), Ocean Ave., Island Heights, N. J. 08732  
 Dearing, John (A), Lake Pine, RD #2, Marlton, N. J.

Deaves, Neal (A), 813 Meetinghouse Rd., Riverton, N. J. 08077  
 Deaves, R. Wayne & Mary (228), 813 Meetinghouse Rd.,  
 Riverton, N. J. 8699  
 de Basto Lima, Jose Adolfo, MD (373), Rua Padre Jose  
 Anchieta 191, Recife, Pernambuco, Brazil 8872  
 DeBenedetti, John (283), 3245 N. E. 17th, Portland, Ore. 97212 5481  
 de Casabianca, Ginette & Jaime, Jr. (A), Calle 18 No. 6-31  
 Ofic. 306, Bogota, Colombia  
 de Chadenes, J. F. (U), 820 16th St., Boulder, Colo. 7297  
 de Campello, Pompeo (278), Villa Dusmet, Frascati, Italy 4401-9598  
 deEdcorihuela, Hilda & Ricardo (A), Carrera 31  
 #12-72, Bogota, Colombia  
 de Escalona, Ines Purcell (A), 12 Norte 770, Vina del Mar, Chile  
 DeFelice, Armando J. (U), 515 Revere Dr., Whitman Sq.,  
 Blackwood, N. J. 4220  
 DeFelice, Ruth E. and Linda D. (A), 515 Revere Dr., Whitman Sq.,  
 Blackwood, N. J.  
 de Gallvas, Edith (A), Casilla 2786, Santiago, Chile  
 Deger, Pa. & Cynthia K. (A), 6435 Breamore Rd., Indianapolis, Ind.  
 Deger, William (270), 6435 Breamore Rd., Indianapolis, Ind. 2527  
 De Giovanni, Sergio (A), Via Lucio Afranio 4, Rome, Italy  
 de Grandes, Carlos Oscar (A), Aquero 1735, Buenos Aires, Argentina  
 de Hernandez, Emma Duarte (A), Carrera 18  
 #86A-47, Bogota, Colombia  
 Deis, Harold E. & Philip E. (353), 1514 Grenoble Rd., Columbus,  
 Ohio 43221 5520  
 de Isaza, Marianne (A), Calle 80 #4-84, Bogota, Colombia  
 DeJager, Harold R. (41), 172 Highland Ave.,  
 Ridgewood, N. J. 2817  
 Dejong, Harry (A), 1250 Monroe Blvd., South Haven, Mich.  
 de Kok, Anton & Johanna M. (387), 3434 Sylvan Ave.,  
 Lansing, Mich. 48917 7048  
 Delgado, Manuel Garcia (A), Camana 615-602, Lima, Peru  
 DeKorte, Garth (A), Box A, Kalamazoo, Mich.  
 DeLalio, Louis (138), 24 Cleveland Ave., Glen Head, N. Y. 9539  
 DeLalio, Marilyn (A), 24 Cleveland Ave., Glen Head, N. Y.  
 Delaplaine, Douglas (323), 8 Gatewood Dr.,  
 Hauppauge, N. Y. 11788 3126  
 Del Castillo, Richard (1), 260 Boxwood Lane,  
 Cinnaminson, N. J. 08077 6327  
 De Leo, Sergio (312) c/o Lega Navale Italiana, Sezione di Anzio,  
 Riviera Zanardelli, Anzio, Italy 6810  
 del Ecuador, Escuela Naval (U), c/o Guayaquil Yacht Club,  
 Guayaquil, Ecuador 5864-5870  
 del Favero, Humberto (342), Huerfanos 1294, Of. 34, Santiago, Chile 8829  
 de Lima, Carlos Alberto Matheos (373), R. Toni Bosco 544, Apt. 6  
 Recife, Brazil 9185  
 de Lima, Margareta Mathoes (A), R. Toni Bosco 544, Apt. 6,  
 Recife, Brazil  
 Dellenbaugh, Cornelia (153), 715 Pequot Rd., Southport, Conn. 9633  
 Delorme, Dr. D. P. (87), 6106 E. Pratt St.,  
 Baltimore, Md. 21224 9007  
 deLozada, Jorge (A), Triana 205-Miraflores, Lima, Peru  
 del Santo, Maurizio (321), Via Mastrangelo 15, La Spezia, Italy 7191-9316  
 del Solar, Alejandro & Grimaldo (A), Miraflores, Lima, Peru  
 del Tindaro, Carlos Rempolla (A), Via Domenico Cirillo 15, Rome, Italy  
 del Tindaro, Piero Rampolla (278), Via Domenico Cirillo 15, Rome,  
 Italy 6689  
 Demarest, Douglas (A), 1 Terrace Place, Port Washington, N. Y.  
 Demarest, Lee W. (17), 257 Lynnbrook Rd.,  
 Bridgeport, Conn. 06604 6553-9394  
 Demarest, R. G. III (17), 22 South Baker, Cornell University  
 Ithaca, N. Y. 14850 9394  
 de Mello, Adhemar Bezerra (373), Praca Arthur Oscar  
 211-1, Recife, Brazil 9041  
 de Mello, Paulo Figueira (147) Rua da Quitanda 113-5th a.,  
 A. C. Credimpar, Sao Paulo, Brazil 7687  
 Deming, Curt (A), 121 Arand Ave., Williamsville, N. Y. 14221  
 Dempsey, Bob (53), Gen. Motors Tech Sailors,  
 Chev. & Third, Flint, Mich. 4704  
 de Mori, Col. Enrico (L) (278), Via Tripoli 103, Rome, Italy 6984  
 de Moura Soares, Ziul (373), Rua Duque de Caixas 288, Recife,  
 Pernambuco, Brazil 8893  
 Dencker, Fred (A), 20 W. Pine Terrace, Short Hills, N. J. 07078  
 Denham, R. H. (338), 312 Riverside Ave., Scotia, N. Y. 394  
 Denison, Christopher W. (U), 1601 S. W. 20th St.,  
 Fort Lauderdale, Fla.  
 Dennen, Thomas (295), 253 Guvon Ave., Staten Island 6, N. Y. 2705  
 den Steinen, Carlhans Von (A) Recife, Pernambuco, Brazil 8769  
 Denzler, M. (309), Seestr. 39, Uster, Switzerland  
 de Pacini, Franca (A), Carrera 34 #2201, Bogota, Colombia  
 de Pourtales, Louis (169), Chaussee Romaine 1, Colombier NE, Switz. 4450  
 De Prati, Jose (272), P.O. Box 1185, Guayaquil, Ecuador 5866  
 De Ramirez, Patricia (A), Ed Central 3er piso- Boyaca 49-76  
 Medellin, Colombia, S. A.  
 de Rosa, Sergio (235), c/o Sport Velico Marina Militare,  
 Ministero Difesa Marina, Rome, Italy 9347  
 Derrick, John (184), 657 Stanley Ave., Cincinnati, O. 45226 5227  
 Derrick, Robert (59), 817 Tacoma Ave., Buffalo 16, N. Y. 9739  
 Derrickson, V. Blades, Jr. (325), 24 Hazel Rd., Dover, Del. 19901 8935  
 de St. Remv, M. (171), 102 Centre St., Kingston, Ont. 8402  
 de Sangro Fondi, Riccardo (223), Via Partenope 3, Naples, Italy 3591  
 Deschenes, Paul, Jr. (189), 39 W. Shore Dr., Marblehead, Mass. 8301  
 Desilets, Albert A. (273), 472 East High St., Manchester, N. H. 03103 8939  
 Desilets, Frederick (A), 472 East High St., Manchester, N. H.  
 Desmond, Claude (U), 36470 Joy Rd., Livonia, Mich. 5255  
 de Smours, Marchese Giacomo Dusmet (L) (278), Lungotevere  
 Inventori 50, Rome, Italy 9598  
 DeSole, Virgilio Ten G. N. (235), c/o Marivela, Ministero  
 Difesa, Marina, Rome, Italy 9347  
 Despland, Gilbert (A), rue Haute 187, Grandson, Switzerland  
 De Stasio, Thomas (75), 7 Dale Ave., Ossining, N. Y. 9100  
 DeStefano, Bruno & Giulio (A), c/o Circolo Velico Stabia, Banchina  
 Marinella, Castellammare di Stabia, Italy  
 Devin, James A. (A), Oak Orchard, Millsboro, Del.  
 Devine, Donald (A), 3454 Kaohinani Dr., Honolulu, Hawaii  
 Devlin, David (A), 305 Riverbrook Ave., Lincroft, N. J.  
 DeVries, Dean (113), 2531 Lakeshore Dr., St. Joseph, Mich. 5967-9685  
 DeVries, Robert M. (A), 268 Nash Dr., St. Joseph, Mich.  
 DeWaard, Russell (7), Little Cove Lane, Old Greenwich, Conn. 241



deWasseige, Baudoin (A), Calle 18 No. 6-31 Ofic. 306, Bogota, Colombia		Dubke, Frank (272) Apartado 747, Guayaquil, Ecuador	5957
Dewey, Alan E. (12), 182 Orchard Dr., Buffalo, N. Y.	1603	duBois, David V. (13), 74 Prospect St., Canajoharie, N. Y.	1466
Dewey, Edward R. (A), 2404 Madison, Memphis, Tenn.		Dudko, Gail (A), 11 Woodhill Rd., Westport, Conn. 06882	
DeWitt, Linda Jeanne (6), 80 Park Blvd., Stratford, Conn.	7366	Dudjak, Theodore (A), Elm St., Inlandview Beach, Westbrook, Conn.	
DeZerbi, Carlos (223), Via Tasso 91 Isol. B Naples, Italy	3592	Duenas, Mario (A), Calle 18 No. 6-31 Ofic. 306, Bogota, Colombia	7974
Dialti, Antonio (355) c/o Lega Navale Italiana, Lido degli Estensi, Italy	7612	Duer, Warren E. (77), 2642 Oakview Dr., Rochester 17, N. Y.	
Dicenzo, John (A), 3446 Redding, Columbus 21, Ohio		Duesing, John Michael (A), 24 Hillspoint Rd., Westport, Conn. 06882	
Dick, Harold M., MD (U), 622 West 168th St., New York 32, N. Y.	7683	Duggan, John (A), 6319 Anneliese Dr., Falls Church, Va.	6213
Dick, James R. (U), P. O. Box 812, Courtenay, B. C., Canada	8139	Duggan, Reo E. (50), 6319 Annaliese Dr., Falls Church, Va.	3670
Dickerson, Allen (30), Rt. 5, Box 35, South Haven, Mich. 49090	2516	Dukes, George & Georgia (295), 41 Dent Rd., Staten Island 8, N. Y.	
Dickerson, Reed (A), 1124 Greenbriar Rd., Barclay Farms, Cherry Hill, New Jersey		Dukor, John (A), 384 West Short Ave., Groton Long Point, Conn.	8028
Dickey, Coe (42), 2816 Northwood Ave., Toledo 6, O.	7847	Dulley, Richard (167), 102 W. Central Park, Davenport, Iowa	
Dickey, Mrs. A. T. (U), Box 606, Wellfleet, Mass. 02667	8527	Dumke, A. C., MD (39) (L), 401 Main St., Beacon, N. Y.	9059
Dickey, Thomas R. (A), Box 606, Wellfleet, Mass.		du Moulin, Richard (133), 1330 Auerbach Ave., Hewlett, N. Y.	6784
Dickman, Richard (A), 15959 E. Corina Ct., Hacienda Hights, Calif.		Duncan, Christopher and Scott (A), 205 Crown Terrace, Morrisville, Pa.	4410
Dickson, James (338), 148 Snowden Ave., Schenectady, N. Y.	5155	Duncan, J. A. (340), 1477 Montague, Muskegon, Mich. 49441	6235
Diefendorf, Andrew (A), 7 Green St. Cazenovia, New York		Duncan, Dr. Neil F. (U), 9647 85th St., Edmonton, Alta.	9127
Diefendorf, Peter (164), 7 Green St., Cazenovia, N. Y.	5892	Duncan, Wilbur (173), 205 Crown Terr., Morrisville, Pa.	6279
Dieffenbach, Mike (A), 190 N. Sappington Rd., Glendale, Mo. 63122		Dunlap, Thomas O., Jr. (254), 414 Walnut St., Cincinnati 2, O.	7090
Diekerhoff, Edward (A), Ridge Rd., Groton Long Point, Conn.		Dunlop, Ian R. (368), R.R. 4, Kelowna, B. C.	
Diepeveen, Neal (55), 14 Ryder Rd., Fair Lawn, N. J.	9108	Dunn, G. (A), 9 Somerville Ave., Toronto 15, Ont.	
Dierks, Frederick M. (U), 115 Conway Terrace, Hot Springs National Park, Ark.	6514	Dunton, H. Donald, MD (75), Lamb's Lane, Cresskill, N. J.	3443
Dieter, Barbara (30), 7626 N. Ashland Ave., Chicago, Ill.	6039	Dunwoody, Calvin B. (119), 2080 Frenchtown Rd., E. Greenwich, R. I. 02818	3970
Dietz, Gerry (A), Box 1214, Syracuse, N. Y.		Dunwoody, Janet & Peter (A), 2080 Frenchtown Rd., E. Greenwich, R. I. 02818	7208
Dietz, Michael & Hugh (1), 111 Burlingame Rd., Syracuse, N. Y.	9105	Dupree, William W. Jr., (274), 1730 Glenwood, Memphis, Tenn.	
Dietz, Raymond (377), 704 Watt St., Martinsville, Va. 24112	1731	Durbin, Edward (A), 5 Ivy St., Cedarhurst, N. Y.	
DiFrancesco, Joseph C. & Erma M. (314), Garrett Mill Rd., Newton Square, Pa.	2453-9800	Durie, William W. (A), 66 Maple Ave., Rahway, N. J.	
di Leporano, Franco Acton (223), Via Chiaia 149, Naples, Italy	3592	Durran, K. (A), 217 High St., Belmont, Geelong, Australia	9141
Dilger, Louis (169), Spittelerstr. 24, Berne, Switzerland	9067	Duryea, Albert J. (55), 90 W. Horton St., City Island, N. Y.	5553
Dilger, Ruth & Vreni (A), Spittelerstr. 24, Bern Switzerland		Dutton, Albert (192), East Heatherly La., Avondale, Pa.	
Dill, James G., Jr. (U), Jackson Ave., New Suffolk, N. Y.	7124	Dutton, D. B. & Ruth (212), R.D. #3, Fernwood Rd., Steubenville, Ohio	9850
Dillard, Jim (50) 5837 Greeley Blvd., Springfield, Va. 22150	9736	Dutton, Dennis (U), Apt. 3 B.B. Park Monor, 100-25 Queens Blvd., Forest Hills, N. Y. 11375	4716
Di Lorenzo, Enzo (223), Via Domenico Morelli 9, Napoli, Italy	3589	Dutton, Mary Jane and Michael W. (A), E. Heatherly La., Avondale, Pa.	
Di Palma, Biagio (312), Via Cavour 75, Subiaco, Italy	8976	Dworschak, Carlos (A), Calle 18 No. 6-31 Ofic. 306, Bogota, Colombia	
Di Segni, Maurizio (278), Via Carlo Botta 7, Rome, Italy	9037	Dwyre, William F. (104), 15 Essex Rd., Cedar Grove, N. J.	864
Dissette, J. C. (216), 1518 East Ashman, Midland, Mich.		Dyar, Gene F. (A), 101 Wynn Gate Rd., Wilmington Island, Savannah, Ga.	
Dissette, Joseph C. III (A), 1518 East Ashman, Midland, Mich.		Dye, John (A) Waldo Lane, Munsey Park, N. Y.	
DiVasto, Dominick (77), 37 Cameron St., Rochester, N.Y. 14606	1583	Dye, Granville H. (14), 43 Highland Rd., So. Portland, Me.	3203
DiVietri, Patsy (A), 209 S. Mechanic St., Jackson, Mich.		Dynes, A. M. (347), 683 Brant St., London, Ont.	6659
Dix, Fred (37), 13660 Fairhill, Cleveland, O.	336		
Dixon, W. H. (U), 2433 Lundy's Lane, Niagara Falls, Ont., Can.	5510		
Doan, Christine and Michael (A), 3801 Valley Dr., Midland, Mich.			
Doan, Herbert (110), 3801 Valley Dr., Midland, Mich.	8059		
Doble, Gordon S. (37), 27660 Tungsten Rd., Euclid, O. 44132	3462		
Dobler, Gail & Henry (A), Box 3, Flicksville, Pa.			
Dobmeier, Bob (A), 43 Grandview Ave., Buffalo 23, N. Y.			
Doddenhoff, William H. (51), 17342 Edinborough, Detroit 19, Mich.	8599		
Dodge, George W. (A), 3902 Clay St., San Francisco 18, Calif.			
Dodge, Ross D. (326), 2419 Pittsfield Blvd., Ann Arbor, Mich. 48104	4393		
Doepke, Stanley L., Stanley L., Jr. & Gregory (98), 230 Huntington Bay Rd., Huntington, New York	7608		
Doerflinger, Charles (140), 120 Keswick Rd., Rochester 9, N. Y.	8033		
Doerre, Roy F. (228), 806 Devon Road, Riverside, N. J.	7660		
Doggett, John H., Jr. (A), 4745 Poplar Ave., Memphis, Tenn.			
Doland, C. K., DDS (253), 828 Columbia Ave., Lancaster, Pa.	6358		
Doland, Lavinia H. (A), 828 Columbia Ave., Lancaster, Pa.			
Dolgos, Joseph (A), P.O. Box 11, Allentown, Pa.			
D'Olier, Robert (A), Rivercliff Dr., Devon, Conn.			
Doll, Joe (A), 5511 Three Mile Dr., Detroit, Mich.			
Dolphin, Dan (90), 2375 York, Vancouver, B.C.	6780		
Domenici, Adriana & Maurizio (A), Via Castelfidardo 84/A, Rome, Italy			
Domin, Dennis (253), 116 Scarborough Dr., York, Pa.	9020		
Donges, Bill (A), 1655 Northwest Blvd., Col. O. 43212			
Donovan, John (A), 7460 S. 129th, Seattle 88, Wash.			
Doran, Richard S. (A), Rt. 169, Brooklyn, Conn. 06234	9667		
Doran, Thomas (U), Rt. 169, Brooklyn, Conn.			
Dore, Charles H. (L), (26), 100 Gill Rd., Haddonfield, N. J.	7915		
Dorman, Lawrence B. (116), Orient, L.I., N. Y.			
D'Ornellas, Antonio (A), Pezet 225-San Isidro, Lima, Peru			
Dorney, William (114), 132 Garrett Ave., Apt. 1 Chula Vista, Calif. 92010	7833		
Dorrance, Samuel R., Sr. (134), 28 South Ave., New Canaan, Conn. 06840	6869		
Dorrance, Thomas G. (A), 28 South St., New Canaan, Conn. 06840			
Dorth, Mrs. Emogene W. (A), 6108 Jocelyn Hollow Rd., Nashville, Tenn. 37205	7498		
Dorth, John (262) 6108 Jocelyn Hollow Rd., Nashville, Tenn.	4762		
Doty, Fred L. (146), 5 Tettenthal Rd., Islington, Ont.	9070		
Doty, Jay L. (5), 2472 Estes Ave., Chicago 45, Ill.	1684		
Douglas, James (U), 4316 Roxbury Dr., Williamsville, N. Y.	1270		
Douglass, Robinson (296), 5011 Summit, Kansas City 12, Mo.	8309		
Dow, Michael (110), 1603 Roseland Ave., East Lansing, Mich.			
Dow, Rhea (A), 1603 Roseland Ave., East Lansing, Mich.			
Dowell, Eric (U), 3270 Upper Terrace, Victoria, B.C.	1197		
Down, Don (A), 610 Lairport St., El Segundo, Calif.	6175		
Downes, Jack (322), 5602 Caprice Dr., Austin, Tex.			
Downing, C. N. (A), 2655 Bloor St. W., Toronto, Ont.			
Dowsell, Wayne B. (362), West Hill Secondary School, Owen Sound, Ont.			
Doyle, Daphne (A), 533 A Allen's Creek Rd., Rochester, N.Y. 14618	749		
Doyle, Denis (12), Box 3820, Rochester, N. Y. 14610	1026		
Doyle, John, MD (188), 1054 Chelsea Dr., Ottawa, Ont.			
Doyle, Robert (A), 387 Essex St., Salem, Mass. 01970			
Drabb, Allan (A), 6180 Highbury, Vancouver, B. C.			
Dragonetti, Vincent (A), 2004 W. Carlton St., Jackson, Mich.	4340		
Draper, R. Bruce (262), 201 Tyler Dr., Hermitage, Tenn. 37076			
Draper, Mrs. Bruce (A), 201 Tyler Dr., Hermitage, Tenn.			
Draving, Duane (A), 81 Halifax Dr., Vandalia, Ohio			
Drennan, W. J. (A), Apt 150, 16 Rosedale Rd., Toronto, Ont.	5396		
Dresco, Paul (169), En Taillisse, Corcelles, Switzerland			
Dressel, Helen (A), 1603 Millwood Rd., Columbus 27, Ohio	9360		
Dressel, Jim (43), 1612 Andover Rd., Columbus 27, Ohio	6280		
Drew, Richard E. (233), 125 S. Waverly, Dearborn, Mich.			
Drew, Richard R. & Jean L. (A), 125 S. Waverly, Dearborn, Mich.			
Drost, Sue (A), 321 Lettington, Rochester, N.Y.			
		Eagan, James (A), 16 McClellan Cir., Buffalo, N. Y.	
		Eakin, Jeff (A), Box 832 College Station, Easton, Penna.	
		Eaman, Pat (A), 1022 Colfax, Benton Harbor, Mich.	
		Earle, H. B. (368), 1538 Richmond St., Kelowna, B. C.	8538
		Eaton, John (189), 114 Front St., Marblehead, Mass. 01945	5282
		Eaton, C. Rodney (47) Box 274, Perry, N. Y. 14530	7398
		Ebeling, E. F. (143), 44-275 Kaneohe Bay Dr., Kaneohe, Hawaii	7151
		Eberl, Mr. & Mrs. Leonard (A), 368 Cuba Lake, Cuba, N. Y. 14727	6033
		Ebert, Clayton (167), 101 Custer Terr., Bettendorf, Ia.	1268
		Ebey, C. F. (60), 431 Clay St., Topeka, Kans.	9198
		Eby, Robert J., Jr. (53) 1106 Blanchard St., Flint, Mich. 48503	9118
		Echeverri, P. Javier (U), Carrera 50 A #58-68, Medellin, Colombia	
		Eckard, Dr. Peter (A) Seefeldstr. 198, 8008 Zurich, Switzerland	
		Eckhardt, R. H. & Robert C. (19), Turner Rd., R.D. #3, Box 273, Gibsonsia, Pa.	9254
		Eddleman, Jack (168), Apt. 12, 225 S. Armenia, Tampa, Fla. 33609	7057
		Edel, Oliver (U), 1605 Brooklyn Ave., Ann Arbor, Mich.	2301
		E'del, Ralph R. (253) 1119 New Holland Ave., Lancaster, Pa. 17601	5817
		Edmondson, Robert (143) 44-109 Bay View Haven Place, Kaneohe, Hawaii 96744	5662
		Edmundson, Robert T. and William (134), 65 Nearwater Lane, Darien, Conn.	8917
		Edry, Stanley A. (U), 3 Northcote Cres., Westbury, N. Y.	3199
		Edwards, Augustin (342) Casilla 570, Vina del Mar, Chile	8409
		Egan, James F. X. (A), 51 Oxford Rd., Longmeadow, Mass.	
		Eggers, John (58), 22 Harwich Rd., East Rockaway, N. Y.	5984
		Eggers, Maury (266), 7 Parkland, Glendale, Mo. 63122	1191
		Eggers, Stephen (A), 22 Harwich Rd., E. Rockaway, N. Y.	
		Eggert, June W. (A), Driftway, Chatham, N. J.	
		Eggert, Raymond L. (U), Driftway, Chatham, N. J.	9106
		Egidi, Egidio (A), c/o AGIP USA 200 Park Ave., N. Y., N. Y. 10017	
		Ehinger, Laverne (31), 1063 Moore Rd., Adrian, Mich.	6525
		Ehlert, H. W. (102), 610 Lairport St., El Segundo, Calif.	5508
		Ehret, Francis, M.D. & James F. (12), 136 Doncaster Rd., Kenmore, New York	9556
		Ehrich, W. A., Jr. & W. L. (U), 3668 Weeburn Dr., Dallas, Texas 75229	9753
		Eichenlaub, Carl M., Jr. (L), (194), 4427 Santa Cruz St., San Diego 7, Calif.	9237
		Eichenwald, Maxwell R. (55), 150-11 Grand Central Pkwy., Jamaica, N.Y.	2958
		Eisenberg, David M. (A), 939 E. 24th St., Brooklyn 10, N. Y.	
		Eisenberg, Walter L. (38), 939 E. 24th St., Brooklyn 10, N. Y.	9104
		Elfendahl, M. W. (A), 8820 E. 61st., Mercer Island, Wash.	
		Elfendahl, William P. (132), 4026 E. Olive St., Seattle, Wash. 98122	7665
		Elfman, Jack (196), 45 S. Hamilton, Doylestown, Pa.	8787-9453
		Elfman, John H. (196), 56 S. Main St., Doylestown, Pa.	787
		Elias, Joseph J. (47), 11 Benedict St., Perry, N. Y.	4737
		Ellard, Paul C. (A), 1669 Bayview Ave., Toronto 17, Ontario	
		Ellery, Mrs. Charles and Bill (A), 350 Roosevelt Place, Grosse Pte, 30, Mich.	
		Ellian, Philip F. (311), P.O. Box 63, Brocton, N. Y. 14716	8318
		Elliott, Wyman III (U), 17839 N. Clifton Dr., Lakewood 7, Ohio	4880
		Elliott, James T. (314), 8 Stoner Run Rd., Delaire, Wilmington, Del.	8251
		Elliott, Louise (A), 205 S. York, Dearborn, Mich. 48128	
		Elliott, Marion B. Jr. (U), 12 Covington Ave., Schenectady, N.Y.	222
		Ellis, Bonnie (A), Castleton, Vt.	
		Ellis, Edward L. (227), Castleton, Vt.	6236
		Ellis, Fred (353) 450 Napolion Ave., Columbus, O. 43213	3569
		Ellis, Harry A. (205), 624 S. Cheyenne, Tulsa, Okla.	4275
		Ellis, M. J. (A), 236 Ashley St., Hartford, Conn.	
		Ellis, Richard (A), 440 Lookerman St., Dover, Del.	



Ellstein, Dennis (U), 769 Birchwood Dr., Westbury, L. I., N. Y. 7159  
 Eloranta, Kimmo (U), Kuninkaankatu 27.A.8, Kuopio, Finland 4139  
 Eloranta, Mikko & Pirkko (A), Kuninkaankatu 27.A.8, Kuopio, Finland 4139  
 Eloranta, Risto (328), Mendelininkau 9, Jyväskylä, Finland 4139  
 Elster, Jorge (A), Haerfanis 1294, Of. 34, Santiago, Chile  
 Elton, Daniel (A), 6 Notre 801, Vina del Mar, Chile  
 Elton, Eduardo & Tomas (A), 6 Norte 837, Vina del Mar, Chile  
 Emens, Dorothy & Paul (A), 975 Stanton Ave., Baldwin, N. Y.  
 Emens, J. Austin, John (47), 975 Stanton Ave., Baldwin, N. Y. 8004  
 Emmons, Nearing (A), Rt. 1, Box 74, Central Square, N. Y.  
 Endert, C. J. (118), 471 Scenic Dr., Hamilton, Ont. 9349  
 Endert, John C. and Roland M. (A), 471 Scenic Dr., Hamilton, Ont.  
 Engelberger, Lotti (A), Fluhmattstrasse 40, Lucerne, Switzerland  
 Engel, Peter P. (145), P.O. Box 222, Union City, Pa. 16438  
 Engell, Wes (A), 276 Lexington Ave., Dumont, N.J. 07628  
 Engle, Ed (31), 200 Washington St., Hudson, Mich. 8490  
 Engle, Ed, Jr. and Sue (A), 200 Washington St., Hudson, Mich.  
 Engle, Lewis (A), 1111 Watson Ave., Lancaster, Pa.  
 Englebeck, Robert (A), 2449 Sand Rd., Mounted Route, Port Clinton, Ohio  
 Entwistle, John S. (357), 1522 Meadowbrook Rd., Meadowbrook, Pa. 9228  
 Epner, Ronald (A), 110 Oyston Terrace, Malverne, N. Y.  
 Eppelheimer, Donald (113), 24 Lake Shore Dr., St. Joseph, Mich. 7313  
 Erickson, Carl J. (A), Rt. 1, Box 231, Great Falls, Va.  
 Erickson, Pat (A), 3528 East Ave., Berwyn, Ill.  
 Erickson, Robert (56), 1136 Robinhood Lane, Lagrange Pk., Ill. 60528 7903  
 Erikson, Edwin J. (U), 1610 Luzerne St., Johnstown, Pa. 3049  
 Ernesto, Rossi (A), c/o Circolo Nautico Caposele, Formia, Italy  
 Escalona, Eduardo (342), 12 Norte 770, Vina del Mar, Chile 7322  
 Eschwege, James & Bob (161), 4465 Del Monte, San Diego, Calif. 92107 2548-6597  
 Escobar, Jose Maria (A), Calle 18 No. 6-31 Ofic. 306, Bogota, Colombia  
 Escoll, Dr. Philip J. (173), 431 Hidden River Rd., Narberth, Penna. 9462  
 Escorihuela, Luis (73), Carrera 31 #12-72, Apto 803, Bogota, Colombia  
 Escuela Naval del Ecuador (U), c/o Guayaquil Yacht Club, Guayaquil, Ecuador 5864-5870  
 Eskitzoglou, O. (287), 30 Alexandrou Koumoundou, Tourkolimano, Piraeus, Greece 8572  
 Esler, Cliff (A), General Delivery, Groton Long Point, Conn.  
 Esser, Dr. John (69), 1050 W. Acacia Rd., Milwaukee, Wis. 53217 7900  
 Estabrook, Betty (A), Brandon, Vt.  
 Estabrook, Seely, MD (243), Brandon, Vt. 6621  
 Estelrich, Gabriel R. (367), Mitre 515, Quilmes, B.A. Argentina 8801  
 Estes, Walter (A), 1050 N. Main St., Laconia, N. H.  
 Estes, Wilton J. (366), 96 Canoebrook Rd., Short Hills, N. J. 6884  
 Guayaquil, Ecuador 5860-6904  
 Estey, Charles G. (13), 9 Morningside Drive, Delmar, N. Y. 12054 4933  
 Estrada, Gloria M. (A), Apartado or P.O. Box 738, Guayaquil, Ecuador  
 Estrada, Jose Antonio (272) P.O. Box 3497, Guayaquil, Ecuador 8513  
 Estrada Y., Victor Emilio & Felipe (272), P.O. Box 738, Guayaquil, Ecuador 5860-6904  
 Etheridge, John L. & Deborah (A), 1920 Camellia Lane, Jackson, Miss. 39204  
 Etheridge, N. S. (388), 1920 Camellia Lane, Jackson, Miss. 39204 8845  
 Ettie, Gordon (178), St. Marks Lane, Islip, L.I., N. Y. 8540  
 Ettie, Linda F. (A), P.O. Box 363, Islip, N. Y.  
 Evans, H. C. (171), 13 d Maitland St., Kingston, Ont. 2969  
 Evans, J. E. & Marion (188), 950 Kingsmere Ave., Ottawa 3, Ont., Can. 5066  
 Evans, G. H. D. (146), 45 Cheltenham Ave., Toronto 12, Ont. 8230  
 Evans, Richard III (A), 2338 Ranchland Dr., Savannah, Ga.  
 Everett, Ben M.D. (A), 87 Cherokee Dr., Memphis, Tenn.  
 Evert, Donald (A), 16 Evelyn Cc., Grand Island, N. Y.  
 Eystone, Marold (A), 2405 Pacific Ave., Manhattan Beach, Calif.  
 Ezo, William (A), 114 Lake St., Tawas City, Mich.

## "F"

Fabiani, Paola (A), Vie XX Settembre, Formia, Italy  
 Faccini, Giuseppe & A. Maria (A), Via Muratori 21, Ferrara, Italy  
 Faccini, Riccardo (355), Via Muratori 21, Ferrara, Italy 8361  
 Fafrak, Francis, Jr. (U), Star Route, Stafford Springs, Conn. 8856  
 Fagal, Frederick F. & Janet (6), 511 Bridgeview Pl., Stratford, Conn. 4523  
 Fagin, David K. (35), 6218 Sul Ross, Dallas 14, Tex. 9473  
 Fagin, Donald R. (35), 10305 Lonshire Dr., Dallas 18, Tex. 9473  
 Fagin, K. Marshall (35), 7055 Hillgreen Dr., Dallas 14, Tex. 8277  
 Fagin, Richard G. (35), 9405 Clearhurst Dr., Dallas, Tex. 9473  
 Fagnano, Giacomo (312), Via Arrivabene 64, Rome, Italy 8621  
 Fahlen, Jack (A), 20360 Thornwood St., Southfield, Mich.  
 Fahrner, Karl (115), P. O. Box 86, Cuba, N. Y. 6983  
 Fahrney, E. G. (U), 830 S. Lafayette, Dearborn, Mich. 6272  
 Fairchild, Don (A), 1235 Bishop Ave., Grosse Pointe, Mich.  
 Fairweather, John (178), 843 Davis Ave., Uniondale, N. Y. 2610  
 Falck, Erling (189), 202 Washington St., Marblehead, Mass. 9444  
 Falck, Giorgio (249), Corso Matteotti 4, Milano, Italy  
 Fallon, Thomas D. (U), (12), 325 Delaware Ave., Buffalo 2, N. Y. 8390  
 Falso, Phillip A. (L), Limestone Dr., Manlius, N. Y. 9147  
 Fanning, John R. M.D. (205), 4687 S. Columbia, Tulsa, Okla. 9470  
 Fanning, Mike & Jeff (A), 4687 S. Columbia, Tulsa, Okla.  
 Fantasia, Anthony (U), 79 Woburn St., Lexington, Mass. 02173 6062  
 Farinelli, Michele (A), c/o Lega Navale, Lido degli Estensi, Italy  
 Farley, Craig (A), 21 Toronto Drive, Brick Town, N. J.  
 Farley, Thomas A. (86), 21 Toronto Dr., Brick Town, N. J. 5999  
 Farmer, James G. (7), 16 Long Meadow Rd., Riverside, Conn. 3713  
 Farmer, Richard (A), 18 Hartley Rd., Great Neck, N. Y.  
 Farr, S. David (A) Educ. Research Center, University of Buffalo, Buffalo, N. Y. 14214  
 Farrand, Betty Jean (A), 1328 N.W. Washington, Grants Pass, Ore.  
 Farrand, Robert A. & Robert A. Jr. (370), 1328 N. W. Washington, Grants Pass, Ore. 8163  
 Faulk, Gunnard (32), 3 Lenox Pl., Scarsdale, N. Y. 6696  
 Faunie, Joan L. (A), c/o Va. Inst. of Marine Science, Gloucester Point, Va.  
 Faust, Walter M. (16), 6039 Kingsewing Ave., Philadelphia 42, Pa. 1941

Favaloro, Bill (A), 2029 Fern St., New Orleans, La.  
 Favaloro, Francis J. (209), 2029 Fern St., New Orleans, La. 9791  
 Fay, B. G. (U), 6424 Malvey St., Fort Worth, Tex. 76116 5204  
 Fay, Carolyn C. (U), 2045 S. Holland, Springfield, Missouri 8754  
 Fay, Forrest C., Jr. (U), P.O. Box 3373, Springfield, Mo. 65804 8754  
 Fearon, Chas. F. (382), 116 West Sands St., Oneida, N. Y. 5081  
 Feddersen, Hans-Peter (A), 40 East 64th St., Apt. 3, New York, New York 10021  
 Feder, Elliot (300), 215 Adams Lane, Village of Hewlett, Neck Woodmere, New York 9465  
 Feiler, Robert (A), 5123 Wayne Ave., Philadelphia 44, Pa.  
 Feldman, David K. (U), 703 Parker Blvd., Kenmore, N. Y. 14223 4644  
 Feldman, Merrill I., MD (189), 75 Sargent Rd., Swampscott, Mass. 7557  
 Feller, Thomas R. (79), 2723 N. Farwell Ave., Milwaukee, Wis. 53211 4853  
 Felloni, Enzo (A), Via Castel Tedaldo, 7G - Ferrara, Italy  
 Fellows, John (132), 4043 W. Mercer Way, Mercer Island, Wash. 4292  
 Felton, Charles F., Jr. (A), 3121 Oak St., Michigan City, Indiana  
 Felton, J. (125), 149 West Ave., Fairport, N. Y. 14450 2254  
 Fender, Sue (A), c/o 744 McClure Dr., Augusta, Ga.  
 Fennema, Robert & James (A), Elsie Ave., Merrick, N. Y.  
 Fenney, Robert (A), Cedar Hill Rd., Fishkill, N. Y.  
 Feraud, Horacio (A) c/o Santiago Maspons, P.O. Box 659, Guayaquil, Ecuador  
 Ferguson, Colin, Jr. (A), 167 Waverley St., Winnipeg 9, Man. 8901  
 Ferguson, Colin C. M.D. (320), 167 Waverley St., Winnipeg 9, Man.  
 Ferguson, Deborah & Jane (A), 167 Waverley St., Winnipeg, Man.  
 Ferguson, Donald W. (U), 113 Anne St., Plymouth, N. C. 27962 9129  
 Fernandez, Hector (A), Casilla 94, San Bernardo, Chile  
 Fernandez, Jaime & Marcelo (A), Casilla 13910, Santiago, Chile  
 Fernandez, Marcelino (318), Casilla 13910, Santiago, Chile 7446  
 Fernandez, Fernando (A), Ocona 160, Lima, Peru  
 Ferraz, Paulo M. R. (147), Av. Angelica, 1946, Sao Paulo, Brazil 8795  
 Ferrazza, Diana (A), 6412 Pontiac Dr., N. Little Rock, Ark.  
 Ferrazza, Maj. Robert C. (U), 6412 Pontiac Dr., N. Little Rock, Ark. 72116  
 Ferrero, Pedro (A), Primera Junta 1040, c/o Bertram Yacht Yard, 3660 N. W. 21st St., Miami, Fla.  
 Ferrick, Richard (12), 69 N. Campus Dr., Snyder 26, N. Y. 8299  
 Ferrick, Sue (A), 69 N. Campus Dr., Snyder 26, N. Y.  
 Fiala, R. C. (253), 402 Penn View Dr., Millersville, Pa. 17551 6840  
 Fiamma, Renzo (278), Via Germanico 66, Rome, Italy 9037  
 Ficks, Robert L. (126), Lyons Plain Rd., Weston, Conn. 7337  
 Fiedelzy, Louis W. (75), 683 Wyndemere Ave., Ridgewood, N. J. 6778  
 Field, Albert (133), 336 Nassau Ave., Manhasset, N. Y. 7875  
 Field, Mary and Richard (A), 400 Center St., Washington Grove, Md.  
 Field, Robert H. (50), 400 Center St., Washington Grove, Md. 8445  
 Field, Roland L. (185), 130 Hendrie Ave., Riverside, Conn. 06878 3465  
 Field, Stephen A., Lt. (324), 295 St. Sabas St., Pensacola, Fla. 32503 9018  
 Field, Todd and Iris (A), 336 Nassau Ave., Manhasset, N. Y.  
 Fields, Allen W. (77), 464 Westmount St., Rochester, 15, N. Y. 3410  
 Fields, Eugene (47), 247 Ansley Cr., W. Seneca, N. Y. 2220  
 Filasky, Greg (A), 2 Laurel Dr., New Hyde Park, N. Y.  
 Filer, Lloyd J., III (A), 216 Monroe St., Iowa City, Iowa 52241  
 Filho, Mario Jacome (A), Recife, Pernambuco, Brazil  
 Filip, H. K., MD (U), 75 W. Michigan Ave., Jackson, Mich. 8119  
 Filippi, Oliver C. (75), 391 Johnson Ave., Englewood, N. J. 6898  
 Filippi, Theresa (A), 391 Johnson Ave., Englewood, N. J.  
 Filippini, Gino (249), c/o Circolo Vela & Motore, Gargnano S/Garda, Italy  
 Fillmore, Stuart W., Douglas M., & Malcolm G. (134), 98 Peartree Pt. Rd., Darien, Conn. 8236  
 Finch, Juanita T. & Nita Lee (A), 2925 Richmond Ave., Houston 6, Tex. 4247  
 Finch, Lee A. (U), 2925 Richmond Ave., Houston 6, Tex.  
 Findlay, Marleen (A), 245 Sterling Rd., Wanakah, N. Y.  
 Findlay, William R. (U), Carleton Place, Ont., Can. 6216  
 Fine, Eugene (A), 605 Trinity Dr., Evansville, Ind. 6925  
 Finkelstein, Stanley (38), 150 Brighton 10th St., Brooklyn, N. Y.  
 Finn, W. Howell (1), 218 Pharis St., Syracuse, N. Y. 13204 7086-9635  
 Finnell, R. T. (U), 9125 Matthew Ave., N. E., Albuquerque, N. M. 9240  
 Finnie, Kenneth B. (36), 4100 Lake Park Rd., Youngstown, Ohio 1806  
 Finnie, Kenneth B. Sr. (36), 5007 Southern Blvd., Youngstown, O. 1806  
 Finnie, Kurt (A), 5007 Southern Blvd., Youngstown 12, Ohio  
 Finocchi, Lawrence (A), 997 Elliott Dr., Lewiston, N. Y. 14092  
 Fintandis, Dimitrios (A), Marasli 46, Thessaloniki, Greece  
 Fische, Joseph (A), 147 Mass Ave., Arlington, Mass.  
 Fischer, Herman R. (A), 1615 N. 52nd., Portland, Ore. 97211  
 Fischer, Jan (A), 8205 S. W. Canyon Lane, Portland, Ore. 97225  
 Fischer, Jean-Maurice (A), Chantier Naval, Auvier, Switzerland  
 Fischer, Paul R. & Elaine (283), 8205 S. W. Canyon La., Portland, 25, Ore. 9226  
 Fischer, Ted W. (23), 144 Medford St., Dayton 10, Ohio 5316  
 Fischlowitz, Alan (353), 910 Alanson Dr., University City, Mo. 63130 4865  
 Fischlowitz, E. (A), 910 Alanson Dr., University City, Mo. 63130  
 Fisher, Earl E., Jr. (43), 555 Lancaster Ave., Reynoldsburg, O. 9303  
 Fisher, Earl E., Sr. (43), Rt. #1, Hebron, O. 9303  
 Fisher, George (L), (43), 4338 Cameron Rd., Columbus, O. 9445  
 Fisher, Janet M. (A), Rt. #1, Harbor Hills Rd., Hebron, Ohio  
 Fisher, Jeff & Jim (184), P. O. Box 832, Muncie, Ind. 6606  
 Fisher, Judy (A), P.O. Box 832, Muncie, Ind.  
 Fisher, Karen Dahlen (A), 165 Preston Rd., Columbus, O. 43215  
 Fisher, Lynne (A), 1425 Astor, Chicago, Ill.  
 Fisher, Matt & Greg (A), 4338 Cameron Rd., Columbus, O. 43221  
 Fisher, Michael J. (184), P. O. Box 832, Muncie, Ind. 7007  
 Fisher, Robert L. (A), 25 Hickory Nut Lane, Battle Creek, Mich.  
 Fiske, James (A) Hood Sailmakers, Inc., Little Harbor Way, Marblehead, Mass.  
 Fitch, D. H. (A), 2 Valleyview Rd., Greenfield, Mass.  
 Fitch, Luin P. (255), 16 Devon Rd., Darien, Conn. 2682  
 Fitton, James (A), 40 John St., Attleboro, Mass.  
 Fitts, George (A), 2048 City View Rd., York, Pa.  
 Fitzgibbon, Jim (71), 22375 Berry Dr., Rocky River 16, Ohio 9583  
 Fitzgibbon, Mitch & Naomi (A), 22375 Berry Dr., Rocky River 16, Ohio  
 Fitzpatrick, Arthur M. (7), 17 Copper Beech Rd., Greenwich, Conn. 06832 9244  
 Fitzhugh, Bay (274), c/o First National Bank, Memphis, Tenn. 7208  
 Fives, C. J., Rev. (U), Mt. St. Mary's College, Emmitsburg, Md. 25  
 Fizzell, James A. (U), Rt. #1, Box 454, Stevensville, Mich. 49127 1004  
 Flachsmann, Karl (A), Rigistrasse 12, 6020 Emmenbrucke, Switz.  
 Flatley, Robert R. (112), 255 Taft St., Green Bay, Wis. 730



Fleming, C. G. (362), 620 4th Ave., W., Owen Sound, Ont. Can.	9560	Frissie, J. L. (380), 17412 Shelburne Rd., Cleveland 18, Ohio	9083
Fleming, Sherry (A), 620 4th Ave., W., Owen Sound, Ont. Can.		Fritz, James & John (345), 834 S. Kensington Ave., LaGrange, Ill.	7996
Fletcher, A. Blair (99), Glen Drive, Cherry Hill, N. J.		Fromherz, Fabian G. (62), 1424 Valmont St., New Orleans, La.	8186
Fletcher, Marie (A), Glen Dr., Cherry Hill, N. J.		Frost, Lynn and Jack R. III (A), 273 Eastside Ave., Ridgewood, N. J.	
Fletcher, Mary (A), c/o British Embassy, Via Conte Rosso 25, Rome, Italy		Frost, John W. (U), 512 E. Parkway Blvd., Appleton, Wis. 54914	774
Flebotomos, Steve (251), 92 Zimbrakaki St., Athens, Greece	6258	Frost, J. R., Jr. (41), 273 Eastside Ave., Ridgewood, N. J. 07450	6003
Flinn, Donald J. (A), 2 Merritt St., Marblehead, Mass. 01945		Frye, George J. (283), 12175 S. W. Douglas, Portland 25, Ore.	8532
Flint, L. B. (332), 123 Eliot St., So. Natick, Mass.	7022	Fuegel, Eric F. (39), 376 Vassar Rd., Poughkeepsie, N. Y.	8356
Flood, Kathy (A), 20 Flint Ave., Marchmont, N. Y.		Fulci, Dott. Lucio (389), Via Ravenna 7 A, Roma, Italy	9679
Flood, Timothy (32), 20 Flint Ave., Larchmont, N. Y.	9381	Fulton, James E. (137), 7633 Julie Dr., Kalamazoo, Mich.	4911
Florenzano, Michele (A), c/o Circolo Nautico Posillipo Via Posillipo 3, Naples, Italy		Fulton, John F. M.D. (U), Suite M. Professional Village, Missoula, Mont. 59801	8948
Florez, Leon (A), Bogota, Colombia		Fulton, John F., Jr. & Kathryn M. (A), 2106 Hilda Ave., Missoula, Montana	
Flowers, Ronald C. (U), 19323 Parke Lane, Grosse Ile, Mich.	54	Fumagalli, Manuel (265), Javier Prado Oeste 2496, Magdalena, Lima, Peru	
Fluhmann, Ilona (A), Waldmannstr 61 c 5, Bern, Switz.		Furey, James M. (A), 13183 Cranewood, Fenton, Mich.	
Fluhmann, R. (358), Buchholzstr. 62 Bern, Switz.	6739	Furey, Robert W. (A), 2349 Grove Park Rd., Fenton, Mich.	
Fly, Wilson (274), Apartment 715, Woodmont Towers, 1550 N. Parkway, Memphis, Tenn. 38112	8080	Furey, William H. and David A. (53), 13189 Cranewood, Fenton, Mich.	1566
Flynn, J. T. (188), 986 Parkhurst Blvd., Ottawa 13, Ont.	4745	Furgale, T. (320), 131 Hondsart Blvd., Winnipeg 29, Man.	8478
Flynn, Walter (U), 4433 Robinhood Circle, Westerville, O.	7688	Furr, Kathy (A), 28 Alda Dr., Poughkeepsie, N. Y.	
Focanti, Giorgio, Massimo and Gian Luigi (278), Via Salaria 326, Rome, Italy	7534	Furr, Robert J. (39), 28 Alda Drive, Poughkeepsie, N. Y.	6567
Fodde, Franco (U), Via Piemonte 11, Cagliari, Italy	5435	Furry, George (A), 4122 Rose Garden, Toledo, Ohio 43623	
Fogarty, Henry (164), 27 Foxcroft Dr., Fayetteville, N. Y.	5974		
Fohr, Howard J. (226), 6490 S. W. 56th St., S. Miami, Fla.			
Foley, John Jr. (A), 20 Ridge Ave., N., Cambridge, Mass.			
Follett, William W. (379), 1619 Bioulli, Galveston, Tex. 77552	8566		
Folwell, Robert C. (189), 45 Wildwood Dr., Bedford, Mass.	9142		
Folwell, Grace A. (A), 3757 Turner St., Allentown, Pa. 18104			
Folwell, John D. (16), 3757 Turner St., Allentown, Pa. 18104	7840		
Fong, Ted (A), 115 W. Camden Ave., Apt. B-2, Moorestown, N. J.			
Fonstein, Lee (U), 1896 Crestwood La., Muskegon, Mich.	632		
Foot, J. C. (368), 990 Richter St., Kelowna, B. C.			
Force, James (30), 548 W. Dickens, Chicago, Ill. 60614	6039		
Force, John (A), 808 Superior St., South Haven, Mich.			
Ford, Carter G. (A), 2409 S. Hathaway St., Alhambra, Calif. 91803			
Ford, Elizabeth (A), Indian Point La., Riverside, Conn.			
Ford, Hamilton G. (L) (7), Indian Point Lane, Riverside, Conn.	6654		
Ford, J. (A), 909 9th St., Green Bay, Wis.			
Ford, Jonathan (7), Indian Point Lane, Riverside, Conn.	6654		
Fordham, Kenneth C., DDS (16), 304 King of Prussia Rd., Radnor, Pa. 19088	735		
Foerero, Manuel & Victor (A), Club Nautico Del Muna, Calle 18 No. 6-31 Ofic. 306, Bogota, Colombia			
Forman, Jack (194), 3510 Charter Oak Dr., Carlsbad, Calif.	2429		
Fortenbaugh, William (A), 17 Boorem Ave., Milltown, N. Y. 08850			
Fortenberry, Luther S. (A), 1245 Ingleside Dr., Baton Rouge, La. 70806			
Fosca, Aldo (A), P.de Aliaga 613, San Isidro, Lima, Peru			
Foster, Gerald (341), 980 Broughton, Orangeburg, S. C.			
Foster, Joe C., Jr. (137), 1400 Michigan National Tower, Lansing, Mich. 48933	5001		
Foster, John R. (311), 158 Lake Shore Dr., E., Dunkirk, N. Y.	7977		
Foster, Jonathan (311), Shore Acres, Dunkirk, N. Y.	8150		
Foster, Morton, Jr. (U), 1509 Riverside Dr., Stuart, Fla.	8150		
Foster, Richard S. (283), 6440 SW Alfred St., Portland 19, Ore.	7083		
Fowler, John F. III (U), 40 Phillips Lane, Darien, Conn. 06823	9463		
Fox, Alden E. (U), 50 Tashua Lane, Trumbull, Conn.	3089		
Fox, Barbara B. (300), 1161 York Ave., New York, N. Y.	8671		
Fox, E. B. (274), 266 S. Cleveland, Memphis, Tenn.	9230		
Fox, Marbury B., Jr. (L) (87), 109 Armagh Dr., Baltimore 12, Md.			
Foxall, J. A. (A), 808 Longview Dr., Collinsville, Va.			
Franceschetti, Guido (A), Via Mercalli 19, Rome, Italy			
Francis, George A. (A), 633 Point Ave., Brick Town, N. J.			
Francis, Wilburn (145), 8 Marguerite St., Keene, N. H.			
Franclemont, Ralph H. (A), 101 Florence Ave., Buffalo, N. Y.	6888		
Frangi, Jose Luis & Jose Luis, Jr. (356), Ciudad de La Paz 3252, Buenos Aires, Argentina	7618		
Frank, Fredrick R.M.D. (19), 19 Glen Ridge, Pittsburgh, Pa. 15216	5267		
Frankewick, William E. (50), 7505 June St., Springfield, Va. 22150	8937		
Franz, Robert E. (6), 71 Spruce St., Stratford, Conn.	476		
Franzoni, David and Robert A. (A), 9 Hill Pond Rd., Rutland, Vt.			



Giese, William (A), Calle 18 No. 6-31 Ofic. 306, Bogota, Colombia		
Gikas, Paleologos (U), Rhodes Yacht Club, Rhodes, Greece		
Gilbert, Donald C. (126), Tannery Lane North, Weston, Conn.	1901	
Gilbert, H. K. (365), 434 Lytleton Dr., Charlotte, N. C. 28211	5466	
Gilbert, James B. (50), 1118 Janneys La., Alexandria, Va.	7611-8960	
Gilbert, W. D. (171), 18 Kensington, Kingston, Ont.	3084	
Giles, Dick and Patricia (A), 4707 Dorset Rd., Dallas, Tex.		
Giles, John W. (16), North Colony Cove, Tafton, Pa. 18464	5980	
Giles, Robert B., Jr. (35), 4707 Dorset Rd., Dallas, Tex.	7496	
Gill, Dudley W. (50), 1843 24th St. T2 N.E., Washington, D.C. 20002	9155	
Gill, Robert T. (23), 800 Omaha Rd., Bellefontaine, Ohio		
Gillespie, Dr. Henry R. (145), 5 Spino Ct., Brattleboro, Vt.	5417	
Gillespie, J. C. and Sallie R. (145), Hinsdale Rd., Northfield, Mass.	5417	
Gillette, C. L. (143), 510 N. Kalaheo, Kailua, Hawaii		
Gilligan, Don (184), 1122 Herschel Ave., Cincinnati 8, Ohio	6037	
Gilliland, Ben D., Jr. (274), 426 Falls Bldg., Memphis, Tenn.	6533	
Gillispie, Paul (A), 5434 Spainwood, Memphis, Tenn. 38117		
Gilmore, Bruce (382), 911 4th St., Liverpool, N. Y.	1737	
Gilmore, Shelley (A), Harbor Dr., Greenwich, Conn.		
Gilreil, John (A), 119 Washington Blvd., Fayetteville, N. Y.		
Gilroy, J. Frederick, III (392), 205 Brandy Lane, Merritt Island, Fla. 32952	7349	
Giovannelli, Ricardo (206), Francisco Beiro No. 1581, Florida, BA, Argentina	7538	
Girard, Peter (U), Aquisition Dept. (Personal) Douglas Library, Queens Univ., Kingston, Ont.	3696	
Girkins, William E. (42), 2643 Middelsex Dr., Toledo 6, O.	FXG 1	
Giugno, Lino (191), c/o Circolo Nautico Posillipo, Via Posillipo 3, Naples, Italy		
Givens, Connie (A), 4740 W. Belden Ave., Chicago, Ill.		
Glancy, Michael & Terrance (U), 735 Lake Shore Rd., Grosse Pte. Shores, Mich.	8421	
Glandon, J. (A), R.F.D. 325, Northampton Colony, Sag Harbor, N.Y.		
Glatter, R. B. (35), 1321 Doncaster, Irving, Tex.	9281	
Glauser, Andre (A), Rosiere 9.2000 Neuchatel, Switzerland		
Gleason, Charles R. (102), 28531 So. Cedarbluff Dr., Palos Verdes Peninsula, Calif. 90274	3586	
Gleason, Edward A., Jr. (189), Box 200, Marblehead, Mass.	1883	
Gleeson, Karl (75), 134 Dalmeny Rd., Briarcliff Manor, N. Y.	7852	
Gleeson, Karen & Scott (A), 134 Delmery Rd., Briarcliff Manor, N. Y.		
Gleich, Martin L. (194), 5120 Norris Rd., San Diego 5, Calif.	8745	
Gleich, Mr. and Mrs. Martin L. (A), 5120 Norris Rd., San Diego, Calif. 92105		
Glenn, George P., Jr. MD (99), 44 South State St., Vineland, N. J.	6957	
Glenny, Donald H. (U), P.O. Box 10, Fort Erie, Ont.	5100	
Glinski, Robert L. (115), 2 Middaugh St., Belmont, N. Y.	1548	
Glisenti, Paolo (A) c/o Circolo Vela Roma Porticiolo Pamphili, Anzio, Italy		
Glynn, Janet (A), 37 Stuart Pl., Manhasset, N. Y.		
Glynn, John and James (133), 37 Stuart Pl., Manhasset, N. Y.	6330	
Gobble, Geoffrey H. (340), 833 Greenwood, Wilmette, Ill.	4392	
Gockley, Robert (A), 79 Plymouth Dr., N. Glen Head, N. Y.		
Godfrey, Jean & Peter (A), Windfall Rd., Clean, N.Y.		
Godfrey, John, MD (115), Windfall Rd., Olean, N. Y.	8792	
Goebel, Robert (303), 4281 Trails End Dr., Kettering 29, O.	5761	
Goehausen, Donald (A), 5612 Madison Ave., Evansville, Ind.		
Goldbar, Morton (A), 330 Bay Street, Suite 206, Toronto 1, Can.		
Goldie, Hector (A), Yacht Club, Uruguay		
Golding, Edward J. (31), 3470 Drummond Rd., Toledo 6, O.	7305	
Goldsmith, Mrs. Allen (A), 16 Scott Drive, Adrian, Mich.		
Goldsmith, Bruce (5), 2243 N. Elston, Chicago, Ill. 60614	8298	
Goldsmith, John (A), 2243 N. Elston Ave., Chicago, Ill. 60614		
Goldsmith, John A. (69), 3067 N. Hackett Ave., Milwaukee, Wis. 53211	7602	
Goldt, Hermann (347), 88 Lincoln Pl., London, Ont.	8148	
Golo, Edward, Jr. (U), R.D. #1, Lake Ariel, Pa.	629	
Gomez, Hector Adolfo L. (367), Rivadavia 280, Quilmes, B.A. Argentina	8807	
Gomez, Manuel I. (A), P.O. Box 313, Guayaquil, Ecuador		
Gonsalves, Donald (207) 414 Harris Rd., Richmond Hts., O.	2259	
Gonzalez, Edward W., Jr. (133), 72 Edwards St., Roslyn Heights, N.Y.	8780	
Gonzales, Peter W. (133), 60 Bakers Point Rd., Sands Point, N. Y.		
Gonzalez, Manolo (318), Felix de Amesti 367, Santiago, Chile	8785	
Gonzalez, Rudolph (A), Room 653, Apartado 809, Caracas, Venezuela		
Good, Charles (A), 102 Cascade Road, Pittsburgh 21, Pa.		
Good, R. Duane, MD & Patricia E. (180), 285 Park Ave., Meadville, Pa.	7171	
Goodall, E. L. (279), 101 Summit Ave., Port Arthur, Ont., Can.	7092	
Goodman, Arthur H. (A), 4120 Bandini, San Diego 3, Calif.		
Goodwillie, Don Jr. (30), 566 N. Shore Dr., South Haven, Mich.	5437-9488	
Goodwillie, Nancy (A), 566 N. Shore Dr., South Haven, Mich.		
Goodwin, Hugh (A), 8 Angel Court, Etobicoke, Ont., Can.		
Goodwin, Mack (54), Cranbrook School, Bloomfield Hills, Mich.	7676	
Goodwin, Robert (U), 37 Farmer St., Canton, N. Y.	7543	
Goodwin, Stanley (189), Norman St., Marblehead, Mass.	8034	
Gordin, Marian K. and Elizabeth (A), 1040 Carlisle St., Jackson, Miss.		
Gordin, Robert K. (U), 1040 Carlisle St., Jackson, Miss.		
Gordon, Roy L., Jr. (127), 1110 E. 52nd St., Savannah, Ga.	7530	
Gorla, Stephen (A), 7306 Princeton, University City, Mo.		
Gorla, Dr. Wayne C. & John (266), 7306 Princeton University City, Mo.	1191-7275	
Gorman, A. (L), (146), 6186 Old Kingston Rd., Highland Creek, Ont. (West Hill P. O.)		
Gorsline, Douglas W. (U), P. O. Box 231, East Aurora, N. Y.	5832	
Gorsline, M. & K. (A), P.O. Box 231, East Aurora, N. Y.		
Gosse, David W. (132), 10203 - 115th S.E., Renton, Wash.	7458	
Gottschalk, Frank (140), Forman St., Carvenovia, N. Y. 13035	5331	
Gouldandris, John (286), Herodou Arikou 23 Athens, Greece	8396	
Gould, Douglas J. (383), SEATO Medical Research Lab., APO 146, San Francisco, Calif.	9365	
Gould, Robert (283), 3977 S.W. Condon Ave., Portland 1, Ore.	8497	
Gove, Scott Morrow (386), 28 Main St., Milan, O.	6493	
Gowland, Ward (188), 48 Largo Crescent, Ottawa, Ont.	7469	
Goyder, C. S. (376), 31 Pine Ave., Hudson, Que.	7825	
Goyder, Eleanor (A), 31 Pine Ave., Hudson, Que.		
Grabscheid, Paul & Steve (A), 16 Hilltop Lane, E. Norwich, N.Y.		
Grabscheid, William (U), 131 West 35th St., New York, N. Y. 10001	586	
Gracia, Hector J. Cortes, MD (73), Calle 63 Nr. 3A-10, Bogota, Colombia	6097	
Grady, Dan J., Jr. (175), 135 Patton Ave., Shreveport, La. 71105	5202	
Grady, James (79), 424 Marshall Ave., So. Milwaukee, Wis.	5677	
Grady, Virginia & Bill (A), 135 Patton Ave., Shreveport, La. 71105		
Graettinger, Dr. J. S. (340), 720 S. County Line Rd., Hinsdale, Ill.	7714	
Graf, Dr. Christopher A. (187), 1720 North Eighth St., Sheboygan, Wis. 53081	9645	
Graf, Janet & Eric (A), 5215 Evergreen Dr., Sheboygan, Wis. 53081		
Graff, Norman (A), Andre Ave., Tappan, N. Y.		
Graham, Brian (A), c/o Overseas Visitors Club, 180 Earls Court Rd., London, SW 5, England		
Graham-Eckes School (333), Palm Beach, Fla.	393-6667-8526-3437-4499-6615-7808	
Graham, Glenn R., Jr. (36), Hillbrook Lane So., Novelty, Ohio	273	
Graham, J. (A), 39 Market St., Wollongong, N.S.W., Australia		
Graham, John C. (A), 29 Eastwood Trail, Rochester, N. Y. 14622		
Graham, Ken (A), 83 Kenilworth Ave., So., Hamilton, Ontario, Can.		
Graham, Mortimer E. (L), 641 W. 6th St., Erie, Pa.		
Graham, R. C. (146), 30 Rumsey Rd., Toronto 17, Ont., Can.	4831	
Graham, Robert C., III (A), Holy Cross College, Box 835, Worcester, Mass.		
Graham, Robert C., Jr. (254), 16 Green Acres, Washington, Ind.	8677	
Graham, Thomas (118), 2066 Maplewood Dr., Burlington, Ont.	8891	
Graham, W. Wm. Jr. (A), 7301 Amherst, Little Rock, Ark.		
Graham, Ziba F. (A), 9 Greenacres, Washington, Ind.		
Grainger, Richard A. (81), 270 Cresthill Ave., Tonawanda, N. Y. 14151	2074	
Grainger, Tom (A), 633 Third St., Niles, Ohio		
Grant, Colin, MD (81), 100 High St., Buffalo 3, N. Y.	397	
Grant, Edward (A), 37243 Maple Leaf Court, Fraser, Mich. 48026		
Grant, John (51), c/o Pat Golditz, 23 Laurelgrove Drive, Union, O.	8593	
Grant, Loyd (A), 3296 Beredith, Cincinnati 13, Ohio		
Graper, Ivan (253), Oak Knoll Lane, RFD #8, York, Pa.	7342	
Graves, Mr. R. (146), 72 Keystone Ave., Toronto, Ont., Can.		
Gray, Alton & Jerry (54), 2866 Acorn Rd., Bloomfield Hills, Mich.		
Gray, Christine & Gary (A), 15487 Minock, Detroit 23, Mich.		
Gray, Duncan T. & Nigel J. (A), Alfred, N. Y. 14802		
Gray, Howard E. (51), 15487 Minock Ave., Detroit, Mich.	1981	
Gray, Joan and Gerard (A), 2866 Acorn Rd., Bloomfield Hills, Mich.		
Gray, Thomas J. M.D. (252), 15 Reynolds St., Alfred, N. Y. 14802	9786	
Gray, William V. (178), 39 South Ireland Place, Amityville, N. Y. 11701	3604	
Greatwood, Dick (A), 1910 Stonehurst Rd., Winter Park, Fla.		
Greaves, Charles (56), 260 Arlington, Elmhurst, Ill.	8979	
Green, Frank W., Jr. (U), 62 E. 83rd. St., New York, N.Y.	9540	
Green, James B. (262), 3904 Abbott Martin Rd., Nashville, Tenn.	6562	
Green, James K. (A), 61 Tennyson Drive, Short Hills, N. J.		
Green, Robert M.D. (366) 61 Tennyson Drive, Short Hills, N.J.	9546	
Green, Roger (A), 179 Teddington Park, Toronto 12, Ontario		
Green, Stewart (A), c/o Herb Olson, 40 Lambeth Rd., Islington, Ont.		
Greenacre, Sandy (A), 11 Harbor Ridge Dr., Centerport, N. Y.		
Greene, John (A), 3175 Cauby, San Diego, Calif. 92106		
Greenfield, Jim (A), 212 Burrwood Ave., Collingswood, N. J.		
Greenwood, Gil (A), Box 7388, Tulsa, Oklahoma 74105		
Greenwood, Lt. Peter (A), P.O. Box 956, HQ. AFLC, Wright-Patterson AFB, Dayton, Ohio		
Greer, Richard, M.D. (60), 2750 Burlingame Rd., Topeka, Kans.	4545	
Gregg, Albert J. (U), 19 High St., Stonington, Conn.	6347	
Gregory, Don (A), Pt. Albino Rd., Ridgeway, Ont.		
Gregory, Judith (A), 8 Marion Rd., Westport, Conn.		
Gregory, P., MD (A), 66 Kembla St., Wollongong, N.S.W., Australia		
Gregory, Walter A. (U), 115 Main Street West, Ridgetown, Ont. Canada	5535	
Grehan, John (189), Ballast Lane, Marblehead, Mass.	6828	
Greifu, Henry G. & John (238), 725 Ridge Rd., Orange, Conn.		
Greiner, Tommy (A), 1403 Sherbrook Pl., Columbus, O.		
Grenzke, Gary & Richard (A), 65 Ballantyne, Grosse Pointe 36, Mich.		
Grenzke, George (51), 65 Ballantyne, Grosse Pointe 36, Mich.	7576	
Gridley, Robert J. (125), 1400 Seymour Rd., Vestal, N. Y.	8959	
Grieb, Lly (A), Montet/Vully, Switzerland		
Grieb, Tony (169), Montet/Vully, Switzerland	5898	
Grieco, E. M.D. (92), 196 Broadway, Bayonne, N. J.	9514	
Grieco, E. Richard M.D. (A), 5461 Houghton Pl., Philadelphia, Pa.		
Grieco, James G. (A), 196 Broadway, Bayonne, N. J.		
Gries, Lincoln H. (U), 1964 Stockbridge Rd., Akron, O.	1307	
Grieve, R. S. (266), 629 North Taylor, Kirkwood 22, Mo.	6978	
Griffin, E. W. (A), 1221 Estates Blvd., Trenton, N. J.		
Griffin, P. M. (376), 4056 Harvard Ave., Montreal 28, Que.	1886	
Griffith, Luther B. (L), (175), 403 Petroleum Tower, Shreveport, La.		
Griffiths, Jack (164), 125 W. Genesee St., Chittanooga, N.Y. 13037		
Griffiths, John, Sr. (A), 101 Butternut Dr., DeWitt, N. Y.		
Griffiths, P. (371), 20 Park St., East Geelong, Vic., Australia	8869-8866	
Griffiths, Sally (A), 202 Lake St., Chittanooga, N. Y.		
Grimm, Charles (A), Ave. de Lavaux 17-A, 1009 Pully VD, Switzerland		
Grimm, W. A. (L), (U), 1313 Gauva Isle, Ft. Lauderdale, Fla.		
Grimmer, Carl (274), 4474 Cherrydale Rd., Memphis, Tenn.	7501	
Grinberg, Paul I., Jr. & Donald & Alan, (329), 8732 West Howell Rd., Bethesda, Maryland	8739	
Grinder, John R. (47), 96 Gerber Parkway, Hamburg, N. Y.	9002	
Grinder, Mark (A), 96 Gerber Parkway, Hamburg, N. Y.		
Grinnell, Charles & Michael (133), 25 Crestwood Rd., Pt. Washington, N. Y.	8627	
Grinnell, Elizabeth (A), 25 Crestwood Rd., Pt. Washington, N. Y.		
Gritis, D. (251), 104 Kypselis, Athens, Greece 809	6257	
Grobet, Pierre (169), Schutzenstr.62, Winterthur, Swit.	8067	
Groff, Charles L. (U), 1910 Wilson Ave., Bristol Ave., Bristol, Pa.	8405	
Groff, Gordon H. (A), 22 King Apple Drive, Levittown, Pa.		
Grohne, R. L. (74), 2201 Gary Dr., Decatur, Ill. 62526	9678	
Gross, Bernard & Warren R. (114), 3143 Browning, San Diego 6, Calif.	9172	
Gross, Dr. Herb (A), 525 West End Ave., New York, N. Y.		
Grossman, Jon (75), 354 Route 59, West Nyack, N. Y.	8607	
Groustra, Glenn R., MD (A), Rt. 3-77th St., South Haven, Mich.		
Groves, James C. (U), Box 1146, Boston, Mass.	9733	
Grubbs, Ken II (98), 220 Little Neck Rd., Centerport, N. Y.	7091	
G'Sell, Joseph A. (266), 5304 Lindenwood, St. Louis, Mo.	9242	
Guarin, Guillermo (A), Calle 18 No. 6-31 Ofic. 306, Bogota, Colombia		
Guarnero, Dick (U), 1800 N. Jantzen, Portland, Ore. 97217	5593	
Guerrero A., Fernando (A), Calle 22 #3098, Bogota, Colombia		
Guerrero, Gilberto (73), Trav. 28 #39-30, Bogota, Columbia	6987	
Guerrero, Julian (73), Calle 19 #7-30 of 307, Bogota, Columbia	6108	



Guest, Wilbur C. (277), 343 Yale Ave., Winnipeg 9, Man.	8168	Hannon, Margaret (A), 50 Fort Place, Staten Island 1, N. Y.	
Guidoni, Giorgio & Laura (A), Lega Navale Italiana, Sezione di Anzio, Riviera Zanardelli, Anzio, Italy		Hansen, Ali (12), 299 Main St., St. Catharines, Ont.	523
Guidoni, Mario (312), c/o Lega Navale Italiana, Sezione di Anzio, Rivers Zanardelli, Anzio, Italy	6810	Hanson, Alden B. (110), 501 Pine Forest Drive, Apt. 202, East Lansing, Mich. 48825	7309
Guiffre, Linda (A), 43 Bennett Dr., Doylestown, Pa.		Hanson, Carole F. (A), 501 Pine Forest Dr., Apt. 202, East Lansing, Mich. 48825	
Guimaraes, Jose Martins (351), Estrada Leopoldo Frois 171, Niteroi, Estado Rio de Janeiro, Brazil	6558	Hanson, Chris A. (A), 3054 Belvidere, Ann Arbor, Mich.	
Gunther, John L. (194), 1327 La Honda Dr., Escondido, Calif. 3614-9396		Hanson, David S. (257), 712 Montrose Ct., Augusta, Ga.	1551
Gunther, Shellie (A), 1001 E. Donges Lane, Milwaukee, Wisc.		Hanson, Walter E. & Frances (134), 21 Butler Island Rd., Darien, Conn.	8984
Gurley, George H. (296), 622 W. 60th Terr., Kansas City 13, Mo.	3339	Harbeck, J. Lloyd, Jr. (3), 1045 Oak Lane, Plainfield, N. J.	2674
Gustafson, Ken (A), 2823 E. 80th St., Chicago, Ill. 60617		Harding, Dot & Pat (A), 11 Farmers Row, Groton, Mass. 01450	
Gustafsson, Nils-Erik (A), IsoRoobertinkatu 7.C.16, Helsinki, Finland		Harding Edward H. (332), 11 Farmers Row, Groton, Mass. 01450	2072
Guthrie, Bob (A), 655 Mokapu Blvd., Kailua, Hawaii 96734		Hardy, Msgr. Frank J. (A), 300 S. Mechanic St., Jackson, Mich.	
Guthrie, Joseph L. (132), 2297 78th Ave., S.E., Mercer Island, Wash.	3830	Hardy, H. L. (320), 410 Madison St., St. James, Winnipeg 21, Man.	8897
Guyer, Ernest (A), Faoug/VD, Switzerland		Hardy, Jack & Paul (A), 419 Lyndale Dr., St. Boniface 6, Man.	
Guzauski, Victor (77), 102 Rosemont Dr., Rochester 17, N. Y.	1515	Hargan, Dr. Alan (279), 146 Winnipeg Ave., Port Arthur, Ont., Canada	7197
Gynn, Chester B., Jr. (A), 17869 Beach Rd., Lakewood, O. 44107		Hargan, Kathleen (A), 146 Winnipeg Ave., Port Arthur, Ont.	
<b>"H"</b>			
Haberland, Carl (U), 44-248 Mikiolu Dr., Kaneohe, Hawaii 96744	2008	Hariu, Erkki (166), Merikatu 35.A.9, Helsinki, Finland	5545
Hacker, E. M., Jr. (A), 1800 E. Gonzalez, Pensacola, Fla.		Harkabus, Donald W. (A), Box 3747, Tulsa 14, Okla.	
Hackett, James C. (A), 23951 Lake Shore Blvd., Euclid, Ohio 44123		Harkness, John (171), 121 Collingwood St., Kingston, Ont.	3983
Hackman, Gerald (A), 3 Carol Ave., Fredonia, N. Y. 14063		Hirlocker, Thomas (A), 200 Long Neck Point Rd., Noroton, Conn.	
Hackman, John E. (A), 92 Ashland Ave., Buffalo, N. Y. 14222		Harmon, Burl A. (270), 1309 N. Post Rd., Indianapolis, Ind. 46219	402
Haddock, Joan S. (A), Log Church Rd., Greenville, Wilmington, Del. 19807		Harmon, Joseph C. and June Ann (A), 1309 N. Post Rd., Indianapolis, Ind. 46219	
Haddock, William A. (317), Log Church Rd., Greenville, Wilmington, Del. 19807	9117	Harraseket Yacht Club (244), So. Freeport, Me.	444-2296
Hadley, Howard J. (U), 5656 Markey Rd., Dayton 5, O.	1802	Harrington, George F. (A), 8 Ayrmont Lane, Matawan, N. J.	
Hadley, Jim (A), Rockridge Rd., New York		Harrington, Ray (58), 120 Grant Ave., East Rockaway, N. Y. 11518	7296
Hadlow, Barbara W. (105), White Oak Rd., Farmington, Conn. 06032		Harris, Rev. Charles (254), 625 Garrett Pl., Evanston, Ill.	6997-9222
Haefner, Robert G. (A), 190 Cleveland Ave., Buffalo, N. Y. 14222		Harris, Craig & Mike (A), 5604 Dorothy Way, San Diego, Calif.	
Haffer, W. Mike (A), Redding Road, Easton, Conn.		Harris, E. I. (A), R.R. #3, Lambert Island, Port Arthur, Ont.	
Hafner, Thomas R. (77), 210 Stony Pt. Trail, Webster, N. Y.	79	Harris, Eileen T. & David C. (A), 3713 Three Chop Lane, Roanoke, Va.	
Hageman, Gaylen (A), 8320 Reinhardt Dr., Shawnee Mission, Kansas		Harris, George S., Jr. (246), Mountain Rd., RFD #4, Laconia, N. H.	6420
Hagemann, D. J. (296), 8321 Reinhardt Dr., Prairie Village, Kan.	8160	Harris, Dr. Mack (194), 5604 Dorothy Way, San Diego, Calif.	8944
Haggstrom, Erkki (A), Hakalankatu 35, Kemi, Finland		Harris, Margaret L. (A), 5604 Dorothy Way, San Diego, Calif. 92115	
Haggstrom, Simo (A), Hakalankatu 35, Kemi, Finland		Harris, Richard J. (138), RFD Cold Spring Rd., Laurel Hollow, Syosset, N. Y.	5924
Haglund, Leif & Stig (166), Kiskontie 11.A.15, Helsinki, Finland	8218	Harris, Ronald B., MD (377), 3713 Three Chop Lane, Roanoke, Va.	8507
Hagstrom, Robert & Ruth M. (262), 2401 Sterling Rd., Nashville, Tenn.		Harris, Saul A. (161), 4595 Alhambra St., San Diego 7, Calif.	6242
Hahn, John (A), 1409 North Ave., Sheboygan, Wis.		Harris, William G. (279), R. R. #3, Lambert Is., Port Arthur, Ont.	8199
Haigh, Joseph B. II (U), 403 Lake View Ave., Milford, Delaware	6845	Harrison, James W. (137), R.F.D. 2, Box 326, Richland, Mich.	7580
Haigney, John (32), 37 Larchmont Ave., Larchmont, N. Y.	7243	Harrison, J. E. G., MD, and Diana (90), 6238 Marguerite, Vancouver, B. C.	6370
Hain, Emory M. (U), 25 Ambleside Rd., Lockport, N. Y.	8129	Harrison, Marjorie M. and Robert P. (A), R.R. #2, Box 326, Richland, Mich.	
Halttunen, Pekka (166), Kajoisrinteentie 2.G.58, Kaivoksela, Finland	5054	Harrison, Robert G. (36), 7456 Cadle Ave., Mentor, O.	9808
Hakala, Matti (U), Kirkkokatu 12.A.15, Joensuu, Finland	7984	Hart, Geof. (A), 2054 Westdene Crescent, West Vancouver, B.C.	
Hakala, Matti (166), c/o S. Kaurinkoski, Adolf Lindforsintie 2.B.8, P-Haaga, Finland	8658	Hart, Harold (A), Sunday Times, 274 Madison, Hickman Bldg., Memphis, Tenn.	
Haldeman, Ellwood W. (A), 1732 Loney St., Philadelphia, Pa. 19111		Hart, Phil (A), Hickory Lane, Cazenovia, N. Y.	
Haldimann, Hans. (A), Kaminfegermeister, Reinach A.G. Switzerland		Hart, R. Phillip II (A), 15 Hickory Lane, Cazenovia, N. Y. 13035	
Halinen, Marie (A), Keljo, Tikka, Jyväskylä, Finland		Hart, Robert F., Jr. (L), Box 767, Chaumont, N. Y.	
Halkosaari, Orvo (166), Kantelettarentie 9.A.9, Et-Kaarela, Finland	4326	Harter, Bill (A), 20831 Sraford Ave., Rocky River 16, Ohio	
Hall, Emmet (A), 3 Hendrik Lane, Tarrytown, N. Y.		Harter, Wendell (102), 821-8th St., Manhattan Beach, Calif.	7869
Hall, Frank J., Jr. (A), 282 Perkins Ext., Memphis, Tenn.		Hartford, A. F., Jr. (99), 16 E. Grant St., Woodstown, N. J.	2630
Hall, Jane C. (7), 14 Knoll St., Riverside, Conn.		Hartley, Gordon (U), 2665 Abbott St., Kelowna, B. C.	8464
Hall, Richard (A), Second Lock Rd., Lancaster, Pa.		Hartridge, Walter C., II (A), 103 W. Gordon St., Savannah, Ga.	
Hall, Robert R., Jr. (7), 14 Knoll St., Riverside, Conn. 06878	5985	Harvey, Byron K. (L) (109), 6495 Fairway Blvd., So., St. Petersburg, Fla.	777
Hall, Ross H., M.D. (12), 4165 Trailing Dr., Williamsville 21, N.Y.	9558	Harvey, Graeme G. (U), 21 Devon St., Bell Post Hill, Geelong, Vic., Australia	8470
Hall, William E. (U), 6 Birchwood Tr., Clifton Knolls, Elora, N. Y.	282	Harvey, Patrick J. (A), 6445 N. Santa Monica Blvd., Milwaukee, Wis. 53217	
Hallagan, Charles (108), 114 Wilson St., Newark, N. Y.	6693	Hassell, Aarno A. (U), R.F.D. 2, Box 249, Williamantic, Conn.	3488
Hallagan, Richard W. (108), 116 Grant St., Newark, N. Y.	9239	Hastings, Jeff & Sarah (A), 110 Monroe St., Dover, Del.	
Hallenbeck, Walter (340), 85 Handy Pl., Grosse Pte. Farms, Mich.	3066	Hastings, Turner B. (325), 110 Monroe St., Dover, Del.	9003
Halley, James W. (20), 33 Canyon Rd., Berkeley, Calif. 94704	7601	Hatanaka, Toshihiko (A), 38, Tomoe-cho, Minato-ku, Tokyo, Japan	
Halley, Wilson F. (20), 21 Linden La., Chesterton, Ind.	7601	Hathaway, Howard L., Jr. (A), 131 Cold Spring Rd., Wayside, Asbury Park, N. J. 07712	
Hallikainen, Max & Mikki (166), Louhentie 8.B.6, Tapiola, Finland	9165	Haubner, Jim (A), 214 Cedar Ave., Newport Beach, Calif.	
Halsted, Henry (A), 1005 Forest Ave., Evanston, Ill.		Hauer, Ralph A. (290), Caxa Postal 35, Curitiba, Brazil	3000
Halva, Mrs. Auli (A), Isonnevantie 7/9, Etela-Haaga, Finland		Haugh, John F. (U), 12 Rustic Rd., Stoneham, Mass.	5573
Halva, Ilpo (A), Isonnevantie 5.A, Haaga, Finland		Hausammann, Ernst, MD (358), Ringoltingenstrasse 9, Berne, Switzerland	9131
Hamalainen, Aarto (A), Poutuntie 6.C, Pohjois-Haaga, Finland		Hausammann, Ernst, Jr. (A), Ringoltingenstrasse 9, Berne, Switzerland	
Hamalainen, Kari (328), Puistokatu 19.B.48, Jyväskylä, Finland	7884	Hause, Wayne & Sally S. (A), 45 Eastmoreland, Decatur, Ill.	
Hamblen, Christopher B. (A), 346 Main St., Keene, N. H. 03431		Hause, Welland A., MD (74), 45 Eastmoreland, Decatur, Ill.	7465
Hamblen, Fred W. (145), 346 Main St., Keene, N. H.	8480	Havernak, Wally (A), 21A Dunne Pl., Brooklyn 35, N. Y.	
Hamblen, Philip M. (145), Smith Hall, Hartwick College, Oneonta, New York	8480	Haw, Stanley M. (U), 21104 Hillgrove Ave., Maple Heights, O. 44137	1598
Hamilton, Alan G. (A), 716 84th St., Niagara Falls, N. Y.		Hawkins, William and Elizabeth McTavish (362), 856 4th Ave. E., Owen Sound, Ont.	8895
Hamilton, Allen R. (77), 141 Avondale Rd., Rochester, N. Y. 14622	5935	Hawn, Ben F. (36), 1955 Ridge Rd., Ext., Ambridge, Pa. 15003	6661
Hamilton, Charles G. & Eugenia C. (A) 1873 Eastman Ave., Bethlehem, Pa.		Hawn, Eleanor, Barbara, Randy & Wendy (A), 1955 Ridge Rd., Ext., Ambridge, Pa. 15003	
Hamilton, Colby (60), 3421 Avalon Lane, Topeka, Kansas	8761	Hayes, Donald J. (A), 827 N. 9th St., Manitowoc, Wis.	3821
Hamilton, James O. (345), 615 Deming, Chicago, Ill.	7996	Hay, R. H. (171), 409 Elmwood Rd., Kingston, Ont.	9711
Hamilton, R. G. (U), 55 St. Nicholas St., Toronto 5, Ontario	7862	Hayes, Richard (6), 40 Beers Pl., Stratford, Conn.	
Hamilton, S. Graham (16), 1873 Eastman Ave., Bethlehem, Pa.	4148	Hayes, W. E. (U), 448 N. Broadway, DePere, Wis.	
Hamilton, Sybil V. (A), 2620 Hanover, Richmond, Va. 23220		Hays, Sam (43), 4065 Indianola, Columbus, O. 43214	9508
Hamlin, W. Steven (A), 52 Lake Ct., South Haven, Mich.		Hayward, Bonnie (A), 426 Stacey Rd., Chillicothe, O. 43602	
Hammar, Harry (307), Kirkkokatu 27, Oulu, Finland	7186	Hayward, Gary (U), 426 Stacey Rd., Chillicothe, O. 43602	9584
Hammar, Lasse (307), Kirkkokatu 27, Oulu, Finland	7185	Hayward, Gerald P. (A), 141 Center Ave., Atlantic Highlands, N. J.	
Hammel, John (134), 36 Plymouth Rd., Darien, Conn.	7810	Hazard, Oliver (A), Overhead Bridge Rd., Derby, N. Y.	
Hammel, Mary (A), 36 Plymouth Rd., Darien, Conn.		Hazelton, Paul (326), 707 North Monroe St., Traverse City, Mich.	3386
Hammer, John W. (150), 274 S. Linden Road, Mansfield, O.	2854	Hazin, Nassri Hissa (373), Rua do Brum, 328, Recife, Pernambuco, Brazil	8875
Hammer, Robert W. (6), 82 Hollister St., Stratford, Conn.	2270	Hazlehurst, William Y. (341), 3621 Valley Rd., Columbia, S. C.	767
Hammond, Frank & Grace E. (295), 450 Station Ave., Haddenfield, N. J. 08833	3602	Heacock, J. Kipp (A), 38 Wittmer Ct., Princeton, N. J.	
Hance, Borden L., Jr. (A), 54 Gillespie Ave., Fair Haven, N. J. 07702		Head, Jim (A), 7370 Hemstead Rd., Westerville, Ohio	
Hancock, Henry H. (A), 1620 First National Bank Bldg., Memphis, Tenn.		Headlee, Marty (43), R.R. #3, Pataskala, O.	9725
Handford, Tom (A), 705 2nd Ave., W., Owen Sound, Ont.		Heald, Carol Jo (A), Box 311, R. D. #1, Chadds Ford, Pa.	
Haneck, Dr. John R. (180), R.D. #2, Conneaut Lake, Pa.	9367	Heald, Richard T. (192), R. D. #1, Chadds Ford, Pa. 19317	6617
Hannan, Bart (U), 6 Lindenwoods Rd., Norwalk, Conn.	7853	Heald, Willard R. (A), 14 Granite Rd., Wilmington, Del.	
Hannan, Peter W. (98), 131 Asharoken Ave., Northport, N.Y. 11768	7851	Healey, Barbara & P. (A), 11 Grant Rd., Marblehead, Mass.	
Hannan, Walter S. (A), 25 Forbes Ave., Eastchester, N. Y. 10709		Healey, Dr. Frank (189), 11 Grant Rd., Marblehead, Mass.	6595
Hanneke, Donald (266), 190 N. Sappington Ed., Glendale, Mo.	8645	Healy, J. Wm. (85), 350 Montauk Ave., New London, Conn.	6849
Hanninen, Aimo (166), Kaarelantie 97.G.94, Kaarela, Finland	9166		
Hannon, James E. (295), 50 Fort Place, Staten Island 1, N. Y.	6349		



Heaney, William (39), 11 Orchard Drive, Wappingers Falls, N. Y.	1083	Higgins, William R., Jr. (254) 64 E. 73rd St., Indianapolis, Ind. 46240	9627
Hearn, E. G. (146), 506 Somman Ave., Toronto, Ont.	5223	Hild, Herbert (A), 210 Carrol St., City Island, N. Y.	
Heath, Darwin W. & Susan H. (134), 41 Nearwater Lane, Darien, Conn.		Hildebrand, Albert (371), 108 Isabelle St., Geelong, West, Australia	8863
Heath, H. B. (U), P. O. Box 121, Nanaimo, B. C., Canada	7946	Hilidith, Richard J. (A) 5 Hillis Terrace, Poughkeepsie, N. Y.	
Heath, Ian (A), P. O. Box 121, Nanaimo, B. C.		Hilgendorff, Katherine (153), 217 Webb Rd., Fairfield, Conn.	5362
Heausler, William A. (62), 7515 St. Charles Ave., New Orleans, La. 70118	9319	Hill, James (106), 1009 Edgewood Ave., Pelham, N. Y.	
Hebert, Rita Nell (A), 5938 General Diaz St., New Orleans, La.		Hill, L. H. III (168), 615 Luzon, Tampa 6, Fla.	7117
Hedberg, Aarne (A), Koulukatu 4, Kemi, Finland		Hill, Orville L. (372) 50 San Pedro Ct., Walnut Creek, Calif.	8161
Hedberg, Juhani (310), Koulukatu 4, Kemi, Finland	4328	Hill, Robert (A), 2700 Lookout Circle, Ann Arbor, Mich.	
Hedberg, Pentti (310), Koulukatu 4, Kemi, Finland	7892	Hills, John P. (274) Sterick Bldg., Memphis, Tenn.	9230
Hedblom, Peter & Ben (151), Norwood Heights, Annisquam, Mass.	7127	Hills, Mrs. John P. (A), 190 N. Avalon, Memphis, Tenn.	
Hedges, Dr. Thomas R., Jr. (173), 756 Stanwick Rd., Moorestown, N. J.	5559	Hills, Karin A. (A), 124 Southdown Rd., Huntington, L.I., N. Y.	8201
Hedley, Park S. (L), 3231 Harlem Rd., Buffalo, N. Y. 14225		Hills, William H. (70), 124 Southdown Rd., Huntington, L.I., N. Y.	7590
Heeley, Patricia (119), 40 Sylvia Dr., Warwick, R. I.	7917	Himmel, H. (309), Badstrasse 37, Baden/AG, Switzerland	8438
Heffner, Ruhl L., Jr. (16), 354 Pennsylvania Ave., Shillington, Pa.	8691	Hind, M. C. (U), 33 Shell Rd., Cronulla, N.S.W., Australia	5056
Fehn, John M. (391), Box 628, Anderson, S. C.	9097	Hindren Ins. (U), Hogforsen Tehdas, Karkkila, Finland	8635
Heidner, James L. (A), 4521 N. 24th St., Milwaukee, Wis. 53209		Hinsel, E. R. (A) 2401 Shoreway Lane, Virginia Beach, Va.	
Heidt, Herbert F. (24), 1008 Chestnut Hill Dr., Erie, Pa.	459	Hinsman, David (A), 2 Belmont Ave., Rutland, Vt. 05701	6239
Heikkila, J. Paul (U), 32 Moore Rd., Sudbury, Mass.	6054	Hinton, Roy E. (146), 451 Country Club Cres., Clarkson, Ont.	7547
Heikkila, Vieno and Paul D. (A), 32 Moore Rd., Sudbury, Mass.		Hinze, Richard W. (5), 5938 N. Artesian, Chicago 45, Ill.	8234
Heiman, Walter A. (175), 806 Eileen, Shreveport, La.	4996	Hirschfeld, Ernest E. (27), 1597 Berkshire Rd., Columbus 21, O.	
Heimann, Eunice (A), 466 Miller Dr., Elgin, Ill.		Hirschleber, Ross W. (118) 823 Eagle Dr., Burlington, Ont. Can.	8097
Heimann, Robert & Richard (345), 466 Miller Dr., Elgin, Ill.	5319	Hirsh, James G. (99), 420 Newbold Rd., Jenkintown, Pa.	5522
Heineman, H. F. (180), 841 Valley View Rd., Mt. Lebanon Pittsburgh 16, Pa.	7998	Hirschmiller, Howard J. (12) 1628 Liberty Bank Bldg., Buffalo, N. Y. 14202	573
Heinemann, George T. (185), 138 Park Ave., West Caldwell, N. J.	9331	Hirschmiller, Jeanette (A), 161 Woodbridge Ave., Buffalo, N. Y. 14214	
Heinonen, Olli (U), Lansipuisio 11, Pori, Finland	7174	Hlavin, Vincent F. (71), 5211 Devon Dr., North Olmsted, Ohio	5293
Heinrich, Kurt (A), Bootsweier, 8280 Kreuzlingen, Switz.		Hobson, Jim (A) Box 7388, Tulsa, Okla. 74105	
Heintz, Howard (U), 79 Glen Hill Rd., Wilton, Conn.	9542	Hobson, Philip (7) Gilliam Lane, Riverside, Conn.	
Heintz, Jeff. (A), 79 Glen Hill Rd., Wilton, Conn.		Hobson, Robert T. (212), 1519 - 33rd St., N.E., Canton 4, O.	1646
Heinz, Harold N. MD (187), 3506 N. 6th St., Sheboygan, Wis. 53081	8750	Hodgdon, Paul A. (246) 255 N. Main St., Rochester, N. H.	877
Heller, H. B. (102), 1155 Leonard Ave., Pasadena, Calif.	1967	Hoek, Ernesto (A), Apartado Aereo 36-89, Bogota, Colombia	
Hellerling, Harvey (A), 517 Ann Lane, Wantaugh, L. I., N. Y.		Hoefel, H. L. (U) 1105 Valley View Drive, Minot, N. D.	8945-9452
Hellman, Gerard (A), 10 Devon Rd., Great Neck, N. Y.		Hoegler, Al J., (207), 1871 Brushview Dr., Cleveland, O. 44132	9474
Hellman, Jesse M. (133), 10 Devon Rd., Great Neck, N. Y.	9531	Hoekstra, D. (228), 25 Meadowood Rd., Rosemont, Pa.	7529
Hellman, Richard H. (A), 10 Devon Rd., Great Neck, N. Y.		Hoff, David (104) Rainbow Lakes, Denville, N. J.	9484
Hellstern, Joan (A), 1239 N. Madison St., Lake Geneva, Wis. 53147		Hoff, Janet (A) Rainbow Lakes, Denville, N. J.	
Helmer, Janet Fearon (382), 116 W. Sands St., Oneida, N. Y.	5081	Hoffee, Joseph (75), 49 Third Ave., Nyack, N. Y.	3716
Helve, Tapani (166) Ehrensavdintie 10, Helsinki, Finland	4133	Hoffman, Edward A. (A), 78 Sandy Point Dr., Brick Town, N. J. 08725	
Hemsley, Grace (A), 750 Francis Ave., Kelowna, B. C.		Hoffman, Edward H. (98), 5 Clam Shell La., Eaton's Neck, Northport, N. Y.	2671
Hemsley, Jack (368), PO Box 28, O. K. Mission, B. C.	8535	Hoffman, Helen D. (A), 639 S. Broad St., Apt. F-8, Lansdale, Pa.	
Henoa, P. Guillermo (U), Ed. Central 3er Piso, Boyaca 49-76, Medellin, Colombia	9073	Hoffman, Nelson N. (228), 639 S. Broad St., Apt. F-8, Lansdale, Pa.	7989
Henderson, Charles P. (36) Union Theological Seminary, Broadway at 120th St., New York City, N. Y.	3402	Hoglievin, Donald (A) 424 Neptune Blvd., Long Beach, L. I., N. Y.	9561
Henderson, James E., M.D. (54), 765 Oakleigh, Bloomfield Hills, Mich. 48013	839	Hoglievin, Ottavio (178), 424 Neptune Blvd., Long Beach, L.I., N.Y.,	
Henderson, Paul F. (A), 92 Shaftsbury Ave., Toronto 7, Ont.		Hohe, Steven (A), 2600 Arnott St., San Diego 10, Calif.	
Henderson, Susan & Bruce T. (A), 765 Oakleigh Dr., Bloomfield Hills, Mich. 48013		Hohman, Charles (77), 231 Parkway Dr., Rochester, N. Y. 14625	3480
Henderson, R. L. (140), 528 Westchester Ave., Rochester, N. Y. 14609	413	Hohti, Antti (166), Tornitaso 3 as. 10, Tapiola, Finland	7163
Hendricks, John (A), 741 Mt. Vernon Rd., Newark, Ohio		Holman, Donald F. (A) 3705-146th St., Toledo, O. 43611	
Hendrickson, Dr. Roger V. (A) Lewis Memorial Hospital, Yosemite National Park, Calif.		Holahan, Thomas R. (129) 670 Prospect St., New Haven, Conn.	7368
Hendrickson, Roy H. (140), 118 Vassar St., Rochester 7, N. Y.	196	Holbrook, George, III (A), Moulton Rd., Southboro, Mass.	
Hendrickson, S. Carmon (267), 47 Coleman Ave., Spencerport, N. Y.	5139	Holbrook, George E. & Thomas (145), 82 Court St., Keene, N. H.	3422-9715
Hendrickson, Thomas A. (270), 7979 Lantern Rd., Indianapolis, Ind. 46256	6366	Holden, Everett S. (338) Box 201 R. D. No. 2, Sacandaga Rd., Scotia, N. Y. 12302	9241
Hendrickson, Thomas S. (A), 47 Coleman Ave., Spencerport, N. Y.		Hole, Howard D. (143), 145 Kuulei Rd., Kailua, Hawaii	3261
Hendrickson, William (A), 153 Camben Ave., St. James, N. Y.		Hole, William L. (L), (U), South African Preserving Co. (Pty.) Ltd., Box 1419, Paarden Eiland, Cape Province, Republic of South Africa	6666-9169
Henle, Richard E. (253), 8 Stanyon Rd., York, Pa.	5911	Hollen, Gene (167), 1801 Forest Rd., Davenport, Ia.	4666-9490
Hennen, Nancy (A), 4 Pond St., Rowayton, Conn.		Hollingshead, F. C. (146), 1300 York Mills Rd., Apt. 614, Don Mills, Ont.	28
Hennig, Kenneth R., Jr. (59), 94 McKinley Ave., Kenmore, N. Y. 14217	2930	Hollis, John (A) 10 Guthrie Ave., Geelong, West Victoria, Australia	
Henning, Bette (A), 1625 Sunset Dr., Hamilton, Ohio		Holloway, David R. (U) 12 Aylesford Dr., Scarborough, Ont.	7791
Henning, George R. (U) 1625 Sunset Dr., Hamilton, O.	4241	Holloway, Richard (A), 4665 Altadena, San Diego, Calif. 92115	
Henning, Theodore (138), 32 Woodedge Rd., Manhasset, N. Y.	7941	Holloway, Scott (A), 1421 N. 69th St., Wauwatosa, Wis. 53213	
Henriod, D. (169), 43 Rue Basse, Grandson, Swit.	7803	Holman, Clarence & Anne (54), 13211 Lake Shore Dr., Fenton, Mich.	
Henriquez, Theodore (A), Apartado 629, Guayaquil, Ecuador		Holmden, David A. (A), 3992 Crescent Dr., North Tonawanda, N. Y.	
Henry, Elmer E. (78), 5412 Elm Dr., Lewistown, N. Y.	6309	Holmes, Merrell W. (U), 7131 Fernbank Ave., Cincinnati, O. 45233	1022
Hanschen, Carlyn S. (A), 3159 Redlawn Dr., Bethlehem, Pa.		Holmes, Olive L. (A), 7131 Fernbank Ave., Cincinnati, O. 45233	
Hanschen, Herman C. (L) (87), 3159 Redlawn Dr., Bethlehem, Pa.	8676	Holmes, Oliver C. (333), 513 45th St., West Palm Beach, Fla.	4969
Henshaw, John H. (244), 6216 Howe St., Pittsburgh 6, Pa.	8701	Holmes, Philip C. (A), 513 45th St., West Palm Beach, Fla.	
Herman, Edward C. (192), 8 Calgary Rd., Milford Meadow, Newark, Del.	3444	Holmes, Richard Alan (99), 507 Ridgewood Ave., Glen Ridge, N. J.	3587
Hermann, Karl A. (A), 8 Calgary Rd., Newark, Del. 19711		Holmes, Richard W. (L) (143) 44-424 Kaneohe Bay Dr., Kaneohe, Hawaii	1622-9622
Hermann, Robert C. (A), 8 Calgary Rd., Newark, Del.		Holstein, John (105), 71 Woodsley Rd., Longmeadow, Mass.	9592
Hermes, Martin (A) 2207 Regal Dr., Kingsridge, Wilmington 3, Delaware		Holterhoff, Hans (95), 21 Elliot Rd., Harrington Park, N. J.	827
Hernandez, Vicente (73), Cil. 54 No. 13-30, Bogota, Colombia	8133	Holwell, Richard (A), 99 Purdy Lane, Amityville, N. Y.	
Herner, H. R. (U), 3262 Cedar Ave., Westmount, Que.	7211	Holthausen, Ralph E. (U), 25 Willets Dr., Syosset, N. Y.	2121
Heron, William G., Dede and Jim (70), 80 Church St., Little Silver N. J. 07739	4864	Holzman, Bonnie Elizabeth (A), 26041 Martin Lane, Grosse Ile, Mich. 48138	
Hervas, Anthony J. (U) 1445 Henry Clay Dr., New Orleans, La. 70118	1887	Holzman, James W. (68), 26041 Martin Lane, Grosse Ile, Mich. 48138	8393
Herzog, Rudolf (250) Schwarzenbachstr., Menziken/AG, Switz.	7804	Hood, Fred E. (189), Little Harbor Way, Marblehead, Mass.	9526
Hess, Chase N. (A), 1006 Talman St., Lake Geneva, Wis.		Hoofnagle, Nancy (A) 10764 Talbot, Huntington Woods, Mich.	
Hess, J., MD (268), Strandweg 24, Nidau/Bienne, Switzerland	7563	Hooper, Douglas (A), 56 Fairfield, Kenmore, N. Y. 14223	
Hesse, Robert, Jr. (173), Plymouth Rd., Gwynedd Valley, Pa. 19437	7015	Hooper, Jeff (U), 2800 Gen. Doolittle, Lake Carles, La.	9742
Hesse, Robert M. (A), Plymouth Rd., Gwynedd Valley, Pa. 19437		Hooper, Rick, (A), 56 Fairfield Ave., Kenmore, N. Y.	
Hessler, Leo G. (A), R.D. No. 1, Conneaut Lake, Pa.		Hoover, Ralph (A), Sodus Point, N. Y. 14555	
Hetzler, Susan F. & Mary E. (7), 14 Glen Avon Dr., Riverside, Conn.	9525	Hopkins, James L. (112) 3080 Pine Ridge Court, Green Bay, Wis.	8644
Heubi, Gilbert (169), Bois Noir 37, La Chaux-de-Fonds, Switzerland	8712	Hopper, Philip L. (A), 604 N. Main St., Manchester, Conn.	
Heuser, Beverly (32), 8 Highwood Way, Larchmont, N. Y.	6011	Hopper, Philip S. (49), 604 N. Main St., Manchester, Conn.	9300
Hewitt, Bob (A) 614 Selkirk Dr., Winter Park, Fla. 32789		Hopper, Thomas H. (329), 329 Hollyberry Rd., Severna Park, Md.	2097
Hewitt, Frank (118) 903 Mohawk Rd., East, Hamilton, Ont.	4017	Hornberger, Jack (A), Carriage House La., Riverton, N. J.	
Heywood, A. H. (U), 3 Gateway Center, Pittsburgh, Pa.		Hornblower, Marshall (50), 4800 U St., N.W., Washington 7, D. C.	7605
Hickey, Delores & Mike (A), 130 East 209th St., Euclid, O.		Hornby, Constance & Jeffrey (A), R. D. No. 1 Conneaut Lake, Pa.	
Hickey, James M. (37) 130 E. 209th St., Euclid 23, Ohio	3336-8121	Hornby, Frank (36), R. D. #1, Conneaut Lake, Pa.	2706
Hickey, Mike (A) 950 Columbus Rd., Granville, O. 43023		Horne, Robert B. (314), 411 Fairview Rd., Springfield, Pa.	1523
Hickman, Edward C. (A), 535 Lloyd Lane, Shreveport, La.		Horner, John S. (U), 3018 E. 49th St., Kansas City, Mo. 64130	7481
Hicks, John S. (98), 83 Ellis Ave., Northport, N. Y.	6312	Horner, Stephen P. (32), 12 Bronson Ave., Larchmont, N. Y.	3205
Hickson, Ian (A) 96 Douglas Drive, Toronto 5, Ont.		Horstlotte, E. H., Jr. DDS (13), 2020 Arkona Ct., Schenectady, N. Y.	8591
Hietala, Seppo (A), Koulukatu 7, Kemi, Finland		Horton, David S. (A), New Suffolk, N. Y.	
Highsmith, Charles (A), 15 Judith Rd., Chelmsford, Mass. 01824		Horton, John & Virginia (20), Box 928, Ogdun Dunes, Portage, Ind.	7221
Higgins, Richard C., Jr. (323), 204 California Ave., Port Jefferson, N. Y.	5609	Horton, R. P. (362), 1358 4th Ave., W., Owen Sound, Ont.	9534
		Hosford, A. (108), S. Shore Rd., Sodus Point, N. Y.	7723



Hosia, Jaakko (A), Tykistokatu 7.B., Helsinki, Finland	
Hoskins, Charles & Eleanor (283), 3108 N. E. 27th Ave., Portland 12, Ore.	6716
Hoskins, Peter C. (283), 3343 N. E. 17th Ave., Portland, Ore. 97212	6716
Hottenstein, Jan (184), 2220 E. Chandler Ave., Evansville, Ind. 47714	6499
Hotz, Dr. Hans (219), Rotwegstr. 8, Horgen, Switz.	9033
Houser, Harley (A), 170 Temple St., Fredonia, N. Y.	
Houston, Gaines (L) (284), 42 Edgehill, Little Rock, Ark.	7655
Houston, Kathy (A), 2597 Du Charnelane, Green Bay, Wis.	
Houston, Rex, Jr. (A), Rt. #1, Box 11, Hor Springs, Ark.	
Houtz, Clem (A), 3532 Rushland, Toledo, Ohio	
Howard, Ann & Barbara (A), 1319 Oakdale Dr., Bartlesville, Okla.	
Howard, Douglas S. (A), 3156 S. Gary Pl., Tulsa, Okla.	
Howard, Ethan III and Kathy (A), 310 Harrison St., Manchester, N. H.	
Howard, Dr. E. V., Jr. (273), 105 W. Merrimack St., Manchester, N. H.	2
Howard, John (A), North Shore Blvd., Burlington, Ont.	
Howard, John W. (293), 3156 S. Gary Pl., Tulsa, Okla.	5775
Howard, John W., Jr. (A), 3156 S. Gary Pl., Tulsa, Okla.	
Howard, Russell (205), 1319 Oakdale Dr., Bartlesville, Okla.	7999
Howe, Richard J. (205), 12335 Hip Van Winkle, Houston, Texas 77024	8422
Howe, W. T. (134), 116 Pear Tree Point Rd., Darien, Conn.	
Howell, C. A. (95), R. R. No. 2, Box 107, Hewitt, N. J. 07421	1309
Howell, E. (A), 580 Willis Ave., Apt. 3F, Williston Park, N. Y.	
Howell, Robert (95), 10 Utopian Ave., Suffern, N. Y., 10901	1309
Hoves, Jim (U), 35 Paddock St., St. John, N. B.	6875
Howland, James C. (229), 725 Whiteside Dr., Corvallis, Ore.	3318
Howland, John (A), 60 Creston, Warwick, R. I.	
Howland, Murray S., Jr., MD (12), 55 Rankin Rd., Snyder 26, N. Y.	693
Howland, Peter (A), Creston Way, Warwick, R. I.	
Hubbell, Daniel (56), 1708 W. 94th St., Chicago 20, Ill.	8727
Hubbell, Ernest (296), 2505 Power & Light Bldg., Kansas City, Mo.	7897
Huber, Bernhard J. (U), 71 Parkridge Ave., Buffalo, N. Y. 14215	5315
Huber, Charles and Dawn (A), 71 Parkridge Ave., Buffalo, N. Y. 14215	
Huber, F. X. (281), Lowenplatz 9, Lucerne, Switzerland	6737
Hubscher, Max (A), Jungfraustrasse 16, 3600 Thun, Switzerland	
Huck, David (32), 107 Puritan Dr., Port Chester, N. Y.	
Hudson, Calvin B. (A), 2721 Merrill, Shreveport, La.	
Hudson, Dr. Charles A. (50), Crown View Dr., Alexandria, Va. 22314	9510
Hudson, Kendal, (U), Lawton Ave., North Kingston, R. I. 02852	9770
Hudson, Kirk McKim (A), 501 Crown View Dr., Alexandria, Va. 22314	
Huetl, George & Jay (14), 1 Wauwinnet Ave., Watch Hill, R. I. 02891	1644
Huetl, Nancy (A), 1 Wauwinnet Ave., Watch Hill, R. I. 02891	
Huff, Harriet and Beverly (A), 4001 S. Birmingham, Tulsa, Okla.	
Huff, R. and Robert J. (205), 4001 S. Birmingham, Tulsa, Okla.	836
Huffman, Francis M., Jr. (12), 12 Quaker Lake Terr., Orchard Park, N. Y.	9558
Hufstader, Margaret (A), 27 Beach Dr., Darien, Conn.	
Hug, Walter (309), Seeblickstrasse 10, Uster, Switzerland	
Hugan, Ed. (A), 1806 Cronk St., Flint, Mich.	9031
Hugan, Madolyn (A), 1806 Cronk St., Flint, Mich.	
Hughes, David H. (7), Crown Lane, Greenwich, Conn.	7583
Hughes, James, Jr. (27), 50 W. Broad St., Columbus, Ohio 43215	8982
Hughes, John (A), 109 Kinlock St., Belle Park, Geelong, Victoria, Australia	
Hughes, Roy E. (175), 930 Willow Dr., Shreveport, La.	6116
Hughes, Walter E. (382), Chittenango Road, Manlius, N. Y.	84
Hughes, William (12), 263 Stevenson Blvd., Eggertsville 26, N. Y.	9417
Huguley, Charles (A), 1128 Bellevue Dr., Gadsden, Ala. 35901	
Hukka, Esko (A), Kauppakatu 20, Kemi, Finland	
Humer, Kenneth G. (U), 2nd National Bldg., Akron, Ohio 44308	2513
Huml, Frank, Jr. (345), 1124 Park Row, Lake Geneva, Wis.	8174
Humphrey, Harriott and Peter (A), 27 E. Court St., Warsaw, N. Y.	
Humphrey, Peter and Susan (A), 205 W. Buffalo St., Warsaw, N. Y.	
Humphrey, W. J. (47), 27 E. Court St., Warsaw, N. Y.	9119
Humphrey, W. M., DDS (47), 205 W. Buffalo St., Warsaw, N. Y.	9140
Humphries, James (274), 4250 Belle Meade Cove, Memphis, Tenn.	7719
Hunn, Ralph N. (228), 300 Howard St., Riverton, N. J.	
Hunt, Eugene (205), 2958 S. Boston Pl., Tulsa, Okla.	120
Hunter, Bill (118), 224 W. 16th St., Hamilton, Ont.	4017
Hunter, William S. (296), 4924 Westwood Rd., Kansas City, Mo. 64112	5203
Huntley, Robert (U), Box 4453 Pocatello, Idaho 83201	5467
Huntsman, Mary (A), 22 Pine Dr., Little Silver, N. J.	
Huntsman, Paul A., Jr. (70), 22 Pine Dr., Little Silver, N. J.	8101
Huovinen, K. (U), Vipiiri, Toijala, Finland	7172
Hurlburt, Richard (A), Shisler Rd., Clarence, N. Y.	
Hurrell, Pat and George (A), 200 Dufferin St., Apt. P.H. 2, Toronto 3, Ont.	
Husson, Franklin (273), 926 Hanover St., Manchester, N. H.	7777
Husson, Richard E. (273), 23 Allied St., Manchester, N. H.	7777
Huston, Charles (150), 561 Hawthorn La., Mansfield, O.	8625
Hutcheson, John A. (36), N. Hermitage Rd., Sharpsville, Pa. 16150	5032
Hutchinson, Bruce O. (137), 1814 Thrushwood, Kalamazoo, Mich. 49002	2946
Hutchinson, D. H. (17), Sherwood Dr., Southport, Conn.	
Hutchinson, Dick (43), 2115 Lower Chelsea, Columbus, Ohio	6906
Hutchison, Clifford, Bruce, Keith, Hugh J. and Sara J. (6), 32 Laurel St., Stratford, Conn.	8616
Hyde, Al (143), 414 Ilinama St., Kailua, Hawaii	6907
Hyland, Peggy Ann (A), 107 Oakdale St., Staten Island, N. Y.	
Hyland, T. G., Jr. (295), 107 Oakdale St., Staten Island, N. Y.	5432
Hyland, Thomas G., III (A), 107 Oakdale St., Staten Island, N. Y. 10308	
Hylant, Dr. John (12), 331 DePew Ave., Buffalo 14, N. Y.	7631
Hylant, Joseph (A), 3311 Depew Ave., Buffalo, N. Y.	
Hyndman, Thomas, Jr. (173), 24 W. Hampton Rd., Philadelphia 18, Pa.	5959
Hyslop, Peter (A), 3896 West 35th Ave., Vancouver 13, B. C.	
Hyvonen, Risto (A), Ousaari 2.C.34, Oulu, Finland	
Imbrosio, Francesco (A), XXIV Maggio, LeSpezia, Italy	
Imobersteg, Kay (A), Indian River, Mich.	
Ince, Geoffrey W. (90), Edinburgh St., N. Burnaby, B. C.	5513-9853
Indian Harbor Yacht Club, (7), Steamboat Rd., Greenwich, Conn.	9217-9456
Indri, Alberto (A), Via Archimede 35, Rome, Italy	
Ingami, Nicoletta (A), Via Dei Delfini 14, Rome, Italy	
Ingargiola, Inky (A), 7228 Spruce St., New Orleans, La.	
Inglis, Ken (146), 52 Glenavy Ave., Toronto 12, Ont.	9091
Ingouville, Peter (147), Caixa Postal 8001, Sao Paulo, Brazil	7668
Inrig, Jim (A), 142 Catherine St., S., Hamilton, Ont.	
Iorio, Silveo (A), 107 Bristol Rd., Fayetteville, N. Y.	
Ireland, Elen H. (A), 791 Orange Center Rd., Orange, Conn. 06477	
Ireland, John C. and Julia W. (238), 791 Orange Center Rd., Orange, Conn. 06477	8580
Ireland, Kenneth L., Sr. (L), (238), 791 Orange Center Rd., Orange, Conn. 06477	7116
Ireland, Kenneth L., Jr. (238), 791 Orange Center Rd., Orange, Conn. 06477	7116
Irelli, Riccardo Cerulli (A), Via Buozzi 59, Rome, Italy	
Irerson, Steven (A), 2246 E. 26th St., Tulsa, Okla.	
Irvin, C. Warren MD (341), 1436 Berkeley Rd., Columbia, S. C.	7728
Irving, Gugsy (U), Ironshore, R.F.D. 4, Easton, Md.	3645
Irwin, Judy (A), Pennley Park North, 5601 Penn Ave., Apt. C44 Pittsburgh 6, Pa.	
Isaza, Manuel (73), Calle 80 No. 484, Bogota, Colombia	
Isbrandtsen, Ellen (7), Red Top, Riverside, Conn. 06879	9544
Isola, Aldo (265), Av. San Isidro, 356 S. Isidro, Lima, Peru	3946-8907
Isola T., Sergio (265), Av. San Isidro, 356 S. Isidro, Peru	8426
Turka, H. H. (98), 71 Bellerose Ave., E. Northport, N. Y.	5003
Iwinski, John (A), 181 Willett St., Buffalo, N. Y. 14206	
<b>"J"</b>	
Jackman, Mrs. Jeanne D. (A), 324 Lakewood Blvd., Madison, Ws. 5370	
Jackson, Art (146), 248 Newton Dr., Willowdale, Ont., Can.	4081
Jackson, David W. (U), 362 Wolcott St., Auburndale 66, Mass.	5906
Jackson, Frank W. (U), 9402 44th S. W., Seattle, Wash.	8793
Jackson, Gloria A. & Robert L., Jr. (A), 1402 Queensbury St., Savannah, Ga. 31406	
Jackson, R. (A), 12 Nantes St., Newtown, Geelong, Victoria, Australia	
Jackson, Robert (A), Linden Dr., Cohasset, Mass.	
Jackson, Robert L. (U), 1402 Queensbury St., Savannah, Ga. 31406	265
Jacob, Catherine (A), Calle 33 No. 6-53, Bogota, Colombia	
Jacob, Francine (A), Calle 33 No. 6-37, Bogota, Colombia	
Jacob, Horace & Jerry (209), 6859 Louisville St., New Orleans, La.	3196-9235
Jacob, Maurice (73), Cil, 86 A-11A-96, Bogota, Colombia	7452
Jacob, Raymond (73), Calle 33 #6-33, Bogota, Colombia, S. A.	6987-7454
Jacob, Ronald (209), 4819 Gabriel, New Orleans, La. 70127	3196-9235
Jacobi, Roland (A), Friedlistr. 16, 3000 Bern, Switz.	
Jacobs, A. (L) (56), 223 W. Jackson Blvd., Chicago 6, Ill.	
Jacobs, John E. (U), 631 Milburn St., Evanston, Ill.	2746
Jacobs, Walter B., Jr. (175), Box 1116, Shreveport, La.	8786
Jacobson, Elizabeth (A), 1229 North 4th St., Sheboygan, Wis.	
Jacobson, F. C. (187), 1229 N. 4th St., Sheboygan, Wis.	2225
Jacobson, Gary (A), 4120 Bandini, San Diego 3, Calif.	
Jacobson, Kristin (A), 1229 N. 4th St., Sheboygan, Wis.	
Jacobson, Merrill J. (U), 4120 Bandini, San Diego 3, Calif.	7788
Jacobson, William W. (185), 333 Avenue C, Bayonne, N. J.	52
Jager, Linda (126), 67 Patrick Rd., Westport, Conn. 06882	9545
Jaggi, Claude (169), Montagne 21, LaChaux-de-Fonds, Switz.	8713
James, George (184), 103 E. Logan, Brazil, Ind.	6224
James, Robert L., Jr. (A), Gloucester Point, Va.	
Jamieson, Dr. T. A. & Mrs. Pat (A), 2800 Lundy's Lane, Niagara Falls, Ont.	
Jamison, Robert & Steve (77), 30 Ramsen Pk., Rochester 10, N. Y.	8322
Janhunen, Jorma (166), Cuorimiehenkatu 11.A.8 Helsinki, Finland	3924
Janski, Wolfgang (219), Seeweg 10, 7751 Litzelstetten/Bodensee, Germany	9816
Jansky, Robert P. (393), 524 Riverview Dr., Manitowoc, Wis. 54220	1259
Jarach, Marshall (A), Via Carlo Botta 7, Rome, Italy	
Jardine, Bryan (A), 2590 Ruhl Ave., Columbus, Ohio 43209	3766
Jarvenkyea, Elias (U), Rovaniemi, Finland	4305
Jarvinen, Mauri (166), Ulvilantie 19.a.B.39, Munkkivuori, Finland	4327
Jauhola, Olli (A), Keskuspuistikatu 10, Kemi, Finland	
Jayson, William S. & Richard N. (7) Game Cock Point, Byram, Conn.	5989
Jeffcott, Robert (135), 515 S. Church St., Fairhope, Ala.	8365
Jeffries, David A. (71), 2286 Westmoor Rd., Rocky River, O. 44116	7940
Jeffries, Nancy L. (A), 2286 Westmoor Rd., Rocky River O. 44116	
Jelen, Marco (321) Napoli 30 LaSpezia, Italy	7188
Jenks, Carolyn M. & Jeffrey (A), 73 Kingsbury Rd., Garden City, N. Y.	
Jenks, James M. (116), 73 Kingsbury Rd., Garden City, N. Y.	8666
Jennings, Jean H. (A), 1004 Broughton, N.E., Orangeburg, S. C.	
Jennings, Robert B. (134), 17 Contentment Dr., Darien, Conn. 06820	8355
Jennings, W. W., M.D., (L), (109), 2805 Tifton St., So., St. Petersburg, Fla. 33711	427
Jens, Ernesto (73), Carrera 4 No. 71-61, Bogota, Colombia	8971
Jens, Nora (A), Carrera 4 No. 71-61, Bogota, Colombia	
Jensen, Jo Ellen (A), 40 Olcott St., Manchester, Conn.	
Jensen, John M. (5), 7701 South Shore Dr., Apt. 7A, Chicago, Ill. 60649	4540
Jensen, Wesley G. (344), 40 Olcott St., Manchester, Conn.	6885
Jerry, Dr. Harold (341), 798 Kawana Rd., Columbia, S. C.	2995
Jestel, Herbert (212), 1405 High St., Louisville, O. 44641	4370
Jestel, Joan & William (A), 1408 Gullwing Ave., Louisville, Ohio 44641	
Jester, Lewis T., Jr. (13), 1257 Hawthorn Rd., Schenectady 9, N. Y.	5138
Jeune, Joel (A), c/o Iowa Dryer, Iowa, La.	
Joannides, Philip, MD (L) (286), 5 Herodou Atticou, Athens, Greece	
Jobs, Peter E. (132), 1547 N.W. 63rd St., Seattle, Wash.	8496
Jobs, Thomas A. (132), 3029 W. Howe St., Seattle 99, Wash.	8496
Jocelyn, Joan (A), 121 Hunter St., W., Hamilton, Ont.	
Jocelyn, Robert (118), 109 Rebecca, Hamilton, Ont.	8300
Jocelyn, W. E. (L) (118), 109 Rebecca St., Hamilton, Ont.	8300
Jolice, Antonio (223), c/o Circolo del Remo & della Cella Italia, Banchina S. Lucia, Naples, Italy	6390
Johns, David (A), 1020 Crestover Rd., Wilmington, Del. 19803	
<b>"I"</b>	
Ibanez, Adolfo (A), Aleria S/N Co., Castillo, Vina del Mar, Chile	
Ignatius, Hannes (166) Sibelius Boulevard 3.A.9, Porvoo, Finland	7894
Ihitz, Claudio Oliveri (A), Colonia 1105 Montevideo, Uruguay	



Johns, Eduardo (A), Matta 290, Recreo, Vina del Mar, Chile	
Johns, Fred (192), 1020 Crestover Rd., Graylyn Crest, Wilmington, Del. 19803	5501
Johnson, Bob & Jay (A), 5129 Glenmina Dr., Dayton, O. 45440	
Johnson, C. A., MD (376), P.O. Box 370, Hudson, Que.	4157
Johnson, Calvin H. & Rod A. (A), 17 Trenton Ave., White Plains, N. Y. 10606	
Johnson, Carl G. A. (A), 19890 Beach Cliff Blvd., Rocky River, Ohio 44116	
Johnson, David (A), 4000 Yonge St., Apt. 402, Toronto 12, Ont., Can.	
Johnson, David E. (A), 447 Thorncliff Rd., Kenmore, N. Y. 14223	
Johnson, David W. (U), 5129 Glenmina Dr., Dayton, O. 45440	7220
Johnson, D. W. (377), 5735 Brahma Rd., S. W. Roanoke, Va. 24018	9008
Johnson, Donald O. (56), 87 Groveland Ave., Riverside, Ill. 60546	8979
Johnson, Earl C. (59), 3771 East River Rd., Grand Island, N. Y.	
Johnson, Edgar (189), 80 Magnolia Terrace, Springfield, Mass.	9530
Johnson, Edward L. (U), 134 Bay Dr., Massapequa, N. Y. 11758	4614
Johnson, Elsie (A), 105 Bayside Rd., Squantom, Mass.	
Johnson, Gilbert F. (102), 28351 Trailriders Dr., Palos Verdes Peninsula, Calif.	6028
Johnson, Henry (7), 73 Burning Tree Rd., Greenwich, Conn.	9197
Johnson, James (216), 1905 Prairie St., Essexville, Mich.	8294
Johnson, James W. (16), 2635 Springfield Rd., Broomall, Pa.	735
Johnson, L. Charles (U), P.O. Box 1725 Spaulding Bldg., Pocatello, Idaho 83201	5467
Johnson, Lester E. (75), 17 Trenton Ave., White Plains, N. Y. 10606	7616
Johnson, Neal & Laura (344), 1930 Boulevard, W. Hartford, Conn.	3330
Johnson, Paul W. and David W. (A), 2 Page Rd., Marblehead, Mass.	
Johnson, Richard (A), 12A Townley Rd., Fairlawn, New Jersey	
Johnson, Robert (A), 746 East 13th St., North Vancouver, B. C.	
Johnson, Steve (A), 63 N. Lowell Rd., Columbus 9, Ohio	
Johnson, Tony (168), 3204 Bay to Bay Blvd., Tampa 9, Fla.	4939
Johnson, Walter (146), Apt. 402, 4000 Yanze St., Toronto 12, Ont.	5833
Johnson, Warren (270), 8325 N. Pennsylvania Ave., Indianapolis, Ind.	4659
Johnson, Dr. Willard C. (189), 105 Bayside Rd., Squantom, Mass.	9530
Johnson, William E., M.D. (U), 79 Highland Ave., Salem, Mass.	9446
Johnson, William J. (U), 24 Dorothy Dr., Morrisown, N. J.	62
Johnston, Janice (A), 4205 Western Blvd., Apt. 4, Raleigh, N. C.	27606
Jokipera, Merija (A), Hallituskatu 26.A.16, Oulu, Finland	
Jones, Alan T. & Dr. Elwood K., (17), 20 Old Barn Rd., Fairfield, Conn.	8270
Jones, Burton (A), 564 Thorn Tree, Grosse Point Woods 36, Mich.	
Jones, Carol & Ellis (A), 1030 Coburg Rd., Eugene, Ore.	
Jones, David Bryn (A), 27 Denver Crescent, Willowdale, Ont.	
Jones, Frank A., Jr. (A), Glen Oaks Dr., Memphis, Tenn.	
Jones, Howard S. (388), 4131 Comanchie, Jackson, Miss.	9759
Jones, J. Paul (198), 120 Jackson Ave., Bradford, Pa.	5579
Jones, Ken & Raimey (A), 3124 Munson, Topeka, Kans.	
Jones, Robert (A), R. D. No. 1, Box 66, Elkton, Md.	
Jones, Robert (60), 1516 Clontarf, Topeka, Kans.	7001
Jones, Russell E. & Elwood K. (17), 20 Old Barn Rd., Fairfield, Conn.	9093
Jones, T. P., Jr. & T. P. III (384), Maine St., Kennebunkport, Me.	1164
Jones, Wally (229), 1030 Coburg Rd., Eugene, Ore.	6061
Jones, Warren (51), 227 McMillan, Gr. Pte. Farms 36, Mich.	9686
Jones, William R. (U), 749 Washington St., New York, N. Y.	6731
Jorch, William F., William C. and Marion L. (98), 56 Tanyard Lane, Huntington, N. Y.	7822
Jordan, Charles (69), 934 E. Circle Dr., Milwaukee, Wis.	5932
Jordan, Russ (A), 8650 SW Woodside Dr., Portland, Ore.	
Joslyn, Richard (296), 3115 W. 86th St., Leawood, Kans.	6950
Joyner, C. D., MD (257), 744 McClure Dr., Augusta, Ga.	7595
Joyner, Missy (A), 744 McClure Dr., Augusta, Ga.	
Judd, Charles H. (L) (71), 18159 Clifton, Lakewood, O.	
Judy, C. Roger (33), 752 E. Tuscarawas, Barberton, O. 44203	591
Judy, Steve (A), 813 Washington, Evanston, Ill.	
Juel, Kai (U), Forster Rd., Manchester, Mass.	6980
Jueghann, Paul P. (U), 115 Glen Haven Rd., Rochester, N. Y.	
Jurado G., Alfredo (A), P.O. Box 50, Guayaquil, Ecuador	
Jussila, Erkki, O., (328), Kramunkatu 10, Jyväskylä, Finland	328
<b>"K"</b>	
Kaar, Esa-Jukka (A), Huopalahdentie 15, Helsinki, Finland	
Kaarela, Osmo (A), Rommakkokatu 3, Oulu, Finland	
Kadish, Sam (38), 2024 82nd St., Brooklyn, N. Y.	9191
Kaiser, Bernhard & Rudolf (A), Pourtalesstr. 103, 3074 Muri, (Bern), Switzerland	
Kaiser, Otto (358), Pourtalesstr 103, Bern, Switzerland	6233
Kaitila, Ilkka (166), Vanamontie 8, Helsinki 93, Finland	4143
Kalb, Lt. David G., USN (U), 19 Summit Pl., Glen Cove, N. Y. 11542	865
Kalenius, Eugen (A), Maamonlahentie E.B.11, Lauttasaari, Finland	
Kalin, Victor B. (U), 30 East Ave., Norwalk, Conn.	3999
Kalinich, George (252), 65 W. 5th St., Corning, N. Y.	604
Kalning, William C. (34), 346 Cedarcroft Dr., Bricktown, N. J.	178
Kamichaitis, J. A. (146), 897 Bloor St. W., Toronto 4, Ont.	7069
Kammer, R. H., Jr. (62), 415 Richards Bldg., New Orleans, La.	8186
Kanokogi, Hikaru (Miss), (A), 45, Kotaki-cho, Nakano-ku, Tokyo, Japan	
Kantowski, Norman J. (81), 106 St. Mary's Rd., Buffalo 11, N. Y.	398
Kaplan, Herbert T. (U), 418 N. Governors Ave., Dover, Del. 19001	6845
Karg, Albert (A), 161 Martin Lane, Orange, Conn. 06477	
Karinen, Kalle (A), Aleksanterinkatu 55, Oulu, Finland	
Karinto, Kalervo (U), Rauhankatu 1.b.A.9, Tarku, Finland	5542
Karnes, Kendall & Lee J. (A), 3416 Bayside Walk, San Diego, Calif.	
Kasten, John G. (U), 353 Marlborough St., Boston, Mass. 02115	5137
Katerma, Kari (A), Ylikyla, Rovaniemi, Finland	
Katerheirich, Addis L. (U), 306 S. E. St., New Knoxville, O.	8441
Katz, James E. and Robert, Jr. (A), Golf Hill Rd., Honesdale, Pa.	
Katz, R. W. (16), Golf Hill Rd., Honesdale, Pa.	6903
Kaufman, John T. (A), Knollwood Rd., Woodbridge, Conn.	
Kauniskangas, Kaisu (A), Allitie 4, Oulu, Finland	
Kauppi, Ahti (A), Kontionkadun paa, Joensuu, Finland	
Kaurinkoski, Samuel (166), Adolf Lindforsintie 2.B.8, Pohjois-Haaga, Finland	8658
Kavanaugh, Mary Anne (A), 317 S. Chesterfield, Columbus, Ohio	
Kawashima, Masamichi (A), Tsujido Danchi, 3-6-207, Fujisawa City, Kanagawa-ken, Japan	
Kay, R. A. (U) 4819 Wallbank Ave., Downers Grove, Ill.	533
Kaye, Alexander (23), 5171 Chapin St., Dayton 59, O.	5410-9702
Kaye, Edith (A), 5171 Chapin St., Dayton, O.	
Keane, Gerald (164), 3 Hickory Lane, Cazenovia, N. Y.	
Keane, Philip & Richard (A), 3 Hickory Lane, Cazenovia, N. Y.	
Keck, Christine (A), 112 Mayfield Ave., Butler, Pa.	
Keene, Dex (A), Avon Rd., New Rochelle, N. Y. 10804	
Kehl, Charles C. (143), 45-339 Mealee St., Kaneohe, Hawaii	2069
Kehlstrom, Margie (A), 800 Broad St., St. Joseph, Mich.	
Kehoe, Charles F., Jr. & Cappy (226), Key Largo, Fla.	6909
Kelker, John W., Jr. (A), 713 Brooks, No. Augusta, S. C. 29841	
Keller, Carlos Oscar (A), Jose Maria Estrada 2535, Martinez, Argentina	
Keller, Frank (42), 3717 Rushland Ave., Toledo, O.	5678
Keller, H. (219), Kohlengasse 3, Zurich 45, Switzerland	8768
Keller, Rolf (A), Kohlengasse 3, Zurich, Switzerland	
Kelley, Brendan (133), 300 East 71st St., New York, N. Y.	8016
Kelley, Francis W., Jr. (229), 165 E. 36th St., Eugene, Ore.	7680
Kelley, Ken (A), 99 Lyndall Ave., Apt. 902, Toronto, Ont., Can.	
Kellogg, Juan P. (A), 3954 W. Riverside Dr., Ft. Myers, Fla.	
Kellogg, Richard W. (98), Valentine's Lane, Glen Head, N. Y. 11545	7961
Kellogue, James (3), 233 E. 70th St., New York, N. Y.	4176
Kelly, Alan (A), 509 West Pecan, Carbondale, Ill. 62901	
Kelly, B. R. (A), 1104 Doter Dr., Alexandria, Va.	
Kelly, Bernie (32), 66 Knollwood Dr., Marchmont, N. Y.	8674
Kelly, Edward J. (114), 772 B. Avenue, Coronado, Calif.	
Kelly, Col. Joseph A. & Joseph A., Jr. (50), 8505 Doter Dr., Alexandria, Va.	6956
Kelton, Paul H. & H. M. (7), Martin Dale N., Greenwich, Conn.	6350
Kemball-Cook, Denis B. & Virginia (134), 58 Andrews Dr., Darien, Conn.	
Kemp, Thomas W. (303), 1989 W. Alexandersville-Bellbrook Rd., Dayton, Ohio 45459	6505
Kennedy, David and Kathleen (A), 705 Alexander Dr., Adrian, Mich. 49224	
Kennedy, Ed (A), 235 Yacht Club Dr., Rocky River, Ohio 44116	
Kennedy, George R. (13), R. D. #3, 54 Hickory Ridge Rd., Ballston Lake, N. Y.	5713
Kennedy, Kenneth S. (31), 555 North Kalamazoo, Marshall, Mich.	9651
Kennedy, W. (146), 54 Ravens Crest Dr., Islington, Ont.	7423
Kennedy, W. S. (146), Suite 2107, 80 King St., West Toronto 1, Ont.	8859
Kennelly, Francis X. (70), 8 Highland Ave., Red Bank, N. J.	1482
Kennelly, Thomas F. (70), 169 Shirewood Dr., Rochester, N. Y. 14625	1482
Kennett, Carrol C. (296), 1224 W. 61st Terr., Kansas City, Mo.	6408
Kenning, Carl W. (215), 5 McNicoll Cres., Dorval, Que.	5976
Kenyon, Elmer C. & Chester W. & Douglas A. (U), Kenyon Sails, Wales, Mass.	9251
Keogh, Kathy and Verna (A), Harbor Dr., Greenwich, Conn.	
Keogh, Kevin (7), Harbor Dr., Greenwich, Conn.	9160
Kern, Carol H. (34), P.O. Box 164, Brodheadsville, Pa. 18322	6557
Kern, F. S. (U), 1 Mayflower Parkway, Westport, Conn.	3806
Kerr, Gordon (90), 1595-22nd., West Vancouver, B. C., Can.	7031
Kersting, David W., M.D. (69), 6400 North Lake Dr., Milwaukee 17, Wis.	9157
Kersting, Gene (A), 6400 North Lake Dr., Milwaukee, Wis.	
Kesel, Tom (A), 1809 Lafayette Towers West, Detroit 7, Mich.	
Keway, Philip H. (326), 12021 N. Bluff Rd., Traverse City, Mich.	1557
Key, Brian (A), Box 636, Langley, B. C.	
Key, Dr. C. (U), P. O. Box 636, Langley, B. C., Canada	7581
Keyes, Allan R. & Lawrence H. (A), 62 Ives Ave., Rutland, Vt.	
Keyes, Robinson E. (237), Box 69, Rutland, Vt.	6695
Kibbey, Wilbur E. (137), 218 Lamar Dr., Kalamazoo, Mich.	2343
Kiene, Richard H., M.D. (296), 5835 High Dr., Shawnee Mission, Kans. 66208	8142
Kiene, Richard H., Jr. (296), 7533 Terrace, Kansas City, Mo. 64113	8142
Kiernan, James T. (A), Room 3615, 605 Third Ave., New York, N. Y. 10016	
Kilkson, Henn (192), 256D Thomas Dr., Wilmington, Del. 19807	3500
Killheffer, Marguerite (A), 1209 Elmwood, Evanston, Ill. 60202	
Kime, L. Stanley (150), 17 Morningside Dr., Shelby, O.	340
Kimery, Avery L. (184), 2356 N.W. 40th St., Washington 7, D. C.	5023
Kimery, William M. (184), 77 Renaud Rd., Grosse Pte. Shores, Mich.	5023
King, Edward O., Ted and Charles (134), 24 Saddle Ridge Rd., Darien, Conn.	7703
King, John William, Jr. (311), 305 W. 7th, Dunkirk, N. Y.	9211
King, Paul A. (6), 175 5th Ave., Stratford, Conn.	3576
King, Ted (168), 1500 Eighth St., S. E., Winter Haven, Fla. 33880	5600
Kingston, Esther (44), 1835 Highland Ave., Rochester, N. Y.	4719
Kinney, Frank (A), 244 E. Walnut, Hinsdale, Ill.	
Kirk, William W. (266), 1936 N. Signal Hills Dr., St. Louis, Mo. 63122	4826
Kirkwood, Bert (87), 106 Charmuth Rd., Timonium, Md.	6619
Kirkwood, George & Tricia (A), 1715 West 10th Ave., Vancouver 9, B. C.	
Kjellison, Douglas L., Jr. (50), 2415 Stirrup Lane, Alexandria, Va. 116-6614	
Kleinberg, Henry E., Jr. (386), 154 Berkeley Dr., Elyria, O.	528
Klemann, Dr. Gilbert (257), 2815 Richmond Hill Rd., Augusta, Ga.	2307 & 2381
Klemann, Nancy & John J. (A), 2815 Richmond Hill Rd., Augusta, Ga.	
Klemm, C. Dr. Med. (250), Bahnhofstrasse 16, Rheinfelden, Switzerland	7274
Klopper, James (23), Route No. 1, Box 328, Piqua, O.	1231
Kloter, Edouard (281), Hasle (LU), Switzerland	5377
Kloer, G. (A), Hasle/LU, Switzerland	
Knapp, Andrew W., William B. Jr. & W. Bruce III (6), 57 Creston Rd., Stratford, Conn.	7638
Knapp, Paul R. (36), 450 John St., Meadville, Pa.	5048
Knapp, Royden and Violet G. (70), 1321 Cliffwood Dr., Keyport, N. J.	7082-9262
Knauer, Fred (194), 6243 Dorothy Dr., San Diego, Calif. 92115	7787
Knauer, Paul (154), 3105 Parnell Ave., Ft. Wayne, Ind.	7574
Knauer, Verna and Robin Russell (A), 3105 Parnell Ave., Ft. Wayne, Ind.	
Kniffin, Wray (A), 289 West Craig Hill Dr., Rochester, N. Y. 14626	
Knight, Kenneth and Jeff (A), 3134 Oxford Rd., Augusta, Ga.	
Knoepfel, Dr. H. P. (219), Rankestr. 44, Kusnacht (2H), Switz.	
Knoll, Raymond (A), 4413 Tennessee, St. Louis 11, Mo.	
Knop, Janice (A), 4815 Haverhill, Detroit, Mich.	



Knop, Robert F. (51)	4815 Haverhill, Detroit 24, Mich.	7388	Lane, Walter (104)	128 Irving Pl., Rutherford, N. J.	
Knox, Len (146)	564 Eglinton Ave., Apt. 101, Toronto, Ont.	7069	Lang, Irving (205)	2906 E. 32 St., Tulsa, Okla.	7901
Knox, Samuel D. (L.)	(183), 339 Ridgewood Ave., Glen Ridge, N. J.		Langadas, Alexandros (251)	Beles 24, Athens, Greece	4636
Knuts, Kaj (299)	Tullisillantie 1, Loviisa, Finland	6833	Langdon, W. S., Jr. (U)	27 Gravel St., Mystic, Conn. 06355	2130
Koch, Carl (174)	5658 Wynnburne Ave., Cincinnati, O. 45238	1602	Lange, Frank E. (36)	Thirteenth Coast Guard Dist., 618 2nd Ave., Seattle 4, Wash.	5323
Koch, Fridolin (250)	Zentralstr., Sursaa, Switz.	9352	Lange, Frederick R. (36)	1550 Fairbrooke Way, Sharpville, Pa. 16150	5323
Koch, George and Pat (247)	726 D Lone Oak Rd., Paducah, Ky.	8306	Lange, Helen (A)	550 Fairbrooke Way, Sharpville, Pa.	
Koch, Dr. Walter (317)	Av. Los Acacias, 1932, Vina del Mar, Chile	7428	Lanser, Lou (90)	3870 W. 21st, Vancouver, B. C.	8337
Koehler, R. K. & Margaret (81)	16 Amherston Dr., Williamsburg, N. Y.	1683	Lansing, Robert (153)	62 Spruce St., Southport, Conn.	
Koehne, John L. (L)	272 Victory St., Lawrence, N. Y.		Lanyi, Richard (34)	20 Arrowhead Rd., Convent Station, N. J.	8990
Kohler, T. A. (167)	2428 Fulton, Davenport, Ia.	691	LaPier, R. T. (366)	8 Coleridge Rd., Short Hills, N. J.	9546
Kohls, James B. (51)	5551 Haverhill, Detroit, Mich.	7795	Larios, Ramiro (318)	Casilla 2294, Santiago, Chile	7405
Kohn, Henry, Jr. (32)	201 E. 79th St., Apt. 18D, New York, N.Y.	9614	Larios, Ramiro M. & Guillermo (A)	Casilla 2294, Santiago, Chile	
Kohn, James (A)	258 Isabella Dr., Dacatur, Ill.		Larrai, E. Julian (A)	7 Norte 1304, Vina del Mar, Chile	
Kolde, Ralph (266)	957 Elmont La., Crestwood 26, Mo.	6446	Larrison, Maj. C. B., Jr. (U)	2260 Lansing, Aurora, Colo.	80010
Kolkebeck, Warren C. (138)	28 Woodridge La., Sea Cliff, N. Y.	7155	Larsen, Carl R. (71)	1109 Forest Rd., Lakewood, O.	44107
Konantz, Gail (A)	383 Borebank St., Winnipeg 9, Man.		Larsen, Christian J. (104)	730 Park Ave., Plainfield, N. J.	8305
Konantz, Gordon (320)	205 Fort St., Winnipeg 1, Man.	8164	Larsen, Eric (187)	Box 415, Sheboygan, Wis.	
Konantz, William G. (320)	205 Fort St., Winnipeg 1, Man.	8477	Larsen, James E. (A)	1905 Orleans Rd., Wilmington, Del.	19803
Konheim, Norris D. (300)	913 W. Broadway, Woodmere, N. Y.	8612	Larsen, Kay (A)	8616 Camden St., Alexandria, Va.	22308
Kornman, Louis Dr. (33)	1946 Wiltshire Rd., Akron, O. 44313	8276	Larsen, Lorna & Jeanne (A)	1109 Forest Rd., Lakewood, O.	44107
Koons, Richard P. (A)	4720 Yale Ave., N. E., Canton, O.		Larsen, Richard D. (345)	1102 Dunstan Rd., Geneva, Ill.	6775
Korhonen, Timo (166)	Munkkiniemi Puistotie 2.A.22, Helsinki, Finland	8211	Lasser, Miles L. (19)	Jamestown, N. Y.	9636
Korn, Mrs. L. J. (A)	1234 Gilbert Rd., Meadowbrook, Pa.		Lassuy, Rev. R. J. (167)	2810 Fifth Ave., Rock Island, Ill.	61201
Korner, R. L. (252)	R. D. #2, Horseheads, N. Y.	3361	Lathrop, Hugo (317)	San Jose 224, Vina del Mar, Chile	
Kornhaber, Bernard R. (56)	548 Forest Ave., Evanston, Ill.	8374	Lathrop, Nelson & Allan (A)	San Jose 224, Vina del Mar, Chile	7494
Kornmann, Eleanor L. (A)	11 Mitchell Ave., Roseland, N. J.	07068	Latter, H. D. (320)	388 Donald St., Winnipeg 2, Man.	8442
Kornmann, Karl H. (25)	11 Mitchell Ave., Roseland, N. J.	5380	Lattuga, Giovanni (A)	Via S. Stefano 29, Ferrara, Italy	
Kotovic, Bob (A)	1515 E. Bywater Lane, Milwaukee, Wis.		Lauter, Robert L. (133)	345 E. 73rd St., Apt. 11J, New York, N. Y.	4918
Kotovic, Michael (69)	1515 E. Bywater Lane, Milwaukee, Wis.	9634	Laug, George H. (23)	R. R. #1, Box 260C, Piqua, Ohio	6209
Koure, Robert C. (125)	66 Cottage St., Natick, Mass.	7379	Laundry, William E. (U)	18 Beaumaris Dr., Ottawa 6, Ont.	8482
Koure, Robert C., Jr. and Christopher A. (A)	66 Cottage St., Natick, Mass.		Lavarello, Carlos (292)	Wheelright 1787, Rosario, Argentina	
Kovacic, Joseph F., MD (187)	708 St. Clair Ave., Sheboygan, Wis.	6441	Lavarello, Ricardo J. (A)	Laprida 527, Rosario, Argentina	
Kowalozky, Edward (A)	3 Cambridge Ct., West, Old Saybrook, Conn.		LaVery, Edward J. (A)	923 Colwyn Rd., Jenkintown, Penna.	
Krajcski, Paul (314)	1235 Providence Rd., Springfield, Pa.	9769	Lavin, Matthew J. (U)	Millwood Circle, Norwell, Mass.	1952
Kramer, Hans, (219)	am Wasser 16, 8049 Zurich, Switzerland	8942	Lavinkoski, Pekka (A)	Tehtaankatu 19C, Helsinki, Finland	
Kramer, Jack (300)	410 Eastwood Rd., Woodmere, L. I., N. Y.		Lavoie, Norman (A)	11 Leavitt St., Salem, Mass.	
Kranet, Guilherme (373)	Caixa Postal 648, Recife—Pernambuco, Brazil	9301	Lay, George C. (6)	85 Chapel St., Stratford, Conn.	06497
Kraus, Dr. Albert (12)	260 Carpenter Ave., Kenmore, N. Y.	9620	Lazar, Burt (A)	1360 Sandburg Terrace, Chicago, Ill.	
Kraus, John J. (A)	140 Deerhurst Blvd., Kenmore, New York		Lazenby, J. Don (U)	7901 W. 60th Terrace, Merriam, Kan.	4477
Krauss, H. R. (L)	(42) 2949 Jodore, Toledo, O. 43606		Lawry, Ralph (33)	870 Frederick Blvd., Akron, Ohio 44320	7785
Kregling, Gene W. (244)	108 Holm Ave., Portland, Maine	8978	Lawson, Alec (196)	Mendham Rd., Mendham, N. J.	8323
Kretschmer, Richard (23)	1109 W. Dorothy Lane, Dayton, O.	5829	Lawson, Nancy & Peter (A)	Mendham Rd., Mendham, N. J.	
Krippes, James A. (324)	1910 E. Jackson St., Pensacola, Fla.	9652	Lay, John W. (136)	618 E. Perry St., Pt. Clinton, O.	43452
Krohn, Dr. Joseph (5)	25 E. Washington St., Chicago 2, Ill.	5649	Leal, Alexandre V. (373)	Rua da Palma 205, Recife, Pernambuco, Brazil	9185
Kroos, Arthur G., Jr. (187)	226 Michigan Ave., Sheboygan, Wis.	6776	Learned, Dr. David (A)	1865 E. Ogden, Benton Harbor, Mich.	
Kruger, Bob (U)	R. R. 4, Box 57, Celina, Ohio	6352	Learson, Berh (32)	N. Manursing Island, Rye, N. Y.	
Kruszon, E. G. (13)	3 Silversmith Lane, Schenectady 6, N. Y.	8899	Lease, K. W. (253)	326 Elm Ct., Middletown, Pa.	8179
Kruzan, R. E. (U)	47 Broadway Ave., Madison, N. J.	07940	Lease, Kenneth R. (A)	7739 Mina St., Omaha, Nebr.	68124
Kuehl, Alfred E., Jr. (63)	55 Bruschayt Dr., Hamden, Conn.	7134	Leath, John B. (U)	804 S. McDonald St., Attica, Ind.	47918
Kuffel, Leonard E., MD (U)	218 E. Front St., Missoula, Mont.	6385	Lebednik, V. A. (U)	c/o Divie Woodcraft Co., Orangeburgh, S. C.	7992
Kuhns, Robert W., Jr. (A)	202 Park Rd., Dayton, Ohio	8796	Lebourveau, Willis A. (324)	495 Dundway Dr., Pensacola, Fla.	6158
Kuivalainen, Raimo (A)	Telkkaukuja 4.B., Lahtisaari, Finland		Lecaros, Fernando (A)	Cle. 78 #10-31, Bogota, Colombia	
Kujala, Kalervo (A)	Uusi-Summa, Hamina, Finland		LeCates, Marie Joan (A)	1405 Delaware Ave., Wilmington, Del.	
Kuppinger, Cecile (296)	4502 West 63rd Terr. Prairie Village, Kans. 66208	8404-9684	Leckie, Lt. Cdr. R. (A)	R.C.N. Air Station, Sheawater, Nova Scotia, Can.	
Kuppinger, Kip (A)	4502 W. 63rd Terrace, Prairie Village, Kans. 66208		Lee, Clararose (A)	R. D. No. 2, Ormonde Dr., Cazenovia, N. Y.	
Kuppinger, Mitchell (A)	305 Vassar No. 4, Apt. No. 4, Houston, Texas 77006		Lee, Francis J. (A)	5168 St. Paul Blvd., Rochester 17, N. Y.	
Kurek, Bob (A)	6322 Breamore Rd., Indianapolis, Ind.		Lee, Henry (A)	1153 Escarpment Dr., Lewiston, N. Y.	14092
Kurki, Urpo (298)	Ruonaia, Langinkoski, Finland		Lee, John J. (A)	560 Main Ave., Bay Head, N. J.	
Kursell, Jost (265)	Av. Pershing 230, San Isidro, Lima, Peru	5807	Lee, Robert E. (164)	R.D. No. 2, Cazenovia, N. Y.	9305
Kurtz, Alfred (300)	46 Woodmere Blvd., Woodmere, L.I., N. Y.	7880	Lee, Sheldon B. (113)	314 Murphy Court, St. Joseph Mich.	7313
Kurtz, Robert (300)	46 Woodmere Blvd., Woodmere, L.I., N. Y.	8719	Leggett, Eugene S. (A)	5529 Mass. Ave., Falls Church, Va.	
Kuttel, Manfred (250)	Kirchfeldstr. 637, Oberentfelden, Switz.	9356	Legstrom, Eric (36)	1005 Belmont Ave., Suite 250, Youngstown, Ohio	9619
<b>"L"</b>			Legstrom, William W. (36)	312 Potomac Ave., Youngstown, O.	44507
			Lehtinen, Ilari (U)	Tempelikuatu 3.A.1, Turku, Finland	9164
			Lehtonen, Johannes (298)	Liisankatu 4, Hamina, Finland	7175
			Leicht, Ray (A)	1259 Loch Dr., Green Bay, Wis.	
			Leichter, Mrs. Jane R. (A)	126 Iroquois Lane, Liverpool, N. Y.	
			Leichter, Joan Marie (A)	P.O. Box 226, Lake Erie College, Painesville, Ohio	
			Leichter, Robert J. (10)	126 Iroquois Lane, Liverpool, N. Y.	6730
			Leifer, John C. (296)	7807 Canterbury, Prairie Village, Kan.	7740
			Leiner, Charles (U)	191 1/2 S. Washington, Tiffin, Ohio	
			Leinonen, Antti (166)	Tolarintie 11.R.108, P-Haaga, Finland	
			Leinonen, Paavo (A)	Naytelijantie 16.B.26, Pohjois-Haaga, Finland	
			Lekson, Lud (207)	30601 Ronald Dr., Willowick, O.	44095
			Lekson, Max A. (207)	1209 E. 173rd St., Cleveland, O.	44119
			Lelsz, John (379)	107 Albacore, Galveston, Tex.	7861
			Lemieux, Jacques (U)	550 Newton St., Sherbrook, Que.	7434
			Lemke, Harold W. & Alan (79)	3109 E. Crawford Ave., Milwaukee 7, Wis.	3622
			Lennart, Gloria (A)	5138 E. 25th St., Tulsa, Okla.	
			Lennart, Joe (205)	5138 E. 25th St., Tulsa, Okla.	1704
			Lennart, R. P. (205)	5138 E. 25th St., Tulsa, Okla.	7831
			Lennarz, Wm. J. (87)	412 Brook Rd., Towson, Md.	3140
			Lenson, Cdr. Robert (114)	356 A. Ave., Coronado, Calif.	2608
			Leonz, Dave (A)	415 E. Stafford, Worthington, O.	43085
			Leon, Fernando, Jr. (A)	1672 Ridge, Bay City, Mich.	
			Leonard, Richard (382)	205 Ulica St., Orinaky, N. Y.	2482
			Leonard, Sherman (38)	2601 East 26th St., Brooklyn, N. Y.	11235
			Leoni, Remo (A)	c/o Corcolo Della Vela di Roma, Anzio, Italy	
			Lepisto, Heikki (307)	Koskitie 9, Oulu, Finland	7981
			Lepisto, Veke (307)	Kastilli Kajaamintie 62, Oulu, Finland	9341
			Lernihan, Gloria (A)	Bacon Rd., St. James, Long Island, N. Y.	
			Lernihan, James T. (323)	Bacon Rd., St. James, Long Island, N. Y.	5404
			Lesesne, John MD (51)	530 Oxford Rd., Grosse Pte. Woods, Mich.	4008-7964
			Lesiecki, Gerald (A)	6837 Catala St., Greendale, Wis.	
			Levering, Wallace (A)	121 W. Kimberly Ave., Brant Beach, N. J.	
			Levering, W. W., Jr. (A)	121 W. Kimberly Ave., Brant Beach, N. J.	
			Levering, W. W., Jr. (A)	121 W. Kimberly Ave., Brant Beach, N. J.	
			Levin, Robert E. (A)	26 Warren St., Beverly, N. J.	
			Lewis, Bill (A)	280 Darwin Dr., Snyder, N. Y.	
			Lewis, David K. (36)	179 S. Crescent Dr., Sharon, Pa.	6014
			Lewis, H. G. (A)	3865 S. Atlanta Pl., Tulsa, Okla.	
			Lewis, Irving, Jr. (70)	198 Mountain Ave., Summit, N. J.	7786
Laaksonen, Markku (A)	Ahtiala, Tuomivantie, Lahti, Finland				
Labhard, Mrs. (A)	Bruelrainweg 1, 4147 Aesch BL, Switzerland				
Labhart, Paul, MD (250)	Bruelrainweg 1, Aesch BL, Switzerland	5183			
Lacher, Richard W. & D. M. (345)	328 N. Plum Grove Rd., Palatine, Ill.	4557			
Lacher, Kathie & Beth (A)	328 N. Plum Grove Rd., Palatine, Ill.				
Lackman, James W. (74)	166 No. Westlawn, Decatur, Ill.	3214			
Ladenburger, Len (L) (U)	13855 Superior Ave., Cleveland Heights, Ohio 44118				
Laes, Esco & Tauno (A)	Kinkomas, Finland				
Laes, Timo (328)	Kinkoma, Finland	7173			
Laffarge, Edward H. (129)	625 Angell St., Providence, R. I.	3283			
Lafferty, Thomas R. (78)	620 Moore Ave., Buffalo, N. Y.	2935			
La Fond, Camille (A)	687 Embury Rd., Rochester, N. Y.	14625			
LaFond, Eugene C. (194)	4505 Santa Cruz Ave., San Diego, Calif.	92107			
LaFond, Kenneth C. (112)	1313 Third St., West DePere, Wis.	54178			
Lagunas, Manuel (A)	Casilla 2003, Valparaiso, Chile	8749			
Lagus, Bengt (306)	Uusi Koivistontie 81.B, Pori, Finland	8997			
Lahdemaki, Seppo and Matti (306)	Hyvela, Pori, Finland	8215			
Lahr, Frank (A)	Rt. 1, Box 630, Stevensville, Mich.				
Laidlaw, Andrew (A)	Kyle Ave., Belmont, Geelong, Vic., Australia				
Laidlaw, K. A. (188)	1114 Agincourt Dr., Ottawa 3, Ont., Canada	1544			
Laidman, Hume and Marjorie A. (164)	18 Lincklaen Dr., Cazenovia, N. Y.	1			
Laine, Martti (A)	Itainenkatu 34.B.29, Turku, Finland				
Lais, Giulio (271)	Via Timavo 1, Rome, Italy	5691			
Lamar, Donald (133)	31 Murray Ave., Port Washington, N. Y.	3641			
LaMarche, David (145)	17 Oak St., Brattleboro, Vt.	05302			
LaMarche, Jane (A)	17 Oak St., Brattleboro, Vt.	05302			
Lambele, Claude (L)	169 Comba Borel 17, Neuchatel, Switz.	7467-9765X			
Lambele, Dina (A)	Comba Borel 17, 2000 Neuchatel, Switz.				
Lammens, Jacobus (277)	386 Ainslie St., St. James 12, Man.	8124			
Lammi, Hannu and Seppo (A)	Kirkkopuistikatu 3, Kemi, Finland				
Lamont, B. M. (215)	6 6th Ave., Dorval, Que.	7775			
Lampman, J. Edward (262)	35 Coopers Run Dr., Cherry Hill, N. J.	08034			



Lewis, Mark (A), 6 Deerfoot Lane, New City, N. Y. 1878  
 Lewis, Nancy (314), 111-6th Ave., Collegeville, Pa. 19426  
 Lewis, Richard (A), 712 Phoenix St., South Haven, Mich. 2589  
 Ley, Myron R. (266), 10323 Renfrew Dr., St. Louis, Mo. 63137  
 Leyendecker, Roberto E. (U), Caixa Postal 601, Blumenau SC, Brazil 4448  
 Liaudat, Eduardo Victor (331), Calle Quintana #286, Junin, BA, Argentina 7773  
 Lichtensteiger, D. W. (U), 1836 Feltham Rd., Victoria, B. C. 7773  
 Liddell, Frank (A), 1360 E. McLemore, Memphis, Tenn. 4726  
 Lightman, Richard L. (A), 266 W. Cherry Cir., Memphis, Tenn. 7983  
 Likely, Richard G. and Michael (U), P.O. Box 518, St. John, N. B. 7495-9774  
 Lilja, Ilkka (328), Kylanorono, Kello, Finland 9701  
 Lima, Luiz Philippe Pereira (351) Estrada Froes, 97, Niteroi, Rio de Janeiro, Brazil 9701  
 Limbaugh, Helen (A), Edgecliff Drive, Worthington, O. 9701  
 Limbaugh, W. J. (L), 433, Edgecliff Dr., Worthington, O. 9701  
 Limai, Tony (A), 2070—E. 22nd St., Brooklyn, N. Y. 8577  
 Liming, Mrs. Robert (A), 49 Shorewood Rd., Marblehead, Mass. 8011  
 Liming, Robert W., MD (189), 49 Shorewood Rd., Marblehead, Mass. 8292  
 Limpus, Bob, Scott & Alice (A), 915 W. Main St., Carbondale, Ill. 6071  
 Limpus, Ernest K. (330), 915 W. Main St., Carbondale, Ill. 8862  
 Linder, Bernard (169), Poudriere 43, Neuchatel, Switz. 7227  
 Linder, Edouard (358), Mon Repos, Muntelier FR, Switzerland 7912  
 Lindquist, John (184), 5415 S. Brainerd, LaGrange, Ill. 7890  
 Lindroos, Jari (A), Munkkiniemi Puistotie 4-A.20, Helsinki, Finland 9497  
 Lindros, John W. (371), 7 Tiverton St., Belmont, Geelong, Australia 8992  
 Lindsay, Alice & Kenneth, Jr. (A), 1307 Wayne St., Traverse City, Mich. 5694  
 Lindsay, Kenneth (326), 1307 Wayne St., Traverse City, Mich. 9704  
 Lindsay, William H., Jr. (A), 304 Simms Ave., Philadelphia 16, Pa. 9427  
 Lindsey, Robert R. (134), 14 Tory Hole Rd., Darien, Conn. 2765  
 Lindstrom, Esko (166), Hiihtajantie 6.C.18, Herttonien, Finland 8131  
 Lineburgh, Wallace H. (153), 1313 Old Academy Rd., Fairfield, Conn. 7537  
 Lineck, Russell, Jr. (A), Box 32, Springfield, Wis. 6225  
 Lineck, Russell, Sr. and Johanna (345), Box 32, Springfield, Wis. 4675  
 Lines, Jeff (A), 245 Cedar Island Dr., Shore Acres, Bricktown, N. J. 9675  
 Link, Robert F. (A), 130 Windsor Ave., Savannah, Ga. 8266  
 Linthicum, Brad (99), 237 Rhoads Ave., Haddonfield, N. J. 8586  
 Lippard, Tom (A), 78 Neuman Pkwy., Kenmore, N.Y. 7281  
 Lippincott, A. Marcy (228), Bank Ave., Riverton, N. J. 8632  
 Lippincott, Jimmy (A), 901 Thomas Ave., Riverton, N. J. 4534  
 Lippincott, Richard (228), 910 Thomas Ave., Riverton, N. J. 748  
 Lippincott, Robert (228), Canal Ave., Riverton, N. J. 2673  
 Lisocki, Andres (A), Calle 18 No. 6-31 Ofic. 306, Bogota, Colombia 8257  
 Litchfield, Betsy (A), Steep Hill Rd., Weston, Conn. 8272  
 Litofsky, Barry (U), H9 Sutton Dr., Matawan, N. J. 8272  
 Littlefield, Bryan (A), 306 N. Mulberry, Muncie, Ind. 8272  
 Livaudias, J. A., Sr., Jr., & Frank R. (62), 1202 Octavia St., New Orleans, La. 8272  
 Livingston, Gordon (A), 849 E. 30th St., Baltimore, Md. 21218  
 Lovett, Mrs. Bobby (A), 1013 Norfleet Dr., Nashville, Tenn. 9298  
 Lovett, Robert (262), 1013 Norfleet Dr., Nashville, Tenn. 9298  
 Loch, William & Norma J. (U), 1762 McCollum Rd., Youngstown, Ohio 7537  
 Locher, Max (A), Larchenstr. 16, 8125 Zollikerberg, Switzerland 6225  
 Lochner, Harry W., Jr. (5), 20 North Wacker Dr., Chicago 6, Ill. 4675  
 Locke, Nancy (A), Argonne Rd., Fairfield, Conn. 9675  
 Lodato, Joseph S. (209), 4519 Gen. Early Dr., New Orleans, La. 8266  
 Loeffler, Joe (A), 68 Algonquin Ave., Lincoln Park, N. J. 9675  
 Loggell, Robert L. (56), 18432 Western Ave., Homewood, Ill. 8266  
 Lohs, Cliff & Peggy (345), 58 S. Liberty St., Elgin, Ill. 8586  
 Lohs, David & Gary (A), 58 S. Liberty St., Elgin, Ill. 60120  
 Lombardo, Giuseppe (A), c/o Circolo Canottieri Tevere Remo Lungotevere in Augusta 28, Rome, Italy 7281  
 Londono, Jorge (73), Carrera 18 #86A-47, Bogota, Colombia 8586  
 Londono, Roberto & Pilar (73), Calle 63 #7.73, Ap. 201, Bogota, Colombia 7281  
 Long, Donald M., MD (U), 336 No. Third, Coos Bay, Ore. 8747  
 Long, H. Carey (U), 2016 B. Street, Apt. Al, Forest Grove, Ore. 8714  
 Long, H. R. (90), 6440 Park Crest Dr., No. Burnaby, B.C. 9268  
 Long, Russell (A), 421 S. Main St., North Wales, Pa. 9268  
 Looney, James P. (A), 520 N. Myers St., Burbank, Calif. 8586  
 Lopez, Gonzalo (A), Quillota 830, Vina del Mar, Chile 7281  
 Lord, Veryl G. (212), 1350 Spangler Rd., N.E., Canton 4, O. 8586  
 Lortz, Edward K. (153), 195 Merwins Lane, Fairfield, Conn. 7281  
 Lotz, A. King, III (A), 29 Graystone Dr., E. Northport, N.Y. 11731  
 Lotz, A. King, Jr. (98), 29 Graystone Dr., East Northport, N. Y. 8632  
 Loucks, S. D. (U), 8931 Pinecrest Ave., San Diego, Calif. 92123  
 Lougee, John (81), 504 Mt. Vernon Rd., Hamburg, N. Y. 14075  
 Louloudis, Platon (A), 73-75 Vassiliadis Sophias Ave., Piraeus, Greece 2673  
 Lovell, Robert (16), 60 Whitewood La., Rochester 18, N.Y. 8257  
 Lovitt, Fred (A), 546 Cherry Rd., Memphis, Tenn. 8257  
 Lovitt, Lloyd B., Jr. (274), 2402 Germantown Rd., Germantown, Tenn. 8257  
 Low, Andrew (A), 441 Sleepy Hollow Rd., Briarcliff Manor, N. Y. 8272  
 Low, David (A), 188 Getzville Rd., Snyder, N. Y. 8272  
 Low, Martin L. (75), 441 Sleepy Hollow Rd., Briarcliff Manor, N. Y. 10510  
 Lowe, James W. (146), 92 Glen Rd., Rosedale, Toronto 5, Ont. 7054  
 Lowell, Ronald Q. (55), 215-36 26 Ave., Bayside, N. Y. 6083  
 Lownes, Judith D. (56), 207 Burnham Pl., Evanston, Ill. 5358  
 Lownes, Meredith (A), 207 Burnham, Evanston, Ill. 5358  
 Lowry, Helen G. (A), 1433 Shiffer Ave., Williamsport, Pa. 17706  
 Lowry, Robert S. (252), 1433 Shiffer Ave., Williamsport, Pa. 17706  
 Lucas, Mike (A), 619 S. Chubb Dr., Doylestown, Pa. 7058  
 Lucas, Mildred Z. & Lewis M. (A), 227 Hilltop Rd., Bridgeport, Conn. 7058  
 Lucas, William E. (288), 8 Pelzer Dr., Mt. Pleasant, S. C. 7330  
 Luchtenberg, R. O. (L), 190 Stanbery, N., Columbus 9, O. 7330  
 Luddecke, H. F., MD & Hugh Jr. (116), 40 Franklin St., Morristown, N.J. 7330  
 Luddecke, Lawrence (A), 40 Franklin St., Morristown, N. J. 7330  
 Ludlow, David (16), 332 Springfield Ave., Summit, N. J. 7298  
 Ludwig, Charles (19), 20 W. Main St., Falconer, N. Y. 9797  
 Ludwig, Mabel P. (A), 43 Falconer St., Falconer, N. Y. 9797  
 Lukkari, Kari (307), Torikatu 60, Oulu, Finland 8653  
 Lukkari, K. J. (A), Torikatu 60, Oulu, Finland 8653  
 Lumsden, Dr. W. F. (U), 66 Broadway Ave., Toronto 12, Ont. 8296

Lunsford, Dan (A), 8 Mason St., Hammond, Ind. 7867  
 Lundberg, Marvin A. (U), 1109 N. Laramie Ave., Chicago 51, Ill. 2869  
 Lundquist, Dirk (324), 11 Manor Dr., Pensacola, Fla. 9013  
 Lundquist, Eric (A), 11 Manor Dr., Pensacola, Fla. 9013  
 Lundquist, Dr. J. R. (324), 208 South Barrancas Ave., Warrington, Fla. 32507  
 Luntz, Ted (37), 26711 Fairmount Blvd., Beachwood, O. 9517  
 Lupi, Fernando (316), Yacht Club Canottieri Savoia, Banchina S. Lucia, Naples, Italy 7792  
 Luscombe, Albert (366), 191 Whitford Ave., Nutley 10, N. J. 8488  
 Luscombe, Paul D. (366), Apt. 1D, 8900 Blvd., East, North Bergen, N. J. 8488  
 Lusignan, Frank (A), 571 Edgewood Rd., Mansfield, O. 8717  
 Luskind, Daniel H. (A), 584 Theresa Ave., West Hempstead, L. I., N. Y. 8120  
 Lutes, Charles G. (23), R. R. #3, Box 63A, Piqua, Ohio 5181  
 Luth, Jack (69), 227 W. High View Dr., Mequon, Wis. 8120  
 Luth, Hans (L) (250), Juraweg Schoftland, Aargau, Switzerland 5181  
 Luthy, Jean-Pierre (169), Chemin de la Combe 4, Hauterive/NE, Switzerland 8192  
 Luthy, Katherine & Christophe (250), Juraweg Schoftland, Aargau, Switzerland 5181  
 Lutz, Jeffrey & John, Jr. (A), 324 W. 4th Ave., Roselle, N.J. 9629  
 Lutz, John W. (34), 324 W. 4th Ave., Roselle, N. J. 9629  
 Lyon, David B. (81), 137 Vail Dr., Hamburg, N. Y. 14075  
 Lyon, Frances H. (A), 295 Windover Ave., N.W., Vienna, Va. 7767  
 Lyon, Myron C. (194), 4030 St. James Rd., San Diego 3, Calif. 7767  
 Lyon, William G., Jr. (A), 295 Windover Ave., Vienna, Va. 8697  
 Lyon, William G. (50), 295 Windover Ave., N.W., Vienna, Va. 9065  
 Lyons, Carl N. (47), 132 Clark St., Hamburg, N. Y. 9065  
 Lyons, Kent and Kathryn (A), 132 Clark St., Hamburg, N. Y. 9065  
 Lyons, William J., Jr. (A), 55 Sandra Circle Apt. Cl, Westfield, N. J. 07090

## "MC"

McAllan, Gregory (A), 152 Richmond Ave., Amityville, L.I., N. Y. 11701  
 McAuliffe, Ian (359), 59 Valliag St., Geelong So., Vic, Australia 297  
 McBride, Donald W. (U), 40 Greenridge Dr., Decatur, Ill. 9233  
 McBride, R. A. (A), 18 Hotham St., Beaumaris, Vic, Australia 9233  
 McCabe, John Jr., (70), 1 Horace Rd., Fair Haven, N. J. 9573  
 McCabe, John III & Norma (A), 1 Horace Rd., Fair Haven, N. J. 9573  
 McCabe, Peter (7), Lake Ave., Greenwich, Conn. 5700  
 McCain, Thomas E. (212), 3815 Bel Air Dr., N.W., Canton, O. 44070  
 McCann, Dix (A), 24066 Ambour Dr., North Olmstead, O. 44070  
 McCarthy, Pat (A), 618 N. 5th St., Manitowoc, Wis. 54220  
 McCarthy, Ted C., MD (372), 707 "C" St., San Rafael, Calif. 343  
 McClaran, J. Robert (L), 109 N. Cadillac Dr., Youngstown, O. 1956  
 McCleaster, J. Wayne (33), 215 Donner Rd., No. Canton, O. 2336-8779  
 McClellan, E. W., Jr. (U), 1143 Miller St., Winston-Salem, N. C. 27103  
 McClure, Dr. C. W. (343), 501 N. W. 41st St., Oklahoma City, 18, Okla. 7760  
 McConnell, Bill (A), 1880 Winthrop, Birmingham, Mich. 7439  
 McConnell, C. W., Jr. (54), 1880 Winthrop, Birmingham, Mich. 7439  
 McConnell, Marian K. (A), 1880 Winthrop, Birmingham, Mich. 7439  
 McCool, Jerrold (A), 28 Kaapuni Dr., Kailua, Hawaii 96734  
 McCool, R. G., Jr. & Patricia A. (143), 375 Dune Circle, Kailua, Hawaii 96734  
 McCorkle, Chas. (A), 7822 Delmar Ave., Hammond, Ind. 5661-9205  
 McCormack, George D. (178), 3925 Fulton Ave., Seaford, N. Y. 4899  
 McCormick, Patrick (U), 810 Farwell Dr., Madison, Wisc. 53704  
 McCormick, Shelley (A), 810 Farwell Dr., Madison, Wisc. 9062  
 McCoy, Byron O. (227) 270 Grove St., Rutland, Vt. 5364  
 McCracken, Robert, Jr. (U), 3807 Fairdale Rd., Philadelphia, Pa. 19154  
 McCrady, Lt. James H. (U), U.S. Coast Guard, Marine Inspection, 440 Federal Bldg., 121 Ellicott St., Buffalo, N. Y. 14203  
 McGredie, Jack & Yvonne (A), 5557 Beeler St., Pittsburgh, Pa. 15217  
 McCue, Paul (A), 50 Glenary, Toronto 12, Ont. 9269  
 McCulloch, Mik (A), 7505 W. Garfield, Milwaukee 13, Wis. 8269  
 McCullough, Sandra (7), Club Rd., Riverside, Conn. 543  
 McCune, John P. (U), 2303 Ridge Road, McKeesport, Pa. 543  
 McCurdy, C. M. (A), 50 Ramapo Terr., Fair Lawn, N. J. 6032  
 McCurdy, Donald (5), Gundersen Oak Park, Ill. 6032  
 McCurry, Merle (5), 3505 N. Newcastle, Chicago, Ill. 6032  
 McCusker, Donald F. (A), 1917 Calle Candella, Fullerton, Calif. 7728  
 McCutchen, Thomas (341), 6 Heatwood Circle, Columbia, S. C. 9081  
 McDermott, Thomas J. (150), 1007 Farmers Bank Bldg., Mansfield, O. 9081  
 McDermott, Thomas J. III & Thelda (A), 441 Davis Rd., Mansfield, O. 4928  
 McDonald, C. I. D. (277), 217 Oxford St., Winnipeg 9, Man. 7508  
 McDonald, J. H. (320), Bower Blvd., Winnipeg, Man. 9126  
 McDonnell, Dan, Jr. (295), 12 Thomas Pl., Staten Island 6, N. Y. 7749  
 McDonough, Robert M., Lt. j.g. (U), 64 Elton Rd., Milton, Mass. 7749  
 McDougall, George (A), 31 Eagle Ridge Rd., N. Oaks, St. Paul, Minn. 5661-9205  
 McDowall, Douglas D. (A), 1229 Walsh Ave., Apt. 44-G, Coral Gables, Fla. 33146  
 McDowell, John A. (U), 6207 N. Fairlane Dr., Richwood Knolls, Peoria, Ill. 7130  
 McElhearn, De Forest (382), 7686 Lowville St., Lowville, N. Y. 378  
 McFadden, G. M. (U), 66 Kembra St., Wollongong, N.S.W., Australia 9278  
 McGlothlin, Harold (326), 524-6th St., Traverse City, Mich. 9339  
 McGruer, Ewing F. (362), 2306 4th Ave., West, Owen Sound, Ont. 8725  
 McGruer, Morac (A), Box 70, Owen Sound, Ontario, Canada 8725  
 McGuffin, John B. (326), 621 W. 13th St., Traverse City, Mich. 9333  
 McInnes, Duncan (189) 7 Maple Cir., Marblehead, Mass. 8333  
 McInnes, G. (A), 33 Kennedy St., Winnipeg, Man. 8333  
 McIntosh, A. Neff & Barbara (A), 4 Pinewood Ave., Savannah, Ga. 31308  
 McIntosh, David (A), 622 Coldstream Ave., Toronto 19, Ont., Can. 8755  
 McIntosh, James (77), 715 Pease Rd., Williamson, N. Y. 68  
 McIntosh, James F. (127), 35 Island Drive, Savannah, Ga. 31308  
 McIntosh, John (L), (127), 4 Pinewood Ave., Parkersburg, Savannah Ga. 9398  
 McIntosh, John, Jr. (127), 4 Pinewood Ave., Savannah, Ga. 8475  
 McIntosh, John S., MD (77), 3417 Lake Ave., Rochester 12, N. Y. 8755  
 McIntosh, K. I. (146), 622 Coldstream Ave., Toronto 19, Ont. 8321  
 McIntosh, Mary (A), 622 Coldstream Ave., Toronto 19, Ont., Can. 8321  
 McIntyre, Crawford (A), 1414 Watford Ave., Toronto 10, Ont., Can. 8321



McKay, Douglas, Jr. (341), The Williamsburg Bldg., 1340 Bull St., Columbia, S. C. 29201	1420	Maguire, Richard F. (104), 5 Birdseye Glen, Verona, N. J.	7073
McKay, Lloyd G., Jr. (152), 1226 Tawas Beach Rd., East Tawas, Mich.	6688	Maguire, Walter T. (98), 12 O'Hara Pl., Halesite, N.Y.	8614
McKay, Dr. Richard (A), R.F.D. #5, Lacomia, N. H. 03246		Maher, Dick (19), 228 Oak St., Lakewood, N. Y.	1342
McKay, Stanley and Carolyn J. (A), 1226 Tawas Beach Rd., East Tawas, Mich.		Maher, Lincoln E. (56), 929 Washington, Evanston, Ill. 60202	7784
McKee, David W. & Barbara K. (A), 719 Bent Lane, Newark, Del.		Maher, Steven & Lincoln III (A), 929 Washington St., Evanston, Ill. 60202	
McKee, Wallace (192), 719 Bent Lane, Newark, Del.	9403	Mahler, John J. & Dennis J. (209), 619 Metairie Lawn Dr., Metairie, La.	7910
McKie, W. M. (U), 99 Lemon St., Guelph, Ont., Canada	2606	Mahoney, William (A), 73 Pinckney Rd., Red Bank, N. J.	
McKinley, Don and Helen (114), 461 Country Club Lane, Coronado, Calif.	5505	Maia, Oscar Mottoso (351), Estrada Froes, 332, Niterri, Brazil	7541
McKinley, Edward G. (152), 1915 Handley, Saginaw, Mich.	8455-9855	Maides, Richard B. (A), 1450 Niagara Falls Blvd., Tonawanda, N. Y.	
McKinley, Kirk (A), 461 Country Club Lane, Coronado, Calif.	92118	Maige, Wayne (A), Sunnybrook Dr., North Kingstown, R. I.	
McKinley, William F. (152), 4910 Henry Dr., Saginaw, Mich.	8455-9855	Mains, Robert T. & Janet L. (387), 1016 Michigan Ave., East Lansing, Mich.	9253
McLane, Tim (A), 72 Kensington Rd., Coshocton, Ohio		Mainini, Mario (278), Via Nicotera 29, Rome, Italy	6689-9448
McLaren, E. E. (270), 825 E. 78th St., Indianapolis 20, Ind.	46240	Maitland, Bobbie & Kathy (A), 237 Trotwood Dr., Pittsburgh 34, Pa.	
McLaughlin, Cal (A), 179 Cottingham Ave., Toronto, Ont.		Maitland, V. I. (19), 237 Trotwood Dr., Pittsburgh 34, Pa.	9099
McLaughlan, Cathy (A), 7560 S.W. Northvale Way, Portland, Ore.		Maiwald, Karl S. (372), 40155 Windsor Ct., Fremont, Calif.	8493
McLaughlan, Duncan A., MD (283), 7560 S.W. Northvale Way, Portland 25, Ore.	5457	Maiwald, Marilyn (A), 40155 Windsor Ct., Fremont, Calif.	
McLaughlin, Donald (A), 408 Raleigh Rd., Bricktown, N. J.	08725	Major, James M. (A), 2677 N. Magnolia Ave., Pensacola, Fla.	
McLaughlin, Tom & Carol (A), 769 Sharon Way, El Cajon, Calif.		Makepeace, Marilyn A. (7), Grayhampton Lake, Greenwich, Conn.	9574
McLean, J. D. (U), Apt. 12, 78 Breton Rd., Sault Saint Marie, Ont.	7725	Makinen, Erkki (A), Kirkkokatu 1.C, Lahti, Finland	
McLeod, Kathleen and Richard (A), 15 Lexington Rd., Tappan, N. Y.		Makinen, Hannu (U), Kirkkokatu 1.C, Lahti, Finland	9163
McLeod, Leonard (41), 15 Lexington Rd., Tappan, N. Y.	10983	Malcolm, J. B. (23), 5151 Chapin St., Dayton 29, Ohio	9286
McLeod, Thomas E. (5), 2330 Lincoln Park West, Chicago, Ill.	60614	Malcolm, Vee (A), 5151 Chapin St., Dayton 29, Ohio	
McMahan, Benoit L. (A), 311 S. Waterloo Rd., Devon, Pa.		Malcomson, Miss (A), 717 Towamencin Ave., Lansdale, Pa.	
McMann, Lt. Col. I.H.S. (329), #1 Sullivan Dr., Severna Park, Md.	5786	Malcolmson, R. S. (357), 717 Towamencin Ave., Lansdale, Pa.	5092
McMaster, Mr. & Mrs. William James (A), 42 Ridge Valley Crescent, Islington, Ontario, Can.		Malm, Gordon W. (126), 391 Greens Farms Rd., Westport, Conn.	6383
McMillan, Don (222), 28 Penarth Dr., Wilmington, Del.	19803	Maltbie, Dr. C. H. (36), 904 Mahoning Bldg., Youngstown 3, O.	8330
McMillan, Gloria C. & Richard (A), 28 Penarth Dr., Wilmington, Del.	19803	Maltbie, June (A), 3071 Kiwatha Rd., Youngstown, O.	
McMullen, Francene & William (A), 2101 Radcliffe Ave., Flint 3, Mich.		Manard, Robert S. (212), 4219 3rd St., N.W., Canton, Ohio	5314
McMullen, Wesley W. (340), 2101 Radcliffe Ave., Flint 3, Mich.	6889	Manion, Catherine and Thomas (A), 528 S. Alford Blvd., Evansville, Ind.	47714
McMurray, C. A., Jr. (127), 3 Club Circle, Savannah, Ga.	7642	Maner, F. D., MD (127), 114 E. 46th St., Savannah, Ga.	8970
McMurray, Dorothy Hope & Laurie Lee (A), 3 Club Circle, Savannah, Ga.		Maner, Joy (A), 114 E. 46th St., Savannah, Ga.	
McNab, Jack (24), 842 W. Arlington Rd., Erie, Pa.	16509	Mangan, John L. (132), 8444 S.E. 44th, Mercer Island, Wash.	98040
McNair, Don (133), 34 Munson St., Port Washington, N. Y.	9432	Manifesto, Nestor (356), R. S. Pena 124, Junin, Argentina	8418-9188
McNeary, W. J. L. (365), 2026 Beverly Dr., Charlotte 7, N.C.	2948	Manion, Catherine & Thomas (A), 528 S. Alford Blvd., Evansville, Ind.	
McNeil, Elisabeth S. (A), R.F.D. 3, Box 167, Annapolis, Md.	21403	Manion, Charles A. (242), 718 N.W. Second St., Evansville 8, Ind.	9282
McNeil, Roderick C., Jr. and Roddy (329), R.F.D. 3, Box 167, Annapolis, Md.	21403	Manischewitz, Dave (A), 66 Blanchard St., So. Orange, N. J.	
McNie, Jack (A), 3402 Durham, Royal Oak, Mich.		Mann, Loretta (A), 6106 E. Pratt St., Baltimore, Md.	21224
McNitt, James (7), 54 Burning Tree Rd., Greenwich, Conn.	9329	Mann, Robert L. (43), Apt. D1, 1631 Roxbury Rd., Columbus, Ohio	8700
McNulty, Joseph T. (151), 424 No. Monroe St., Hinsdale, Ill.	60521	Manney, Charles J., Sr. (A), 373 Wardman Rd., Buffalo, N. Y.	14217
McPherrin, Glenn E. (194), 3414 Whittier St., San Diego 6, Cal.		Manninen, Paavo (166), Rapakivenhuja 2.E.39, Pihlajamaki, Finland	9441
McPherrin, John E. (A), 3414 Whittier St., San Diego, Calif.	92106	Manning, Robert N. (192), 605 Greenbank Rd., Wilmington 8, Del.	3705
McQueen, Willis, M. (35), 553 Coolair Drive, Dallas, Tex.	3519	Manocchio, Pier Luigi (A), Via Etruria 22, Rome, Italy	
McRae, Dr. M. G. (U), Box 1897, Courtney, B.C.	7288	Mansfield, Richard E. (56), 2336 E. 70th Pl., Chicago, Ill.	8303
McVay, Clara (A), 805 West Ferry St., Buffalo, N. Y.		Mantovani, Dott. Emanuele (A), Via Pomposa 63, Ferrara, Italy	
McVay, Ruth (A), 5131 Wissoming Rd., Washington 16, D. C.		Mantovani, Dr. Mario & Stefano (355), Via Formignana 37, Ferrara, Italy	8447
McWhorter, J. R. (192), 403 Milltown Rd., Wilmington, Del.	19808	Manville, Richard (126), 84 Bayberry Lane, Westport, Conn.	7624
<b>"M"</b>			
MacCraken, Jack (99), 3118 Englewood St., Philadelphia, Pa.	19149	Manz, Christian (219), Langwattstr. 44, 8125 Zollikerberg ZH, Switzerland	5968
MacDonald, Alastair J. (118), 601 Emerald St., Burlington, Ont.	3654	Marande, R. F. & Dale (74), 9-4th Dr., Decatur, Ill.	62521
MacDonald, Charles J. (U), 18 Poontico Rd., Ossining, N. Y.	1813	Maras, Marilyn (A), 697 Trumbull S. E., Warren, O.	
MacDonald, David R. (126), 18 Patrick Lane, Westport, Conn.	6975	Maras, Richard (36), 697 Trumbull S.E., Warren, O.	8330
MacDonald, Heather (A), 601 Emerald St., Burlington, Ont.		Marchand Claude (A), Progres 81, 2300 La Chaux-de-Fonds, Switzerland	
MacDonald, Larry (A), Uplands Ave., Hamilton, Ont.		Marciano, Tommaso (A), Via Vitruvio, Formia, Italy	
MacDonald, Margaret (32), Lavender Lane, Rye, N. Y.	7279	Marcy, Charles T., Jr. (U), 4 Worth St., So. Burlington, Vt.	05401
MacDonald, Robert M. (384), 12 High St., Kennebunk, Maine	04043	Marczeski, John A. (U), 3919 Hueco St., El Paso, Tex.	5725
MacDougall, Richard (A), 73 Delaware Ave., Freeport, N. Y.		Marine Corps Schools (354), MCS Sailing Anns., Quantico, Va.	5442-5825-8202
MacEachern, D. F. (32), 59 Findlay Ave., Hartsdale, N.Y.	5758	Marino, Alfonso (360), Via Posillipo 43, Naples, Italy	9296
MacGowan, Barbara Ann (A), 117 Glenview Ave., Toronto 12, Ont.		Marion, Benjamin C. (A), Enfield Center, New Hampshire	
MacGowan, Bruce (146), 117 Glenview Ave., Toronto 12, Ont.	5234	Marker, C. W. (U), Rt. 2, Box 410, Blue Springs, Mo.	7626
Macivor, John (A), 760 2nd Ave., W., Owen Sound, Ont., Can.		Marko, Renee (A), 85 Alexander Dr., Red Bank, N. J.	
MacKay, David C. (35), P. O. Box 1250 Adolphus Tower, Dallas, Texas	75221	Marko, Theodore & Robert (70), 85 Alexander Dr., Red Bank, N. J.	7798
Macken, Thomas & Howard (194), 3027 Lawrence St., San Diego 6, Cal.	7606	Marlowe, Edward (27), 2655 Jordan Rd., Columbus 24, O.	8235
MacKenzie, Robert F. (68), 2478 Norwood, Trenton, Mich.	48138	Marotta, Alfred S. (U), Stearns St., Carlisle, Mass.	01741
MacKlin, Charlie (A), Cedar Creek, R.D., Lincoln, Del.	19960	Marotti, Giov. Battista (278), Via Nazionale 172, Rome, Italy	6689
MacLaren, Anson (U), 4 Dover Rd., Westport, Conn.	502	Marques, Luis Gaspar (367), H. Irigoyen 714, Quilmes, B. A., Argentina	8806
MacLaren, Bruce A. & Lynne (A), 4 Dover Rd., Westport, Conn.		Marr, Carl B. (54), 455 Fairfax Rd., Birmingham, Mich.	7335
MacLaren, Maurice (U), 147 Toronto St., Barrie, Ont.	7062	Marr, David & Richard (A), 455 Fairfax Rd., Birmingham, Mich.	
MacLay, David S., William & David, Jr. (134), 5 Baywater Dr., Darien, Conn.	6647	Marshall, Dr. A. W. (U), Alexandria Point, Charleston 50, S. C.	9379
MacLean, B. L., MD (362), 548 4th Ave., W., Owen Sound, Ont.	7952	Marshall, Albert E., Jr. & III (134), 47 Pear Tree Point Rd., Darien, Conn.	06820
MacNab, Gerald (74), 2375 N. 65th St., Milwaukee 13, Wis.	6633	Marshall, Ben (295), 18 Dale Ave., Staten Island 6, N. Y.	5147
MacNab, Judy (A), 2375 N. 6th St., Milwaukee, Wis.		Marshall, C. W. (50), 1603 Wilson Pl., Silver Springs, Md.	7324
MacNabb, Clifton E. (A), 16 South Crescent, Maplewood, N. J.	07040	Marshall, Connie (A), 18 Dale Ave., Staten Island 6, N. Y.	
MacNaught, Robert, Jr., (119), 960 Buttonwoods Ave., Warwick, R.I.	4917	Marshall, D. G. Dr. (90), 3392 W. 34th, Vancouver, B. C.	7106
MacNeill, Mr. B. (A), 173 Yale Ave., Winnipeg, Man., Can.		Marshall, George W. (72), P.O. Box 259, Milford, Del.	8849
Macomber, William (119), 24 Manson Ave., Norwood, R. I.		Marshall, Marian (A), Old Shawnee Rd., Milford, Del.	
Macris, James J. (81), 4620 Harlem Rd., Snyder, N.Y.	14226	Marshall, W. J. (A), 17 Fox Hill Lane, Darien, Conn.	
Maddalena, Francesco (361), Y.C. Canottieri: Savoia, Banchina S. Lucia, Naples, Italy	9502	Martin, Bruce (A), R.D. 1, Conneaut Lake, Pa.	
Madara, C. B. (44), 252 Dorking Rd., Rochester 10, N. Y.	5646	Martin, J. H. (U), View Dr., Rt. #49, Pittsfield, Mass.	01202
Madison Beach Club (129), Madison, Conn.	5946	Martin, Richard (189), 9 Rockaway Ave., Marblehead, Mass.	
Madison, William A. (178), 3524 Island Rd., Wantagh, N. Y.	6568	Martinez, Aldo (A), Mayor Armando Blondet, 257 San Isidro, Lima, Peru	
Madsen, Donald L. (229), 3695 Glen Oak Dr., Eugene, Ore.	97405	Martinmaki, Hannu (308), Vesitorninkatu 1.A.12, Hyvinkaa, Finland	6834
Maenpaa, Unto (166), Hashkatie 16.B.16, Lauttasaari, Finland	8994	Martinmaki, Jorma & Pentti (A), Vesitorninkatu 1.A.12, Hyvinkaa, Finland	
Maffenbeier, Jack & Jed (26), R.D. 2, Blairstown, N. J.	3103	Martinowsky, John (U), 3401 James St., Syracuse, N. Y.	13206
Maffenbeier, John, Jr. (A), R. D. 2, Blairstown, N. J.		Martlin, J. B. (347), 615 Sherene Terr., London, Ont.	471
Magee, John R. (324), 644 Dunwoody Dr., Pensacola, Fla.	32503	Marty, T. (A), 2 Linden Lane, Cincinnati 15, Ohio	
Magee, John R., 3rd (A), 644 Dunwoody Dr., Pensacola, Fla.	8721	Marvin, Ben (A), 140 Woodmere Blvd., So., Woodmere, L. I., N. Y.	
Magni, Fausto (A), Via Piemonte 39 A, Rome, Italy		Marvin, Earl & Peter (300), 140 Woodmere Blvd., Sol., Woodmere, L. I., N. Y.	11598
Maguire, Bobby & Barbara (A), 90 Murray Blvd., Charleston, S. C.	29402	Marx, George J. (32), 14 Huntwood Pl., Mt. Vernon, N. Y.	2811
Maguire, Dr. Daniel L., Jr. (288), 90 Murray Boulevard, Charleston, S. C.	29402	Marziale, Antonio (A), Via Paolo Frisi 23, Rome, Italy	
Maguire, R. D. (A), 7 Thorn Crest Rd., Islington, Ont.	9021	Masciocchi, Augusto (360), Via Caravaggio 45, Naples, Italy	9296
		Masciocchi, Claudio (360), Viale Malatesta 20, Naples, Italy	4522-9296
		Masciocchi, Ugo (191), c/o Cicale Nautico Posillipo, Via Posillipo 3, Naples, Italy	
		Masi, Florence S. (A), 121 E. Holly Ave., Oaklyn, N. J.	



Maspons, Alberto (A), c/o Santiago Maspons, P.O. Box 659, Guayaquil, Ecuador	
Maspons G., Santiago (272), P.O. Box 659, Guayaquil, Ecuador	5958
Massa, Luiz Alvarez (A), Costa Rico 150, San Felipe, Lima, Peru	
Masengale, John (134), 130 Goodwines River Rd., Noroton, Conn.	8952
Masterson, Matthew J. (A), 369 Oakwood Ave., East Aurora, N. Y.	
Mastics, Al (A), 1099 Union Commerce Bldg., Cleveland 14, Ohio	
Matarrese, Lawrence M. (U), 2790 Stanford Ave., Boulder, Colo. 80302	9345
Mathewson, David (A), 854 Race Brook Rd., Orange, Conn.	
Mathias, Jack, Jr. (A), 180 Highland Ave., Buffalo, N. Y. 14222	
Mathieu, Jim (U), Sapawe, Ont.	9606
Mathieu, Mrs. Jim (A), 135 Pine Crescent, Atikokan, Ont.	
Matson, Clifford H., Jr. (U), 1717 Hamilton Dr., Valley Forge, Pa. 19481	9600
Matteson, Byron (47), 246 Koenig Rd., Town of Tonawanda, N. Y.	515
Matthews, Gene (345), R.R. #3, Box 29, Lake Geneva, Wis. 53147	8788
Matthews, Matty & Jane (A), R.R. 3 Box 29, Lake Geneva, Wis.	
Matthews, Wood A. (296), 3600 Wyoming, Kansas City, Mo. 64111	8643
Mathies, W. H. (U), P.O. Box 797, Missoula, Montana	9513
Mattila, Mrs. Angelita (U), Topeliuksenkatu 7 A.5, Helsinki, Finland	7883
Maurer, Richard (137), 722 Lansdowne, Kalamazoo, Mich. 49001	3528
May, Joe (371), 62 Akkira Ave., Norlane, Geelong, Australia	8865
Mayer, Mike (A), 54 Herbert, New Hyde Park, N. Y.	
Maynard, Kris & Phyllis, (A), 10 Bermuda Rd., Westport, Conn.	
Maynard, Roger D. (126), 10 Bermuda Rd., Westport, Conn.	6070
Mazuryk, John (A), 3405 Lake Ave., Rochester, N. Y. 14612	
Mazza, Beniamino T. V. (235), c/o Marivela, Ministero Difesa Marina, Rome, Italy	4908
Mazzocato, Decio (A), Rua Duarte da Costa 1116, Sao Paulo, Brazil, S. A.	
Mazzotti, Giuseppe (A), Viale Baracca, Ravenna, Italy	
Mead, Barney III (L), (87), 7501 Far Hills Dr., Towson 4, Md.	9442
Mead, James (A), 7501 Far Hills Dr., Towson 4, Md.	
Meagher, E. F. (196), 111 S. 38th St., Philadelphia 4, Pa.	2187
Meany, Phillippe (283), 14227 S.E. Cooper St., Portland, Ore. 97326	7049
Mears, Arthur (A), 1463 Nashville Ave., New Orleans, La.	
Mechem, Richard W. (151), 36 Dexter Rd., Newtonville 60, Mass.	6288
Medlock, Gordon E. (154), 3547 Springbrook Dr., South Bend, Ind.	4910
Medone, Camilo (A), Santa Rosa 3085, Florida, Prov. Buenos Aires, Argentina, S. A.	
Medwin, Albert H. (185), 35 Crescent Dr., Whippany, N. J.	9387
Medzon, Sam (U), 548 Queenston St., Winnipeg 9, Man.	309
Meehan, James E. (98), 52 Belcrest Ave., E. Northport, N. Y.	7827
Meeker, Donald (283), 3740 N. E. 23rd Ave., Portland, Oregon 97212	6442
Meermans, J. R. (115), Box 98, Weston Mills, N. Y.	876
Meermans, Jan and Jane (A), Box 98, Weston Mills, N. Y.	
Megargee, Irwin, Jr. (A), 19 Lincoln Pl., Ocean City, N. J.	
Megari, Priscilla and Ronald (A), 2523 Park Ave., North Riverside, Ill.	
Mehl, Willard (345), 2523 Park Ave., North Riverside, Ill.	4946
Mehlhoose, David G., MD (A), 3017 Wheeler Rd., Bay City, Mich.	
Mehrtens, Alan (A), Kings Point Merchant Marine Academy, Kings Point, L. I., N. Y.	
Mehrtens, George H. (A), 6920 C 186 La., Flushing, N. Y. 11365	
Meier, Dr. W. (268), Haldenstrasse 68, Bienne, Switzerland	8195
Meili, Floriano & Titus (A), c/o Paulo Figueira de Mello, Rua da Quitanda 113-5th a., A. C. CREDIMPAP, Sao Paulo, Brazil	
Meinecke, Henry (228), 3114 Concert Ct., Cinnaminson, N. J.	8595
Meinert, Ann Thatcher (133), 82 Hill Dr., Oyster, Bay, N.Y.	8693
Mele, Alfonso (223), Via S. Carlo 26, Naples, Italy	6390
Mele, Antonella (223), c/o Circolo del Remo e della Vela Italia, Banchina S. Lucia, Naples, Italy	6390
Melero, Isidoro R. (318), P.O. Box 4046, Santiago, Chile	7392
Mendel, Manuel (U), 801 Beech Ct., Birmingham 13, Ala.	6024
Menzies, Doug (A), R.F.D. #1, Concord, N. H.	
Mercier, Raymond W. (77), 4350 Ridge Rd., W., Rochester, N. Y. 14626	7535
Merola, Luigi Mario (235), c/o Comando Incapo Dipartimento, Marittimo Basso Tirreno, SE. VE. NA—Naples, Italy	5745
Merraggio, Juan Luis (356), Libertad 2843, Florida, Argentina	8556
Merrill, Philip (A), 44-103 Kalenakai Pl., Kaneohe, Hawaii	
Merrill, William H., Jr. (12), 88 Huntington St., Williamsville, N. Y.	895
Merritt, Edwin T. (A), 46 Ivy St., Stratford, Conn.	
Merritt, Will D., Jr. (13), Riverview Rd., Rexford, N. Y.	8494
Mertes, Carol and Frederick (A), 1307 West 13th St., Wilmington, Del. 19806	
Mertes, Thomas S. & Victorine S. (325), 1307 W. 13th St., Wilmington, Del. 19806	1525
Merz, Marlies (A), 1787 Motier, Switzerland	
Merz, Dr. Walter J. (358), Motier (Haut Vully) Switzerland	7934
Mesarch, Richard P. (A), Star Route, Meadville, Pa.	
Meske, Milton E. (A), 139 Fairlawn Dr., Columbus 14, Ohio	
Mesloh, F. W. (303), 6700 Grace Ave., Cincinnati 36, O.	7512
Mesolella, Massimo (A), c/o Circolo Nautico Caposele, Formia, Italy	
Messersmith, Janet (A), 100 Maple Ct., Roselle, N. J.	
Messersmith, Ralph E. (196), 100 Maple Ct., Roselle, N. J.	9430
Messner, Frl. E. and B. (A), Stauffacherstr. 5, Berne, Switzerland	
Messner, L. (358), Stauffacherstr. 5, 3000 Bern, Switz.	9357
Metcalf, Robert M. (242), Box 309, Madisonville, Ky.	5942
Methor, June H. (70), Hollybrook, Lincroft, N. J.	9006
Metzinger, W. Warren (296), 5217 W. 80th St., Prairie Village, Kansas 66208	6608
Meyer, J. Christopher, Jr., Christopher III and Virginia J. (32), Mead's Lane, Rock Ridge, Greenwich, Conn.	
Meyer, Kuno (A), Hirschmattstr. 15, Lucerne, Switzerland	
Meyer, Mr. & Mrs. L. R. (A), Box 243, Conneaut Lake, Pa.	
Meyer, Max B. (300), 69 Willow Rd., Woodmere, N. Y.	7873
Meyer, Otto (281), Hirschmattstr. 15, Lucerne, Switzerland	6740
Meyer, Werner (219), Stauffacherstr. 94, Zurich, Switz.	8648
Meyers, Al (A), 653 W. Lake Rd., Hammondsport, N. Y.	
Meyers, Billy and Gene (A), P.O. Box 811, Charleston, S. C.	
Meyers, John C. III (A), 1 E. Oneida St., Baldwinville, N. Y.	
Meyers, J. C., Jr. (382), 1 E. Oneida St., Baldwinville, N. Y.	9109
Meyers, Roy E. (288), P.O. Box 811, Charleston, S. C. 29402	9874
Micale, Connie (A), 26 Valley Rd., Huntington, N. Y.	
Micara, Dr. Carlo (278), Villa "Il Torrione", FRASCATI, Italy	4401
Michalewich, Michale (A), 300 Hathor Pike, Hathor, Pa.	
Michels, Bill (A), North Road, Danbury, N. H.	
Michels, John & Ed. (246), North Rd., Danbury, N. H.	7609-9378
Mickelson, Michael E. (353), 1730 White Rd., Grove City, Ohio 43123	5824
Miecznikowski, Estelle and Regina (A), 10108 Tipperary Rd., Baltimore, Md. 21234	
Miecznikowski, Milton P. (87), 10108 Tipperary Rd., Baltimore, Md. 21234	8815
Mieling, Harold G. (5), 4036 N. Menard Ave., Chicago, Ill. 60634	9161
Mieling, Richard (A), 4036 N. Menard Ave., Chicago, Ill. 60634	
Miettinen, Veikko (A), Vapaudenkatu 18.C.43, Jyväskylä, Finland	
Mignault, J. de L., M.D. (215), 7660 Des Vendeens, Montreal 5, Que.	9272
Migone, Alberto (L) (206), Agüero 1735, Buenos Aires, Argentina	8411
Migros, Klubschule (281), Herlensteinstr. 44, 6000 Luzern, Switzerland	6377
Miilumaki, Jouni (310), Lunkkarilankatu 7, Kemi, Finland	4012
Miilumaki, Veikko (A), Lunkkarilankatu 7, Kemi, Finland	
Mikell, Starling, Jr. (253), 135 W. Maple St., York, Pa.	5693
Miklos, Jack C. (A), Foreign Service Officer, Dept. of State, American Consulate General, Bombay 1, India	
Milbourne, C. W. (147), Caixa Postal 6980, Sao Paulo, Brazil	4163-7566
Mileham, Jay (A), 717 Fletcher St., Tonawanda, N. Y.	
Millard, John W. (303), 348 Tamarac Trail, Dayton 29, O.	5761
Millard, Richard B. & James (338), 810 Dongan Ave., Scotia, N. Y. 12302	6515
Miller, A. J. (70), 762 Kimball Ave., Westfield, N. J.	675-8505
Miller, Danica (A), Box 498, Meadville, Pa. 16335	
Miller, Denny and Rod (A), Nappanee, Ind.	
Miller, F. M. (180), P.O. Box 498, Meadville, Pa.	
Miller, Floyd (366), Van Beuren Rd., Morristown, N. J.	6578
Miller, Glenn (178), 2 Dart St., East Rockaway, N. Y.	6277
Miller, Jay (154), 502 E. Centennial St., Nappanee, Ind.	6902
Miller, Mrs. John C. (A), 131 Canoe Brook Rd., Trumbull, Conn. 06611	
Miller, Karl M. (393), 529 S. 32nd St., Manitowoc, Wis.	2557
Miller, Mrs. Kenneth (Louise Catus) (L) (A), Amburg, Va.	581
Miller, Lohring S. (A), A-2 Eugene Trailer Pk., 4750 Franklin Blvd., Eugene, Ore. 97403	
Miller, Merrill C. (U), 8529 Glangary, Dearborn 6, Mich.	807
Miller, Philip F. (54), 1107 N. Lafayette Ave., Royal Oak, Mich.	7356
Miller, Raymond (Duke) (314), Kentmore Park, Kennedyville, Md.	545
Miller, Richard and Robert (153), 14 Far Horizons Dr., Easton, Conn.	9124
Miller, Thomas S. Jr. (A), 19 Washington Pl., Ridgewood, N. J.	
Miller, Walter H. (A), 250 Woodbridge Ave., Buffalo 14, N. Y.	
Millhiser, Ross R. (A), 13 N. Ward Ave., Rumson, N. J.	
Millhiser, Timothy McG. (70), Ward Ave., Rumson, N. J.	8502
Milligan, Harold R. (A), 90 Hancock St., Lexington, Mass. 02173	
Mills, R. D. (102), 16191 Brimhall La. Huntington Beach, Calif. 62947	8317
Millyard, David M. (146), Bannatyne Dr., Willowdale, Ont.	9410
Millyard, Sandy (A), 35 Bannatyne Dr., Willowdale, Ont.	
Milnes, Mark C. (295), 3770 Amboy Rd., Staten Island 8, N. Y.	5762
Mimmo, Gerald (A), 1120 Mass Ave., Cambridge, Mass. 02139	
Mimmo, Pieter R. (189), M.I.T. Instrumentation Lab., 75 Cambridge Parkway, Cambridge, Mass. 02139	7599
Miner, John (215), 130 Denison Ave., W. Granby, Que.	9377
Minghetti, Bianca Zoli (390), Via Mariani 28, Ravenna, Italy	5294
Minor, J. Ramsey (U), 3545 Holly Lane, Cincinnati 8, Ohio	7230
Mintz, John A. (150), 985 Linwood Pl., Mansfield, O.	5485
Misener, Stuart (U), 22 Barringham Dr., Oakville, Ont.	1145
Mitchell, Baker A. (U), Sunnyside Lane, Columbia, Tenn.	6552
Mitchell, Mrs. Capers (U), 1225 Buckley Dr., Jackson, Miss.	
Mitchell, Don W. (184), N. Lake Leelanau Dr., Lake Leelanau, Mich.	9258
Mitchell, Florence (A), 3691 Johnstown Rd., Gahanna, O. 43020	
Mitchell, George (353), 3691 Johnstown Rd., Gahanna, Ohio 43020	8315
Mitchell, Robert (243), 58 Temple St., Rutland, Vt.	5477
Mithoff, S. P. (13), R. D. #1, Elnora, N. Y.	1187
Mitrov, M. F. (295), 3552 Richmond Ave., Staten Island 12, N. Y.	
Mnookin, Donald H. (296), 1219 W. 62nd St., Kansas City, Mo.	1801
Moag, J. Cameron (32), 3 Bay Ave., Larchmont, N. Y.	4210
Mock, Fred (U), 3432 East 57th Place, Tulsa, Okla.	9060
Modestini, Paolo (A), Via Trasimeno 6, Rome, Italy	
Modlinski, Denny (A), 622 Woodstock, Toledo, Ohio	
Moehl, Geoffrey (31), 1120 Abbott Court, Adrian, Mich.	7480-9480
Moehl, Gregory (A), 1120 Abbott Court, Adrian, Mich.	
Moeller, Heinz, M.D. (A), P.O. Box 4732, Guayaquil, Ecuador	
Moeller, Werner (272), P.O. Box 4732, Guayaquil, Ecuador	8936
Moherman, Harry (104), Lexington Blvd., 227 Apt. 8, Clark, N. J.	4110
Mohr, Archer (350), 223 Macchell Ave., Dallas, Pa.	5836
Mohrdieck, Edgar A. (373), Caixa Postal 648, Recife-Pernambuco, Brazil	9301
Molfini, Nino (191), c/o Circolo Nautico Posillipo, Via Posillipo 3, Naples, Italy	8138
Molgren, Robert A. (296), 8235 Nall, Prairie Village, Kan.	5465
Molinari, Pier Luigi (A), Viale della Tecnica 108, Rome, Italy	
Moll, Andrew (A), 9 E. Harris Ave., Moorestown, N. J.	
Mon, Alberto (292), Urquiza 1469, Rosario, Argentina	8775
Monami, Mario (278), c/o Circolo della Vela di Roma Porticciolo Pamphili, ANIZO, Italy	4401
Monnier, Jean-Pierre (169), Tourelles 11, 2300 LaChaux-de-Fonds, Switzerland	9562
Menro, Stuart (385), Room 203, Palace Building 10-1-chome Marunouchi Chiyoda-ku, Tokyo, Japan	
Montag, Mario (A), Rua Padre Joao Mancel, 551, Capital-S. Paulo, Brazil	
Montalbetti, Guido (A), Av. B. O'Higgins s/n, Renaca, Vina del Mar, Chile	
Montalbetti, Luis & Marcos (342), Av. B. O'Higgins s/n Renaca, Vina del Mar, Chile	8454
Montgomery, Robert C., R. Curtiss, & Michael, III (12), 283 Brantwood Rd., Snyder, N. Y. 14226	8840
Monti, Pat (U), Miller Ave., No. Branch Sta., N. J. 08856	
Monti, Rodney (A), Miller Ave., No. Branch Sta., N. J.	
Montin, Erkki (A), Kirkkokatu 8, Oulu, Finland	
Montuori, Alfonso (237), c/o Circolo Velico Stabia, Banchino Marinella Castellammare di Stabia, Italy	8728
Moody, James B. (U), 17 Hagley Rd., Scarborough, Ont.	9755
Moore, Albert Preston (280), 120 E. 75th St., New York 21, N. Y.	6852
Moore, Eugene (153), 1050 Old Academy Rd., Fairfield, Conn.	
Moore, Lawrence (153), 70 Hulda Hill Rd., Wilton, Conn.	255
Moore, Michael (A), 1050 Old Academy, Fairfield, Conn.	
Moore, Richard W. (A), 4222 Park Forest Drive, Flint, Mich. 48507	
Moore, Robert F. (32), 93 Lei Rd., Scarsdale, N. Y.	1140







Oberle, Arthur J. (295), 184 Lee Ave., Staten Island, N. Y. 10307 5432  
 Obersheimer, Betty (A), 164 Lincoln Parkway, Buffalo 22, N. Y. 5432  
 Obersheimer, Charles G. II (12), 2011 N. Flagler Dr., West Palm Beach, Fla. 8411-9310  
 Oberson, Allen R. (L) (54), 621 E. 4th St., Royal Oak, Mich. 7453  
 Obregon, Rafael (73), C11.54#13.30 Bogota, Colombia 7453  
 O'Brien, Dick (A), c/o The Excelsior Life Insurance Co., 270 Laurier Ave., West, Ottawa, Ont. 6962  
 O'Brien, Donn (173), 245 E. 24th St., New York 10, N. Y. 6962  
 O'Brien, Janet (A), 2065 N. E. Alemeda, Portland, Ore. 97212  
 O'Brien, Peter B. (A), 800 Forrest Ave., 9A, Westfield, N. J. 1732  
 O'Brien, Robert B., Jr. (3), 54 Osborne Ave., Bay Head, N. J. 9586  
 O'Brien, Robert D. (283), 2065 N. E. Alemeda, Portland, Ore. 9586  
 O'Brien, Sarah L. (A), 54 Osborne Ave., Bay Head, N. J. 9586  
 Ochs, John J. (A), 5137 St. Paul Blvd., Rochester, N. Y. 8175  
 Ochenschlager, Bob & Helen (A), 1118 N. Randall Rd., Aurora, Ill. 8175  
 Ochenschlager, Val (345), 1118 N. Randall Rd., Aurora, Ill. 8175  
 Ockleshaw, Colin (A), c/o Richard Allen & Sons Pty. Ltd., 164 Flinders Lane, Melbourne, Victoria Australia 8175  
 O'Connor, Mary Jane (A), 6 Darling St., Marblehead, Mass. 01945  
 Oda, Chikami (385), 3-3-8, Zaimokuzo, Kamakura, Kanagawa-Ken, Japan 8819  
 Oddy, A. (U), 15560 Columbia Ave., White Rock, B. C. 2140  
 Odell, Dr. Howard (U), 1105 Reynolds Bldg., Jackson, Mich. 2140  
 O'Donnell, Dick (26), 271 Boxwood Lane, Riverton, N. J. 5300  
 O'Donnell, Francis, M.D. & Albert (81), 51 Beard Ave., Buffalo 9, N. Y. 9171  
 Odorisio, Pietro (381), Via Timavo 1, Roma, Italy 9171  
 Oertle, W. (309), Esslingerstr. Monchaltorf Z. H. Switzerland 5993  
 Officer, Nancy (A), 2115 Spruce St., Phila., Pa. 5993  
 Ogren, Donald (77), 21 Winston Place, Rochester, N. Y. 7974  
 O'Hern, Mildred K. (A), 230 North St., Apt. B22, Buffalo, N. Y. 14201  
 O'Hern, William (12), 196 Darwin Ave., Buffalo 26, N. Y. 746  
 Ohlsen, Robert W. (74), 205 N. Westlawn, Decatur, Ill. 3214  
 Ohman, Kai (166), Hameentie 12, Helsinki, Finland 4143  
 Ojiolek, Bob (A), 314 Willow Ave., Kelowna, B. C. 4143  
 O'Kane, Clifford J. (L), 252 Somershire Drive, Rochester 5, N. Y. 4143  
 O'Kane, Dennis B. (A), Somershire Dr., Rochester 17, N. Y. 4143  
 Olasov, Bernard J. (U), 60 Eighth Ave., Charleston, S. C. 6294-9505  
 Olavinen, Juha & Outi (A), Tourunniemi, Jyväskylä, Finland 8654  
 Olavinen, Ola (328), Tourunniemi, Jyväskylä, Finland 8654  
 Oldak, Elliott (133), 52 Soundview Dr., Pt. Washington, N. Y. 8170  
 Older, Dr. Lawrence (115), 64 W. Main St., Cuba, N. Y. 5851  
 Oliver, Charles (A), 266 Huntington Bay Rd., Huntington, N. Y. 8953  
 Oliver, H. William (280), 245 Main St., Williamstown, Mass. 8953  
 Oliver, R. E. and J. E. (A), 245 Main St., Williamstown, Mass. 8403  
 Oliveri, Claudio, MD (U), 18 de Julio 1088, Paysandu, Uruguay 8403  
 Oliveri, Hans (250), Bachstr., Aarau, Switz. 9247  
 Oliviero, Antonio (223), Via Petrarca 93, Naples, Italy 6390  
 Ollikainen, Eero (A), Kouluatu 45.A.4, Joensuu, Finland 2541-9663  
 Olsaver, Maurice (374), 1380 Trenton Rd., Adrian, Mich. 9660-9522  
 Olsen, David E. (6), 60 Walnut, Stratford, Conn. 9022-9660-9522  
 Olsen, Edward R. (L), (6), 10 Maple St., Stratford, Conn. 9022-9660-9522  
 Olsen, Harry (A), 2003 128th S.E., Bellevue, Wash. 8578  
 Olsen, Willbut K. (132), 10251 S.E. 90th St., Renton 2, Wash. 7667-9101  
 Olson, William L. (70), 31 Minton Court, Red Bank, N. J. 8746  
 Olson, Curtis (112), 203 W. Whitney Rd., Green Bay, Wis. 8746  
 Olson, Daniel and Stephen (A), 203 W. Whitney Rd., Green Bay, Wis. 8765  
 Olson, James C. (54), 187 N. Cranbrook Rd., Birmingham, Mich. 48009  
 Olson, Marguerite (A), 40 Lambeth Rd., Islington, Ont. 2920  
 Olson, Mark L. (A), 187 N. Cranbrook, Birmingham, Mich. 48009  
 Olson, Philip E. (6), 53 Poplar Dr., Huntington, Conn. 06486  
 Olson, Robert (382), 454 Stone Rd., Pittsford, N. Y. 14634  
 Olson, V. Herbert (146), 40 Lambeth Rd., Islington, Ont. 8579  
 Olwin, John, MD (340), 30 N. Michigan, Chicago, Ill. 60602  
 O'Mara, R. (81), 297 McCall Rd., Apt. 31, Rochester, N. Y. 14616  
 O'Meara, Martin J., Jr. (L) (85), 653 Connecticut Blvd., East Hartford 8, Conn. 7170  
 Omerod, W. R. (146), 35 Thornecliffe Park Rd., Apt. 1915, Toronto, Ont. 2581  
 O'Neal, Solon F., Jr. (168), 307 W. Davis Blvd., Tampa, Fla. 7117  
 O'Neill, Edward (A), 65 Benefit St., Attleboro, Mass. 5986  
 O'Neill, Charles K. & Christopher M. (153), 3 Turkey Hill Circle, Greens Farms, Conn. 06436  
 O'Neill, Joann (A), 214 Elmwood Ave., Lake Geneva, Wis. 8608  
 Orelup, John S. (3), 1 Crossgates, Short Hills, N. J. 8608  
 Orelup, John W. (L) (3), 1 Crossgates, Short Hills, N. J. 4604  
 Orgill, J. T. (171), 162 Alwington Pl., Kingston, Ont. 7024  
 Orr, J. G. (20), 235 Humpster St., Hammond, Ind. 46324  
 Orr, John G., Jr. (A), 235 Humpster St., Hammond, Ind. 46324  
 Orr, Robert G. (U), 19 Holly Hill Dr., Mercer Island, Wash. 98040  
 Orr, Col. Robert H. (U), Holly Point, Rt. #3, Annapolis, Md. 21403  
 Ort, Don (A), 84 Laurel Dr., New Providence, N. J. 6986  
 Ortiz, Carlos (73), Calle 39A, #21-65, Bogota, Colombia 6986  
 Orrantia, Oscar (A), P.O. Box 3497 Guayaquil, Ecuador 6986  
 Ortiz, Clemencia (A), Calle 18 No. 6-31 Ofic. 306, Bogota, Colombia 6986  
 Osborn, Bruce B. and John A. (A), 315 Hollyberry Rd., Severna Park, Md. 7721  
 Osborn, Clyde (125), 10 E. Wright Ave., Waterloo, N. Y. 13165  
 Osborn, John A. (U), 315 Hollyberry Rd., Severna Park, Md. 6966  
 Osborn, Rachel (A), 10 E. Wright Ave., Waterloo, N. Y. 13165  
 Osgood, Ken (A), Rt. #1, Levering, Mich. 99755  
 Osgood, Manley (374), Rt. 3, Box 370, Mt. Pleasant, Mich. 3396  
 Osgood, James (A), 1122 Neilsen Cr., Ann Arbor Mich. 48105  
 Osler, E. B. (320), 988 Wellington Cres., Winnipeg 9, Man. 8855  
 Otis, Robert W. & Brian W. (A), 175 Paquette Ave., Manchester, N. H. 1936  
 Otis, William (273), Paquette Ave., Manchester, N. H. 7299  
 Ottenheimer, Joseph (A), 1126 A N Harlem, River Forest, Ill. 60305  
 Oulu, Yacht Club Juniors (307), Kirkkokatu 27, Oulu, Finland 4304  
 Ourada, Donald W., M.D. (A), 314 46th St., Western Springs, Ill. 60558  
 Overend, George (A), 1514 Main St., East, Hamilton, Ont., Canada 577

Overholt, Robert, MD (A), 333 Whitehills Dr., East Lansing, Mich. 577  
 Overton, Charles F. (30), 2 Pine St., South Haven, Mich. 7399  
 Overton, E. B. (L) (135), P.O. Box 237, Fairhope, Ala. 5437-9488  
 Overton, Frank (30), 561 Monroe Blvd., South Haven, Mich. 5050  
 Overton, Sam (30), 767 Phoenix St., South Haven, Mich. 6946  
 Owen, Jonathan E. (253), R. D. #4, York, Pa. 7344  
 Owens, Don (326), 836 Webster, Traverse City, Mich. 49684  
 Oxley, J. and N. (A), Cedar Grove, Highton, Geelong, Vic. Australia  
 Ozawa, Kichitaro (385), 2-5 Kannami, Shibuya, Kishi Memorial Hall, Tokyo, Japan  
 "P"  
 Paatola, Pentti, Tapani & Maarit (328), Kuokkalantie, Keljo, Finland 5059  
 Pacini, Antonio (73), Carrera 34 #22-01, Bogota, Colombia 8134  
 Padan, Alice (A), 4622 Coach Rd., Columbus 21, Ohio 8916  
 Paddock, A. J. (A), 2686 Oak Hill Dr., Allison Park, Pa. 8916  
 Page, David N. (134), 405 East 71st, New York, N. Y. 10021  
 Page, Henry (A), 49 Borden Ave., Perry, N. Y. 5290  
 Page, Kingman W. (115), R. 1, Box 411, Windfall Rd., Olean, N. Y. 5290  
 Page, M. L. (A), 10 Lark St., New Orleans, La. 5215  
 Page, Reginald W., Jr. (7), 151 Clay Hill Rd., Stamford, Conn. 5215  
 Pahl, Carolyn (A), 14 Woodside Dr., Scotia, N. Y. 12302  
 Paige, David M. (U), Rt. #5, Box 100, Idaho Falls, Idaho 9549  
 Paine, F. W. (56), 225 Lake Ave., Park Ridge, Ill. 9588  
 Paine, William G. (5), 519 South Pine, Arlington Heights, Ill. 6375-6582  
 Pallavicini, Vichi (271), Viale delle Belle Arti 7, Rome, Italy 5552  
 Paloma, Markku (307), Isokatu 41, Oulu, Finland 5552  
 Palomba, Giuseppe (312), c/o Cantiere Tirreno, Riviera Zanardelli, Anzio, Italy  
 Palosuo, Kari (A), Porvoonkatu 14, Helsinki, Finland  
 Pamerter, Donald W. (A), 39 Maplewood Ave., Hamilton, Ont.  
 Pan, Horacio J. (A), Argentina, S. A.  
 Pandak, Zoltan I. (34), 1604 S. Clinton Ave., Trenton 10, N. J. 1446  
 Paoli, August (266), 101 S. 38th, Belleville, Ill. 8144  
 Papanek, Bert (A), 9 Valley Forge, Houston, Tex. 77024  
 Pardoe, Mr. & Mrs. Devon (A), 906 Spring Lane, Fort Washington, Pa.  
 Pareja, H. (A), Calle 18 No. 6-31, Ofic. 306, Bogota, Colombia  
 Parent, Maurice, M.D. (215), 1656 Serbrooke St., E., Suite 201, Montreal, Que. 9206  
 Parfet, H. B. (U), Orange Hill Rd., Westport, Conn. 2054  
 Parham, James C., Jr. (391), 133 Sylvan Way, Greenville, S. C. 29605  
 Paris, Frank (92), 1055 E. 94th St., Brooklyn 36, N. Y. 9217  
 Parke, William M. III (325), 19 Claremont Rd., Scarsdale, N. Y. 9143  
 Parker, Alton W. (175), 325 Unadilla, Shreveport, La. 4747  
 Parker, Angela A. (178), 33 S. Bay Ave., Amityville, N. Y. 4695  
 Parker, F. Wilkins (A), 325 Unadilla, Shreveport, La.  
 Parker, Gerald S. (A), 11 Shore Acce Dr., Old Greenwich, Conn.  
 Parker, John B. (228), 400 Main St., Riverton, N. J. 7564  
 Parker, John James (A), 212 S. 17th St., Philadelphia 45, Pa.  
 Parker, John M. (A), 209 46th St., Western Springs, Ill. 60558  
 Parker, Marshall (A), 268 Hawthorne, Memphis, Tenn.  
 Parker, Robert E. (225), Lacona, N. Y. 2919  
 Parker, Ross L., Jr. (37), 2300 Stillman Rd., Cleveland Heights, Ohio 44118  
 Parkes, Derek (368), Pritchard Dr., Westbank, B. C., Canada 9267  
 Parodi, Rodolfo (A), Psje Ramon Ribeyro 117, Aurora, Mira Flores, Lima, Peru  
 Parsons, Pat (A), Box 635, RR 2, Lake Geneva, Wis.  
 Paratanen, Arto (A), Jyväskyläkatu 14.A.7, Jyväskylä, Finland  
 Passano, George (A), R.R. #4, Columbia Gardens, Columbia, Tenn. 38401  
 Passivirta, Lauri (A), Punavuorenkatu 18 A 6, Helsinki 15, Finland  
 Pasquali, Claudio (321), Via XXIV No. 235, La Spezia, Italy 9316  
 Passman, Ralph I. (296), 829 W. 67th Terr., Kansas City, 13, Mo. 9423  
 Passman, Terry (A), 829 W. 67th Terr., Kansas City, Mo.  
 Paterson, C. L. (A), 131 Ridgedale Cres., Charleswood, Winnipeg, Man.  
 Paterson, Don S. (320), 131 Ridgedale Cres., Charleswood, Winnipeg, Man. 9042  
 Patton, Michael (198), Redstone Lane, Washington, Pa. 9809  
 Paton, Graham F. (374), Rust Eng. Co., Ltd., Carolyn House, Croydon Surrey, England 2843  
 Patrick, Bruce W. & Ralph S. (378), RR 1, Box 28, Cedarville, Mich. 4237  
 Patrick, Harrie C. III & Marcia R. (238), 518 Ferry Ave., Orange, Conn. 7520  
 Patrizio, R. J. MD (252), R.D. #3, Muncy, Pa. 1236  
 Patton, James S. (198), 35 Redstone La., Washington, Pa. 9055  
 Patterson, Arthur W., III (253), 501 McCosh St., Hanover, Pa. 17331  
 Patterson, David G. (A), 1209 1/2 Chicago St., Valparaiso, Ind. 46383  
 Paukuu, Aarne (A), Rantakartanontie 1.A.2, Helsinki, Finland  
 Paukuu, Tapio (A), Poutuntie 3.A.9, Pohjois-Haaga, Finland  
 Paul, Roland A. (77), 119 Brookview Dr., Rochester, N. Y. 14617  
 Paulin, Peter C. (1), Collard Hill RD 3, Shannalee, N. Y. 13152  
 Paulsen, Axel D. (178), 40 Secatogue Lane E., West Islip, N. Y. 11795  
 Payne, Bill (A), 2840 N. Lockwood, Chicago, Ill. 6000  
 Peachey, James B., M.D. (161), 3676 Alcott St., San Diego, Calif. 92106  
 Peacock, W. T. (50), 810 Timber Branch Pkwy., Alexandria, Va.  
 Pear, James Bradley (A), 316 West 93rd St., Apt. 1C, New York City, N. Y.  
 Pear, John R. W. (A), 20 Church St., Greenwich, Conn.  
 Pear, Mary C. (A), 303 Beacon St., Boston, Mass.  
 Pear, William H. II (151), 6 Louisburg St., Boston, Mass. 5987  
 Pecchia, James R. Capt. (U), 18th T.C.S. CMR Box 2221 Lockbourne AFB, O. 43217  
 Peck, Mrs. R. F. (A), 32 Mischa Hill Rd., Trumbull, Conn.  
 Peck, Richard W. (U), 182 Cedar Ridge TE, Glastonbury, Conn. 06033  
 Pecoraro, Ernesto (A), Yuan ole Garay 2231, Olivos, B.A., Argentina  
 Pedersen, Gladys (A), Apt. 315, 1885 Shore Drive So., St. Petersburg, Fla. 33707  
 Pederson, George W. (49), Columbia Lake, Columbia, Conn. 562  
 Pedersen, William W. (216), 3812 Applewood, Midland, Mich. 5802



Pedrick, David (A), Evans Rd., RD-1, Ambler, Pa.	
Peele, Staton J., Jr. (341), 3438 Overcreek Rd., Columbia, S. C.	9569
Pellacini, Rino (A), Via Giovanni Bruni 6, Brescia, Italy	
Pelton, Harry (167), 4422 State St., Lot #27, Bettendorf, Ia.	3312
Penalba, Santiago Perez (206), Cabello 3351, Buenos Aires, Argentina	8413
Penfield, A. J., M.D. (164), 246 Goodrich Ave., Syracuse 6, N. Y.	6491
Penfield, Katharine & David (A), 246 Goodrich Ave., Syracuse, N. Y.	
Pennebaker, William B. (41), Peekskill Hollow Rd., Putnam Valley, N. Y.	5696
Penn, Paul O. (154), 2504 S. Main St., Goshen, Ind.	2555
Penny, Stanley G. (U), 105 Prospect Park, West, Brooklyn 15, N. Y.	250
Peper, Bryce (A), 1707 Walnut, Prospect Heights, Ill. 60070	
Pequot Junior Yacht Club (153), Southport, Conn.	4415
Perez, Andres (U), Mariano Moreno 66, Bernal Oeste, Buenos Aires, Argentina	9221
Perez, Miguel (A), P.O. Box 3497, Guayaquil, Ecuador	
Perkins, Jack F., Jr. (282), 2201 Ave. 1, Plano, Tex.	5896
Perkins, William C. (A), 2201 Ave. 1, Plano, Texas	
Perkki, Kaarle (166), Kauppalaantie 48.C, Haaga, Finland	4143
Perraccioni, Raul (A), Argentina, S. A.	
Perrott, Lynn & Sue (A) 103 S. Ellicott St., Williamsville 21, N. Y.	
Perrott, Milton S. (81), Brisbane Building, Buffalo 3, N. Y.	6683
Perry, Allan M. (77) 1850 Lehigh Sta. Rd., Henrietta, N. Y.	8006
Perry, Bruce (A), 208 Little Neck Rd., Centerport, N. Y.	
Perry, Dorothy & James L. (A), 12255 Space Dr., Florissant, Mo. 63033	
Perry, E. D. and Scott (98), 208 Little Neck Rd., Centerport, L.I., N. Y.	7203-8325
Perry, John (215), 12 Hampton Gardens, Lakeside, Que.	3083
Perry, Lyle R. (266), 12255 Space Dr., Florissant, Mo. 63033	8091
Perry, Philip I. (U), 87 Whapley Rd., Glastonbury, Conn.	8851
Perry, Roy (226), 2640 Hilola St., Miami 45, Fla.	6700
Persson, Olga (A) 1625 W. 24th, Topeka, Kans.	
Persson, Ralph E. (60), 1625 West 24th St., Topeka, Kans.	7461
Pesce, Gaetano (191), Va. Posillipo 3, Naples, Italy	8138
Peschiera, Carlos A. (A), Samanez Ocampo 235, San Isidro, Lima, Peru	
Peschiera, Fernando (265), Jiron Huallaga 224, Lima, Peru	5844
Peschiera, Luis A. (A), Av. Arenales 371-510, Lima, Peru	
Pesonen, Kari (A), Nahkatehtankanto 1, Oulu, Finland	
Pesut, Branko (A), Casilla 2003, Valparaiso, Chile	
Pesut, Radivoj (317), Casilla 125-V, Valparaiso, Chile	8127
Peter, Ed. (A), Bahnstr. 31, Winterthur, Switzerland	
Peter, Georges (A), 22 Bellport, La., Bellport, N. Y.	
Peter, Richard (281), Libellenrain 3, Lucerne, Switzerland	6389
Peters, David O. (374), 15050 Greenfield, Apt. 15, Detroit, Mich.	1214
Peters, Earl J. (374), 1360 Trenton Rd., Adrian, Mich. 49221	1214
Peters, Edwin (A), 5955 Forestview Dr., Columbus, Ohio	
Petersen, Richard (A), 282 Churchill Dr., N. Rochester 16, N. Y.	
Peterson, Anne (A), 2 Tudor Ct., W., Old Saybrook, Conn.	
Peterson, Charles M. (A), 546 Delaware Ave., Buffalo, N. Y. 14202	
Peterson, David M. (6), 2 Tudor Court, W. Old Saybrook, Conn.	9711
Peterson, Eric M., MD (167), 1520 7th St., Moline, Ill.	9494
Peterson, Ira R. (6), 6080 N. Main St., Stratford, Conn.	9711
Peterson, Richard T. (205), 21730 Constitution, Southfield, Mich.	
Peterson, Victor L. (78), 283 Louvaine Dr., Kenmore 23, N. Y.	9631
Peterson, Victor L. II (A), 283 Louvaine Dr., Kenmore 23, N. Y.	
Petrick, Harry (U), 3314 164th St., Flushing 58, N. Y.	2231
Petruzzi, William J. (U), 1465 Midland Ave., Bronxville, N. Y.	10708
Petty, Ford (U), 225 Glen Way Dr., Jackson, Miss.	8798
Petty, Jane (A), 225 Glen Way Dr., Jackson, Miss.	
Petty, Jim (270), 337 N. Drexel Ave., Indianapolis, Ind.	4657
Petty, Mark (A), 337 N. Drexel Ave., Indianapolis, Ind.	
Petura, Richard C., Nancy Jean & John C. (1), West Lake Rd., Skaneateles, N. Y. 13152	
Pfeiffer, Frank H. (303), 166 Congress Run Rd., Cincinnati 15, O.	8002
Pfiffer, Peter W. (102), 1949 Euclid Ave., San Marino, Calif.	1967-2175
Pfirman, Wes. (39), 88 Colburn Dr., Poughkeepsie, N. Y. 12603	5834
Pfister, John A., M.D., (99), 5 E. Levering Mill Rd., Cynwyd, Pa.	9249
Pfister, Kenneth R. (72), P.O. Box 756, Dover, Del.	9004
Pfister, Pat & Ann (A), 5 E. Levering Mill Rd., Cynwyd, Pa.	
Pfister, Rita K. (A), Box 669, Dover, Del.	
Pfleger, Kenneth (75), 104 Ridge Rd., New City, N. Y.	7633
Pfriem, Leslie A. (17), 45 Pearsall Wav, Bridgeport, Conn.	9520
Phelps, Darwin K., MD and Rebecca (353), 6683 Sunbury Rd., Westerville, Ohio	5082
Phillips, Peter (U), 9381 Alderbury St., Cypress, Calif. 90630	8039
Phillips, Arthur M., MD & Arthur M. III (119), 3624 Riverview Dr., Weirton, W. Va.	7671-9092
Phillips, J. Gordon (164), Limestone Rd., R.D. #1, Manlius, N. Y.	3412
Phillips, R. (171), 250 Kensington Ave., Apt. 614, Montreal 6, Que.	4203
Phillips, W. A., M.D. (173), 3831 Oak Rd., Philadelphia 29, Pa.	5959
Phillips, Walter F. (U), 47 Lincoln Ave., Hastings-on-Hudson, N. Y. 10706	3418
Phillips, William H. (216), 2305 Willard St., Saeinaw, Mich. 48602	9595
Piaggio, Fausto (A), Bolognesi, 599-La Punta, Lima, Peru	
Piani, Roberto (A), Viale del Camponi 1, Rome, Italy	
Piazza, Alfredo (265), Chiclayo 168, Miraflores, Lima, Peru	5845
Piccoli, Mario (312), Via Nicotera 29, Rome, Italy	8621
Pick, Mary & David (A), Southland Center Concourse, Dallas 1, Tex.	
Pick, Robert (U), 32 Dock Rd., Norwalk, Conn.	1177
Pick, Dr. Sanford (35), Southland Center Concourse, Dallas 1, Texas	4893
Pickens, Boyd, Jr. (A), 1200 Yorkshire Dr., Memphis, Tenn.	
Pickens, Mark R., Jr. (228), 810 Heritage Rd., Cinnamonson, N. J.	8684
Picker, Lawrence F. (300), 215 E. 79th St., New York, N. Y. 10021	7156
Pickett, Joe (A), 8551 S. Laflin, Chicago, Ill.	
Pierce, John A., Dr., (85), 276 Goff Rd., Wethersfield, Conn.	957
Pierce, Reginald F. (7), 625 Madison Ave., New York 22, N. Y.	
Pierce, Reginald F., III & Crawford R. (A), 101 Maher Ave., Greenwich, Conn.	
Pierson, Kim and Walter B. (7), Box 1247, Taconic Rd., Greenwich, Conn.	8314
Pietarinen, Jukka (A), Ulvilantu 2913, B. Helsinki, Finland	
Piippanen, Kalevi (A), Keskuksiraalantie, Jyväskylä, Finland	
Pikas, Bruce (U) 227 Southcode Rd., Riverside, Ill.	3376
Pike, Dr. Fred (U), 706 National Bank Bldg., Flint, Mich.	5063
Pike, H. P. (U), 36 E. Mills Ave., Cincinnati, Ohio 45215	5645
Pilliod, Dr. James P. (246), R.F.D. #4, Lacomia, N. H. 03246	3273
Pillmeier, Rudolf (A), P.O. Box 533 Swormville, N. Y.	
Pim, Dick (A), 425 Holland Dr., Statesville, N. C.	
Pindell, M. H., M.D. (164), 26 Old Farm Rd., Fayetteville, N. Y.	6804
Pinder, Ronald (A), 9220 Woodhill, Detroit, Mich. 48224	
Pineda, Ernesto (A), Calle 18 No. 6-31 Ofic. 306, Bogota, Colombia	
Pineda, Gustavo (73), Calle 18 No. 6-31 Ofic. 306, Bogota, Colombia	7696
Pineyro, Carlos Oscar (356), Arcos 3063, Buenos Aires, Argentina	7743
Pinfold, Dave (A), 590A Mt. Pleasant Rd., Toronto 7, Ont.	
Pini, A. (A) Halen 46, Stuckishaus/BE, Switzerland	
Pirie, F. D. (147), Rua Alexandre Levi 202, Sao Paulo, Brazil 4163-7566	
Pirie, William Alan (194), 3864 Carancho, Lemon Grove, Calif.	8966
Pirie, William V. (L) (194), 2609 Arnott St., San Diego 10, Calif.	8966
Piscicelli, Maurizio M.D. (223), Via Domenico Morelli 15, Naples, Italy	3589
Pistocchi, Antonio (355), Lega Navale Italiana, Gruppo Vela, Lido degli Estensi, Italy	7374
Pitkapaasi, Erkki (U), Aleksis Kiventie 35, Kerava, Finland	4332
Pitkapaasi, Juhani and Liisa (A), Aleksis Kiventie 35, Kerava, Finland	
Pitts, Parker d. (384), P. O. Box 417, Kennebunkport, Maine	3277
Pizzarello, Dott. Franco, Giorgio & Stefano (278), Via Monsambano 5, Rome, Italy	8253
Plaisted, Philip H. (U), 161 E. Delaware Ave., Pennington, N. J.	5550
Plancherel, Jean-Marie (169), VY-Neuves Estavayer-la-Lac, Switz.	9351
Plasket, Edward (A), 438 49th St., West Palm Beach, Fla.	
Plimpton, Gib (A), Lincoln, Mass.	
Plummer, Mrs. M. C. (A), 43 Maple Ave., Toronto S., Ont.	
Plummer, Ted (A), 43 Maple Ave., Toronto 5, Ontario	
Plunkett, Paul B. (A), 308 Fairlea Rd., Orange, Conn.	
Pocharski, Louis, Jr. DDS (189) 13 Adams Rd., Marblehead, Mass. 01945	9399
Pocharski, Marvin F. (A), 14 Ridge Rd., Marblehead, Mass. 01945	
Pocrass, Alan (A), 26 Norwick Dr., Youngstown, O. 44501	
Podell, Mr. and Mrs. Max D. (A), 5484 55th Ave., Apt. 1, San Diego, Calif. 92115	
Poe, Bill (A), 1225 Vermilya, Flint, Mich.	
Poggi, Ennio (A), Via Malta 79, LaSpezia, Italy	
Poindexter, Robert A. (A), 3316 West 99th St., Leawood, Kansas	
Polhemus, Robert B. (134), 13 Pasture La., Noroton, Conn.	8915
Polhemus, Mrs. Robt. B. (A), 13 Pasture La., Noroton, Conn.	
Polito, Raffaele (237), c/o Circolo Velico Stabia, Banchina Marinella, Castellammare di Stabia, Italy	8728
Polson, Gordon (A), 24 Pynford Cres., Don Mills, Ont.	
Pollard, Al (A), Cedarville, Michigan	
Pollock, Robert (A), 46 Mountain Park Ave., Hamilton, Ont., Can.	
Pond, Phillip (382), 228 Brattle Rd., Syracuse, N. Y.	1317
Pont, B. J. (A), Sylvia Lane, Stonington, Conn.	
Pooley, George W. (6), 707 Prospect Dr., Stratford, Conn.	5826-5827-8823
Popkin, Elizabeth (A), 299 Riverside Dr., New York, N. Y.	
Popkin, Robert MD (116) 299 Riverside Dr., New York, N. Y.	7971
Popper, Julia (A), Recife, Pernambuco, Brazil	
Portela, Miguel (220), Montevideo, Uruguay	8414
Porter, Donald Mr. & Mrs. (A), 350 Ilmailia Loop, Kailua, Hawaii	
Porter, Duncan (A), 508 Tyler St., Richardson, Texas	
Porter, John (U), 479 Victoria Ave., Montreal 6, P. Q., Canada	6788
Porter, Robert (A), 411 N. Prospect, Redondo Beach, Calif.	
Porterfield, John (98), 45 Maple Circle, Northport, N. Y.	8118
Porterfield, Sally (A), 45 Maple Circle, Northport, N. Y.	
Post, Fred, Jr. (A), Post Woodworking Shop, 2020 E. First St., Tempe, Arizona 85281	
Post, George (A), 12715 Mansfield, Detroit, Mich. 48227	
Post, John, Jr. (A), 66 Hendericks Pl., Fair Haven, N. J.	
Post, William R., M.D. (229), 2425 Fairmont, Eugene, Ore. 97403	7525
Postiglione, Carlo (191), Via Posillipo 3, Naples, Italy	8138
Potter, Bill (A), c/o Ed Roseberry, 85 Crosby Blvd., Eggertsville 26, N. Y.	
Potter, Bill and John Schaus (A), Buffalo 26, N. Y.	
Potter, Earl H., Jr. (119), 201 Essex Ave., N. Kingstown, R. I.	5889
Potter, James L. & Jeannette L. (A), 136 Bellevue Ave., Rutland, Vt. 05701	
Potter, Robert D. (A), 4182 Chickawaw Rd., Memphis, Tenn.	
Porter, William L. (227), 136 Bellevue Avenue, Rutland, Vt. 05701	9413
Powell, Anne (A), 1205 Hanshaw Rd., Ithaca, N. Y.	
Powell, A. O. (98), 18 Harbor Ridge Dr., Centerport, N. Y.	7210
Powell, Marshall P. (50), 13404 Valley Dr., Glen Hills, Rockville, Md.	185
Powell, Mary Ann (A), 18 Harbor Ridge Dr., Centerport, N. Y.	
Powell, Morgan (L) (109), St. Petersburg Yacht Club, St. Petersburg, Fla.	2587
Powell, Q. C. (U), 144 S. High St., Port Arthur, Ont.	7471
Powell, W. E., Jr. (A), 108 Arbor Rd., Riverton, N. J.	
Powell, Wharton (1), 1205 Hanshaw Rd., Ithaca, N. Y.	7419
Powers, William J., Jr. and Ann Mary (A), 80 East St., Rutland, Vt.	
Powers, W. J., M.D. (243), 80 East St., Rutland, Vt.	6465
Powless, Ralph D. (L) (27), 2140 Freeman Rd., Rt. #2, Westerville, Ohio	9102
Poyzer, Glenn A. (267), 15 Apollo Dr., Rochester 15, N. Y.	5875
Prados, C. J. (L) (175), 813 Lark Ave., Shreveport, La.	8340
Prados, Sally and Sandra (A), 813 Lark Ave., Shreveport, La.	
Pratt, Leonard C. (L), (145), 26 Sunrise Ave., Greenfield, Mass. 01301	8308
Pratt, Merrick (U), 615 Mountain Ave., Westfield, N. J.	381
Pratt, Merrick, Jr. and Marietta (A), 615 Mountain Ave., Westfield, N. J.	
Pratt, Robert, Craig & Bonnie L. (145), 26 Sunrise Ave., Greenfield, Mass. 01301	8303
Predmore, William F. II (44), 626 Marsh Rd., Pittsford, N. Y.	2850
Presberg, Dr. May (77), 278 Warrington Dr., Rochester, N. Y. 14618	3542
Prescott, Terry (A), R.D. 2, York, Pa.	
Preston, Albert III (296), 606 W. Meyer Blvd., Kansas City, Mo.	5083
Preston, Albert, Jr. (A), 606 W. Meyer Blvd., Kansas City, Mo.	
Prettie, Laura (A), 157 Summit Ave., Port Arthur, Ont.	
Prettie, R. J. (279), 157 Summit Ave., Port Arthur, Ont.	9773
Prewitt, Richard H., Jr. (228), 38 Lodges Lane, Bala-Cynwyd, Pa. 9004	5074
Price, B. R. (126), 56 Wright St., Westport, Conn.	4567
Price, George (90), 2375 York St., Apt. No. 8, Vancouver, 9, B. C.	6780
Price, Generville (A), 12 Richmond St., East, Toronto 1, Ont.	
Price, Jean G. (A), 22 Franklin St., Marblehead, Mass.	
Price, Milton E. (35), 1719 Davis Bldg., Dallas, Texas 75202	
Price, Richard H. (189), 22 Franklin St., Marblehead, Mass.	8720
Price, Windsor M. (A), c/o John C. Meyers, 1 E. Oneida St., Baldwinsville, N. Y.	
Priebe, Jan (A), Room 328, Lankenau Hall, Valparaiso Univ. Valparaiso, Ind.	



Prieto, Luis & Genaro (318), Casilla 570, Vina del Mar, Chile	8469	Reed, Frank L., Jr. (U), 14 Merrill Rd., Wilbraham, Mass.	8615
Prince, F. W. (54) 5070 Walnut Lake Rd., Walled Lake, Mich.	835	Reed, James R. (U), 209 Sandra Lane, North Syracuse, N. Y.	13212 389
Prince, George (36), 753 Belvedere, S.E., Warren, Ohio	9040	Reed, Steve (A), 43 Hurst Rd., Wilmington, Del. 19803	
Priori, Paolo (312), Via Giacinto Pezzana 92, Rome, Italy	7238	Rees, Michael (188), 170 Keyworth Ave., Ottawa 3, Ont.	8816
Pritchard, Jeffrey C. (U), 4 Temple St., Stonington, Conn.	7870	Reeves, William (A), 1929 Broadway, New Orleans, La.	
Pritsoulis Dimitrios (A), Ag. Pandeilemonos Str. No. 7, Thessaloniki, Greece		Regis, Ronald M. (16), c/o The Glidden Co., 3rd & Bern St. Reading, Pa.	8259-9628
Privitera, Piero (312), Via Bertolini 55, Rome, Italy		Rego, Gilvaldo de Aguiar (373), Ave. Joao de Barros 80, Recife, Pernambuco, Brazil	9078
Probert, Miss Janice (A), 17 Mount Royal, Hamilton, Ont., Can.		Rehmet, Robert (379), 300 Market #9, Galveston, Tex.	7253
Prutzman, Charles, Jr. (133) 133 Summit Dr., Manhasset, N. Y.	9049	Rehnberg, Capt. Kay, USN (A), Quarters LL Naval Air Station, Jacksonville, Fla. 32212	
Pryor, David T. (133), 90 Parkwoods Rd., Manhasset, N. Y.	9146	Reichardt, Kurt (317), Blanco 864, Valparaiso, Chile	7428
Pryor, Greg (A), 11716 Magruder Lane, Rockville, Md.		Reichen, Hans, MD (358), Langmatte, Morat, Switzerland	6916
Psarrakis, Stavros (A), 92, Djavella Ave., Piraeus, Greece		Reichen, Susi & Jurg (A), Murten/FR, Switzerland	
Psota, Frank & Eloise (345), 106 N. Evergreen, Arlington Hgts., Ill.	8930	Reid, Dick, Jr. (A), 9504 Jarboe, Kansas City, Mo.	
Psota, John & Frank III (A), 5 Donald So., Arlington Hgts., Ill.		Reiley, James E. (75), 455 Kaplan Ave., Hackensack, N. J.	
Puffe, Heniz (A), Casilla 2786, Santiago, Chile		Reinikka, Kari (A), Tapiokkatu 11-13, Jyväskylä, Finland	70124 5596
Puga, Rafael (A), Los Nogales, 511 San Isidro, Lima, Peru		Reisch, Erston, Jr. (62), 223 Capelle, New Orleans, La.	7428
Pugh, William H. (303), 3127 Gloss Ave., Cincinnati 13, O.	5222	Reisner, Rev. Ensforth (69), 7730 N. Beach Dr., Milwaukee, Wis.	9655
Pugliese, Frank (A), Lowell House, Sherry Lake Apts. #13, Butler Pike, Conshohocken, Pa.		Reisner, Hetty & Mark (A), 7730 N. Beach Rd., Fox Point, Wis.	
Pulido, Alberto and Gaston Salvatore (A), Avda. Los Leones 1088, Santiago, Chile		Reiss, M. R. (253), 34 N. Manheim St., York, Pa.	7119
Pulver, Charles R. (164), 4918 Bethel Rd., Cazenovia, N. Y.	13035 356	Reiss, Harriet L. (A), 34 N. Manheim St., York, Pa.	
Pulver, Warren (178), 6 Lucille Ct., Massapequa, N. Y.	6051	Reiting, Glen (A), 210 Levittown Parkway, Willingboro, N. J.	
Purcell, R. E. (A), 708 Corn Tassel Tr., Martinsville, Va.		Relander, Olle (A), Pohjoiskaari 23-25, Lahtisaari, Finland	6234
Purdey, C. Russell (371), 28 Miller St., Newcomb, Geelong, Vic., Australia	9621	Relistab, Walter (358), Belpstr. 18, Berne, Switzerland	8005
Purnell, Robert C. (72), 109 N. Bedford St., Georgetown, Del.	527-9527	Remich, A. C., MD (20), 6412 Moraine Ave., Hammond, Ind.	
Pusterla, Carlos M. (A), Freyre 302, Rosario, Rep., Argentina		Remich, Bob & Jim (A), 6412 Moraine Ave., Hammond, Ind.	
Putnam, Augustus L. (134), 34 Prospect Ave., Darien, Conn.	9439	Remmes, Mike (A), 81 LaMarck Dr., Snyder, N. Y.	14226 7859
Puupera, Pentti (349), Helsinginkatu 11, Helsinki, Finland	8210	Renegar, Ben (U), Route #2, Box 68V, Slidell, Louisiana	
Puupera, Reijo (A), Aleksanterinkatu 29A.5, Lahti, Finland	8210	Renken, Henry (A), 17 Marguerite St., Keene, N. H.	
		Rentz, Richard (A), 111 Hazelcroft Ave., New Castle, Pa.	
		Repetti, George M. (A), Box 940, Colorado Springs, Colo.	
		Reponen, Pekka (A), Mariankatu 8.B.20, Lahti, Finland	
		Resch, Joseph B. & Joseph B. III (119), 76 Harwood Rd., E. Greenwich, R. I.	7447
		Resch, Pamela (A), 76 Harwood Rd., East Greenwich, R. I.	02818
		Ressmeyer, Rev. Henry F. (U), Grace Lutheran Church, 400 Hempstead Ave., Malverne, N. Y.	11565 4882
		Rettew, Elden (A), 57 S. Hazel St., Manheim, Pa.	
		Revenson, Maxwell (178), 22 Oxford Rd., Massapequa, L. I., N. Y.	3148
		Reville, James F. (U), 90 Larchmont Ave., Larchmont, N. Y.	10538 3213
		Reynders, John R. (238), 552 Treat Lane, Orange, Conn.	06477 6263
		Reynolds, Eugene C. (A), 22 S. Reese, Memphis, Tenn.	
		Reynolds, Frank A. (U), First Secy., British Deputy, High Commission, Mercantile Bank Bldgs., Mahatma Gandhi Rd., Bombay 1, India	9501
		Reynolds, Dave (340), 984 Rosewood, E. Lansing, Mich.	6025
		Reynolds, Gwen & Phil (A), 1370 Trenton Rd., Adrian, Mich.	
		Reynolds, Mrs. John (A), 1114 E. Porter St., Albion, Mich.	
		Reynolds, Dr. J. W. (31), 1370 Trenton Rd., Adrian, Mich.	49221 9650-5858
		Reynolds, Kirk and Mary Etta (A), 41 Lakeview Circle, Skaneateles, N. Y.	
		Reynolds, Sinclair G. Jr. (1), 41 Lakeview Circle, Skaneateles, N. Y.	9557
		Rhawn, George, Jr. (357), Park Ave. & Riverbank, Beverly, N. J.	6929
		Rhind, Earl (A), 1983 Trutch St., Vancouver 8, B. C.	
		Rhodes, R. Baxter (U), 265 Pine St., Corning, N. Y.	3204
		Rhoads, James M. (A), 20 Colton Ave., Lackawana, N. Y.	14218
		Rhynard, Chuck (A), Cumberland Rd., Harwood, Md.	
		Rian, George Shelby (270), 7021 Tousey Dr., Indianapolis, Ind.	6231
		Rian, Helene (A), 7021 Tousey Dr., Indianapolis, Ind.	
		Ribeiro, Oscar L. L. (A), Rua Gabriel M. da Silva No. 2027S, Paulo Ribon, Francisco J. Camargo (73), Calle 29 Nr. 6-22, Ofc. 401, Bogota, Colombia	8972 9321 6339
		Ricci, Francesco (381), Corso Garibaldi 45, Colleferro, Italy	
		Ricci, Robert (119), 82 Houston Dr., Warwick, R. I.	
		Ricci, Russell (A), 39 Rosemont Ave., Johnston, R. I.	02909
		Rice, Donald G. (U), 119 Rice Rd., Welland, Ont.	8328
		Rice, W. C. (Bud) (85), Pennsylvania Ave., Niantic, Conn.	7170
		Richards, Guy L. (U), 102 Lake Lane, Lake Charles, La.	8287
		Richards, Joan (A), Marshmellow Rd., Normandy Beach, N. J.	
		Richards, R. W. (320), 300 Dromore Ave., Winniepeg 9, Man.	8243-9477
		Richardson, Hal (A), 500 W. El Prado, San Antonio, Tex.	78212
		Richardson, J. A. (320), 5209 Roblin Blvd., Winnipeg 20, Man.	7435
		Richardson, John W. (50), 5022-59th Ave., Rogers Heights, Md.	20781 7267
		Richardson, Kent (146), 40 Warren Rd., Toronto, Ont.	9194
		Richeson, Caldwell B., Jr. (353), Rt. #3, Morengo, O.	1658
		Richey, Allen L. (353), 7728 Broadway Dr., Reynoldsburg, O.	721
		Richmond, James and Mark (273), 169 Constant St., Manchester, N. H.	5096
		Richmond, Lawrence (U), 7 Woodcrest Rd., Great Neck, N. Y.	7544
		Richmond, Nadia (A), 169 Constant St., Manchester, N. H.	
		Richter, Charles (303) 59 Spirea Dr., Dayton 19, O.	5761
		Rickards, Mrs. Clemantine (A), P. O. BLAIRGOWRIE, Victoria, Australia	
		Rickards, F. (359), 18 Westbury St., St. Kilda, Vic., Australia	8072
		Rickards, Field, Jr. (A), 18 Westbury St., East St. Kilda, Vic., Australia	
		Rickards, W., MD (A), 132 Gatehouse St., Parkville, Vic., Australia	
		Rickey, Tom (A), 5350 Grange Hall Rd., Holly, Mich.	
		Ridgeway, Lee (74), 1782 Hudepohl Lane, Cincinnati 31, Ohio	2796
		Riecken, Roberto (A), Recife-Pernambuco, Brazil	
		Riedner, Maria (A), Oberlandstr. 27, Uster, ZH, Swit.	
		Riegecker, Donald (A), 338 Albion St., Wakefield, Mass.	01880
		Riekkola, Jorma (310), Alhokatu 5, Kemi, Finland	8219
		Riekkola, Juhani (394), Aleksanterinkatu 33A, Tampere, Finland	8216
		Riekkola, Kai & Vesa (A), Hameenkatu 25B, Tampere, Finland	
		Ries, Arthur J. (A), 1101 George Rd., Meadowbrook, Pa.	
		Rigasio, James L. (295) 23 Colony Drive, Summit, N. J.	07901 4602
		Riley, J. D. (320), 43 Middlegate, Winnipeg 1, Man.	7072
		Riley, Phyllis Ann (184), 3 Lorenzo Lane, St. Lewis, Mo.	7577
		Riley, S. & P. (A), 202 Heath St., West, Toronto 7, Ont.	
		Rinaldi, Santillo (A), 1965 Sheridan Dr., Kenmore, N.Y.	14223
		Ringenbach, Dan (A), 1116 Cresthaven Dr., Silver Spring, Md.	
		Ringenbach, Maurice (329), 1116 Cresthaven Dr., Silver Spring, Md.	5079
		Rio, Maria Ruth Goncalves & Antonio De Sousa (375), SQ 308, B1 2 Apto. 307, Brasilia, Brazil	8523
		Ripley, Jaman (380), 5773 Richmond Rd., Solon 39, O.	9134
		Risso, Eberto Bernardo (367), Pringles 355, Quilmes, B.A. Argentina	8804



Ritt, Charles (A), Birch St., Marblehead, Mass.	
Roach, Everett J. (102), 1137 Park Ave., Anaheim, Calif. 92801	8522
Robbins, Robert M. (A), Box 18735, Oklahoma City, Okla.	
Roberts, Bill (A), 1300 University Ave., Adrian, Mich.	
Roberts, Clyde R., MD (132), 326 United Pacific Bldg., Seattle, Wash.	4650
Roberts, Lewis (212), 3838 Grupe Ave., Akron, Ohio	8380
Roberts, Robbie and Margaret (A), 326 United Pacific Bldg., Seattle, Wash.	
Robertson, John N. F. (L), (118), 224 James St., So., Hamilton, Ont., Can.	
Robertson, J. S. (U), c/o Pigott Construction Co., Ltd., 1250 Bay Street, Toronto 5, Can.	9788
Robertson, Taun (90), Ste. 1105, 1869 Comox St., Vancouver, B.C.	8465
Robertson, Tom (118), 482 Bruce Dale East, Hamilton, Ont., Canada	3548-7441
Robertson, W. G. (U), CML Bldg., 63 St. George's Terr., Perth, West Australia	
Robertson, W. W. (A), 1217 Highland Rd., Sharon, Pa. 16146	
Robins, Hartley (146), 89 Donwoods Dr., Toronto 12, Ont.	8248
Robinson, Ellis F. (U), 3332 Drummond Rd., Toledo, Ohio	9180
Robinson, H. L. (150), 49-51 E. Main St., Shelby, O.	6945
Robinson, Jack & Jim (A), 824 Amethyst St., New Orleans, La.	
Robinson, May P. (225), Aspinwall Corners, Henderson, N. Y.	7646
Robinson, Marge & Sheila (A), 5 Barrington Ave., Dundee, Ill.	
Robinson, Mary V. (A), 3332 Drummond Rd., Toledo, O.	
Robinson, N. J. Dr. (62), 1520 Louisiana Ave., New Orleans, La. 70115	8187
Robinson, Raymond (345), 5 Barrington Ave., Dundee, Ill.	6936
Robinson, Temple (178), 61 Mole Pl., Amityville, N. Y.	9434
Robinson, William P., Jr. & Kevin (A), 4015 Fidler St., Philadelphia, Pa. 19114	
Robinson, William P., M.D. (99), 4101 Tyson Ave., Phil., Pa. 19114	8181
Robitaille, Pierre (A), 31 De Normandie Peville, Co., Chambly, Que.	
Robles, Mrs. Carlos (A), 1705 Cloverly Ave., Jekintown, Penna.	
Robles, Dr. Carlos (U), 1705 Cloverly Ave., Jekintown, Penna.	9462
Robson, Jon R. (161), 3311 Udall St., San Diego, Calif. 92106	
Robson, R. J. (118), 1267 Grosvenor St., Oakville, Ont., Can.	7472
Roca, Jorge (A), P. O. Box 685, Guayaquil, Ecuador	
Rocchi, Alvaro (312), Via della Balduina 120, Rome, Italy	6810
Rockman, David (A), 696 Perkins Blvd., S.E., Warren, Ohio	
Roddman, Jay (A), Lakeville, N. Y.	
Rodgers, A. G. (347), 49 Elworthy Ave., London, Ont.	2273
Rodgers, Dave (A), 503 Gibbs Ave., Wapakoneta, Ohio	
Rodgers, Oliver (A), 507 S. Providence Rd., Wallingford, Pa.	
Rodgers, Robert B. (U), 800 Circle Dr., Bellaire 101, Tex.	2064
Rodriguez, Harold, Pamela & Lee (7), Round Hill Rd., Greenwich, Conn.	9383
Rodriguez, Oscar and Irma (367), Argentina	8805
Roe, Dr. David M. (U), 1207 W. Logan, Freeport, Ill.	7762
Roehm, Thomas E., Jr. (A), 316 Telford Ave., Dayton, O. 45439	
Roelofs, Darrel D. (98), Center Island, Oyster Bay, N. Y. 11771	5890
Rogers, George (A), 121 Pleasant St., Laconia, N. H.	
Rogers, Gretchen H. (A), 76 Five Mile River Rd., Darien, Conn.	
Rogge, Wm. H. (42), 6041 Gillingham Dr., Sylvania, O. 43560	8559
Roggero, Carlos A. (356), Avda. Maipu 59, Vicente Lopez, Argentina	8412
Rohrbach, Norman (A), 517 S. Lane, Blissfield, Mich.	
Rolandi, Carlo (360), Paizza dei Martiri 30, Naples, Italy	9296
Rolfness, Flora H. (229), 694 N.E. Clover Ln., Roseburg, Ore.	5019
Rolfness, Oscar C. (229), 939 S. E. Stephens, Roseburg, Ore.	5019
Rollius, Karl (212), 1623-37th St., N. W., Canton, O.	4444
Romeis, Velma (205), 4538 E. 7th St., Tulsa, Okla.	3931
Roos, Markku (A), Rapakivenkuja 2.E. 39, Pihlajamaki, Finland	
Roost, David (146), 10 Divadale Dr., Toronto 17, Ont., Can.	9665
Ropenck, Robert (A), Rocky River 16, Ohio	
Roper, John (A), 401 Brookbend Rd., Fairfield, Conn.	
Rosa, Guido C. (A), Via A. Fabretti 8 int. 18, Rome, Italy	
Rose, Allan (A), 121 Richmond St., W., Toronto 1, Ont., Can.	
Rose, Don (A), 205 E. Wayne Ave., Silver Spring, Md.	
Roseberry, Ed. Jr. (12), 85 Crosby Blvd., Eggertsville, N. Y. 14226	7815
Rosello, Jaime (A), Prolog, Angamos 1450, San Isidro, Lima, Peru	
Rosenblum, Robert (A), 9483 Podell Ave., San Diego, Calif. 92123	
Rosenquist, Karl (194), 6223 Branting St., San Diego, Calif. 92122	6432
Rosenthal, Richard (A), 956 Midwood Rd., Woodmere, L. I., N. Y.	
Roser, Mark (A), Beverly Shores, Ind.	
Rosello, Pablo (265), Angamos 1450 Miraflores, Lima, Peru	5016-8906
Ross, Anne (A), 155 Lytton Blvd., Toronto 12, Ont.	
Ross, Bob (A), 327 Bay South, Hamilton, Ont.	
Ross, Charles & Douglas (A), 28 Brookwood Rd., South Orange, N.J.	
Ross, Earl (5), 6057 N. Albany Ave., Chicago 45, Ill.	7503
Ross, Hugh N. (39) Rt. 3, Maloney Rd., Wappingers Falls, N. Y.	2808
Ross, Ira S., MD (104), 28 Brookwood Rd., South Orange, N. J. 1725-9369	
Ross, Kenneth (L), (359), 246 Collins St., Melbourne, C.I. Australia	8071
Ross, Lawrence E. (151), Cambridge Ave., Gloucester, Mass.	6707
Ross, Dr. R. C. (146), 155 Lytton Blvd., Toronto 12, Ont., Can.	9469
Ross, T. I., Jr. (L), (134), Shipway Rd., Noroton, Conn.	
Ross, Wallace (178), 13 Academy Lane, Bellport, N. Y.	8325
Ross, Woodrow (A), 28 Brookwood Rd., S. Orange, N.J.	
Rosser, Gail H. (A), 21122 Kenwood Ave., Rocky River 16, O.	7865
Rosser, Lew (71), 21122 Kenwood Ave., Rocky River, O. 44116	7627
Rossmore, William (U), 3 Greenview Way, Upper Montclair, N. J.	8940
Roth, Walter (309), Retzenweg 11, Uster, Switzerland	5724
Rothfuss, W. J. (391), 400 Woodland Way, Greenville, S.C.	
Roualet, A. J. (A), 15778 Miller Rd., Frazer, Mich.	
Roualet, Tripp & Tim (A), 15778 Miller Rd., Fraser, Mich.	
Roubanis, John (A), Athens, Greece	
Roughton, S. (171), 123 McMichael, Kingston, Ont.	3082
Rouslin, Samuel, MD (119), 174 Church St., East Greenwich, R. I.	8921
Roussel, Thomas S. (126), Cedar Lane, Weston, Conn.	5822
Rousu, Teemu (A), Hietasaari, Oulu, Finland	
Rovani, Edo (361), c/o Y.C. Canottieri Savoia, Banchina S. Lucia, Naples, Italy	7792
Rowe, Frederick J. (98), 171 Fox Lane, Northport, N. Y.	3063
Rowe, Harrison (A), Buttonwood Lane, Rumson, N. J.	
Rowland, Anna M. (A), 1814 Metzert Rd., Apt. 34, Adelphi, Md. 20783	
Rowland, Diana (A), 290 Sport Hill Rd., Easton, Conn.	
Rowland, F. Allan (A), 29 Malcolm Dr., Dorval, Que.	
Rowland, James B. (329), 1814 Metzert Rd., Apt. 34, Adelphi, Md. 20783	8938
Roy, Robert (78), 5484 E. River Rd., Grand Island, N. Y.	4870
Royle, Rafe (37), 12331 Hillcrest Dr., Chesterland, O.	3607
Ruch, F. (A), Calle 18 No. 6-31 Ofic. 306, Bogota, Colombia	
Ruckel, C. Walter (U), Valparaiso State Bank, Valparaiso, Fla.	4739
Rucker, Heinz & Milton Roberto (290), R. Alferes Poli 256, Curitiba, Brazil	5119
Ruddy, Thomas S. (30), 35 Delaware Ct., South Haven, Mich.	2494-4742
Rudge, Bobbie (A), 1208 French Ave., Lakewood, Ohio	
Rudge, William J. (A), 160 Kensington Oval, Cleveland, Ohio 44116	
Rudick, Richard (U), 720 Park Ave., New York 21, N. Y.	8363
Rudiger, Jorge (73), Bogota, Colombia	8957
Rudkin, William (A), Pepperidge Farms, Norwalk, Conn.	
Ruecke, Jim (A), 2114 Stratford Ave., Rocky River, O.	
Ruess, Max (79) 9130 N. Upper River Rd., Milwaukee 17, Wis.	1702
Ruetschi, W. (219), Kilchbergstr. 29, Zurich, Switzerland	6203
Rugg, Peter (A), 66 Webster Ave., Port Washington, N.Y. 11050	
Ruhlman, Jon (36), 1388 Bladmore, Cleveland 18, O.	8520-9420
Ruiter, David & Alan (366), 387 Highland Ave., Upper Montclair, N. J.	8103
Rumpf, Allan N. (114), 765-H-Ave., Coronado, Calif. 92118	6560
Rumsey, R. Douglas (U), 537 East Delavan Ave., Buffalo, N. Y. 14211	7942
Rundle, R. H. (U), 283 So. Compo Dr., Westport, Conn. 06882	7945
Ruohola, Jukka (U), Kymenlaaksonkatu 28.C.3, Kotka, Finland 8655-8993	
Rusk, George K. (34), 403 Claridge Court, Point Pleasant, N. J.	578
Ruskay, Everett (300), 170 Lefferts Rd., Woodmere, N. Y.	9175
Ruskay, Peggy (A), 170 Lefferts Rd., Woodmere, N. Y.	
Rusman, John (95), 86 Oakdene Ave., Palisades Park, N. J.	1328
Russell, Carlos Augusto Basto (373), Rua Joao Coimbra 333, Recife, Pernambuco-Brazil	8878
Russell, David M. & M. Patricia (216), 4770 Leaside Dr., Saginaw, Mich. 48603	7855
Russell, John (A), Union 892-Lima, Peru	
Russell, William (326), 404 6th St., Traverse City, Mich.	4417
Russell, William H. (A), 1291 Rolling Oaks, Memphis, Tenn.	
Russo, Catello (237), Via Tavernola 74, Castellammare di Stabia, Italy	5420-8492
Russo, Franco (A), Corso Vittorio Emanuele 166, Naples, Italy	
Russo, John R., MD (238), 3296 Main St., Bridgeport, Conn.	7168
Russo, Paolo (361), c/o Y. C. Canottieri Savoia, Banchina Santa Lucia, Naples, Italy	9502
Ryan, John (A), 29 Bryon Ave., Kenmore, N.Y.	
Ryan, Philip H. (A), SA 998-82-38 ET/A School Brks 404/460 Service School Command, Great Lakes, Ill. 60088	
Ryan, William (A), 9223 Washington, Kansas City, Mo. 64114	
<b>"S"</b>	
Saarnio, Mannu (306), Kirvesmiehentie 12, Kerava, Finland	5543
Sabin, Howard E. (164), 1138 Lancaster Ave., Syracuse, N.Y. 13210	7087
Sadler, Clifford D. (270), 7450 Central Ave., Indianapolis 40, Ind.	5175
Sadler, William (A), 19628 Barlow, Detroit 5, Mich.	
Saez, Carlos A. (U), IBM del Uruguay, S.A., Plaza Independencia 814, Montevideo, Uruguay	8414
Saez, Carlos E., Jr. (A), IBM del Uruguay, S.A. Plaza Independencia 814, Montevideo, Uruguay	
Sager, Herbert (250), Fabrikant, Durrenassch/AG, Switzerland	8189
Sagesser, M. (219), Langwattstr. 18, Zollikon, Switzerland	6423
Sahs, Arnold (77), 276 Aragon St., Rochester 22, N. Y.	4724
Sahs, Steven C. (A), 276 Aragon Ave., Rochester 22, N. Y.	
Sails, Mike (A), 3715 Madison, Kansas City, Mo. 64111	
Sainio, Virmo (A), Esankatu 1, JYVASKYLA, Finland	
St. Clair, Charles (U), 6300 Seward Park Ave., South, Seattle, Wash.	9201
St. Clair, Margaret (A), 6300 Seward Park Ave., South, Seattle, Wash.	
St. Joseph Junior Foundation, Inc. (113), 60 Ridgeway, St. Joseph, Mich. 49085	8981
Saleebey, Ted (161), 6065 Estelle St., San Diego, Calif. 92109	2665
Sallman, I. B. (341), 1717 Morninghill Dr., Columbia, S.C.	8081
Saltevo, Esko (328), Puistokatu 5.A, Jyväskylä, Finland	8217
Sampson, Charles (126), 27 Ellery Lane, Westport, Conn. 06880	9116
Sanchez P., Rodrigo & Ventura (A), Casilla 570, Vina del Mar, Chile	
Sanchez, Vitaliano (A), Calle 18 No. 6-31 Ofic. 306, Bogota, Colombia	
Sandberg, Jim (A), 1735 Fairview Dr., Lake Geneva, Wis.	
Sandbo, Douglas R. (27), 2408 Wimbledon, Columbus, Ohio 43211	6503
Sanders, Vernon (168) 649 So. Adams, Quincy, Fla. 32351	3192
Sandilands, Andrew and Robert (A), 4816 Selkirk St., Vancouver, 9, B. C.	
Sandilands, J., MD (90), 4816 Selkirk St., Vancouver 9, B. C.	7076
Sandmeyer, Karl H. (U), 85 Pleasant View Dr., Jamestown, N. Y.	5743
Sandrini, Hans (219), Seestrasse 116, 8700 Kusnacht, Swit.	9479
Sandstrom, John F., Jr. (161), 4383 Logrono Dr., San Diego 15, Calif.	6483
Sanford, Austin C. (A), 2632 Lookout Circle, Ann Arbor, Mich. 48104	
Sanford, Donald B., MD (164), 17 Hickory Lane, Cazenovia, N. Y.	7273
Sanford, Uretta and Gary (A), 17 Hickory Lane, Cazenovia, N. Y.	
Sanfacon, Dr. Leo (A), R.F.D. #5, Laconia, N. H. 03246	
Sangdahl, Robert F. (A), 15 Easton Lane, Chagrin Falls, O.	
Sanger, J. Prentice (134), 6 Gracie Lane, Darien, Conn. 06820	9605
Sankey, Tom (A), 206 Trumbull Ave., S.E., Warren, Ohio	
Sanna, Mr. & Mrs. Anthony Q. (A), 1911 Vilas Ave., Madison, Wis.	
Sargent, Frederic M., Jr. (280), 4 Sutton St., Weymouth, Mass. 02188	
Sarria, Alfredo (A), Carabava 515, 4 piso, Lima, Peru	
Sather, Al E. (35), 1800 Rock Island, Dallas, Tex.	5219
Saul, Joseph E. (300), 210 Cedar Ave., Hewlett Bay Park, N. Y.	7233
Saunders, Katherine (A), 9 Smith St., Marblehead, Mass.	
Saunders, Roger (A), 22645 Ladeene Ave., Torrance, Calif.	
Saunders, William W. (246), Governor's Island, Laconia, N. H.	9335
Saur, Karen (A), Pearsall Place, Bridgeport, Conn.	
Savage, Philip S. (A), 184 Lebrun Circle, Eggertsville, N.Y.	
Savannah Yacht & Country Club (U), Bradley Point, Savannah, Ga.	266
Savell, C. Kelvin (L), (194), 1344 Hornblend St., San Diego, Cal.	5776
Savinen, Raimo (A), Ounasvaarantie 6, Rovaniemi, Finland	
Saxman, Don (A), 138 S. Greenwood, Park Ridge, Ill.	
Saxton, Jane M. (A), 5001 Lockwood, Waco 10, Tex.	
Sayers, Derek MD (13), 1196 Sumner Ave., Schenectady, N. Y.	1381
Saywell-Townson, D. (A), 112 Laura Ave., Belmont, Geelong, Australia	
Scamperle, Armando (278), Via Bocca di Leone 14, Rome, Italy	9395



Scarborough, Randy (A), 200 White Horse Pike, Collingswood, N. J.		
Schaaf, Fred W. (252), 97 Lisle Rd., Owego, N. Y. 13827	280	
Schadler, Harold (113), 2402 S. State St., St. Joseph, Mich.	2866	
Schaechter, Jacob M.D. (77), 764 Valley Pk., Webster, N. Y. 14580	3467	
Schaeffer, William (A), 7 Willowgrove Ct., Town of Tonawanda, N. Y.		
Schafer, Dave & Steve (A), 710 Myrtle St., St. Joseph, Mich. 49085		
Schaus, James (A), 39 Crosby Blvd., Eggertsville, N. Y.		
Schaus, John (A), c/o Ed Roseberry, 85 Crosby Blvd., Eggertsville 26, N. Y.		
Scheffler, Michael (U), 29 Lindbergh St., Garden City, N. Y.	435	
Scheft, Ted (A), 44 Little's Pt., Swampscott, Mass. 01907		
Scheft, Gary (189), 44 Little's Point, Swampscott, Mass.	9528	
Scheib, J. Gilbert (L), (62), #8 Ani Street (Lake Vista) New Orleans, La. 70124	4399	
Schein, Kurt (219), Viktoriastr. 13, Zurich, Switzerland	6396	
Schein, Martin (A), Viktoriastr. 13, Zurich 11/57, Switzerland		
Scherer, Carolyn & Ernest, Jr. (A), 1652 Apple Lane, Bloomfield Hills, Mich.		
Scherer, Ernest (54), 1652 Apple Lane, Bloomfield Hills, Mich.	5299	
Scherer, Otto (A), 410 N. Laurel Rd., Laurel, Md.		
Scherer, Ron (270), 8510 N. Park, Indianapolis, Ind. 46240	1754	
Scheu, Donald (12), 92 Cleveland Ave., Buffalo, N. Y. 14222	9125	
Schiavetti, Carlos (A), Cochrane 868, Valparaiso, Chile		
Schiche, Shirley (A), Lake Geneva, Wis.		
Schieber, Wayne & Ronald (U), 821 Southwood Dr., Fenton, Mich.	9232	
Schilman, Winnifried (A), Caixa Postal 8390, Sao Paulo, Brazil	8126	
Schilz, A. D. (311), 643 Central Ave., Dunkirk, N. Y.	7744	
Schimpf, Henry L., Jr. (L), Western Saving Fund Bldg., Philadelphia 7, Pa.		
Schinkel, Wolfgang (265), Psje. Los Castanos 129, San Isidro, Lima, Peru	6829	
Schlesinger, Jane (A), 1509 DuLossat St., New Orleans, La.		
Schlessinger, Mark (A), 267 Adams Rd., Hewlett, N. Y.		
Schloen, Lloyd (A), 50 Fort Pl., Staten Island 1, N. Y.		
Schlumpf, Harry (309), Wilstr. 31, 8610 Uster ZH, Swit.	8504	
Schmalz, Andre (358), Wilerweg, Murten, Switzerland	8191	
Schmalz, Nelly & Urs (A), Murten/FR Swit.		
Schmassmann, Hans-Ulrich (309), Fohrlibuckweg 5, Kloten, Switzerland	6321	
Schmid, Frederick (189), 26 Concord Ave., Cambridge, Mass. 02138	817	
Schmid, Hanspeter & Heinz (A), Riggisberg, Switzerland		
Schmid, Werner (358), 3132 Riggisberg, Swit.	9068	
Schmidt, Charles (74), 2302 W. Galbraith Rd., Cincinnati 39, Ohio	2796	
Schmidt, Edward, MD (31), 1246 Westwood Dr., Adrian, Mich.	8640	
Schmidt, Eric (A), 453 Getzville Rd., Snyder, N. Y. 14226		
Schmidt, Erik (351), Estrada Froes 332, Niterio, R. J., Brazil		
Schmidt, John (A), Box 87, Villanova University, Villanova, Pa.		
Schmidt, Karl F. (296), 10337 Mohawk Lane, Prairie Village, Kans.	7060	
Schmidt, Ralph E. (266), c/o Gen. Del., Christiansted, St. Croix, U.S. Virgin Islands 00821	8641	
Schmidt, Ray (A), 112 Thorncliff Rd., Rochester 17, N. Y.		
Schmidt, Robert C. (78), 453 Getzville Rd., Snyder, N. Y. 14226	6217	
Schmiege, Calvin H. (L) (59), 876 Escarpment Dr., Lewiston, N. Y.	8678	
Schmiege, Phyllis (A), 876 Escarpment Dr., Lewiston, N. Y.		
Schmitt, William M. (A), c/o Sun Oil Co., 1608 Walnut St., Philadelphia, Pa.		
Schneider, Franz K., Jr. and Sheila H. (357), 200 Highland Ave., Moorestown, N. J.	8379	
Schneider, John S. (43), Chase Hall, E-14, Harvard Business School, Soldiers Field, Boston, Mass. 02163		
Schnell, William (A), 854 E. 27th St., Brooklyn, N. Y.		
Schoen, Victor H. (A), 903 E. Kilbourn/37 Milwaukee, Wis. 53202		
Schoen, William C. (323), 18 Hawks Nest Rd., Stony Brook, N. Y. 11790	3494	
Schoke, James A. (U), 4 Cob Dr., Westport, Conn.	9552	
Scholtz, Frederick (134), 29 Walmley Rd., Darien, Conn.	8718	
Schon, Carl (A), 4342 45th St., Long Island City 4, N. Y.		
Schoepf, William (A), 4060 Rainbow Dr., Fort Myers, Fla. 33902		
Schramm, Larry & Annette (A), 860 Deborah Ave., Elgin, Ill.		
Schreck, Charles (L), (152), 800 W. Bay St., East Tawas, Mich.	9115	
Schreck, Charles, Jr. (A), 800 W. Bay St., East Tawas, Mich. 48730		
Schreck, Paul (324), Lillian, Ala.	8890	
Schrieber, Al (370), 2015 Gettle St., Klamath Falls, Ore.	5182	
Schrieber, Gene (A), 2015 Gettle St., Klamath Falls, Ore.		
Schroder, Juergen (U), 65-16 77th Place, Middle Village 79, N. Y.	351	
Schroder, Warren (75), 63 Central Ave., Demerest, N. J.	3108	
Schudel, James & Betty (83), 355 Moross Rd., Grosse Pointe Farms, Mich. 48236	6161	
Schuh, C. A. (A), 230 LaBarre St., Metairie, La.		
Schulte, Charles (A), c/o Newton Davis, 233 S. Dawson, Columbus 9, Ohio		
Schultz, Raymond H. (380), 1301 Croyden Rd., Lyndhurst 24, O.	4652	
Schulwitz, Nik (A), 52 Benton Rd., Saginaw, Mich.		
Schulz, Charles J. (U), 83 W. River Rd., Rumson, N. J.	3828	
Schulz, Ray and Richard (U), 1918 E. Iron St., Milwaukee, Wis.	6200	
Schulz, Mr. and Mrs. Robert C. (A), 1961 Huntington Tnpk., Trumbull, Conn.		
Shumacher, Barbara E. (A), 23 Major Potter Rd., Warwick, R. I.		
Shumacher, James W. & Dorothy P. (16), 1234 Gilbert Rd., Meadowbrook, Pa. 19046	5931	
Shumacher, L. Richard MD (16), 70 E. Woodland Dr., New Britain, Pa.	5931	
Shumacher, Phil (16), 23 Major Potter Rd., Warwick, R. I.	5931	
Shumacher, W. H., Jr. (16), 1660 Carlisle Rd., York, Pa.	5931	
Shumacher, Mrs. W. H. (A), 1660 Carlisle Rd., York, Pa.		
Shumann, Mrs. John H. (A), 355 Booth Hill Rd., Trumbull, Conn. 06611		
Schur, Larry (A), 2 Cooper Beech Circle, White Plains, N. Y.		
Schuring, Peter S. (A), Calle 18 No. 6-31 Ofic. 306, Bogota, Colombia		
Schurtey, Gene (A), 1661 N. Astor St., Milwaukee, Wis.		
Schwab, Marvin H. (39), 49 Corlies Ave., Poughkeepsie, N. Y.	1495	
Schwalje, Edward N. (366), 62 McCoy Ave., Metuchen, N. J.	270	
Schwartz, Arnold (70), 22 Lindy Lane, Lincroft, N. J.	8830	
Schwartz, Irving (U), #1 Greencroft, Champaign, Ill.	5345	
Schwartz, Jack (A), 16 Ocean Parkway, Brooklyn, N. Y.		
Schwartz, Robert (A), Woodward Terrace Apts., 3 East Woodward Blvd., Tulsa, Okla.		
Schwartz, W. E. (60), 1800 W. 37th, Topeka, Kans.	7960	
Schwege, Todd (A), 1300 Homeland Dr., Rocky River, Ohio		
Schwenke, Patrick W. (A), 43 Eastmoreland, Decatur, Ill.		
Schwochau, Gunter and Henriette (73), Calle 19 No. 17-76, Bogota, Colombia	8974	
Schwoebli, E. W. (253), 3025 Mayfred Lane, Camp Hill, Pa.	7902	
Scott, Bruce (119), 592 Love Lane, East Greenwich, R. I.	8389	
Scott, Cathy (A), 1471 Club Dr., Bloomfield Hills, Mich.		
Scott, Gene (55), 23-75 206th St., Bayside, N. Y.	3432	
Scott, John (86), 16 Rumson Rd., Livingston, N. J.	8339	
Scott, Larry (A), 501 Britannia, Hamilton, Ont.		
Scott, Mary Lou and Ann (A), R.F.D. #4, Carbondale, Ill.		
Scott, Robert E. (54), 1471 Club Dr., Bloomfield Hills, Mich.	8280	
Scott, Ronald D. (203), Laprida 555, San Isidro (Buenos Aires), Argentina	8106	
Scott, T. J. (U), 11 Riverview Rd., Markham, Ont., Can.	6636	
Scott, Walter, Jr. (98), 6 Ridge Dr., West Hills, Huntington Sta., L.I., N. Y.	7125	
Scott, Walter H., Jr. (98), 18 Gina Dr., Centerport, N. J.	9076	
Scott, Wilson R., M.D. (L), (330), R.F.D. #4, Carbondale, Ill.	9066	
Scranton, Christopher (A), Post Rd., Madison, Conn.		
Scrim, Russel C. (215), 51 Kenaston Ave., Town of Mt. Royal, Que.	9728	
Scrim, R. C., Jr. (A), 51 Kenaston Ave., Town of Mt. Royal, Que.		
Scriver, Barbara (A), 5275 N. Idlewild Ave., Milwaukee 17, Wis.		
Scriver, Guy (69), 5275 N. Idlewild Ave., Milwaukee 17, Wis.	8267	
Succimarra, Giuseppe (355), c/o Lega Navale Italiana, Corso Giovecca 3, Ferrara, Italy	9038	
Seabrook, Conrad (A), 283 E. Cherry Cir., Memphis, Tenn.		
Seal, Judith A. (U), 385 Ocean Ave., Marblehead, Mass.	8290	
Sears, Bill & David (A), 2717 N. W. 20th, Oklahoma City, Okla.		
Sears, David (A), 1734 Holly Ave., Savannah, Ga.		
Sears, Herbert W. (U), 192 Old Main St., Rocky Hill, Conn.	3279	
Sea Scout Boat, J. F. Fliegel, Adviser, (370), 34 N. Central, Medford, Ore.	4631	
Seaton, John M. (54), 3160 Erie Dr., Orchard Lake, Mich.	7360	
Seballo, Miguel (A), Teniente Palacios 471, La Punta, Callao, Peru		
Sedgwick, Harry K. (189), 285 Winter St., Weston 93, Mass.	4099	
Seel, Edward R. and Mary O. (227), 246 Tokeneke Rd., Darien, Conn. 06820	6877	
Seeley, Mary Louise (A), 161 Bellevue Ave., Rutland, Vt.		
Seeley, Dr. Ralph, Jr. & Susan (227), Bellevue Ave., Rutland, Vt.	6278	
Seelman, Frederick G., Jr. and William G. (333), 3315 S. Flagler Dr., West Palm Beach, Fla.	8847	
Seelman, William G. and Robert F. (A), 3315 S. Flagler Dr., West Palm Beach, Fla.		
Seemann, Willis (U), 1116 First St., N.W., Minot, N. D.	8945	
Seid, Seymour R. & Ethel (102), 12715 Hartland St., N. Hollywood, Calif.	5960	
Seidemann, Robert (26), 6 W. Camden Ave., Moorestown, N. J.	9250	
Seidle, H. George (27), 1767 Grace Lane, Columbus, O. 43221	2662	
Seki, Hajime (41), 800 Granite Springs Rd., Yorktown Heights, N. Y.	5696	
Selenkow, Herbert A., MD (189), 155 Paulson Rd., Waban 68, Mass.	2973	
Sell, Dr. Gordon R. (262), 3804 Woodlawn Dr., Nashville 12, Tenn.	7209	
Sellers, Walters, MD (71), 17889 Lake Rd., Lakewood 7, Ohio	8650	
Sengstachen, Carolyn S. (A), 77 Malcolm Rd., Mahwah, N. J.		
Sengstachen, Joanne M. (A), Ramapo Town Hall, Suffern, N. Y.		
Sengstachen, John E. (95), Ramapo Town Hall, Suffern, N. Y.	5134	
Sengstachen, Royal, Jr. (U), 77 Malcolm Rd., Mahwah, N. J.	3102	
Senn, Louis (219), Bachlerstrasse 6, 8802 Kilchberg, Switzerland	6913	
Sentry, Dr. Robert M. (187), 12 N. Point Dr., Sheboygan, Wis.	6283	
Serfass, Robert (70), 81 Riveredge Dr., Little Silver, N. J.	4975	
Serrill, Joseph L., Jr. (173), 120 Hewett Rd., Wyncote, Pa.	5837	
Service, Donald W. (U), 21 Birchleaf Cres., Weston, Ont.	8683	
Settler, Clifford O. (5), 7040 N. McAlpin, Chicago, Ill. 60646	6970	
Sevakivi, Eero & Pertti (A), Mäksäläntie 16, Laajalahti, Finland		
Sevakivi, Erkki (166), Mäksäläntie 16, Laajalahti, Finland	4333	
Severance, R. D. (382), 16 Perry Circle, Chappaqua, N. Y.	5011	
Severino D., Angel & Jose A. (A), Box 717, Panama, R. de P.		
Severino, Jose A. & Dora D. (U), Box 717, Panama, R. de P.	9716	
Sevilla, Andres (A), Mayta Capac 1334, Jesus Maria, Lima, Peru		
Seward, Mr. Chris (A), 22 Ashton Ave., Downsview (Toronto), Ont., Can.		
Sexauer, Barbara (A), 10245 1st S.W., Seattle, Wash.		
Sexauer, Robert R. (132), 10245 1st S.W., Seattle, Wash. 98146	4064	
Seybold, Peter S. (A), 25 St. Mary St., Apt. 1710, Toronto, Ont., Can.		
Seymour, Ricky (A), 260 Ridgeway, St. Joseph, Mich. 49085		
Seymour, William (338), 30 24th St., Troy, N. Y.	2690	
Shafer, Byron L. (A), 418 Brentwood, Piqua, Ohio		
Shafer, Paul D. (36), Northwest Bank Bldg., Meadville, Pa. 16335	7126	
Shafer, Paul D. III & Caroline S. (A), Northwest Bank Bldg., Meadville, Pa. 16335		
Shaffer, Edwin (180), 1934 McLean St., Aliquippa, Pa.	705-9088	
Shannon, Richard, Jr. (36), Liberty St., Jamestown, Pa.	5313	
Shannon, W. R. (36), 11 Chambers Ave., Greenville, Pa.	5313	
Shanon, Ing. Ricardo Lopez (A), Yacht Club, Uruguay		
Shaps, Richard H. (189), 3 Rockaway Ave., Marblehead, Mass.	9422	
Sharp, Dorothy J. (95), 1 Pierrepont St., Brooklyn, N. Y.	7323	
Sharp, Rick and Beverley (153), 645 Mine Hill Rd., Fairfield, Conn.	9898	
Sharp, Timothy J. (A), 1 Pierrepont St., Brooklyn, N. Y.		
Sharpe, Barbara (A), 2420 Dupont St., Minneapolis, Minn. 55405		
Shay, David P. (L), 21574 Flathead Rd., Apple Valley, Calif.		
Shea, Jerry (184), 16286 Buckingham Rd., Birmingham, Mich. 48009	4842	
Shea, Patty (A), 16286 Buckingham Rd., Birmingham, Mich. 48009		
Shealor, R. O. (126), 7 Mapleway, Armonk, N. Y. 10504		
Sheehan, Bradley (A), 182 Sargent Dr., Snyder, N. Y. 14226		
Sheehan, Jack (78), 182 Sargent Dr., Snyder, N. Y.	4032	
Sheehan, Jeff (A), 182 Sargent Dr., Buffalo 26, N. Y.		
Sheehy, Susan & James (A), 80 Cove Dr., Manhasset, N. Y.		
Sheehy, Thomas R. (133), 80 Cove Dr., Manhasset, N. Y.	8613-6822	
Sheffield, C. (A), 5136 Maple St., Vancouver, B.C.		
Shenko, W. E. (U), 1820 Jackson St., P.O. Box 1999, Ft. Myers, Fla. 33902	4884	
Shenko, W. E., Jr. (A), 1267 Carlene Ave., Fort Myers, Fla. 33902		
Shenstone, A. G. (U), 111 Mercer St., Princeton, N. J.	184	
Shepard, Hugh (87), 8412 Macaulay Court, Lutherville, Md.	6619	
Shepherd, David (A), 11438 Torrey Rd., Fenton, Mich.		
Sheridan, John C., III (U), 3404 Palm Blvd., Isle of Palms, S. C.	8760	
Sherman, Arthur (U), 4020 Riding Club Lane, Sacramento, Calif. 95825	9491	
Sherman, Francis G. H. (U), 800 Bell Rd., Chagrin Falls, Ohio 44022	6310	
Sherman, Gemey & Suzanne (A), 4020 Riding Club Lane, Sacramento, Calif. 95825		
Sherman, Peter (A), Anthony Court, Adrian, Mich.		
Sherman, Porter J. (A), P. O. Box 112, South Haven, Mich. 49090		
Sherman, Sheldon (U), 3 Bank Circle, Swampscott, Mass. 01902	1368	



Sherry, John L. (51), 823 Newport St., Detroit 15, Mich.	8343	Smith, Jim (A), 2824 Northwood, Toledo, Ohio	4627
Sherwood, Morris P. (A), 73 Monmouth Pkwy., Monmouth Beach, N. J.		Smith, K. R. (175), 2002 River Rd., Shreveport, La.	
Shield, Naoma (A), 702 No. Bishop, Dallas, Texas		Smith, Kathleen Gay & Kenneth Reese, Jr. (A), 2002 River Rd., Shreveport, La.	
Shields, Bob (134), 26 Driftway Lane, Darien, Conn. 06820	8916	Smith, Mrs. Kenneth M. (212), 2150 Ridgcrest Dr., N.W., Massillon, O. 44646	8380
Shimizu, Ken (A), 829 Leon Ave., Kelowna, B.C.		Smith, Malcolm S. (280), Truro, Mass. 02660	
Shinn, Donna (A), 111 Kingsbury Ct., Lima, Ohio		Smith, Marshall (167), 1223 E. River, Davenport, Iowa	2036-9524
Shinn, John L. (23), 729 Crescent Dr., Sidney, O.	6276	Smith, Mike (A), 14 Kingsway Cres., Toronto, Ont.	
Shockey, Herman C., Jr. (A), 1408 Dale Dr., Savannah, Ga. 31402		Smith, Pete (A), 4 Arizona Pl., Huntington Station, N. Y.	
Shomer, Wendy (A), 134-Maple St., Brooklyn, N. Y.		Smith, Philip H. (54), 550 Henley Dr., Birmingham, Mich.	9577
Shore, Douglas (U), Maine Maritime Acad., Castine, Maine	7709	Smith, P. Kent (U), 519 Banks Mill Road, S.E., Aiken, S.C.	7593
Shore, William (U), 33 Hillside Ave., Amesbury, Mass.	7709	Smith, Richard (A), 7 Clock Ave., Darien, Conn.	
Short, Gordon (314), 719 Prospect Ave., Prospect Park, Pa.	5730	Smith, R. M. (215), 68 Claude Ave., Dorval, Que.	6079
Short, Robert E. (A), 1812 Towne House, Harrisburg, Pa. 17102		Smith, Robert (U), Shell Oil Co., N.W. Div., Exploration, 1008 West 6th St., Los Angeles, Calif. 90054	8024
Shriver, Clem B. (33), 40 Comet Rd., R. D. #2, Clinton, O.	123	Smith, Robert E. (134), P.O. Box 976, Darien, Conn.	8916
Shuck, George J. (A), Saybrook Yacht Yard, Old Lyme, Conn.		Smith, Robert, Jr. (A), 1825 N.E. Fremont, Portland, Ore.	
Shue, Eugene H. (A), R.D. #3, York, Pa.		Smith, Robert W. (A), 237 Oakland Ave., Monroe, N. Y.	
Shuris, Robert L. (A), 108 Logan Lane, Wyckoff, N. J.		Smith, Robert W., Jr. (A), 237 Oakland Ave., Monroe, N. Y.	
Shuris, Robert S. (75), 108 Logan Lane, Wyckoff, N. J. 07481	8240	Smith, Robert N. (U) 2090 Crompond Rd., Yorktown Hgts., N. Y.	2713
Siddons, David M. (92), Central Ave., Island Heights, N. J.	9670	Smith, R. Russell II & Ben A. II (151), 54 Leonard St., Annisquam, Mass.	6343
Siddons, Howard V. (A), West End Ave., Island Heights N. J. 08732	8736	Smith, Steven M. (A), Belmont Rd., Columbia, S. C.	
Siefer, Charles (A), Sodus Point, N. Y. 14555		Smith, Susan H. (U), R.F.D. 325, Northampton Colony, Sag Harbor, N. Y.	3322
Sieger, Werner (250), Fabrikant, Surssee LU, Swit.	9770	Smith, W. B. (125), 225 Ambergate Rd., DeWitt 14, N. Y.	9806
Siferd, Ted (L), (23), 712 S. Main St., Lima, Ohio		Smith, Wilford A. (153), 139 Main St., Southport, Conn.	
Siekkinen, Seppo (A), Isokatu 85, Oulu, Finland		Smither, Karl (L) (12), 170 Greenway Rd., Eggertsville, N. Y.	9000
Siferd, Geneva and Charles (A), 506 No. Cable Rd., Lima, Ohio		Smither, Robert K. (A), 537 N. Washington St., Hinsdale, Ill.	
Sigmund, Joseph M. (A), 24001 Bruce Rd., Bay Village, O.		Snider, Dean & Kay L. (75), 130 Orangeburg Rd., Old Tappan, N. J.	8228
Siimes, Ilmo (A), Laajalahdentie 28.C, Laajalahti, Finland		Snowden, Robert G. (A), Deluxe Arcade Bldg., Memphis, Tenn.	
Silberhorn, James (31), 914 W. Maumee St., Adrian, Mich.	4374	Snowman, William H. (27), 1865 Collingswood Rd., Col., 21, O.	4890
Silcott, Paul L. (A), 359 Darbeyhurst Rd., Col., O.		Snyder, Albert B. (353), R.F.D. 4, Delaware, Ohio 43015	1289
Simes, Mrs. Elaine (A), P.O. BLAIRGOWRIE, Victoria, Australia		Sobstad, Larry (A), P. O. Box 385, Old Saybrook, Conn.	
Simes, Kenneth, Jr. (A), 102 Summerhill Rd., Glen Iris, Vic., Australia	8070	Snyder, Lloyd III (325), North Line St., Lancaster, Pa.	9143
Simes, Kenneth M. (359), 102 Summerhill Rd., Glen Iris, Australia		Snyder, Melinda (A), 29 E. Gibbons St., Linden, N. J.	3394
Simmons, Ann (A), Seelyville, Pa.		Snyder, Tom (34), 29 E. Gibbons St., Linden, N. J.	
Simmons, William (32), Hrnsted Lane, Greenwich, Conn.	7325	Soderholm, Gordon H. (47), 156 Wildwood Ave., Buffalo, N. Y.	
Simonds, James (42), 1618 Watova Rd., Toledo, Ohio 43614	6010	Sodre, Alzir (351), Rua Belizario Augusto 79 Apt. 702, Niterio, R.J., Brazil	7694
Simons, Sally & Serena (A), 3722 S. Darlington, Birmingham, Mich.		Sodre, Benjamin, Jr. (351), P. O. Box 2508 Rio de Janeiro, Brazil	7682-8233
Simonsen, Rolf (A), 413 Lincoln Ave., Sheboygan, Wis.		Sodre, Celso Tavares (A), Rua Belizario Augusto 79, Apt. 702, Niterio, R.J., Brazil	
Simpson, Barbara Lee (36), 243 Pennsylvania Ave., McDonald, Ohio	6682	Soguel, P. (169), 23 Comba Borel, Neuchatel, Switzerland	4709
Simpson, Darrin Jo (A), 931 Lincoln St., Anderson, Ind.		Sola, Francisco (A), Casillia 3665, Guayaquil, Ecuador	
Simpson, J. P. (A), 30 Elsvorn Ave., Belmont, Geelong, Vic., Australia		Soleau, David and Jeff (A), 82 Main St., Concord, Mass.	
Simpson, Marvin & Stephen (270), 931 Lincoln St., Anderson, Ind.	6566	Soleau, John E. (189), 82 Main St., Concord, Mass.	7294
Simpson, M. C. (36), 404 Indiana Ave., McDonald, Ohio	6682	Solomon, Charles N. (A), Tau Kappa Epsilon, Missouri Valley College, Marshall, Mo.	
Sinanian, Ed. (A), 32 E. 61st St., New York 21, N. Y.		Somers, David P. (U), 2619 Aberdovey, Royal Oak, Mich.	6444
Sinclair, David M. & Susan W. (134), 140 Five Mile River Rd., Darien, Conn.		Somers, G. William (329), 9 Old Station Rd., Severna Park, Md.	7844
Sinclair, Jerome (A), 515 Ulumawao St., Kailua, Hawaii		Somers, John E. (81), 132 Idlewood Dr., Tonawanda, N. Y.	9415
Sindle, Harry (U), Ware Neck, Va.	9590	Somers, Nancy M. (A), 9 Old Station Rd., Severna Park, Md.	
Singer, Irwin (A), Suite 2312, Bank of Nova Scotia Bldg., Toronto 1, Ont.		Sommer, Richard (A), 174 Cambridge Ave., Englewood, N. J.	
Singer, Louis P. (300), 1381 Stevenson Rd., Hewlett, N. Y.	8665	Sommers, Robert C. (60), 4743 West 30th St., Apt. 4, Topeka, Kans.	9025
Singler, Charles (75), 28 Butternut Rd., Briarcliff Manor, N. Y.	8515	Sommitz, Ernest (311), 22 Matteson St., Fredonia, N. Y.	1910
Singler, Robert C. (A), 28 Butternut Rd., Briarcliff Manor, N. Y.		Sophian, Mrs. L. (7), 171 Indian Head Rd., Riverside, Conn.	2192
Sinopoulos, Andrew (L) (286), 11 Voukourestiou Str., Athens, Greece	7569	Sorenson, Nils (104), 44B Leland Gdns, Plainfield, N. J.	4110
Sipel, George, Jr. (31), Box 75, Addison, Mich.	9212	Souch, J. M. (U), 140 Bond St., West, Oshawa, Ont.	8797
Sisti, Pedro O. (206), Agiero 1739, Buenos Aires, Argentina	9200-9700	Soule, William, Jr. (324), P. O. Box 1550, Pensacola, Fla.	9652
Sitterley, W. V. P. (16), 10 W. Langhorne Ave., Bethlehem, Pa.	7931	South Freeport Yacht Basin, Inc. (A), 1500 Freeport, Me.	
Siu, Irene I. L. (50), 4428 Albemarle St., N.W., Washington, D. C.	4403	Southall, Philip Fox (A), 1132 Craft Rd., Apt. 2, Memphis, Tenn.	38116
Sjoberg, Kaj (166), Malminrinne 2.A.6, Helsinki, Finland	6837	Spann, William, Jr. (296), 118 W. 67th St., Kansas City, Mo.	9202
Sjogren, Gosta (169), Evole 62, Neuchatel, Switzerland	9132	Spear, William (A), Tidewinds Terr., Marblehead, Mass.	
Sjogren, Suzanne (A), Evole 62, 2000 Neuchatel, Switzerland		Spears, David (U), 511 Belden Hill Rd., Wilton, Conn. 06897	8183
Skelton, Charlotte N. (A), 1835 Lyncrest Ave., Jackson, Miss.		Spears, John (U), 108 Perry St., New York, N. Y. 10014	8183
Skelton, W. A., Jr. & III (388), P. O. Box 1301, Jackson, Miss.	3498	Spears, Robert (A), 511 Belden Hill Rd., Wilton, Conn.	
Skinner, Robin (A), 460 Ridgeway, St. Joseph, Mich. 49085		Speechley, Mr. and Mrs. Ross (A), 35 Windsor Ave., McKinnon, Australia	
Skotch, John A. (27), 1860 Bluff Ave., Columbus 12, O.	8656	Spence, James Michael (A), 248 Hall St., Windsor, Ont.	
Skouse, D. G. (296), 1900 James Downey Rd., Independence, Mo.	9203	Spencer, Colin A. (215), 607 Lansdowne Ave., Montreal, Que.	8549
Skouse, John (A), 1900 James Downey Rd., Independence, Mo.		Spencer, James C. (90), 261 W. 45th Ave., Vancouver 15, B.C.	4414
Skrill, Stewart (U), 105 Percheron La., Roslyn Heights, N. Y.	4249	Spengler, Donald F. (A), 100 River Rd., Stratford, Conn.	
Slack, Christopher E. and Thomas S., Jr. (173), 1420 Spring Mill Rd., Gladwyne, Pa.	9107	Sperry, Ralph B. (17), 320 Warner Hill Rd., Southport, Conn.	8275-9122
Slack, Fred (U), 209 Roberts Rd., Ardmore, Pa. 19003	9112	Sperry, Ralph B., Jr. (17), Suffield Academy, Suffield, Conn.	8275-9122
Slack, Thomas, MD (A), 1420 Spring Mill Rd., Gladwyne, Pa.		Sperstus, Eugene D. (5), 418 E. Oakwood Dr., Timberlake, Barrington, Ill. 60010	8669
Slavin, Nancy (A) 3240 Henry Hudson Pky., New York, N. Y.		Spetzke, F. Kurt (73), Carrera 22 #22A-32, Bogota, Colombia	6096
Slights, Joann (A), 220 Saulsbury Rd., Dover, Del.		Spiegelberg, Heinz (363), Rua Oswaldo Cruz 281, Recife-Pernambuco, Brazil	9467
Slights, Joseph R. (325), 220 N. Saulsbury Rd., Dover, Del. 19901	8935	Spillers, G. C., Jr. (205), 711 Ritz Bldg., Tulsa, Okla.	8373
Sloan, John Y. (12), 775 Main St., Buffalo 3, N. Y.	6800	Spinnier, Hans (A), Gasstrasse 7, Basel, Switz.	
Sloane, R. Bruce, MD (A), 322 W. Willow Grove Ave., Chestnut Hill, Philadelphia 18, Pa.		Spitz, Barry L. (A), Box 555 Diana Rd., Ogden Dunes, Portage, Ind.	
Slonaker, Thomas N. (A), 1730 Jamestown Pl., Pittsburgh, Pa. 15235		Spitz, Bob (43), 190 West Weber Rd., Col., O. 43202	8686
Slovak, Fred & Marie (104), 176 Baltusrol Ave., Springfield, N. J.	7140	Spitz, Harry (20), Box 555, Diana Rd., Ogden Dunes, Portage, Ind.	8679
Slyne, Judith J. (A), 3425 Darlene Circle, Huntsville, Ala. 35810		Spitz, Honor (A), 190 West Weber Rd., Col., O. 43202	
Slyne, Timothy F. (U), 3435 Darlene Cir., N.W., Huntsville, Ala. 35810	8472	Spitzmiller, John (A), 533 Ashland Ave., Buffalo, N. Y.	
Small, Dave (A), 2530 Anita Dr., Dover, Pa. 17315		Spoehr, Erwin (A), 81 Miller St., Rochester, N. Y.	
Small, Dr. Richard (253), Country Club Manor Apts., York, Pa.	8065	Sporl, James A. (A), 4 Colby Lane, Pensacola, Fla.	
Smircina, James (A), 15411 Plymouth Pl., East Cleveland, O. 44112		Sprafkin, David Charles (133), 42 Deer Park Rd., Great Neck, N. Y.	7562
Smillie, Pat (A), 7 Country Aire, St. Louis, Mo. 63131		11024	7509
Smith, Ben A. III (A), Harvard Univ., Cambridge, Mass. 02138		Sprague, Dan (320), 315 Dromore Ave., Winnipeg 9, Man.	
Smith, Burris (A), 1836 Handley, Saginaw, Mich.		Sprague, David and Stewart (A), 315 Dromore Ave., Winnipeg 9, Man.	
Smith, Carlos & Sheila (71), 1369 Elmwood Rd., Rocky River, 16, O.		Sprague, David W. (12), 120 Highland Ave., Buffalo 22, N. Y.	7000
Smith, C. W. (316), 3525 Seneca, Muskegon, Mich.	7570	Sprague, Henry B. & Henry B., III & Ficks, Robert L. (126), 120 Harbor Bl., Westport, Conn.	7337
Smith, Dan (A), St. Andrews School, Middletown, Del.		Spring, Merle R. (A), 303 14th N.E., Canton 4, O.	
Smith, D. M. (U), 83 Robinson St., Fort Erie, Ont.	2375	Sprole, Steve (A), 33 Harrison Ave., Kenmore 23, N.Y.	
Smith, Dennis (A), 1442 Lawrence Ave., W., APF 317, Toronto, Ont.		Squire, Harris G. (205), Sixth & Cincinnati, Tulsa 2, Okla.	8975
Smith, Edith (A), 330 Chestnut St., Fredonia, N. Y. 14063		Staempfli, Oscar (169), 4563 Gerlafingen, Switz.	9486
Smith, Edward (A), 4 Roosevelt Ave., Glen Head, N. Y. 11545		Stafford, Frazier (280), Box 573, Wellfleet, Mass.	2927
Smith, Elizabeth T. (A), Box 1559, Wheaton College, Norton, Conn.		Stagg, David (227), 35 Warner Ave., Proctor, Vt.	5354
Smith, L. Eric Thomas (MC), USNR (U), Station Hospital—Box 25, A.P.O.—U.S. Forces 96263	9688	Stah, Josaphat (13), R.D. #1, Rexford, N. Y. 12148	4408
Smith, Frank W., Jr. (A), 4142 Lyman Rd., Toledo, 12, O.		Stahl, Bob J., Jr. (194), 4943 Whitehaven Way, San Diego 10, Calif.	2633
Smith, Frederick A., Jr. (U), 18 Wilson Ridge Rd., Darien, Conn.	2095	Stahlsmith, Burton E. (A), 131 Cabin Lane, Pittsburgh, Pa. 15238	
Smith, Garland & Geoffrey (A), 225 Ambergate Rd., DeWitt 14, N. Y.		Stalder, Kurt (A), Bootswerf Eggerswil, Nottetol, Switz.	
Smith, George W., Jr., MD (314), 1426 Belmont Dr., Columbia, S. C.	8597		
Smith, Gordon R. (25), 4 Summit Terr., Lake Mohawk, Sparta, N. J.	4941		
Smith, Graydon C. (311), 330 Chestnut St., Fredonia, N. Y. 14063	9330		
Smith, Harold E. (A), 406 State St., Manitowac, Wis.			
Smith, James (A), 201 Via Calusa, Redondo Beach, Calif.			
Smith, Jeff and Peter (A), 4 Summit Terr., Sparta, N. J.			



Staley, Andrew, Jr. (A), Saunderstown, R. I.		
Stamm, Frederick K. (U), 1503 Huntington Dr., Glenview, Ill.	2983	
Stanbridge, Richard E. (311), 2675 Page Ave., Ann Arbor, Mich.	7272	
Staniec, T. W. (102), 6441 W. 87th St., Los Angeles 45, Cal.	8525	
Stansbury, Lynn (A), c/o Smith College, Northampton, Mass.		
Starck, Carol (A), 67 Chatsworth Ave., Kenmore, N.Y.		
Starck, Joseph P. (59), 388 McKinley Ave., Kenmore, N.Y. 14217	7948	
Starck, Robert B. (59), 277 Grimby Rd., Kenmore, N.Y. 14223	7948	
Starkey, Charles (A), 56 Brower Dr., Bricktown, N. J.		
Starkey, Stanley (372), P. O. Box 972, Livermore, Calif.	8843	
Stava, Reid J. (A), 4131 Meadow Way, Birmingham, Mich.		
Stearns, Darlene (A), 112 Woodlawn, Topeka, Kans.		
Stearns, Gary R. (60), 112 Woodlawn, Topeka, Kans.	4545	
Steedman, William (A), 250 E. Hillcrest Ave., Dayton, O. 45405		
Steele, Donald (238), 41-A Robert Treat Dr., Milford, Conn.		
Steffenson, Jean H. (A), 2454 30th St., Moline, Ill.		
Steffenson, Mike (167), 2454 30th St., Moline, Ill.	8222	
Steigelman, Keanneard L. (71), Apt. 308, Bldg. A., 1450 Coutant Ave., Lakewood 7, Ohio		
Stein, Ben (A), 318 North State Rd., Briarcliff Manor, N. Y. 10510		
Steinbach, Alice and Charles H. (A), 310 St. Johns Pl., Westfield, N. J.		
Steindorf, Werner (A), Mayor Armando Blonder 254, San Isidro, Lima, Peru		
Steinman, Herbert I. (U), 2255 Southwood Ave., Muskegon, Mich.	632	
Stella, Neri (361), Yacht Club Canottieri Savoia, Naples, Italy	7792	
Stelluti, Giorgio (A), c/o Circolo Vela Roma, Porticciolo Pamphili, Anzio, Italy		
Stemp, Don (U), 74 Webb Ave., Asbestos, Que.	2002	
Stemp, Shirley (A), 74 Webb Ave., Asbestos, Que.		
Stenberg, Time (A), c/o J. Meier, 9235 Shawnee Run Rd., Cincinnati 43, O.		
Stenner, William, Jr. (U), 8 Regent Ct., Edison, N. J.	9056	
Stephen, A. Doug (A), 780 Eglinton Ave., W., Apt. 213, Toronto, Ont.		
Stephen, William (A), 1673 Mars Ave., Apt. 21, Lakewood, O.		
Stephens, George H. III (382), 118 Clyde Ave., Syracuse 7, N. Y.	1795	
Stetson, Barbara (A), 1 Sturgis Highway, Westport, Conn.		
Stevens, Chandler (150), 45 Pinecrest, Mansfield, Ohio	6944	
Stevens, David B. & Marian M. (387), 212 North Francis, Lansing, Mich. 48912	9554	
Stevens, Derwin (A), 1904 West Peabody Terrace, 900 Memorial Dr., Cambridge, Mass. 02138		
Stevens, Richard (A), 328 Merrick St., Adrian, Mich.		
Stevens, Richard & Carolyn C. (329), 108 Ledee Circle, Bryn Mawr, Pa. 19010	8661	
Stevens, Sally (A), 45 Pinecrest, Mansfield, O.		
Stevens, W. Edwin & Virginia (119), P. O. Box 63, Fiskeville, R. I.	8695	
Stevenson, Harold W. (A), 55 Charles St., E., Apt. 809, Toronto, Ont.		
Stevenson, R. C. (215), 3564 Marlowe Ave., Montreal 28, Que.	8549-9336	
Stevenson R., Carlos (A), Casilla 570, Vina del Mar, Chile		
Stewart, Don, Jr. and Cathy (A), 7627 E. 47th St., Indianapolis, Ind. 46226		
Stewart, Jean (A), 811 Farwell Dr., Madison 4, Wis.		
Stewart, J. T. J. (12), 625 Lebrun, Eggertsville, N. Y.		
Stewart, John (A), 18 Grant Ave., Hamilton, Ont.	8624	
Stewart, Kimberly R. and Jeffrey (A), 179 Salmon St., Manchester, N. H.		
Stewart, Margaret (A), 123 Collier St., Barrie, Ont.		
Stewart, Robert D. (119), Nayatt Rd., Barrington, R.I.	1936	
Stich, Werner (309), Landhofstrasse 2, Uster, Switz.		
Stier, George G. (366), 36 Tennyson Dr., Short Hills, N. J.	6884	
Stievater, Paul (12), 216 Hunters Lane, Williamsville 21, N. Y.	7548	
Stievater, Richard J. (A), 216 Hunters Lane, Williamsville 21, N. Y.		
Stites, Gene & Sally (A), 11903 Devilwood Dr., Rockville, Md.		
Stites, Joseph D. (50), 11903 Devilwood Dr., Rockville, Md.	7417	
Stitt, Murray (279), 133-135 Simpson St., Port William, Ont.		
Stockett, Ron (A), 3477 Ruffin Rd., Apt. 1B, San Diego, Calif. 92123		
Stone, Diane B. & Stephanie R. (A), 5101 Olive, Kansas City, Mo.		
Stone, Earl L. (296), 5101 Olive, Kansas City, Mo.		
Stone, Elizabeth H. (A), 35 Stratford Rd., W. Hartford, Conn.		
Stone, Irwin K., MD (225), 1417 Sunset Ridge, Watertown, N. Y.	1809-8672	
Stone, Mrs. Irwin K. (A), 1417 Sunset Ridge, Watertown, N. Y.		
Stoneback, Alan C. (196), 1926 Neshaminy St., Hulmeville, Pa.	6918	
Stoneback, C. E. (196), 1409 Wilson Ave., Bristol, Pa.	6918	
Stornelli, Leo M.D. (77), 42 Old North Hill, Rochester, N.Y. 14617	9468	
Stotts, Ray (23), 4747 Burnham Lane, Dayton, O.	7118	
Stowell, Ann & Benjamin (A), 150 Bellevue Ave., Rutland, Vt.		
Stowell, Samuel & Tula (227), 263 S. Main St., Rutland, Vt.	7	
Straat, Kent (50), 650 Queen Ann Terrace, Falls Church, Va.	6868	
Strathy, Mrs. E. (A), 38 Montclair Ave., Toronto, Ont.		
Streib, Joseph (212), 2637 Orchard Park Dr., N.W., Canton, O.	3431	
Streep, S. C. (173), 1300 Paddock Way, Cherry Hill, N. J.	8184	
Streeter, Carroll P. (99), 130 Columbia Ave., Swathmore, Pa.	7705	
Strell, Felix T. (56), 4909 W. 14th St., Cicero 50, Ill.	404	
Strell, George R. (A), 371 Fremont, Elmhurst, Ill.		
Strell, Jos J. (56), 4630 Woodland Ave., Western Springs, Ill.	404	
Stempel, Martha M. (A), 1314 Maplewood Dr., Piqua, Ohio		
Stempel, Robert (23), 1314 Maplewood Dr., Piqua, O.		
Striegel, Bill & Orpha Jane (A), R.R. #4, Carbondale, Ill.		
Striegel, Leon F. (330), R.R. #4, Carbondale, Ill.	9213	
Sripp, Douglas (A), 808 Huntington Rd., Kansas City, Mo.		
Stroh, G. Ray (132), 5803 80th Ave., S.E., Mercer Island, Wash.		
Strong, Christopher (17), 40 Sherwood Rd., Easton, Conn. 06612		
Stroup, Tom (33), 4405 Point Comfort Dr., Akron, O. 44319	3459	
Stubbins, Wm. E. (L), c/o Rockland Motel, Route 202, Garnerville, N. Y.		
Struble, Wayne (370), 300 S. Modoc, Medford, Ore.	5451	
Stubson, Elaine and Edwin (A), 5370 Buckingham Ave., Burnaby 2, B. C.		
Stubson, I. T., Jr. (90), 5370 Buckingham Ave., Burnaby 2, B.C.	8605	
Stueland, Joseph (133), 224 N. Sunnyside Rd., St. Joseph, Mich.	7966-9763	
Stueland, Sam & Jeff (A), 1614 Lakeview Ave., St. Joseph, Mich. 49085		
Sturgess, Alan (90), 4693 W. 9th St., Room 702, Vancouver 9, B. C.	3253	
Sturgess, T. F. (90), 402 W. Pender St., Vancouver 3, B.C., Can.	3253	
Styan, George (146), 2155 Wedgewood Rd., Cookeville, Ont.	5927	
Styan, Sheila (A), 2155 Wedgewood Rd., Cookeville, Ont.		
Styne, Alexander F. (226), 3810 Anderson Rd., Coral Gables 24, Fla.	9421	
Suhr, Walter (A), 5020 Warwick Ave., Chicago, Ill. 60641		
Sullivan, Bart (A), Apt. 508, 121 Hunter St., W., Hamilton, Ont.		
Sullivan, C. C., MD (196), #2 Warwick Rd., Stratford, N. J.	7800	
Sullivan, John & Mary Jane (A), Algonquin Trail, Saddle River, N.J.		
Sullivan, John J. (196), Algonquin Trail, Saddle River, N. J.	6899	
Sullivan, Karen (A), Ridge Rd., Groton Lont Point, Conn.		
Sullivan, Kelly W. (A), 201 North Ave., Anderson, S. C.		
Sullivan, R. J. (205), 2118 E. 29th St., Tulsa 14, Okla.	5093	
Sullivan, Mary Jane & John (A), Algonquin Trail, Saddle River, N. J.		
Sullivan, T. Dennis (A), 317 McKinley Ave., Kenmore, N.Y. 14223		
Sullivan, Ted (59), 182 Washington Highway, Snyder 26, N.Y.	6670	
Sullivan, William P. (U), 739 Willow Ave., Pennndel, Pa.	8104	
Sulman, P. E. & Mayrene (146), 20 Talisman Cres., Markham, Ont.	9400	
Sulzbeck, Andre J. E. (U), P.O. Box 1638, Sao Paulo, Brazil	9746	
Sulzbeck, Sibylle Buckup (A), P.O. Box 1638, Sao Paulo, Brazil		
Summers, Judy (A), 18153 Clifton Rd., Lakewood 7, O.		
Summers, W. M. & Joyce (71), 18153 Clifton Rd., Lakewood 7, O.	9498	
Summerville, T. W. (98), 21 Blackberry Ln., Huntington, L.I., N.Y.	5890	
Sumner, Billy T. (262), 801 Robertson Academy Rd., Nashville, Tenn.	4254	
Sundius, Donald R. (35), 11826 High Valley Dr., Dallas, Texas 75234	5534	
Suni, Erik J. (166), Karistimentie I.A. 23, Helsinki 92, Finland	7895	
Susemihl, Klaus (147), Caixa Postal 8390, Sao Paulo, Brazil	8126	
Sustaival, Hakon (U), Koulukatu 15 A, Joensuu, Finland	7183	
Sustaival, Hannu & Martti (A), Koulukatu 15 A, Joensuu, Finland		
Susko, Helene M. (A), 786 Derby Milford Rd., Orange, Conn.		
Suter, Robert (A), Principale 41, Evillard, Switzerland		
Sutherland, F. X. (41), 114 Brook St., Haworth, N. J.	9662	
Sutton, Frank J. (A), 444 Madison Ave., New York 22, N. Y.		
Sutton, Rick (A), 84 Moore Ave., Toronto, Ont.		
Swain, R. D. (270), 131 Paddock Lane, Tower Lakes, Barrington, Ill. 60010	1903	
Swan, Dick (326), 442 N. Elmwood, Traverse City, Mich.	3398	
Swan, George C. (U), 356 Newman Ct., Lake Bluff, Ill.	3308	
Swaney, Robert N. (43), 1330 Bluff Ave., Cols., O. 43212	8250	
Swanson, Dan & Stephen (A), 407 Arlington Ave., Jamestown, N. Y.		
Swanson, Dorothy (A), 5020 Warwick Ave., Chicago, Ill. 60641		
Swanson, John W. (L), 59, 162 Crosby Blvd., Eggertsville, N. Y. 14226	6345	
Swanson, Richard (U), Box 248, Cosa Grande, Ariz. 85222	236-7263	
Swanson, Russell L. (5), 5020 Warwick Ave., Chicago, Ill. 60641	8143	
Swartz, John (36), 3404 MacArthur Dr., Murrysville, Pa.	2805	
Swartzbaugh, William J. & Jan A. (145), 244 Smith St., Amherst, Mass.	8008	
Swearingen, Christine (A), 3430 Courtwood, Ft. Wayne, Ind.		
Swearingen, Robert (154), 3430 Courtwood, Ft. Wayne, Ind.	6133-9775	
Sweeney, Edward C. (238), Deep Wood Rd., Woodbridge, Conn.	3220	
Sweeney, Thomas (A), 215 Ambassador Parkview, Collingswood, N. J.		
Sweet, Charles C. (A), 2 Turner Dr., Chappaqua, N. Y. 10514	7248	
Sweet, George C. (280), 2 Turner Dr., Chappaqua, N. Y. 10514	7914	
Swift, David D. (126), 6 Sunnyside La., Westport, Conn.		
Swift, Howard (A), 21 Concord St., Port Washington, N.Y.		
Swietlik, Michael A. (A), 1106 Godfrey Lane, Schenectady, N. Y. 12309		
Swigart, Roger (A), Apt. 910 Thurber Towers, 645 Neil Ave., Cols., O.		
Swindeman, Walt E., Jr. (L) (42), 5308 305th St., Toledo, Ohio 43611	5800	
Sykes, Richard (133), Meadowwood La., Glen Head, L.I., N.Y.	6819	
Symmers, William (7), 328 Lake Ave., Greenwich, Conn.	5607	
Szabronski, Patricia L. (A), Tree Tops Lane, Poughkeepsie, N. Y.		
Szabronski, S. J., Jr. (39), Tree Tops Lane, Poughkeepsie, N. Y.	5078	

## T

Taddei, Luca (A), Via Veneto 19, LaSpezia, Italy		
Taggart, Jack (A), 24 Batavia Dr., Williamsville, N. Y.		
Talbot, John (A), Sycamore Ave., New Shrewsbury, N. J.		
Talbot, Roy (A), 533 Onondaga Rd., Benton Harbor, Mich.		
Tambling, Marilyn & Scott (A), 3807 Matthes Ave., Sandusky, Ohio 44871		
Tambling, Thomas N. (386), 3807 Matthes Ave., Sandusky, O.	5265	
Tambllyn, Cherie (A), 332 S. Selkirk Ave., Fort William, Ont.		
Tambllyn, W. G. (A), 332 Selkirk Ave., S. Ft. William, Ont.		
Tampieri, Giovanni (390), Via Amendola 52, Imola, Italy	9599	
Tanca C., Julian (A), P.O. Box 914, Guayaquil, Ecuador		
Tapia, Jorge (A), Los Acacios 2022, Vina del Mar, Chile		
Tarabocchia, Mario (A), 61 Atlantic Ave., Freeport, L. I., N. Y.		
Taschler, Rudolf (281), Rueggisingerstr. 49a, 6020 Emmenbrucke/LU, Switz.	9034	
Tate, Kenneth E. (393), 728 South 22nd St., Manitowoc, Wis. 54220	2747	
Tattay, Paul (U), Apartado Aereo 1578, Medellin, Colombia	9266	
Taulane, L. (A), 418 N. Governors Ave., Dover, Delaware 19901		
Tavares, Clecia DeMoraes (A), Rua Paulo Dives, 99, Niteroi, R.J. Brazil		
Taylor, Doug (A), 422 Moran, Grosse Pte., Farms, Mich.		
Taylor, Andrew D., M.D. (U), 302 Doctor's Bldg., 1012 Kings Dr., Charlotte, N. C. 28207	8925	
Taylor, Bruce C. (A), 7647 E. Golflinks Rd., Tucson, Ariz. 85710		
Taylor, G. J. (A), 2 Debra Ct., E. Northport, N. Y. 11731		
Taylor, C. Michael (53), Chev. & Third, G. M. I., Flint, Mich.	4704	
Taylor, Gordon (A), 41 Burndale Rd., N. Manhasset, N. Y.		
Taylor, James E. (113), 1910 W. Ogden, Benton Harbor, Mich.	7578	
Taylor, John, Jr. & Kneeland L. (133), 19 Piping Rock Rd., Glen Head, Long Island, N. Y. 11545	9836	
Taylor, Kenneth B. (246), Meredith Neck Road, Meredith, N. H.	5643	
Taylor, Kenneth W. (U), Searle Crt., Apt. 3G, 2516 Gererdr Ave., Evanston, Ill. 60201	1841	
Taylor, Melanie & Bradley (A), 1910 W. Ogden, Benton Harbor, Mich.		
Taylor, Richard H. (378), 810 S. Ballenger, Apt. 17, Flint 4, Mich.	4090	
Taylor, Robert H. (A), 247 Jamaica Dr., San Antonio, Tex.		
Taylor, Steve (A), 2908 Findley La., Oklahoma City, Okla. 73120		
Taylor, W. (146), 1374 Glenburnie Rd., Port Credit, Ontario	9666	
Taylor, W. A. (378), Pickford, Mich. 49774	4090	



Teale, J. N. (56), Rt. #1, Box 679, St. Charles, Ill.	5393	Toregard, Bengt (U), Adr. Olmevagan 25, Stockholm-Farsta, Sweden	3994
Teborek, Augst & Ray (5), 11 E. Willow Rd., Prospect Heights, Ill.		Torres, Erick & Irma (A), 8988 Thaddeus, Detroit 17, Mich.	
Teborek, Gay (A), 11 E. Willow Rd., Prospect Heights, Ill.		Torres, Robert (U), 8988 Thaddeus, Detroit 17, Mich.	5790
Teeter, Betty (A), 7 First St., Closter, N. J.		Torrey, Huntington & Shaw, Inc. (A), 180 South St., Oyster Bay, N. Y. 11771	
Teeter, Franklin B. (16), 7 First St., Closter, N. J.	9457	Toumanoff, Peter (A), Lloyd Haven Dr., Lloyd Harbor, Huntington, N. Y.	
Teigland, John, Jr. (192), 1101 Graylyn Rd., Chatham, Wilmington, Del. 19803	5424-9424	Tous, Lorenzo, Jr. (272), P.O. Box 1301, Guayaquil, Ecuador	7811-9411
Teigland, John, Sr. (A), Route 70, Medford, N. J.		Townsend, S. J. C. (L), 22 Pearl St., Marblehead, Mass.	
Teigland, Lola E. (A), 1101 Graylyn Rd., Chatham, Wilmington, Del. 19803		Towse, Alice W. (A), 49 Academy Hill Terrace, Stratford, Conn.	
Teixeira, Edwardo & Mariano Pontes Teixeira Neto (A), Estrada dos Remedios 2294, Recife-Pernambuco, Brazil		Toye, Frank C. (62), 475 Belair Dr., New Orleans, La.	7121
Teixeira, Eloi Thomas Pontes (373), Estrada dos Remedios 2294, Recife, Pernambuco, Brazil	9214	Toye, John L. (U), 222 Sana Dr., Metairie, La.	7121
Teller, William R. (98), Box 15, Northport, N. Y. 11768	5890	Traber, Della & Lanny Craig (A), 19 Round Trail Dr., Pittsford, N. Y.	
Temme, Frank (196), 3030 Edwin Dr., Fort Lee, N. J.	8344	Traber, Ralph E., Jr. (47), 19 Round Trail Dr., Pittsford, N. Y.	9170
Temme, Thomas (A), 1921 Plymouth St., Philadelphia, Pa. 19138		Trager, Nat (A), 568 Revere Beach Blvd., Revere, Mass.	
Tenney, Harold (74), 257 So. Glencoe, Decatur, Ill.	4678	Trainotti, Valentin (367), Rodriguez Pena 36 9-E, Buenos Aires, Argentina	9218
Tenney, Marilyn (A), 257 Glencoe, Decatur, Ill.		Tramaglia, Heraldo (356), Cordoba 1868, Buenos Aires, Argentina	7768
Tenzer, Alberto (367), Guido 319, Quilmes, B.A. Argentina	8802	Trapolin, F. Winter (209), 111 Audubon Blvd., New Orleans, La.	615
Terranova, Emanuele Vadala (U), Via Caronda 292, Catania, Italy	4531	Traverso, Sergio (317), Av. Libertad 395, Vina del Mar, Chile	7493
Terranova, Lydia Vadala & Raffaella Vadala (A), Via Caronda 292, Catania, Italy		Trayford, Charles III (192), 208 Brecks Lane, Wilmington, Del. 19807	738
Teske, Mrs. Margaret (L), P.O. Box 25, South Haven, Mich.		Trayford, Eleanor H. (A), 208 Brecks Lane, Wilmington, Del. 19807	
Tessmann, William S. (386), 1210 Riverside Dr., Huron, O.	418	Traylor, James E. (383), Lyon Associates, Inc. c/o OICC, Thailand APO, San Francisco, Calif. 96346	8909
Testa, Quinto & Michele (389), Via Vitruvio 5 Fomia, Italy	8729	Traylor, Tom & Virgie (A), Lyon Associates, Inc. c/o OICC, Thailand APO, San Francisco, Calif. 96346	
Tharp, Edwin R. (U), 4 N. Hunter, Auburn, N. Y.	2544	Treadway, A. A. (35), 10621 Maplegrove La., Dallas, Tex.	5142
Tharp, Janice A. (A), 1696 Stone Rd., Apt. #1, Rochester, N. Y. 14615		Treadwell, Joan M. (225), 331 Ten Eyck St., Watertown, N.Y.	2092
Tharp, Mimi (A), 4 Hunter Ave., Auburn, N. Y.		Treuter, Gen (A), 3308 Wards Pk. Dr., Orchard Lake, Mich.	
Thatcher, John (A), 2434 E. Mallory, Pensacola, Fla.		Triantafilos, Peter (U), National Bank of Greece, Carlovassi Branch, Same, Greece	8048
Theorin, Carl (A), 73 Rutledge Dr., Red Bank, N. J.		Tripp, Dick (A), 9th St., Varplanck, N. Y.	
Thirby, Richard, MD (326), 1315 Wayne St., Traverse City, Mich.	9293	Tripp, Walter (41), 9th St., Verplanck, N. Y.	9005
Thirby, Ted (A), 1315 Wayne, Traverse City, Mich.		Troff, Theodore E. (113), One F. & M. Bank Bldg., Benton Harbor, Mich.	4674
Thober, Eugene, 219 W. Shore Dr., Marblehead, Mass.	9449	Troisi, Edward (U), 30 Roosevelt St., Maynard, Mass.	9149
Thober, Gary N. & Paul A. (A), 219 W. Shore Dr., Marblehead, Mass.		Trueger, Arlene and Paul M. (A), 27 Collinwood Rd., Maplewood, N. J.	
Thode, Henry F., Jr. (253), 21 Gable Park Rd., Lancaster, Pa. 17603	9683	Trueger, Paul M. (U), 27 Collinwood Rd., Maplewood, N. J.	7907
Thole, Jessica (A), 54 Avon Pl., Amityville, N. Y.		Trull, Samuel (105), 30 Cornell Rd., W. Hartford, Conn.	3323
Thomas, A. P. (359), Franklin St., PORTSEA, Vic.	9639	Trumpf, Wayne (A), Apt. 402, 1869 N. Cambridge, Milwaukee, Wis.	
Thomas, Charles (A), 14 a Jackson St., TOORAK, Vic.		Trytten, Jack (A), 297 Dickens Rd., Northfield, Ill. 60094	
Thomas, John L. (194), 4361 Santa Cruz, San Diego 7, Calif.	8943	Tschanz, John F. (A), 86 Chittenden Ave., Columbus, O. 43201	
Thomas, Robert (A), 401 11th Ave., Huntington, W. Va. 25701		Tschappeler, H. W. (219), Kehlof, Stafa, Switzerland	8295
Thomas, Roy E. (205), 1222 S. Lewis, P.O. Box 5098, Tulsa, Okla. 74104	30	Tubbs, Lenny (A), 2605 Octavia St., New Orleans, La.	
Thomas, Stephen (A), Halladay Hall, Clapham Common South Side, London SW 4, England		Tubich, G. E. (340), 2151 Emerald Ave., NE, Grand Rapids, Mich.	2735
Thomas, William C. (68), 8677 Kinloch, Dearborn, Heights, Mich. 48127	7238	Tucci, Vittorio (A), Via Isonzo 21 A, Rome, Italy	
Thomas, William E. (178), 75 Stillwater Ave., Massapequa, N. Y.	3904	Tuckey, K. G. (U), 18 Larkfield Dr., Don Mills, Ont.	3182
Thompson, Charles S. (31), 2290 Maple Drive, Jackson, Mich.	6228	Tull, Eric (U), Box 4203, Burt Lake, Mich.	149
Thompson, Fred (U), 5280 Savina Ave., Dayton 15, Ohio	1286	Tulli, Aurelio (312), Riviera Zanardelli 10, Anzio, Italy	6810-7658
Thompson, H. J. (146), 1424 Chriseden Dr., Port Credit, Ont.	7070	Tulli, Guido (312), c/o Cantiere del Tirreno, Riviera Zanardelli, Anzio, Italy	9322-9564
Thompson, J. Henry (U), 3225 Southwestern Blvd., Dallas, Tex.	8158	Tulli, Lorenzo (A), Riviera Zanardelli 10, Anzio, Italy	
Thompson, James P. (98), 23 Monet Pl., Greenlawn, L.I., N. Y.	3360	Tully, Patrick A. (79), 6334 W. Fremont Pl., Milwaukee 27, Wis.	8634
Thompson, Jerry (U), 6609 Greenwich, Dallas, Tex.	8158	Tuokkola, Arja & Tero (166), Ulvilantie 29.E, Munkkivuori, Finland	4051
Thompson, Jim (A), 474 Military Rd., Zanesville, O.		Tuominen, Mikko (166), Huopalahdentie 8.B, Munkkiniemi, Finland	9441
Thompson, Kenneth (A), 1109 Jackson St., Apt. 5, C. Anderson, Ind.	8998	Turner, Edward M. (U), Box 745, Frederiksted, St. Croix, V. I.	9014
Thompson, Kenneth L. (47), 368 Ontario St., Hornell, N. Y.		Turner, Geo. Stuart (288), 869 Robert E. Lee Blvd., Fort Johnson Est., Charleston, S. C. 29407	
Thompson, Lee (127), Rt. 3, Box 516, Savannah, Ga.	8	Turner, Susan (A), Box 745, Frederiksted, St. Croix, V. I.	
Thompson, Robert L. (U), 120 Pleasant Ave., Iselin, N. J.	897	Turney, Jan (A), 73 Denver Dr., Youngstown 14, Ohio	
Thomson, Barbara & David M. (353), 2008 Beverly Rd., Cols., O. 43221	8105	Tuttle, Charles H. (U), 262 Dalton Ave., Pittsfield, Mass.	7449</



Valli, Vaino (328), Korttesuonkatu 3.A.8, Jyväskylä, Finland  
Valovirta, Ilmari, Kalevi & Juhani (328), Kauppakatu 17.A.  
17., Jyväskylä, Finland 7161  
Valtonen, Jouni (307), Kesatie 17, Oulu, Finland 9340  
Valtonen, Martti (U), Itäisenkatu 52 as. 20, Turku, Finland 5544  
Van Arsdale, Charles L. (47), 10 Washington St., Castile, N. Y. 8200  
Van Arsdale, Marjette & Chas., Jr. (A), 10 Washington St.,  
Castile, N. Y.  
Van Arsdale, Wm. G. (47), 15 W. Park Rd., Castile, N. Y. 8545-9845  
Van Blarcom, Arthur (185), 10 Cedar St., No. Arlington,  
N. J. 07032 5135  
Vance, Bill (A), 715 The Crescent, Mamaroneck, N. Y.  
Vance, Bob (32), 715 The Crescent, Mamaroneck, N. Y. 9440  
Van Degens, Lee M. (5), 1328 W. Farwell Ave., Chicago 26, Ill. 7002  
Vanden Brink, John (56), 1425 Astor, Chicago, Ill. 7327  
Vander Ploeg, Alfred R. (39), 3206 Woodlawn, Groves, Texas  
97619 6549  
Vander Ploeg, Gladys (A), 3206 Woodlawn, Groves, Texas 97619  
Vanderlipp, James P. (370), 235 Hillcrest, Ashland, Ore.  
Vandersteep, Frank J. (A), 912 Dousman St., Green Bay, Wis.  
Van Doren, James H. (54), 1266 N. Glenhurst, Birmingham, Mich. 5793  
Van Epps, William I. (326), 10608 Grandview Ave.,  
Traverse City, Mich. 8338  
Van Gemert, Lee (189), Little Harbor Way, Marblehead, Mass. 9526  
Van Horn, Charles (326), 7368 E. Bay Shore, Traverse City, Mich.  
Van Horn, Joseph F. (3), 51 Bridge Ave., Bay Head, N. J. 1137  
Van Iderstine, Peter (145), Maple Hollow Farm, Newfane, Vt.  
Van Kueren, Pete (A), 1289 Taft Ave., Merrick, L. I., N. Y.  
Vann, John P. (344), 410 Middle Rd., Farmington, Conn. 374  
Van Naerssen, E. J. (32), 16 Elmwood Ave., Rye, N. Y. 7027  
Vanoli, Antonio (A), Cso. Vittorio Emanuele 110, Naples, Italy  
Van Poortvliet, A. J. (311), 14 Bard Rd., Cassadaga, N. Y. 9050  
Van Rhijn, Richard B. A. (U), Oak Tree Hill, Palisades, N. Y. 8342  
Van Roy, R., Johanna & Peter (98), 22 Connelly Rd.,  
Huntington, L. I., N. Y. 11743 9646  
Vansprangh, Roger (265), Myr. A. Blondet 257, San Isidro,  
Lima, Peru 9023  
Van Zandt, C. C., Jr. (A), 15 Pearl St., Noank, Conn.  
Varnum, Herbert (198), 222 W. Walnut St., Titusville, Pa.  
Varnum, John & Keith (A), 222 W. Walnut St., Titusville, Pa.  
Vary, James C. (U), 521 Eugenia Ave., Madison 5, Wis. 5254  
Vasquez, Eduardo (A), Paula Uqarriz 668 Miraflores, Lima, Peru  
Vassallo, Joseph (U), 875 Ft. Salongo Rd., Northport, L. I., N. Y. 6497  
Vaughan, Brandon (A), 69 Elmwood Ave., Chatham, N. J.  
Vaughan, David C. (A), 224 Pauahilani Pl., Kailua, Hawaii 96734  
Vaughan, Edgar, M.D. (53), 319 S. Bridge, Linden, Mich.  
Vaughan, Frances C. (143), 224 Pauahilani Pl., Kailua, Hawaii 7056  
Vaughan, Hugh P. (196), R.D. 1, Grovers Mill, Cranbury, N. J. 9174  
Vaughan, Nelson III & V. N., Jr. (70), 69 Elmwood Ave.,  
Chatham, N. J. 860  
Veanderpotten, Tom (A), Seminole Ave., Lincoln Park, N. J.  
Vecchio, Ralph J. (U), 8 Rokeby Pl., Staten Island, N. Y. 10310  
Velasco, Xavier (A), 6137 North Seely Ave., Chicago, Ill. 60645  
Vella, Anne (A), British Trade Center, 100 University Ave.,  
Toronto 1, Ont.  
Vella, Grazio (A), 78 Gulliver Rd., Toronto 15, Ont.  
Venables, John D. (87), 1662 Theford Rd., Baltimore, Md. 21204  
Vensel, James E. (A), 5555 S. W. 101st St., Miami 56, Fla.  
Venter, Josiah B. (63), Johnson's Point, Branford, Conn. 2189  
Verdier, Janot (A), Rua Da. Elisa Pereira, de Barros 559 S. P.  
Vernaza, Antonio Pino (272), P. O. Box 1116, Guayaquil, Ecuador  
Vernaza, Jorge Pino (A), P.O. Box 1116, Guayaquil, Ecuador  
Verville, C. J. (U), 9 Marion Rd., Delmar, N. Y. 8055  
Vesa, Keijo (A), Ruonala, Langinkoski, Finland  
Vesa, Mikko (A), Kantelettarentie 6.F., Kaarela, Finland  
Vestal, Herman & Evelyn (70), 30 Monroe Ave., Little Silver, N. J. 7799  
Vidal, Efrain (367), Rodolfo Lopez 44, Quilmes, B.A. Argentina 8810  
Vidal, Leonard J. (168), 824 S. Oregon, Tampa 6, Fla. 8950  
Viggiani, Carlos Lecaro (U), Apt. 747, Guayaquil, Ecuador 8239  
Virgin, Herbert W. III (226), 650 Seybold Bldg., Miami 32, Fla. 6909  
Virgin, Jean (A), 716 Sistina Ave., Coral Gables, Fla.  
Vitali, Paolo (A), VIA XX Settembre 98 g, Roma, Italy  
Vitaliani, Antonio (312), c/o Lega Navale Italiana,  
Sezione di Anzio, Riviera Zanardelli, Anzio, Italy 6810  
Vitelli, Vincenzo (361), Yacht Club Canottieri Savoia,  
Banchina Santa Lucia, Naples, Italy 9502  
Voge, Melvil D. (U), 1470 East Ave., Bronx 62, N. Y. 8110  
Vogel, Herman (219), Eifelstrasse 16, Zurich 50, Switz. 7588  
Vogel, Walter G. (L), (42), 3404 N. Custer Rd., Monroe, Mich. 4949  
Voiello, Gianni (191), c/o Circolo Nautico Posillipo, Via  
Posillipo 3, Naples, Italy  
Vollmer, Bill (A), 914 Albion, San Diego 6, Calif.  
Vollmer, Harald (U), Caixa Postal 150, Blumenau, SC, Brazil  
Volpi, Giuseppe (191), Via Scarpati 33, Naples, Italy 7212  
Voltanen, Jouni (307), Kesatie 17, Oulu-tuira, Finland 9340  
von Armin, Klaus (A), Calle 18 No. 6-31 Ofic. 306, Bogota,  
Colombia  
von Arx, Rudolf (A), Mozartweg, 6052 Hergiswil, Switz.  
Von Gunten, Marc (A), Villa Castagnolo, Lastra A Signa, Florence, Italy  
Von Shaaffhausen, Christian (A), Estrada Guaropiranga, Sao  
Paulo, Brazil  
von Zweck, Heimart (U), 130 Myrtle St., Boston, Mass. 1385  
Vos, Paul M. (270), R.R. #17, Box 640, Indianapolis 23, Ind. 8543  
Vraylas, Stanley (A), 90 Veikou-Athens 401 Piraeus, Greece  
Vulterini, Sergio (A), Via Nomentana 323, Rome, Italy  
Vuyosevich, Nina (70), 56 Battin Rd., Fair Haven, N. J. 5281

## "W"

Wabs, Beverly A. (A), 2216 M Johnson, Portland, Ore. 97210  
Wachter, Rick (42), 1220 Madison Ave., Toledo, O. 8040  
Wacker, Paul (250), Scheibenschachenstr. 6, Aarau, Switzerland 4271  
Waddell, Dick & Shirley (A), 1404 Clifton Lane, Nashville, Tenn.  
Wade, Arthur E. (198), 23911 Duffield Rd., Cleveland 22, O. 6931  
Wade, Elizabeth C. (A), 500 A. East 87th St., Apt. 5G,  
New York, N. Y.  
Wadsack, Charles (56), 5630 Sheridan Rd., Apt. 14-F, Chicago 26, Ill. 6194  
Wagner, Donald M. (207), 13202 Beachwood Ave., Cleveland, O.  
44105 6012

Wagstaff, James B. and Edward (36), 3326 Oakdale Dr.,  
Murrysville, Pa. 4282  
Wahl, E. F., III (U), Apt. 3A, Fairview Hts., 100 Fairview  
Square, N. Y. 9429  
Wahl, Edward F. (37), 5284 State Route 303, West Richfield, O.  
44286 1642  
Wahlton, Ray (112), 327 Tower View Dr., Green Bay, Wis. 2326  
Waibel, William J., Cathleen & Deborah (164), R.D. #2, Cobb Hill  
Rd., Cazenovia, N. Y. 13035 7244  
Waisberg, L. (146), 2 Clarendon Ave., Toronto, Ont., Can. 7100  
Waite, E. Judson (A), 162 Clinton St., Watertown, N. Y.  
Waite, Jerry (146), 104 Russell Ave., Stouffville, Ont. 7061  
Waitt, Henry F., Jr. (U), 2345 Oak Terr., Sarasota, Fla. 7704  
Wakefield, Richard (U), 7800 W. 60th Terrace, Shawnee-  
Mission, Kan. 4477  
Walbert, W. Leon (314), Kentmore Park, Kennedyville, Md. 2737  
Walbridge, Ryck (153), St. George's School, Newport, R. I. 9  
Walczak, Bernard (81), 1979 Harlem Rd., Buffalo 12, N. Y. 9418  
Walczak, Michael, Susan (A), 1979 Harlem Rd., Buffalo 12, N. Y.  
Wald, Mark Faren (A), 89 Driftwood Dr., Bricktown, N. J.  
Waldo, John E. (329), 1712 Belvedere Blvd., Silver Spring, Md. 6523  
Waldorf, Ralph R. (U), 60 Downer St., Baldwinville, N. Y. 4219  
Waldschmidt, C. C. & C. A., Jr. (180), 152 Woodshire Dr., Pittsburgh,  
Pa. 7193  
Waldvogel, A. C. (266), 1232 Old Florissant Rd., St. Louis 35, Mo. 2143  
Wales, Ian (A), 118 Glanview Ave., Toronto 12, Ont., Can.  
Walet, Eugene H., III (L), (62), 429 Audubon Blvd., New  
Orleans, La.  
Walker, Betty & Donna (A), 2903 Southington Rd.,  
Shaker Heights, O.  
Walker, Fred A. (37), 2903 Southington Rd., Shaker Heights,  
20, Ohio 5461  
Walker, Gordon (A), 5243 Suffield Terrace, Skokie, Ill. 60077  
Walker, J. Stewart (U), 16 Colonial St., Charleston, S. C. 6843  
Walker, Marcia D. (A), Box 1242, Connecticut College,  
New London, Conn.  
Walker, Marshall (175), 800 Monrovia, Shreveport, La. 4503  
Walker, Perk (343), 2621 Lakeside Dr., Oklahoma City, Okla. 6165  
Walker, W. L. (A), 3543 Bayard Dr., Cincinnati, Ohio 45208  
Walker, William (L) (24), 103 Lincoln, Erie, Pa.  
Walker, William D. (366), 346 Graydon Terr., Ridgewood, N. J. 8622  
Walkerman, Robert (19), 41 E. Terrace Ave., Lakewood, N. Y. 8159  
Walkup, E. L. (56), 5820 Iris Lane, Lisle, Ill. 5393  
Wall, Ben Burke (127), Pine Meadow Farm, Dean Forest Rd.,  
Route 5, Savannah, Ga. 31401  
Wall, Conrad (A), 4901 Venus St., New Orleans, La. 70124  
Wallace, Diana (189), 15 Hubbard Park, Cambridge, Mass. 6896  
Wallace, John W. (59), 60 Chestnut Hill Lane, Williamsville,  
N. Y. 14221 5207  
Wallin, Fredi J. & Robert K. (283), 3335 N. E. Marine Dr.,  
Portland 11, Oregon 9433  
Walls, Dough (A), 3358 West 26th Ave., Vancouver 8, B.C.  
Walsmsley, Vernon Turner & Marcos (373), Rua Isaac Salazar 138,  
Recife-Pernambuco-Brazil  
Walsh, James E. (A), 468 Cottonwood Dr., Williamsville, N. Y.  
14221 5493  
Walsh, Louis (279), 132 N. Rockwood Ave., Port Arthur, Ont. 6681  
Walski, William (238), 536 Ferry Rd., Orange, Conn. 06477  
Walter, Franklin E. (329), 1422 Claremont Dr., Falls Church, Va. 8375  
Walter, John L. (371), 5 Upper Skene St., Newtown, Geelong,  
Australia 7838  
Walters, Richard H. (380), 2564 Dysart Rd., University Hts., Ohio 9392  
Walton, Barbara S. (A), 312 20th St., Brigantine, N. J. 08203  
Walton, John G. (L), (U), 312 20th St., Brigantine, N. J. 08203 1726  
Walton, Kenneth B. (U), 309 21st St., Brigantine, N. J. 1726  
Walton, Richard N. (U), P.O. Box 216, Oxford, Maryland. 365  
Walz, James (A), 2125 Loxley Rd., Toledo, O.  
Wampler, Donald, V.M.D. (U), P. O. Box 561, Oak Harbor, Wash. 8437  
Wannamaker, W. W., Jr. (A), 1225 Broughton, N.W.,  
Orangeburg, S. C.  
Wappaus, Walter A. (329), 7710 Maple Ave., Takoma Pk., Md.  
20012 5075  
Ward, Arthur A. (12), 415 Brisbane Bldg., Buffalo, N. Y. 14203 521  
Ward, Arthur J. & Thomas M. (A), 826 Potomac Ave., Buffalo, N. Y.  
Ward, Clifford G. (69), 11404 N. Pinhurst Cir., Mequon, Wis. 53092 5764  
Ward, James W., M.D. (262), 5824 Fredericksburg Dr.,  
Nashville, Tenn. 37215 5095  
Ward, Joyce (A), 24 Secatogue Lane, E. West Islip, L.I., N. Y.  
Ward, Linda & James (116), 85 Beach Rd., Great Neck, N. Y. 8274  
Ward, Roy (178), 24 Secatogue Lane, E. West Islip, L.I., N. Y. 8423  
Ward, William G. (69), 2862 N. 55th St., Milwaukee 10, Wis. 4714  
Wardell, Dave (167), 1479 W. 29th St., Davenport, Ia. 5955  
Wardell, Jon B. (167), 2703 Greenway Dr., Bettendorf, Ia.  
Ware, Robert S. and Margery T. (50), 6300 E. Halbert Rd.,  
Bethesda 14, Md. 6401-7102  
Wargo, Greg & E. J. (A), Warren St., Edgewater Pk., Beverly, N. J.  
Warlick, Hylon (A), 294 Greenway Rd., Memphis, Tenn.  
Warne, Bradley (A), 107 Yoha Dr., Mansfield, Ohio 44907  
Warne, Harry S. (150), 107 Yoha Dr., Mansfield, O. 44907 8639  
Warnke, Maggie and Georgia (A), 5037 Garfield St., N.W.,  
Washington 16, D. C. 20016  
Warnke, Paul (280), 5037 Garfield St., N.W.,  
Washington 16, D. C. 20016 7605  
Warre, D. C. (A), Wattletree Rd., Drumcondra, Geelong, Australia  
Warren, Ian C. (68), 510 North Melborn, Dearborn, Mich. 48128 2902  
Warren, Will (A), 5738 McCommas, Apt. #4, Dallas, Texas 75206  
Waryas, Alfred (U), 4112 S. Fulton Pl., Royal Oak, Mich. 5090  
Wasenius, H. (299), Mariegatan 10, Loviisa, Finland 4334  
Washburne, Mrs. Chester (A), 41 Emerson Ave., New Rochelle, N. Y.  
Waskom, John B. III & IV (35), 4856 Allencrest Lane, Dallas 29, Tex. 3909  
Wasser, George (A), 283 East Ave., Greenville, Pa. 16125  
Wasserberger, Leo, M.D. (54), 301 Pontiac State Bank Bldg.,  
Pontiac, Mich. 8744  
Wasserberger, Mrs. Leo (A), 91 Illinois, Pontiac, Mich.  
Wassmer, William E. (133), 353 Park Ave., Manhasset, N. Y. 8631  
Wastradowski, John (A), 5626 N.E. 42nd Ave., Apt. 18,  
Portland, Ore.  
Waterbury, J. W. (280), 35 Station Rd., Irvington, N. Y. 7457  
Waterfield, John R., Jr. (345), 113 S. Jefferson St., Batavia, Ill. 6775  
Waterhouse, Douglas P. (6), 187 Sunflower Ave., Stratford, Conn. 1588



Waters, Joey & Joye (A), 550 Wells Dr., Orangeburg, S. C.	
Waters, Tom (341), 550 Wells Dr., Orangeburg, S. C. 29115	7254
Watkins, Gilbert (U), 14 Medford St., Dartmouth, Nova Scotia, Can.	3982
Watson, David (A), 5008 W. 71st, Prairie Village, Kan. 66208	
Watson, Frank H. (L), 23501 Kivik St., Woodland Hills, Calif.	
Watt, Don (A), 3512 West 31st Ave., Vancouver, B. C.	
Wattis, Newton G. (A), 7527 Walnut Lane, Philadelphia 38, Pa.	
Watts, Louis A. (U), 488 Devon Pl., Santa Barbara, Calif.	3620
Watts, Raymond D. (50), 811 E. Jefferson St., Rockville, Md. 20852	9406
Watts, Keith (102), 10349 Farralane Ave., Chatsworth, Calif.	6650
Watts, Sheila M. (A), 10349 Farralane Ave., Chatsworth, Calif.	
Waugh, Dick (A), 21 Cheryl Rd., Ont., Canada	
Weakley, John J. (146), 189 Kenollie Ave., Pt. Credit, Ont., Can.	6047
Weaver, Dwayne E. (L) (12), 27 Manning Rd., Eggertsville 21, N. Y.	
Webb, A. J. (L), 47 Mallard Dr., Greenwich, Conn. 06830	
Webb, Alexander D. & Patrick (A), 337 Harvard St., Cambridge, Mass. 02139	
Webb, Brom P. (161), 1431 E. 4th St., National City, Calif.	5773
Webb, Dwight W. (280), 337 Harvard St., Cambridge 39, Mass.	7796
Webb, Judson H. (U), 476 N. King St., Xenia, Ohio 45385	504
Webb, Michael (A), 1255 Bidwell St., Vancouver, B.C., Can.	
Webber, John (A), Billings Ave., Rutland, Vt.	
Weber, Heinz (A), Pointe Des Cascades, County Soulanges, P.Q., Can.	
Weber, Kurt (A), a.Landstr. 370a, 5734 Reinach, Switz.	
Weber, O. (L), (219), Schoorengasse 4, Kilchberg, Switzerland	3811
Webster, Danny (A), 1012 Remington, Bexley, O.	
Webster, Jack (A), 30 Springbrook Tr., Sparta, N. J.	
Weckerle, Oscar (147), Praca Floriano Piezoto 90, Bairro de Sto. Amaro, Sao Paulo, Brazil, S. A.	8495
Weeden, Robert G. (U), 140 Taysham Cr., Rexdale, Ont.	8902
Weeks, Carl and Beth (A), 22 E. 60th St., Savannah, Ga.	
Weeks, Elmo (127), 22 E. 60th St., Savannah, Ga.	6612
Weeks, Steve (A), Warsaw, N. Y.	
Weems, Richard (194), 3319 Winlow, San Diego, Calif.	6260
Wegert, Clarence J. (5), 733 S. Summit, Villa Park, Ill.	8427
Wegert, J. A. (A), 6145 Waveland, Chicago 34, Ill.	
Wegert, Lorna (A), 733 S. Summit, Villa Park, Ill.	
Weisenbach, R. (U), 1735 Parkview Ave., Bronx 61, N. Y.	8252
Weilenmann, I. & T. (219), a. Landstr. 128a, 8700 Kusnacht, Switz.	6741
Weinheimer, Kurt (A), Laurel Ave., Middletown, N. J.	
Weiss, Edward H. (357), Box One, Meadowbrook, Pa. 19046	
Weiss, Edward H., Jr. (A), 883 Milton Blvd., Rahway, N. J.	6577
Weiss, Mark (A), 9 Andrea Dr., Poughkeepsie, N. Y. 12603	
Weiss, Mary and John (A), Box #1, Meadowbrook, Pa.	
Welch, Ray (20), 8923 Prairie, Hammond, Ind. 46322	7312
Weldin, George (132), 19254 Edgelynn Dr., Seattle, Wash. 98166	9084
Weller, Bruce (140), 39 Kemphurst Rd., Rochester, N. Y. 14612	9732
Weller, Karen (A), 32 Island Dr., Savannah, Ga.	
Weller, Paul (127), 32 Island Dr., Savannah, Ga.	9098
Welling, Peter (133), 166-25 Powell Cove Blvd., Breechhurst, L.I., N. Y.	4253
Wellington, D. C. (215), 146th Ave., Ile Perrot So., Que.	4820
Wellington, Dr. J. S. (154), 4307 S. Main St., Goshen, Ind.	5259
Wells, James L. (A), M.R. 3 Cherry Lane, Doyes Town, Pa.	
Wells, Larry (341), M.R. 516, Orangeburg, S. C.	5001
Wellsley, Peter (A), Wild Cat Rd., Darien, Conn.	
Welshofer, Howard (19), 34 Ohio Ave., Lakewood, N. Y.	6651
Welshofer, John (19), R-2 Wyndfield Dr., Huntington Park, Mt. Pleasant, Pa. 15666	6651
Welshofer, Sehoy L. (A), R-2 Wyndfield Dr., Huntington Park, Mt. Pleasant, Pa. 15666	
Welter, Robert (A), 124 Hinton Ave., Port Arthur, Ont.	
Wenger, John J. (U), 2640 Henthorne Rd., Col., O. 43221	8345
Wenger, Walter (A), Rigistrasse 42, Lucerne, Switzerland	
Weninger, Ralph E. (5), 5648 N. Magnolia Ave., Chicago, Ill. 60626	7326
Wenkmann, John H., DDS (A), 5323 W. Villard Ave., Milwaukee, Wis.	
Wenlock, C. (A), 53 Balliing St., So. Geelong, Australia	
Werle, James E. (A), 208 Meadow St., Meadville, Pa. 16335	
Wert, Donald (A), 6 Hodge Rd., Princeton, N. J. 08540	
West, Charles W., Jr. (175), 255 Preston, Shreveport, La.	4158
Westfall, Chester H., Jr. (A), 6786 S. Evanston, Tulsa, Okla.	
Westgate, C. R. (205), 307 W. Young, Tulsa, Okla.	130-8332
Weyler, Fred P. (A), 86 Elliott St., Buffalo 3, N. Y.	
Whalley, William B. & Marianna M. (127), 102 East 46th St., Savannah, Ga.	9570
Wheelock, Pete (32), 93 Echo Lane, Larchmont, N. Y.	9384
Wherland, Robert (332), 4 Maple St., Plymouth, N. H.	9089
Whilden, W. H., Jr. (50), 913 Frederick, S.W., Vienna, Va.	3643
Whinham, Tom (253), 60 Diane Circle, Camp Hill, Penna.	9814
Whisler, Howard (212), 215 W. Montford, Ada, Ohio	9393
Whitaker, Furman C. (168), 205 S. Beverly, Tampa, Fla.	4939
White, Craig (A), Federal City Rd., Trenton, N. J. 08636	
White, David W. SP 4 (10), 200 Halton Rd., Syracuse, N. Y.	8555
White, J. Leslie (104), 518 Crown St., Morrisville, Pa.	358
White, Lewis N. (252), Main St., R.D. 1, Hammondsport, N. Y.	2753
White, Newton E., MD (1), 200 Halton Rd., Syracuse 10, N.Y.	8555
White, Paul H. (348), 855 Penn Ave., N.E., Atlanta 8, Ga.	214
White, Robert (A), R. F. D. #5, Gifford, N. H.	
White, Wallace III (A), Mt. Auburn Ave., Auburn, Me.	
White, Col. Warren M. (168), 2106 S. Occident St., Tampa, Fla.	1664
Whitehead, Alden (U), 157 Greenway West, New Hyde Park, N. Y.	1592
Whitehead, Alfred E. (A), 223 Garrison Rd., Williamsville 21, N. Y.	
Whitehouse, Keith, MD (31), 128 S. Summit, Morenci, Mich.	5901
Whitside, George (7), Orchard Hill Lane, Greenwich, Conn. 08633	7919
Whitlow, Eugene P. (113), 300 Broad St., St. Joseph, Mich. 49085	8567
Whittride, Robert B. (32), 22 Walnut Ave., Larchmont, N. Y.	14
Whitworth, Gilbert D., Jr. and Robert (209), 5226 Wildair Dr., New Orleans, La.	9012
Whyte, Mr. & Mrs. John P. (A), 177 Delaware Ave., Hamilton, Ont.	
Wickham, Chris (A), 100 Wolver Hollow Rd., Glen Head, N.Y.	
Wiegand, George (A), Lakeville, N. Y.	
Wiemer, Ray (A), 581 Moorewood Pkwy., Rocky River 16, O.	
Wiggins, Roger (U), P.O. Box A, Kings Park, N. Y.	9813
Wiggins, W. J. (54), 625 Lone Pine Hill, Bloomfield Hills, Mich.	7439
Wiggs, Walter A. (371), Portarlington R. Moolap, Geelong, Australia	8867
Wignall, Harry (6), 76 Raven Terr., Stratford, Conn.	1600
Wilczynski, Janusz (A), 756 Kitchawan Rd., Ossining, N. Y. 10562	
Wilczewski, Joseph (A), 45 Titus St., Buffalo, N. Y. 14212	
Wilday, Cindy & Paula (A), 615 Genesee St., Olean, N. Y.	
Wilday, Ward (115), 615 Genesee, Olean, N. Y.	6296
Wilder, John (A), 2681 Camden Rd., Col., 21, O.	
Wilde, Elizabeth N. (7), Bryam Dr., Greenwich, Conn.	9052
Wiles, Thomas (A), 315 Lakewood Rd., Butler, Pa. 16001	
Wiley, Richard W. (246), 18 Chester Court, Laconia, N. H.	8443
Wilhelm, Fred (A), Warren, Mich.	
Wilkins, Thomas L. (23), 111 Kingsbury Ct., Lima, Ohio	9287
Wilkinson, Emma (A), Newman's Lane, Martinsville, N. J.	
Wilkinson, George (A), 625 2 Ave. E., Owen Sound, Ont.	
Wilkinson, Mary (192), 1905 Orleans Rd., Wilmington 3, Del.	8664
Willard, Robert (132), 6226 Ravenna Ave., N.E., Seattle 15, Wash.	4064
Willcox, Roger (U), 36 Dock Rd., So. Norwalk, Conn.	3125
Wille, Robert (146), 20 Temperance St., Toronto 1, Ont.	7286
Willey, Bob (A), 319 Union St., Milton, Del.	
Williams, A. R. (146), 156 Riverside Dr., Toronto 3, Ontario, Can.	5471
Williams, Arthur L. (U), 910 Brucewood Dr., SE, Warren, O. 44484	113
Williams, Arthur M., Jr. (341), 861 Abelia Rd., Columbia, S. C.	1764
Williams, Bill (A), Rt. 8-Box 958, Waco 18, Texas	
Williams, Chester T. (32), 333 Rye Beach Ave., Rye, N. Y.	2048
Williams, David G. (U), 44 13th Ave., Roxboro, P. Q., Can.	3024
Williams, Gil (6), 131 Winton Place, Stratford, Conn.	1929
Williams, Henry (L), 2 Lake Ct., South Haven, Mich.	
Williams, Henry MD (105), 85 Jefferson St., Hartford, Conn.	3323
Williams, John (A), Stryker Ave., Doylestown, Pa.	
Williams, Marilyn (A), 271 Pennsylvania Ave., Ithaca, N.Y.	
Williams, Neil F. (378), 609 Stratford, Ann Arbor, Mich.	1977
Williams, Philip L., M.D. (U), 708 Merit Springs Rd., Gadsden, Ala.	5598
Williams, Richard (A), 609 Stratford, Ann Arbor, Mich.	
Williams, Richard, MD (47), 30 Park St., Warsaw, N. Y.	8766
Williams, Richard A. (U), 200 Syosset Woodbury Rd., Syosset, N. Y.	4680
Williams, Robert G. (U), 271 Pennsylvania Ave., Ithaca, N. Y.	7649
Williams, Robert, Rev. (167), 1630 29 1/2 St., Rock Island, Ill.	212
Williams, Van O. (296), 606 Jefferson Circle, Liberty, Mo.	6464
Williamson, Billie E. (393), 1602 Viebahn St., Manitowoc, Wis. 54220	2533
Willse, Charles (A), 181 W. Buffalo St., Warsaw, N. Y.	
Willse, Edwin & John (47), 181 W. Buffalo St., Warsaw, N.Y.	7949
Willson, J. Norval (U), 50 Adelaide St. E., Apt. 505, Oshawa, Ont.	6285
Willson, Peter (A), 672 Bessborough Dr., Oshawa, Ont., Canada	
Wilson, A. E. (215), 20 Cressy Road, Hampstead, Que., Can.	2327
Wilson, C. Townsend (12), R.R. #1, Ridgeway, Ont.	5148
Wilson, Don, M.D. (A), 233 "A" St., San Diego, Calif. 92101	
Wilson, Eric (A), R.R. #1, Ridgeway, Ont.	
Wilson, Gary (A), 2775 Powell Ave., Columbus 9, O.	
Wilson, Merle G. (95), 175 Rockwood Rd., Florham Park, N. J.	2907
Wilson, Major P. R. (188), Royal Canadian Dragoons, 970 Hare Ave., Ottawa, Ont.	
Wilson, Peter (A), Pasture Lane, Darien, Conn.	
Wilson, R. L. (188), 280 Park Rd., Ottawa, Ont., Can.	4824
Wilson, Ralph F. (56), 4433 Harvey Ave., Western Springs, Ill. 60558	6065
Wilson, Randolph G. (U), 314 Spencer St., Orlando, Fla.	5098
Wilson, Russell (U), 100 David Dr., Ottawa, Ont.	1451
Wiltse, Don (U), 134 Lapeer St., Standish, Mich.	1707
Wing, Hewitt P. (366), 5 Seneca Pl., Upper Montclair, N.J.	4137
Wingard, Julia (A), 1310 Howard St., Chicago 26, Ill.	
Wingard, William E. (5), 1310 Howard St., Chicago 26, Ill.	8541
Winitzky, Hy (357), 1846 Watson Rd., Abington, Pa.	7278
Winkler, Burton C., Jr. (U), 19 Burgess St., Nashua, N. H. 03060	9748
Winkler, Fred F. (5), 2226 77th Ave., Elmwood Park, Ill.	8020
Winkler, Joan M. (A), 2226 77th Ave., Elmwood Park, Ill.	
Winkler, Robert (A), 2545 Via Anita, Palos Verdes Est., Calif.	
Winkler, Robert (A), 2240 Baroness Dr., St. Louis 36, Mo.	
Winn, Howard (U), 32 Barton St., Mayfield, N.S.W., Australia	8531
Winter, Dave (U), Route 4, Box 375, River Club Estates, Edgewater, Md.	1655
Winter, Doris (A), 722 Roslyn Ave., Glenside, Pa.	
Winter, Kenneth R. (3), Box 225, 5 Mantoloking Rd., Mantoloking, N. J.	9404
Winter, Richard L. (314), 500 Wyncotte Circle, Berwyn, Pa.	7516
Winterbottom, Robert (41), 3 Rosewood Dr., New City, N. Y.	1222
Winterbottom, Tom (A), 3 Rosewood Dr., New City, N. Y.	
Winters, Dan (A), Hayes, Va.	
Winveltd, Andres (367), Paz 824, Quilmes, B.A. Argentina	8803
Wismath, Jim (A), Apt. #1, 196 Mountain Park Ave., Hamilton, Ont.	
Witkowski, W. E. (U), 31 Timberline Dr., Poughkeepsie, N.Y.	8533
Witkowski, William (A), 31 Timberline Dr., Poughkeepsie, N. Y.	
Witney, B. L. (376), Box 156, Hudson Heights, Que.	1037
Witt, Penny (294), 10142 S. Tripp St., Oak Lawn, Ill.	3677
Witt, Roman J. (A), 10142 S. Tripp St., Oak Lawn, Ill.	
Wittmeyer, Linda (A), Union Landing Rd., Riverton, N. J.	
Wolcott, Robert G. (392), 395 Hamlin Ave., Satellite Beach, Fla. 32937	8782
Wolf, Donald & Helen (A), 36 McKinley Ave., Kenmore, N. Y.	
Wong, Arthur (56), 2 N. Riverside Plaza, Chicago, Ill. 60606	9625
Wood, David (270), 1907 Highland Ave., Anderson, Ind.	9019
Wood, Howard O. (332), Shirley Rd., Pepperell, Mass.	8512
Wood, Kenneth & Douglas (270), 4544 Columbus Ave., Anderson, Ind.	9019
Wood, Paul (A), 223 High Meadow Rd., Southport, Conn.	
Wood, Robert M. & Sarah Jane (A), Shirley St., E., Pepperell, Mass.	
Wood, Thurman C. (102), 2548 Via Anita, Palos Verdes Est., Calif.	6543
Woodcock, George F. (A), Pomona, N. Y.	
Woodman, Durward C. (U), Box 11, Old Mystic, Conn.	166
Woodman, Judith E. (A), Box 11, Old Mystic, Conn.	
Woodruff, Gordon T. (A), 16 Gaines Pl., Huntington, N. Y.	
Woods, Elroy B. (U), 820 Stratford Rd., Ridgewood, N. J. 07451	3420
Woods, J. R. (U), 2 Marshall St., Wallaroo, S. Aus., Australia	8517
Woods, R. J. & T. N. (A), 38 S. Terrace, Wallaroo, S.A., Australia	
Woods, Rod D. (A), 5745 E. 47 Pl., Tulsa, Okla. 74135	
Woods, W. C. (U), 83 Vanderbilt Ave., Manhasset, L.I., N. Y.	92
Woodside, Donald G., MD (146), 185 St. Clair Ave., W., Toronto 7, Ont.	7390
Woodward, W. P. (U), 28442 Hoover Rd., Warren, Mich. 48089	887
Woodworth, H. W. (U), Rt. #2, Anderson Dr., Albion, Mich.	1988
Woolman, Robert (U), 26 Nottingham Dr., Springdale, Conn. 06879	8536
Woolson, James E. (301), 84 Black Lantern Lane, South Burlington, Vermont 05401	2480



Wooten, Donna (A), 2493 Lakeshore Blvd., W., Apt. 519,  
Toronto 14, Ont., Can.-----  
Wooten, George (146), Suite 603, 111 Richmond St., W.,  
Toronto 1, Ont.-----8630  
Wootton, Richard H. & Joan C. (284), 420 Quapaw, Hot Springs,  
Ark.-----5855  
Worcester, Stevens J. (32), 25 Field Point Dr., Greenwich, Conn.  
06830-----8696  
Workum, Lee, Jr. (184), 2511 Vera, Cincinnati 37, O.-----4298  
Worochak, Walter E. (A), 504 Dovercourt Rd., Toronto 4, Ont.-----  
Worthley, John (7), 186 Milbank Ave., Greenwich, Conn.-----2045  
Worthley, Mildred V. and Ernest M. (A), 186 Milbank Ave.,  
Greenwich, Conn.-----  
Woyke, Juan (A), Nicolas Rivera, 590 San Isidro, Lima, Peru-----  
Wright, David P. and Joanne (194), 6251 Rockhurst Dr.,  
San Diego 20, Calif.-----7600  
Wright, George (154), 214 W. Fleming Ave., Ft. Wayne, Ind.-----4764  
Wright, Paul (A), 92 Shaftsbury Ave., Toronto 7, Ont.-----  
Wright, Robert J. (282), 3617 Warick Dr., Dallas, Tex.-----535  
Wright, Steve (254), 223 N. Walnut Ave., Sidney, Ohio-----8752  
Wright, W. E. (243), Cloud County Bank, Concordia, Kan. 66901-----3426  
Wuthrich, Claude (169), 11 rue Matile, Neuchatel, Switzerland-----5840  
Wynn, W. R. (145), 57 Woodridge Rd., Holden, Mass.-----9519  
Wynne, Arthur D. (L), 6019 Hurst St., New Orleans, La.-----

## "Y"

Yacht Club Rapperswil (219), Paul Wirz, Kluggasse 14 Rapperswil/SG,  
Switz.-----6042  
Yacht Club Uruguayo (220), Casilla de Correo 527,  
Montevideo, Uruguay-----4436-4437-4438-4439-4440  
Yaffe, Bernard, MD (56), 7101 N. Western, Chicago 45, Ill.-----7898  
Yagishita, Tatsuyuki (385), 10-6 Shima-cho, Isogo, Yokohama, Japan-----  
Yake, Deborah (A), 20 Oak Ave., Larchmont, N. Y.-----9385  
Yake, Richard L. (U), Hamilton Dr., Valley Forge, Pa. 19481-----  
Yarbrough, C. B. (A), 204 Dogwood Circle, Gadsden, Ala. 35901-----  
Yare, Bruce (A), 26 Greenwood Dr., New City, N. Y.-----  
Yates, George & Sue (A), 819 Ewing Rd., Youngstown, O.-----5110  
Yates, Horace (36), 819 Ewing Rd., Youngstown, O.-----851  
Yeager, Lloyd H. (U), 709 Mountain Lake Bluff, Ill.-----8703  
Yeager, L. Richard, D.D.S. (266), 1208 27th St., Granite City, Ill.-----8703  
Yerovi-Gomez, Clemente (272), P. O. Box 5557, Guayaquil, Ecuador-----5862  
Yochem, John P. (150), 305 Bennett Dr., Galion, O.-----4239  
Yonge, Henry M., MD (324), 14 W. Jordan St., Pensacola, Fla.-----8926  
Young, Constance F. & Wilbur F., IV (A), 734 Longmeadow St.,  
Longmeadow, Mass.-----  
Young, David (A), 1010 Hill St., York, Pa.-----  
Young, Donald C., Jr. and Wilma S. Young (378), 43775 West  
Nine Mile Rd., Northville, Mich. 48167-----1815  
Young, Donald E. (54), 2899 Bretby Dr., Birmingham, Mich.-----5518  
Young, Gavin H., Q.C. (279), 136 S. High St., Port Arthur, Ont.-----9695  
Young, Gerald J. (296), 8304 Cherokee Lane, Leawood, Kan.-----  
Young, Henry T. (252), R.D. #2, Muncy, Pa.-----501  
Young, Howard, Jr. (270), 7575 N. Illinois St., Indianapolis, Ind.-----3471  
Young, James T. (A), 3683 Kendall, Cincinnati, O. 45208-----  
Young, John F. (228), 608 Grand Ave., W. Moorestown, N. J.-----861  
Young, John G. (374), 1116 Martin Pl., Ann Arbor, Mich.-----1565  
Young, Lester E. and Lawrence A. (23), 5592 Barbanna La.,  
Dayton 15, Ohio-----6338-9274

Young, Lillian F. (A), 5592 Barbanna La., Dayton 15, O.-----  
Young, Mike (A), 17401 Edgewater Dr., Lakewood 7, Ohio-----  
Young, Pat (L), 1550 West 25th St., Cleveland 13, O.-----  
Young, Robert H. (102), 8450 Via Sierra Ramal, Whittier, Calif.-----2420  
Young, Suzanne (A), Longpoint Dr., Pt. Pleasant Beach, N. J.-----  
Young, Truman P. (303), 3683 Kendall Ave., Cincinnati 8, O.-----5575  
Young, Wilbur F. (105), 734 Longmeadow St., Longmeadow, Mass.-----9483  
Young, William (A), OS 429 Villa Ave., Villa Park, Ill.-----  
Youngberg, Melvin H. (32), 224 Boston Post Rd., Larchmont, N.Y.-----4771  
Youngman, K. S. (132), 7211-78 SE, Mercer Island, Wash. 98040-----751

## "Z"

Zabriskie, William (U), 106 Skyway Dr., Scotia 2, N. Y.-----9057  
Zack, Millie (A), 2176 Woodlawn Rd., Northbrook, Ill.-----  
Zack, William E. & Jean (345), 2176 Woodlawn Ave., Northbrook,  
Ill.-----7303-7630  
Zahnd, Roger, MD (358), Weiherweg 2, Zollikerberg, Switzerland-----4979  
Zaimis, George (287), Dimitriou Rali 119, Piraeus, Greece-----8572  
Zaiser, Robert M. (270), R. R. 13, Box 424, Indianapolis, Ind.-----6231  
Zane, Kurt (A), 8472 GlanGarry Rd., Grosse Ile, Mich. 48138-----  
Zannier, Daniel (U), 18 de Julio 1088, Paysandu, Uruguay-----8403  
Zaustinsky, Prof. Eugene (323), Dept. of Mathematics, State U. of  
New York, Stony Brook, N. Y.-----3827  
Zbinden, Susi (A), Swit.-----  
Zeccolo, Stanford J. (U), 10 Roosevelt St., Albany, N. Y.-----2721  
Zegers, Wim (A), 8 Drayton Rd., Pointe Claire, P. Q., Can.-----  
Zehnder, Tony (A), Cedar St., Warwick, R. I.-----  
Zeigler, Anne Louise (A), Cope, S. C.-----  
Zerban, Don E. (266), R.R. #2, Box 2, Belleville, Ill.-----  
Zerbee, L. J. (23), 301 E. Chillicothe Ave., Bellefontaine, O. 5103 &-----6178  
Zervigon, Luis M. (62), 714 Fern St., New Orleans, La.-----5895  
Zettler, Greg (209), 6931 Wuertel St., New Orleans, La. 70124-----9176  
Zick, Eugene (70), 88 Market St., Perth Amboy, N. J.-----7786  
Ziegler, Dawn (A), 4165 Stoddard, Rt. 2, Orchard Lake, Mich.-----9518  
Ziegler, Dwan V. (54), 4165 Stoddard, Rt. 2, Orchard Lake, Mich.-----7832  
Ziegler, F. C. (205), 127 N. Lewis Pl., Tulsa, Okla.-----7832  
Ziegler, Thomas J. (205), 6730 E. 9th St., Tulsa, Okla.-----9123  
Zielinski, Casimer (311), 26 Newton St., Dunkirk, N. Y.-----5916  
Ziemer, Edward (41), 92 Washburns La., Stony Point, N. Y.-----  
Zimmer, Carole (A), 4931-18th St., N. W., Canton, O.-----7202  
Zimmer, Emile, Jr. (134), 100 Long Neck Point Rd., Darien, Conn.-----3666  
Zimmer, Harry (212), 4931-18th St., N.W., Canton, O.-----  
Zimmerman, Claudia and Robert (A), S. Little Creek Rd., Dover, Del.-----9570  
Zimmerman, Jacob W. (325), S. Little Creek Rd., Dover, Del.-----3134  
Zimmerman, Robert D. (U), R.D. #2, Box 385, Andover, N. J.-----3134  
Zimmerman, Robert L. (U), 3115 Carleton Cir. East, Lakeland, Fla.-----8667  
Zink, Jack (205), Box 7388, Tulsa, Okla. 74105-----  
Zitnik, Jack (A), 324 Forsythe St., Girard, Ohio-----  
Zobrist, Fred, MD (309), im Buel, 8307 Tagelswangen, Switzerland-----5994  
Zobrist, H. (A), Wallisellenstr. 3, Dubendorf, Switzerland-----  
Zollinger, Fritz (A), Boglerenstr. 45, 8700 Kusnacht, Switz.-----  
Zollinger, Dr. H. (219), Boglerenstrasse 45, Kusnacht, Switzerland-----7589  
Zoppoth, Bernard (A), 47 Washington Rd., Pittsford, N. Y.-----6708  
Zoubek, Charles L. (7), Meads Point, Greenwich, Conn.-----  
Zucker, Hank (A), 44 Bayview Ave., Great Neck, N. Y.-----1131  
Zucker, Leon W. (U), 44 Bayview Ave., Great Neck, N. Y.-----  
Zuillhog, Jack (A), 4107 Kim, St., Joseph, Mich.-----6807  
Zurmuhlen, Francis P. (50), 402 Danton Lane, Alexandria, Va.-----  
Zybulewski, Dr. E. A. (104), 152 Charlton Ave., South Orange, N. J.-----657



# Registry of Lightning Owners

(Corrected to February 1, 1966)

You will note that the address of the owner is omitted. This you will find under the alphabetical listing if the owner was an I.L.C.A. member in good standing last year. Fleet affiliation is denoted by the figure in parenthesis following the owner's name. If the name is followed by (U), this signifies the owner is unaffiliated. "Lost Boat" denotes present owner's address is unknown.

Where boat number is followed by an asterisk (\*), it means that there is an approved measurement certificate on file for this boat. All boats not so marked do not have measurement certificates on file.

Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
1*	T. Hume & Marjorie A. Laidman (164)	88*	William Craig (U)	181*	Lost Boat
2*	Ethan V. Howard, Jr. (273)	89*	Richard Allen Stratmann (U)	182*	Nelson L. & Donna N. Neidhardt (164)
3	Richard T. Berndt (119)	90*	George Isherwood (U)	183*	Marshall L. Gorr (U)
4*	Daniel J. Murphy (244)	91*	Ruth Ann Wiley Post (95)	184	A. G. Shenstone (U)
5*	John Jankus, Jr. (325)	92*	Louis F. Suedmeyer (U)	185*	Marshall P. Powell (50)
6	Sold to Unknown Owner	93*	W. C. Woods (U)	186	Lost Boat
7*	Tula & Samuel Stowell (227)	94*	Ray Caulfield (95)	187	Never Built
8*	Lee Thompson (127)	95*	Lost Boat	188	Earl C. Whitney (U)
9*	Ryck Walbridge (U)	96*	Tracy D. Jones (U)	189	Paul Gross, Jr. (U)
10*	Bay Head Yacht Club (3)	97*	Richard H. Collier (23)	190	Robert Coburn (U)
11	Lost Boat	98*	Paul V. Miller (U)	191*	Jacques DeLaurier (296)
12*	Richard Pilloni (366)	99*	Malcolm L. Monroe (211)		Robert L. Trefz (296)
13*	Raymond B. Knight (U)	100*	Fred Kytte (95)		Keith D. Zimmerman (296)
14*	R. B. Whitteredge (32)	101*	Lost Boat		Major John G. Rose USAF (50)
15*	Samuel Rosenfeld (U)	102*	Lost Boat	192*	Never Built
16*	John Witherspoon (U)	103*	Boat Destroyed	193	W. F. Quaintance (167)
17*	George Vollet (178)	104	John A. Mitchell (14)	194*	Dealer
18*	Lost Boat	105*	Never Built	195	Roy H. Hendrickson (140)
19*	O. B. Bromley, Jr. (32)	106	Boat Destroyed	196*	Stephen C. Morris (23)
20*	Howard Walter (U)	107*	Lost Boat	197	Wm. Morris (23)
21*	H. V. Gawthrop, Jr. (24)	108*	William & Romer Mass (167)	198	Skaneateles Trophy for C.N.Y.R.A. Regatta
22*	C. B. Crittenden (31)	109*	Lost Boat	199	Boat Destroyed
23*	Paul E. Bechtold (133)	110	Howard K. & Janice Ainsworth (67)	200	George Upham (U)
24*	Robert T. & Marilyn David (178)	111*	Boat Destroyed	201	Boat Destroyed
25*	Rev. C. J. Fives (U)	112*	Al Colton (98)	202*	Sold To Unknown Owner
26*	L. Brant Beck (U)	113	James L. Shane (U)	203	Boat Lost
27*	Robert A. Fowkes (75)	114*	Arthur Williams (U)	204	Lost Boat
28*	Alton Moody (75)	115*	Karl F. Schwenger (U)	205	Sold to Unknown Owner
29*	F. C. Hollingshead (U)	116	Lost Boat	206	Capt. E. D. Miller (35)
30*	Wendell Townsend (96)	117	Douglas Khellison, Jr. (50)	207	George J. Adams (U)
31*	Roy E. Thomas (205)	118	Boat Destroyed	208	R. H. & Eric C. Schneider (U)
32*	Boat Destroyed	119	David Mulcahy (326)	209	Hilliard Gage (U)
33*	Whitworth Ferguson (12)	120*	Eugene Hunt (205)	210	Louis Warshaw (122)
34*	Joseph H. Eisele (217)	121	Ben Singer (U)	211	Arthur G. Stillman (U)
35*	Roy MacNaughton (U)	122*	James E. Vail (U)	212	Rev. Robert Williams (167)
36*	Dealer	123*	Clem B. Shriver (33)	213	Max Klein (70)
37*	Lost Boat	124*	George B. DuBois (108)	214*	Paul H. White (348)
38*	Lost Boat	125*	Richard P. Helley (U)	215	Lost Boat
39*	George L. Gordon (12)	126*	H. K. Tiedemann (U)	216	Lost Boat
40*	William B. Johnson (U)	127*	Remsen Hunnewell (U)	217	Never Built
41*	Lost Boat	128*	Harry G. Wilkinson (50)	218	Boat Destroyed
42*	Robert Bruce (70)	129*	Anthony Limitone (U)	219	William S. Whitney (238)
43*	Lost Boat	130*	C. R. Westgate (205)	220*	Charles J. Mayer (U)
44*	Wm. Holding (32)	131*	L. Feldman (U)	221	Frank Hermes (U)
45	Bob Macrae (244)	132*	Robert L. Craven (44)	222*	Marion B. Elliot, Jr. (U)
46	A. W. French, Jr. (254)	133*	Bob Hoppes (50)	223	F. Eugene Clark (3)
47	G. V. Tompson (U)	134*	Charles R. Hudson (50)	224*	Major A. C. Smith, Jr. (354)
48	Lost Boat	135*	Leonard H. Sager (98)	225	Never Built
49	George S. Nelson (U)	136*	Edward Bacon (U)	226	Sold to Unknown Owner
50	J. Hobart & Katherine B. Wilson (229)	137*	Mrs. Roger Van Der Kar (6)	227	George M. Berry (U)
51	James V. Hogg (229)	138*	Lost Boat	228	Vincent Doyle (U)
52	Never Built	139	Lost Boat	229	John S. Freeman (93)
53*	William W. Jacobson (185)	140*	Lost Boat	230	Boat Destroyed
54	Robert Morrell (U)	141*	Walter Foley (U)	231	Eugene Kandall (343)
55	Ronald C. Flowers (U)	142*	Maurice Hartson (62)	232	Lost Boat
56*	Lost Boat	143*	Gilbert B. Forbes, M.D. (44)	233	John McKinney (U)
57	Marcel Chateaufneuf (U)	144*	Kenneth E. Ryan (U)	234	Dr. Jacob S. Schachter (77)
58	Lost Boat	145	Builder	235	Wm. H. Evans (U)
59	Andrew Graham (323)	146	Builder	236*	Richard Swanson (U)
60	Eugene Leistner (U)	147*	John Pohl (13)	237	Frederick K. Marchman (U)
61	Lost Boat	148	Builder	238	Ken White (U)
62	William J. Johnson (U)	149	Eric W. Tull (U)	239	Lost Boat
63*	Lost Boat	150	Builder	240*	Arthur C. Beaudry (U)
64*	Mrs. Paul Palmer (226)	151	Ashmead F. Pringle, Jr. (288)	241*	Russell DeWaard (7)
65	Arthur Grahame (U)	152	Lyle E. McNulty (69)	242*	Frederick L. Trowbridge (U)
66	Max Roller (5)	153	Lost Boat	243*	Marjorie Greenberg (58)
67*	Culver Military Academy (U)	154*	Louis G. Fuchs, Jr. (U)	244*	Ray Kelly, Jr. (53)
68*	O. T. McIntosh (127)	155	Never Built	245*	Burke N. Carson (1)
69*	J. F. McIntosh (127)	156	Builder	246*	Wm. H. Mossbrook (U)
70*	John M. Droticour (119)	157	Builder	247*	Lost Boat
71*	Culver Military Academy (U)	158	Builder	248*	Lost Boat
72*	Lost Boat	159*	Camp Pocono (16)	249*	Lost Boat
73*	Culver Military Academy (U)	160*	Robert G. Edgar (16)	250*	Stanley G. Penny (U)
74*	Culver Military Academy (U)	161*	James Banach (222)	251*	Mr. & Mrs. W. S. Gardner (106)
75*	Thomas P. Kiser (13)	162*	Boat Destroyed		Irene Gathy (106)
76*	Jack Kirlin (364)	163*	Truman B. Brown (U)	252*	Lost Boat
77*	Clyde Oberist (13)	164*	Oscar Finch (U)	253*	Joseph Nugent (32)
78*	Steven Williams (U)	165*	Sold to Unknown Owner	254*	Riverside Yacht Club (7)
79*	Eugene P. Da. Rif (126)	166*	Durward C. Woodman (U)	255*	Lawrence Moore (153)
80*	Thomas R. Hafner (77)	167*	Robert C. McEwen (120)	256*	David & Lynn Kerr (302)
81*	Dealer	168*	Lost Boat	257*	K. Albert Baronian (85)
		169	Lost Boat	258*	Harry N. Marvin (U)
		170	Lost Boat	259*	C. R. Edmondson (U)
		171	Sold To Unknown Owner	260*	John H. & William Helf (55)
		172	Victor J. Grumblatt (U)	261*	Camp Pocono (16)
		173	Sold to Unknown Owner	262*	Girl Scouts Mariners (7)
		174*	Lost Boat	263*	F. J. Lipka (335)
		175*	Charles Picoulet (U)	264*	Dr. Donald E. Tinkess (7)
		176*	Sold To Unknown Owner	265*	Robert L. Jackson (U)
		177*	Dealer	266*	Savannah Yacht & Country Club (127)
		178*	William C. Kalning (34)		
		179*	John C. Richardson (225)		
		180*	Lee J. A. Bentley (293)		



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
268*	G. Hudson (273)	374*	John P. Vann (344)	479	Lost Boat
269*	Benjamin & Barbara Hudson (273)	375*	Mary A. North (2)	480*	Dr. Arthur H. Schumacher (71)
	Robert G. Bayley (241)	376*	Raymond Mackowski (U)	481	George Conklin (U)
	Philip L. Weaver (241)	377*	Lost Boat	482*	Lost Boat
270*	Edward N. Schwalje (366)	378*	DeForest McElhearn (382)	483*	William Gearing (U)
271*	Builder	379*	Charles P. Reis (U)	484	Boat Destroyed
272*	Donald P. Spence (75)	380*	William D. Hibbard (U)	485*	Lost Boat
273*	Glen R. Graham, Jr. (U)	381*	Merrick Pratt (U)	486*	Herbert Myer, Jr. (116)
274*	Mrs. Noni B. Maxfield (U)	382*	Winchester Bennett (63)	487*	Dr. J. A. Teegarden (U)
275*	Lost Boat	383*	Lost Boat	488	Walter P. Johnston (303)
276*	John T. Sullivan (U)	384*	Winchester Bennett (63)	489*	Boat Destroyed
277*	Lost Boat	385*	J. Y. Monk, Jr. (U)	490*	Boat Destroyed
278*	Mr. & Mrs. H. H. Howell (70)	386*	A. M. Garcia (99)	491	Lost Boat
279*	Ray Rizzo (95)	387*	John P. Siler (53)	492	Lost Boat
280*	Fred W. Schaaf (252)	388*	Boat Destroyed	493	Lost Boat
281*	Lost Boat	389*	James R. Reed (U)	494*	Louis Hock (178)
282*	William E. Hall (U)	390*	Lost Boat	495*	Edwin G. & Eunice P. Walker (U)
283*	Lost Boat	391*	Sold To Unknown Owner	496*	Lost Boat
284*	George Male (63)	392*	Edward Gouinlock (47)	497*	H. E. Geissinger (18)
285*	Lost Boat	393*	Graham-Eckes School (333)	498	Philip Adelman (238)
286*	Donald Hatchard (329)	394*	R. H. Denham (338)	499	Melvyn T. Stevens (U)
287*	Howard J. & Peter Swift (133)	395*	Earl & Marian Bach (3)	500	Lost Boat
288*	P.V.K. Tripe (U)	396*	Harold F. Stephenson (34)	501*	Henry T. Young (252)
289*	Stanley A. Terry (U)	397*	Dr. Colin Grant (81)	502*	Anson MacLaren (U)
290*	Harry Bloodsworth (3)	398*	Norman J. Kantowski (81)	503*	Lost Boat
291*	Jane & Frank Andree (378)	399*	Jeffrey S. Gould (50)	504	Judson H. Webb (U)
292*	Paul R. Ruby (93)	400*	R. E. & Doris H. Hebert (77)	505*	Lost Boat
293	Lost Boat	401*	Marblehead Boat Rental Co.	506*	Edward G. Howe (301)
294	Lost Boat	402	Burl Harmon (270)	507	J. Gordon Bentley (10)
295	Lost Boat	403*	Samuel Leone (U)	508*	Lost Boat
296	Allen C. Schell (20)	404	Jos. J. Strell (56)	509*	Lost Boat
297*	Donald W. McBride (U)	405*	Felix T. Strell (56)	510*	William O. Johnson (10)
298	Mr. & Mrs. Robert Avery (U)	406	Lost Boat	511*	Robert Johnson (U)
299	Eldene Thompson (31)	407	Lost Boat	512*	Douglas Wetherell (119)
300*	Gregg J. Morris (U)	408	James T. Kirkpatrick (137)	513*	John C. & Margaret V. P.
301	Charles H. Richman (16)	409	Lost in Storm		Cattus (3)
302	Sold to Unknown Owner	410*	Joseph S. Roman (U)	514*	Stanford W. Kellogg (131)
303	Frank H. Riepen (8)	411*	Donald E. Raes (U)	515*	Byron Matteson (47)
304	Dealer	412	Scott M. Elrod (5)	516*	Pomeraug Council (17)
305	Dealer	413	Lost Boat	517	Nate Weiss & Richard Worms (U)
306	Dealer	414*	R. L. Henderson (140)	518*	Richard Molt (49)
307*	Darwin J. Weersing, D.D.S. (364)	415	Lost Boat	519*	H. Wilson Bonnett (17)
308*	Robert F. Grund (U)	416	John Leath (U)	520*	Lost Boat
309	Sam Meczon (U)	417	Myron F. Melvin (U)	521*	Arthur A. Ward (12)
310	Mrs. Dave Wuescher (U)	418*	Lost Boat	522*	William S. Barrett (50)
311	Harry Williams (357)	419	William Tessmann (386)	523*	Ali Hansen (12)
312	Linda Wilson (U)	420	W. L. Alspach, M.D. (U)	524*	Elmer Feltz (59)
313*	Sold to Unknown Owner	421*	Lost Boat	525*	George A. Dodd (72)
314*	Boat Destroyed	422*	Frank Z. Collings (20)	526*	R. A. Harper (209)
315*	Lost Boat	423	John E. Johnson (U)	527*	Robert Purnell (72)
316*	Dale H. Brown (338)	424*	Ray Zickle (295)	528*	Henry E. Kleinberg (386)
317	Lost Boat	425	Lost Boat	529*	C. Lee Abell (12)
318*	Harry M. Hale (109)	426	John Kennedy (133)	530*	Lost Boat
319	Boat Destroyed	427	Edward T. Markham (54)	531	Lost Boat
320	Never Built	428	Dr. W. W. & John W. Jennings	532	Boat Destroyed
321	Detroit District Y.M.C.A. (U)	429	(109)	533*	R. A. Kay (U)
322	Ed Becker (U)	430	Lost Boat	534*	Milton H. McBride (U)
323*	Sold to Unknown Owner	431	Sidney L. Saltzstein, M.D. (266)	535	Robert J. Wright (U)
324	E. E. Carter (U)	432*	Gus A. Nelson (U)	536	Lost Boat
325	Lost Boat	433	Alex Robb (U)	537	Lost Boat
326*	Winfield Partridge, Jr. (U)	434	William Fleig (U)	538	Lost Boat
327	Lost Boat	435	H. Clark, MD & Nina Anderson	539	Philip H. Nippert, M.D. (U)
328	Kim Shaner (69)		(32)	540	Builder
329*	Steven G. Gooderham (U)	436	Michael Scheffler (U)	541	Dealer
330*	William T. Sullivan (U)	437	Lost Boat	542*	J. M. Reeder (U)
331*	Vincent Freret (U)	438	J. Richard Dangi (81)	543*	John P. McCune (U)
332	Grand Hotel Development (135)	439	Dr. R. O. Bauman (69)	544*	Donald Braun (196)
333*	H. T. Hall (U)	440	J. D. Gold (205)	545*	Raymond (Duke) Miller (314)
334	Lost Boat	441	J. E. Favell (205)	546*	Lost Boat
335	Lost Boat	442	John Clark (178)	547	Shirley Ann Whitcomb (6)
336*	Fred Dix (37)	443	Henry G. Smith (U)	548*	Winn L. Taplin (301)
337*	Harold W. Gryer (382)	444*	C. W. Allen (218)	549	Never Built
338*	Kenneth N. & Willis E. Cupery (192)	445	Harraseket Y. C. (244)	550*	Lost Boat
339	Dan Jensen (30)	446*	Lost Boat	551	Brian M. Chapman (U)
340*	L. Stanley Kime (150)	447*	Mark Anton (3)	552*	John Boase (U)
341	Dr. William T. Lindsay, Jr. (U)	448*	John H. & John C. Dill (70)	553	Boat Destroyed
342	Wm. Nisson (U)	449*	Reginald Lewty (106)	554*	Thomas Hutchings (33)
343	Dr. Ted McCarthy (372)	450*	Bayard Stockton, III (3)	555*	Carlton A. Rech (125)
344*	Boat Destroyed	451*	Henry DeMaesschalch (109)	556*	Walter Hardacre (1)
345*	Lost Boat	452*	Ann and James M. Marshall (1)	557*	Richard A. Cole (33)
346*	William Miller (184)	453*	Dr. L. F. Dietter (115)	558*	Jack E. Duvall (U)
347	James A. Zimmerman (177)	454*	Sold to Unknown Owner	559*	William K. Lux (U)
348*	Dr. Walter S. Booth (U)	455*	Phillip M. Andress (3)	560*	Mr. & Mrs. Leo Helbling (212)
349*	Nathan Hale (119)	456*	Frederic Alder (3)	561*	Sold to unknown owner
350	Never Built	457*	Earl C. Johnson (59)	562*	George W. Pederson (49)
351*	Juergen Schroder (U)	458*	Mrs. Olive M. Johnson (59)	563*	Rev. Norman L. Kellett (U)
352*	Sea Scout Ship #6 (303)	459*	Raymond Cross (U)	564*	William Van Zwienen (U)
353*	Sold to unknown owner	460*	Ernest J. Hamilton (77)	565*	Arthur W. Kohler, Jr. (32)
354*	Lost Boat	461*	Herbert F. Heidt (24)	566*	Boat Destroyed
355*	George A. Moreton (192)	462*	Clyde B. Thorington (U)	567*	Lost Boat
356*	Charles R. Pulver (164)	463*	Daniel Russell (104)	568*	Francis X. Sutherland (32)
357*	Frank C. Lawton (U)	464*	Thomas N. Barton (U)	569*	Joseph F. Dorsey (U)
358*	J. Leslie White (104)	465*	William Benson (U)	570*	R. M. Castle (33)
359*	Robert A. Chisholm (U)	466*	John Dow	571*	Sold To Unknown Owner
360*	Richard H. Worms (U)	467*	Lost Boat	572*	Harold Batty (125)
361*	John G. Lee (U)	468	John Nill (228)	573*	Howard Hirschmiller (12)
362*	Lost Boat	469*	William I. Caldwell (102)	574*	H. E. Simpson (U)
363*	Lost Boat	470*	Charles W. Snyder (92)	575*	Griffith J. Winthrop M. D. (44)
364*	William Arrison (19)	471*	James J. Macris (81)		Griffith J. Winthrop, Jr. (44)
365*	Richard N. Walton (U)	472*	Everett L. Durkin (77)	576*	Edward Olson (295)
366*	Lost Boat	473	J. B. Martin (347)	577*	Charles F. Overton (30)
367*	Ronald Anderson (216)	474*	Buffalo Council of Boy Scouts (12)	578*	George K. Rusk (34)
368*	Lost Boat	475	H. Robertson Tuttle (230)	579*	G. Stewart Stokes (3)
369*	Paul Wing (U)	476	John J. Moreschi (U)	580*	John Hay (173)
370*	Lost Boat	477*	Lost Boat	581*	Mrs. Kenneth P. Miller (3)
371*	Lost Boat	478	Robert E. Franz (6)	582*	Howard Duchacek (301)
372*	Lost Boat		Frank P. Cooper (U)	583*	R. M. Casey (U)
373*	Richard G. Dower (164)		R. A. Goodall (U)	584*	Sold to Unknown Owner
				585	Fredrich H. Clark (252)



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
586*	William Grabscheid (U)	687*	Charles Norman (74)	793	Never Built
587*	Richard H. Beatty (U)	688	Henry S. Stearns (1)	794	Never Built
588*	Clarence Stoddard (44)	689*	John N. Paschal (343)	795	Lost Boat
589*	Ralph R. Riehl, Jr. (24)	690*	Dr. R. Cheney (49)	796*	R. G. Dickens (56)
590*	Robert Mast (314)	691*	T. A. Kohler (167)		Jerry Jeslis (56)
591	C. Roger Judy (33)	692*	Hendrick Van der Horst (115)	797	Boat Destroyed
592	Dr. Malcolm (U)	693*	Dr. Murray S. Howland, Jr. (12)	798*	George Beveridge (53)
593	John C. DeWolfe, Jr. & John C. DeWolfe III (U)	694*	John Buchen & John Bolgert (187)	799*	Lost Boat
594	Lost Boat	695*	George Kalinich (252)	800*	William Rea (42)
595	Don Ratcliffe (U)	696	Ian Marwick (4)	801*	No longer exists
596*	Robert E. Huston (233)	697*	Robert Harvey (12)	802	Lost Boat
597	Jeanne K. Greenley (53)	698	Builder	803	Don Holtz (222)
598*	Charles H. Mercer, Claude Ackerman & Kenneth Nelson (233)	699*	Francis Shaffer, Jr. (36)	804*	Sea Scout Troop #112 (53)
599	W. J. Flippin (U)	700*	Wayne E. Dorland (95)	805*	Franklin M. Hoel (341)
600	Boat Destroyed	701*	Leonard C. Ferguson (120)	806*	Knox Fabius (75)
601	Nofie D. Alfonso (209)	702*	Lost Boat	807*	Merrill C. Miller (U)
602	Albert Theurer (25)	703*	Richard M. Patterson (54)	808*	Lost Boat
603	Sea Scouts Troop (U)	704*	Irving J. Barth, Allen Udell (U)	809*	Robert P. Moffett (192)
604*	Harry A. Mooney (138)	705*	Edwin Shaffer (180)	810*	James R. Lensing (U)
605*	Robert M. MacDonald (384)	706*	Bruce King (339)	811*	John J. Burke (36)
606	Sold to Unknown Owner	707*	W. A. Hahn (24)	812*	Dealer
607	Boat Destroyed	708*	Alexander M. Cristie, Jr. (U)	813*	Mrs. N. B. Knorr (14)
608*	Ira Bell, Ed Cunningham & Larry Kanar (U)	709*	Sam Silverman (163)	814*	Tyler A. Shinn (1)
609	Tom Hack & Sharp Reichert (U)	710*	Florence & Paul Norton (198)	815*	C. Randolph Forbes (49)
610*	Barry & Doris K. Collins (U)	711*	Joel Caplan (50)	816*	Gracely A. Orme (37)
611	Boat Destroyed	712*	Ted C. Schott (U)	817*	Frederick Schmid (189)
612	A. Jay Meier Jr. (266)	713	Ken Morley (69)	818*	Lost Boat
613*	E. Erie Lawson (311)	714	Robert Schultz (U)	819*	Peter Laidlaw (350)
614*	Dan Abbey (U)	715	Lost Boat	820*	John Yates (326)
615*	Charles B. Nelson (167)	716	Edward J. Finster (93)	821*	Edward P. Waters (39)
616*	Girl Scouts (U)	717*	James Herendeen (149)	822*	Frederick V. Geier (3)
617*	Vernon L. Woolston (1)	718	Builder	823*	Joseph D. Paterson (U)
618*	Lt. Col. Richard Chase (U)	719	Builder	824	Lost Boat
619*	John F. Brady (U)	720*	Lost Boat	825*	F. Cyril W. Greenhill, Jr. (42)
620	Paul R. Brooks (181)	721*	Allen L. Richey (353)	826*	Bruce O. Paul (50)
621	John C. Dunson (U)	722	S. W. Schulmeyer (42)	827*	Hans Holterhoff (95)
622*	Thomas MacAcy (U)	723	Robert W. Merserve (U)	828*	Harold Byrne (U)
623	Lost Boat	724*	Jonathan Perry (75)	829*	Sold to unknown owner
624	Montrose-LaCrescenta Kiwanis Club (U)	725	Lost Boat	830*	John F. Davies (150)
625	Morris Eigen, D.D.S. (U)	726	Richard Hoerger & A. Lepore (56)	831*	Carl Cederblom (58)
626*	J. R. Lindsay (U)	727*	C. Peter Johnson, Jr. (U)	832	Anthony A. Ferrigno (49)
627	Naomi H. McCann (192)	728*	Lost Boat	833*	Lost Boat
628*	James Murray (U)	729	Boat Destroyed	834*	Kenneth T. Trevitt (85)
629	Edward Golo, Jr. (U)	730	Robert R. Flatley (112)	835*	Frederick W. Prince (54)
630	R. V. Duff (27)	731	John Wolsiefer (98)	836*	R. Robert & Robert Huff (205)
631*	F. W. Cushing (98)	732	Lost Boat	837*	C. J. Strang (54)
632	Lee Fonstein (U)	733	Stanley Hayden (38)	838*	Neil Wasserberger & Jack Ostrander (54)
633	Herbert I. Steinman	734	Lost Boat	839*	James E. Henderson (54)
634*	Dr. Thomas Risley (U)	735*	Kenneth C. Fordham, DDS (16)	840*	W. B. Bell, DDS. (U)
635	Lost Boat	736*	James W. Johnson	841*	Howard Warner (216)
636	Lost Boat	737*	William Cresswell (98)	842*	Lost Boat
637*	Jack B. Frey (U)	738*	Christopher McCutcheon (26)	843*	James R. Kubec (U)
638*	J. David Wheeler (27)	739*	Charles Trayford, III (192)	844*	E. V. Huber (212)
639*	Donald C. Wheeler (27)	740	E. C. Erickson (U)	845	Jack Burgess (U)
640	Howard Webb (U)	741*	Kenneth Schassberger (U)	846	Order of Christian Brothers Boys Camp (U)
641	Lost Boat	742	R. William Weeks (U)	847	Dr. Stewart Armstrong (280)
642	Gordon Keyworth (63)	743*	Carter VanBuren Rice (U)	848	Builder
643	Walter Lantz (U)	744*	W. A. Maxwell (U)	849	Dr. F. L. Okoniewski (149)
644*	Donald Warde (181)	745*	Narrasketuck Y. C. (178)	850	Lost Boat
645*	Lost Boat	746*	William G. Moore (U)	851	Lloyd H. Yeager (U)
646*	Lost Boat	747*	William O'Hern (12)	852	Lost Boat
647*	Alfred E. Lidle (U)	748*	Jack P. Cady (U)	853	James Richmond (273)
648	Vincent Berzins (U)	749*	John Lougee (81)	854*	Pete Bethge (138)
649	P. Cyril Pfister (U)	750*	Denis Doyle (12)	855	Amos Peaslee (U)
650*	Boat Destroyed	751*	Wyndham Eaton (12)	856*	Robert H. O'Connor (116)
651*	Franklin H. Prichard, Jr. & Donald Aldrich (377)	752*	J. A. Johnson (12)	857	Eugene Bego (54)
652*	Harry H. Weining (24)	753*	K. S. Youngman (132)	858*	J. P. Castleberry, Jr. (57)
653*	G. T. Wick (U)	754*	William H. Buckley (U)		Hendrick Sheffield (57)
654*	Lost Boat	755*	C. Howard Jansen (270)	859*	Robert Hawkins (U)
655*	David Blake (24)	756*	Lloyd Rossebro (270)	860*	V. N. Vaughn, Jr. (70)
656*	Lost Boat	757*	Fred Dennerline, Jr. (270)	861*	Nelson Vaughn III (70)
657*	Dr. E. A. Zybulewski (104)	758*	H. C. Zahn (98)	862*	Jack Young (228)
658*	Dr. Louis Alkoff (164)	759*	Lewis H. Holton (U)		Destroyed by Tornado
659	Thomas Shepard & Eugene Koenig (U)	760*	Coralee Manhave (61)	863*	Robert Anderson & Frank P. Anderson (178)
660	Lost Boat	761*	Boat Destroyed	864*	William F. Dwyer (104)
661	Lost Boat	762*	U.S. Shipyard in Drydock	865	Lt. David G. Kalb, USN (U)
662*	Dealer	763*	Edward Cosden (230)	866	Don Stroud (U)
663*	Jos. G. Caplan (329)	764*	H. Jack Siekmann (51)	867	Lost Boat
664	Lost Boat	765*	Beverly Jean Bailey (138)	868*	R. G. Hess (45)
665	Douglas K. Young (U)	766	Richard C. Davis (95)	869*	C. T. Jonassen (27)
666	Chester Otis (U)	767*	John R. McDonough (U)	870	Sold to Unknown Owner
667*	Lost Boat	768*	Lost Boat	871*	J. M. Griffith (U)
668	Theo Sanden (49)	769	William Y. Hazlehurst (341)	872*	Rev. David S. Hultsch (U)
669	Virginia Woods (369)		Henry W. Locke (U)	873	Never Built
670	Oliver Sterling (141)	770	Walter A. Clayton (25)	874*	Sold to Unknown Owner
671*	Lost Boat	771	William L. Clayton (25)	875	Robert Edwards (77)
672	Jay Lewis Rubin (U)	772	Steve Koller (25)	876*	J. R. Meermans (115)
673*	Sold to Unknown Owner	773	Lost Boat	877*	Paul A. Hodgdon (246)
674*	Walter F. Eismann, Jr. (8)	774*	Steve McGinnis (60)		Robert L. Scagliotti (246)
675*	Alfred J. Miller (70)	775	Dr. Robt. Krueger (U)	878	J. P. Halstead (12)
676*	Edgar Moran (36)	776	John W. Frost (U)	879*	Lost Boat
677*	R. M. Seng, Jr. (36)	777*	W. L. Cleveland (U)	880	John McL. Titchener (U)
678	George B. Hefferan (U)	778*	Never Built	881	Edward C. Baltz (U)
679*	Dr. H. I. Clark (110)	779	Byron K. Harvey (109)	882*	Boat Destroyed
680*	Harold E. Rowland (59)	780	Neil H. Vogt (U)	883*	Douglas A. Bora (U)
681*	Boat Destroyed	781	George Cuozzo (U)	884*	C. Gilbert Sellman (U)
682*	G. E. Ristau (U)	782	Fred Lorenz Jr., Doris Tustin (196)	885*	Terry Dierdorff (U)
683*	William J. Ryals & R. W. Acheson (U)	783*	Lost Boat	886*	Thomas W. Smale (51)
684	Girl Scouts of America	784*	Boat Wrecked	887	W. P. Woodward (U)
685*	Boat Destroyed	785*	Dr. K. E. Comfort (U)	888	Lost Boat
686*	Graham V. Wright (3)	786*	James F. Riley (U)	889*	Lost Boat
		787*	Charles Center (U)	890*	E. Paul Melanson (13)
		788*	Ralph S. Woodruff Jr. (3)	891	Al Friedberg (149)
		789*	John H. Elfman (196)	892*	Leyden E. Brown (15)
		790*	B. Perry Collins (U)	893*	Boat Destroyed
		791*	Lost Boat	894	Lost Boat
		792*	Marta Bender (154)	895	William H. Merrill, Jr. (12)
			Herbert LePage (140)		
			Herman Sarmiento (U)		



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
896*	David Root (24)	1004*	James A. Fizzell (U)	1106	U. S. Marine Corps
897*	Robert L. Thompson (U)	1005	Lost Boat	1107	U. S. Marine Corps
898	R. A. Walvoord (61)	1006*	Fred Bachrach (U)	1108*	Robert F. MacKenzie (68)
899	Eugene George, Jr. (U)		Ronald Gould	1109	U. S. Marine Corps
900	Jose & Jorge Carulla (73)	1007	Preston White	1110	U. S. Marine Corps
901	Claude Mayer (67)	1008	D. B. Brudos (U)	1111	U. S. Marine Corps
902	Lost Boat	1009	Arthur Sheridan (U)	1112	U. S. Marine Corps
903	Aaron D. Kazin (U)	1010*	Never Built	1113	U. S. Marine Corps
904	Lost Boat	1011	John Matthesen (129)	1114	U. S. Marine Corps
905	Builder	1012	Lost Boat	1115	U. S. Marine Corps
906	John Gall (60)	1013	Lost Boat	1116	U. S. Marine Corps
907	U. S. Marine Corps	1014	Hugh Gilbert (274)	1117	U. S. Marine Corps
908	U. S. Marine Corps	1015	Boat Destroyed	1118	U. S. Marine Corps
909*	Don & Les Mason (81)	1016	Never Built	1119	U. S. Marine Corps
910	Robert Olson (382)	1017	Lost Boat	1120	U. S. Marine Corps
911	Anthony Petrofsky (U)	1018*	Lost Boat	1121	U. S. Marine Corps
912	Max Pena Prado (265)		Dr. & Mrs. David Beres (193)	1122	U. S. Marine Corps
913	Dealer		Paul & Robert Beres (193)	1123	U. S. Marine Corps
914	Never Built	1019	Lost Boat	1124	U. S. Marine Corps
915	Philippe von der Weid (169)	1020*	Paul LaFlamme (188)	1125	U. S. Marine Corps
916	Gerard Monbaron (268)	1021	Bruce Evans (283)	1126	U. S. Marine Corps
917	Hans Kupper (U)	1022*	Merrell W. Holmes (U)	1127	U. S. Marine Corps
918	Paul Gross (169)	1023	George D. Maers (U)	1128	U. S. Marine Corps
919*	Andre Brocard (169)	1024*	D. Ferreys (U)	1129	U. S. Marine Corps
920*	P. Gonset (48)	1025	Lost Boat	1130	John W. Smith (U)
921	Lost Boat	1026	Dr. John Doyle (188)	1131*	Leon W. Zucker (U)
922	Lost Boat	1027	Edward Arbanos (U)	1132	Rolland Roy (U)
923	Georges Bosset (169)	1028	Lost Boat	1133	Lost Boat
924	Meinrad Moser (169)	1029	Not Finished	1134	Not finished
925	Lost Boat	1030	John E. Bachman (U)	1135	F. Noble Ropkey (270)
926	Blaise Perrenoud (169)	1031	John Faler (U)	1136*	Lost Boat
927*	Sold to Unknown Owner	1032*	Francis Feighan (71)	1137*	F. J. Costello (3)
928*	Sold to unknown owner	1033*	Elmer May (62)		Joseph F. Van Horn
929*	Raymond Block (268)	1034	Albert Viau (44)	1138*	Hugh Butler (255)
930*	Hans Hoesli (U)	1035*	John Gray (U)	1139*	Michael Babin (273)
931	Builder	1036	Lost Boat		Reg. B. Babin (273)
932	Builder	1037	B. L. Witney (376)	1140*	Robert F. Moore (32)
933*	Sold to unknown owner	1038	Lost Boat	1141*	Edward C. Cerny, Jr. (32)
934	Dr. Kenneth S. Thomson (U)	1039	Lost Boat	1142*	Marshall Snyder (96)
935	George Somerhalder (47)	1040	Never Built	1143*	Peter Hare (246)
936*	Lloyd J. Bach (77)	1041*	United States Marine Corps	1144*	Alexander S. Murphy (58)
937	Frank S. Rutherford (269)	1042*	United States Marine Corps		Alan S. Murphy, Sr. (58)
938*	Lost Boat	1043*	United States Marine Corps		Stuart Misener (U)
939*	Gerald Richter (79)	1044*	James Wood Burch (U)	1145*	Dr. Shirley R. Snow, Jr. (U)
940	Lost Boat	1045*	James Wright III (55)	1146*	U. S. Marine Corps
941*	Wm. J. De Beaubien (54)	1046*	United States Marine Corps	1147*	C. E. Reiffenstein (U)
942	Lost Boat	1047*	United States Marine Corps	1148*	Lee Carroll (U)
943	Lost Boat	1048*	Lost Boat	1149*	William Koolage (U)
944	John Nelson (U)	1049*	United States Marine Corps	1150*	Chautauqua Boys & Girls Club (198)
945	Boat never built	1050*	Lost Boat	1151*	Henry B. Clark (32)
946	Thomas E. Burke (15)	1051	Lost Boat	1152*	Lost Boat
947	Roland Cueva (U)	1052*	Rolland Pontious (102)	1153*	David F. Bryans (U)
948	Lost Boat		Elliot Prindle (102)	1154*	Lost Boat
949*	Bruce Morgan (132)	1053*	George Gilmore (U)	1155*	Marjorie T. Willes (333)
950	Edward J. Fisch, Jr. (U)	1054*	Lost Boat	1156*	William Whiting (192)
951	Lost Boat	1055	Lost Boat		Dealer
952	Lost Boat	1056*	Charles Wirth (62)	1158*	Farrell Steamship Co. (17)
953*	Boat Destroyed	1057*	Mr. Butler (U)	1159*	Lost Boat
954	Never Built	1058*	Russell P. Hager, M.D. (119)	1160*	C. L. Johnson (82)
955	Lost Boat	1059*	Lost Boat	1161*	Sally Ann MacLean (U)
956	Lost Boat	1060*	Sold to Unknown Owner	1162*	F. A. Gluckert (192)
957*	Walter W. Dotterweich, Jr. & John A. Pierce, M.D. (85)	1061	Wm. Vierling (126)	1163	U. S. Naval Training Center
	Never Built	1062	Lost Boat	1164*	Thomas P. Jones, Jr. & Thomas P. Jones III (384)
958	Tom Lange (113)	1063	Arthur Cherry (60)	1165*	Daniel Lehane (96)
959*	E. W. Hansen (U)		Fritz Remmle	1166*	Prout's Neck Y. C. (94)
960	Bill G. Dahlquist (U)		Don Schnacke	1167*	Foss Murray (115)
961*	Lost Boat		Lewis E. Thelin (U)	1168	U. S. Naval Training Center
962	Paul A. Dicke (U)	1065*	Paul E. Thelin (U)	1169	U. S. Naval Training Center
963	John Pozorski (69)	1066*	Sam C. Brooks, Jr. (U)	1170	U. S. Naval Training Center
964	Lost Boat	1067	Harry Slusmon (U)	1171*	Milton Sites (U)
965*	Lost Boat	1068	Rev. Harry S. Ward (U)	1172*	Lost Boat
966*	Lost Boat	1069	Lost Boat	1173*	Searcy Parker (62)
967*	Nolan E. White (128)	1070*	John Moeller (137)	1174*	Edward W. Lathan (50)
968*	Warren McPherson (311)	1071	Lost Boat	1175*	Boat not useable
969	Adolph E. Gude, Jr. (U)	1072*	Lyle W. Hornbeck (U)	1176*	Lost Boat
970	James B. Ramsey (U)	1073	Charles Clark (U)	1177*	Robert Pick (U)
971	Lost Boat	1074	Lost Boat	1178*	Boat Destroyed
972	Lost Boat	1075*	Lost Boat	1179*	Daniel J. Murphy (244)
973	Lost Boat	1076	James K. Michels (U)	1180*	Pine Tree Council, Inc. (U)
974*	John E. Palmer (14)	1077	Lost Boat	1181*	J. H. Jiranek (U)
975	Never Built	1078	Roy F. Belanger (U)	1182*	Rav Taylor (36)
976	Philip E. Fritz (U)	1079*	Charles Newton (U)	1183*	S. Brian Simmons (U)
977	Horace Ashton (U)	1080	Lost Boat	1184*	Sterling Redding, & J. Stephanko (U)
978*	Sherman L. Holtz (U)	1081	John L. Scheidt (U)		Robert C. Kelly (U)
979*	Harold Williams (70)	1082*	W. R. Ransom (54)	1186*	H. S. Allen, Jr. (U)
980*	Kathleen A. Johnston (217)	1083	William Heaney (39)	1187*	S. Mitoff (13)
981*	Edward Geier & Beverly Geier (77)	1084*	Lost Boat	1188*	Hobart Newman (56)
982	Frederic J. Gottwald (U)	1085	Lost Boat	1189*	Burton E. Moore (341)
983*	J. L. Brill (190)	1086	Everette N. Orvald (U)	1190	Lost Boat
984	Martha F. Brill (190)	1087	H. A. Pugsley (U)	1191	Wayne A., MD & John Gorla & Maury Eggers (266)
985	Harold Hall (49)	1088	U. S. Marine Corps	1192	Lost Boat
986*	John Bayer (U)	1089	Albert R. Simonds (288)	1193*	Robert J. Houck (U)
987	Lost Boat	1090	Henry C. Daniels (U)	1194	W. D. Jeffery (67)
988	Michael Hassel (U)	1091	U. S. Marine Corps	1195*	Tripp-Lake-Camps (U)
989	Wm. A. Seeman (185)	1092	U. S. Marine Corps	1196	Ernest G. Hertzberg (U)
990*	Bill & Jack Zeller (U)	1093	Lost Boat	1197*	Eric Dowell (U)
991*	Lost Boat	1094	U. S. Marine Corps	1198*	Edward Sullivan (U)
992*	Sold to Unknown Owner	1095	N. Hector McGeachy Jr. (U)	1199	Lost Boat
993*	Frank Cavanaugh (226)	1096	Fred Rasmussen (U)	1200	Not Completed
994*	Sold to Unknown Owner	1097	Lost Boat	1201	J. F. Cronin (13)
995*	George J. Savage, Jr. (U)	1098	E. J. Saam (253)	1202*	Aubrey A. Bastin (U)
996	Lost Boat	1099	Norman Rohrbach (31)	1203	Lloyd C. Hoeltzel (34)
997*	Lost Boat	1100	Carmine Christiano (U)	1204	J. K. Mills (U)
998	Gerald Houston (U)	1101	Lost Boat	1205*	Lost Boat
999	U. S. Coast Guard	1102	Thomas & T. R. "Dick" Crookston (137)	1206	Myles Schulte (U)
1000*	Mrs. Janet F. Ferguson (49)		Lost Boat	1207	Lost Boat
1001	Boat Destroyed	1103	Lost Boat		
1002	Lost Boat	1104	Lost Boat		
1003	Boat Destroyed	1105	U. S. Marine Corps		



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
1208	Gilbert Johnson (226)	1314*	John Silvestri (U)	1421	U. S. Marine Corps
1209	Boat Destroyed	1315*	Richard H. Nims (68)	1422	U. S. Marine Corps
1210	Never Built	1316*	Lost Boat	1423	U. S. Marine Corps
1211	Never Built	1317*	Phillip Pond (382)	1424	U. S. Marine Corps
1212	Lost Boat	1318*	T. Urling Walter (225)	1425	U. S. Marine Corps
1213*	George Marks (U)	1319*	R. T. Lathrop (105)	1426	U. S. Marine Corps
1214*	Earl J. & David O. Peters (374)	1320*	Lost Boat	1427	Scott P. Crampton (U)
1215	Lost Boat	1321*	Joseph E. Mosey (238)	1428	David K. Tillson (U)
1216	Janet D. Howard (U)	1322*	Lost Boat	1429	U. S. Marine Corps
1217	Stephen Decatur, Jr. (U)	1323*	Boat Destroyed	1430	U. S. Marine Corps
1218	Bernard R. Belisle (U)	1324*	Wesley S. Clarke (6)	1431	U. S. Marine Corps
1219	Never Finished	1325*	Lost Boat	1432	U. S. Marine Corps
1220*	Jay F. Harris, M.D. (U)	1326*	William Heffernan (56)	1433	U. S. Marine Corps
1221*	Lost Boat	1327*	Dan Jensen (30)	1434	U. S. Marine Corps
1222*	Robert Winterbottom (41)	1328*	John Rusman (95)	1435	U. S. Marine Corps
1223*	James A. Vincent (U)	1329*	William Summerbell (95)	1436	U. S. Marine Corps
1224*	J. I. Milliron (59)	1330*	Harry M. Ash (95)	1437	U. S. Marine Corps
1225*	Richard G. Roy (U)	1331*	Misses Anna & Kathryn Kohout (U)	1438	U. S. Marine Corps
1226*	Lost Boat	1332*	Bernard A. Rogers (U)	1439	U. S. Marine Corps
1227	John W. Thibodeau (U)	1333*	Lt. Col. Larrabee C. Lillie (92)	1440	Capt. Benj. R. Eggeman (50)
1228*	Bob Youngquist & Frank Parker (50)	1334*	Donald L. Duecker (U)	1441	U. S. Marine Corps
1229	Fred Lawson (27)	1335*	Fred M. Clark (270)	1442	U. S. Marine Corps
1230*	Noel R. Wardwell (353)	1336*	Francis C. Gideon (U)	1443	Lost Boat
1231*	James Klopfer (23)	1337*	Harbey Brittle (U)	1444	U. S. Marine Corps
1232*	Frank L. Rose (27)	1338*	David J. Rielley, Jr. (296)	1445	Tom R. Fulghum (U)
1233	Clayton W. Lutz (U)	1339*	Dealer	1446*	Zoltan I. Pandak (U)
1234*	Robert G. Hurlburt (U)	1340*	Lost Boat	1447	R. F. & Dale Marande (74)
1235*	Lost Boat	1341*	Eddie Jackson (U)	1448*	Boat Destroyed
1236*	Dr. R. J. Patrizio (252)	1342*	Dick Maher & Francis J. Byrne (19)	1449	Col. Leo Chevalier (U)
1237*	J. Robert Campbell, Jr. (U)	1343*	Boat Destroyed	1450	Lost Boat
1238*	Curtis E. Wilson (U)	1344*	Chautauqua Boys & Girls Club (198)	1451	Russell Wilson (U)
1239*	Dr. Henry J. Starr (U)	1345*	Rev. Rollin J. Fairbanks (U)	1452*	Louis E. Smith (194)
1240	Club Hansa (73)	1346*	Dewitt DeWeese (198)	1453	Elroy E. Schuenz (U)
1241	M. S. Tyseland (196)	1347*	Sold to Unknown Owner	1454	James R. Todd (226)
1242*	Dave Unger (56)	1348*	Lost Boat	1455*	John O. Enander (U)
1243	Lost Boat	1349*	Donald L. Buchard (3)	1456*	Rodney W. Dunlap (U)
1244	Lost Boat	1350*	A. Gordon Wheeler, (164)	1457*	Sold to Unknown Owner
1245	Richard Halcomb (U)	1351*	John Muhlenberg (U)	1458*	Stephen Tobey (21)
1246	Never Built	1352*	Lost Boat	1459*	Lost Boat
1247	Lost Boat	1353*	E. J. Cooley (U)	1460*	G. R. Beckham (143)
1248	Lost Boat	1354*	Lost Boat	1461	Never Built
1249	Lost Boat	1355*	Lost Boat	1462	Boat Destroyed
1250*	Jerry Martin (53)	1356*	R. S. Husted (329)	1463	Robert & G. Fouse (U)
1251*	W. A. De Haan (53)	1357*	Lost Boat	1464*	Ed Brockhausen, Jr. (172)
1252	Lost Boat	1358*	James H. Davis (70)	1465	Lost Boat
1253	Lost Boat	1359*	Harry S. Nelson (71)	1466*	David V. DuBois (13)
1254	Lost Boat	1360*	Boat Destroyed	1467*	John M. Fox (U)
1255	Zeb V. Carson (U)	1361*	Bruce Curtis (108)	1468	Never Built
1256	Normand Adair (316)	1362*	E. Spence (U)	1469	Bruce Laughlin (U)
1257	Carlos Hilker Voss (U)	1363*	Sold to Unknown Owner	1470	George B. Bryant (U)
1258	Robert R. Balla (U)	1364*	Lyon F. Terry (U)	1471	Ed Baumhauer (135)
1259	Robert P. Jansky (393)	1365*	Milton M. Titon (95)	1472*	J. L. Tiffany (78)
1260*	Lost Boat	1366*	Club Nautico del Muna (73)	1473*	Andrew R. Miller, Jr. (12)
1261	Kenneth D. Johnsen (353)	1367*	Boat Destroyed	1474*	Camp Swanee Girl's Boat (U)
1262*	Dr. Rolf P. Scharenberg (U)	1368*	R. P. Geranian & Sheldon Sherman (U)	1475*	Robert G. Schmitz (34)
1263	Antonio Uribe (73)	1369	Lost Boat	1476*	Herman J. Schmitz (34)
1264*	Lost Boat	1370	Never Built	1477*	E. C. Koch (U)
1265	Dealer	1371	Lt. Com. James V. Ryan (U)	1478*	A. R. Tomassetti (357)
1266	Lloyd Chambers (U)	1372*	Eric Qualley (64)	1479*	Albert Alexy (U)
1267*	Boat Destroyed	1373	Edwin H. Mullen (U)	1480*	William I. Mirkil (3)
1268*	C. F. Ebey (60)	1374*	Arthur S. Hanby (72)	1481*	Lost Boat
1269*	Everett A. & Dick Hoffman (150)	1375	Lost Boat	1482*	Neil F. Karkus (70)
1270*	Robinson Douglass (296)	1376	Lost Boat	1483*	Francis X. Kennelly (70)
1271*	Herb Twining (254)	1377	Lost Boat	1484*	Thomas F. Kennelly (70)
1272*	D. S. & Joyce E. Tiffany (338)	1378*	Harold Chester (104)	1485*	Gerard Morrissey (105)
1273*	Edward A. Stowell (27)	1379*	George Beisheim, Jr. (224)	1486	Lost Boat
1274*	Gerry Mason (44)	1380*	Cornelius Knox (255)	1487*	Richard N. Price (U)
1275*	Robert G. Cuskey (32)	1381*	Derek Sayers, M.D. (13)	1488	Clark Beverly (35)
1276*	Virginia Watson (U)	1382*	Lost Boat	1489*	Boat Destroyed
1277*	Lost Boat	1383*	Lt. Cdr. Milan J. Daniel (126)	1490	W. B. Hasland (U)
1278*	Charles M. Curtiss (12)	1384	Lloyd J. Fischer (U)	1491	Joseph Tries (59)
1279*	Sold to Unknown Owner	1385*	Heimart von Zwick (U)	1492	Sidney Dudley (U)
1280*	Lost Boat	1386	Never Built	1493	Rockerfella Center (U)
1281*	Richard C. Fowler (50)	1387*	Lost Boat	1494*	Guy Le Louer (73)
1282*	Gerard C. Smith (U)	1388*	Lost Boat	1495*	Santiago Torres (73)
1283*	Major Tom H. Nichols (50)	1389	D. O. Turnbull (U)	1496*	C. F. Craig (U)
1284*	Louis J. Taleric (93)	1390	R. T. Mosher (U)	1497	Marvin H. Schwab (39)
1285*	Basin Harbor Club	1391	James D. Grant (U)	1498	E. C. Van Swearingen (9)
1286*	Fred Thompson (U)	1392	Hans Brugger (75)	1499	Charles Fairfax Payne (44)
1287*	Mrs. C. Ray Taylor (340)	1393	George R. Baker (U)	1500	Marcia L. Payne (44)
1288*	Lost Boat	1394	Roger Sullivan (U)	1501	Roland F. Sherman (U)
1289*	Albert B. Snyder (353)	1395*	Robert B. Semple (U)	1502*	Boat Destroyed
1290*	LaSalle Yacht Club (221)	1396	George D. Hovey (U)	1503	Robert & Jay Blain (U)
1291*	Marie E. Pulaski (207)	1397	U. S. Marine Corps	1504*	Edwin Black (U)
1292*	Donald W. Reidenbaugh (253)	1398	U. S. Marine Corps	1505	N. W. Hautner (U)
1293*	Ernest Petersen (U)	1399	U. S. Marine Corps	1506	Samuel King (U)
1294*	Harry W. Parker (164)	1400	U. S. Marine Corps	1507	Allan G. Mitchell (8)
1295*	William S. Brenckle (U)	1401	U. S. Marine Corps	1508	Lost Boat
1296*	W. J. Moss, Jr. (U)	1402	U. S. Marine Corps	1509	George J. Podyen (U)
1297*	Lost Boat	1403	Boy Scouts of America	1510	Don W. Campbell (U)
1298*	Robert J. Huegel (177)	1404	Lost Boat	1511	L. K. Eden (U)
1299*	Tom Lindemann (69)	1405	Boy Scouts of America	1512*	Lost Boat
1300*	Norbert L. Schmitz (177)	1406	U. S. Marine Corps	1513	Julius Lipshultz (U)
1301*	Lewis A. Dysart & Frederick D. Lewis (296)	1407	U. S. Marine Corps	1514	Lost Boat
1302*	Donald Jay Ackerson (U)	1408	U. S. Marine Corps	1515	Lost Boat
1303*	Lost Boat	1409	U. S. Marine Corps	1516	Victor Guzauski (77)
1304*	Joseph G. Seymour (16)	1410	Gene R. Byrnes (U)	1517	Robert M. Weeks (U)
1305*	Lost Boat	1411	U. S. Marine Corps	1518	Lost Boat
1306*	Edmund T. Nash & Robert A. Nash (U)	1412	U. S. Marine Corps	1519	Never Built
1307*	Lincoln H. Gries (U)	1413	William M. Kelly (50)	1520	Guillermo Gonzalez (73)
1308*	N. P. Randall (39)	1414	U. S. Marine Corps	1521	Lorne L. Smith (188)
1309*	C. A. & Robert Howell (95)	1415	U. S. Marine Corps	1522	Harold Diers (U)
1310*	Lansing Lockwood (39)	1416	U. S. Marine Corps	1523*	Never Built
1311*	Lost Boat	1417	Lost Boat	1524	Robert B. Horne (314)
1312*	Harry Donahue, Jr. & Peter & Dennis Donahue (301)	1418	U. S. Marine Corps	1525*	Harvey M. Stewart (U)
1313*	Sherman Sable (164)	1419	Shepard N. Dunn (341)		Thomas S. & Victorine S. Mertes (325)
		1420	Douglas McKay, Jr. (341)		



Boat No.	Owner-Fleet
1526	Alberto Vejarano (U)
1527	Sold to Unknown Owner
1528	John James Brown (U)
1529	Abbot Pattison (280)
1530*	Sold to Unknown Owner
1531*	Sold to Unknown Owner
1532	Dealer
1533	Lost Boat
1534	Lost Boat
1535	Never Built
1536*	Sold to Unknown Owner
1537	Stanley Glassey (U)
1538	Never Built
1539*	Lost Boat
1540	Never Built
1541	Charles Sigel (U)
	Marvin Gerstein (U)
	Bertrand Gerstein (U)
1542	Lost Boat
1543*	Casper Collins Clarke (132)
1544	Kenneth A. Laidlaw (188)
1545	Walter H. Jones (U)
1546	Lost Boat
1547	Lost Boat
1548*	Robert L. Glinski (115)
1549*	W. Nelson Stamford (47)
1550	Lost Boat
1551	David S. Hanson (257)
1552	Isabel Warmoth (U)
1553	Never Built
1554	Lost Boat
1555	Never Built
1556	P. J. C. Van Zyl (U)
1557	Phil Keway (326)
1558	Never Built
1559	German Uribe (73)
1560*	Giuseppe de Paolis (305)
1561*	Richard L. McEwen (U)
1562	David M. Bull (U)
1563	Never Built
1564	Lost Boat
1565*	John G. Young (374)
1566*	William H. & David A. Furey (53)
1567	J. R. Bogan (U)
1568*	Maurice A. Ferrier (U)
1569	Tom Kenny (U)
1570	Lost Boat
1571	Alre R. Watts (U)
1572	Never Built
1573	Lost Boat
1574	Don Haas (U)
1575*	Lost Boat
1576	Lost Boat
1577*	Fred P. Thacker (119)
1578	Fred Cross (112)
1579*	Boat Destroyed
1580	J. Edward N. Flanagan (66)
1581*	James L. Brown, Jr. (109)
1582	Never Built
1583*	Dominick Di Vasto (77)
1584	Philip V. Colburn (U)
1585	James R. & JoAnn Bedenbaugh (U)
1586*	G. H. Ochenrider (98)
1587*	Grant Oliver (230)
1588*	Douglas P. Waterhouse (6)
1589*	William Lee Burch (U)
1590*	Boat Destroyed
1591	Lost Boat
1592*	Alden Whitehead (U)
1593	Never Built
1594	Dealer
1595	George F. Senn (U)
1596*	Eugene C. LaFond (194)
1597	Dealer
1598*	Stanley M. Haw (U)
1599	Michael Pustella, Jr. (U)
1600*	Harry Wignall (6)
1601*	Jay T. Stewart (U)
1602	Carl Koch (174)
1603*	Alan Dewey (12)
1604	Robert E. Pegel (97)
1605	Marcus Littlefield (U)
1606	Lost Boat
1607	Lost Boat
1608	M. E. Cottrell (U)
1609*	Thomas K. Armstrong (102)
	Charles W. Curtis
	John Pearne (71)
1611	Robert E. Armitage (U)
1612	Lost Boat
1613*	Eleanor F. Gilliams (92)
1614	Flota Andes (352)
1615	Lost Boat
1616*	William Wagner (U)
1617*	Cal Canfield (U)
1618	Kenneth L. Ziegler (U)
1619	Lost Boat
1620*	Mrs. N. M. Twist (215)
1621	E. D. Lundeen (U)
1622*	Richard W. Holmes (143)
1623	Dealer
1624*	Lost Boat
1625*	William B. Cooper (U)
1626*	Raymond A. & Gerda A. Howe (U)
1627*	Peter Shepherd (U)
1628*	Boat Destroyed
1629*	Jacques Haiser (U)
1630*	Antonios J. Filou (U)
1631*	Mark Magowan (U)

Boat No.	Owner-Fleet
1632*	Robert C. Paradise (U)
1633*	Thomas D. Leonard, Jr. (U)
1634*	Noel Walker (U)
1635*	Sold to Unknown Owner
1636*	Daniel Chait (U)
1637*	Lost Boat
1638*	Mathew Castelot (6)
1639*	Lost Boat
1640*	Mrs. Eva Stewart O'Fallon (U)
1641*	Roger C. Johnson (44)
1642*	Edward F. Wahl (37)
1643*	Boat Destroyed
1644*	George & Jay Huettl (14)
1645*	Lost Boat
1646*	Robert T. Hobson (212)
1647*	Chester Dale (U)
1648*	Lost Boat
1649*	Lost Boat
1650*	Lost Boat
1651*	Glenn W. Green (U)
1652*	John R. Riconda (163)
1653*	Goodhue Livingston, Jr. (U)
1654*	Leonard Lippincott (53)
1655*	Dave Winter (U)
1656*	Harry A. Carson (51)
1657*	Warren E. Deines (U)
1658*	Caldwell B. Richeson, Jr. (353)
1659*	Paul du Pont Irving (U)
1660*	Dealer
1661*	Richard C. Miller (313)
1662*	Lost Boat
1663*	Lt. Col. Swofford (U)
	Lt. Col. Johnson (U)
1664*	Col. Warne M. White (168)
1665*	Robert T. Reed (U)
1666*	Lost Boat
1667*	Stuart H. Scales (U)
1668*	Richard H. Brautigam, Jr. (U)
1669*	Henry George (9)
1670*	Lee Greenwood (U)
1671*	Ronald Peterson (U)
1672*	Lost Boat
1673*	Richard Hammerstein (U)
1674*	Dr. W. Schmidt (207)
1675*	E. Vitucci (194)
1676*	Robert Trukenbrod (U)
1677	Fred Cole (31)
1678	R. J. Cream (U)
1679	Austin A. Arla (U)
1680	Sold to Unknown Owner
1681	Arthur A. Smith (U)
1682	Lost Boat
1683*	Richard K. & Margaret Koegler (81)
1684*	James Douglas (U)
1685*	James R. Hinton, Jr. (U)
	Beatrice Hinton (U)
1686	Lost Boat
1687	Never Built
1688	Rudolf R. Krausse (U)
1689	W. L. Campbell (U)
1690	Never Built
1691	John McMahon (U)
1692	Arthur F. Bird (U)
1693	Tom Latimer (115)
1694*	Fred L. Ryner (133)
1695	Lost Boat
1696	Oregon Trail Council 697 (U)
1697*	A. E. Bigelow (64)
1698	Never Built
1699	Wm. G. Marrilat (60)
1700*	Barbara A. Brown (U)
1701*	Betsy Morris (69)
1702*	Max Ruess (79)
1703*	Larry Weiss (U)
1704*	Joe Lennart (205)
1705*	Michael & Martin Gorman (U)
1706	George Descenzo (U)
	Steve Fayta (U)
1707*	Don L. Wiltse (U)
1708	Loyal Patton (U)
1709*	Catherine M. Botham (177)
1710	Michael Gregg (U)
1711	Leo Toska (42)
1712*	R. Hillman (U)
1713	Leo Wasiewicz (U)
1714*	M. G. Patterson (U)
1715*	Robert H. Torgler (255)
1716	L. C. Woods (U)
1717	Lost Boat
1718	Never Built
1719	Builder
1720	Never Built
1721*	Dealer
1722*	Robert Walker (192)
1723*	Lester, Boyd & Leslie Asplundh (99)
1724*	Lost Boat
1725*	Dr. Ira S. Ross (104)
1726*	John G. & Kenneth B. Walton & Gardner Cox (U)
	Fred Fick (32)
1727*	Lost Boat
1728*	Sold to Unknown Owner
1730*	Eric Begg (6)
1731*	Raymond A. Dietz (377)
1732*	Robert B. O'Brien, Jr. (3)
1733*	Jack Lubahn (U)
1734*	Bill Cannon (3)
1735*	Charles W. Mulch (U)
1736*	H. A. Williams (325)

Boat No.	Owner-Fleet
1737*	Bruce Gilmore (382)
1738*	Carol Ferrara (34)
1739*	John Smith (U)
1740*	Alfred Bernstein (U)
1741*	Harold P. Landerl (192)
1742*	Lee Boldbeck (U)
1743*	William Handrock (U)
1744*	H. Corbin Day (3)
1745*	Boat Destroyed
1746*	Roderick M. Nicholson (U)
1747*	Edward Waldmen (U)
1748	Lost Boat
1749	Donald E. Asay (U)
	Mrs. Mary Asay (U)
	Never Built
1750	Dealer
1751	Dealer
1752	Lost Boat
1753	Ron Scherrer (270)
1754	David & Mary Lamb (248)
1755	Never Built
1756	Lost Boat
1757	Morton Foster, Jr. (U)
1758	Luther M. Falconer (70)
1759	A. E. Francke, Jr. (U)
1760	Lost Boat
1761	John Cannon Colvin (U)
1762*	Lost Boat
1763	Arthur M. Williams, Jr. (341)
1764	Arthur Milnamow (197)
1765	Mario Borges de Andrade Ramos (84)
1766*	Ronaldo de Andrade Ramos (81)
	Luiz Philippe Cardoso, Jr. (84)
1767*	Hans Rudolf Knoth (84)
1768	Francisco Ribeiro de Almeida (84)
1769*	Lost Boat
1770	Jose Cruz da Costa Biaia (351)
1771*	Joao Carlos dos Santos (84)
1772*	Lost Boat
1773*	Harvey H. Rentel (147)
1774*	Emily Copeland (U)
1775*	Dr. Edwin W. Stevens (20)
1776*	William A. Stone (42)
1777	John B. Currier, Jr. (U)
1778	Lost Boat
1779	Richard J. Hancock (139)
1780	J. C. Martin (18)
1781	Lost Boat
1782	Lost Boat
1783	Lost Boat
1784	Lost Boat
1785	Lost Boat
1786*	Robert L. Smith (U)
1787*	Robert M. & William F. Hoover (296)
1788*	Clarence J. Arrowsmith (95)
1789*	Lost Boat
1790*	Dr. Ralph Wigent (54)
1791*	William H. Fischer (U)
1792*	Lee R. Millett (192)
1793*	Don Troyer (31)
1794*	Russell D. Briggs (U)
1795*	George H. Stephens III (382)
1796*	Robert Brenner (81)
1797*	Barry Bennet (U)
1798*	Boat Destroyed
1799*	Lost Boat
1800*	Frank L. Driver, Jr. (142)
1801*	Donald H. Mnookin (296)
1802*	Howard J. Hadley (241)
1803*	Clyde V. Kretzinger (U)
1804*	John H. Stone (263)
1805*	William E. Munn (U)
1806*	Kenneth B. Finnie (36)
1807*	Marshall Larrabee III (1)
	Jean McRae (1)
	Ethel Delgado (1)
1808*	Lost Boat
1809*	Dr. Irwin K. Stone (225)
1810*	Lost Boat
1811*	Lost Boat
1812*	Cleveland Yacht Club (U)
1813*	Charles J. MacDonald (U)
1814*	R. W. Sundermann (U)
1815*	Donald C., Jr. & Wilma S. Young (378)
1816*	Sold to Unknown Owner
1817*	Mert S. Jennings (54)
1818*	Hal S. Cornelius (U)
1819*	John Hill, Jr. (U)
1820*	Donald Harrison (54)
1821*	John C. Groschner (51)
1822*	Robert Englebeck (136)
1823*	Frank Gibb (311)
	Nealon Cudney (311)
1824*	Glenn Wagner (U)
1825*	Peter Laue (U)
1826*	William Jordan (1)
1827*	Raymond E. Olson (44)
1828*	John R. Ross, Jr., M.D. (10)
1829*	Bill Matheson (U)
1830*	James K. Davis, Jr. (213)
1831*	Chas. H. Davis (213)
	Lost Boat
1832*	Rueben Storsteen (U)
1833*	Robert Etzweiler (U)
1834*	Walter S. Douglas (U)
1835*	Ed Key (U)
1836*	W. A. Skelton (U)
1837*	Lost Boat
1838	Lost Boat



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
1839	J. K. Ware (62)	1941*	Walter M. Faust (16)	2044*	William G. Pansuis (126)
1840	Rutledge Delgado (62)	1942*	Dr. Charles Q. MacDonald (25)	2045*	John Worthley (7)
1841*	Kenneth W. Taylor (U)	1943*	Henry Leppa (U)	2046	Nicholas J. Ribis (133)
1842	Lost Boat	1944*	Lost Boat	2047*	F. H. Garniss (U)
1843	Lost Boat	1945*	Richard Randall (189)	2048*	Chester T. Williams (32)
1844	Fred G. McLean (U)	1946*	Lost Boat	2049*	Frances E. Boldt (U)
1845*	Frank Inrig (118)	1947*	William H., Helen, & B. James	2050	David E. Delzell (U)
1846*	Donald R. Gates (U)		Loughlin (246)	2051	Robert L. DuPont (U)
1847	Lost Boat	1948*	Benjamin A. Laurey (U)	2052	Oscar Jack Schneidau (U)
1848	Never Built	1949*	Frederick K. Grask, Jr. (U)	2053	Arthur Goldman (228)
1849	Mrs. Dorothy Henry (U)	1950*	Stewart Boal (U)	2054*	H. B. Parfet (U)
1850	Lloyd Haitt (U)	1951*	Richard C. Walker (244)	2055	William F. Bennett, III (U)
1851*	Derek Simpkins (90)	1952*	Matthew J. Lavin (U)	2056	Archie Gold (U)
1852*	Jerry Hill (U)	1953*	Lost Boat	2057	Trevor P. Hall (53)
1853	L. N. Woodruff (U)	1954*	Russell D. Etzenhauser, M.D.	2058	James F. McQuiston (U)
1854	George F. Swetnam, Jr. (U)		(156)	2059	Never Built
1855	Seymour H. Hartner (U)	1955*	Frank & Mary Dawson (133)	2060	Lt. Paul Stuck (U)
1856*	Lost Boat	1956*	J. Wayne McCleaster (33)	2061	Dr. Antonio DeMeneses (U)
1857*	B. A. Agler (U)	1957*	Donald T. MacKinnon, Jr. (U)	2062	John H. Foster (U)
1858*	Arthur Gregg (230)	1958*	John S. Bradshaw (194)	2063*	Iate Clube do Rio de Janeiro (84)
1859	Thomas P. Schnapp (42)	1959*	Edwin A. Murray, Jr. (59)	2064*	Robert B. Rodgers (U)
1860	Robert H. Smith (75)	1960*	Lawrence Carpenter (164)	2065*	Lost Boat
1861	John C. Hodges (87)	1961	Lost Boat	2066*	Heinz A. Lips (U)
1862	Never Built	1962	James C. Walker (U)	2067*	Christian J. Larsen (104)
1863*	Henry Tose, Jr. (U)	1963	Dr. Marshall Alcorn (U)	2068*	Lost Boat
1864	Builder	1964	Mrs. Robert Lauer	2069*	Chas. C. Kehl (143)
1865	Lost Boat	1965	Kenneth G. Nicholson (U)	2070*	Tony Baroni, Jr. (58)
1866	Philip S. Padelford (U)	1966*	Lost Boat	2071	Frederic R. Swigart (U)
1867	Builder	1967*	Peter W. Pfeiffer &	2072*	Edward H. Harding (332)
1868*	Mrs. Ruth W. Spaulding (40)		H. B. Heller (102)	2073	Sold To Unknown Owner
1869*	William McHugh (U)	1968	W. J. Foxenburgh (U)	2074	Richard A. Grainger (81)
1870	Never Built	1969	Lost Boat		R. O'Mara
1871*	Lost Boat	1970	Never Built	2075	C. W. Handlin (U)
1872	Charles T. Marcy, Jr. (U)	1971	William M. Wells (U)	2076	Lost Boat
1873	Sold To Unknown Owner	1972	Never Built	2077	Never Built
1874	Caleb J. Brinton, Jr. (U)	1973	M. J. Sullivan (U)	2078	George L. Pierson (U)
1875*	John R. Geiter (U)	1974*	A. C. Walker (194)	2079	Never Built
1876*	Lost Boat	1975	Ludwig J. Feurstein (U)	2080*	Samuel, Peter & Graham Goldsmith
1877*	Norman F. Liming (U)	1976*	Lost Boat		(230)
1878*	Nancy Lewis (314)	1977*	Neil F. Williams (378)	2081*	Lost Boat
1879*	Herbert Evans (116)	1978*	John Noble (155)	2082	Lost Boat
1880*	Howard L. Murray (U)	1979*	Earl Campbell (U)	2083*	Henry Chow (U)
1881*	Paul Hollenbach (133)	1980*	Glenn A. Young (U)		Dr. Bruce Chin (U)
1882*	Peter Rumsey (U)	1981*	Howard E. Gray (51)	2084	Lost Boat
1883*	Edward A. Gleason, Jr. (189)	1982*	Rollin J. McCrory (27)	2085*	Lost Boat
1884*	O. M. Scott (96)	1983*	Paul Chenot (212)	2086*	Sold To Unknown Owner
1885*	J. Scott Todd (99)	1984*	Bayard Wilson (U)	2087*	Frank Cummings (56)
1886	James S. Todd (99)		William R. Witherell (U)	2088*	Richard H. Forshay (323)
1887*	P. M. Griffin (376)	1985*	Dr. Donald S. Pearson (U)	2089*	McCallie School (127)
1888*	Anthony J. Hervas (U)	1986*	Mr. & Mrs. Morris Shaw (U)	2090*	Sold To Unknown Owner
1889	Lost Boat	1987*	Lost Boat	2091*	Alexander Jay Bruen (U)
1890	Builder	1988*	H. W. Woodworth (U)	2092*	Joan Treadwell (225)
1891	Never Built	1989*	Detroit Boat Club (131)	2093*	Richard J. Gray (U)
1892*	Warren R. Martel (U)	1990	David W. Pethick (U)	2094*	J. F. Wiggins (1)
1893	Arnold Hulting (U)	1991*	Richard A. Nash (189)	2095*	Fred A. Smith, Jr. (U)
1894*	Edward J. Gagne (U)	1992*	James McLain (43)	2096*	Lost Boat
1895	Norman Johnson (21)	1993*	Never Built	2097*	Thomas H. Hopper (329)
1896*	Never Built	1994	D. M. Ballard (U)	2098*	J. S. Noga (273)
	Vicki M. Bernstein (U)	1995	Builder	2099*	James Greer George (242)
	Chas. Bernstein (U)	1996	Enrique Andrade (73)	2100	Jim Ruddle (118)
1897*	J. H. Stevens (U)	1997	Enrique Andrade (73)	2101*	J. E. Teaford (284)
1898*	Frances Clurman (41)	1998	Enrique Andrade (73)	2102*	A. R. Staib (98)
1899*	William Prior (75)	1999	Enrique Andrade (73)	2103*	Charles E. Phillips (117)
1900*	Idda Jova (39)	2000	I. J. Sprawka (U)	2104*	Eric Jeltrop (U)
	Henrv Abreu (39)	2001	Skanetteles for Model Purposes	2105*	Donald Brown (382)
1901*	Donald C. Gilbert (126)	2002	Sallie Harsch (216)	2106*	Alan D. McIntyre (34)
1902	Frank C. Proverbs (U)	2003	Don Stemp (U)	2107*	Kenneth Borst (7)
1903*	R. D. Swain (270)	2004	John Irwin (U)	2108*	Alvin Kuder (57)
1904*	Charles J. Woepfel (12)	2005*	George Mutschler, Jr. (323)		Edward Beck (57)
1905*	William Gulick (U)	2006*	Leonard Lazar (5)	2109*	Marrus G. Langseth (U)
1906*	William C. Merritt (149)	2007*	Lost Boat	2110*	Madison Beach Club (129)
1907	Duncan B. MacKay (U)	2008*	George G. Smith (U)	2111*	Marcus Daly (U)
1908	Frank J. Kleinhampl (U)	2009*	Carl Haberland (U)	2112*	Wm. Baker (98)
1909*	Dana A. Carkey (U)	2010	Lost Boat	2113*	Boat Destroyed
1910	Ernest Sommitz (311)	2011*	Lt. Paulo Lindenbergl (U)	2114*	R. E. Handschumacher (U)
1911*	William J. Carroll (98)	2012	Joseph H. Weingart (U)	2115*	Paul K. Sternbert (300)
1912*	Henry J. Kiernan (U)	2013*	A. Harcourt, Jr. (U)	2116*	William Renz (138)
1913*	H. Shanley (6)	2014*	Lost Boat	2117*	Cyril J. Jones (38)
1914*	Nathaniel Reyburn (24)	2015	William Jenkins, Jr. (U)	2118*	Barry A. Zaslav (50)
1915*	Millard F. Bingham (U)	2016	Max Meyer (U)	2119*	James P. Glave (216)
1916*	Sold To Unknown Owner	2017*	Johnson Smith (150)	2120*	Dr. Charles Meach (326)
1917*	Donald A. Young (238)	2018*	Donald W. Cotch (U)	2121*	Ralph E. Holthausen (U)
1918*	Harold P. Clingsmith (110)	2019*	W. Thomas Ross (150)	2122*	Thomas Kane (98)
	Donald L. Christiansen (110)	2020	Thomas A. Louis (149)	2123*	Bryant Baker, Jr. (53)
1919*	Jack Anthony (U)	2021*	Never Built	2124*	Joseph C. & Dan Proctor (155)
1920*	Sold to Unknown Owner	2022*	Roger Sobel (64)	2125*	C. E. Galston (89)
1921*	Larchmont Jr. Yacht Club (U)	2023*	Mr. & Mrs. John P. Kellogg (64)		P. H. Nicholas (89)
1922*	A. S. Wikstrom (1)	2024*	Lost Boat	2126*	Sold to Unknown Owner
1923*	L. Arthur Freeborn (31)	2025	Robert M. Reid (194)	2127*	Warren D. Brewster (U)
1924*	Lost Boat	2026*	Boat Destroyed	2128*	Charles White (70)
1925*	Clifford O. Schwandner (303)		Rev. Raymond William Gribbin	2129*	Lost Boat
1926*	Miss Marion Seymour (225)		(U)	2130*	W. S. Langdon, Jr. (U)
1927*	Alfred A. St. George (38)	2027	Mr. & Mrs. Theo. H. Harvey, Jr.	2131*	James Butt (U)
1928*	Fred J. Meno, II (131)		(U)	2132*	Seawaneka Corinthian Yacht Club
	Fred J. Meno, III (131)	2028	D. Hugh Connolly (257)		(89)
1929*	Gilbert B. Williams (6)	2029	Hans W. Lange (U)	2133*	Lost Boat
	Arthur G. Williams (6)	2030	Savannah Yacht & Country Club	2134*	Lost Boat
1930*	Robert L. Wright (U)	2031*	Elmer & Pauline Stellberger (U)	2135*	Fred Depp (U)
1931*	Harold N. Watson (U)	2032*	Charles R. Mershon (20)	2136*	Bill Brown (255)
1932*	Lawrence R. Klepper (44)	2033	Foster C. Bennett (110)	2137*	Lost Boat
	Philip Rubin (44)	2034	Mr. & Mrs. William O. Sheldon	2138*	Jim Mehulenbeck (U)
1933*	Bernard Shaw (U)		(U)	2139*	Donald Moon (31)
1934*	Paul Bates (U)	2035	J. Garfield Houston (198)	2140*	Dr. Howard Odell (U)
1935*	David Springsteen (U)	2036	Marshall Smith (167)		Destroyed
1936*	Robert D. Stewart (273)	2037*	Edgar Parker (U)	2141*	Johnson Cooper (15)
	William Otis (273)	2038*	William Wilcox (U)	2142*	A. C. Waldvogel (266)
1937*	Henry E. Dale, Jr. (369)	2039	Robert M. Cox (U)	2143*	Kenneth D. Robinson (168)
1938*	James J. Hickey (70)	2040	Comdr. H. M. Hewson (U)	2144*	Louis C. Schowe (U)
1939*	Charles P. LeRoyer, Jr., M.D. (U)	2041	Robert Halfman (246)	2145*	Lost Boat
1940*	Dr. J. C. Brand, Jr. (U)	2042	James F. Durrell (U)	2146*	Al L. Buschhorn (35)
		2043	Philip J. Philip (U)	2147*	



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
2148*	Dr. John Steubenbord (U)	2255	Antonio Alfonso (U)	2365	James D. O'Neil (3)
2149*	Lost Boat	2256*	Scott Barton (138)	2366	Lost Boat
2150*	Louis D'Amanda (U)	2257	R. A. Slabaugh, Jr. (U)	2367*	Julius Needleman (146)
2151*	Alan C. Coho (81)	2258	John Peter Flanagan (U)		Rudy Bloom (146)
2152*	Sold To Unknown Owner	2259*	Donald Gonsalves (207)	2368*	John B. Clark, Jr. (161)
2153*	Edward C. Riley, M.D. (77)	2260	Never Built	2369*	James R. Bates (99)
2154	Never Built	2261	Builder	2370*	Builder
2155*	Sold To Unknown Owner	2262	Lost Boat	2371*	Rolfe Moller (189)
2156	Jack McNab (24)	2263	Boat Destroyed	2372	Builder
2157	Never Built	2264	Never Built	2373	Builder
2158	Never Built	2265	Lost Boat	2374	B. Perry Cowl (92)
2159	Never Built	2266	Richard E. Meagher (U)	2375*	D. M. Smith (U)
2160*	Rudolf Pohl (144)	2267*	Chester E. Markowski (138)	2376	Lost Boat
2161	William L. Donaldson (U)	2268*	Lost Boat	2377	Never Built
2162	Horace Ashton (U)	2269*	Robert G. Hanna (U)	2378	Harold W. Cobb (U)
2163	Cynthia Lea Green (U)	2270	Robert W. Hammer (6)	2379	Lost Boat
2164	Never Built	2271	Lost Boat	2380	J. P. Francis (188)
2165	Robert W. Feifert (U)	2272*	John H. Bothwell (114)	2381*	Dr. Gilbert Klemann (257)
2166*	Bayard Stockton III (3)	2273*	A. G. Rodgers (347)	2382	Philip H. White (U)
2167*	Boat Destroyed	2274*	Chester M. Patten (132)	2383*	Merritt Quattlebaum (341)
2168	Cyril J. Martin (U)	2275*	Michael J. English (165)	2384	Lost Boat
2169	Barbara Walton (229)	2276	Never Built	2385	C. D. McPherson (U)
2170	Lost Boat	2277	Lost Boat	2386*	Lost Boat
2171	R. Wheeler (146)	2278	Lost Boat	2387	Howard E. Cady (U)
2172*	John Searles (164)	2279*	William Cairns (132)	2388*	Lost Boat
2173	Lewis Kintz (U)	2280	Lost Boat	2389*	Dr. Arthur Fredricks (98)
2174	Lost Boat	2281	Lost Boat	2390*	George Bauer (32)
2175	Peter W. Pfeiffer (102)	2282	W. H. Benn (132)	2391*	Curtis H. Acker (U)
2176	Elbert Mead (U)	2283	Marvin Arentsen (U)	2392*	Lucas A. Alden (U)
2177	Never Built	2284	Arthur J. Ameen (61)	2393*	John C. Hawkins (138)
2178	R. Hill Jr. (U)	2285*	Paul Hellstrom (127)	2394*	Robert H. Pettit (U)
2179	Norman R. Neubauer (U)	2286	Never Built	2395*	Edwin Duckworth (33)
2180*	Russell Hebbard, Jr. (32)	2287	Lost Boat	2396*	Paul De Haas (U)
2181	Irving L. Meyerson (U)	2288	Never Built	2397*	Lost Boat
2182	Never Built	2289*	Lost Boat	2398	Lost Boat
2183*	Robert Green (31)	2290	Boat Destroyed	2399*	Lost Boat
	Clyde J. Brasher (31)	2291*	J. J. Hill, Jr. (U)	2400*	Boat Destroyed
2184	Never Built	2292	Lost Boat	2401	Lost Boat
2185	Never Built	2293	Lost Boat	2402	Lost Boat
2186*	Lost Boat	2294	Destroyed	2403*	Mrs. Wm. DeWitt (U)
2187*	E. F. Meagher (196)	2295	Lost Boat	2404	Never Built
2188*	Kiwanis Club, Inc. (50)	2296*	Harraseeket Y. C. (244)	2405*	Fred & Garv Reynolds (294)
2189*	Josiah B. Venter (63)	2297*	Peter P. Clifford (101)	2406*	Norma M. Wilson (U)
2190*	Munn Brewer (32)	2298*	Citadel Y. C. (288)	2407*	Ward Knowles (129)
2191*	Allison Haff (98)	2299	Miss Ethel Anderson (70)	2408*	Donald McCann (119)
2192*	Mrs. L. Sophian (7)	2300	Andrew Barr, Sr. (102)	2409	Never Built
2193*	Rocky Point Club (291)	2301*	Oliver Edel (U)	2410*	Gordon Strumm (100)
2194	Robert E. Smith (95)	2302	Lost Boat	2411*	Boat Destroyed
2195*	Alexander Frisenda (U)	2303	Never Built	2412	Lowell F. Eggert (U)
2196*	Francis L. Baker (226)	2304	Lost Boat	2413	C. E. Larson (U)
2197*	Kurt Ratke (85)	2305*	Harold P. Sorensen (U)	2414	Never Built
2198	Jackie Woolman (U)	2306	John Hold (U)	2415	Never Built
	David J. Woolman (U)	2307*	Dr. Gilbert Kelmann (257)	2416	Tenente Loureiro (84)
2199*	E. F. Mattick (112)	2308	Lost Boat	2417*	Thomas Pompeu Souza, (U)
2200	Geoffrey Carsons (U)	2309*	Ray E. Wheeler (6)	2418	Lost Boat
2201*	Bernard G. Fortmann, Jr. (95)	2310*	B. H. Brock (U)	2419	Dealer
2202	D. F. Wanner, Jr. (257)	2311*	Jonathan Skret (U)	2420*	Robert H. Young (102)
2203*	Melvin W. Black (U)	2312	Never Built	2421*	Leon Gutstadt (102)
2204*	Dudley A. Saunders (138)	2313*	Boat Destroyed	2422*	Bob Antonioli (U)
2205*	St. Francis Novitate (U)	2314*	Jack Vittery (90)	2423	K. B. Cochran (U)
2206	Ben Taylor (174)	2315	Laura Hunt (96)	2424	Grace M. Greene (U)
2207	Lost Boat	2316	Lost Boat	2425*	Kurt Moderow (143)
2208	Benton G. Williams (132)	2317	Sold To Unknown Owner	2426*	Werner G. & Renabe Bittner (283)
2209	Never Built	2318	Lost Boat	2427*	James R. Pecchia (U)
2210	Donald Shoemaker (330)	2319	Lost Boat	2428	Never Built
2211*	Lost Boat	2320	Lost Boat	2429*	Jack Forman (194)
2212*	William Stubbs (190)	2321*	Rene C. Foss (107)	2430	James L. Funk (U)
2213	Julius Kasimer (U)	2322	Never Built	2431	Oscar Vieira Ramos (144)
2214*	Boat Destroyed	2323*	F. V. Lauder (U)	2432	Lost Boat
2215*	Marjorie Teetor (154)	2324	Gordon A. Allison (U)	2433*	George E. Cushing (146)
2216*	Lost Boat	2325*	Lauriston R. McQuoid (U)	2434*	Burton Warren (U)
2217*	Frank K. Bell (96)	2326*	Ray Wahlton (112)	2435*	Lost Boat
2218*	Lost Boat	2327*	A. E. Wilson (215)	2436	Never Built
2219	Howard W. Robins (U)	2328	Never Built	2437*	P. J. McTavish (132)
2220*	Eugene E. Fields (47)	2329*	Allen Edelberg (300)	2438	Ronald Costa Sousa (84)
2221	Never Built	2330*	Lost Boat	2439	Lauro dos Santos (162)
2222	Robert Murphy (U)	2331*	Wallace Williams (U)	2440*	J. L. Johnson (103)
2223*	George A. Johnson (316)	2332	Never Built	2441*	Lost Boat
2224*	Lost Boat	2333	Charles E. Fackels (U)	2442*	A. N. Skow (86)
2225*	Kristin Jacobson (187)	2334	Lost Boat	2443*	John J. Lawler (217)
	F. C. Jacobson (187)	2335	Lost Boat	2444*	Andrew Simpson (U)
2226*	Dr. C. G. Reznichuk (U)	2336	Edward W. McClellan (U)	2445*	Donald Sweet (U)
2227*	Howard E. Miller (U)	2337	Lost Boat	2446*	Robert Amory (70)
2228*	Ben Weber (155)	2338*	Lt Joseph Ryan (119)	2447*	H. Struckmann (U)
2229	Mr. I. Dowd (U)	2339	Never Built	2448*	Morris M. Sunshine (U)
2230*	John W. Hearn (295)	2340	G. G. Pitts (U)	2449*	Lost Boat
2231*	Harry Petrick (U)	2341*	John B. Atherton (121)	2450*	Lost Boat
2232*	Benson J. Schultz (U)	2342*	William Wertenbacker (U)	2451*	W. C. Arkell (210)
2233*	James J. McHugh (96)	2343*	Wilbur E. Kibbey (137)	2452*	Lost Boat
	Roberta S. McHugh (96)	2344	Justin E. Gale (303)	2453*	Joseph C. Difrancesco (314)
2234*	Alfred Burger, Jr. (U)	2345	Howard L. Boston (51)	2454*	Lost Boat
2235*	H. R. Warner, Jr. (U)	2346*	George May (59)	2455*	Gerald F. Cabot (104)
2236*	Richard Brickman (55)	2347*	Thomas C. Tadlock (U)	2456*	Francis G. Hewitt (301)
2237*	Margaret P. Hanrahan (145)	2348	R. Earl Mooneyhan (U)	2457*	John M. Crowley (U)
2238*	George Leisegang (U)	2349	Never Built	2458	Lost Boat
2239*	Peter E. Bach (U)	2350	Seymour Stern (300)	2459*	Dr. Harry Perkins (257)
2240*	Harry Schroder (U)	2351	Rolf Tiefenthaler (84)	2460*	Bob Busk (110)
2241	Joseph W. Proctor (U)	2352	Lost Boat	2461*	Stephen O. Beecher (14)
2242	Richard Rotta (U)	2353*	Paul Beam (270)	2462*	Robert H. Murphy (105)
2243	Richard G. Fogg (303)	2354	Never Built	2463*	Andrew Heiskell (134)
2244	Robert P. Murray (U)	2355*	Ocean Beach Assn. Youth Group (U)	2464*	Dr. A. G. Ansprenger (U)
2245	Lost Boat			2465*	David & Joanna Graf (183)
2246*	Earl L. Stone (296)	2356	Philip Horn (U)	2466*	Boat Destroyed
2247*	Dick Deeg (27)	2357*	Blaine Girard (U)	2467*	Del Smith (6)
2248*	Ginny A. Maine (85)	2358*	A. J. Kartess (132)	2468*	Sold to Unknown Owner
2249*	William Smith (96)	2359*	James Sackett (U)	2469*	Alex Sellers, Jr. (183)
2250	Lost Boat	2360	Dealer	2470*	G. W. Walker (U)
2251*	Dr. Allen H. Kirkwood (149)	2361*	Frank Dahlberg (189)	2471*	Gerhard A. Ritsema (364)
2252*	Thomas G. Reel (U)	2362*	Dr. Benjamin Fine (189)	2472	R. J. Scallon (U)
2253*	Jerry Booth (U)	2363*	Monte R. Kelley (U)	2473*	Destroyed
2254*	J. Felton (125)	2364	Howard E. Freeman (U)	2474*	Lost Boat



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
2475	Steve Bartholf (117)	2581*	W. R. Omerod (146)	2689*	W. W. Doolittle (U)
2476*	Ronald A. Dahlin (U)	2582*	Lost Boat	2690*	William E. Seymour (338)
2477	William W. Gage (U)	2583	Don Owens (132)	2691*	Lost Boat
2478*	C. Clark Stover (14)	2584*	Raymond & Jeremiah Ingersoll (98)	2692*	Herbert E. &
2479*	Arthur W. Rhodes (255)	2585	Lost Boat	2693*	Dwight Goldberg (145)
2480	James E. Woolson (301)	2586*	Grant Barratt (153)	2694*	J. B. McCurley (50)
2481*	Kenneth R. Damon (U)	2587*	Morgan Powell (109)	2695*	Lost Boat
2482*	Richard Leonard (382)	2588	Never Built	2696*	Lost Boat
2483	Never Built	2589*	Myron Ley (266)	2697*	Housatonic Boat Club (6)
2484	Lost Boat	2590	Lost Boat	2698*	Mrs. Edward Pulling (89)
2485*	Stanley Beattie (U)	2591*	Jim Brady (266)	2699*	Lost Boat
2486*	Lost Boat	2592	Never Built	2700*	Wilson Powell (63)
2487	A. K. Ault (U)	2593*	Lost Boat	2701*	Lost Boat
2488	J. D. Kenna (U)	2594*	Arnold Whitehouse (U)	2702*	Raymond Eliasian (U)
2489*	Mr. R. Wilson (95)	2595*	Sold To Unknown Owner	2703*	Dr. W. B. McLaughlin (180)
2490	Louis Castalano (41)	2596*	Lake Washington Yacht Basin (U)	2704*	James Casey (258)
2491	Never Built	2597*	Lost Boat	2705*	Thomas Dennen (295)
2492	J. Weldon (135)	2598	Edwin A. Putnam (U)	2706*	Frank Hornby (36)
2493	Sea Scouts of Buffalo	2599	Lyn Mickelson (132)	2707*	Dr. Robt. E. Bovard (U)
2494*	Charles Skuza (30)	2600	J. C. Ruddle (146)	2708*	Mr. Phillip D. Small (87)
	Thomas S. Rudy	2601*	David R. M. Keil (90)	2709*	D. L. Coyle (323)
2495	Grant Kerr (113)	2602*	Clifford P. Bermann (U)	2710*	William Cranmer (U)
2496*	Roland V. Siddall (119)	2603	Destroyed	2711*	Jack MacCracken (99)
2497*	Howard M. Young, M. D. (93)	2604	Russell P. Inzinga (49)	2712*	Lost Boat
2498*	John G. Kunit (U)	2605	Donald L. Pierce (197)	2713*	Robert N. Smith (U)
2499	Lost Boat	2606	W. M. McKie (U)	2714*	Lost Boat
2500*	Lost Boat	2607	Lost Boat	2715*	Charles W. Arnold (296)
2501*	C. Andree Pertain (67)	2608	Cdr. Robert Lenson (114)	2716*	James E. Nivin (U)
2502*	Richard P. Gengler (U)	2609	Never Built	2717*	John Gibbons (23)
2503*	George Burridge (112)	2610*	John Fairweather (178)	2718*	Lost Boat
2504*	Lost Boat	2611*	Lamond Henshaw (229)	2719*	John Schindly (263)
2505*	Carl Witteborg, Jr. (112)	2612*	Lost Boat	2720*	Robert Hinck (138)
2506	Builder	2613*	C. E. Walker (U)	2721*	Stanford J. & Peggy Lee
2507	Builder	2614	Never Built		Zeccolo (U)
2508	Builder	2615*	Gerald U. Coleman (64)	2722*	Frank Newcomb (55)
2509	Builder	2616	Clifford Pulis (U)		Arthur Newcomb (55)
2510	Builder	2617	Edw. Sizeland (U)	2723*	Robert Morse (174)
2511*	S. E. Schafer (113)	2618	Boat Destroyed	2724*	W. W. Edwards (U)
2512*	Dean H. Tank (U)	2619*	Dr. Robert F. Bondurant (377)	2725*	D. R. Crider (U)
2513*	Kenneth G. Humer (263)	2620*	John Spurdle (70)	2726*	Clint Shannon (74)
2514*	John Osgood (294)	2621*	Richard M. Tynan (U)	2727*	Henry Partridge (212)
2515*	Walter Novak (U)	2622*	Fred H. Luebbert (U)	2728*	Al Schroeder (U)
2516*	Allen Dickerson (30)	2623*	Lost Boat	2729*	Ted Skoglund (U)
2517	Builder	2624*	Wesley E. Moore (13)	2730*	Lost Boat
2518	Builder		David Selengut	2731*	Harry C. Armstrong (98)
2519	Builder	2625	Sold To Unknown Owner	2732*	Dr. C. K. Bender (154)
2520	Builder	2626	Never Built	2733*	Lost Boat
2521	Boat Destroyed	2627	G. C. Wilkins, Jr. (U)	2734*	Rodney Knecht (U)
2522*	Boat Destroyed	2628	Boy Scout Council	2735*	George E. Tubich (340)
2523	Club Nautico del Muna (73)	2629	Bernard Boneck (U)	2736*	Joseph R. Zoha (U)
2524	Guillermo Aldana (U)	2630	A. F. Hartford &	2737*	W. Leon Walbert (314)
2525*	Robert Metzger (98)		A. F. Hartford, Jr. (99)	2738*	Boat Destroyed
2526*	Chautauqua Boys &	2631	Lost Boat	2739*	Robert Utz (116)
	Girls Club (198)	2632	R. W. Race (338)	2740*	Jonathan W. Kolker &
2527*	Bill Deger (270)	2633*	Bob Stahl, Jr. (194)		Michael K. Hettieman (U)
2528*	Lost Boat	2634*	John B. Waterbury (280)	2741*	Robert J. Niero (U)
2529*	J. T. Cartland (340)	2635*	Harold Kingston (283)	2742*	Mrs. Jack Dickinson (9)
2530*	R. Bethke (79)	2636	David Christie (78)	2743*	Dorothy Lapham (1)
2531*	Lost Boat	2637	Never Built	2744*	Alexis Coudert (U)
2532*	Jerome V. Ettinger (U)	2638	W. H. Collins (U)	2745*	Forrest Nelson (U)
2533*	Billie E. Williamson (393)	2639	Wm. T. Hegenberger (85)	2746*	John E. Jacobs (U)
2534*	J. Gagon (112)	2640	Lost Boat	2747*	Kenneth E. Tate (393)
	G. Bielefeldt (112)	2641	Builder	2748*	F. J. Bottenhorn &
2535*	Tony Stepanek (69)	2642	Builder		Al J. Bottenhorn (U)
2536*	John P. Boynton (69)	2643	Builder	2749*	Lost Boat
2537*	Fred Becker (69)	2644	Builder	2750*	Y.M.C.A. at Manitowish, Wisc.
2538*	Joseph T. Buxton (U)	2645	A. C. Rosenau (U)	2751*	Robert Adams (U)
2539*	Sogi Soder (154)	2646	Rev. Robert R. von Oeyen (U)	2752*	Lost Boat
2540*	Howard P. Brindley (U)	2647*	David L. Fisher (U)	2753*	Lewis N. White (252)
2541*	Maurice Olsaver (31)	2648*	Pine Tree Council, Boy Scouts of	2754*	Chautauqua Lake Boat Yard
2542*	J. E. Johnson (137)		America (U)	2755*	John T. Irwin (U)
2543*	Detroit Boat Club (51)	2649*	Joseph E. Loeffler (75)	2756*	William L. Morley (108)
2544*	Edwin R. Tharp (149)	2650*	Wm. K. O'Brien (U)	2757*	Dr. W. G. Couch (9)
2545*	Robert Reeves (U)	2651*	Bruce McGorill (U)	2758*	J. Campbell Brandon (198)
2546*	Matt Kubstant (U)	2652*	John R. Kelleher (121)	2759*	Sold To Unknown Owner
2547*	Frank S. Teodeck, Jr. (U)	2653*	Allan Heffernan (189)	2760*	Mrs. N. B. Knorr (U)
2548*	James & Bob Eschwege (161)	2654*	Dr. Henry M. Lemon (U)	2761*	J. T. Wilson (185)
2549*	Sarnia Y. C. (U)	2655*	C. T. Engberg (70)	2762*	F. C. Wedler (U)
2550*	William Cogger &	2656	Lost Boat	2763*	Lost Boat
	William Cogger, Jr. (63)	2657	Lost Boat	2764*	Edgar Steever (50)
2551*	Sarnia Y. C. (U)	2658	Frank C. Henderson (U)	2765*	Barry Litofsky (U)
2552*	Sarnia Y. C. (U)	2659	Andre' S. Medvedeff (109)	2766*	Daniel Ward (190)
2553*	David M. Wilson (117)	2660	Never Built	2767*	James Wellehan (14)
2554*	Robert Smith (U)	2661	Byron Boon (60)	2768*	Dr. James M. Parker (190)
2555*	Frank G. Myers (U)	2662*	H. George Seiple (27)	2769*	Lost Boat
2556*	James L. Risk & Don LaCross (5)	2663*	Simon Guidry (U)	2770*	Lost Boat
2557*	Karl Miller (393)	2664	Never Built	2771*	Boat Destroyed
2558*	Lost Boat	2665*	Ted Saleebey (U)	2772*	Joseph G. Seger (19)
2559*	P. O. Penn (154)	2666	A. C. Roberts (U)	2773*	Lost Boat
2560*	Harold Walters (69)	2667	Felipe Busquet (305)	2774*	Henry M. Jacks (270)
2561*	Destroyed	2668	Chas. R. Rockwood (147)	2775*	Thomas M. Spillman, Jr. (266)
2562*	Elizabeth Flinchbaugh (137)	2669	Lost Boat	2776*	Jack Rajala (53)
2563*	Lost Boat	2670*	Lost Boat	2777*	Dealer
2564*	Stephen R. Miller (69)	2671*	Edward H. Hoffman (98)	2778*	Thurston Anderson (U)
2565*	Leonard Nelson (190)	2672*	John Nesholm (133)	2779*	Lost Boat
2566	Builder	2673*	Robert Lovell (116)	2780*	Lost Boat
2567	Builder	2674*	J. Lloyd Harbeck (3)	2781*	Janice G. Saunders (105)
2568	Builder	2675*	W. T. Mabrey (226)	2782*	Robert P. Craw (U)
2569	Builder	2676	John Hudson, Jr. (75)	2783*	Lost Boat
2570	Builder	2677*	Sold To Unknown Owner	2784*	Edward Adler (125)
2571	Builder	2678	Lost Boat	2785*	Lost Boat
2572	Builder	2679*	James E. Caulfield (U)	2786*	Donald R. Ziesig (58)
2573	Builder	2680*	Robert W. Butler (U)	2787*	Carolyn G. Harriman (U)
2574	Builder	2681*	Lost Boat	2788*	Lost Boat
2575	Builder	2682*	Luin P. Fitch (255)	2789*	A. Roy Heath, Jr. (192)
2576*	Leonard W. Costello (100)	2683*	Leon Hecht, Jr. (U)	2790*	Boat Destroyed
	John J. Quigg (100)	2684*	Lost Boat	2791*	E. B. Lafferty (U)
2577*	W. A. Dupee (U)	2685*	Robert M. Dowling (32)	2792*	John Beisad (108)
2578*	Joseph P. Feeney (100)	2686*	Lost Boat	2793*	Norman A. Hoy (10)
2579*	Patrick J. McDonough (100)	2687*	Hearn Department Stores	2794*	Jack Petrie (93)
2580*	Edward F. Gurnett (U)	2688*	Oswald P. Schaller (49)		



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
2795*	Bruce L. Brandt (U)	2899*	Y.M.C.A. (U)	3003	Lost Boat
	Ronald P. Groff	2900*	Carl Rueck (216)	3004	Nelson Valente (162)
2796*	Lee Ridgeway & Charles Schmidt (74)	2901*	Hubert Dembowski (216)	3005	Boat Destroyed
2797*	Lost Boat	2902*	Charles Gustice (137)	3006*	David A. Sudrabin (165)
2798*	Sally Evans Hunt (198)	2903*	Jan C. Warren (68)	3007*	Gunter Elfers (U)
2799*	Dale Whiting (263)	2904*	Tom & Barbara Wisniewski (216)	3008*	Edmund Lyon (174)
2800*	Dr. Porter A. Steele (U)	2905*	T. M. Murrell (U)	3009*	Boat Destroyed
2801*	Frederic Freund (U)	2906*	Culver Military Academy	3010	Lost Boat
	Donald A. Mateczum	2907*	Culver Military Academy	3011	Lost Boat
2802*	Eugene Swantz, Jr. (194)	2908*	Merle G. Wilson (95)	3012	Holm A. Bromberg (147)
2803*	Lost Boat	2909*	Mrs. M. L. Germain (U)	3013	J. O'Brien (147)
2804*	Albert J. Wallace (99)	2910*	John Sakowski (25)	3014	Roberto Burns (U)
2805*	John Swartz (36)	2911*	Paul Schroeder (25)	3015*	Dale C. Walsh (U)
2806*	Roswell S. Buck (12)	2912*	Otto J. Berchtold (95)	3016*	A. M. Heyward (3)
2807*	Boat Destroyed	2913*	Frank Collins (95)	3017*	Lost Boat
2808*	Hugh N. Ross (39)	2914	Dealer	3018*	A. E. Cooper (98)
2809*	Boat Destroyed	2915*	Builder	3019	Lost Boat
2810*	Dealer	2916*	David Carr (74)	3020	Donald T. Herlihy (U)
2811*	William R. Potts (89)	2917*	Edwin A. Lininger (36)	3021	Frederick W. Manak (75)
2812*	Gene Sprung (U)	2918*	J. H. Cottrell, Jr. (177)	3022	Lost Boat
2813*	Eugene C. Judd (U)	2919*	Arthur A. Knight (225)	3023	Never Built
2814*	Linwood Chandler (164)	2920*	Robert E. Parker (225)	3024*	David G. Williams (U)
2815*	Lost Boat	2921	Philip E. Olson (6)	3025	Lost Boat
2816*	Morton K. Rubinstein, M.D. (U)	2922*	Not Eligible	3026*	Donald K. Lamb (50)
2817*	Harold R. DeJager (41)	2923*	J. A. Neubauer (198)	3027	Never Built
2818*	John Hamilton (189)	2924*	Dr. Robert W. Nickeson (U)	3028	Alberto Sotelo (U)
2819*	George J. Marx (32)	2925*	David Duhme (198)	3029	Boat Destroyed
2820*	George Dutton (243)	2926*	Dealer	3030	Never Built
2821*	Sold To Unknown Owner	2927*	David Kellem (U)	3031*	A. D. Koehler, Jr. (178)
2822*	Sold To Unknown Owner	2928*	Stafford & John R. Frazier (280)	3032*	Lost Boat
2823*	Don S. Cameron (27)	2929*	Harris Anstey (63)	3033*	Lost Boat
2824*	A. W. Short (U)	2930*	Audrey Rothwell Kleasen (U)	3034*	Philip MacKay (U)
2825*	Don Bieberich (U)	2931*	Kenneth R. Henning, Jr. (59)	3035*	Thomas B. Fenlon (106)
2826*	David Sweeney (353)	2932*	Dealer	3036*	G. H. Jennings (126)
2827*	John B. Haist (353)	2933*	Robert C. Lindquist (82)	3037*	Brian Lea (55)
2828*	James F. Collins (39)	2934*	A. B. Brand (110)	3038	William H. Dillon (12)
2829*	Richard Hatch (U)	2935*	Dealer	3039*	Theodore F. Goodchild (119)
2830*	R. W. Turner (U)	2936*	Thomas R. Lafferty (78)	3040	John J. Dwyer (U)
2831*	Slade Gorton (151)	2937*	Richard L. Seidman (302)	3041	Club Muna (73)
2832*	Dealer	2938*	John Paul Wolterink (364)	3042*	Richard Lassy (238)
2833*	Walter & John Gieselman (1)	2939*	Adam Prosser (U)	3043*	Lost Boat
2834*	David Bowen (U)	2940*	George Villerman (216)	3044*	John D. Hein (6)
2835*	Neil Callahan (U)	2941*	Bion McPeak (216)	3045	Joseph J. Oswald (U)
2836*	Sold To Unknown Owner	2942*	Don Paulsen (137)	3046	Never Built
2837*	Henry DeMaesschalck (109)	2943*	Lost Boat	3047	Thomas Oxnard (127)
2838*	Mrs. J. P. Magnin (U)	2944*	Frederick W. Kulicke (228)	3048*	Lost Boat
2839*	Jack Fiske (U)		Ormond Barstow & Steve Barstow (110)	3049*	Edwin J. Erickson (U)
2840*	Theodore R. & Theodore R. Colborn, Jr. (198)	2945*	Robert Shauman (137)	3050*	Frank Atkinson (323)
2841*	Philip B. Tuttle (14)	2946*	Bruce Hutchinson (137)	3051*	J. M. Elliott (32)
2842*	James W. Rader (252)	2947*	Ralph Matthews (137)	3052*	Ernest H. Wood (134)
2843*	Graham F. Paton (374)	2948*	W. J. L. McNeary (365)	3053	James R. Toler (U)
2844*	Ted Caldwell (110)	2949*	Robert McMillen, Inc. (296)	3054*	Theo. J. Svalgard (163)
2845*	Jay Wright (254)	2950*	James C. Parham (391)	3055*	Sold To Unknown Owner
2846*	David Walker (53)	2951*	J. R. Risser (U)	3056*	Boat Destroyed
2847*	William Seelye (110)	2952*	Lost Boat	3057	Dealer
2848*	Herb Twining (254)	2953*	Michael G. Clarke (U)	3058	Myer Richard (U)
2849*	Harold Addington (10)	2954*	Boat Destroyed	3059	Robert B. & Ann Seidman (302)
2850*	William F. Predmore, II (44)	2955*	G. Larry Ball (U)	3060	Builder
2851*	Arthur & Ray Marshall (140)	2956*	D. M. Buckley (188)	3061	A. B. Hodgetts, Camp Hurontatio
2852*	Arthur L. Collins (45)	2957	Maxwell R. Eichenwald (55)	3062*	Sold To Unknown Owner
2853*	Monaghi & Crispe (145)	2958	Noble Yoshida (23)	3063*	Frederick J. Rowe (98)
2854*	John W. Hammer (150)	2959	Navy League of Canada	3064*	Robert A. Cairns, Jr. (129)
2855*	Fred M. McNally (U)	2960*	Joseph Cinex (U)	3065*	Lost Boat
2856*	William Schlee (U)	2961	Joseph M. Shinn, Jr. (U)	3066	Walter Hallenbeck (340)
2857*	Cliff Fontenot (U)	2962	Walter W. Danks (U)	3067	W. W. Sprague (127)
	Jimmy Fontenot (U)	2963*	Arthur Paskin (323)	3068	Roy Christopher (U)
2858*	Ted Carlson (311)	2964*	Never Built	3069	Dr. D. Horchkiss (U)
2859*	Herb Nelson (19)	2965	Lost Boat	3070	Gifford Deal (U)
2860*	Dealer	2966*	Robert J. Watson & Paul Tucker (205)	3071	Lost Boat
2861*	Jim Simpson (U)	2967*	Never Built	3072*	W. H. Von Bergen Jr. (172)
2862*	James Scrivener (226)	2968	H. C. Evans (171)	3073*	Bob Bolton (98)
2863*	Sold To Unknown Owner	2969*	Lost Boat	3074*	William Salvo (U)
2864*	E. J. Fisher (U)	2970*	Com. Frank M. Morton (U)	3075	Lost Boat
2865*	Robert E. Jones (133)	2971*	Mrs. Samuel Cabot (U)	3076*	Lost Boat
2866*	Harold Schadler (113)	2972*	Dr. Herbert A. Selenkow (189)	3077	Adolfo E. Strauch (U)
	James Caldwell (113)	2973*	Lost Boat	3078	Lost Boat
2867*	DeWayne E. Wallace (270)	2974	Club Nautico Hansa (73)	3079	Ulf Rudbeck (234)
2868	Lost Boat	2975	Lost Boat	3080	Lost Boat
2870*	Lost Boat	2976*	Robert D. Kranyik (U)	3081*	Robert Gershenson (375)
2871	Dealer	2977*	Steve Cheney (7)	3082*	S. Roughton (171)
2872*	Alfonso Cardenas (73)	2978	Sam Reich (126)	3083*	John Perry (215)
2873*	R. B. Russell, Jr. (49)	2979	Donald G. Murphy (126)	3084*	W. D. Gilbert (171)
2874*	Roger H. Wessel (U)	2980*	Andrew J. Kremer (U)	3085*	John Bolton (188)
2875*	Boat Destroyed	2981*	Dr. Robert Stafford (23)	3086*	Gordon Levine (146)
2876*	Lost Boat	2982*	Frederick K. Stamm (U)	3087	Robert W. Clayton, Jr. (U)
2877*	John W. Hunt (U)	2983*	Don Sheldon (56)	3088*	Tracy C. Coleman (U)
2878*	Carlos Castillo (73)	2984*	Dealer	3089	Alden E. Fox (U)
2879*	Hubert Paupe (73)	2985	Dealer	3090	Rudolf Ehrhorn (147)
2880*	Lost Boat	2986*	Dealer	3091	Lost Boat
2881*	William L. Anderson (24)	2987*	H. A. Vincent (115)	3092	Lost Boat
2882*	Robert David Kubeja (24)	2988*	Dr. Laurence T. Beahan (81)	3093	Carolos Correia (147)
2883*	James S. Dart (296)	2989*	Lost Boat	3094*	Lost Boat
2884*	J. A. Goulding (54)	2990*	Bradley Fisher (U)	3095*	Robert Forbes (70)
2885*	Thomas Sankey (36)	2991	Lost Boat	3096	Never Built
2886*	William Johnson (U)	2992	LCDR Donald F. & Ruth U. Blair (149)	3097	Lost Boat
2887*	Sold To Unknown Owner	2993	Never Built	3098	Lars O. Borke (U)
2888*	H. L. Baughn (296)	2994*	Allan Taylor (132)	3099	Boat not useable
2889*	Harold W. Harper (168)	2995*	Dr. Harold Jervey (U)	3100*	Thos. E. Colleton (3)
2890*	Edwin D. Morehouse (226)	2996	Lost Boat	3101*	James Snowden (255)
2891*	West Indian Co. (U)	2997	Arnoldo Suarez Cuneo (162)	3102*	Royal Sengstacken, Jr. (95)
2892*	Charles S. Booz, Jr. (192)	2998	Joao Eduardo Moritz (162)	3103*	J. B. & Jed A. Maffenbeier (26)
2893*	Lost Boat		Lauro Battistotti, Nelson Spoganicz (162)	3104*	Walter Valkehema (75)
2894*	Theodore B. Strange, M. D. (192)	2999	Waldir Fausto Gil (162)	3105*	Lost Boat
2895*	Lost Boat	3000	Ralph A. Hauer (290)	3106*	Edward C. Melby (243)
2896*	H. W. Phelan (U)	3001	Annibal A. Prado (162)	3107*	W. B. Schroder (34)
2897*	Maj. James O. & Carol Caldwell (47)	3002	Sidney Daminani & Alcenor Melchades de Sousa (162)	3108*	Warren Bradner (75)
2898*	Wilmington Area Girl Scout Council			3109	Sold To Unknown Owner
				3110	William Jacko (70)
				3111	J. H. Bettinger (132)
				3112*	Lost Boat
				3113	Dealer



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
3114	Dealer	3216	J. R. Powell (U)	3323*	Henry M. Williams, MD (105)
3115	R. C. Mahon Co.	3217*	Aristotle & Thalin Anthony (163)	3324*	Samuel Trull (105)
3116	Harry H. Rahn (222)	3218*	Arthur M. Cappon (U)	3325*	Lost Boat
3117	J. Brooks Maue (172)	3219*	Philip Joss (U)	3325	J. R. Brown (188)
3118	C. Robert Huggins (U)	3220*	Edward C. Sweeney (238)	3326	Lost Boat
3119	Never Built	3221	Mrs. Roslyn S. Foster (U)	3327*	Lost Boat
3120*	Edward Hogan (U)	3222	Boat Destroyed	3328	George Humeston (66)
3121	James R. Townley (226)	3223*	Dr. Paul Bartholow (U)	3329*	B. E. Criddle (188)
3122	Lost Boat	3224*	Charles L. Frank (U)	3330	E. E. Criddle (188)
3123*	W. H. Snair (U)	3225*	Robert Norkus (U)	3330	Horace P. Abbott (291)
3124	Never Built	3226	Reino Vaananen (U)	3331	Lost Boat
3125*	Roger Willcox (U)	3227	T. H. Mabley (U)	3332	Lost Boat
3126*	Douglas Delaplaine (323)	3228*	W. G. Bastian (270)	3333*	Donald V. Heine (78)
3127*	Allan R. Zell (U)	3229*	Fred R. Boudreau (167)	3334*	John Heine (78)
3128*	Walter Boyd, Jr. (227)	3230	Never Built	3335*	Fred Bischoff (116)
3129*	Oliver T. Carr, Jr. (50)	3231*	W. Bregler (168)	3335*	Marlo P. Bates (178)
3130*	Stephen Fitzgerald (U)	3232	Isabelle Bregler (168)	3336*	Nancy Lee Bates (178)
3131	Walter Usher (U)	3233	Murray Wright (U)	3337*	J. M. Hickey (37)
3132*	Robert H. Allen (U)	3234	R. L. Wellbrook (U)	3337*	Lost Boat
3133	Clayton Cole (137)	3235*	Lost Boat	3338*	George Smith (314)
3134	Robert D. Zimmerman (U)	3236	Stuart W. Campbell (U)	3339*	George H. Gurley (296)
3135	Robert L. Zimmerman (U)	3237	Kirby D. Clinger (U)	3340*	Fred Reinbold (216)
3136	Lost Boat	3238	Lost Boat	3341*	Lost Boat
3137*	Henry H. Collins (62)	3239*	William H. Barker (U)	3342*	Roscoe Hill, Jr. (U)
3138*	Cyril Laan (62)	3240	Dean C. Countryman (U)	3343*	Calvin E. Frey (U)
3139	Carl Von Zielinski (102)	3241*	Never Built	3344*	A. S. Noble (U)
3140*	R. H. Dickson (102)	3242*	E. F. Scheer (104)	3345*	R. B. Liepold (U)
3141	Artin Inglezian (102)	3243*	Dr. Murray Allen (U)	3346*	Charles B. Cole (326)
3142	Lost Boat	3244*	Dr. John E. Holler (U)	3347*	Mathew Cool (56)
3143	Wm. J. Lennarz (87)	3245*	G. A. Maggs (64)	3348*	Harry J. Goett (50)
3144	Phillip Reece (216)	3246	Vernon Emerson (301)	3349*	Lost Boat
3145*	Sold To Unknown Owner	3247	Boat Destroyed	3350*	John Penner (69)
3146	Philip L. S. Lum (U)	3248*	Bob Straka, Jr. (36)	3351*	A. B. & Mary Wigley (192)
3147*	James Owen Eilers (160)	3249	Edward Anderson (229)	3352*	William H. Daiger (329)
3148	George B. Mickum, Henry C. Ickenberry (50)	3250*	Lost Boat	3353*	William C. Brown (U)
3149	William A. Meagher (54)	3251*	L. V. Annis (257)	3354*	F. W. Messer, M. D. (U)
3150*	Justin J. Dundon (U)	3252	Leon Pape (U)	3355*	Loyal Order of Moose
3151*	Maxwell Revenson (178)	3253*	H. T. Schmitt (U)	3356*	Raymond A. Barna (U)
3152	Raymond Fink (U)	3254	Arthur C. Reynaud (U)	3357*	Lost Boat
3153	Edward J. McCulloch (U)	3255	T. F. Sturgess (90)	3358*	Helen McCormack (178)
3154*	E. Gordon Hamilton (50)	3256	Alan Sturgess (90)	3359*	Richard Graf (U)
3155	Bogardus Werth (127)	3257	William J. Pierce (U)	3360*	James P. Thompson (98)
3156*	Jack Diamond (127)	3258	Columbia Heights Boys Club (50)	3361*	R. L. Korner (252)
3157	Vernon F. Davies (143)	3259*	Donald S. Chatfield (U)	3362*	Will Salie (U)
3158	Francis W. Hopkins (U)	3260*	Karl Sutton (31)	3363*	Miss Linda Siemen (244)
3159*	Girl Scout Council (41)	3261*	Never Built	3364*	George F. Persons (U)
3160	Lost Boat	3262*	Richard Korchein (U)	3365*	Marilyn C. Persons (U)
3161	Boat Destroyed	3263*	Alan L. Burns (288)	3366*	Lost Boat
3162	Lost Boat	3264*	Howard D. Hole (143)	3367*	Lost Boat
3163*	Cedar Point Y.C. (126)	3265*	William Mathews (143)	3368*	John Martinowsky (U)
3164*	Robert Murdoch (U)	3266	Hugh Duffield (143)	3369*	Richard K. Barton (263)
3165*	Robert A. Benham (U)	3267	Sold To Unknown Owner	3370*	James M. Bailey (U)
3166*	Sold To Unknown Owner	3268	Craig V. Williams (164)	3371*	John G. Male (U)
3167*	W. C. Gilman (153)	3269*	Michael P. Middlehurst (U)	3372*	Dealer
3168	Lost Boat	3270	William W. Stubbs (U)	3373*	Leonard Doak (U)
3169*	Victor H. Clausen (132)	3271	Never Built	3374*	William B. Seaver (189)
3170*	C. I. Beard (132)	3272	J. Verwayen (75)	3375*	Dealer
3171*	William H. Goforth, Jr. (U)	3273	Dr. M. V. Darling (75)	3376*	Dr. William Van Eck (63)
3172	Robert S. Emerson (133)	3274*	Sold To Unknown Owner	3377*	Bruce Pikas (U)
3173*	A. H. Rabey (U)	3275*	Lost Boat	3378*	Lost Boat
3174	Not Completed	3276*	Ted Hirt (U)	3379*	Gerald D. Dwyer, Jr. (133)
3175	Lost Boat	3277*	Dr. James Pilliod (246)	3380*	Robert F. Cooper (353)
3176*	Sold To Unknown Owner	3278*	Sidney Schoenwald (108)	3381*	Sydney Vander Wirf (75)
3177	J. Dave Estey (U)	3279*	Theodore A. Gough, Jr. (82)	3382*	John M. Hehn (U)
3178	Arthur E. Kaiser (U)	3280*	Wingate H. Lucas (U)	3383*	Henry B. Davis, Jr. (U)
3179*	David M. Torok (313)	3281*	Parker D. Pitts (384)	3384*	Kent Mitchell (137)
3180*	Leonard Liebman (96)	3282*	Frank S. Child (323)	3385*	Clarence Corneliusen (U)
3181	Lost Boat	3283*	Herbert W. Sears (U)	3386*	Crellin Pauling (132)
3182*	K. G. Tuckey (146)	3284*	Raymond H. Corwin (75)	3387*	Paul Hazelton (326)
3183	Lost Boat	3285*	Harry P. Taylor (141)	3388*	Vincent D. Iacono (119)
3184	Ingrid Schnieder (337)	3286*	Sold To Unknown Owner	3389*	Phillip Prioleau (288)
3185*	William J. Larkin (U)	3287	Edward H. LaFarge (129)	3390*	Sold To Unknown Owner
3186*	Sold To Unknown Owner	3288	Never Built	3391*	Lost Boat
3187	E. C. Cameron (124)	3289*	Lost Boat	3392*	Gerry Laroque (134)
3188	Sigfrid F. Guse (32)	3290	Ernest Mallory (U)	3393*	John T. Scott (U)
3189*	John R. Heffler (119)	3291	Lost Boat	3394*	Miss Marilyn Meyer (U)
3190*	Jesse E. Ryno (143)	3292	Lost Boat	3395*	Tom Snyder (34)
3191*	William G. Sanders (U)	3293*	Herman Ganz (119)	3396*	Kemper A. Dobbins (198)
3192*	Ray Raines (168)	3294	Irving King (U)	3397*	Manley Osgood (U)
3193	Vernon Sanders	3295*	Warren Reed (U)	3398*	Ernest Cambron (296)
3194	Arthur W. Hayes (U)	3296*	Lost Boat	3399*	Dick Swan (326)
3195*	Frederick L. Davis (81)	3297*	G. H. Nicholas (U)	3400*	John A. Kennedy (U)
3196*	Russell A. King (U)	3298*	Boat Destroyed	3401*	B. Wirkhuus (1)
3197*	Horace Jacob (209)	3299*	Donald T. Heywood (U)	3402*	James Hagen (U)
3198*	Ronald & Jerry Jacob (209)	3300*	Lost Boat	3403*	Charles P. Henderson (36)
3199*	Lost Boat	3301*	C. M. Rhodes (U)	3404*	George W. Brady (329)
3200	Capt. Walter Lee (U)	3302*	Lost Boat	3405*	Charles Berry (180)
3201*	Stanley A. Edry (U)	3303*	Boat Destroyed	3406*	Rev. John C. DeBoer (243)
3202*	Mr. & Mrs. Howard Jensen (U)	3304*	Dr. Marshall A. Bauer (U)	3407*	Dealer
3203*	Ralph Strachan (14)	3305*	Frank J. Scioscia (116)	3408	Thomas McKenna (106)
3204*	Granville H. Dyer (14)	3306*	Warren Thurston (14)	3409*	Paul S. Baker (98)
3205*	R. Baxter Rhodes (U)	3307	Wiley N. McConnell (U)	3410*	William Geski (67)
3206*	Stephen P. Homer (32)	3308	R. B. Buisseret (143)	3411*	Allen W. Fields (77)
3207	Ewald W. & Cynthia Ann Borchers (295)	3309*	Henry H. Douglass (244)	3412*	Ronald Carroll (U)
3208	Thomas A. Patterson, Jr. (U)	3310*	Never Built	3413*	J. Gordon Phillips (164)
3209	Lost Boat	3311	George C. Swan (U)	3414*	Lost Boat
3210	Jack E. Giverink (U)	3312	Lost Boat	3415*	Boat Destroyed
3211	Lost Boat	3313	Harry Pelton (167)	3416*	D. Pearson (U)
3212	Lost Boat	3314	Lost Boat	3417	Dr. George Wineburgh (93)
3213*	J. F. Reville (U)	3315	Lost Boat	3418*	H. R. Maltby, Jr. (U)
3214*	Robert Ohlsen (74)	3316	Lost Boat	3419*	Walter F. Phillips (U)
3215	James W. Lackman (74)	3317*	Lost Boat	3420*	Harold Tidwell (205)
3216	Waldemar Salgado Carvelheiras (144)	3318*	Cecil R. Armes (229)	3421*	Elroy B. Woods (U)
3217		3319*	James C. Howland (229)	3422*	Joseph T. Gebhardt (178)
3218		3320*	Edward Hefferon (6)	3423*	George E. & Thomas Holbrook (145)
3219		3321*	Lost Boat	3424*	Lost Boat
3220		3322*	Paul Setze (189)	3425*	Lost Boat
3221		3323*	Susan H. Smith (U)	3426*	Paul J. Keck (U)
3222				3427*	W. E. Wright (243)
3223					Joe M. Sears (343)



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
3428*	Dr. Charles Hattauer (U)	3534	S. Bookman (146)	3636*	Charles A. Perry (128)
3429*	Boat Destroyed	3535*	Kent Johnson (205)		Thomas A. Perry (128)
3430*	W. S. Fadeley, Jr. (71)	3536*	Dennis Paul Russell (56)	3637*	Lost Boat
3431*	Joseph Streb (212)	3537	Lost Boat	3638*	Lost Boat
3432*	Gene Scott (55)	3538*	William C. Simmons (U)	3639*	Lost Boat
3433*	John H. Long (54)	3539*	Lost Boat	3640*	David C. MacKay (35)
	Judith K. Long (54)	3540	Never Built	3641*	Donald Lamar (133)
3434*	Bernard E. Goehring (U)	3541*	Dr. L. H. Spector (77)	3642*	Charlie Pearce (135)
3435*	Dale Burkhardt (33)	3542*	Dr. M. Presberg (77)	3643*	Walter H. Whilden, Jr. (50)
3436*	Mr. & Mrs. Warren Mix (137)	3543*	F. C. Duennebie (148)		Lost Boat
3437*	Graham-Eckes School (333)	3544*	Lost Boat	3645*	Gugy /Emilius Irving (U)
3438*	Darrel D. Meyer (192)	3545*	Lloyd H. Yost (U)		Boat Destroyed
3439*	Henry D. Maconachy (192)	3546	Charles Bushnell (148)	3647*	O. K. Tilley (209)
3440*	Paul Murray (189)		Evelyn B. Bushnell (148)		Lost Boat
	Raymond Moore (189)	3547	John Cole (252)	3649*	Edwin McCordie (324)
3441*	Lost Boat	3548*	Tom Robertson (118)		Clifford Delbridge II (81)
3442*	Elmer M. Piolet (U)	3549	Dealer	3651	Rev. Lex S. Mathews (U)
3443*	Dr. H. Donald Duntun (75)	3550	Russell E. Winslow (132)	3652	Never Built
3444*	Edward C. Hermann (192)	3551	Lost Boat	3653	Never Built
3445*	George A. Cook (238)	3552	Never Built	3654*	A. J. MacDonald (118)
3446*	Howard Shanley (U)	3553	Lost Boat	3655	Lost Boat
3447*	Adam John Pjura (U)	3554*	Frederick P. Boynton, Jr. (194)	3656	Bill Altorfer (U)
3448*	Robert E. Richards (U)		George & Peter Boynton (194)	3657	Never Built
3449*	Orrin Broberg (164)	3555	Dealer	3658	Lost Boat
3450*	Dealer	3556	George E. Hobbie (U)	3659*	Kenneth Cooper (329)
3451*	Lake Erie Marine Corp. (U)	3557	Lost Boat		William T. Fox (300)
3452*	Boat Destroyed	3558	Glen Fries (155)	3661	Lost Boat
3453*	Boat Destroyed	3559	Brown Williams (155)	3662*	Lost Boat
3454*	Dr. F. Wilton Dean (145)	3560	Lazare Levy, Jr. (209)	3663*	Mrs. Lillian Rothery (50)
3455*	Harry J. Baldwin (338)	3561*	James H. McCrady (U)		Never Built
3456*	Cornelius McNally (138)	3562	Lost Boat	3665	Lost Boat
3457*	W. S. Bonebright (U)	3563	Lost Boat	3666*	Harry Zimmer (212)
3458*	Robert Parkhurst (293)	3564	Marcel d'Auteuil (U)	3667*	John Finkle (U)
3459*	Tom Stroup (33)	3565*	Charles Camp (U)	3668*	Edward Walsh, Jr. (99)
3460*	Lost Boat	3566*	Lost Boat	3669*	Arthur Hotaling (70)
3461*	Richard T. Charlton (U)	3567	Never Completed		Donald E. Asay (70)
3462*	Gordon Doble (37)	3568*	William D. DeVere (27)	3670*	George & Georgia Dukes (295)
3463*	Allen Hathaway Howland (119)	3569*	Fred Ellis (353)	3671	Never Built
3464*	Boat Destroyed	3570	Never Built	3672	Paul W. Wood (U)
3465*	Roland L. Field (185)	3571*	Ralph E. Stevens (248)	3673*	Robert G. Niemeyer (114)
3466*	Lost Boat	3572*	Lost Boat	3674*	Lost Boat
3467*	Dr. Jacob Schaechter (77)	3573*	Frank Atkinson (323)		Lost Boat
3468*	Culver Military Academy	3574*	John Baran (311)	3675*	William Verhelle (83)
3469	Edward R. Close (267)	3575*	Richard F. Pastor (U)		Robert Verhelle (83)
3470*	Lost Boat	3576*	Paul A. King (6)	3676*	Penny Witt (294)
3471*	Howard Young, Jr. (270)	3577*	Marvin Koenigsberg (U)		George Bleakney (188)
3472*	Harrison Amos (U)	3578*	Carl Arkelian (68)	3677*	Lost Boat
3473*	Culver Military Academy	3579*	Lost Boat	3678*	Art Shiver (135)
3474*	James E. Anderson (U)	3580*	Milton Lebov (U)	3679	David C. Black (U)
3475*	Culver Military Academy		Boat Destroyed	3680	Ed Feldman (38)
3476*	Sold To Unknown Owner	3581	A. A. M. Stewart & Sons (64)	3681*	Lost Boat
3477*	Lost Boat	3582	Daniel G. Lamet (51)	3682*	J. Robert Peterson (U)
3478*	Fred W. Johnson (115)	3583	Lost Boat		Lost Boat
3479*	Darold A. Cannan (U)	3584	Donald E. Regan (U)	3683*	James F. Hyde (1)
3480*	Charles Homan (77)	3585	Charles R. & Connie Gleason (102)	3684*	J. V. Chambers (U)
3481	Jim Mumford (72)	3586*	Richard Alan Holmes (99)	3685*	Carl W. Christenson (54)
3482*	W. Douglas Todd (118)	3587*	Dealer	3686*	Carolyn Rhoades (244)
3483*	Ralph D. Johnson (225)	3588*	Circolo del Remo e della Vela	3687*	Mrs. Nell B. Knorr (14)
3484	Maurice A. Ferrier (U)		Italia—Naples (23)	3688*	James Pezza (U)
3485*	Jane Janssen (62)	3589*	Dealer	3689*	Paul L. Abbey (13)
3486	Lost Boat	3590*	Riccardo de Sangro Fondi (223)	3690*	Builder
3487*	Michael Gray Wood (138)	3591*	Carlo De Zerbi, Franco Acton di	3691*	Lost Boat
3488*	Aarno A. Hassell (U)	3592*	Leporano, Mario & Franco	3692*	Stephen M. Harris (32)
3489*	C. R. Olson (U)		Cavallo (223)	3693	Peter Girard (U)
3490	Thomas R. Swayze (62)	3593*	Sergio Capolino (191)	3694*	Boat Destroyed
3491	Hampton A. Gamard (62)	3594*	Leroy D. Rausch (116)	3695*	Josiah P. Huntoon, Jr. (348)
3492*	Lost Boat	3595*	Michael Iacono (119)		Zelma Huntoon (348)
3493	Roy A. Hermanson (U)	3596	Never Built	3696	Lost Boat
3494*	Wm. C. Schoen (323)	3597*	Lost Boat	3697	Pier L. Ariotti (U)
3495*	William H. Brady, Jr. (U)	3598*	John J. McClure, Jr. (179)	3700	Thomas Jacob (U)
3496*	Robert L. Morris (233)	3599*	Lost Boat	3701	W. R. Blackburn & Co. (U)
3497	Robert Hughes (62)	3600*	Patrick E. Corr (70)	3702	Never Built
3498*	W. A. Skelton, Jr. & William	3601	Never Built	3703	J. R. McWhorter (192)
	A. Skelton, III (388)	3602*	Frank & Grace E. Hammond (295)	3704*	Robert N. Manning (192)
3499*	Victor Bitencourt dos Santos (84)	3603	Lost Boat	3705*	Lost Boat
3500*	Henn Kilkson (U)	3604*	William V. Gray (178)	3706*	Amy & Muriel Dillman (178)
3501	E. Donald Hurl (U)	3605	Alden French (151)	3707*	Daniel S. Lynch (128)
3502	A. Forrest Louks (17)	3606*	Ralph, Carroll & Carolyn Canney	3708*	Lost Boat
3503	Lost Boat		(246)	3709*	Henry Huse (302)
3504*	Douglas J. Palmer, Jr., & Everett	3607	Rafe Royle (37)	3710*	Lost Boat
	Fontinella (U)	3608*	Ernest & Bruce Butler (77)	3711	Jack Jurgens (98)
3505*	John Ehrenclo (2)	3609	Sold To Unknown Owner	3712*	James G. Farmer (7)
3506*	Al Fine (38)	3610*	Lee Kaiser & Morgan Jackson (69)	3713*	B. Price (64)
3507*	Jane Underwood (294)	3611*	Lost Boat	3714*	Never Built
3508*	Lost Boat	3612*	Gaylord Gledhill (U)	3715	Joseph Hoffee (75)
3509*	Dr. Vernon Mountcastle (329)	3613*	K. W. Kurtz (51)	3716*	Never Built
3510*	Sebastian J. Cassarino (104)	3614*	John L. Guinther (194)	3717	Ken W. Hamilton (296)
3511*	Ernest G. Gebelein (U)	3615*	Fred Creswick (U)	3718*	Milton T. Anderson (U)
3512*	Joaquim Dias Leite (U)	3616*	Britton Day (263)	3719	Lost Boat
3513	John S. Curtis (36)	3617*	Sold To Unknown Owner	3720	George E. Talbot, Jr. (6)
3514*	Lost Boat	3618*	Howard F. Smith, Jr. (110)	3721*	Bob Jones (132)
3515*	James L. Daniell (127)	3619*	Joseph P. Wesolowski (56)	3722*	Lost Boat
3516	Never Built	3620*	Louis A. Watts (U)	3723	S. J. Dodge (U)
3517*	Jerry Firth (138)	3621*	David Wilson (187)	3724	Frank S. Thorp, Jr. (U)
3518	Never Built		Allan West (187)	3725*	Lost Boat
3519	Willis M. McQueen (35)		William A. Havssen (187)	3726	Ken Saco (U)
3520	Lost Boat	3622*	Harold W. & Alan Lemke (79)	3727*	Lost Boat
3521*	Robert A. Booth (189)	3623*	Jack Zinser (74)	3728*	Martin Siegel (185)
3522*	J. Vallis (U)	3624*	Sea Scouts (187)	3729*	James B. Burnett (323)
3523*	C. Lawrence Carlson (U)	3625*	Boat Destroyed	3730*	Lost Boat
3524*	Tullio W. Rossetti (141)	3626*	Boat Destroyed	3731*	Robert F. Stevenson (U)
3525*	Ralph Buermann (138)	3627*	Lost Boat	3732	John Boyleston (98)
3526*	Boat Destroyed	3628*	Bernard Abraham (5)	3733	Dr. C. M. Learmonth (U)
3527*	Robert Allen Geene (119)	3629*	Ray W. Ames, Jr. (81)	3734	Lt. Col. Bruce Meyers (50)
3528*	Richard Maurer (137)	3630	Marshall J. McGuire (U)	3735*	Lost Boat
3529*	Roger B. Bond (181)	3631	Neilson Jones (226)	3736	Boat Destroyed
3530*	Neal Johnson (344)	3632*	F. G. White (117)	3737*	Lost Boat
	Laura Johnson (344)	3633*	Irving J. Boyes (U)	3738	Lost Boat
3531*	Mrs. Nell B. Knorr (U)	3634*	C. R. Lane (133)	3739	Lost Boat
3532*	Richard A. B. Shedden (U)	3635*	Carl Burns (63)	3740*	Never Built
3533*	William C. Brown (U)			3741	E. R. Gains (U)
				3742	



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
3743	Lost Boat	3849	Lost Boat	3952*	Lansing Mallet, Jr. (301)
3744*	Dr. Morrell W. Miller (62)	3850	Jorge Goncalves (290)		Barbara Mallet (301)
3745	Lost Boat	3851	Lost Boat	3953	Mary Elcock (332)
3746	Lloyd E. Munson (232)	3852*	F. Clyde Jones (71)	3954	Enio Carvalho (84)
	Harold T. Johnson (232)	3853	Lost Boat	3955	Arnold Wight (273)
3747	Lost Boat	3854*	Stephen J. Knerly (U)	3956	Robert O. Anderson (158)
3748	John G. Russell, Jr. (262)	3855	J. E. Dailey (118)	3957	Builder
3749	Never Built	3856*	N. L. Markle (U)	3958	Builder
3750	Never Built	3857*	Dealer	3959	Builder
3751	Lost Boat	3858*	George A. Bender (31)	3960	Builder
3752*	Victor P. Free (212)	3859*	Dr. Richard Walle (209)	3961	Never Built
3753	Lost Boat		Dr. Wm. Faget (209)	3962*	Horace A. Thompson, Jr. (211)
3754*	Oswaldo Ary Gomes (84)	3860*	Susana Winzer (206)	3963*	Dr. George M. Weston (U)
3755	Francisco Alvares (220)	3861	Donald J. Stevens, M. D. (70)	3964*	Richard A. Williams (U)
3756	Never Built	3862	Jean & Betsy Worthington (248)	3965*	William Mahler (34)
3757	D. B. Kirkpatrick (U)	3863*	Benjamin Bacon (7)	3966*	Frank J. Hughes (329)
3758*	H. C. Auld, Jr. (229)	3864*	William J. Day (U)	3967	Builder
3759	Eric LaGuardia (132)	3865*	L. J. Perenyi (U)	3968	Never Built
3760	Carl T. Knutson (U)	3866*	Lost Boat	3969*	Lost Boat
3761	Lost Boat	3867	Never Built	3970*	Calvin B. Dunwoody (119)
3762	James R. Sinclair (U)	3868	Lost Boat	3971	William Ganong (U)
3763*	Lost Boat	3869	Frank Ward (U)	3972	Lost Boat
3764*	Lyman Baier (296)	3870*	Wayne Lee (324)	3973*	Peter Lynwander (U)
3765*	William A. Beckham (313)	3871*	Roger M. Wilkinson (17)	3974*	Gerard Murphy (U)
3766*	Bryan Jardine (U)	3872	M. Rowe (215)	3975*	William R. Moore (U)
3767	Dealer	3873	P. M. Fox (U)	3976*	Jacqueline Pinard (188)
3768*	Ned Benedict (3)	3874	Lost Boat	3977*	Rupert Miller (U)
3769	Paul R. Darling (252)	3875*	John H. Chase (372)	3978*	Homer Lee Parsons (62)
3770	Never Built	3876*	Reece Smith, Jr. (168)	3979	Lost Boat
3771	Barry Passman (137)		Leonard Gilbert (168)	3980	A. T. Beardslee (U)
3772*	Dr. Leon Sealey (132)	3877*	J. L. I. Arnoldi (146)	3981*	Lost Boat
3773*	Albert C. Gribos (U)	3878	Lost Boat	3982	Ronald Q. Lowell (55)
3774*	Dr. Alan W. Fraser (U)	3879	John G. Cox (U)	3983*	John Harkness (171)
3775	Fred R. Replogle (U)	3880*	West Indian Co. Ltd. (U)	3984	Horace H. Gilmore (75)
3776*	Basil P. Miaullis (158)	3881	Lost Boat	3985	Never Built
3777	Ken L. Mayhys (112)	3882*	D. Hugh Conolly & W. W. Lamar (257)	3986*	E. J. Reed (U)
3778*	Gordon F. Rasmussen (132)	3883*	Arnold Kotler (168)	3987*	Arrigo Singer (84)
3779	Lost Boat	3884	K. O. Williams (U)	3988*	Eric Crocelius (132)
3780*	John T. & J. J. Biller (90)	3885*	Raymond Markawitz (U)	3989*	Robert Maxon (189)
3781	Charles N. Carver (U)	3886*	Ben Bryon, Jr. (291)	3990	Pier L. Ariotti (U)
3782*	Hugh Moss (U)	3887	Charles E. Davenport (U)	3991	Boat Destroyed
3783*	P. A. Thomson (90)	3888*	Richard Harris (153)	3992*	L. C. Neff, Jr. (U)
3784*	Blaine H. Miller, Jr. (270)	3889	Never Built	3993	Lost Boat
3785*	Roger Sahlin (132)	3890	Armando Augusto Gode de Araujo (303)	3994	Bengt Toregard (U)
3786*	Richard Gerould (U)		Boat Burned	3995	Conrad Yungquist (U)
3787*	Lost Boat	3891*	Boat Burned	3996*	Boat Destroyed
3788	Lost Boat	3892	Lost Boat	3997	Never Built
3789*	Dick Hagen (132)	3893*	Lost Boat	3998*	John F. Gibbs (288)
3790*	Lost Boat	3894	George Brewbaker, Jr. (U)	3999*	Victor B. Kalin (U)
3791*	Eric Denton (132)	3895	Robert S. Platt, Jr. (27)	4000	Lost Boat
3792*	Albert H. Cass (U)	3896	Lost Boat	4001	C. E. Rubbert (U)
3793*	E. A. Armstron (U)	3897*	Merritt E. Randles (120)	4002*	Lynn V. Bowman (296)
3794*	Lost Boat	3898	Lost Boat	4003	Francis B. Smith (45)
3795*	Dealer	3899	Reimer Boersma (204)	4004*	Lost Boat
3796	David Garton (187)		Reimer Boersma, Jr. (204)	4005*	Guy Alban Calmeiane (U)
3797	Dr. Enrique Bianchi (206)	3900	Builder	4006	Odette Calmeiane (U)
3798*	Wm. Warren Cowles (3)	3901*	John J. McDonald (211)	4007	F. Michael Feeley (U)
3799*	W. W. Roff (3)		W. A. McDonald (211)	4008*	Philip A. McGuinness (U)
3800*	J. Allen Morris (226)	3902	Gene Milford (U)	4009	John Lesesne, M.D. (51)
3801	Brendan McCreery (U)	3903	C. C. McDonald (U)	4010	O. Enbom (166)
3802*	Deep South Girl Scout Council (135)	3904*	William E. Thomas (178)	4011	Lost Boat
3803*	John Andrew (7)	3905	William B. Suhrie (192)	4012	S. Ulvinen (166)
3804*	A. A. Young, Jr. (85)	3906	A. M. Patterson (254)	4013	Jouuni Mäilumäki (310)
3805*	Lost Boat	3907	Builder	4014*	Tuulitytot (Girl Guides) (166)
3806*	William Thompson (134)	3908*	Albert T. Leonhard, Jr. (U)	4015	Bjorn Calonius (166)
	F. S. Kern (U)	3909*	John B. John IV & John Waskom, III (35)	4016	Aula Soininen (U)
3807*	Herman Hering (58)		A. James Wriston, Jr. (143)	4017	Dr. Bernard Lytton (U)
3808*	Bernard L. Small, M.D. (300)	3910*	Builder	4018*	Frank J. Hewett (118)
3809	Lost Boat	3911	Builder	4019*	Bill Hunter (118)
3810	Arthur L. Martin (U)	3912	Builder	4020	Paul Moskowitz (38)
3811*	O. Weber (219)	3913	Builder	4021	Lost Boat
3812*	W. A. Triggs (90)	3914	Builder	4022	Guy Falskow (132)
3813	Robert S. Crouder, Jr. (U)	3915	Builder	4023	Never Built
3814*	Walter S. Kirkpatrick (133)	3916	Builder	4024	Lost Boat
3815*	Donald P. Robinson (U)	3917	Builder	4025	Frederick Nehrings (U)
	Angenette N. Robinson (U)	3918	Builder	4026	Kyosti Anttila (U)
3816*	Walter S. Poor (230)	3919	Builder	4027	Francis M. Withev (U)
3817	W. R. Eiford (U)	3920	Builder	4028	Hector Durante (U)
3818*	Lost Boat	3921*	Lost Boat	4029	Roberto Bucolo (247)
3819*	John O. Kosa (7)	3922	Lost Boat	4030	Never Built
3820*	Builder	3923*	P. Kuntola (166)	4031	Never Built
3821*	R. H. Hay (171)	3924*	Jorma Janhunen (166)	4032*	Builder
3822	Lost Boat	3925	Lost Boat	4033	Jack Sheehan (78)
3823	James & Howard Curtis (161)	3926	Lost Boat	4034	Dirk Alberts (U)
3824	W. H. Sparling (U)	3927	Dealer	4035	Lost Boat
3825*	Wally Hawkins (143)	3928	Detroit Boat Club (U)	4036	Never Built
3826*	Robert Jacobson (138)	3929*	J. A. Michael Morse (139)	4037	Frans Prokon (U)
3827*	Prof. Eugene Zaustinsky (323)		Julia Morse (139)	4038	Alfred Schubert (U)
3828*	Charles J. Schulz (U)	3930*	J. Parke Boyer (74)	4039	Eduardo Salines (U)
3829	E. R. Stephan (U)	3931*	Velma Romeis (205)	4040*	Lost Boat
3830*	J. L. Guthrie (132)	3932*	Destroyed	4041	Dr. Raymond C. Ramage (U)
3831*	Mrs. James Enright (273)	3933*	D. Leonard Lieberman, Jr. (U)	4042	Lost Boat
3832	George Lugsdin (146)	3934*	Jorma Lehtonen (166)	4043*	J. D. LeBlanc (62)
3833	Sold To Unknown Owner	3935	C. Sweet Smith, Jr. (U)	4044	Jack Moles (146)
3834*	Carl Hendrickson (U)	3936	Gerrard Farry (90)	4045*	Peter B. Pugh (U)
3835	Alfonso Semmola (191)	3937	Lost Boat	4046*	William H. Cutting (185)
3836	Boat Destroyed	3938*	Warren V. Vail (116)	4047	Robert Hansen (U)
3837	Never Built	3939	Lost Boat	4048*	Jussi Rissanen (U)
3838*	Edward L. Anderson (194)	3940	John A. Wickson (U)	4049*	Jere Huhtinen (166)
	Patricia G. Anderson (194)	3941	Lost Boat	4050*	Johann Tallquist (U)
3839*	James & Michael Shane (U)	3942	Never Built	4051*	Simo Valli (306)
3840	Lost Boat	3943	Lost Boat	4052*	Arja & Tero Tuokkola (166)
3841	Judge Harry Batshaw (U)	3944*	Edwin Grimshaw (92)	4053	Heikki Ristola (166)
3842	Frederick J. Coyer (U)		Michael Hamaty (92)	4054	Lost Boat
3843	V. K. Jalkanen (166)	3945	Never Built	4055	Lost Boat
3844	L. Karvinen (U)	3946*	Aldo Isola T. (265)	4056	Kapteeni Kalle Uola (U)
3845*	Don B. Blaisers (36)	3947	Lost Boat	4057	Timo Outinen (U)
3846	Lost Boat	3948	Wright S. Skinner, Jr. (U)	4058*	Never Built
3847	Risto Isomeri (166)	3949	Lost Boat	4059*	Jarvis J. Kerr (U)
3848	Eduardo N. Peir'no (U)	3950*	Schuyler Van Vechten, Jr. (80)		Dr. George Sheppard (339)
		3951	Never Built		



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
4060*	William Nute (194)	4162	Never Built	4262*	C. Andrew Randall (U)
4061*	John Gayton (171)	4163*	Fred D. F. Pirie (147)	4263	C. Ronald Bower (U)
4062*	Brian Todd (171)	4163*	C. W. Milbourne (147)	4264*	Paul Shaugnessey (175)
4063*	R. E. Hughes (175)	4164	P. O. Ebbinghaus (U)	4265*	Thomas McMillan (U)
4064*	Richard J. Bellucci, M.D. (U)	4165	Alberto Jose Drago (U)	4266	William J. Madden (U)
4064*	Robert Willard (132) & Robert Sexauer (132)	4166	Never Built	4267	John Bennett (U)
4065	Never Built	4167*	Dr. C. Orr (242)	4268	Hubert H. Hauck (U)
4066	Fred Skinner (U)	4168*	Susanne Rike Bowers (202)	4269	Lost Boat
4067*	Sold to unknown owner	4169*	Lost Boat	4270	Richard J. Guth (87)
4068	Lost Boat	4170*	Lost Boat	4271*	Paul Wacker (250)
4069	Never Built	4171*	William S. Miles III (202)	4272*	Louis Chiffelle (U)
4070	Lost Boat	4172	George C. Peterson (68)	4273*	Rudolf Schmid (U)
4071	Warren Krogstad (79)	4173	V. R. Smith (U)	4274	Lost Boat
4072*	Bob Stearns (U)	4174*	Donald L. Buchard (3)	4275*	Harry A. Ells (205)
4073*	Dealer	4175	Dealer	4276	Lost Boat
4074*	Sold to unknown owner	4176	James Kellogue (3)	4277	Lost Boat
4075*	Catherine & Margaret Burt (U)	4177	Edgar Robbins Goudy (U)	4278*	Boat Destroyed
4076*	Floyd Grosseohme (U)	4178	Fred Surbeck (U)	4279	Never Built
4077*	Philip V. Lewis (U)	4179	Jose Villar Netto (U)	4280	J. Harlan Potts (U)
4078*	Mrs. R. Gale Noyes (280)	4180*	Never Built	4281	Jerry Zeise (U)
4079	Thomas Galfrascoli (U)	4181	George E. Slater (105)	4282*	James B. & Edward Wagstaff (36)
4080	Never Built	4182	Edwin P. Slater (105)	4283*	T. F. Sturgwolt (189)
4081*	A. D. Jackson (146)	4183*	Oswaldo Buonanni (U)	4284	J. B. Somerset (U)
4082	Harri Velbri (U)	4184*	Samual B. Wardwell, Jr. (225)	4285*	Hans Webber (219)
4083	Dealer	4185*	Sandra Lee Gill (7)	4286	Never Built
4084	Lost Boat	4186*	Never Built	4287*	L. S. Simon
4085*	Sarah Woodson Clark (314)	4187*	W. Richard Barlow (59)	4288	Never Built
4086	Never Built	4188*	Robert Haymen (U)	4289*	Lost Boat
4087	E. A. Schimberg (U)	4189*	Lost Boat	4290*	Lost Boat
4088*	Howard Bintliff (228)	4190	Lost Boat	4291*	Charles M. Schreiner Co. (U)
4089	Lost Boat	4191	Never Built	4292*	John Fellows (132)
4090*	Richard H. & W. A. Taylor (378)	4192*	Never Built	4293*	Lost Boat
4091	Never Built	4193	Clyde W. Smith (U)	4294	Lost Boat
4092	Lost Boat	4194	Lost Boat	4295	Darrell Bigner (U)
4093	Never Built	4195	Never Built	4296	Lost Boat
4094	Dudley Miller (U)	4196	Walter C. Hopkins (U)	4297*	Nathan Salmun (203)
4095	Boat Destroyed	4197	Alfred S. Daniels (U)	4298	Maria del Pilar Brunet (203)
4096	Lost Boat	4198*	E. H. Himmelman (U)	4299	Lee J. Workum, Jr. (184)
4097*	Boat Destroyed	4199*	W. G. Snelgrove (215)	4300	Builder
4098	Never Built	4200	M. N. Gault (U)	4301	Helmut Hermans (U)
4099*	Harry K. Sedgwick (189)	4201	Lost Boat	4302*	Never Built
4100	Lost Boat	4202	John A. H. Allan (U)	4303	Olavi Nurmi (U)
4101	Never Built	4203*	Lost Boat	4304*	Never Built
4102	Lost Boat	4204*	R. Phillips (171)	4305*	OPS, juniorosasto (307)
4103*	S. H. Bayles (141)	4205*	C. H. Twining, Jr. (173)	4306	Eljas Jarvenkyla (U)
4104*	S. H. Bayles, Jr. (141)	4206*	Dennis L. Crow (92)	4307	Y. Hakala (U)
4105*	Donald G. Ross (96)	4207*	Bruce & Meredith Galloway (173)	4308*	Destroyed
4106*	Alan Gilbert (163)	4208	Roger Kelley (U)	4309	Mauri Soininen (299)
4107*	Donald W. Smith (138)	4209	Newton Hendriksen (U)	4310	Never Built
4108*	Ed Morrison (98)	4210*	R. Goetsouwiers (U)	4311	Juhani Ahonen (328)
4109*	John H. Pierpont (134)	4211*	Gustave Serino (226)	4312	Never Built
4110*	Albin Cibeu (55)	4212*	J. Cameron Moag (32)	4313	Aarne Hiltunen (U)
4110*	Niles Sorenson (104)	4213*	H. Stetson Fletcher, Jr. (227)	4314	Erkko Lojander (166)
4111*	Harry Moherham	4214*	Terry Fletcher (227)	4315	J. Topelius (U)
4112*	Archie M. Andrews, Jr. (7)	4215	Ross I. Parker (37)	4316	Never Built
4113	Joseph Alter (U)	4216*	A. Craig Johnson (U)	4317	M. Reenpaa (U)
4114	Molly S. Alter (U)	4217*	Bob Thompson (110)	4318	Never Built
4115*	Bernardino Represas Neto (U)	4218	Never Built	4319	Boat Destroyed
4116*	Oscar Matoso Mais Forte (84)	4219*	R. P. Abbott (U)	4320	Veljekset Salonen (U)
4117*	A. L. Figueira Barbosa (84)	4220*	Jacob Sulger (U)	4321	Never Built
4118*	Jos. V. Boone (263)	4221*	George J. Marrone (U)	4322	Never Built
4119	Lost Boat	4222*	Ralph Waldorf (252)	4323	Antti Saarelainin (U)
4120	C. Bebbington (U)	4223*	Armando J. DeFelic (99)	4324	Lost Boat
4121	Boat Destroyed	4224*	Charles W. Rice (32)	4325	Otto Nylander (310)
4122*	Cantieri Costaguta (U)	4225*	James D. Forman (133)	4326	Kirsti & Heikki Laitinen (310)
4123*	Catiere Velscaf (U)	4226*	John A. Nevin (133)	4327	Orva Halkosaari (166)
4124*	Never Built	4227	Neil C. McCullough (132)	4328	Mauri Jarvinen (166)
4125*	Mario Civita Massimo (360)	4228*	Dr. J. E. Knighton, Jr. (175)	4329	Juhani Hedberg (310)
4126*	James A. Murray (109)	4229	Gerald Shields, Jr. (5)	4330	Kalervo Rinne (166)
4127*	Lost Boat	4230	James B. Cone (U)	4331*	Vainan Vartiijat (306)
4128*	Stanley M. Bernhardt (296)	4231*	Lost Boat	4332	Petri Janhunen (166)
4129*	Nigel & Lotus Hall (U)	4232	Arnzén Ferguson (U)	4333	Erkki Pitkapaasi (U)
4130*	Martti Moilanen (166)	4233*	Carl W. McElheny (U)	4334*	Erkki Sevakiivi (166)
4131*	Helge Dahlman (166)	4234	Lost Boat	4335	H. Wasenius (299)
4132*	Lost Boat	4235	John W. Teele (151)	4336	Osmo Konkola (328)
4133*	Leif Karlsson (U)	4236	Keith S. Rosewall (U)	4337	J. H. Evans (U)
4134*	Arto Helemaa (349)	4237*	John Howard (118)	4338*	Builder
4135*	Kari Harinen (U)	4238*	R. J. Elcock (U)	4339*	Lost Boat
4136*	Tapani Helve (166)	4239*	Bert Van Camp (U)	4340*	Dr. H. G. Porter (U)
4137*	Poju Strand (166)	4240*	Lost Boat	4341*	R. Bruce Draper (262)
4138*	L. Pakkanen (166)	4241*	Bruce W. & Ralph S. Patrick (378)	4342	Edward Wright & Gregg Wright (56)
4139*	Jorma Arvola (310)	4242*	Mary Foltz (174)	4343	Daniel R. Toll (293)
4140*	Hewitt P. Wing (366)	4243*	John P. Yochem (150)	4344	H. C. Slemm (U)
4141*	Tauno Nuotio (U)	4244*	Clyde H. Beck, Jr. (51)	4345	Raymond K. Adams (U)
4142*	Risto Eloranta (328)	4245	George R. Henning (U)	4346	Dr. Julio C. Goldie (220)
4143*	Luodon Pojat (U)	4246*	Jayne Teixeira Leite (245)	4347	Mrs. Martin Smith (U)
4144*	Pekka Jarvenpaa (166)	4247*	Never Built	4348*	Carleton Cressy (U)
4145*	Pentti Teppo (166)	4248	Benedito Levi (147)	4349	George Layton (215)
4146*	Kaarle Perkki, Ilkka Kaitala (166)	4249*	Don Wallace (U)	4350*	Lost Boat
4147*	Kai Ohman	4250*	Ann & Raymond Golder (116)	4351*	Nestor M. Miguez (U)
4148*	K. Kinnunen (U)	4251*	Lee A. Finch (U)	4352*	Rodolfo Udaeta (206)
4149*	Builder	4252*	Never Built	4353*	Aldo Valera (203)
4150*	E. Kauria (U)	4253*	Stewart Skrill (U)	4354*	Susana T. Coto (331)
4151*	Destroyed	4254*	Sold to unknown owner	4355*	Don McMillan (U)
4152*	S. Graham Hamilton (16)	4255	Dr. Marshall Bauer (U)	4356*	Builder
4153*	Thomas J. Wynne Jr. (U)	4256*	Sandra H. Halbkat (225)	4357*	Margaret Michaely (7)
4154*	Frederick M. Brunn, Jr. (U)	4257	Peter Welling (133)	4358*	John W. Cook (U)
4155*	Lost Boat	4258*	Billy T. Sumner (262)	4359	Lost Boat
4156*	H. C., Wm. H. & Jonathan H. Blanding (98)	4259*	Never Built	4360	Ralph Batchelor (229)
4157*	George N. Mooney (U)	4260*	Jean-Paul & Ilse Destrube (U)	4361	Virgie Batchelor (229)
4158*	Lost Boat	4261*	Never Built	4362*	Sold To Unknown Owner
4159*	Lost Boat	4262*	Frank B. Johnson, Jr. (179)	4363*	Lost Boat
4160*	F. R. L. Lazier (U)	4263*	Benjamin C., & Frank B. Johnson, Jr. (179)	4364	Chas. E. Kelley (189)
4161*	Dr. C. A. Johnson (376)	4264*	John Wm. Harvey (87)	4365	Chas. E. Kelley, Jr. (189)
4162*	Charles W. West Jr. (175)	4265*	Lud Becker (U)	4366	Charles C. Esty (U)
4163*	Charles W. West Jr. (175)	4266*	Charles Yecker (253)	4367	A. Smith (U)
4164*	Paulo Nauee & Jose Hausner (147)	4267*		4368	Douglas S. Conant (U)
4165*	Lost Boat	4268*		4369	Lost Boat
4166*	R. E. Buchanan (175)	4269*		4370	



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
4367*	Henry Marchal (62)	4468	Vinicius Villela Falcao (144)	4572	Never Built
4368	Richard Breed (U)	4469	Antonio Jose Barroso (144)	4573*	Dr. Geves S. Kenny (161)
4369*	Adelbert G. Straub, Jr. (U)	4470	Lost Boat	4574*	Lorenz Sadler (U)
4370*	Herbert Jestal (212)	4471	Alan A. Shattuck (U)	4575*	James K. Lewis (303)
4371*	Hugh Brown (U)	4472	Jean Dhainaut (203)	4576	David Schwedt (U)
4372	Turbay & Soler (U)	4473*	Eduardo Pinero (206)		Gerald Sterisic (U)
4373	Eduardo Royct (292)	4474*	K. H. Slater (U)	4577	Never Built
4374*	James Siberhorn (31)	4475*	Lost Boat	4578	Lost Boat
4375	John J. Modifer (U)	4476	Dealer	4579	Never Built
4376	Mr. & Mrs. Richard N. Kahler (U)	4477	J. Don Lazenby & Richard Wakefield (U)	4580*	Alfred F. Livaudais (62)
4377*	Enrique Juan Mentrut (U)			4581*	Alec Rhodes (U)
4378	Lost Boat	4478	Donald Ross (U)	4582	Lost Boat
4379	Lost Boat	4479	D. M. McLean (U)	4583*	Lost Boat
4380	Robert F. Seybold (U)	4480	Dante Calandra (206)	4584	Lost Boat
4381*	Mingo Niccolini (247)	4481	Victor Hatchwell (U)	4585*	Lost Boat
4382*	Phil Spiak (U)	4482*	Lost Boat	4586*	Dr. T. W. Steigler (72)
4383*	Lost Boat	4483	Chas. E. Nickson, Jr., M.D. (296)	4587*	Joan A. Pocher (213)
4384	Arne G. Ahlman (U)	4484	Builder	4588*	Charles Kornatiak (U)
4385	Never Built	4485	Lost Boat	4589*	Larry Glick (50)
4386*	Lost Boat	4486	George Mathys (U)	4590*	Walt Ladwig (216)
4387	T. A. & Gail Burrows (320)	4487	Ernesto Beutner (U)		Dave Harmer (216)
4388*	Melvin G. Akins (U)	4488	Never Built		Forest Wortman (216)
4389*	Richard H. Lovelace (246)	4489	Guayaquil Yacht Club	4591*	Franklin H. Nau (U)
4390*	Sam Zafros (345)	4490	Victor W. Jones (U)	4592*	Lost Boat
4391*	Rondel Cline (110)	4491	A. M. Phelan (179)	4593	Charles Curtis (216)
4392	Dr. Raymond M. Galt (340)	4492	Lost Boat	4594	Mark Masonville (216)
	Geoffrey H. Gobble	4493	Pireaus Sailing Club	4595	Bernard Rolsma (U)
4393*	Ross D. Dodge (326)	4494	D. A. Demmer (212)	4596	Cherubini Fabio (U)
4394*	Hans R. Scharer (U)	4495	Dr. Walter G. Unglaub (U)	4597	Marcello Celloni (247)
4395*	D. E. Schwinn (U)	4496	Lost Boat	4598*	Leonard F. Doyle (U)
4396	Alberto Felipe Aguilar Losada (U)	4497	Walter A. Wheaton, Jr. (U)	4599*	J. Walter Schmid (U)
4397	Sold To Unknown Owner	4498	Rudolf B. K. Ingman (U)	4600*	James R. How (12)
4398	Robert W. Hornbeck (51)	4499*	Graham-Eckes School (333)	4601*	George P. Bauman (25)
	Richard J. Graham (51)	4500	Never Built	4602*	James L. Rigassio (295)
4399	J. Gilbert Scheib, Sr. (62)	4501	Ulysses Efraim Kafiel (U)	4603*	Sold To Unknown Owner
4400	Lost Boat	4502*	Lvlda Sede (206)	4604*	J. T. Orgill (171)
4401*	Mario Monami, Dr. Mario Altieri, Dr. Carlo M. Cara & Pompeo di Campello (U)	4503	Marshall H. Walker (175)	4605*	M. H. Pindell, M.D. (164)
		4504	Richardo Acosta y Lara (h) (U)	4606*	Jay S. Baumann (260)
4402*	Tony D'Eloia (59)	4505	Ray Rouse (U)	4607*	A. Lowenstein (133)
	Andy D'Eloia (59)	4506	Lost Boat	4608*	Peter Dinkel (116)
4403*	Irene I. L. Siu (50)	4507*	Lost Boat	4609*	Hiram P. Maxim II (U)
4404*	Abraham Pecker, (38)	4508*	Lost Boat	4610*	Boat Destroyed
4405*	G. H. Granata (U)	4509*	Schuyler W. Cummings (226)	4611*	Robert Rogers (U)
4406*	Enzo Di Lorenzo (223)		Allan Westcott (226)	4612*	John N. Hazard (U)
4407	Folke O. Astrom (206)	4510*	Clyde Coutant (226)	4613*	L. M. Pfister (129)
	Leandro N. San Miguel (206)	4511*	Andrew A. Geller (226)	4614	Edward L. Johnson (U)
4408*	Josaphat Stah (13)	4512*	Phactuel Machado Rego (84)	4615	Glascocck Reynolds (U)
4409	Lost Boat	4513*	Franz Beck (250)	4616	Carl Storm (U)
4410*	J. Duncan (340)	4514	Hector Escofet (220)	4617*	Massimo Maddalena (235)
4411*	West Indian Co., Ltd. (U)	4515*	Oswaldo Bordino (356)	4618*	Dealer
4412*	Boat Destroyed	4516*	Norman Wenig (20)	4619*	Pietro Della Croce (235)
4413	Lost Boat	4517*	Quentin Covert (270)	4620*	Dealer
4414	James C. Spencer (90)	4518*	Howard J. Rand (U)	4621*	Giuseppe Cardone S.T.V. (235)
4415*	Pequot Junior Yacht Club (153)	4519	Dealer	4622*	Dealer
4416*	James Burri (295)	4520	Frank & Jane Headley (U)	4623*	Dealer
4417*	William Russell (U)	4521*	Paul Hannon, Jr. (U)	4624*	Dealer
4418*	C. G. Paxson (U)	4522*	Alfonso Castellano (237)	4625*	Charles Lehman (U)
4419*	Ray Chase (168)		Caludio Masciochi (237)	4626*	Lost Boat
4420	Lost Boat	4523*	Frederick F. & Janet Fagel (6)	4627*	K. R. Smith (175)
4421	Robert M. Branch (U)	4524*	Leete P. Doty (153)	4628	Douglas S. Calder (215)
4422	J. D. Humphrey (U)	4525*	Hugh E. Brown (7)	4629*	Cliff Braggins (U)
4423*	Don Wilson (62)	4526*	William Willworth (14)	4630	James Peter Wilson (146)
4424	Homero Fonda (206)	4527*	Alex Hay (106)	4631*	Sea Scout Ship #3 (U)
4425	Guillermo Salinas (331)	4528	Darold A. Cannan (U)	4632	Dealer
4426*	R. Cariviela (292)	4529*	Dean Straley (143)	4633*	Pireaus Sailing Club
4427	Lost Boat	4530	Lost Boat	4634	Pireaus Sailing Club
4428	M. Collyer (U)	4531*	Emanuele Vadala Terranova (U)	4635*	Royal Yacht Club of Greece (286)
4429	Hely Abrantes Bricio do Valle (84)	4532	Thomas Adkinson (132)	4636*	Alexandros Langadas (251)
		4533*	Dr. A. P. Warthman (51)	4637*	Demetrios Gonatas (251)
4430	Kenneth J. Burkhardt (50)		Forrest D. Warthman (51)	4638	Sportsmen's Club of National Bank of Greece (U)
4431	Lost Boat	4534*	Stratton D. Loucks (U)	4639*	Pireaus Sailing Club (251)
4432	Lost Boat	4535	Donald Urbank (U)	4640	Pireaus Sailing Club
4433	Robin Beck (118)	4536	John J. McCarthy (U)	4641*	Pireaus Sailing Club
4434	Turbay & Soler	4537	Julio Raffo (U)	4642*	Royal Hellenic Naval Cadets College (287)
4435	Ing. Guillermo Rondini (220)	4538	James Redmond (110)		
4436	Yacht Club Uruguayo (220)	4539*	Lost Boat	4643	Harry Byrne (U)
4437	Yacht Club Uruguayo (220)	4540*	John M. Jensen (5)	4644*	David K. Feldman (U)
4438	Yacht Club Uruguayo (220)	4541*	Lost Boat	4645	C. U. Bradley (U)
4439	Yacht Club Uruguayo (220)	4542*	Edgar Ganz (219)	4646	Dr. Walter Jawor (5)
4440	Yacht Club Uruguayo (220)	4543	Mario L. Scarabino (292)	4647	Wm. C. Flaherty (51)
4441	Never Built	4544	Hans M. Tummer (U)	4648*	Lost Boat
4442	Lost Boat	4545*	Gary R. Stearns (60)	4649*	Robert L. Heritage (266)
4443	Never Built		Richard Greer, M.D. (60)	4650	Dr. Clyde R. Roberts (132)
4444*	Karl & Sophie Rollius (212)	4546	Agustin Artusi (U)	4651*	I. C. Osborne (90)
4445	Lost Boat	4547*	Nathan Shapiro (U)	4652*	Raymond H. Schultz (380)
4446	Battista Succhi (U)	4548*	Donald K. Fribourg (37)	4653*	Harold F. Boss (35)
4447*	Thomas J. McDermott (150)	4549	Alger Conger (246)	4654*	Piero Cordignano (278)
4448	Robert E. Leyendecker (U)	4550	Felipe Ruiz Schimper (U)	4655*	William Friedman (U)
4449	Juan Flavio Gerbolini (265)		Francisco Rovira Diaz (U)		Builder
4450*	Louis de Pourtales (169)	4551	Dr. A. C. Stinson (188)	4657*	Jim Petty (270)
4451	Tom Last (146)	4552	Walter E. Peterson (U)	4658	M. L. Brown (U)
4452	Never Built	4553	T. H. Flanagan (205)	4659	Warren Johnson (189)
4453	Lost Boat	4554	Never Built	4660	Builder
4454	J. Acebedo Tagle (U)	4555	Never Built	4661	Builder
4455*	Kathy Barnes (U)	4556	Lost Boat	4662	Builder
4456*	Walter Frank, Jr. (U)	4557*	Richard W. & D. N. Lacher (345)	4663	Builder
4457*	Lost Boat	4558	Never Built	4664	Builder
4458*	Lost Boat	4559*	F. Sienna Castellanos (220)	4665	Builder
4459*	John Davie (6)	4560	Eduardo M. Canals (U)	4666*	Gene Hollen (167)
4460*	Lost Boat	4561*	Albert D. Wood & Richard Felix (U)	4667	Librairie Molho (U)
4461*	David E. Price (87)		J. L. Highsmith (U)	4668*	Robert Engleheck (136)
4462	Royle Kemp, Jr. (U)	4562*	J. Durst (268)	4669*	Frederick A. Glaesser (U)
4463	John Bodkin (U)	4563*	A. J. McKichan (U)	4670*	Reginald Brooks (127)
4464	Never Built	4564	Never Built	4671*	Ross Allen (348)
4465	Dr. Edgard da Silva Mello (201)	4565*	Paul Hurst (U)	4672*	Sold To Unknown Owner
4466*	Carlos Henrique Holck (84)	4566*	B. R. Price (126)	4673	Never Built
4467	Dr. Jose Tarunio da Silva (U)	4567	Dealer	4674*	Theodore E. Troff (113)
		4568	Lost Boat	4675*	Joseph S. Lodato (209)
		4569	Never Built	4676*	Virginia Straub (255)
		4570	Never Built		
		4571*	O. L. Liepin (U)		



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
4677*	Charles H. Schildknecht (27)	4784	A. C. Greer (U)	4890*	William H. Snowman (27)
4678*	Harold Tenney (74)	4785	James H. Sharman (U)	4891	Dallas Sailing Club (35)
4679*	Alexander, William & Alex E. Bracken (184)	4786	Hugo Alberto da Fonseca (305)	4892	William G. Steed (282)
4680*	Richard A. Williams (U)	4787	Never Built	4893	Dr. Sanford Pick (35)
4681	C. A. Seaz (220)	4788	Alexandre Kemenes (147)	4894	Walter Wheeler (282)
4682	Lost Boat	4789	Dario Cerchi (147)	4895	David L. Atteberry (U)
4683	E. Diaz (220)	4790	Never Built	4896	R. S. Usry (282)
4684	Lost Boat	4791	Bernard G. Bornstein (U)	4897*	Bernard Quie (U)
4685	Tom A. Edwards & Co. (U)	4792	Boat Destroyed	4898*	J. B. Sowell, Jr. (U)
4686*	Robert A. Beebe (U)	4793	Escola Naval De Villegnon (84)	4899*	George D. McCormack (178)
4687*	Jesse Silverman (164)	4794	Escola Naval De Villegnon (84)	4900*	Sheldon C. Evans (16)
4688	Al Edgerly (246)	4795	Escola Naval De Villegnon (84)	4901*	George E. Snow (U)
4689	Never Built	4796	Never Built	4902*	James Dixon (U)
4690*	H. C. Slaton (135)	4797	Lost Boat	4903*	Richard Morehouse (125)
4691*	Henry Hotchkiss (U)	4798	Builder	4904*	W. W. Brown (252)
4692*	Club Universitario de Brenos Aires	4799	Lost Boat	4905*	William J. DeWitte, Jr. (149)
4693*	Club Universitario de Brenos Aires	4800*	William K. Boice (24)	4906*	John J. Hill (164)
4694*	Club Universitario de Brenos Aires	4801*	J. S. Newell (U)	4907*	Service Fleet Boat (235)
4695*	Angela Parker (178)	4802*	George S. Kennedy (63)	4908*	Beniamino Mazza T.V. (235)
4696*	Louis G. De Sonier III (U)	4803	Lost Boat	4909	Duilio Baldassarri (147)
4697*	Arthur H. Nickless (U)	4804	Jorge Santin Carballo (U)	4910*	Gordon E. Medlock (154)
4698	Lost Boat	4805	Edgar H. Orr, Jr. & Russell B. Loe (U)	4911*	James E. Fulton (137)
4699	Lost Boat	4806	Gerhard Kaunat (U)	4912*	George Becker (U)
4700*	Vernon Larson (102)	4807	Oscar Walter Pravia (U)	4913	Ray DeBlare (U)
4701	Frank Buccella	4808*	Rick Swinhart (110)	4914*	Lydia Frietas (189)
4702	Lost Boat	4809*	Sold To Unknown Owner	4915*	Boat Destroyed
4703*	Alfredo Garcia (292)	4810*	Sold To Unknown Owner	4916*	J. Huelstrunk (55)
4704	General Motors Tech Sailors (53)	4811*	Charles G. Obersheimer (12)	4917*	Robert MacNaught, Jr. (119)
4705	Gregg Whitlinger (U)	4812	Sr. Marcelo L. Biasotti (U)	4918*	Robert L. Laufer (133)
4706	Carl V. Olson (104)	4813	Boat Destroyed	4919*	Roy Huggins (34)
4707	Lost Boat	4814*	Charles A. McLean (189)	4920*	Boat Destroyed
4708*	Sold to Unknown Owner	4815*	John E. & James R. Tysell (229)	4921	Claude Lacombe (U)
4709*	P. Soguel (169)	4816*	W. L. & Margaret E. Coryell (257)	4922	Lost Boat
4710	Lost Boat	4817	Dealer	4923*	Arthur T. Sempliner (51)
4711*	Lost Boat	4818	Sergio Bisoli (U)	4924*	G. C. Jeavons (U)
4712*	Sheila & Maureen Shanahan (U)	4819*	Dr. Robert F. Oxnam (U)	4925	T. F. Vauthier (U)
4713*	Capt. Roscoe J. Brooks (60)	4820	D. C. Wellington (215)	4926	J. Smith (279)
4714*	Wm. G. Ward (69)	4821	C. F. Secada (265)	4927	Ernest G. Holley (279)
4715	Builder	4822*	Builder	4928	C.I.D. McDonald (277)
4716*	Dennis Dutton (U)	4823	Never Built	4929	W. G. Tamlyn (279)
4717*	Harvey L. Thomas, Jr. (134)	4824*	R. L. Wilson (188)	4930	J. A. Crooks (279)
4718	G. E. Mouldedoux (U)	4825	Alvin T. Gibson (62)	4931	B. Cleaver (147)
4719	Esther Kingston (44)	4826	William Kirk (266)	4932	T. S. Wilcox (147)
4720	Builder	4827	Dr. Paul Smith (114)	4933*	Marcel Chateaufauf (U)
4721*	J. E. Breithaupt (175)	4828*	Lost Boat	4934	Charles G. Estey (13)
4722*	Sold to unknown owner	4829	Henry H. Hoadley (U)	4935*	Peter Harsthal (234)
4723*	H. F. Doolittle (71)	4830	John Kemper (188)	4936*	Builder
4724*	Arnold Sahs (77)	4831*	R. C. Graham (146)	4937*	Builder
4725	Never Built	4832	Dr. Bruno Boehme (U)	4938*	Builder
4726	Richard G. & Michael Likely (U)	4833	Alejo Barrera (U)	4939*	George Rayfield (194)
4727	Lost Boat	4834	Carlos Terrazas (U)	4940*	Furman C. Whitaker & Tony Johnson (168)
4728	Constantine Costas (146)	4835*	Robert Lundegard (50)	4941*	Victor F. Horst (U)
4729	Vernon L. Frayer (U)	4836*	Gerald C. Early (252)	4942*	Gordon R. Smith (25)
4730	Guillermo Guerrero (U)	4837*	Karl Salomon (84)	4943*	William S. Banks (U)
4731	Florencio Donovan (U)	4838*	Fred C. Martens (35)	4944*	Roland Glenn (255)
4732	Nelson Pastorini (U)	4839	Dr. Marcel Boulanger (U)	4945*	Frank Mergen Jr. (226)
4733	Lost Boat	4840	J. W. Eaton (U)	4946*	Dr. John Olwin (340)
4734*	Agustin Isnar (203)	4841	Lost Boat	4947*	Willard Mehl (345)
4735	Oscar Batignani (U)	4842*	Jerry Shea (184)	4948*	Claude Bennett (54)
4736*	Harold L. Martin (236)	4843*	Lost Boat	4949	J. A. Parlin (254)
4737*	Joseph J. Elias (47)	4844*	Jerry A. Carman (U)	4950*	Walter Vogel (42)
4738	Sea Explorer Ship #74 (6)	4845*	Builder	4951	Lost Boat
4739*	C. W. Ruckel, Jr. (U)	4846*	Paul C. Kimball (U)	4952*	Lost Boat
4740*	Dr. Paul M. Clark (382)	4847*	Bruce H. Bates (U)	4953*	Emmanuel Malides (336)
4741*	Boat Destroyed	4848	Lost Boat	4954*	Royal Hellenic Naval Cadets College (287)
4742*	Thomas Ruddy (30)	4849*	Roland Cosandier (268)	4955*	Lost Boat
4743	Dale Buycy	4850	Francisco Najarro Juste (U)	4956*	Stylianios Restis (U)
4744*	William A. Meyer (U)	4851*	Mel Hartman (138)	4957*	Piraeus Sailing Club
4745*	Dr. Paul V. Ponitz (137)	4852	Lost Boat	4958	Alejandro Fallegi (206)
4746*	Jim Flynn (188)	4853*	Thomas R. Feller (U)	4959	Tim Dauphinee (188)
4747*	G. Ray Strohm (132)	4854*	Trinity Church Camp (U)	4960	Franklin Kershner (U)
4748*	Alton Parker (175)	4855	Robert Thomson (U)	4961*	Not Completed
4749	Robert & Sylvia Reid (146)	4856*	Lost Boat	4962*	Robert M. Brasler (99)
4750*	Sold to Unknown Owner	4857*	Oliver Suddard (192)	4963*	Romano Pilli (235)
4751	Robert T. Bezdon (U)	4858*	John Tripp (226)	4964*	Sport Velico Marina Militare (U)
4752	Never Built	4859	Dr. John R. Taylor (U)	4965*	Cav. Enrico Pennisi (U)
4753	Lost Boat	4860*	Dr. Leslie Sycamore (U)	4966*	Ing. Mario Ugolini (278)
4754	Never Built	4861	F. D. Ackman (215)	4967*	Circolo Nautico Caposele (389)
4755	James Hammer (U)	4862*	W. Russell Crawford (12)	4968*	Lost Boat
4756*	Lost Boat	4863*	Earl & Peter Marvin (300)	4969*	Richard Leahy (50)
4757*	Gordon N. Litwin (U)	4864*	William G., Dolores & James Heron (70)	4970	Oliver C. Holmes (333)
4758	Builder	4865*	Alan Fischlowitz (353)	4971*	W. S. Kinhead (U)
4759	Lost Boat	4866	Lost Boat	4972	Allan Kass (51)
4760	Lost Boat	4867*	Howard Banzett (253)	4973*	Paul B. Hansen (67)
4761	Never Built	4868*	Miss Mary Elcock (332)	4974*	Bill Baldwin (252)
4762	Fred L. Doty (146)	4869*	W. G. Green (U)	4975*	Sold To Unknown Owner
4763	Never Built	4870*	Robert Roy (78)	4976*	Robert Serfass (70)
4764*	George Wright (154)	4871	Cristiano da Costa Pereira (162)	4977*	Robert T. Brunton, Jr. (78)
4765	Never Built	4872*	Dr. Norman A. Sollod (U)	4978*	Robert E. Woodhams (294)
4766*	Calvin Friar (212)	4873	R. O. Walker (U)	4979*	Newton E. Randall (U)
4767*	W. H. Palmer (129)	4874*	Gordon C. & Thomas G. Roberts (243)	4980	Dr. Roger Zahnd (358)
4768	Alberto Borges (U)	4875	Felix Portier (U)	4981	Dealer
4769	Builder	4876*	Lost Boat	4982	Dealer
4770	Carle F. Greene, Jr. (U)	4877	Dr. F. Parker Willey (104)	4983*	Boat Destroyed
4771	Melvin H. Youngberg (32)	4878*	Lost Boat	4984	Jim I. Belmont (300)
4772*	Richard H. Evans (184)	4879*	Bernard Naylor (44)	4985*	R. G. Radosevic (U)
4773*	Milton Bloom (185)	4880*	Wyman Elliot III (45)	4986*	Boat Destroyed
4774*	Martin E. Gennett (357)	4881*	Richard & Lt. Col. Francis O. Burnett, Jr. (127)	4987*	Lost Boat
4775	Never Built	4882*	Tom Daiker (116)	4988*	Piraeus Sailing Club (256)
4776	Builder	4883*	G. L. McKnight (141)	4989*	Piraeus Sailing Club (256)
4777	Robert Seymer (U)	4884*	Alan McKnight (141)	4990*	Piraeus Sailing Club (256)
4778*	R. S. Kidney (U)	4885*	W. E. Shenko (U)	4991*	Royal Yacht Club of Greece (286)
4779	Colin E. Townsend (U)	4886*	John C. Honey (126)	4992*	Piraeus Sailing Club (256)
4780	Jorge Humberto Barbato (162)	4887*	Jack Armstrong (255)	4993*	Felix Alberto Giannini, Hugo Roberto Campagnolle (206)
4781	Cristiano da Costa Pereira (162)	4888*	Joseph A. Daley (U)	4994	Anthony Anastasio (U)
4782	Lost Boat	4889*	John W. Lav (136)	4995	Never Built
4783	Jos. B. Quigley, M. D. (U)		E. L. Caldwell (36)	4996*	Walter A. Heiman (175)



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
4997	Lost Boat	5097*	Special Services Supply Office (U)	5205*	Morris T. Bond (U)
4998	W. P. Downie (U)	5098*	Randolph G. Wilson (U)	5206	Never Built
4999*	Donald F. Schmidt (69)	5099*	Gordon E. Walter (U)	5207*	John W. Wallace (U)
5000*	Roswell S. Buck (12)	5100*	Donald H. Glenny (U)	5208*	John D. Casson (353)
5001*	Oliver H. Buck (12)	5101	Never Built	5209	June Perl (U)
5002*	Larry Wells (341)	5102	Abelardo Rodriguez (U)	5210*	Kenneth Brockschmidt (U)
5003*	Gerald Foster (341)	5103	L. J. Zerbee (23)	5211*	Mrs. David W. Cole (U)
5004*	Joan Weigold (133)	5104	Sr. Luis Peschiera (265)	5212*	George S. Bournakel, MD (U)
5005*	H. H. Iurka (98)	5105	Sr. Carlos Peschiera (265)	5213	Lost Boat
5006	Holman R. Cloud (U)	5106*	Edwin Gorse (226)	5214*	William Scott (U)
5007*	David Chamberlain (98)	5107*	Albert P. Mitroff (243)	5215*	Reginald W. Page, Jr. (7)
5008*	U. S. Coast Guard (213)	5108*	Dr. Warren E. Andrews (101)	5216	Never Built
5009*	Angus D. Fordham Hdwe. Co. (U)	5109	Robert T. Magee (62)	5217	Sold To Unknown Owner
5010*	Fritz Frey (U)	5110*	Horace T. Yates (36)	5218	Never Built
5011*	Lost Boat	5111	David F. Hull (U)	5219	Al E. Sather (35)
5012*	Boat Destroyed	5112	Edouard Zbinden, Jr. (U)	5220	Lost Boat
5013*	R. D. Severance (382)	5113*	1505th Air Base Group (U)	5221	Lost Boat
5014*	Alberto Canepa (265)	5114*	1505th Air Base Group (U)	5222*	William Pugh (303)
5015	David B. Enbody (U)	5115*	H. Burton Jones (83)	5223*	E. G. Hearn (146)
5016*	Never Built	5116	Elato Silva (259)	5224	Never Built
5017	Lee Lanham (132)	5117	Henrique Reis Bergan (259)	5225*	Urban Miller (228)
5018*	Sr. Pablo Rosello (265)	5118*	Boat Destroyed	5226*	J. K. Barren (U)
5019*	John Russell (U)	5119	Heinz Rucker & Milton Roberto Rucker (290)	5227*	John & Mike Derrick (184)
5020	Malcolm W. Bennett (1)	5120	Jayme Guelmann (290)	5228*	Edward C. Turner (60)
5021*	Oscar C. & Flora H. Rolfsness (229)	5121	Tom Engle (U)	5229*	Jorge & Osvaldo Levy (206)
5022*	Lost Boat	5122	Bernard von der Weid (U)	5230*	Mark Buckman (108)
5023*	Never Built	5123	Charles Ingwersen & Charles Drake III (69)	5231	Never Built
5024	John E. Blank, MD (180)	5124*	William C. Branton (296)	5232	Lost Boat
5025*	Avery L. & William M. Kimerly (184)	5125	Donald E. Fledderjohn (U)	5233*	James D. Hapner (U)
5026	Lost Boat	5126	Raymond Hartjen (U)	5234*	Bruce S. MacGowan (146)
5027*	H. Warren Cooper (329)	5127*	James English (269)	5235	Never Built
5028	Lost Boat	5128	Lost Boat	5236*	Roger Keefe (U)
5029*	Juan Duclos (292)	5129	Never Built	5237	Lost Boat
5030	Walter Klinkerfuss (U)	5130*	Truman Cleveland (U)	5238	Never Built
5031*	Lorette Prime (116)	5131*	Earl S. Eidt (51)	5239	Never Built
5032*	Joseph Mayer (31)	5132*	John E. Snyder III, (U)	5240	Builder
5033	W. A. Stevenson (U)	5133*	Frederick M. Bell (5)	5241*	Robert P. Peretto (70)
5034*	John A. Hutcheson (36)	5134*	John E. Sengstacken (95)	5242	Eugenio Isola, Jr. (U)
5035	Never Built	5135*	Arthur Van Balcum (185)	5243	Guillermo Payet (U)
5036	Lost Boat	5136*	Carol Hansel (116)	5244	Marco Canepa (U)
5037	C. Robert Fives (U)	5137*	John G. Kasten (U)	5245	Never Built
5038*	Lost Boat	5138*	Lewis T. Jester, Jr. (13)	5246	Lost Boat
5039	Gordon L. Joseph (U)	5139	S. Carmon Hendrickson (267)	5247	Arthur L. Murray (U)
5040*	Builder	5140	Lost Boat	5248	Eugenio G. Villarino (U)
5041*	Builder	5141	I. Schneider (U)	5249*	Harry James (194)
5042*	Jerry Reynolds (137)	5142	A. A. Treadway (35)	5250*	Louis Nelms (232)
5043*	Boat Destroyed	5143	Joseph LeDonne (197)	5251	Never Built
5044*	Never Built	5144*	Sold to Unknown Owner	5252	Fritz Schachitz (234)
5045	Jim Bowers (270)	5145*	Clarence C. Day (U)	5253*	Alden Tibbets, Thomas D. Foley, J. Neil King (226)
5046*	Donald L. LeBaron (226)	5146	Lost Boat	5254*	James C. Vary (U)
5047	Never Built	5147*	Ben Marshall (295)	5255	Claude Desmond (U)
5048*	Carl Clasen (228)	5148*	C. Townsend Wilson (12)	5256*	Kendra Isbey (184)
5049*	Robert A. Peterson (345)	5149*	Boat Destroyed	5257	Builder
5050*	Paul R. Knapp (36)	5150*	Stedwell Johnston (U)	5258	Margaret & Jacinto B. Baltar (U)
5051	Glenn Osgood, Sr. (110)	5151*	Walter S. Hackney (175)		Dr. & Mrs. Harry J. Schmidt, Jr. (U)
5052	Sam Overton (30)	5152*	Harold B. Hall (35)	5259*	Dr. J. S. Wellington (154)
5053	Fjalar Krogius (U)	5153*	Walter Neidhart (39)	5260*	Samuel L. Dibble, Jr. (54)
5054*	Builder	5154*	Robert T. Crane (25)	5261	Alberto Biere (U)
5055	Vuokko-Liisa Kerjalainen (U)	5155*	James Dickson (338)	5262	Lost Boat
5056	Arimo Rautapalo (166)	5156*	H. J. Jumonville, Jr. (U)	5263	William Beda (U)
5057	Kari Raitio	5157	Peter Knowlton (U)	5264	Never Built
5058	Pekka Halttunen	5158	Frank Piedad, Jr. (U)	5265*	Thomas N. Tambling (386)
5059	Leo Kilponen (297)	5159	P. A. Brett (277)	5266	Lost Boat
5060*	Ins. Hindren (U)	5160*	Frank E. Nelson, Jr. (192)	5267	Frederick R. Franke, MD (19)
5061*	L. Heikkila (U)	5161*	1505th Air Base Group (U)	5268	Never Built
5062	Jorma Nikkula (298)	5162*	1505th Air Base Group (U)	5269	J. W. Wilson (146)
5063*	Pentti, Maarit & Tapani Paatola (328)	5163*	1505th Air Base Group (U)	5270	Frank K. Bell (U)
5064*	Pentti Korpimies (U)	5164*	1505th Air Base Group (U)	5271	Lost Boat
5065*	Heikki Vanhakartano (306)	5165	Donald L. Madsen (229)	5272	Lost Boat
5066	Anssi Ratia	5166*	Mark Kelly (69)	5273	Wallace Breuner, Jr. (372)
5067*	Dr. Fred Pike (U)	5167*	Alvin Bales (150)	5274	Armando Pereira da Gama (U)
5068	William F. Radcliffe (102)	5168	P. Nussbaumer (U)	5275*	Sold to Unknown Owner
5069*	Sr. Memmo Guidici (265)	5169	Sold To Unknown Owner	5276*	Rudolf Heer (250)
5070*	J. E. & Marion Evans (188)	5170	Lost Boat	5277*	W. T. H. Clark (215)
5071*	William F. Funk (232)	5171	Lost Boat	5278	Lost Boat
5072	Never Built	5172*	Joseph W. Hall (U)	5279	William B. Clarke, Jr. (127)
5073*	Ronald Shaw (U)	5173	Lost Boat	5280	Blin W. Lumsden (U)
5074*	Wayne & Gary Titzel (180)	5174	Paul E. Jones (266)	5281*	Nina Vyusevich (70)
5075*	Lost Boat	5175	Clifford Sadler (270)		Ron Freund
5076*	James Steelman (99)	5176*	Never Built	5282*	John Earon (189)
5077*	Edmund H. Brook (3)	5177*	Curtiss R. Hill (44)	5283	Builder
5078*	Richard H. Prewitt, Jr. (228)	5178	Lost Boat	5284*	Sold to Unknown Owner
5079*	Walter A. Wappaus (329)	5179	Lost Boat	5285	Lost Boat
5080*	Ritner Walling (3)	5180*	Dealer	5286	Harold E. Manner, Jr. (U)
5081*	John Schmit (173)	5181*	Hans Luthy (250)	5287	Builder
5082*	Stanley J. Szabronski, Jr. (39)	5182*	Al Schrieber (U)	5288	Georges de Braux (U)
5083*	Maurice Ringenbach (329)	5183	Dr. Paul Labhart (250)	5289	Lost Boat
5084*	Oscar Nelson (226)	5184*	Enzo di Lorenzo (223)	5290	Kingman W. Page (115)
5085*	Janet Fearon Helmer & Charles F. Fearon (382)	5185	Eugenio Cannada (235)	5291	Never Built
5086*	Dr. Darwin K. Phelps & Rebecca Phelps (353)	5186*	Dealer	5292	Bootswerft Burmester (U)
5087	Albert Preston III (296)	5187*	Allen E. Duncel (137)	5293*	Vincent F. Flavin (71)
5088*	George Humeston (U)	5188	Builder	5294	Bianca Zoli Minghetti, (390)
5089*	John P. Holmes (116)	5189	B. F. Smotherman (U)	5295	Mark Miers (U)
5090*	Guy T. Moulthrop (216)	5190	Dr. D. F. Hallock (U)	5296	W. E. Prosser (U)
5091	W. Brandli (219)	5191	Lost Boat	5297	Bill Matheson (U)
5092*	Bernardo Elsner (U)	5192*	Special Services Supply Office (U)	5298*	Ralph Donges (U)
5093*	H. Schmitter (U)	5193*	George E. Terner (39)	5299*	Ernest F. Scherer (54)
5094*	Alfred Waryas (U)	5194*	Robert Livermore (U)	5300*	Francis & Albert O'Donnell, M.D. (81)
5095	Stephen Frank (147)	5195*	Win Nichols (55)		Boat Destroyed
5096*	R. S. Malcomson (357)	5196*	Edgar R. Pitcher, Jr. (282)	5301*	R. N. Talbot (U)
5097*	R. J. Sullivan (205)	5197*	Dr. H. C. Hale (U)	5302*	Edgar A. Filby (146)
5098	Builder	5198*	Robert Stevenson (143)	5303*	Never Built
5099	James W. Ward, M. D. (262)	5199*	Ray Cox (143)	5304	Dr. Carlos Enrique Speroni (U)
5100*	James & Mark Richmond (273)	5200*	Clinton S. Ballard (140)	5305*	Ray Cox (143)
		5201*	Raymond L. Nelson (267)	5306*	U. S. Marine Corp Recreation Dept. (U)
		5202*	Dan J. Grady, Jr. (175)	5307	Hugo Enrico (U)
		5203*	William Hunter (296)		
		5204*	B. G. Fay (U)		



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
5309	A. D. Hosack (347)	5413	O. W. Sherlock (U)	5515	J. T. Foley (U)
5310	Never Built	5414	Dr. John E. Hampton (U)	5516	Never Built
5311*	Eugene Harmon (36)	5415	Mario Pacheco E. Chaves (147)	5517*	Kenneth H. Bonnett & Kenneth H. Bonnett, Jr. (54)
5312*	Dr. Bernard C. Eddy & Dr. Wm. Weaver (36)	5416	Lost Boat	5518*	Donald E. Young (54)
5313*	W. R. Shannon (36)	5417	Henry R. Gillespie, J. C. & Sallie R. Gillespie (145)	5519	Never Built
5314*	Richard Shannon, Jr. (36)	5418*	Lost Boat	5520*	Harold E. & Philip E. Deis (353)
5315*	Robert S. Manard (212)	5419*	Alberto & Maria Costa (312)	5521*	R. Colladge (171)
5316	Bernhard J. Huber (U)	5420*	Catello Russo (237)	5522*	James G. Hirsch (99)
5317	Ted W. Fischer (23)	5421	Lost Boat	5523	Never Built
5318	Blair Dishman (U)	5422	Richard Frederick Boyer (194)	5524*	Chas. E. Jessup (U)
5319*	Joanne M. Gits (184)	5423*	John T. Frazee (102)	5525	Charles G. Schmitt (U)
5320	Robert & Richard Heimann (345)	5424*	John Teigland, Jr. (192)	5526*	Lost Boat
5321	T. Kendall Twigg (U)	5425*	John P. Kelley (173)	5527	Never Built
5322*	John W. Ochsen (U)	5426*	Eugene J. & William H. Kelley (173)	5528	Carl F. Koch (U)
5323*	Daniel R. Cooney (134)	5427	H. M. Frietsch (296)	5529	Antonio Sobral De Almada Negreiros (U)
5324*	Frederick & Frank E. Lange (36)	5428	Never Built	5530	Anthony O'Meara (U)
5325*	Boat Destroyed	5429*	G. W. Scheider (U)	5531	Laird Slade (U)
5326	Never Built	5430*	A. H. Sibley (7)	5532*	Donald S. Marsh (322)
5327	James M. Holcomb (U)	5431*	Robert G. Cuskley (32)	5533*	Bruce Murphy (137)
5328	Peter Konrad Oehrling (84)	5432*	Dr. R. F. Deetz (212)	5534*	Donald R. & Sandra Sundius (35)
5329*	Ray F. Aton (363)	5433	Thomas G. Hyland, Jr. (295)	5535	Walter A. Gregory (U)
5330	Dr. John A. V. Davies (U)	5434	Arthur J. Oberle	5536	John A. Brand (194)
5331*	Lost Boat	5435*	Ralph J. Vecchio (U)	5537	William G. Adams
5332*	Frank Gottschalk (140)	5436*	Henry M. Swan (119)	5538	Amy & Janet VanGilder (99)
5333*	Herbert Gregory (62)	5437*	Franco Fodde (U)	5539	Fred von Dohlin (U)
5334	Leland Yacht Club (184)	5438*	Tom Hendricks (30)	5540	Clayton R. Gallienne (U)
5335*	Thomas J. Newman (212)	5439	Frank Overton (30)	5541	Timo Tarkiaenen (U)
5336	Edwards Storrs (85)	5440	Don Goodwillie, Jr.	5542	Kalervo Karinto (U)
5337*	Nicholas F. Hill (U)	5441	John Clarke (126)	5543	Maunu Saarnio (306)
5338*	A. D. Swierstra (95)	5442*	Lost Boat	5544*	Martti Valtonen (U)
5339*	Leonard R. Baker, Jr. (36)	5443*	Never Built	5545*	Harri & Erkki Harju (166)
5340*	William Brandau (75)	5444*	Sold To Unknown Owner	5546	Sulo Aarnisalo (306)
5341	Nat Curtis, Jr. (62)	5445*	Marine Corps School (354)	5547	A. Lohikoski (306)
5342	Never Built	5446	Special Services Supply Office	5548	Rauno Rikhard Roitto (166)
5343*	Vanildo Antunes (245)	5447	Charles M. Barry, Jr. (U)	5549	G. E. Clayton (U)
5344*	Robt. Brent (209)	5448	Lost Boat	5550*	Philip H. Plaisted (U)
5345*	Steven & E. H. Curcuru (116)	5449*	Hiatridis, Y. C. Salonica (U)	5551	Vaino Helin (U)
5346*	Irving Schwartz (U)	5450*	Lost Boat	5552*	Markku Paloma (307)
5347*	Doss Struse (173)	5451*	Never Built	5553*	Albert Dutton (192)
5348	Thomas McLeod (5)	5452	Frank J. Ruck, Jr. (U)	5554	A. C. Doyle (U)
5349	Builder	5453*	J. Arthur Steitz, M.D. (335)	5555*	Sam L. Solomon, Robert J. Bonfils (56)
5350	Builder	5454*	Wayne Struble (U)	5556*	John Vidos (U)
5351	Builder	5455*	R. G. Genzlinger (16)	5557	Ellis Jones (229)
5352	George A. Maggs (U)	5456*	John Cochran (U)	5558*	Sold To Unknown Owner
5353*	Never Built	5457*	Thomas Eakins (198)	5559*	Dr. Thomas R. Hedges, Jr. (173)
5354*	Helen & Suzanne Sullivan (196)	5458*	Sold To Unknown Owner	5560	E. W. Benjamin (U)
5355*	David Stagg (227)	5459*	J. R. Bierly (150)	5561*	Sold to unknown owner
5356*	Richard J. Rawson (7)	5460*	Duncan A. McLauchlan, MD (283)	5562*	G. Bovet (169)
5357*	Clinton Urey (39)	5461*	W. Stuart Emmons (3)	5563*	Mrs. Charlotte Meier (250)
5358*	Pegor Jr. Yacht Club (153)	5462	John D. Venables (87)	5564	Lost Boat
5359*	Judith Lownes (56)	5463	Leland S. Hall (U)	5565	Frederick C. Gord (U)
5360*	Boat Not Completed	5464*	Fred A. Walker (37)	5566	W. Schmid (169)
5361*	Edward Mongillo (U)	5465*	Lost Boat	5567	Leslie J. Alfreds (90)
5362*	Joseph Leggiadro (55)	5466*	Lester E. Houston (U)	5568	Sold To Unknown Owner
5363*	Katherine Hilgendorff (153)	5467	Robert A. Molgren (296)	5569	Never Built
5364*	Anne Lindsay (294)	5468*	H. K. Gilbert (365)	5570*	Ben B. Wall (127)
5365*	Byron McCoy (227)	5469	L. Charles Johnson & Robert Huntley (U)	5571	Lost Boat
5366*	Never Built	5470	Will E. Ivie, Jr. (232)	5572	Dr. Erich Humann (250)
5367*	Jules Jacolow (U)	5471*	Never Built	5573	Alfred S. Marotta & John F. Haugh (U)
5368*	Frank Ball (184)	5472*	Never Built	5574*	Robert D. Drew (216)
5369*	Frederick S. Bush (253)	5473*	A. Williams (146)	5575*	Truman P. Young (303)
5370*	Builder	5474*	James Nicol (296)	5576	Sold To Unknown Owner
5371*	Paul Nierman (U)	5475*	James Hutton (U)	5577*	Dan & Beth Stainforth (U)
5372*	Robert Heys (23)	5476	Lloyd E. Munson (194)	5578*	James J. Curtin (163)
5373*	Builder	5477*	Julian P. Ross, Jr. (U)	5579*	I. P. Jones (198)
5374	Sold to unknown Owner	5478	Never Built	5580*	Gerald R. Burkett (207)
5375*	W. Wunderli (219)	5479	Robert Mitchell (243)	5581*	Lost Boat
5376	Dealer	5480	Lost Boat	5582*	Sergio Isola, Jr. (265)
5377*	Dr. Eduard Kloter (281)	5481*	J. F. Jeffries (U)	5583*	Gilbert Karash, D.D.S.; Dr. Morton J. Wachs, (U)
5378*	Lost Boat	5482	John De Benedetti (283)	5584	Charles L. Townsend, Jr. (108)
5379	Lost Boat	5483	Never Built	5585*	St. Clair Sail Club
5380*	Karl H. Kornmann (25)	5484*	Never Built	5586*	T. Maso Fazio (U)
5381	Sandy St. Clair (146)	5485*	C. Armond Bernius (62)	5587*	Tomaso Fazio (U)
5382	Justan Goncalves (245)	5486	John A. Mintz (150)	5588*	Tomaso Fazio (U)
5383	Lost Boat	5487	Charles Wallace, Jr. (102)	5589*	Virgilio De Sole, (235)
5384*	H. Tobler (219)	5488	Lost Boat	5590*	Robert Franzoni (227)
5385	David Hakewessell (129)	5489	B. W. Robinson (215)	5591	Associazione Nautica Sebina (U)
5386	Never Built	5490*	Lost Boat	5592	Col. Donald L. Brooks (U)
5387	Giuseppe Laterza (235)	5491*	F. Stucki (219)	5593	Dick Guarnero (U)
5388	Lost Boat	5492*	Dr. E. Walther (219)	5594	Andrew D. Sutton (U)
5389	David Hakewessell (129)	5493	W. Binggeli (219)	5595	Meulenhoff & Co.
5390*	Never Built	5494	Louis Walsh (279)	5596*	Erston Reisch, Jr. (62)
5391*	J. Sutton-Brown (215)	5495*	Lost Boat	5597	Ed Gallus (U)
5392*	Blair & Craig Lewis (1)	5496*	Panagiotis Papastefanis (336)	5598*	Philip L. Williams, MD (U)
5393*	Lost Boat	5497	Robert Suter (268)	5599*	James S. Mumper (253)
5394*	E. L. Walkup (56)	5498	John E. Uppinghouse (U)	5600*	Ted King (168)
5395*	J. N. Teale	5499	William T. Harg (282)	5601*	Donald Burkhardt (U)
5396*	J. Paul Lyet II (253)	5500*	Sold to Unknown Owner	5602*	W. A. "Bud" Tholen (137)
5397	Builder	5501*	Edw. J. McMullin (55)	5603*	Lucy Schultz (110)
5398*	Paul Dresco (169)	5502	Fred Johns (192)	5604*	William H. Divine (U)
5399	Hobart D. Turman (282)	5503	Lost Boat	5605	Never Built
5400*	Peter Stewart (282)	5504	Never Built	5606*	Richard Marsek (U)
5401	Harry Schuhmacher (U)	5505*	George W. Leugers (303)	5607*	Wm. Symmers (7)
5402*	Danny M. Maich (34)	5506*	Joseph V. Leugers (303)	5608*	James H. Ware (32)
5403*	Richard Trefney (U)	5507*	Don & Helen McKinley (114)	5609*	Richard C. Higgins, Jr. (323)
5404*	Carlos Navarro, Jr. (265)	5508*	W. V. Wagmer (U)	5610*	Richard Kester (94)
5405*	Sam Sternberg (300)	5509	Charles A. Johnston (U)	5611*	Richard W. Peck (U)
5406*	James T. Lernihan (323)	5510*	H. W. Ehler (102)	5612*	Vincent Ciliberti (225)
5407	Richard S. Biddle (134)	5511*	N. C. Goodridge (U)	5613*	Lost Boat
5408*	Cold Spring Harbor Beach Club (89)	5512	W. H. Dixon (U)	5614*	George De Jure (196)
5409	Carlos R. Lopez (203)	5513*	J. B. Malcolm (23)	5615*	John J. Bonn (104)
5410*	Dennis P. Carroll (U)	5514	Paul R. Schultz (U)	5616*	A. O. Myers (133)
5411	David Bruce (392)	5515*	Geoffrey W. Ince (90)	5617*	Gregory Conway (25)
5412	Alexander Kaye (23)	5516*	Lost Boat	5618*	James Boldt (102)
5413	Robert A. Kahn (U)				
5414	John J. McNulty (U)				



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
5619*	Ministry of Merchant Marine (251)	5723	Hugo Jahnz, Jr. (U)	5825*	Marine Corps Schools (354)
5620	Dair Shipbuilding Corp.	5724*	W. J. Rothfuss (391)	5826	George W. Pooley (6)
5621	Dr. Aldredo Gardini (U)	5725	John A. Marczeski (U)	5827*	George W. Pooley (6)
5622*	Douglas Schulz (56)	5726	Lloyd E. Griffin, Jr. (U)	5828	Otto Hansen (U)
5623	Lost Boat	5727	Lost Boat	5829*	Richard Kretschmer (23)
5624*	Dr. J. C. Myers (253)	5728	Palmer Torvand (283)	5830	William Murtaugh (164)
5625*	Sold to Unknown Owner	5729	David Shay (U)	5831	Patrick Wuillaume (U)
5626*	Builder	5730*	Gordon Short (314)	5832*	Douglas W. Gorsline (U)
5627*	Charles Spitzer (161)	5731*	Nikos Couclelis (336)	5833*	Walter Johnson (146)
5628*	A. F. Souza (119)	5732	Piraeus Sailing Club	5834*	Wes Pfirman (39)
5629	Lost Boat	5733*	Volos Nautical Club (289)	5835*	Mrs. May G. Caruthers (50)
5630	M. D. Young (320)	5734*	Demetrius Oekonomov (251)	5836*	Archer Mohr (350)
5631	D. L. & Dianne Furney (277)	5735	Piraeus Sailing Club	5837*	Joseph Serrill, Jr. (173)
5632	Dr. R. J. McCarten (U)	5736*	Walter L. Eisenberg (38)	5838*	Ferris Thomsen (332)
5633	Jack W. Dangerfield (320)	5737*	Edward Cole (129)	5839*	Raymond Bloch (268)
5634*	Everett K. & Elsie Ames (194)	5738	Don Newport (U)	5840*	Claude Wuthrich (169)
5635*	W. W. Miller (35)	5739	Never Built	5841*	Stephen W. & James B. Moore, Jr. (133)
5636*	Robert Weeks, Jr. (291)	5740*	Juan Barbero (292)	5842	Marius Frechette (U)
5637*	E. F. Gamble (133)	5741	J. W. Putman (185)	5843	Silva Luis (265)
5638*	Beverly Jean Bailey (138)	5742	Astilleros Y Fabrica de Redes (U)	5844	Fernando Peschiera (265)
5639*	Lost Boat	5743*	Karl H. Sandmeyer (U)	5845*	Alfredo Piazza (265)
5640*	H. H. Axford (16)	5744	Lost Boat	5846	Manuel Jose Ayulo (265)
5641*	William P. McClain (U)	5745*	Luigi Mario Merola (235)	5847	Harold G. Peffley (192)
5642	Lost Boat	5746	Virgilio De Sole	5848	Cutierrez Manuel (265)
5643*	Kenneth B. Taylor (246)	5746	Lost Boat	5849	Never Built
5644	Lost Boat	5747	Lost Boat	5850	Louis Nelms (232)
5645	H. P. Pike (U)	5748	Bob Applegate (3)	5851*	Dr. L. C. Older (115)
5646*	C. B. Madara (44)	5749*	H. Kienast (U)	5852	R. W. Faist (U)
5647	James Jensen (U)	5750*	David B. Lyon (81)	5853	Dealer
5648	V. E. Cresswell (232)	5751*	Lost Boat	5854	Vicente E. Vernaza (U)
5649*	Dr. Joseph Krohn (5)	5752*	Gordon L. Kerr (39)	5855*	Richard & Joan Wootton (284)
5650*	Eugene L. Todd (340)	5753*	Robert Winkler (85)	5856	Francis C. Daley (U)
5651*	Albert Yochim (5)	5754*	Robert McCracken, Jr. (U)	5857	Lost Boat
	Donald Leeker (5)	5755*	Robert K. Smyth & James Peters (323)	5858*	Dr. James W. Reynolds (31)
5652*	M. Gysin (U)	5756*	Edward K. Van Horne, Jr. (96)	5859*	Oscar Bjarnar (272)
5653	William H. Gray (U)	5757*	Dealer	5860*	Victor Emilio & Felipe Estrada Y. (272)
5654*	Walter F. Tolman (145)	5758*	D. F. MacEachern (32)	5861*	Guillermo Amaya (272)
5655*	Richard M. Eastwood (105)	5759*	John P. Sherwood (U)	5862*	Clemente Yerovi-Gomez (272)
5656	John Waskom (35)	5760*	Joseph Kelley (189)	5863*	Enrique Plaza (272)
5657	Dr. Fred P. Berlin (254)	5761*	Charles Richter, Robert Goebel & John W. Millard (303)	5864*	Escuela Naval del Ecuador (U)
5658*	Frank S. Gardner (280)	5762*	Mark C. Milnes, Jr. (295)	5865*	Jorge Casanova Buholzor (272)
5659	Lost Boat	5763	C. Milnes (295)	5866*	Jose De Prati (272)
5660*	Joseph Blount (189)	5764*	Lost Boat	5867*	Enrique Maulme Gomez (272)
5661	R. G. McCool, Jr. (143)	5765*	Clifford G. Ward (69)	5868*	Paul Klein (272)
5662*	Bobby Edmondson (143)	5766*	Leo J. Shields (137)	5869*	Eduardo Ledesma (272)
5663	Destroyed	5767	Lost Boat	5870*	Escuela Naval del Ecuador (U)
5664*	P. Wyder (U)	5768*	Sold to Unknown Owner	5871*	Antonio Pino Vernaza (272)
5665*	K. L. Raymond (54)		Royal Yacht Club of Greece (286)	5872*	Francisco Sola, Jr. (272)
5666*	W. Schmid (358)	5769*	Sotirios Brinis (286)	5873*	Ernesto Estrada Ycaza (272)
5667	Stanley Lawton (270)	5770*	Harold W. Dudley (54)	5874*	Mobaco Inc.
5668	Lost Boat	5771*	William J. Fried (133)	5875	Glenn A. Poyzer (267)
5669	H. V. Wenger, Jr. (132)	5772*	Sold to Unknown Owner	5876	Michael J. Candela (U)
5670*	John T. Pohlman (U)	5773*	Brom P. Webb (161)	5877	Lost Boat
5671	B. M. Morales (U)	5774	Robert C. Peach (189)	5878	E. I. Fraser (U)
5672	Sold to Unknown Owner	5775*	John W. Howard (293)	5879*	Michael Samuels (133)
5673*	Cdr. Robert F. Kenney (U)	5776	C. Kelvin Savell (194)	5880*	Irving Kalmanoff (300)
5674	Boat Destroyed	5777*	Jack & Nancy Gage (U)	5881*	Lost Boat
5675*	Walter Frank (20)	5778	Charles O. Everly (50)	5882	Builder
5676*	Arthur & Peter Raszmann (81)	5779	L. A. Humphrey (U)	5883*	Jack & Frank Mead (184)
5677*	James J. Grady (79)	5780*	Mitchell Gordon Gihomsky (185)	5884*	Mrs. Henri Bourneuf (U)
5678*	Frank Keller (42)	5781	Lost Boat	5885*	Robert Miller (53)
5679*	Alfred G. Robichaux, Jr. (U)	5782	Rav B. Smith (U)	5886*	Mrs. A. H. Bellerose (227)
5680*	John L. Nunly (226)	5783*	Alfredo Sarria G. (265)	5887*	Harvey Cayne (207)
5681*	Lost Boat	5784	Ernesto & Lucilo Cavalcanti (373)	5888*	John B. Cunningham (262)
5682*	Cdr. Joseph Naab (244)	5785	Benevenuto Teles Neto & Froebel Vasconcelos da Silva (373)	5889*	Earl H. Potter, Jr. (119)
5683*	Lost Boat	5786*	Ira H. S. McMann, Lt. Col. (329)	5890*	Darrell D. Roelofs, William R. Teller & Thomas W. Summerville (98)
5684*	Builder	5787	M. G. Wright (207)		
5685*	Builder	5788*	William Anderson, Jr. (5)	5891	Lost Boat
5686	Lost Boat	5789	F. A. Livingstone (U)	5892*	Peter Diefendorf (164)
5687	James Lynch (U)	5790*	Robert Torres (U)	5893*	Eugene M. Gettel (164)
5688	Builder	5791*	Morgan H. Baldwin, Jr. (329)	5894*	Jerome P. Weiss (164)
5689	U. S. Naval Advisory Group (U)	5792*	Robert Stoutanburgh (U)	5895*	Luis M. Zervigon (62)
5690*	Ralph I. Branning, Jr. (U)	5793*	James H. Van Doren (54)	5896*	Jack F. Perkins Jr. (282)
5691*	Giulio Lais (271)	5794	C. Niderost (U)	5897	J. L. Musson (146)
5692*	Sandro Cerulli Irlil (278)	5795	Dealer	5898*	Tony Grieb (169)
	Lamberto Baviera (278)	5796	R. A. Jenkins, Jr. (U)	5899	Never Built
5693*	Starling Mikell, Jr. (253)	5797	Senorita Luz Margarita Baraldi (U)	5900*	Dr. John Sanker (303)
5694*	Brad Linthicum (99)	5798*	Dr. A. Macaluso (209)	5901*	Keith Whitehouse (31)
5695	Vladimir Kaerk (U)	5799*	John Bertel (62)	5902	Builder
5696*	Hajime Seki & Wm. B. Pennebaker (41)	5800	Walt Swindeman, Jr. (42)	5903	George Hageman (U)
5697*	William R. Gill, Jr. (255)	5801*	W. H. Healey (U)	5904	Lost Boat
5698	J. R. White (U)	5802*	William W. Pedersen (216)	5905*	Peter C. Paullin (1)
5699*	Glenn E. McPherran (194)	5803	Hermann D. Zettler (U)	5906*	David W. Jackson (U)
5700*	Thomas E. McCain (212)	5804	Never Built	5907*	Builder
5701*	H. A. Polkinghorne (U)	5805*	J. W. Wagner (34)	5908*	Builder
5702	Frank Curtis Lynch, Jr. (183)	5806	Alexander D'Angio (102)	5909*	Builder
5703*	Lawrence L. Smith (36)	5807	Jost E. Kursell (265)	5910*	William Demarest (269)
5704	Gordon F. Kamerer (U)	5808	Carl V. Olson (104)	5911*	Richard E. Henle (253)
5705*	Theodore L. & Dale Raymond (296)	5809*	R. Bariswyl (268)	5912*	Leonard E. Brown (U)
5706	B. W. Parker (U)	5810	Peter S. Barots (U)	5913*	William J. Petrucci (U)
5707*	Robert Minahan (69)	5811*	Club de Regatas Lima (261)	5914*	Builder
5708	Robert D. Hodony, D. D. S. (U)	5812*	Club de Regatas Lima (261)	5915*	Builder
5709*	Lost Boat	5813	Adrian L. Bakker (U)	5916*	Edward Ziemer & George Bitler (41)
5710*	Builder	5814	Dr. Augusto de las Casas (U)	5917	Francisco Pino (272)
5711*	Dr. Paul Reigart (253)	5815	Lost Boat	5918*	Norman H. Plummer (50)
5712*	Marion B. Shoninger (164)	5816*	Phyllis B. Branin (253)	5919*	Gene Krumnacher (U)
5713*	George R. Kennedy (13)	5817*	Ralph R. E'del (253)	5920*	Robert L. Casselberry (350)
5714*	Albert E. Woeltjen, M.D. (U)	5818	John L. Harrington (U)	5921*	John P. Lucas, Jr. (U)
5715	Arthur J. Schwartz (U)	5819	Lost Boat	5922*	Huguenot Yacht Club (32)
5716	Lane Gilchrist (324)	5820	S. R. Hoffman (U)	5923*	M. T. Birmingham, Jr. (134)
5717	Ing. Nino Putzu (U)	5821	Dealer		M. T. Birmingham, III (134)
5718*	Judith, Susan & R. L. Hilsinger, Jr. (184)	5822*	Thomas S. Roussel (126)	5924*	Richard J. Harris (138)
	Margaret A. Hilsinger (184)	5823	Never Built	5925*	Joseph A. Waas (U)
5719*	Herbert G. Kuck (168)	5824*	Michael E. Mickelson (353)	5926	Never Built
5720*	Edward T. Lehn, Jr. (282)			5927*	George Syran (146)
5721	Edward H. Keveit, Jr. (U)			5928	W. K. Clawson (U)
5722*	James J. Daley (34)			5929	Charles C. Foster (U)



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
5930	I. V. Dubinski (277)	6030*	William D. White (282)	6137*	Jose Marcilio Malta Cardoso (147)
5931*	W. H., Jr., L. Richard, MD,	6031*	K. Kindred (294)	6138*	Volos Nautical Club (289)
	James W., Dorothy P. &	6032*	Merle & Donald McCurry (5)	6139*	Volos Nautical Club (289)
	Philip W. Schumacher (16)	6033*	Clayton Ebert (167)	6140	Robert K. Pratt, Jr. (U)
5932*	Charles Jordan (69)	6034*	Gerald P. Caffery (69)	6141	Never Built
5933	Lost Boat	6035	Ronald Fraser (10)	6142*	James W. Emmons (23)
5934	Jose Amnuel (U)	6036	William Latshaw (113)	6143	Lost Boat
5935*	Allen R. Hamilton (77)	6037*	Don Gilligan (184)	6144	Walter J. Fayfer (U)
5936	David Reed (242)	6038*	Lucien R. Levesque (101)	6145	Lost Boat
5937*	Stuart & Sandra MacDonald (244)	6039*	James Force & Barbara Dieter (30)	6146	Lawrence Singer (U)
5938*	Earl Bradfish (283)	6040*	Norman Harvey (189)	6147	William C. Woods (229)
5939	Carlos Torres Darnis (U)	6041*	Marianne Schar-Kurt (250)		Donald E. Woods (229)
5940*	Arthur C. Wrotnowski (U)	6042*	Yacht Club Rapperswill (U)		Never Built
5941*	Rudolph Smith (6)	6043	Sold to Unknown Owner	6149	Never Built
5942*	Robert M. Metcalfe (242)	6044*	Boat Destroyed	6150	Never Built
5943*	Walter W. Grote (16)	6045	YMCA Memphis Tenn. (U)	6151	Rev. Oluf C. Jensen (U)
5944	Sold to Unknown Owner	6046	C. W. Bielefeld (137)	6152	Murray Whipple (U)
5945	Dudley Abbott (U)	6047*	John J. Weakley (146)	6153	Never Built
5946*	Madison Beach Club (129)	6048	Thomas S. Jones (U)	6154	William F. Pearson (U)
5947*	DeWitt Barlow, Jr. (129)	6049	Carlton A. Sexton (U)	6155	Lost Boat
5948*	Rev. John R. Williams (280)	6050*	Rev. Ensworth Reisner (137)	6156	Lost Boat
5949*	Lost Boat	6051*	Warren Pulver (178)	6157*	F. Winter Trapolin (209)
5950*	E. Corning Rawle (129)	6052	James E. Stephenson (U)	6158*	Willis A. Lebourveau (324)
5951*	S. Hooper White (255)	6053*	Harold B. Crawford (U)	6159*	James A. Polzar (U)
5952*	W. E. Hayes (U)	6054*	J. Paul Heikkila (U)	6160	George R. D. & Lois J. Bortle (16)
5953*	Dr. Bruce Brewer (69)	6055	Lost Boat	6161*	James & Betty Schudel (83)
5954*	Robert A. Heller (U)	6056	Never Built	6162	Never Built
5955*	Dave Wardell (167)	6057	Lost Boat	6163	James J. Kenney (U)
5956	Sold to Unknown Owner	6058	David S. Gronik (79)	6164	James J. Kenney (U)
5957	Frank F. Dubke (U)	6059*	David F. Gebhard (98)	6165	Perk Walker (343)
5958*	Santiago Maspons (272)	6060*	William C. Unger, Jr. (296)	6166	Harry Talley (U)
5959*	Thomas M. Hyndman, Jr. (173)	6061*	Wally Jones (229)	6167	Never Built
	Dr. W. A. Phillips	6062*	Anthony Fantasia (U)	6168*	Alan Foot (146)
5960*	Seymour Seid (U)	6063*	Sold to Unknown owner	6169	Lost Boat
5961*	George Wilcox (269)	6064	Lost Boat	6170	Lost Boat
5962*	John C. Cutler (5)	6065*	Ralph F. Wilson (56)	6171*	Marten Pieter Seeder (U)
5963*	Robert Trevethan (6)	6066*	H. J. Cawthra (51)	6172	Lost Boat
5964*	Dr. Guy F. Sutton, Jr. (U)	6067	Lost Boat	6173	E. R. Hinchey (U)
5965	Cantiere Fratelli Guarnati (U)	6068	Paul R. Goldman (U)	6174*	Binz Baudouin (169)
5966	Arno Gleisner (337)	6069*	Leonard G. Nierman (56)	6175	Jack Downes (322)
5967*	Dean DeVries (113)	6070*	Roger D. Maynard (126)	6176	Warren LaFave (U)
5968*	Christian Manz (219)	6071*	Edouard Linder (358)	6177*	Lawrence F. Boles (U)
5969*	Christian Manz (219)	6072*	Luigi Muratori (271)	6178	L. J. Zerbee (23)
5970*	Eduardo Rodriguez Game (272)	6073	Never Built	6179	Teiji Yasuda (U)
5971*	Sold to Unknown Owner	6074	Lost Boat	6180	J. C. Reiffenstein (188)
5972	John Axley (U)	6075*	K. W. Steffens (U)	6181*	Arthur B. Ward (134)
5973*	J. Wendell Sether (32)	6076*	Builder	6182*	George Wunder (133)
5974*	Henry W. Fogarty (164)	6077*	Donald S. Jaquith (164)	6183*	Boat Destroyed
5975	Arthur L. Balvev, Jr. (U)	6078*	Builder	6184	Richard E. Clemson (U)
5976	Carl W. Kenning (215)	6079*	R. M. Smith (215)	6185*	James S. Nelson (13)
5977*	Jesse M. & Larry R. Matlack (314)	6080*	Phil E. Bergsteker (266)	6186	Paul Randall (U)
5978*	Edmund Leeds (119)	6081*	Mr. & Mrs. T. G. Nichols (10)	6187	Robert A. MacIntosh (U)
5979	Lost Boat	6082*	Roy A. Kevs (U)	6188	Richard Swanson (194)
5980*	John W. Giles (16)	6083*	Ronald Q. Lowell (U)	6189	Douglas Shields (U)
5981*	Lynn M. & Carol Doherty (U)	6084*	R. A. McReynolds (U)	6190	William Shawacre (U)
5982	L. E. Bailey (U)	6085*	Norman Preuss (49)	6191*	Richard Winkel (101)
5983	Never Built	6086	Kenneth M. Blount (37)	6192	Never Completed
5984*	John Eggers (58)	6087	Lost Boat	6193*	Eric Smith (119)
5985*	Robert R. Hall, Jr. (7)	6088	Donald E. Forster (U)	6194*	Charles Wadsack (56)
5986*	Charles K. & Christopher M. O'Neill (153)	6089	W. G. Crawford (U)	6195*	Theodore Primich (20)
		6090	Lost Boat	6196	Never Built
5987*	William H. Pear II (151)	6091*	William T. Fox (U)	6197	Albert Keskula (U)
5988*	Bill & Boots Barton (32)	6092*	Lost Boat	6198	Boat Destroyed
5989*	William S. & Richard N. Jayson (7)	6093*	Efraim Bravo (73)	6199	Never Built
		6094*	Norman Boal (U)	6200	Raymond & Richard Schulz (U)
5990*	Gerald O'Laughlin (34)	6095*	Erwin Kraus (73)	6201	Roland A. Paul (77)
5991*	Dr. Ken Sharretts (36)	6096*	F. Kurt Spetzke (73)	6202*	Daniel I. Brink (393)
	Kenneth C. Sharretts, Jr. (36)	6097*	Hector J. Cortes G. MD (73)	6203*	W. Ruetschi (219)
5992*	Dr. Mark (30)	6098*	Dr. Luis Hugo Gillitzer (73)	6204*	Franz Engelberger (281)
5993*	W. Oertle (309)	6099*	Alvaro Vargas (352)	6205*	LCDR E. L. Cochrane, Jr. (U)
5994*	Dr. Fred Zobrist (309)	6100*	Club Refugio Armada (275)	6206	Never Built
5995*	Ed Kozlik (U)	6101*	Dr. Walter Hausheer (295)	6207*	Richard C. Karslake (198)
5996	Walter A. Biesro (220)	6102*	Mierte Porchet (268)	6208	Harris A. Kanzer (U)
5997*	M. J. Morgan (U)	6103	William Thorpe (189)	6209	George H. Laug (23)
5998	Builder	6104*	Boat Destroyed	6210	Jorge C. Bourbakis (U)
5999*	Thomas A. Farley (86)	6105	Stanley Heck (U)	6211	Floyd W. Dickson (229)
6000*	James B. Peachey (161)	6106*	Miguel Lleras (73)	6212	Never Built
6001*	Frederick S. Fox III (99)	6107*	Gustavo Tellez (352)	6213*	Reo E. Duggan (50)
	George Wm. Fox (99)	6108*	Violeta de Tellez (352)	6214	Lost Boat
6002*	Richard L. Adamson (U)	6109*	Dr. Julian Guerrero (73)	6215*	Boat Destroyed
6003*	J. R. Frost, Jr. (41)	6110*	Club Refugio Armada (275)	6216	William R. Findlay (U)
6004*	G. Warfield Hobbs (126)	6111*	Club Refugio Armada (275)	6217*	Robert C. Schmidt (78)
6005*	Lowell E. Baker (41)	6112	Vincent Parziale (248)	6218*	Harry Chapman (U)
6006*	Owner's Address Unknown	6113*	Charlie & Tony Rhineland (285)	6219*	Francis H. Cobb (7)
6007*	Herbert Appleton (17)	6114	Mrs. Chandler Robbins II (285)	6220*	John C. Norwalk (78)
6008*	Theodore H. Meyer (17)	6115	Kenneth P. Roberts (U)	6221	W. Andy Dannels (78)
6009*	Wesley L. Bailey (U)	6116*	Lewis L. Gordon (U)	6222*	Wendell Townsend (U)
6010*	James Simonds (42)	6117	Roy E. Hughes (175)	6223*	George King (152)
6011*	Beverly Heuser (32)	6118	U. S. Dealer	6224*	George K. King (U)
6012*	Don Wagner (207)	6119	Sold to Unknown Owner	6225*	Bill Anderson (U)
6013*	Donald A. Campbell, Jr. (207)	6120	Harold Thesen (357)	6226	George H. James (184)
6014*	David K. Lewis, Jr. (36)	6121*	Mrs. John W. Hooker (U)	6227*	Harry W. Lochner, Jr. (5)
6015*	William Moore (192)	6122	Arthur A. Arnold, Jr. (U)	6228*	Builder
6016*	Peter Nash (U)	6123	Carlos Hilker Voss (U)	6229	R. K. Bloomer (U)
6017	P. E. Gavagnin (247)	6124	Elizabeth L. Bennett (U)	6230	Charles S. Thompson (31)
6018	Walter Klemm (U)	6125	Sherwin Brady (50)	6231*	Lost Boat
6019	Harold B. Woodhull (U)	6126*	Eduardo Cassarino (U)		Robert & James Price (132)
6020*	David M. Barrett (380)	6127	Lee Brown (192)		George Shelby Rian & Robert M. Zaiser (270)
6021*	Fred C. Koerner (301)	6128	Joseph M. Dyer (U)	6232	Lost Boat
6022*	Giulio de Stefano (237)	6129*	Lost Boat	6233*	Otto Bernhard & Rudolph Kaiser (358)
	Luigi Esposito fu Francesco (237)	6130*	Judith Winslow (285)	6234*	Walter Wellstab (358)
6023	Moller Steamship Co.	6131	Richard Lakeman (U)	6235	Dr. Neil F. Duncan (U)
6024	W. N. Chambers (U)	6132*	Adele B. Croninger (30)	6236*	Edward L. Ellis (227)
6025*	Manuel Mendel	6133*	Theodore & Anthony Scooros (U)	6237	Never Completed
	Dave Reynolds (340)	6134	Robert Swearingen (154)	6238	Francis McGuire (63)
6026	Wes Andrews	6135*	William Littlejohn (U)	6239*	Roy E. Hinton (146)
6027	M. Brunt, MD (U)		Royal Hellenic Naval Cadet's College (287)	6240*	Robert Gilbert (194)
6028*	Michigan City Y.C. Jr. Program (20)		Royal Hellenic Naval Cadet's College (287)	6241	Josef Pfligell (U)
6029	Gilbert F. Johnson (102)				
	Never Built				



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
6242*	Saul A. Harris (161)	6346*	Builder	6453*	Horst Buchmann (147)
6243	C. W. Simpson (U)	6347*	Albert J. Gregg (U)	6454*	William S. Graff (39)
6244	Norman Johanning (174)	6348*	David K. Storrs (89)	6455	The Citadel Y. C. (288)
6245*	Chas. Cannon (296)	6349*	James E. Hannon (295)	6456	The Citadel Y. C. (288)
6246	Never Built	6350*	Paul H. & H. M. Kelton (7)	6457	The Citadel Y. C. (288)
6247*	Builder	6351*	Wells E. Knibloe (U)	6458	Franco Lanari (U)
6248*	Richard S. Muir (U)	6352	Bob Kruger (U)	6459	John Sidle (301)
6249*	Builder	6353	Builder	6460*	Tate Robertson (3)
6250*	Builder	6354	Builder	6461*	Frank E. Shearman III (19)
6251*	Builder	6355	Builder	6462	Capt. M. T. McMullen (109)
6252*	Builder	6356	Jean-Paul Gautier (U)	6463	Emilio Estrada Y. (272)
6253*	Builder	6357*	Frank M. Bunch III (U)		Timbo Estrada (272)
6254*	Kenneth Paigen (U)	6358*	Charles K. Doland (253)	6464*	Van O. Williams (296)
6255*	S. A. Mansfield (U)	6359*	Anne Phillips (U)	6465*	Dr. W. J. Powers (243)
6256*	Chas. Lees, Jr. (96)		Peter Phillips (U)	6466*	H. R. Wesson M.D. (183)
6257*	Piraeus Sailing Club (251)	6360*	C. F. & Janice L. Bryner (31)	6467	Jack E. Burman (U)
6258*	Piraeus Sailing Club (251)	6361	John W. Russell (265)	6468	Sebastiao Bonnassis de Albuquerque (162)
6259*	Piraeus Sailing Club (251)	6362*	Ellsworth G. Acker (87)		Lost Boat
6260*	Richard Weems (194)	6363*	Albert W. Agnew (54)	6469	Don R. Courtney (U)
6261*	M. M. Fenichell (255)	6364*	Edward F. Butler (55)	6470	R. E. Wilson (U)
6262*	Charles P. Anderson (216)	6365	George W. Mayol (U)	6471	Not Completed
6263*	John R. Reynders (238)	6366	Thomas A. Hendrickson (270)	6472	Franco Carbone (265)
6264*	Edw. C. Callahan (133)	6367	Lost Boat	6473	Pedro Mujica A. C. (265)
6265*	James L. Highsmith (U)	6368*	Howard D. Blumberg (U)	6474	John H. Burt (U)
6266*	Whitman & William Ide (246)	6369	Howard E. Manning (U)	6475	Robert E. Ellington
6267	Lost Boat	6370*	Dr. J. E. G. Harrison, D.D.S. & Diana Harrison (90)	6476*	Carl V. Seif (U)
6268	Lost Boat			6477	Never Built
6269*	Lost Boat	6371*	Giovanni Mazzanti (73)	6478	H. G. Thomas (U)
6270*	William E. Secor (81)	6372*	Carlos Hernandez (73)	6479	Never Built
6271	Never Built	6373*	Wolfgang Wagner (73)	6480	Never Built
6272	E. G. Fahrney (233)	6374	E. S. Cooper (277)	6481	Never Built
6273	Ezra A. Wood (U)	6375*	Vichi Pallavicini (271)	6482	Chas. R. Haas (U)
6274*	David E. Boyd (115)	6376*	Dr. Theo. Christ (281)	6483*	John F. Sandstrom, Jr. (161)
6275	William F. Kaiser (27)	6377*	Klubschule Migros (281)	6484*	Wilson H. Jewett (229)
6276*	John L. Shinn (23)	6378*	St. Joseph Jr. Foundation (113)		L. T. Campbell, M.D.
6277*	Glenn Miller (178)	6379*	William L. Beard (113)		Hans Nienstaedt (U)
6278*	Dr. Ralph, Jr. & Susan Seeley (227)	6380*	D. C. Dooley (U)	6485*	Never Built
6279*	Thomas O. Dunlap, Jr. (254)	6381	Lost Boat	6486	Arthur W. Gwinnup (U)
6280*	Richard E. Drew (233)	6382	Osmar Moraes Vasconcellos (U)	6487	Sold to Unknown Owner
6281*	Thomas Brennan (110)	6383*	Gordon W. Malm (126)	6488	Not Eligible
6282*	Burton McGarry, Jr. (31)	6384*	Donald N. Basler (340 )	6489	Kenneth J. Murphy (U)
6283*	Dr. Robert M. Senty (187)	6385*	Alfred Kuehl, Jr. (63)	6490*	Dr. A. Jefferson Penfield (164)
6284	Lost Boat	6386	Lost Boat	6491*	Douglas Richie (164)
6285	J. Norval Willson (U)	6387*	Edward A. Mowerson (75)	6492*	Scott Morrow Gove (386)
6286	Builder	6388	J. LeFevre (U)	6493*	James G. Forest, Sr. (U)
6287	Never Built	6389*	Richard Peter (281)	6495	Ben T. Owens (U)
6288*	Richard W. Mechem (151)	6390*	Circolo del Remo della Vela Italia-Naples (223)	6496	Never Built
6289	Royal Hellenic Navy			6497	Joseph Vassallo (98)
6290	Royal Hellenic Navy	6391	J. C. Terwilliger (U)	6498	Amery P. C. Marques (84)
6291	Royal Hellenic Navy	6392	Richard J. Meyer (U)	6499*	Jan Hottenstein (184)
6292	Royal Hellenic Navy	6393	Richard G. Hazelton (U)	6500*	Bruce S. Nord (U)
6293*	Benjamin G. Nead (99)	6394*	William W. Thompson (U)	6501	Not Completed
6294*	Bernard J. Olasov (288)	6395*	Adrien Thiebaud (169)	6502	Frank B. Henry, Jr. (U)
6295*	Donald Wallace (U)	6396*	Kurt Scheim (219)	6503*	Douglas R. Sandbo (27)
6296*	C. Paul Clark & Ward Wilday (115)	6397	William C. Cowan (274)	6504	Lost Boat
6297*	Robert Clark (173)	6398*	Yves Burrus (169)	6505*	Thomas W. Kemp (U)
6298	Jim Tillotson (19)	6399	A. E. Read (U)	6506	Nautilus Yachting Club
6299*	Ernet Buttikofer (169)	6400*	Burrows & Pete Morley (110)	6507	Nautilus Yachting Club
6300*	R. B. Gierow (284)	6401*	Robert S. & Margery T. Ware (50)	6508	Nautilus Yachting Club
6301	Lost Boat	6402*	Manson G. Fee, M. D. (53)	6509*	A. Eichenberger (219)
6302	Lost Boat	6403	Cantieri Merani (U)	6510*	Rob. Kunz (219)
6303	Otoniel de Oliveira (144)	6404	John W. Alltucker (229)	6511	Owner's Address Unknown
6304	Lost Boat	6405*	B. Beurer (219)	6512	Edgar A. Gloe (U)
6305	Lost Boat	6406*	K. J. & Karel Polek (3)	6513	Stewart R. Parker (72)
6306	Builder	6407*	Volos Nautical Club (289)	6514	Frederick M. Dierks (U)
6307*	Henry H. Corwin (17)	6408*	Carroll C. Kennett (296)	6515*	Richard B. & James Millard (338)
6308*	Edward L. Hoffman (133)	6409	Lost Boat	6516	Never Built
6309*	Elmer E. Henry (78)	6410	Builder	6517	Antonio Alarco (265)
6310*	Francis G. H. Sherman (U)	6411	Frank J. Bollinger (U)	6518*	H. E. & Stephan Page (U)
6311	Lost Boat	6412*	Charles Branch (U)	6519	Not Completed
6312*	John S. Hicks & John S. Hicks, Jr. (98)	6413*	H. E. Averette (226)	6520	Duane D. Hewitt (U)
6313*	Sold to Unknown Owner	6414	Lost Boat	6521	Never Built
6314*	Burree M. Franz (238)	6415	Never Built	6522	John Charbonnet (62)
6315*	Easton Sea Scouts (17)	6416	Arthur E. Nichols (34)	6523*	John E. Waldo (329)
6316*	Fred R. Scharf (59)	6417	Lost Boat	6524	James M. Cates (U)
	Robert F. Scharf (59)	6418	Harold Smith (114)	6525*	Laverne Ehinger (31)
6317*	William T. & Delores Bennett, Jr. (50)	6419*	Dr. Clark Weersing (364)	6526*	Builder
	Paul A. Priebe (350)	6420*	George S. Harris, Jr. (246)	6527*	T. R. Daddow (295)
6319	Lost Boat	6421	Never Built	6528	Lost Boat
6320*	Ecole de Voile (U)	6422	Dr. Patrick J. Garety (U)	6529	Stan Mack (279)
6321*	Hans-Ulrich Schmassmann (309)	6423*	M. Sagesser (219)	6530*	James & Tom Davis (36)
6322*	Lost Boat	6424*	Merv Tomlin (U)	6531*	Roy Maletz (189)
6323*	Dr. L. A. Remus (279)	6425*	Michael & Jack Healy (51)	6532	Sold to Unknown Owner
6324*	Dr. David Burnford (279)	6426*	James A. Browne, Jr. (58)	6533*	Ben D. Gilliland, Jr. (274)
6325	Arthur C. Langsdorf (96)	6427*	Louis Jones (178)	6534	Richard L. Connolly (U)
6326	Joe Hartmann (U)	6428*	Dealer	6535	Antonio Impaglia (U)
6327*	Richard Del Castillo (1)	6429*	Lost Boat	6536	W. Schofield (146)
6328	Chuck Bal (U)	6430*	T. J. Stevenson, Jr. (133)	6537	Gennaro Luopoli (U)
6329*	Branko Cerineo (55)	6431*	Larry Connor (269)	6538*	John L. Siemens (132)
6330*	John & James Glynn (133)		Sue Connor (269)	6539	Dealer
6331	Charles Mraz (U)	6432	Karl Rosengquist (194)	6540*	Norman Alperin (228)
6332	Roger Bauer (U)	6433	Theo. P. Kolkas (U)	6541*	Matthew Silverman (55)
6333*	Bob Birmingham (198)	6434*	Frank Sutherland (41)	6542*	J. W. Hazelton (118)
6334	Builder	6435	Adolfo Tiraboschi (271)	6543*	Thurman C. Wood (102)
6335	Jane O'Conner (32)	6436	Albert E. White (U)	6544*	Sotiris Brinis (286)
6336*	William Cimonetti & Andy Davis (301)	6437	Robert L. Harrison (U)	6545*	Sold to unknown owner
		6438	Never Built	6546	Union Nautique Marseillaise (U)
6337	Lost Boat	6439	Lost Boat	6547	W. C. Gould (U)
6338*	Lester & Lawrence A. Young (23)	6440	William Emery (79)	6548	Never Built
6339*	Robert Ricci (119)	6441*	Joseph F. Kovacic, M. D. (187)	6549	Alfred R. Vander Ploeg (U)
6340	Casino Espanol de la Habana (276)	6442	Donald Meeker (283)	6550*	Richard Langs (U)
6341	Casino Espanol de la Habana (276)	6443*	Herbert M. Beurger (178)		Fred Strucky (U)
6342	Casino Espanol de la Habana (276)	6444*	David P. Somers (U)	6551	John S. Adams (U)
6343*	Ben A. Smith, II (151)	6445*	John S. Barton (17)	6552	Horace Rainey, Jr. (U)
6344*	Gus Bourneuf (189)	6446*	Ralph Kolde (266)		Baker A. Mitchell (U)
	Fred Pryor (189)	6447	Never Built	6553*	Lee W. Demarest, John Michael Deussing & Hugh Allison (17)
	Pat Schrafft (189)	6448	Never Built	6554*	Frank G. Baker, Jr. (U)
6345*	John W. Swanson (59)	6449	W. D. J. Moss (U)	6555*	William A. Collet (296)
	Gerald J. Blake	6450*	Joseph G. Seeger (19)	6556*	Dr. Howard D. Cohen (192)
		6451	Lost Boat	6557*	Carol H. Kern (34)
		6452	Builder		



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
6558*	Jose Martins Guimaraes (351)	6655*	John D. Cunningham, Jr. (151)	6752	Never Built
6559	Lost Boat		(189)	6753*	Jeff Freeman (71)
6560*	Allan N. Rumpf (114)	6656*	Howard D. Cohen (192)	6754	Stuart L. Gentzler (U)
6561	H. B. Geddes (U)	6657*	Frank R. Lacy (229)	6755	Cecil C. Haas (U)
	H. H. Geddes (U)	6658	Dieter Stark &	6756	Stanley L. English (U)
6562*	James B. Green (262)		Christ Papaliopoulos (256)	6757	William F. Dewey, Jr. (U)
6563*	Boat Destroyed	6659	A. M. Dynes (347)	6758	Peter Bent (151)
6564	Never Built	6660*	H. Quintin Foster (329)	6759	Only Greer (U)
6565*	Fred Neitzke (216)	6661*	Ben F. Hawn (36)	6760	Hiram D. Smith (U)
6566*	Marvin & Stephen Simpson (270)	6662*	St. Joseph Jr. Foundation (113)	6761*	Elwyn E. Mack (U)
6567*	Robert J. Furr (39)	6663*	Robert DeVore (254)	6762	Terry M. Webster (U)
6568*	William A. Madison (178)	6664*	Toby Tyler (184)	6763	Jaime Ruiz Tagle Fernandez (317)
6569*	The Citadel Y. C. (288)	6665*	A. C. Stutsman (294)		Julio Monzon Munoz (317)
6570*	The Citadel Y. C. (288)	6666	William Hole (372)	6764	Marina De Chile (Chilean Navy)
6571	Paula Juca (373)	6667*	Graham-Eckes School (333)	6765	R. J. "Bob" Adams (U)
	Luis Otavio Fernandes	6668*	Watson A. Rand (332)		Arn Hart (U)
6572	Albino Dumsch Filho (290)	6669	Dealer	6766*	N. C. Withrow, Jr. (284)
6573	Builder	6670*	Ted Sullivan (59)		F. Gene Withrow (284)
6574*	Dr. Paul Stock (U)	6671	Lost Boat	6767	John H. Hunt, Jr. (U)
6575*	Lost Boat	6672*	Richard Carl Habermann (U)	6768	Lost Boat
6576*	M. F. Lopez Ramirez (U)	6673*	Patrick Crowley (238)	6769	Kurt Kleinmann (353)
6577	Edward H. Weiss (357)	6674	Never Built	6770	Lost Boat
6578	Floyd Miller (366)	6675	Harold W. Davidson (U)	6771	Never Built
6579	Builder	6676	Never Built	6772	Lost Boat
6580	Gordon D. Gillinham (262)	6677	Builder	6773	W. De Ford Hite (U)
6581	Lost Boat	6678	Allan E. Andrews (U)	6774*	James W. Richmond (273)
6582*	Emilio Cristofori (271)	6679	John C. Stewart (194)		Mark Richmond (273)
6583*	Gene T. McCallum, M.D. (229)	6680	Luis C. Gastaldi (U)	6775*	John R. Waterfield, Jr. (345)
6584*	Dav W. Hilborn, Jr. (283)	6681*	William Walski (238)		Richard D. Larson
6585*	J. Robert & J. Edgar Baylis (129)	6682*	M. C. & Barbara Lee Simpson (36)	6776*	Arthur G. Kroos, Jr. (187)
6586*	Schmidig Edy (268)	6683*	Milton S. Perrott (81)	6777*	J. Christopher, J. Christopher, Jr. &
6587	Lost Boat	6684	Harrison L. Goodspeed (202)		Virginia J. Meyer (32)
6588	H. E. Sullivan (U)	6685	Escuela Naval	6778	Louis W. Fiedeldey (75)
6589	Lost Boat	6686	Yacht Club de Chile &	6779*	Wendell F. & Rose Ives (60)
6590	Never Built		Marcos Brievea (317)	6780*	Dan Dolphin, George Price &
6591	Frederico Linck Neto (327)	6687*	Arthur Buhl, Jr. (110)		George Bell (90)
6592	Joe Vergeer (283)	6688	Lloyd G. McKay, Jr. (152)	6781	Lost Boat
6593	W. W. Novak (326)	6689*	Piero Rampolla del Tindaro (278)	6782	Eli I. Robinsky (U)
6594	Everett M. Roberts		Circolo della Vela di Roma	6783*	Alexandre & Alberto Levi (84)
6595*	Dr. Frank Healey (189)		B. Marotti	6784*	W. K. Dunbar III (3)
	Dr. David Johnson (189)		Mario Mainini	6785	David J. & Peter J. Pape (129)
6596	Glen W. Gathercoal II (U)		Marina Bulgari	6786*	Walter B. England (262)
6597	J. B. Eschwege (161)	6690*	Carlos B. Brewer, M.D. (242)	6787*	John Predmore (246)
6598	Erwin K. Boyce (U)	6691	Robert D. & Patricia Murphy (U)	6788	John Porter
6599*	Giuseppe del Fiume (278)	6692	Lost Boat	6789*	Joe Heitzman (47)
6600*	A. Roy Buerkle, M.D. (1)	6693*	Charles Hallagan (108)	6790	Lost Boat
6601	R. G. Landis (284)	6694*	Robert S. Wood (99)	6791	Konrad Zimmermann (U)
	I. Granger McDaniel (284)	6695*	Robinson E. Keyes (227)	6792*	William R. Davies (132)
6602*	Joseph A. Harris (U)	6696*	Gunnard Faulk (32)	6793	Carl & Oscar Blackman (U)
6603	Edwin B. Cromwell (284)	6697*	Mrs. Judith F. MacNeille (U)	6794	Lost Boat
	Dietrich Neyland (284)	6698*	Robert S. Bloomer, Jr. (108)	6795	Lost Boat
	Robert H. Millett (284)		Richard R. Brown (108)	6796	Lost Boat
6604	P. J. Burke (274)	6699*	Jacques Boulanger (178)	6797*	Samuel Zorovich (226)
6605	Sigun Rasmussen (284)	6700*	Roy Perry (226)	6798*	Paul Shomer (U)
	Dr. T. M. Durham, Jr. (284)	6701	Ivan Anton (167)		Jules Spodek
6606	Jeff & Jim Fisher (184)	6702	Lost Boat	6799*	Maurice Stockton, Jr. (62)
6607	James T. Casper (69)	6703	Lost Boat	6800*	John Y. Sloan (12)
6608	W. Warren Metzinger (296)	6704	Florence & Anna Kulishek (U)	6801	Carroll M. Rasmussen (U)
6609*	Willard Brown (32)	6705*	Andrew Kauders (189)	6802*	W. L. Mossop, Jr. (119)
6610*	Norman Schlank (63)		Edward A. Gleason, Jr. (189)	6803*	Dr. William Craver (77)
6611*	John Plew (54)	6706*	Milton H. Adler (296)	6804*	Merle H. Pindell (U)
6612*	Elmo Weeks (127)	6707*	Lawrence E. Ross (151)	6805*	Arnold Cook (19)
6613	Lost Boat		Edward L. Ross (151)	6806*	Leo A. Soucy (125)
6614*	Douglas Kjellson, Jr. (50)	6708*	A. Shawhan Fox (7)	6807*	Francis P. Zurmuhlen (U)
6615*	Graham-Eckes School (333)		Charles L. Zoubek (7)	6808*	Kenneth E. Crotty (1)
6616*	John T. Burlin (323)	6709*	American Jr. Yacht Club (32)	6809	Malcolm Hickelton (U)
6617*	Richard T. Heald (192)	6710*	Herbert Johnson (77)	6810*	Raffaele Calzecchi, Sergio De Leo,
6618*	Riquier (49)	6711*	Kenneth Beilstein (36)		Mario Guidoni, Antonio
6619*	Bert Kirkwood (87)		Karl Dawes (36)		Vitaliani, Alvaro Rocchi &
	Hugh Sheppard	6712*	John A. & John J. Ballatin (209)		Aurelio Tulli (312)
6620*	Brian Murphy (75)	6713	Lost Boat	6811	David Rickard (U)
6621*	Dr. Seely Estabrook (243)	6714*	Joseph B. Krug (335)	6812	Henry Lee (U)
6622*	George P. Allison (87)	6715	Lost Boat	6813*	Thomas, Kathie & Sue McCann (86)
6623*	Athletic Union Royal Navy	6716*	Charles, Peter C. & Eleanor Hoskins	6814*	Bron Ajdukiewicz (189)
6624*	Royal Hellenic Naval Cadets College		(283)	6815	Charles Underwood (U)
6625	Ralph C. Parker, III (U)	6717*	Sold to Unknown Owner	6816	Joseph S. Warner (U)
6626	Never Built	6718	Lost Boat	6817	Alphonse Lucien Van Hombeek
6627	B. H. Clements (U)	6719	G. David Lowe (229)		(84)
6628	Boat Destroyed	6720*	Francis Thompson (U)	6818	Owner's Address Unknown
6629*	Charles L. Schmalbach (U)	6721*	Robert Drier (U)	6819*	Richard M. Sykes (133)
6630*	Andre Gombar (84)	6722	Henrique Homburger (U)	6820	William P. Barth (U)
6631	Pedro Strasser (84)	6723	Lost Boat		Harold Borkin (U)
6632	Antonio Monteiro Cardose de	6724*	Bill Bowman (132)	6821	C. F. David (277)
	Almeida (147)	6725*	Vansel Graville (229)	6822*	Thomas R. Sheehy (133)
6633*	Gerald MacNab (74)	6726	A. R. Clement (U)	6823	Lost Boat
6634*	C. Gandolfo & B. Levi (147)	6727	Charles A. Hedden (U)	6824	John W. Young (U)
6635	Hugh McDonald, Jr. (U)	6728*	Dario Di Segni (312)	6825*	Dawn Nagel (32)
6636	T. J. Scott (U)	6729	Stanley M. Hoffstein (192)	6826	Lost Boat
6637*	Clyde Deal (U)	6730*	Robert J. Leichter (10)	6827	James H. Marshall (U)
6638	Gerald O. Noll (102)	6731*	William R. Jones (U)	6828*	John Grehan (189)
6639	John H. Anderson (U)	6732	George E. Dibrell (U)	6829	Wolfgang Schinkel (265)
6640*	Dr. J. E. Delmonico, Jr. (164)	6733	Lost Boat	6830	Fernando Lupi (361)
6641	John Warren (147)	6734	Piraeus Sailing Club (251)	6831*	Dr. Eero Varonen (U)
6642	Builder	6735*	Richard E. & Harold Beck (70)	6832*	Risto Nerman & Klaus
6643	Builder		Fritz Gfeller (309)		Blomster (166)
6644	Builder	6736*	F. X. Huber (281)	6833*	Kaj Knuts (299)
6645	Builder	6737*	Hoesli Hans (250)	6834*	Hannu Martinmaki (308)
6646	Builder	6738*	R. Fluhmann (358)	6835*	Esko Raiho (308)
6647*	David S. Maclay (134)	6739*	Dr. Otto Meyer (281)	6836	Martti Karstunen (166)
	David S. Maclay, Jr. (134)	6741*	I. & T. Weilenmann (219)	6837*	Kaj Sjoberg (166)
	William T. Maclay (134)	6742*	Max Kopp (219)	6838*	Veikko Miettinen (328)
6648*	Wendell R. Freeman (151)	6743*	E. Schenker (U)	6839	Haroldo A. Rodrigues (305)
6649	Jan Hottenstein (184)	6744*	Karl Wuhrmann (U)	6840*	R. C. Fiala (253)
6650*	Keith N. Watts (102)	6745*	Sailing Club of Salonica	6841	Enrique Wiekmann de la Paz (U)
6651*	Howard L. Welshofer (19)	6746*	Ioannides	6842	Jerry Alexander (U)
6652*	Laurance G. Coffin (189)	6747	Ioannides	6843*	J. Stewart Walker (U)
6653	Builder	6748	Celmis Spiridon (286)	6844*	Edward W. Kloth, M.D. (96)
6654*	Hamilton G. Ford (7)	6749*	Arthur Finkeldey (344)	6845*	Herbert T. Kaplan & Joseph
	Jonathan Ford (7)	6750	Sold to Unknown Owner		B. Haigh II (U)
		6751			



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
6846	G. P. Hennessy (U)	6946*	Jonathan Owen (253)	7047	Robert W. Goldberg (132)
6847	Robert P. Haase (132)	6947	W. W. Carpenter (132)	7048*	Anton & Johanna de Kok (387)
6848*	Charles A. Sinquefield (U)	6948	Lost Boat	7049*	Philippe Meany (283)
6849*	J. Wm. Healy (85)	6949	Jonathan Kaplan (U)	7050*	J. R. Allen (126)
6850	Sydney D. Conn (U)	6950*	Richard Joslyn (296)	7051	Wm. R. Nichols, Jr. (U)
6851*	Harold I. Boyce (118)	6951*	Gordon Gillingham (262)	7052	Lost Boat
6852*	Albert Preston Moore (280)	6952	Volos Nautical Club (289)	7053	Bruno Rau (U)
6853*	Fernando Nannelli (390)	6953	Volos Nautical Club (289)	7054	James W. Lowe (146)
6854	Builder	6954	G. A. Oulton (U)	7055	Thomas Albert Schopp (U)
6855*	Maurice Melcher (216)	6955*	Dr. & Mrs. A. J. Friedman (U)	7056*	Mitchell Todd (143)
6856*	J. H. Stewart (U)	6956*	Col. Joseph A. & Joseph A. Kelly, Jr.	7057*	Jack Eddleman & Robin Clement (168)
6857	Peter Bent	6957*	George P. Glenn, Jr., MD (99)	7058*	Robert S. Lowry (252)
6858*	Craig McDonald (U)	6958	Builder	7059	R. D. Leaper (277)
6859	William M. Bekker (203)	6959	Sold to Unknown Owner	7060*	Karl Schmidt (296)
6860	Dr. Robert Boudreau (329)	6960*	Robert K. Geiger (U)	7061	Jerry Waite (146)
6861	Lost Boat	6961*	Rev. Gladstone H. Stevens, Jr. (U)	7062*	Maurice MacLaren (U)
6862*	Henry VL Baay (U)	6962*	Donn H. O'Brien (173)	7063	Laura M. Reckner (U)
6863	Sanford Stein (U)	6963*	Stelios Bonas (251)	7064	Edward Tougas (U)
6864	Lost Boat	6964*	James R. Moss (35)	7065*	Claude Ellis, MD (U)
6865*	Arnold Feinsilver (55)	6965	Lost Boat	7066	Never Completed
6866*	Peter Ness (U)	6966*	John A. Osborn (U)	7067	Lost Boat
6867	James A. Boyce (279)	6967	Robert L. Ferns (U)	7068*	Anna & Filippo Aloisi (278)
6868*	Kent Straat (50)	6968	R. K. Erslund (102)	7069	J. A. Kamichaitis, Len Knox (146)
6869*	Samuel R. Dorrance, Sr. (134)	6969*	Paul Branch (115)	7070*	H. J. Thompson (146)
6870	Dan T. Moore (U)	6970*	Clifford O. Stettler (5)	7071*	Peter M. Thornton (90)
6871	Lost Boat	6971	Dean Petterson (U)	7072	J. D. Riley (320)
6872	Charles L. Putnam (132)	6972	Richard Donnel (U)	7073	Richard F. Maguire (104)
6873	George E. Hurd, Jr. (U)	6973*	Robert S. Jordan (U)	7074*	Ronald L. Berby (U)
6874	Lost Boat	6974*	John Russell (265)	7075	Harold Koch (112)
6875	Jas. Howes (U)	6975*	David R. MacDonald (126)	7076*	Dr. J. Sandilands (90)
6876	Builder	6976	Elio Largura (20)	7077	Lost Boat
6877*	Edward R. & Mary O. Seel (227)	6977	E. J. Hansman (294)	7078	F. A. Farrow (215)
6878*	W. H. Carter (U)	6978*	R. S. Grieve (266)	7079	G. H. Bomza (146)
6879	Builder	6979*	Gilbert R., Jr. & Robert Whitworth (209)	7080*	Q. B. DeMarsh (132)
6880	George R. Small (270)	6980*	Kai Juel (189)	7081	Mr. Jeanette (U)
6881	J. Tichansky (104)	6981*	William T. Uhl (116)	7082*	Royden & Violet G. Knapp (70)
6882*	F. E. Matusky (104)	6982*	Lost Boat	7083	Richard S. Foster (283)
6883*	William Mylchreest (269)	6983*	Karl Fahrner (115)	7084*	John L. Mangan (132)
6884*	Marie Birnbaum (129)	6984*	Col. Enrico De Mori & Cesare Benedetti (278)	7085	Allan M. Crew (228)
6885*	George G. Stier (366)	6985*	Bruce & Normand DeChamps (194)	7086*	W. Howell Finn (1)
6886*	Wilton J. Estes (366)	6986	Carlos Ortiz (73)	7087*	Howard H. Sabin (164)
6887	Wesley G. Jensen (344)	6987	Gilberto Guerrero (73)	7088	John Ehlen (U)
6888*	Carl W. Hummer, Jr. (212)	6988	Dr. Efrain Bravo (73)	7089*	Dr. Gordon Trueman (90)
6889*	Andrew McCulloch, Jr. (U)	6989	Sold to unknown owner	7090*	Ian R. Dunlop (368)
6890	Wilburn Francis (145)	6990	John Robeck (U)	7091*	Ken Grubbs, II (98)
6891	Wesley W. McMullen (340)	6991*	Sold to unknown owner	7092*	E. L. Goodall (279)
6892	Builder	6992	Peter Hogbin (U)	7093	Dr. J. K. Deacon (U)
6893*	Sydney Buhler (U)	6993	Karin Kraai (U)	7094	Erwin Hutzmann (U)
6894	Never Built	6994	Never Completed	7095	Never Built
6895*	John Hyland Dilks (U)	6995	J. G. Orr (20)	7096	H. L. Upham (U)
6896*	Piero Pellegrini (355)	6996*	John F. Nunn (36)	7097*	William C. Hauser (U)
6897	Samuel D. Stearns (137)	6997*	Rev. Charles Harris (254)	7098*	Milton Pascal (U)
6898*	Diana Wallace (189)	6998	Bernard R. Brunson (U)	7099	Clarence N. Forsvall, Jr. (U)
6899	Never Built	6999*	D. J. & Ann Case (283)	7100*	Lorie Waisberg (146)
6898*	Oliver C. Filippi (75)	7000*	David W. Sprague (12)	7101	David A. Roberts (U)
6899*	John J. Sullivan (196)	7001*	Robert Jones (60)	7102	Never Built
6900	Lost Boat	7002*	Lee M. Van Degens (5)	7103	Never Built
6901*	C. F. Summers (343)	7003*	Jerome Beaudry (79)	7104	Jules Simoneaux Jr. (62)
6902*	John Nixon & Jay Miller (154)	7004*	James MacKenzie (U)	7105	Dick Heilemann (U)
6903*	R. W. Katz (16)	7005*	John P. Fischbach (260)	7106*	D. G. Marshall, MD (90)
6904*	Victor E. & Felipe Estrada (272)	7006*	Paul Brauer (126)	7107*	Ray H. Elsmore (U)
6905	Robert R. Tyerman (U)	7007*	Michael Fisher (184)	7108*	Peter & Kenneth Kroehler (202)
6906*	Richard Hutchinson (43)	7008*	Robert E. Burslem (86)	7109	Richard Doughty (U)
6907*	Albert Hyde (143)	7009*	Robert E. Burslem, Jr. (86)	7110	Art Johansen (132)
6908*	Jim Collins (U)	7010*	J. Richard Dangel (81)	7111*	Richard Bickie (283)
6909*	Charles F. Kehoe, Jr., (226)	7011*	Alex & Gary Carlin (110)	7112	Walter H. Wesson (301)
6910*	Cappy Kehoe (226)	7012*	Thomas S. York (U)	7113	Mr. & Mrs. Robert Dutton (U)
6911*	Herbert W. Virgin III, (226)	7013*	W. Adriance, Jr., Tim & Walter A. Kipp III (134)	7114	Leroy Gordon (U)
6912	John F. Abbott (189)	7014*	H. Andrew Batty (125)	7115*	George Groom (205)
6913*	Thomas Risley (189)	7015*	Peter V. N. Bodine (125)	7116*	Kenneth L., Sr. & Kenneth L. Ireland, Jr. (238)
6914	Builder	7016*	George P. Cum (125)	7117*	Lewis H. Hill, III (168)
6915*	Louis Senn (219)	7017*	Gilbert Parker (41)	7118*	Solon F. O'Neal, Jr.
6916*	Builder	7018*	Robert Hesse, Jr. (173)	7119*	Ray C. Stotts (23)
6917	T. R. & R. J. Bierman (187)	7019*	Donald Brush (243)	7120*	M. R. Reiss (253)
6918*	Hans Reichen, MD (358)	7020*	Edward Greenberg (133)	7121*	George N. Byram, Jr., MD (U)
6919	Fred McMeans (U)	7021*	Kenneth Beckerman (19)	7122*	Everette Havard, MD
6918*	Alan & C. E. Stoneback (196)	7022*	Richard H. & William A. Aycrigg (230)	7123*	John L. & Frank C. Toye (62)
6919*	George V. Crawford (226)	7023*	Dr. Eugene Dillmann (U)	7124*	Clay Talbot (U)
6920*	Kenneth D. Carpenter (87)	7024*	Kate & Conn Nugent (32)	7125*	Robert L. Gibson (U)
6921*	J. P. Lefcourt (U)	7025*	L. B. Flint (332)	7126*	James G. Dill, Jr. (141)
6922	Richard Dencker	7026	Jack & Janet Booth (U)	7127	Walter Scott, Jr. (98)
6923	Jose Carulla (73)	7027*	John G. Orr (20)	7128*	Paul D. Shafer, Jr. (36)
6924	Mrs. Jacqui de Shiao (73)	7028*	Sold to unknown owner	7129	Peter & Ben Hedblom (151)
6925*	Ronald N. Davis (U)	7029*	Ednesto Lopes Ferreira (334)	7130*	Robert M. & Robert M. Campbell, Jr. (280)
6926*	Stanley Finkelstein (38)	7030*	Eduard J. van Naerssen (32)	7131	Owners Address Unknown
6927*	Robert J. Adams (12)	7031	Royal Hellenic Naval Cadets College (287)	7132	John A. McDowall (U)
6928*	Kevin Garvey (133)	7032	Robert Wuest (143)	7133*	Norman Ridley (292)
6929*	Thomas W. Attridge, Jr. (138)	7033*	Kenneth E. Brostrom (132)	7134*	Boat Destroyed
6930*	George W. Rhawn, Jr. (357)	7034	Gordon Kerr (90)	7135	Boat Destroyed
6931*	Boat Destroyed	7035	T. H. Griffin (U)	7136*	Robert E. Kruzan (U)
6932*	Arthur E. Wade (198)	7036	Carl Winnebold, Jr. (154)	7137	Kenneth B. Whipple (U)
6933	Dr. Carver C. Dumke (39)	7037	Builder	7138	(U)
6934*	Builder	7038	Thomas W. Tracy (143)	7139*	Gail H. Grossenbacher (U)
6935*	Fulton B. Taylor, MD (U)	7039	Felipe Negroni (292)	7140*	Joseph A. Karelitz (U)
6936*	Jack Friedman (56)	7040*	Robert L. Burno (U)	7141	Sailing, U. S. A.
6937*	Raymond Robinson (345)	7041*	Gret Greger (290)	7142	Harold S. Nagle (189)
6938*	Humberto Plaza L. (272)	7042	Lost Boat	7143*	Fred & Marie Slovak (104)
6939	Edward F. Spurl, Jr. (62)	7043*	Richard Zuber (263)	7144*	Edwin M. Dexter (13)
6940	Edward F. Spurl, III (62)	7044*	Bob Colyer (132)	7145	Reginald Ormerod (118)
6941	Peter Konrad Oehrling (84)	7045	Dean A. Wentworth (229)	7146	W. C. Shaw III & Gayle Shaw (198)
6942	Lost Boat	7046*	J. E. Daugherty (296)	7147*	Thomas J. Beno, M.D. (112)
6943*	Never Built	7047	Troy H. Thrower (366)	7148*	Warren M. Bailey (U)
6944*	Lost Boat	7048	A. J. Murphy (205)		P. E. Siljestrom (U)
6945*	His Royal Majesty, King Constantine of Greece (287)	7049	Bonnie Jehle (12)		John D. Schwenker (27)
6946*	Chan Stevens (150)				Boat Destroyed
6947*	Howard L. Robinson (150)				



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
7149	Warren A. Ruhl (U)	7246*	Jill Coyle (U)	7346*	Janet Stevenson (254)
7150	James Temperley (U)	7247*	Frank L. Conrad (105)	7347	Lost Boat
7151*	E. "Joe" Ebeling (143)	7248*	George C. Sweet (280)	7348	Never Built
7152	L. J. Ireland (U)	7249*	Mark Antinozzi (238)	7349*	J. Frederick Gilroy III & W. J. Burns (392)
7153*	George F. Ascherl, Jr. (55)	7250	Jonathan Thomas (U)	7350*	William E. Bunney, Jr., MD (50)
7154*	James E. & Pete Bunting (269)	7251	Peter Hirschel (147)		Robert Colburn, MD
7155*	Warren E. Kolkebeck (138)	7252	Ewing Carruthers & George G. Clarke (274)	7351*	Jakob Pfister (U)
7156*	Lawrence F. Picker (300)			7352*	Emil Beyer (309)
7157	Robert T. Cox (U)	7253	Robert Rehmet (379)	7353*	Werner Uster (309)
7158	Lost Boat	7254*	Tom Waters (341)	7354	Donald Kent Skinner (178)
7159*	Kimmo Eloranta (U)	7255	Builder	7355*	Robert W. Laidlaw D.D.S. (31)
7160*	Lahden Partiosissit (349)	7256*	Oswaldo Miguel Frederico & Joao Paulo Ballarin (147)	7356	Philip F. Miller (54)
7161*	Ilmari, Kalevi & Juhani Valovirta (328)			7357	H. J. Clark, Jr. (179)
7162	Erkki Ayvas (166)	7257	J. W. Noonan (188)	7358*	John M. Stone (U)
7163*	Antti Hotti (166)	7258	John W. King (64)	7359*	Sherman Leonard (38)
7164	Lt. Robert A. Long (U)	7259*	E. J. Northacker (133)	7360*	John Seaton (54)
7165	W. R. Christopherson (U)	7260*	Harry Bell (55)	7361	Bruce Starker (U)
7166	George M. Snyder (U)	7261	Boat Destroyed	7362	Lost Boat
7167*	Erhard H. Steins (316)	7262*	Eric Erdman (69)	7363*	Aldo Leone (321)
7168*	Dr. John R. Russo (238)				Nino Carozzo (321)
7169*	Charles Requadt (216)	7263*	E. Allen Erdman (69)	7364	Ingvar Tonseth (U)
7170*	Martin J. O'Meara, Jr. & W. C. (Bud) Rice (85)	7264*	Richard Swanson (U)	7365	John R. Duda (U)
			Ekkehard F. Schaeffter, Klaus C. Schaeffter (147)	7366*	Robert G. & Jane E. Thorpe & Linda Jeanne DeWitt (6)
7171*	Patricia E. & R. Duane Good, M.D. (180)	7265	Builder	7367	Don C. Willis (102)
		7266*	Stephen O. Beecher (14)		Howard M. Wiley, Jr.
7172	K. Huovinen (U)	7267*	John W. Richardson (50)		Thomas R. Holahan (129)
7173*	Timo Laes (328)	7268*	Robert O. Shealor (126)		Builder
7174*	Olli Heinonen (306)			7368*	Alton A. Berg (5)
7175	Johannes Lehtonen (298)	7269*	Gail Cunningham (126)	7369	Jean H. Bergman (345)
7176	Paavo Boman (349)	7270*	Murray Stitt (U)		Boat Destroyed
7177*	Kalervo & Aulis Naykki (310)	7271	Lewis Pifer (U)	7370*	Walter H. Purnell (72)
7178*	Frank R. van Veh (U)	7272*	Richard E. Stanbridge (31)	7371*	Egidio Dal Fiume (355)
7179	Jaakko Multanen (328)	7273*	Dr. Donald B. Sanford (164)	7372*	R. G. Evans (112)
7180	Erkki O. Jussila (328)	7274*	Dr. Med C. Klemm (250)	7373*	L. K. Gauger (U)
7181*	Ali Biaudet (U)	7275*	Dr. Wayne O. & John Gorla (266)	7374*	J. C. Lujco (U)
7182*	Kari Ulvio (166)	7276	Harold E. Legge, Jr. (U)	7375*	F. A. Hattman (U)
7183*	Hakon Susitaival (U)	7277	Builder	7376	Robert C. Koure (125)
7184*	Hans Andersen (307)	7278*	Hy Winitzky (357)	7377	Lost Boat
7185*	Lasse Hammar (307)	7279*	Margaret MacDonald (32)	7378	E. C. Sutherland (U)
7186*	Harry Hammar (307)	7280*	Seawanhaka Yacht Club (89)	7379	Walter S. Malmstrom (U)
7187	Pat Monti (U)	7281*	Edward K. Lortz (153)	7380	R. Harlow, Arthur & Eric Cutting (145)
7188*	Capt. Ettore Biavasco, Bianchi Gianfranco & Marco Jelen (321)	7282*	Thomas Allen (62)	7381	Alvin E. Warren (U)
		7283*	Wm. C. & Patricia J. Thomas (68)	7382	James Santos (U)
7189*	Renato Biavasco, Cpt. (U)	7284*	Walker A. Tynes (363)	7383*	John Orr (U)
7190*	Alberto Bonsaglia (381)	7285	Andrew I. Morrison (U)		Fernando Ayulo (264)
7191*	Maurizio Del Santo (321)	7286*	Robert Wille (146)	7384	Robert F. Knop (51)
7192	Mario Arillo (U)	7287	Frank Salvan (U)	7385*	N. P. Schiavino (U)
7193*	C. A. Waldschmidt, Jr. (180)	7288	M. G. McRae (U)	7386*	Donald G. Woodside, MD (U)
		7289	H. Meester (U)	7387*	Rev. R. J. Lassuy (167)
7194	Salvador del Solar F. (265)	7290*	Jay Robinson (132)	7388*	Isidoro Melero R. (318)
7195*	William Clausen (99)	7291	Destroyed	7389	David Saunders (U)
7196*	Edwin B. Ayer (279)	7292	Jorge Uzategui (73)	7390*	J. P. Bellenot (U)
7197*	Dr. Alan Hargan (279)	7293	Jaime Casabianca (73)	7391	Edward T. Lyon (U)
7198*	Chris Alex (98)	7294*	John E. Soleau (189)	7392*	Lost Boat
7199	Destroyed by fire	7295*	Chester Alba (U)	7393	Paul Boggild (188)
7200*	Cornelius Sullivan (7)	7296*	Raymond Harrington (58)	7394	C. Rodney Eaton (47)
7201	Destroyed	7297*	Francois de Chedenedes (U)	7395	E. B. Overton (135)
7202*	E. J. Zimmer, Jr. (134)	7298*	David Ludlow (16)	7396*	Everett A. Hoffman (150)
7203*	Edgar D. Perry (98)	7299*	William C. Otis (273)	7397	James Saber (U)
		7300*	Dr. Floyd Arnold (110)	7398*	G. C. Spillers, Jr. (205)
			Richard Arnold (110)	7399*	John R. Stambaugh (322)
7204*	Eugene T. MacCracken (54)	7301	Richard Wing (U)	7400*	Jerome J. Wilson (U)
7205*	S. R. Newman, MD (35)	7302	Robert H. Kuhnappel (70)	7401	Javier Echeverria A. (318)
7206*	T. W. Coe (173)	7303*	Bill & Jean Zack (345)	7402*	Robert D. Tylander (226)
7207*	Jack Beal (31)	7304*	Joseph J. Wensinger (U)	7403	Alex Clark, Jr. (54)
7208*	Bay Fitzhugh (274)	7305*	Ed. J. Golding (31)	7404	McNeill Ayers (274)
		7306	Byron Nelson (U)	7405*	Lost Boat
7209*	William W. Dupree, Jr.	7307*	J. Geo. & Bob Tiff, MD (U)	7406*	Paul R. Merrick (49)
7210*	Dr. Gordon R. Sell (262)	7308*	Dealer	7407*	Ben Sells (50)
7211*	A. O. Powell (98)	7309*	Alden B. Hanson (U)	7408*	Jean Barili (U)
7212*	H. R. Herner (U)	7310*	James Stock (113)	7409	Robert E. Hamann (U)
7213	Circolo Nautico Posillipo (191)	7311*	William R. Wilkinson (U)	7410*	B. O. Brynellsen (U)
7214	Don Morrison (U)	7312*	Ray Welch (20)	7411*	Charles A. Danaker (U)
	Louis Alkoff, M.D. (164)	7313*	Sheldon B. Lee, R. M. Freridge & Donald Eppelheimer (113)	7412*	Capt. J. A. MacIntyre (U)
	Bernard Shoninger (164)			7413	Joseph D. Stites (50)
7215	Builder	7314	Herbert Schneider S. (319)	7414	Keith Lindley (U)
7216	Howard Van Dine, Jr. (301)	7315	James V. Chvala (316)	7415*	Whitton Powell (1)
7217	Clyde L. Soper (U)	7316	W. R. Shore (U)	7416*	Peter L. Wilson (134)
7218*	Robert Marsolais (U)	7317	Jackson E. Goffman (194)	7417	Dr. William & Sarah J. Pelon (50)
7219*	Prof. Stratis G. Andreadis (286)	7318	Frank M. Vogt (U)	7418*	August M. Grotgut (150)
7220*	David W. Johnson (U)	7319	Tor Lars Janer (84)	7419*	W. Kennedy (146)
7221*	John W. & Virginia L. Horton (20)	7320*	Joseph Childs (323)	7420*	Robert L. Balyeat & Fred T. Butler (U)
7222*	Robert N. Coale, MD (50)	7321	Jose Carlos Magri (U)	7421*	Sergio Gabezas (342)
7223*	R. Niven Stall (270)	7322*	David C. Bischoff (145)	7422*	Federico Carvallo F. (242)
7224*	Myron G. Wright (207)	7323*	Dorothy J. Sharp (95)	7423	Boat Destroyed
7225*	Xavier N. Benzing, Jr. (134)	7324*	Charles W. Marshall (50)	7424*	Kurt Reichart (317)
7226	Leon Irish Co. (U)	7325*	Reed Simmons (96)	7425*	Raul Urda Da Forno (319)
7227*	Kenneth Lindsay (326)	7326*	Ralph Weninger (5)	7426*	Demetrio Tirado (319)
7228*	David LaMarche (145)	7327*	John Vanden Brink (56)	7427*	Enrique Santolaya Biondi (319)
7229	Dr. H. E. Dysart (U)	7328*	J. D. Koss (U)	7428*	Franco Giangrandi (346)
7230	J. Ramsey Minor (U)	7329*	Robert W. Custance (332)	7429*	Club Naval de Deportes Nauticos (U)
7231	James N. Glenn (102)	7330*	Hugh F. Luddecke, M.D. (116)	7430*	Jacques Lemieux (U)
7232*	Dr. Peter T. Neyland, Peter T. Neyland II (58)		Hugh F. Luddecke, Jr. (116)	7431*	J. A. Richardson (320)
		7331	Lost Boat	7432*	Richard Woodruff (30)
7233*	Joseph E. Saul (300)	7332*	Eduardo Escalona, S. (342)	7433*	W. J. Randall (U)
7234*	Thomas & T. R. "Dick" Crookston (137)		Diego de Castro Reyes (342)		E. S. Belknap (226)
		7333*	W. Dexter Bellamy (13)	7434	William J. Wiggins (54)
7235*	Robert C. Cassidy (329)	7334*	Jose Barreda Moller (261)	7440	C. W. McConnell, Jr. (54)
7236	George B. Jay (U)	7335*	Carl B. Marr (54)	7441*	Martin Kahr (U)
7237	Builder	7336*	Raymond H. Renouf (U)		T. Robertson (118)
7238*	Paolo Priori (312)	7337*	Robert L. Ficks & H. B. & H. B. Sprague, III (126)		W. Bates
7239	Vittorio Vecchi (U)			7442	Richard H. Vogel (U)
7240*	Antonio Anoni (U)	7338	Charles E. Nelson (U)	7443	Stewart M. Cannon (U)
7241*	Walter Allmann (309)	7339*	Joseph Sapper (U)	7444*	Franklin N. Couch (U)
7242	Lost Boat	7340*	Sold to Unknown Owner	7445	William L. Steger (U)
7243*	John E. Haigney (32)	7341*	Gordon Buzby, Jr. (99)		
7244*	William J. Waibel (U)	7342*	Ivan Graper (253)		
7245*	J. F. Ballard (126)	7343*	James R. Sholes (U)		
		7344*	Don Owens (326)		
		7345*	Robin Dunlap (254)		



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
7446*	Marcelino Fernandez V., (318)	7547*	Richard W. Hinze (5)	7642*	C. A. McMurray, Jr. (127)
7447*	Joseph B. & Joseph B. Resch III (119)	7548*	Paul Stievater (12)	7643*	Gary L. Tarbox (U)
7448	Glen M. Englund (U)	7549*	Victor Cole (164)	7644*	Walter Scott (25)
7449	Charles H. Tuttle (U)	7550*	Alex & Gary Carlin (110)	7645*	Mark Auer (71)
7450	S. W. Lawrence (U)	7551*	Richard M. Nelson (296)	7646*	May Robinson (225)
7451	Rodulfo Camero (73)	7552*	Oliver S. Everett (32)		W. M. Pickslay (U)
7452	Maurice Jacob (73)	7553*	John Carlen (189)	7647*	J. C. Mann Jr. (U)
7453*	Rafael Obregon (73)	7554	Joseph F. Downing (U)	7648*	John Richard McCusker Jr. (U)
7454	Raymond Jacob (73)	7555*	Debby & Jack Brower (116)	7649*	Robert G. Williams (U)
7455	Builder	7556	Lost Boat	7650*	J. R. G. Bleasby (146)
7456*	Leo W. Martus (U)	7557*	Dr. Merrill I. Feldman (189)	7651	John A. Michaeilides (256)
7457*	J. W. Waterbury (280)	7558*	Richard W. Brown (U)	7652*	Franklin Bens (54)
7458*	David Gosse (132)	7559	Ed Mallett (U)	7653	Lost Boat
7459*	Alberto F. Freire Kowarick (147)	7560	Joao Carlos C. dos Santos (84)	7654	Sold to Unknown Owner
7460	Lost Boat	7561*	Paul Charbonnet III (62)	7655*	Gaines Houston (284)
7461*	Ralph E. Persson (60)	7562*	David Charles Sprafkin (133)	7656*	Al Gaglione (38)
7462	A. Pearson (347)	7563*	Dr. Jean Hess (268)	7657	Claudio Merkel (U)
7463	Donald A. Rhodes (U)	7564*	John B. Parker (228)	7658	Aurelio Tulli (312)
7464	Jose Ouirques Fernandes (U)	7565*	A. Pilnik, A. R. Beeby (147)	7659	Luis Vera (U)
7465*	Dr. Welland A. Hause (74)	7566*	C. W. Milbourne, F. D. Pirie (147)	7660*	Roy F. Doerre (228)
7466*	Russell G. Saxby (27)	7567	Robert J. Bushelle (5)	7661*	Noroton Y. C. (134)
7467*	Claude Lambelet (169)	7568*	Paolo, Luigi, Gian Luca & Raffaello Napoleone & Marino Barendson (278)	7662	Martin L. Crimmins, Jr. (U)
7468	Oscar Mattoso (351)			7663*	Kenneth E. Bergmeier (60)
7469*	Ward Gowland (188)	7569*	Andrew Sinopoulos (286)	7664*	Eric A. Racy & A. W. Whiting (147)
7470*	R. B., R. R. & W. G. Whiting (188)	7570*	C. W. Smith (316)	7665*	William P. Elfendahl (132)
7471*	Q. C. Powell (U)	7571	Donald C. McInnes (277)	7666	R. J. Prettie (279)
7472*	R. J. Robson (U)	7572*	Paul Gross (U)	7667	William L. Olsen (70)
7473	Sold to Unknown Owner	7573*	Jean-Claude Perrin (U)	7668*	Peter Ingouville (147)
7474*	Wes Cromie (137)	7574	Paul Knauer (154)	7669*	Reidar Johnson (U)
7475	O. W. Parsons (90)	7575*	Ormond Barstow (110)	7670	Builder
7476	Mario Parrini (U)	7576*	George Grenzke (51)	7671*	Dr. Arthur M. & Arthur M. Phillips, III (119)
7477	Arthur B. Chuzum (U)	7577*	Phyllis Riley (184)		
7478	Thomas E. LaClair (U)	7578*	James E. Taylor (113)	7672*	Builder
7479	William J. Coombe (U)	7579*	St. Joseph Jr. Foundation (113)	7673*	Paul T. Somm (132)
7480*	Geoffrey Moehl (31)	7580*	James W. Harrison (137)	7674	George J. Crane (146)
7481*	John S. Horner (U)	7581*	Dr. C. Key (U)	7675*	Richard Altman (133)
7482*	Sold to Unknown Owner	7582*	C. A. Johnson (U)	7676*	Mack Goodwin (54)
7483*	Frank B. Johnson (179)	7583*	David H. Hughes (7)	7677*	Werner Backhaus (147)
	Benjamin C. & Frank Johnson, Jr. (179)	7584*	Harry L. Brown (47)	7678*	Edwin H. Rissmiller (25)
		7585*	Edward D. Nickel (U)	7679*	Edwin W. Hance (217)
7484*	Hawley Blanchard (143)		Robert P. Becht	7680*	Francis W. Kelley, Jr. (229)
7485*	F. L. Bennett	7586*	Arnold Bachmann (250)	7681	Paul H. Austin Jr. (U)
7486*	Lloyd B. Patrick (135)	7587*	Dr. Alf. Bisegger (250)	7682	Benjamin Sodre, Jr. (351)
7487	Gustavo Valenzuela (346)	7588*	Hermann Vogel (219)	7683	Harold M. Dick, M.D. (U)
7488	Lost Boat	7589*	Dr. H. Zollinger (219)	7684	Basilios Daskalos, Demetrios Svarnas & John Katsarides (256)
7489	John Piccini (U)	7590*	H. Himmel (309)		
7490	Frederico Cativelli (337)	7591*	H. M. Reimann (219)	7685	Lt. W. W. Messenger (U)
7491*	Ernesto Harald Neugebauer (U)	7592*	Edward Niemann, Jr. (72)	7686	William Franko (U)
7492*	Robert E. Stoyer (U)	7593*	P. Kent Smith (U)	7687*	Paulo Figueira de Mello (147)
7493	Stavros Constantiniadis (256)	7594	Dealer	7688*	Walter Flynn (U)
7494*	Sergio & Gabriel Traverso (317)	7595*	Dr. C. D. Joyner (257)	7689	Dusko Kuljis Menitic (319)
7495*	Hugo Lathrop (317)	7596	Dealer	7690	Ricardo Pulgar San Martin & Jaime Gatica C. (319)
7496*	Luis Phillippe Pereira Lima (351)	7597	Dealer		
7497*	Robert B. Giles, Jr. (35)	7598*	Walter Dugan (55)	7691	Carlos Hidalgo G. (319)
7498*	Benjamin B. Bullwinkle (283)	7599*	Pieter R. Mimno (189)	7692	Aniello Montuori (U)
7499*	John Dortch (262)		Sanborn Brown	7693	Juan Rivas (U)
7500*	Cully A. Cobb Jr. M.D. (262)	7600*	David & JoAnne Wright (194)	7694	Alzir Sodre (351)
7501*	William Herzog (116)	7601*	J. Woods Halley, Wilson F. Halley (20)	7695*	Walter T. Martin (229)
7502*	Carl Grimmer (274)		John Goldsmith (69)	7696*	Club Refugio Armada (275)
7503*	G. W. Hartzel (23)	7602*	Donald Dallmeyer (253)	7697*	Club Refugio Armada (275)
7504*	Earl Ross (5)	7603*	Herbert, John & Keith Varnum (198)	7698	Carl A. Hammar (U)
7505*	Ralph Albrecht (U)	7604*	Paul Warnke (280)	7699	Builder
7506	Frank D. Ticknor (U)	7605*	Marshall Hornblower (50)	7700*	David W. Barton & Robert H. Birney (54)
7507	W. L. Palk (320)		Thomas & Howard W. Macken (194)		
7508	J. E. Coyne (320)	7606*	Jorge Luis Carolini (U)	7701	Dr. Robert Bass (56)
7509	J. H. McDonald (320)	7607	Stanley L. & Gregory Doepeke (98)	7702*	F. G. Talley (129)
7510	Dan Sprague (320)	7608*	John & Ed Michels (246)	7703*	Edward O. Ted & Charles King (134)
7511*	L. P. Johnson (320)	7609*	Robert W. Lyman (U)		
7512	Anthony P. & Nancy E. Bambara (U)	7610	Dr. James Gilbert (329)	7704	Henry F. Waitt Jr. (U)
7513	F. W. Mesloh (303)	7611*	Antonio Dialti (355)	7705*	Carroll P. Streeter (99)
7514	John Armytage (U)	7612*	Silvano Miserocchi (U)	7706	Jose M. Repetto (U)
7515*	J. Norman Pierce (U)	7613	William E. Tily (51)	7707*	H. S. Gumpertz (346)
7516*	Boat Destroyed	7614*	Jake Beers (326)	7708	Ernesto Higinio Marcaccio (331)
7517*	Richard L. Winter (314)	7615*	Harry Calcutt	7709*	William & Douglas Shore (U)
7518*	Henry I. B. Wilson (325)		Lester E. Johnson & Jose Luis, Jr. (75)	7710*	Boat Destroyed
7519*	Dr. Gordon Buzby (99)	7616*	Ray Dallmeyer (253)	7711*	Bob Haas (U)
7520*	Lost Boat	7617*	Jose Luis Frangi & Jose Luis Frangi, Jr. (356)	7712*	D. Barclay Slocum (229)
7521*	Marcia R. & Harrie C. Patrick, III (238)	7618*	Carlos Collett (356)	7713*	Dr. Wm. A. Jaquette, Jr. & Bill Jaquette (132)
7522*	Lost Boat		Luis A. Mangino (220)	7714*	Dr. J. S. Graettinger (340)
7523*	Richard H. Carlson (79)	7619*	Juan Bidegaray (220)	7715*	Walter Mueller (42)
7524*	Floyd J. Cough (69)	7620	Alesandro Hughes (220)	7716*	Dr. William Ford (102)
7525*	Builder		Mateo Julio Frugoni (220)		Carolyn Nelson
7526*	Dr. William R. Post (229)	7621	Stanley A. Tirrell (81)	7717	Lost Boat
7527*	Fernando Jose Pimentel Duarte (84)	7622*	John P. Bell, M.D. (242)	7718	Sergio Carvajal Musso (U)
	Gordon B., Bruce & Craig Stillman (10)	7623*	Richard Manville (126)	7719*	James Humphries (274)
7528*	Richard & Elmer Andrews (77)	7624*	Findlay G. Maier (U)	7720	Gregg J. Morris (U)
7529*	D. Hoekstra (228)	7625	C. W. Marker (U)	7721	Clyde M. Osborn (125)
7530*	Roy L. Gordon, Jr. (127)	7626*	William Rossmore (U)	7722	Carlos Oscar Keller (206)
7531	Builder	7627*	Carlos Oscar de Grandes (203)	7723	A. Hoford (108)
7532	Max Loewer (U)	7628*	George R., John R. & William P. Carlson (5)	7724	Hans Schaefer (U)
7533*	Renato Sukno, Sr. (317)	7629*	William E. Zack (345)	7725	J. D. McLean (U)
	Renato Sukno, Jr. (317)	7630*	Dr. John Hyland (12)	7726*	S. G. Gilliat (51)
7534*	Gian Luigi, Giorgio & Massimo Focanti (278)	7631*	W. Eugene Notz M.D. (77)	7727*	M. B. Ross (83)
7535*	Raymond W. Mercier (77)	7632*	Kenneth A. Pfeiffer (75)	7728*	Dr. C. Warren Irvin & Thomas McCutcheon (341)
7536	William Gold (90)	7633*	Miss Phyllis Aiken (183)		George Williams College (U)
7537*	William R. & Norma J. Loch (U)	7634*	Bonnie Parizek & David P. Coady (105)	7730	Carlos Schiavetti T. & Ventura Sanchez L. (342)
7538	Ricardo Giovannille (206)	7635*	George C. Lay (6)	7731	Sold to Unknown Owner
7539	A. W. Moss (277)		Robert A. Grugan Jr. (105)	7732*	Tom Threlkeld (242)
7540	Mauricio de Lima e Silva (84)	7636*	Andrew W., William B., Jr. & W. Bruce Knapp, III (6)	7733	George A. Christie, Jr. (U)
7541	Oscar Mattoso Maia (351)	7637*	John Bennett, Jr. (332)	7734	Rev. G. H. Duchene (U)
7542	William D. Thompson (U)	7638*	Peter M. & Wm. H. Austin Jr. (269)	7735	Dr. Geraldo Domingues Pinto, Dr. Marcelo Rocha (147)
7543*	Robert Goodwin (U)	7639*	Leighton Lee II (269)		
7544*	Lawrence Richmond (U)	7640*		7736	Donald A. Behnke (U)
7545*	George Garrecht (75)			7737*	George E. Percy (69)
7546	Never Built	7641*		7738	Costis Procopiou (U)
				7739	Alan D. McIntyre (34)



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
7740*	John C. Leifer (296)	7839*	Arnold Sue (337)	7947*	Dr. Gilbert Klemann (U)
7741	Guillermo Chiappori,	7840*	John D. Folwell (16)	7948*	Joseph & Robert Stark (59)
	Francisco Amadeo (206)	7841	Builder	7949*	Edwin M. & John Willse (47)
7742	Lost Boat	7842	J. A. MacNaughton (U)	7950*	James L. & James E. Clements (78)
7743*	Carlos Oscar Pineyro (356)	7843	Builder	7951*	Margaret Klein (146)
7744*	A. D. Schilz (311)	7844*	G. William Somers (329)	7952	Dr. B. L. MacLean (362)
7745*	Einar Trosdal III (127)	7845*	Boat Destroyed	7953	Philip Jester (U)
7746	Never Built	7846*	Arthur T. Orlowski (56)	7954	Jim Otis (167)
7747	V. J. Berry, Jr. (205)	7847*	Coe Dickey (42)	7955*	John J. Burke (5)
7748*	Richard Murray (135)	7848*	Ralph Schumack (U)	7956	Thessaloniki Y. C. (256)
7749*	Lt. Robert M. McDonough (324)	7849	John Gagne (U)	7957	Thessaloniki Y. C. (256)
7750	Jack Fritsch (U)	7850*	L. W. Crocker (146)	7958	N. O. Weston (U)
7751	Glenn W. Putnam, Jr. (U)	7851*	Peter W. Hannan (98)	7959*	F. Leslie Huntwork (54)
7752	C. E. Stock (U)	7852*	Karl K. Gleeson (75)	7960*	W. E. Schwartz (60)
7753	N. Martin (U)	7853	Bart Hannan (U)	7961*	Richard Kellogg (98)
7754	Malcom Graham (64)	7854*	Dario Cerchi (147)	7962*	Carl F. Carsten (71)
7755*	J. F. Tim, Jr. (198)	7855*	David M. & M. Patricia Russell (216)	7963	Sold to Unknown Owner
	Fred M. Tim (198)	7856*	Augustin Ducry (U)	7964*	John Lesesne, M. D. (51)
7756	Lost Boat	7857	C. Stanton Green, M.D. (U)	7965	Ron & Doris Neville (347)
7757	George V. Peckingham, Jr. (U)	7858	Werner Otto Koch (337)	7966*	Joe Stueland (113)
7758	Gaston Harvey (U)	7859*	Ben Renegar & Marilyn Bernius (U)	7967	John Nicopoulos (256)
7759	Don Rumgay (U)	7860*	Paul L. Brady (194)	7968	Alexander Nicopoulos (256)
7760*	Dr. C. W. McClure (343)	7861	John Lelsz (U)	7969	Lee M. Thurston High School (U)
7761*	Albert P. Barbone (150)	7862*	R. G. Hamilton (U)	7970*	Ray Daly (20)
7762*	Dr. David M. Roe (U)	7863*	Dr. Ludwig Meyer (U)	7971*	Dr. Robert Popkin (116)
7763	Danny Koeppen (U)	7864	Eugene Bernasconi (358)	7972	Capt. Jack C. Jackson (322)
7764	John L. Braider (U)	7865*	Lew Rosser (71)	7973	John Spargur, Jr. (U)
7765	George J. Pistey, Jr. (U)	7866	Djalma S. Ferreira (351)	7974*	Donald Ogren (77)
7766*	Lewis W. Morgan (198)	7867*	Dr. J. R. Lundquist (324)	7975*	Tom McGrath (132)
7767*	Myron C. Lyon (194)	7868*	William W. White (227)	7976	C. Kirk (U)
7768	Osvaldo Bordino (U)	7869*	Wendell Harter (102)	7977*	Joe C. Foster, Jr. (137)
	Heraldo Tramaglia	7870*	Jeffrey C. Pritchard (U)	7978*	Owner Unknown
7769	Enrique Eduardo Claverie, Albero Luis Rocamor (U)	7871*	Ross Germond (32)	7979*	William Campbell (113)
7770	Alexandre & Alberto Levi (84)	7872*	Howard Alkoff (32)	7980*	Erik Lilieblad (349)
7771	Wendell D. Waters (U)	7873*	Max B. Meyer (300)	7981*	Heikki Lepisto (307)
7772	Romer Mass, William J. Mass (U)	7874*	James Obenhoff (133)	7982	Kalervo Airaksinen (328)
7773	D. W. Lichtensteiger (U)	7875*	Albert E. Field (U)	7983*	Ilkka Lilja (328)
7774	Lost Boat	7876	Mario Bento Hofmeister (327)	7984	Martti Hakala (U)
7775*	B. M. Lamont (215)	7877*	Roy M. Nelson (54)	7985	R. Dyett (146)
7776	R. Cechanek (U)	7878*	Duane Jamieson (137)	7986	Lost Boat
7777*	Franklin & Richard Husson (273)	7879*	Herbert L. Gibbs, Jr. (187)	7987	T. M. Kirkwood (U)
7778	Capt. Norman Schmidt (U)	7880*	Alfred Kurtz (300)	7988	Joseph A. Hollander, Jr. (U)
7779	Robert Soback (U)	7881*	Mikael & Kaj Nuorivaara (166)	7989*	Nelson N. Hoffman (228)
7780*	W. Wethers (146)	7882*	Pekka Bergman (306)	7990*	John A. Belanich (194)
7781*	J. V. Bailey (279)	7883*	Mrs. Angelita Mattila (U)	7991	Ed Topper (U)
7782	Lost Boat	7884	Ari Kautts (U)	7992*	V. A. Lebednik (U)
7783*	Vince Phelan (150)	7885	Martti Jormakka (328)	7993*	Winston S. Bailey (178)
7784*	Lincoln E. Maher (56)	7886*	Viljo-Pekka Mehtonen (306)	7994*	Henry Benoit, Jr. (365)
7785*	Ralph Lawry (U)	7887*	Terho Aromaa (166)	7995	Builder
7786*	Irving Lewis, Jr. (70)	7888*	Raimo Aromaa (166)	7996*	James O. Hamilton (345)
	Eugene Zick	7889*	Erik Lagerstam (349)	7997	Louis C. Wunsch (79)
7787*	Fred Knauer (194)	7890*	Esko Lindstrom (166)	7998*	H. F. Heineman (180)
7788*	Merrill J. Jacobson (U)	7891*	Arvo Perkio (310)	7999*	Russell Howard (205)
7789	J. A. Kitson (368)	7892*	Pentti Hedberg (310)	8000*	C. J. Allan (386)
7790	W. S. Jensen (U)	7893*	Paavo Rantasuo (310)	8001*	Dr. Paul D. Bartlett (U)
7791*	David R. Holloway (U)	7894*	Ignatius Hannes (166)	8002*	Frank H. Pfefferle (303)
7792*	Sold to Unknown Owner	7895*	Erik J. Suni (166)	8003	Ernest Boyd (U)
7793*	Harold Meltzer (U)	7896	Donald H. Horsman, M.D. (101)	8004*	J. Austin, John A. & Paul D. Emens (47)
7794	D. H. Gilbert (277)	7897*	Ernest Hubbell (296)	8005*	A. C. Remich (20)
7795*	Albert W. Agnew (54)	7898*	Bernard Yaffe, M.D. (56)	8006*	Allan M. Perry (77)
7796*	Dwight W. Webb (280)	7899*	Robert Neville (U)	8007*	Moritz Milburn (132)
7797*	Thomas G. S. Sumner (147)	7900*	Dr. John Esser (69)	8008*	William Swartzbaugh (145)
7798*	Theodore & Robert Marko (70)	7901*	Irving Lang (U)	8009	Enrique Giusto & Raul Oscar Chindi (U)
7799*	Herman & Evelyn Vestal (70)	7902*	E. W. Schwoebli (253)	8010	Gerardo Vozzi (331)
7800*	Claude C. Sullivan M.D. (196)	7903*	Robert Erickson (56)	8011*	Ernest K. Limpus (330)
7801*	Rudolf Geiser (169)	7904*	John III & Craig Willoughby (36)	8012	Burnley C. Lynch (U)
7802*	Francis Clottu (281)	7905	Clifford G. Cloderback (283)	8013	Ted Karis (U)
7803*	D. Henriod (169)	7906*	Patrick R. Berard (342)	8014	Leo Bair (U)
7804*	Rudolf Herzog (250)	7907*	Paul M. Trueger (U)	8015	George W. Schramm (U)
7805*	Dr. Chr. Uehlinger (358)	7908	Renato Marafuschi (U)	8016*	Brendan Kelley (133)
7806*	Charles, Douglas & Robert Raynor (70)	7909	C. H. Beever-Potts, M.D. (U)	8017	Constantine S. Boutaris (256)
7807	L. R. Swearengen (U)	7910*	John J. & Dennis J. Mahler (209)	8018	Russell I. Adams, Sr. (U)
7808*	Graham-Eckes School (333)	7911*	Arthur E. Bates, Jr. & Sr. (137)	8019	B. Duringshoff (U)
7809*	Kenneth Buhrmaster (338)	7912*	Robt. R. Lindsey (134)	8020*	Fred F. Winkler (5)
7810	John E. Hammel (134)	7913*	C. O. Davidson (129)	8021*	R. C. Benner (102)
7811*	Lorenzo Tous F., Jr. (272)	7914*	David D. Swett (126)	8022	G. E. Goodman (U)
7812	Oscar M. Bregante (U)	7915*	Lawrence B. Dorman (116)	8023	John E. Bachmann (U)
7813*	Francesco Zucconi (U)	7916*	Mary-Lew Stearns (129)	8024*	Robert Smith (U)
7814*	Suzanne, Frank W., Jr. & W. Warner (189)	7917*	Patricia Heeley (119)	8025*	Quintin J. Adamski (112)
7815*	Ed Roseberry, Jr. (12)	7918*	Thorsten J. Ahlberg (133)	8026	David F. Krause (U)
7816	Robert W. Hauer (U)	7919*	George Whiteside (7)	8027*	Ralph Brotz (187)
7817*	Capt. Charles Larrison (U)	7920*	Garrett E. Arnold (69)	8028*	Richard C. Duley (167)
7818*	Dr. E. Nalepa (54)	7921*	Walter Clark (7)	8029	Carl O. Richtart (U)
7819*	Richard F. McDonough (U)	7922*	John Biegler (75)	8030	E. R. Caba (U)
7820	Boat Destroyed	7923	Vernon James (U)	8031	Jose Maria Abella Y Guillermo G. (U)
7821*	L. M. Bohnenkamp (209)	7924*	Russell & Robert A. Applegate (6)	8032	M. Dredy (292)
7822*	William Jorch (98)	7925*	H. W. & Stuart Nickerson (280)	8033*	Charles Doerflinger (140)
	William C. & Marion L. Jorch (98)	7926	Never Built	8034*	Standley Goodwin (189)
7823	Robert Arntz (U)	7927*	Paul Auer (71)	8035	James P. Bisiker (U)
7824	Charles Wayne Guyton (102)	7928*	R. J. Bailey (24)	8036*	Builder
7825*	C. S. Goyder (376)	7929*	Dealer	8037	C. J. King (U)
7826*	C. Dale Allen (228)	7930*	Henry S. Fretz (16)	8038*	Charles P. Beedle (226)
7827*	James E. Meehan (98)	7931*	W. V. P. Sitterly (16)	8039	Peter Philips (U)
7828*	Robert B. Oakleaf (115)	7932	Jose Enrique Domenech (U)	8040*	Rick Wachter (42)
7829*	Richard C. Hubbard & Richard M. Hubbard (243)	7933	Builder	8041	Guillermo N. Rondini (220)
7830*	Dr. John T. Gentry (U)	7934*	Dr. Walter J. Merz (358)	8042	Don Francis (U)
7831*	R. P. Lennart (205)	7935*	Bruce Brand (296)	8043	Lorilla R. Geerts (U)
7832*	F. C. & Thomas J. Ziegler (205)	7936*	W. E. Burke (5)	8044*	Everett A. Grimmer (20)
7833*	William Dorney & Charles Allen, Jr. (114)	7937	Roberto Alvarez (U)	8045	Royal Creek Y. C. (U)
7834	D. A. Dawson (U)	7938	C. Pat & Mabel O'Neal (322)	8046	Royal Creek Y. C. (U)
7835	E. G. Storck (U)	7939	J. Cohen (242)	8047	Naval Cadet School (287)
7836	Ernest C. Bennett (U)	7940*	David A. Jeffries (71)	8048	Peter Triantafilos (U)
7837	Harvey F. Metzger (67)	7941*	Theodore W. Henning (138)	8049	Royal Creek Y. C. (U)
7838	John Chandley & John Walter (371)	7942*	R. Douglas Rumsey (U)	8050	John & Jonathan Foster (311)
		7943*	Builder	8051*	Dr. L. Dean Gibson (194)
		7944*	Richardson Blair (332)	8052	Kenneth C. Newton (U)
		7945*	R. H. Rundle (U)		
		7946	H. B. Heath (U)		



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
8053	Niotechnic (U)	8158*	J. Henry Thompson (282)	8261*	Dr. Robert J. Ralston (180)
8054*	Roberto Edwards (342)		Jerry Thompson (282)		William & R. Bruce Ralston (180)
8055*	C. J. Verville (U)	8159*	Robert K. Walkerman (19)	8262*	Lee Chiovarou (25)
8056	Wayne Thomas (U)	8160*	D. J. Hagemann (296)	8263*	Robert F. Clark (U)
8057	Carle F. Greene, Jr. (U)	8161	Orville L. Hill (U)	8264	Kenneth L. Conklin (U)
8058*	William Packer (U)	8162	E. Gaviller, MD (362)	8265	John P. Cope (U)
8059*	Herbert Doan (110)	8163	Robert A. & Robert A. Farrand, Jr. (370)	8266*	Cliff E. & Peggy Lohs (345)
8060	John W. Beal, Jr. (7)		Gordon Konantz (320)	8267*	Guy Scrivner (69)
8061	H. L. Niederauer (U)	8164	D. G. Saunders (U)	8268*	Dirk B. B. Nelson (7)
8062	Stanley T. Roelstad (345)	8165	R. Clair Leatherdale (277)	8269*	Sandra McCullough (7)
8063*	William B. Cudahy (333)	8166	A. F. Sheldon Arnett (277)	8270*	Alan T. & Elwood K. Jones, MD (17)
8064*	Ross H. Bryan (262)	8167	Wilbur C. Guest (277)		Charles Hayes (U)
8065	Dr. Richard Small (253)	8168	S. L. (Pat) Mule (163)	8271*	Martin L. Low (75)
8066*	T. W. Acheson, M.D. (U)	8169*	Elliott Oldak (133)	8272*	Lorraine A. Starr (U)
8067*	Pierre Grober (169)	8170*	Mel Boyington (345)	8273*	Linda M. & James T. Ward (116)
8068	J. H. Linacre (359)	8171*	William & Jeanne Newman (345)	8274*	Ralph B. Sperry (17)
8069	J. H. Linacre (359)	8172*	Dr. James W. Beattie (U)	8275*	Ralph B. Sperry, Jr. (17)
8070	Kenneth M. Simes (359)	8173	Frank Huml, Jr. (345)		Dr. Louis Konstan (33)
8071	Kenneth Ross (359)	8174*	Val Ochenschlager (345)	8276*	K. Marshall Fagin & J. J. Arps (35)
8072	F. Rickards (U)	8175*	Duane & Phyllis Assmann (345)	8277*	Sold to Unknown Owner
8073	J. H. Linacre (359)	8176	Builder	8278*	B. J. Carrell (U)
8074	J. A. Van Harmelen (U)	8177	Richard F. Andes (253)	8279	Robert E. Scott (54)
8075	Jorge Caride (356)	8178	K. W. Lease (253)	8280*	Kenneth & Bernie Cowan (U)
8076	Miguel Angel Farioli (U)	8179	Sheldon Kavielf (54)	8281*	Warren W. Cline, M.D. (326)
8077	Glenn C. Lightsey (U)	8180*	Dr. William P. Robinson (99)	8282*	Sheffield Phelps (132)
8078	Lucien Hennes (U)	8181*	Gary S. Hurban (U)	8283*	Dr. Frederick C. Moll (132)
8079	Jim Donaldson (U)	8182*	John & David Spears (U)	8284*	Robert, Connie & Stephanie Bennett (110)
8080*	Wilson Fly (274)	8183*	Samuel C. Streep (173)		Don & Marilyn Akerley (345)
8081	John B. Sallman (341)	8184*	Thomas Brizendine (242)	8286*	Guy Richards, Jr. (U)
8082	Hugh M. Baxter (U)	8185*	R. H. Kammer, Jr. & Fabian G. Fromherz (62)	8287*	William L. Boice (216)
8083	Navy League of Canada (U)	8186*	Dr. N. J. Robinson (62)	8288*	H. O. Tanning, M.D. (U)
8084*	George W. Clarke (283)		Clifford E. Moulton (U)	8289	Judith A. Seal (U)
8085	Warren E. Mayer (U)	8187*	Herbert Sager (250)	8290*	O. Zimmerman (U)
8086	M. Bartlett (U)	8188*	Rudolf Buchschacher (358)	8291*	Bernard Linder (169)
8087	John E. Cobb (383)	8189*	Andre Schmalz (358)	8292*	E. Rikart Gruenbodenweg (U)
8088	Kurt Egon Keller, Paulo Hennig, Demetre Calimeris (375)	8190*	Jean-Pierre Luthi (169)	8293*	James Johnson (216)
8089	Hugo Frederico Hoffmann (327)	8191*	David Lee & David C. Brown (238)	8294*	H. W. Tschaeppler (219)
8090	Lyle R. Perry (266)	8192*	Sold to unknown Owner	8295*	W. Lumsden, MD (U)
8091*	Erwin Weiland (327)	8193*	Dr. W. Meier (268)	8296*	Marc R. Turcot (215)
8092	Robert Fortune (U)	8194*	Silver Wing Club Athens (U)	8297*	Bruce Goldsmith (5)
8093	Bosun's Locker (U)	8195	Royal Suva Y.C.	8298*	Richard Ferrick (12)
8094	Gastao Altmayer (327)	8196	Royal Suva Y.C.	8299*	Robert Jocelyn (118)
8095	Bennie L. Fletcher (50)	8197	William G. Harris (279)	8300*	Paul Deschenes, Jr. (189)
8096	Ross W. Hirschleber (118)	8198	C. L. Van Arsdale (47)	8301*	Harold & Michael G. Pierce (79)
8097	Guillermo Luis Fernandez & Miguel Angel Sickavica (206)	8199	William H. Hills (70)	8302*	Richard E. Mansfield (56)
8098		8200*	Marine Corps Schools (354)	8303*	Sold to Unknown Owner
8099*	Arnold Anderson (262)	8201*	Edward K. Dean (75)	8304*	Eric Larson (187)
8100*	John Davis (43)	8202*	Giordano Bonfanti (U)	8305*	George & Pat Koch (242)
8101*	Paul A. Huntsman, Jr. (70)	8203*	Maurizio Nonato (355)	8306*	George & Claud Bery (54)
8102	J. Oggy (U)	8204	Lewis M. Dibble (U)	8307*	Leonard C. Bonnie L., Robert & Craig Pratt (145)
8103*	David S. & Alan E. Ruitter (366)	8205*	Builder	8308*	
8104*	William P. Sullivan (U)	8206	Gordon Cornwell (326)		Michael Dow (110)
8105*	Barbara & David M. Thomson (353)	8207	G. C. Nicholls (U)	8309*	Builder
8106	Ronald D. Scott (203)	8208*	Pentti Puupera (349)	8310	Richard Gahr (U)
8107	Eugene G. Gilbert (U)	8209	Timo Korhonen (166)	8311	Bruce Lewis (U)
8108	Gene Nedwed (U)	8210*	Heikki Alho	8312	R. L. Dunn (U)
8109	Jack Warwick (U)	8211*	Martti & Matti Nurminen (328)	8313	Kim & Walter Pierson (7)
8110*	Melvil D. Voge (U)	8212	Berndt Schulze (306)	8314*	George Mitchell (U)
8111	Philip C. Benedict (U)	8213	Ruoripojat (Boy-Scouts) (306)	8315*	Giovanna Gabriella Costa (390)
8112*	Robert Nebelsick (U)	8214*	Seppo Lahdemaki (306)	8316*	R. D. Mills (102)
8113	Peter Stacey (U)	8215*	Juhani Riekkola (U)	8317	Philip F. Ellian (311)
8114*	Charles Pigott (U)	8216*	Esko Saltevo (328)	8318*	Heinz Henkel (U)
8115*	John Schaufphansen (U)	8217*	Leif & Stig Haglund (166)	8319*	Jim Diggs, Jr. (U)
8116	N. T. Williams (U)	8218*	Jorma Riekkola (310)	8320	K. I. McIntosh (146)
8117	Norman Tubbs (364)	8219*	Herbert Sorenson (132)	8321	Robert & Steve Jamison (77)
8118*	John Porterfield (98)	8220*	Charles B. Owen (U)	8322*	Alec Lawson (196)
8119	H. K. Filip, MD (U)	8221	Michael R. Steffenson (167)	8323*	John W. Herdegen (U)
8120*	Jack Luthie (69)	8222*	M. H. Beaver (U)	8324*	E. D. & Scott Perry (178)
8121*	James Hickey (37)	8223	David Luton (U)	8325*	Wallace Ross
8122*	John Wamser (194)	8224*	Wm. Nuoffer (31)		Rolf Steiner (U)
8123	Jules I. Bagdan (226)	8225*	Harvey Wroe (U)	8326*	Richard H. Oberg (U)
8124	Jacobus Lammens (277)	8226	Gene A. Whitaker (U)	8327	Donald G. Rice (U)
8125	Robert Baumgardner (36)	8227	Dean & Kay L. Snider (75)	8328	Dr. Orfeo Domenico Musacchio (U)
8126*	Klaus Susemihl (147)	8228*	Builder	8329	Richard Maras & Dr. C. H. Maltbie (36)
8127*	Radivoj Pesut (317)	8229	G. H. D. Evans (146)	8330	
8128*	Sold to Unknown Owner	8230*	Builder		Paul H. Bradley (U)
8129	Emory M. Hain (U)	8231	A. C. Davison, Jr. (98)	8331*	C. R. Westgate (205)
8130	Dr. Fred Roberts (347)	8232*	Benjamin Sodre, Jr. (351)	8332*	Duncan McInnes (189)
8131*	Frank R., Jacques A. Livaudais, Jr. & Sr. (62)	8233*	Ernest E. Hirschfeld (27)	8333*	Eben Sutton, Jr. (301)
8132	J. H. Martin (U)	8234*	Edward Marlowe (27)	8334	Sold to Unknown Owner
8133*	Vicente Hernandez (73)	8235*	Stuart W., Douglas M. & Malcolm G. Fillmore (134)	8335	T. W. Anderson (U)
8134	Antonio Pacini (U)	8236*	M. G. Veckman, Jr. (98)	8336*	Lou Lanser (90)
8135	Guillermo Aldana (U)		Samuel J. Cohen (163)	8337*	William I. Van Epps (326)
8136*	Manuel Ibanez (317)	8237*	Carlos Lecaro Viggiana (U)	8338*	John Scott (86)
8137	Renato Catalano (U)	8238*	Robert S. Shuris (75)	8339*	Clifford J. Prados (175)
8138*	Circolo Nautico Posillipo (191)	8239*	David Closson (332)	8340*	John Kennedy (U)
8139	James R. Dick (U)	8240*	Richard J. Brown, Jr. (238)	8341	Richard B. A. Van Rhijn (U)
8140	Federico Garcia (261)	8241*	R. W. Richards (320)	8342*	John Sherry (51)
8141*	Kenneth Rebman (59)	8242*	Jim Beebe (132)	8343*	Frank Temme (196)
8142*	Richard H. Kiene, M.D. (296)	8243	Hugh E. Brown (7)	8344*	John J. Wenger (21)
	Richard H. Kiene, Jr. (296)	8244*	Tom Biebel (112)	8345*	Byron C. Leavens (U)
8143*	Russell L. Swanson (U)	8245*	Richard H. Carlson (79)	8346	J. David Hughes (U)
8144*	August Paoli (266)	8246	Hartley Robins (146)	8347	Don W. Workman, Jr. (U)
8145*	Fred H. Cowin (54)	8247	Robert C. Sparkman (U)	8348*	Jerome Leiken (U)
8146	Doy Motor—Marine Division (U)	8248*	Dr. Robert Swaney (43)	8349	Neil E. Axelson (283)
8147*	Eugene Lee (U)	8249	James T. Elliott (314)	8350	Mary Campbell (112)
8148	Herman Goldt (347)	8250*	R. Weisenbach (163)	8351	Builder
8149	David M. Torok (313)	8251*	Dott. Franco Pizzarello (278)	8352	Sold to Unknown Owner
8150*	John & Jonathan Foster (311)	8252*	Giorgio & Stefano Pizzarello (278)	8353	Builder
8151	Eugenio Lauz Santurio (U)	8253*	Richard M. Tiernan (116)	8354	Builder
8152*	Cornell Van Wonderen (U)		Mike Burden (116)	8355*	Robert B. Jennings (134)
8153	L. Geddes (U)	8254*	Phoebe Ann Baum (U)	8356*	Eric F. Fuegel (39)
8154	Builder	8255*	Lloyd B. Lovitt, Jr. (274)	8357	George Will (146)
8155	Dr. J. W. Neville (U)	8256*	Dr. Dave Lhevine (205)	8358*	Builder
8156	George E. Potter (U)	8257*	Ronald M. Regis (16)		Pierre Archambault, M.D. (U)
8157*	A. B. Patterson (282)	8258*	William D. Chapin (87)	8359	Sandra Bekker (356)
		8259*		8360*	Daniel Williams Camet



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
8361*	Riccardo Faccini (355)	8456	William Bray (189)	8558*	Richard Hill (U)
8362*	Builder	8457	John W. Bode (U)	8559*	Wm. H. Rogge (42)
8363*	Richard Rudick (U)	8458	H. A. White (U)	8560	Trevor Lewis & Elton Ballas (194)
8364*	Glen Cobb (135)	8459	Builder	8561	Robert B. Anderson (U)
8365*	Robert Jeffcott (135)	8460	Builder	8562*	A. B. Ellingson (U)
8366*	Don Crowhurst (362)	8461	Builder	8563*	Robert Aerni (358)
8367	Ove Lofgren (U)	8462	I. L. Schroeter (U)	8564	Carlos Reategui (265)
8368*	Maj. John M. & Elizabeth Behrmann (60)	8463	Peter Blohm (U)	8565	William Boone (U)
8369	Rodes Nautical Club (U)	8464	Gordon Hartley (U)	8566	William W. Follett (379)
8370*	George Conrad (194)	8465*	Taun Robertson (90)	8567*	Eugene P. Whitlow (113)
8371	Jack F. May (U)	8466	Carlo Marchesi (U)	8568*	Paul Allin (296)
8372*	Martina Bally (250)	8467	Franco Fodde (U)	8569	A. W. Hyland (U)
8373*	G. C. Spillers, Jr. (205)	8468	Ing Bellipanni Paolo (U)	8570	Berton Boyleson (U)
8374*	Bernard Kornhaber (56)	8469	Luis & Jenaro Prieto (318)	8571	Ralph Granowitz (38)
8375*	Franklyn E. Walter (329)	8470	Graeme G. Harvey (U)	8572	H. M. King Constantine of Greece (287)
8376*	Ervin P. Brooks (U)	8471	Ricardo H. Carnevale (U)	8573	Taft Marine Woodcraft (U)
8377*	Joseph B. French (266)	8472*	Timothy F. Slyne (U)	8574	Oscar Bjarnar (272)
8378	Joseph & Doretta Linden (U)	8473	Giovanni Leardini Cln (U)	8575	Stephen Frank (147)
8379*	Mr. and Mrs. F. K. Schneider, Jr. (357)	8474	K. G. N. Kibble (U)	8576	Dr. George Plzak (U)
8380*	Mrs. Kenneth M. Smith (212)	8475*	John M. McIntosh, Jr. (127)	8577*	William Hamilton (U)
8381*	Lewis Roberts	8476	Lt. Joel H. Graham (U)	8578*	Wilbur K. Olsen (132)
8382*	Dr. Carl & Steve Benz (31)	8477	William G. Konantz (320)	8579*	V. Herbert Olson (146)
8383*	George E. Reese (283)	8478	Tom Furgale (320)	8580*	Julia W. & John C. Ireland (238)
8384*	Jan & Ted Allen (194)	8479*	Herman O. Nickels, Jr. (53)	8581*	Robert E. Munkelt (U)
8385	K. L. Storey (U)	8480*	Fred H., & Philip M. Hamblet (145)	8582*	Sold to Unknown Owner
8386	Donald Hayes (64)	8481*	Donald R. Miller (194)	8583*	R. L. Aschenbach (59)
8387	W. T. Beal (U)	8482	William E. Laundry (U)	8584*	Max Mennel (U)
8388	J. J. Johnston, M.D. (U)	8483	Theodore J. Mead (U)	8585*	George Allison (U)
8389*	K. N. Craig (146)	8484*	James G. Carson (34)	8586	Veryl G. Lord (212)
8390*	Bruce Scott (119)	8485	Kenneth L. Engle (U)	8587	Ian McAuliffe (U)
8391	Thomas D. Fallon (12)	8486*	Cantiere de Cesari (U)	8588*	Dan Chappell (137)
8392	Robert A. Anderson (U)	8487	Ronald Martin (U)	8589*	Hernan Cubillos (342)
8393*	M. J. McClung (U)	8488*	Albert Luscombe (366)	8590	Raymond Brady (56)
8394*	James W. Holzman (68)	8489	Paul A. Luscombe (366)	8591	Edward H. Horstkotte, Jr. DDS (13)
8395	L. V. Annis (257)	8490*	E. J. Napier (U)	8592	R. O. Walker (U)
8396*	Thomas A. Gibson (U)	8491*	Ed Engle (31)	8593*	John Grant (51)
8397*	John Goulondris (286)	8492*	Kenneth K. Coddington (U)	8594	Paul Miltzer (U)
8398	Stelios Bonas (251)	8493	Catello Russo (237)	8595*	Henry Meinecke (228)
8399	Andy LeMaistre (U)	8494	Karl S. Maiwald (372)	8596	Tom & Barbara Wisniewski (216)
8400*	A. W. Gunther (U)	8495*	Will D. Merritt, Jr. (13)	8597*	Erwin C. Nolte, MD (341)
8401	Henry Braverman (300)	8496*	Oscar Weckerle (147)	8598*	Michael Egan (U)
8402	Francisco Alvarez (U)	8497*	Thomas A. & Peter E. Jobs (132)	8599*	William H. Doddenhoff (51)
8403	M. de St. Remy (171)	8498*	Robert Gould (283)	8600	V. N. Vaughan, Jr. (70)
8404*	Claudio Oliveri, MD (U)	8499*	J. A. Bernel (12)	8601	Wingfield Roberts (50)
8405	Daniel Zannier	8500*	Jack Maitland (19)	8602	Herbert Backlund (U)
8406*	Cecile Kuppinger (296)	8501	Ed Dibler (U)	8603	Sigvard Larsson (U)
8407	Charles L. Groff (U)	8502*	Richard H. Frederick (228)	8604	C. N. Crichton (U)
8408	Jim Avent (274)	8503*	Timothy McG. Millhiser (70)	8605*	I. T. Stubson, Jr. (U)
8409*	George Pagakis (U)	8504*	Stuart Anderson (59)	8606*	J. P. & Jimmy Mullally (62)
8410	James C. Burns, Jr. (U)	8505*	Harry Schlumpf (309)	8607*	Jon Grossman (75)
8411*	Augustin Edwards (342)	8506	Alfred J. Miller (70)	8608*	John W. Orelup (3)
8412	Jaime Mizraji (U)	8507*	Roberto Bellinoto (356)	8609*	John S. Orelup (3)
8413	Alberto Migone & Boris Belada (206)	8508*	R. B. Harris, MD (377)	8610	William Corkran (U)
8414	Celestino Bellaria (356)	8509*	Dr. Charles (92)	8611*	Burton Logan (U)
8415	Carlos A. Roggero (356)	8510*	Jack Connors (274)	8612*	Frank Day (56)
8416	Santiago Perez Penalba (206)	8511*	Joseph & William A. Bergantz (12)	8613*	Norris D. Konhein (300)
8417	Carlos Colombo	8512*	Paul Yergens (6)	8614*	Thomas R. Sheehy (133)
8418	Carlos A. Saez & Miguel Portela (U)	8513*	Howard O. Wood (332)	8615*	Walter T. Maguire (98)
8419	Eduardo Roygt (292)	8514*	Jose Antonio Estrada (272)	8616*	Frank L. Reed, Jr. (U)
8420*	M. Fumagallo	8515*	Stanley Doepeke, Jr. (98)	8617*	Clifford Hutchison (6)
8421*	Portela (U)	8516*	Charles Singler (75)	8618*	Bruce, Hugh & Keith Hutchison (6)
8422*	Dennis F. Collins, Jr. (329)	8517	Dennis F. Collins, Jr. (329)	8619*	Sara J. Hutchison (6)
8423*	J. R. Woods (U)	8518*	Jacob W. Zimmerman (72)	8620*	Renato Nebbia (U)
8424	Builder	8519	Jon & Barbara Ruhlman (36)	8621*	Grisotti Gianfranco (U)
8425*	Andrew Vierstra (U)	8520*	E. C. Davenport (102)	8622*	Federico Zanuso (U)
8426*	Carlos Marcelo Collet (356)	8521*	Everett J. Roach (102)	8623*	Michele Zanuso (U)
8427*	Nestor Manifesto	8522*	Maria Ruth Goncalves & Antonio De Sousa Rio (375)	8624*	Giacomo Fagnano (312)
8428*	T. K. Sanderson, Jr. (U)	8523	De Sousa Rio (375)	8625*	Mario Piccoli
8429	R. C., Jr. & Roddy McNeil (329)	8524	Billy C. Duck (U)	8626*	Guido Tuili
8430	Terrance A. & Michael M. Glancy (U)	8525*	T. W. Staniec (102)	8627*	William D. Walker (366)
8431	R. J. Howe (205)	8526*	Graham-Eckes School (333)	8628*	Jack Beck (358)
8432	Roy Ward & Axel D. Paulsen (178)	8527*	Mrs. Dickey (U)	8629*	J. T. J. Stewart (12)
8433	Never Built	8528*	Manning H. Barber (194)	8630*	Charles Huston (150)
8434	Evaristo Zambelli (U)	8529*	Merritt Barber (194)	8631*	Otto Dahlstrom (U)
8435	Sergio Isola T. (265)	8530*	Allan Raffee (194)	8632*	Charles & Michael Grinnell (133)
8436	Clarence J. Wegert (5)	8531*	J. Edward Lampman (26)	8633*	Dr. R. R. Mutrie (279)
8437	Dean F. Arnold (296)	8532	Howard Winn (U)	8634*	Otto E. Pennell (U)
8438	John E. Norris, Jr. (U)	8533	George J. Frye (283)	8635*	George Wootten (146)
8439	John S. Anderson (U)	8534*	W. E. Witkowski (U)	8636*	William E. Wassmer (133)
8440	Federacion Chilena de Yachting Amateur (U)	8535	Builder	8637*	A. King Lotz, Jr. (98)
8441*	Federacion Chilena de Yachting Amateur (U)	8536*	Jack Hemsley (368)	8638*	Donald M. & Marg Allen (118)
8442	Builder	8537	Robert & Ann M. Woolman (U)	8639*	Patrick Tully (79)
8443	Giulio Forni (U)	8538	E. Loughed (U)	8640*	Robert Hindson (36)
8444	Bob Sherman (64)	8539	H. B. Earle (368)	8641*	Wallace Gilkey (137)
8445*	Gene J. Kaefar (U)	8540*	W. F. Morton (368)	8642*	Tom Daugherty (33)
8446	Donald Wampler, MD (U)	8541*	Gordon Ettie (178)	8643*	Builder
8447	M. C. Hind (U)	8542	William E. Wingard (5)	8644*	Harry S. Warne (150)
8448*	Ellison F. Edwards (U)	8543*	Dr. Alex Robinson (U)	8645*	Edward A. Schmidt, M.D. (31)
8449	H. Friedrich (U)	8544*	Dr. Walter B. Tinsley (270)	8646*	Ralph E. Schmidt (266)
8450	Addis L. Katterheinrich (U)	8545*	Paul M. Vos (270)	8647*	William J. & William E. Murbach (31)
8451	H. Douglas Latter (320)	8546*	Navy Yacht Club, Pensacola, Fla. (324)	8648*	Wood A. Matthews (296)
8452*	Richard Wiley (246)	8547	W. G. Van Arsdale (47)	8649*	James L. Hopkins (112)
8453	Norm G. Bailey (U)	8548	Sold to Unknown Owner	8650*	Donald Hanneke (266)
8454*	Robert H. Field (50)	8549*	Robert L. Scott (U)	8651*	James & Bob Brainard (113)
8455*	Howard A. Westpahl (U)	8550	Ricardo Essinger (373)	8652*	Paul Blanquet (U)
8456*	Dr. Mario & Stefano Mantovani (355)	8551	R. C. Stevenson (215)	8653*	Werner Meyer (U)
8457	Alessandro & Renato Costa (278)	8552	Colin A. Spencer (215)	8654*	E. Roulin (U)
8458	Dealer	8553	David P. Halbwachs (U)	8655*	Dr. Walter Sellars (71)
8459	Dealer	8554	Gilbert J. Goodwin (U)	8656*	Camp Fire Girls (U)
8460	Dott. Carlo Mostacci (U)	8555*	C. Clayton (U)	8657*	Camp Fire Girls (U)
8461	Hector Morales (261)	8556	Robert Rottgering (U)	8658*	Kari Lukkari (307)
8462	W. H. Hadley, Jr. (U)	8557	George J. Pistey (U)	8659*	Ola Olavinen (328)
8463	Luis Montalbetti (342)	8558	Newton E., MD & David W. White (257)	8660*	Martti Vaittinen (298)
8464	Edward G. McKinley (152)	8559	Juan Luis Merraggio (356)	8661*	John A. Skotch (27)
8465	William F. McKinley (152)	8560	H. A. Gould (227)	8662*	Erkki Nyman (U)
8466		8561		8663*	Samuel Kaurinkoski & Matti Hakala (166)



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
8659	Builder	8757	Dr. C. J. G. Mackenzie (U)	8858	Andrew J. Culver, Jr. (U)
8660*	William Quigley (189)	8758	Leonardo Casubolo (U)	8859*	W. S. Kennedy (146)
8661*	Richard A. & Carolyn C. Stevens (329)	8759*	G. H. Southam (U)	8860	Richard C. Morse, (U)
8662*	Robert & Marilyn David (178)	8760*	John C. Sheridan III (U)	8861	John N. Davidson (U)
8663*	Dr. Richard A. Porter (16)	8761*	Colby Hamilton (60)	8862	John W. Lindros (371)
8664*	Mary Wilkinson (192)	8762*	Lucy Schultz (110)	8863	Albert Hildebrand (371)
8665*	Louis P. Singer (300)	8763*	G. Ferdinando de Amicis (U)	8864	A. C. Bakker (U)
8666*	James M. Jenks (116)	8764*	Dr. G. B. Capri Cruciani (278)	8865	Joe May (371)
8667*	Jack Zink (205)	8765*	James C. Olson (54)	8866	P. Griffiths (371)
8668*	Herb Cox (152)	8766*	Dr. Richard Williams (47)	8867	Walter A. Wiggs (371)
8669*	Eugene D. Spertus (U)	8767*	Dr. Roger Pia (U)	8868	J. Barry Burke (371)
8670*	Joseph Bergantz (12)	8768*	Heinrich Keller (219)	8869	P. Griffiths (371)
8671*	Barbara B. Fox (300)	8769*	Max Denzler (309)	8870	James Sim (U)
8672*	Dr. Irwin K. Stone (225)	8770	Werner Sieger (250)	8871	Mario Maillace V. (U)
8673*	Arthur Rautenberg (51)	8771	Jerome McCrimmon (U)	8872	Dr. Jose Adolfo De Basto Lima (373)
8674*	Bernie Kelly (32)	8772*	German Novion A. (342)	8873	Jorge Miano-Santiago D'Elia-Antonio Gaeri (U)
8675*	John Mueller, Sr. & Jr. (71)	8773*	Franco Giangrandi (346)	8874	Lynn Ackler (U)
8676*	Herman C. Henschen (87)	8774	U. S. Naval Advisory Group	8875	Nassri Hissa Hazin (373)
8677*	Robert C. Graham, Jr. (254)	8775	Alberto Mon (292)	8876	William E. Gallaher (U)
8678*	Calvin H. Schmieg (59)	8776	Luis & Hector Rudy (292)	8877*	Lawrence J. O'Sullivan (U)
8679*	Harry Spitz (20)	8777	Edwin G. Buchanan, M.D. (U)	8878	Armando de Azevedo Ramos & Carlos Augusto Basto Russell (373)
8680*	O. S. Anderson (343)	8778*	George E. Freese (154)	8879	Denis Bouts (U)
8681	Builder	8779*	Edward W. McClellan, Jr. (U)	8880	Kenneth D. Suda (U)
8682	Omara E. Poletti (203)	8780	Edward W. Gonzalez, Jr. (133)	8881	Irwin Blefeld (U)
8683	Hipelite Gil Elizalde (203)	8781	R. F. Cohee, Jr. (U)	8882	Mrs. Nancy L. Lovett (U)
8684*	Donald W. Service (U)	8782*	Robert G. Wolcott (392)	8883	Leonard McLeod (41)
8685*	Mark R. Pickens (228)	8783*	Harold M. Noteware (U)	8884	O. C. Barclay (U)
8686*	Edward H. Finley (U)	8784*	I. M. Oberstaz (U)	8885	Harry M. Ash (95)
8687*	Bob Spitz (43)	8785*	Manolo Gonzalez (318)	8886	Bruce McGavin (U)
8688*	Bruce Cox Conklin (134)	8786*	Walter B. Jacobs, Jr. (175)	8887	Jack C. Howe (U)
8689*	Bruce Cox Conklin, Jr. (134)	8787	Jack Elfman (196)	8888*	Paul Rich (54)
8690*	Charles P., Donna & Peter Canevari (6)	8788*	Gene Matthews (345)	8889*	Charles Blank (69)
8691*	Arthur I. Grayson (U)	8789	Hubert D. Chinn, M.D. (U)	8890*	R. L. Crongeyer (324)
8692*	J. Wade Carruthers (145)	8790	Dr. P. L. Bazeley (U)	8891	Paul Schreck
8693*	Ruhl L. Heffner, Jr. (16)	8791	John Renard (U)	8892	Thomas Graham (118)
8694*	Thomas A. Babb (341)	8792*	Dr. John Godfrey (U)	8893	Philip & William Nicoll (U)
8695*	Ann Thatcher Meinertz (89)	8793	Frank W. Jackson (U)	8894*	Ziul de Movra Soares (373)
8696*	Barbara B. Noyes (U)	8794	W. M. Lawrason (U)	8895*	Edward Borowsky (228)
8697*	W. Edwin & Virginia Stevens (119)	8795	Paulo M. R. Ferraz (147)	8896	William Hawkins (362)
8698*	Stevens J. Worcester (32)	8796	Leonard E. Kuffel, M.D. (U)	8897	Elizabeth McTavish
8699*	William G. Lyon (50)	8797	J. M. Souch (U)	8898*	Ralph F. Locke (U)
8700*	Builder	8798*	Ford Petty (U)	8899*	H. L. Hardy (320)
8701*	R. Wayne & Mary L. Deaves (228)	8799*	Albert Barnes (U)	8900	Ralph S. Mosher (U)
8702*	Robert Mann (43)	8800*	Dealer	8901	Edward G. Kruszone (13)
8703*	John H. Henshaw (U)	8801	Gabriel Ricardo Estelrich (367)	8902	Harold & Jack Rhodes (U)
8704*	Cantiere de Cesari (U)	8802	Alberto Tenzer (367)	8903	Colin C. Ferguson, M.D. (320)
8705*	L. Richard Yeager, D.D.S. (266)	8803	Andres Wynveldt (367)	8904	Robert G. Weeden (U)
8706	Builder	8804	Eberto Bernardo Rizzo (367)	8905	Lloyd Asch (U)
8707	Charles H. Bergman (380)	8805	Irma & Oscar Rodriguez (367)	8906	Donald E. Liewer (U)
8708*	E. S. Cooper (277)	8806	Oswaldo Squazza	8907*	John R. Lougee (U)
8709*	Dennis McCamant (U)	8807	Luis Gaspar Marques (367)	8908	Pablo Rosello (265)
8710*	Peter A. Aron (133)	8808	Jorge E. Torres (367)	8909*	Aldo Isola (265)
8711*	A. Black (U)	8809	Hector Adolfo L. Gomez (367)	8910	Yacht Club Peruano (265)
8712*	Robert M. Campbell (280)	8810	Angel A. Marcos (367)	8911*	James E. Traylor (383)
8713*	John A. Forssen (U)	8811*	Juan Fontanazzi & Osvaldo Gimeno (367)	8912	John B. Williams (U)
8714*	John A. Forssen (U)	8812	Hector Ferraro	8913	Dr. Julio Bernal Alvarez & Luis Escorihuela (73)
8715*	Gilbert Heubi (169)	8813	Efrain Vidal (367)	8914	William P. Sullivan (U)
8716*	Claude Jaeggi (169)	8814	Bill O. & Bob O. Buckles, Jr. (74)	8915*	Gordon Weinfurth (U)
8717*	H. Carey Long (U)	8815*	Club Nautico Quilmes (367)	8916*	Robert B. Polhemus (134)
8718*	Ronald Blair (56)	8816*	Club Nautico Quilmes (367)	8917*	Bob Shiels (134)
8719*	J. Dean Clewley (301)	8817	Club Nautico Quilmes (367)	8918	Robert & William Edmundson (134)
8720*	Charles G. Lutes (23)	8818*	Milton P. Miecznikoski (87)	8919	Lcdr. Byron K. Miller (U)
8721*	Frederick Scholtz (134)	8819	Michael Rees (188)	8920	John N. Caldwell (U)
8722*	Robert Kurtz (300)	8820	Carlo Cervo (U)	8921*	Bill Bell (U)
8723*	Richard H. Price (189)	8821	George Nickels (53)	8922*	Dr. Samuel Rouslin (119)
8724*	John R. Magee (324)	8822*	A. Oddy (U)	8923*	University of Washington Yacht Club (U)
8725*	Dr. Deane K. & Sylvia D. Morgan (118)	8823	Builder	8924*	University of Washington Yacht Club (U)
8726*	G. A. Copping, M.D. (215)	8824	Builder	8925*	George Garrecht (75)
8727*	Never Built	8825	R. E. Buchanan (175)	8926*	Dr. Andrew D. Taylor (U)
8728*	Ewing F. McGruer (362)	8826	George W. Pooley (16)	8927	Henry M. Yonge, M.D. (324)
8729*	Jorge Bartoli (U)	8827	A. J. Blau (U)	8928	Kevin W. Elmes (U)
8730*	Daniel Hubbell (56)	8828	John J. Oberton (U)	8929	Glen Allen Calvert (U)
8731	Alfonso Montuori (237)	8829*	William E. Byczek (U)	8930*	Dan R. Bigelow, M.D. (U)
8732*	Raffaele Polito	8830*	Deane Fox (U)	8931	Frank & Eloise Psota (345)
8733	Circolo Nautico Caposele (389)	8831	D. E. Steeber (U)	8932*	R. F. Nickel (341)
8734*	Fred W. Beitner (345)	8832	Jorje Elster (U)	8933*	Charles Craig (U)
8735*	Builder	8833	Arnold Schwartz (70)	8934*	John Ramsey (U)
8736*	Lovell Wilson (U)	8834	John A. Nimwegen (U)	8935*	Builder
8737*	Erich Leideka (U)	8835	Charles Ruyle (U)	8936	V. Blades Derrickson & Joseph R. Sights (325)
8738*	C. W. Denison (294)	8836	Builder	8937*	Werner Moeller (272)
8739*	Melvin S. Gardner (253)	8837	Ronaldo Pomposo Paes Barreto (373)	8938*	William E. Franswick (50)
8740*	Howard V. Siddons (92)	8838	Builder	8939	Jim Rowland (329)
8741*	Herman E. Bosse (104)	8839	Builder	8940	Albert A. Desitets (273)
8742*	Bay Head Yacht Club (3)	8840*	Builder	8941*	Walter Roth (309)
8743*	Paul I. Grinberg, Jr. (U)	8841*	Albert A. Desilets (273)	8942*	Otto Muller (U)
8744*	Donald & Alan Grinberg	8842*	Robert C., R. Curtiss & Michael Montgomery III (12)	8943*	Hans Kramer (U)
8745*	Lester L. Coleman (137)	8843	Pablo Gallyas S. (318)	8944*	John L. Thomas (194)
8746*	Pleon Yacht Club (189)	8844	Rodney W. Clukey (U)	8945	Dr. Mack Harris (194)
8747*	Pleon Yacht Club (189)	8845	Stanley Starkey (372)	8946	H. L. Hoeffel (U)
8748*	Dr. Leo Wasserberger (54)	8846	Charles W. Dalman (296)	8947*	Willis Seemann (U)
8749*	Martin L. Gleich (194)	8847	N. S. Etheridge (388)	8948	J. N. Mahoney (U)
8750*	Curtis Olson (112)	8848	Keith W. Davey, D.D.S. (U)	8949	Gordon Russell (146)
8751*	Dr. Donald M. Long (U)	8849*	Frederick G. Seelmann, Jr. (36)	8950*	John F. Fulton, M.D. (U)
8752*	Alexander D'Angio (102)	8850	William G. Seelmann	8951*	William & John H. Helf (55)
8753*	Kenneth C. LaFond (112)	8851	Muna Bassit (U)	8952*	Leonard J. Vidal (168)
8754*	Dr. Harold N. Heinz (187)	8852	George W. Marshall (72)	8953*	Sergio Cottignoli (U)
8755*	B. F. Boehm (U)	8853	Calvin O. & James A. Brown (36)	8954*	John Massengale & John H. Pierpont (134)
8756*	J. W. Kurlito (U)	8854	Philip I. Perry (U)	8955*	H. William Oliver (280)
	Steve Wright (254)	8855	Blaine H. Girard (U)		
	William Frederickson (U)	8856	Carlos E. Guido (U)		
	Forrest C. Fay, Jr. & Carolyn C. Fay (U)	8857*	Sol Siegel (U)		
	Dr. John S. & James McIntosh (77)		Edmund B. Osler (320)		
	Piraeus Sailing Club		Francis Fafrak, Jr. (U)		
			Walter J., Michael B. & William H. B. Binnings (U)		



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
8954*	Paul Schreck	9055*	James Patton (198)	9155*	Builder
8955	Andrea M. Grazio Del Santo (321)	9056	William Stenner, Jr. (U)	9156*	W. H. & D. P. Burkhart (366)
8956	B. L. McClellan (U)	9057	William Zabriskie (U)	9157*	David W. Kersting, MD (69)
8957*	Club Nautico Hansa (73)	9058	Otto Nebel (60)	9158	W. Barnes, MD (U)
8958*	Robert R. & Thayer Adams (3)	9059*	Richard du Moulin (133)	9159*	CDR J. T. Robinson (U)
8959*	Robert J. Grindley (U)	9060*	Fred Mock (U)	9160*	Kevin Keogh (7)
8960*	Dr. James Gilbert (50)	9061	Dealer	9161*	Harold G. Mieling (5)
8961*	Jesse, Jr., J. R. III, Steven, Annabel & Brian Calvert (370)	9062	Patrick McCormick (U)	9162	Leo Vaananen (310)
8962*	James W. Hatten (U)	9063	Augusto Ramirez B. (U)	9163	Hannu Makinen (349)
8963	Frank L. Dixon (U)	9064*	Howard Compson (78)	9164	Ilari Lehtinen (166)
8964	David Ruge (U)	9065*	Carl N. Lyons (47)	9165*	Max & Mikko Hallikainen (349)
8965*	Al & J. Coha (194)	9066*	Wilson Scott, MD (330)	9166*	Aimo Hanninen (166)
8966*	William & Wm. Alan Pirie (194)	9067	Louis Dilger (169)	9167*	Mitchell Todd (143)
8967	Arthur Hansen (U)	9068*	Werner Schmid (358)	9168*	Truman F. Barbier, Jr. (152)
8968	Builder	9069*	Paul Joye (169)	9169*	William L. Hole (U)
8969	Gerald M. Bohing (U)	9070*	Jay Doty (5)	9170*	Ralph E. Traber, Jr. (47)
8970*	F. D. Maner, MD (127)	9071	A. Alberts (U)	9171*	Pietro Odorisio (381)
8971	Ernesto Jens (73)	9072*	Dudley Miller (U)	9172*	Bernard & Warren R. Gross (114)
8972*	Francisco J. Camargo Ribon (73)	9073	Guillermo Henao P. (U)	9173	James Beattie, MD (345)
8973	Roberto & Pilar de Londono (73)	9074*	Ted & David Chanoux (6)	9174	Hugh P. Vaughan (196)
8974*	Guillermo Ballesteros, Gunter & Henriette Schwochau (73)	9075	Richard M. Bush (U)	9175*	Everett Ruskay (300)
8975*	Harris G. Squire (205)	9076	Walter H. Scott, Jr. (98)	9176*	Greg Zettler (209)
8976*	Biagio Di Palma (312)	9077*	Rev. Gilbert & James Carroll (5)	9177*	Russell S. Raymond (196)
8977*	James Daniell (127)	9078	Gilvaldo de Agular Rego (373)	9178*	Dealer
8978*	Gene W. Kregling (244)	9079	James Veillard (U)	9179	Ken Ko (U)
8979*	Donald O. Johnson (56)	9080*	Edward M. Friedman (36)	9180	Ellis F. Robinson (42)
8980*	Charles Greaves	9081*	Thomas J. McDermott (150)	9181	Builder
8981	Mrs. Wayne A. Von Wagoner (U)	9082*	John Baran (311)	9182*	Peter Schmidt (12)
8982*	St. Joseph Junior Foundation, Inc. (113)	9083	J. L. Frisse (380)	9183	Anson H. Stage, MD (U)
8983	James J. Hughes, Jr. (27)	9084*	George Weldin (132)	9184	Leo R. Hilfikien (U)
8984*	Builder	9085*	Martin Bloxham (U)	9185	Alexandre V. Leal (373)
8985	Walter E. & Francis B. Hanson (134)	9086	Winston C. Mooney, Jr. (U)		Carlos Alberto Matheos de Lima J. Y. McCord (U)
8986	David Howard (U)	9087	James M. Cates (U)	9186	William S. Hoffman, Jr. (U)
8987	E. J. Filip (U)	9088*	Edwin Shaffer (180)	9187	Nestor O. Manifesto (356)
8988	Builder	9089*	Robert Wherland (332)	9188	Carlos Collet
8989*	Builder	9090*	Ken Cochrane (146)	9189	Louis Courville (U)
8990*	Rick & Beverley Sharp (153)	9091	Ren Inglis (146)	9190	Builder
8991	Richard Lanyi (34)	9092*	Arthur M., MD, & Arthur M. III Phillips (119)	9191*	Sam Kadish (38)
8992*	Builder	9093*	Russell Jones (17)	9192	Robert F. Harrison, Jr. (U)
8993	Russell & Johanna Lineck (345)	9094*	Karen Byrne (32)	9193	Manoel Timotheo da Costa (351)
8994*	Jukka Ruohutula (298)	9095*	John H. Brown, Jr., MD (17)	9194*	Kent Richardson (146)
8995	Unto Maenpaa (166)	9096	Arthur Beecher (38)	9195	William Bedell (362)
8996	Christian Lindstrom (310)	9097	Jack Hehn (U)	9196*	Robert A. Cunningham (296)
8997*	Tor Ahlstrom (306)	9098*	Paul Weller (127)	9197*	Henry Johnson (7)
8998*	Bengt Lagus (306)	9099*	V. I. Maitland (19)	9198*	Robert J. Eby, Jr. (53)
8999*	Kenneth L. Thompson (47)	9100	Thomas DeStasio (75)	9199*	Margaret Upton (113)
9000*	Dave & George Ashton (69)	9101*	William L. Olsen (70)	9200*	Pedro Sisti (206)
9001*	Karl Smither (12)	9102*	Ralph Powless (27)	9201*	Charles St. Clair (U)
9002*	Harry T. Crow (113)	9103*	W. S. Bartoshesky, DDS (192)	9202	William M. Spann, Jr. (296)
9003*	John R. Grinder (47)	9104*	Walter L. Eisenberg (38)	9203*	D. G. Skouse (296)
9004*	Turner B. Hastings (325)	9105*	Hugh, Gerry & Michael Dietz (1)	9204	Paul F. & Ruth Kathleen Califano, MD (55)
9005*	Kenneth R. Pfister (72)	9106*	Raymond L. Eggert (U)	9205*	R. G. & Patricia McCool (143)
9006*	Walter Tripp (41)	9107*	Christopher E. & Thomas S. Slack, Jr. (173)	9206*	Maurice Parent (215)
9007*	June Methot (70)	9108*	Neal Diepeveen (55)	9207	S. M. Sienkowski (U)
9008*	D. P. Delorme, MD (87)	9109*	J. C. Meyers, Jr. (382)	9208	Lost Boat
9009*	D. W. Johnson (377)	9110*	Henry J. Marikle (105)	9209	D. B. Snider (83)
9010*	Lawrence Fretts (38)	9111*	Sold to Unknown Owner	9210*	William Blethen, Jr. (132)
9011*	Robert Novak (345)	9112*	Fred Slack (U)	9211*	John W. King, Jr. (311)
9012*	Herbert Feldman (U)	9113	Charles Berry (180)	9212*	George Sipel, Jr. (31)
9013*	Gil, Jr. & Robert Whitworth (209)	9114*	Builder	9213*	Leon F. Striegel (330)
9014	Dirk Lundquist (324)	9115*	Charles Schreck (152)	9214	Eloi Thomas Pontes Teixeira (373)
9015*	Edward M. Turner (U)	9116*	Charles Sampson (126)	9215*	Herman O. Nickels, Jr. (53)
9016	True Redd (274)	9117*	William A. Hoddack (U)	9216*	Dr. Myles C. Morrison, Jr. (116)
9017	Builder	9118	Javier Echeverri P. (U)	9217*	Dr. R. Porter (U)
9018*	Kenneth Quarles (U)	9119*	W. J. Humphrey (47)	9218	Valentin Trainotti (367)
9019*	Lt. Stephen A. Field (324)	9120*	W. M. Liverett (270)	9219	Jorge Luis Casabone (U)
9020*	Kenneth, Douglas & David Wood & Gerald R. Garinger (270)	9121	D. Munro (U)		Alberto Jordan
9021*	Jack Bacsik & Dennis Domin (253)	9122*	Ralph B. Sperry & Ralph, Jr. (17)	9220*	Lucy Arnold (153)
9022*	Dr. Daniel L. Maguire, Jr. (288)	9123*	Casimer Zielinski (311)	9221	Andres Perez (367)
9023	Edward R. & David E. Olsen (6)	9124*	Richard A. & Robert J. Miller (153)	9222*	Rev. Charles Harris (254)
9024	Roger Vansprangh (265)	9125*	Donald Scheu (12)	9223	Felipe Negroni (292)
9025*	Robert E. Stewart (U)	9126*	Dan McDonnell, Jr. (295)	9224	J. Fornes (292)
9026	Robert C. Sommers (60)	9127*	Wilbur Duncan (173)	9225	O. Miguel (292)
9027	Victor H. Clausen (132)	9128	Ellen C. Jones (U)	9226*	Paul R. Fischer (283)
9028	Kenneth R. Schrag (U)	9129	Donald W. Ferguson (U)	9227*	Gorden C. Badgley (283)
9029*	Builder, Switzerland	9130*	Rudolf Berger (219)	9228*	John S. Entwistle (357)
9030*	Mortimer Levitt (U)	9131*	Ernst Hausamann, MD (358)	9229*	Robert J. Ballas (34)
9031*	Henry S. Fretz (16)	9132*	Gosta Sjogren (U)	9230*	E. B. Fox & John P. Hill (274)
9032*	Walter Hug (309)	9133	William, Jr. & David H. Caldwell (189)	9231*	Bruce Linde (U)
9033*	Walter Galliker (250)	9134*	Jaman Ripley (380)	9232*	Wayne Schieber (U)
9034*	Hans Hotz, MD (219)	9135*	J. A. Wells (U)	9233	John McCabe, Jr. (U)
9035*	Rudolf Taschler (281)	9136*	David Thomas (U)	9234*	E. D. Morrison (98)
9036	Vito Nobili (355)	9137*	Herbert Nelson (19)	9235*	Horace, Jerry & Ronald Jacob (209)
9037*	Mauro Bassi (U)	9138*	Builder	9236	Lewis F. Roth (U)
9038*	Maurizio & Sandra di Segni (278)	9139*	Ralph & Olive Alpert (38)	9237*	Carl M. Eichenlaub, Jr. (194)
9039	Renzo Fiamma	9140*	Merrill Humphrey, MD (47)	9238	Bruce Prendergast (U)
9040*	Giuseppe Scuccimarra	9141*	Albert J. Duryea (55)	9239*	Richard W. Hallagan (108)
9041	Lowell A. Strait (U)	9142*	David R. Chipman (189)	9240*	R. T. Finnell (U)
9042	George Prince (36)		Robert L. Cobel	9241*	Everett S. Holden (338)
9043*	Adhemar Bezera de Mello (373)	9143	Robert C. Folweiler	9242*	Joseph A. G'Sell (266)
9044	Donald S. Paterson (320)		William M. Parks, III (U)	9243*	Mario Buckup (147)
9045	J. W. Andrews (146)		Lloyd Snyder	9244*	Arthur M. Fitzpatrick (7)
9046	L. Shappard (U)	9144	Walter C. Upton	9245	Builder
9047	Thomas M. Kingsbury (U)	9145	Rehoboth Bay Sailing Club	9246*	Shirley Patterson (U)
9048	Builder, Switzerland	9146*	David M. Morley (377)	9247*	Hans Olivieri (250)
9049*	Builder, Switzerland	9147*	David T. Pryor (133)	9248	R. L. Brown, Jr. (U)
9050*	Charles Prutzman, Jr. (133)		Phillip A. Falso & Robert S. Cornett (U)	9249*	John A. Pfister, MD (99)
9051*	A. J. Van Poortvliet (311)	9148*	Frank Cashman (U)	9250*	Robert Seidelmann (26)
9052*	Elizabeth Hicks III (7)	9149*	Edward N. Troisi (U)	9251*	Elmer C., Chester W. & Douglas A. Kenyon (U)
9053*	Elizabeth Wilds (7)	9150	Gardner L. Brown (244)	9252	O. B. Funsch (U)
9054*	Chris Walker (7)	9151*	Frank Henderson (U)	9253	Robert T. & Janet L. Mains (387)
9055*	Richard P. Beaubien (54)	9152	Builder, France	9254*	R. H. & Robert C. Eckhardt (U)
		9153	Builder, Italy	9255	Dealer
		9154	G. L. Carter (U)	9256	Wendell Martin (U)
				9257	James K. Boyd, MD (205)
				9258*	Don W. Mitchell (184)



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
9259*	Mary Ann Bates (340)	9358*	Max Etter (U)	9463*	John F. Fowler III (U)
9260	Paul Keyser (U)	9359	Builder, Switzerland	9464	Morse Gevanthor (U)
9261	L. T. Craig (U)	9360*	Jim Dressel (43)	9465	Elliot Feder (300)
9262*	Royden Knapp (70)	9361	Builder, Switzerland	9466	John L. Williams (U)
9263	Chris Barratt (U)	9362	Builder, Switzerland	9467	Heinz Spiegelberg (373)
9264	Henry A. Wiatt (U)	9363	Builder, Switzerland	9468*	Dr. Leo Stornelli (77)
9265	Darryl L. Mayberry (U)	9364	J. W. Heeringa (U)	9469*	Dr. Roderick Ross (146)
9266	Paul Tattay (U)	9365	Douglas J. Gould (383)	9470*	Dr. John R. Fanning (205)
9267	Derek Parkes (368)	9366	W. A. Anderson (U)	9471*	Dr. R. Phil Caudle (205)
9268*	H. R. Long (90)	9367*	Dr. John R. Hanek (180)	9472	Robert Lefley (U)
9269*	Naval Air Station (U)	9368*	Mr. & Mrs. Bruce Kellett (U)	9473	David K., Richard G. & Donald R. Fagin (35)
9270	John Duggan (U)	9369*	Ira S. Ross, M.D. (104)	9474*	Lud & Max Lekson and Al Hoegler (207)
9271	William Weirether (U)	9370*	J. M. Mason (U)	9475*	E. A. Capadona (207)
9272	J. de L. Mignault (215)	9371	F. J. Henry (U)	9476	Robert A. Berg (U)
9273	B. H. Rogers (U)	9372	Macos Doxopoulos (U)	9477*	R. W. Richards (320)
9274*	Lester E. & Lawrence A. Young (23)	9373*	Matthew T. Bryant (U)	9478*	Heini Grob (219)
9275	Sandra Bekker (356)	9374	J. A. Richter (U)	9479*	Hans Sandrini (219)
9276	Daniel A. Williams Camet	9375*	John W. Mueller, Sr. & Jr. (71)	9480*	Geoffrey Moehl (31)
9277	Gunter R. Spiegel (U)	9376	Michel Berard (U)	9481	P. Broglie (219)
9278	W. W. Bryan, Jr. (U)	9377*	John Miner (U)	9482*	Dealer
9279	G. M. McFadden (U)	9378*	John R. & Ed Michels (246)	9483*	Wilbur F. Young (105)
9280	Fratelli Cavallo de Carlo (U)	9379	A. W. Marshall, MD (U)	9484*	David Hoff (104)
9281*	Joseph J. Montefusco (U)	9380*	Robert Clark (198)	9485*	Fred Ciquera (U)
9282*	R. B. Glatter (35)	9381*	Timothy Flood (32)	9486*	Oscar Stampfli (169)
9283	Chas. A. Manion (242)	9382*	Martin Quigley, Jr. (32)	9487*	Samuel Bovet (U)
9284	Kragero Seilforening (U)	9383*	Harold Rodriguez (7)	9488*	Frank Overton & Don Goodwillie, Jr. (30)
9285	John R. Astbury (U)	9384*	Pete Wheelock (32)	9489	Arthur W. Patterson III (253)
9286*	Robert L. Tylor (U)	9385	Destroyed by fire	9490*	Gene Hollen (167)
9287*	James B. Malcolm (23)	9386*	Russell A. Morton (77)	9491	Arthur Sherman (U)
9288*	Thomas Wilkins (23)	9387*	Albert H., Marilyn H., Larry B. & Steven J. Medwin (185)	9492	Boat never built
9289*	Fred W. Beesley, Jr. (262)	9388*	Alex Carlin (110)	9493	Don A. Stilp (U)
9290	G. O. Gayle (U)	9389*	John W. Mitchell (U)	9494*	Dr. Eric Peterson (167)
9291	Richard F. Grayson (U)	9390*	R. B. & Jim Crane (134)	9495*	Bill Mullens (296)
9292	Joseph R. Drier (U)	9391*	R. A. Bonham (U)	9496*	Richard Armstrong (39)
9293*	Joseph Sweeney (U)	9392*	Richard Walters (380)	9497*	Wallace H. Lineburgh (153)
9294	Richard Twirlby, M.D. (326)	9393*	Howard E. Whisler (212)	9498*	William & Joyce H. Summers (71)
9295	Henry Schonschack (U)	9394	Lee & R. G. Demarest III (17)	9499*	L. L. & Lora Anderson (145)
9296*	Dealer	9395*	Armando Scamperle (278)	9500*	R. C. Beal (146)
9297	Gino Ucciello, Sergio Capolino, Franco Galante, Massimo Civita, Mario Civita, Carlo Rolandi, Claudio & Augusto Masciocchi and Alfonso Marino (360)	9396	John L. Guinther (194)	9501	Frank A. Reynolds (U)
9298*	I. J. Hannon (U)	9397	Robert A. Nehrlich (U)	9502*	Y. C. Canottiero Savoia (361)
9299*	Robert Llovet (262)	9398*	John McIntosh (127)	9503	Builder
9300*	Joel D. Bragg (U)	9399*	Lou Pocharski, Jr., D.D.S. (189)	9504	Builder
9301	Philip S. Hopper (49)	9400*	P. E. & Mayrene Sulman (146)	9505*	Bernard J. Olasov (288)
9302	Guilherme Kranert & Edgar A. Mohrdieck (373)	9401*	Robert G. Orr (U)	9506	J. R. Wallace (U)
9303*	Joacir Fonseca Soares (373)	9402*	Crit Currie (274)	9507	K. P. Sullivan
9304	Earl, Sr. & Earl Fisher, Jr. (43)	9403*	Wallace E. McKee (192)	9508*	Sam Hays (43)
9305*	R. M. Waters (U)	9404	Kenneth Winter (3)	9509	Bernhard Bernstsson (U)
9306	Robert E. Lee (164)	9405*	Stamford Yacht Club (U)	9510*	Dr. Charles A. Hudson (50)
9307	Josef Meyer (U)	9406*	Raymond D. Watts (50)	9511*	Bruce Baiden (U)
9308	Jan Carlsson (U)	9407	Thomas Crookston (137)	9512*	Pete Hanson (U)
9309	Lamberto Lucasoli (U)	9408	B. O. Brynolson (U)	9513	W. H. Matthies (U)
9310*	Builder	9409	Dicken Joseph Woodsworth (U)	9514*	Dr. E. Grieco (92)
9311	Charles G. Obersheimer II (12)	9410*	D. M. Millyard (146)	9515*	John Ranft (43)
9312	Sylvia Costa & Enio Costa Gama (373)	9411*	Lorenzo Tous, Jr. (272)	9516*	John W. Cornwell (325)
9313	David W. Bowman (U)	9412*	Donald N. Basler (5)	9517	Ted Luntz (37)
9314	Eli Owen Nichols (U)	9413*	William L. Potter (227)	9518*	Dwan V. Ziegler (54)
9315	Stanley Parsons (U)	9414*	Gordon Soderholm (47)	9519*	W. R. Wynn (145)
9316*	Douglas H. Rodgers (U)	9415*	John E. Somers (81)	9520*	Leslie A. Pfriem (17)
9317	Nino Carozzo & Claudio Pasquali (321)	9416*	J. Wallace Aggett (127)	9521*	Dr. Arthur C. Unsworth (332)
9318	L. Clough (U)	9417*	William Hughes (12)	9522*	Edward R. & David E. Olsen (6)
9319*	Elbridge F. Garvin (U)	9418*	Bernard Walczak (81)	9523	Frank G. Mullins, Jr. (329)
9320	William A. Heausler (62)	9419*	Richard E. Sobota (U)	9524	Marshall Smith (167)
9321*	Raymond Svazas (U)	9420*	Jon Ruhlman (36)	9525*	Susan & Mary Hetzler (7)
9322*	Francesco Ricci (381)	9421*	Alexander F. Styne (U)	9526*	Fred E. Hood, David Coggins & Lee Van Gemert (189)
9323	Guido Tulli (312)	9422*	Richard H. Shaps (189)	9527*	Robert Purnell (72)
9324	Boat Never Built	9423*	Ralph I. Passman (296)	9528*	Gary Scheft (189)
9325	Piraeus Sailing Club (I.O.P.)	9424*	John Teigland (192)	9529*	Stanley V. Chambers (118)
9326	Renzo Vendramini (U)	9425	C. Vanderkraan (U)	9530*	Dr. Willard & Edgar Johnson (189)
9327	Walter B. England (U)	9426	W. Solomon (U)	9531*	Jesse Hellman (133)
9328*	Harold E. Moore, Jr. (U)	9427*	Robert Lippincott & Richard J. O'Donnell (228)	9532	Builder
9329*	Builder	9428*	Evan R., Midge & Ron Beecher (70)	9533	R. E. Hamilton (U)
9330*	James McNitt (7)	9429*	Edward F. Wahl III (U)	9534	Ninth Baptist Sea Scout Troop & R. P. Horton (362)
9331*	Graydon C. Smith (311)	9430*	Ralph E. Messersmith (196)	9535	M. D. B. Atton (362)
9332*	George T. Heinemann (185)	9431*	Howard Mullin (75)	9536*	Ron Barr (118)
9333*	Joe H. Redding (36)	9432*	Don McNair (U)	9537*	Arnold Berke (126)
9334*	John McGuffin (326)	9433*	Fredi J. & Robert K. Wallin (283)	9538*	John Clancy (104)
9335*	Houghton Carr, Jr. (U)	9434*	Temple S. Robinson (178)	9539*	Louis D. DeLallo (138)
9336*	Wm. Saunders (246)	9435	Willard J. Roe (U)	9540*	Frank W. Green, Jr. (U)
9337*	R. C. Stevenson (215)	9436*	Lasse Hammar (307)	9541*	Dr. Frank Healey (189)
9338*	Gerald H. Cloutier (215)	9437*	Kalevi Rajanen (349)	9542*	Howard Heintz (U)
9339*	Dale Brenneman (253)	9438	Builder	9543*	Hope & Vern Booth (146)
9340*	Harold McGlothlin (326)	9439	Augustus L. Putnam (134)	9544*	Ellen Isbrandtsen (7)
9341*	Jouni Valtanen (307)	9440*	Bob Vance (32)	9545*	Linda Jager (126)
9342*	Vieko Lepisto (307)	9441*	Mikko Tuominen & Paavo Manninen (166)	9546*	Dr. Robert Green & R. T. LaPier (U)
9343	Builder, Finland	9442*	Barney E. Mead (87)	9547*	Albert E., Jr. & A. E., III. Marshall (134)
9344	Marten Nyberg (306)	9443	Builder	9548*	Charles Nitche (39)
9345	Gosta & Monica Molander (306)	9444*	Erling Falck (189)	9549*	F. W. Paine (56)
9346	Lawrence M. Matarrese (U)	9445*	George Fisher (43)	9550*	R. W. Behler & B. H. Bouwkamp (54)
9347*	Raymond J. Sousa (U)	9446*	William E. Johnson, M.D. (U)	9551*	Allan A. Raymond (126)
9348	Marovela Fleet (235)	9447*	George E. Andreadis (286)	9552*	James A. Schoke (U)
9349	Julian de la Rosa (U)	9448*	Circolo delle Vela di Roma	9553*	John Anderson (U)
9350*	C. J. Endert (118)	9449*	Eugene F. Thober (U)	9554*	David B. & Marian M. Stevens (387)
9351*	Reg Corbett (71)	9450	Builder	9555*	Louis C. Wunsch (U)
9352*	Jean-Marie Plancherel (169)	9451*	Gordon F. Reabe (296)	9556*	Dr. Francis & James F. Ehret (12)
9353*	Fridolin Koch (250)	9452*	H. L. Hoeffel (U)	9557*	Sinclair G. Reynolds, Jr. (1)
9354*	Nicolas Nuoffer (U)	9453*	Jack Elfman (196)	9558*	Francis M. Huffman & Ross Hall (12)
9355*	Hans K. Rahn, Jr. (219)	9454	James R. Oberster (U)	9559*	Carl Larsen (71)
9356*	Bruno Weber (U)	9455*	Ross G. Allen (62)	9560*	C. G. Fleming (362)
9357*	Manfred Kuttel (250)	9456*	Indian Harbor Yacht Club	9561*	Ottavio Hoglievina (178)
9358*	L. Messner (358)	9457*	Franklin B. Teeter (16)	9562	Jean-Pierre Monnier (169)
		9458*	Dealer		
		9459*	Sloane School of Sailing		
		9460*	Stan Brander (205)		
		9461*	Dealer		
		9462*	Dr. Carlos Robles & Dr. Philip J. Escoll (173)		



Boat No.	Owner-Fleet	Boat No.	Owner-Fleet	Boat No.	Owner-Fleet
9563	Builder	9662*	F. X. Sutherland (41)	9758	Builder
9564*	Guido Tulli (312)	9663	Maurice Olsaver (374)	9759*	Howard S. Jones (388)
9565*	Builder	9664	Tage Frid (U)	9760	Woodford Royce, Sr. (U)
9566*	Dealer	9665*	David G. Roost (146)	9761	B. M. Kopczynski (U)
9567	Sloane School of Sailing	9666	W. Taylor (146)	9762	Helmut Eisele (U)
9568*	Sam L. Brooke	9667*	Thomas Doran (U)	9763*	Joe Stueland (U)
9569*	Staton J. Peele, Jr. (341)	9668*	Alan Raffee (194)	9764	S. A. E. Kinch (U)
9570*	William & Marianna Whalley (127)	9669*	John Dirkes (U)	9765X	Claude Lambelet (169)
9571	Charles T. Corning (U)	9670*	David M. Siddons (92)	9766	Builder
9572*	C. Franklin Carlton (U)	9671	Ministry of the Commercial Navy.	9767	William B. Armstrong (U)
9573*	Peter McCabe (7)		Athens, Greece	9768	Clay Fanslow (U)
9574*	Marilyn A. Makepeace (7)	9672	Ministry of the Commercial Navy.	9769*	Dr. John Myers &
9575	Harry Murray (353)		Athens, Greece		Paul Krajieski (314)
9576*	David Mulcahy (326)	9673	Ministry of the Commercial Navy.	9770	Kendal Hudson (U)
9577*	Phil Smith (54)		Athens, Greece	9771	William L. Ferrigno (U)
9578*	Robert Morgenthaler (296)	9674*	Dr. David Burnford (279)	9772	Tom Allen (12)
9579*	Mrs. Clyde Bowers (U)	9675*	Robert L. Logelin (56)	9773	R. J. Prettie (279)
9580	Paul Auer (71)	9676*	Luciano Stanghellini (U)	9774	Luiz Philippe Pereira Lima (84)
9581*	John T. Bailey (U)	9677*	Builder	9775	Robert Swearingen (154)
9582	Dr. Douglas & Sonia Frances	9678	Roger L. Grohne (74)	9776	John R. Nixon (154)
	Brown (36)	9679*	dott. Lucio Fulci	9777	K. W. Campbell (277)
9583*	Jim Fitzgibbon (71)	9680*	Fernando Mori	9778	Douglas C. Durkoop (U)
9584	Gary Hayward (U)	9681	Robert Dock & Robert Scott (U)	9779	John B. Ballou (189)
9585	Dealer	9682	Builder	9780	Peter Hermann (U)
9586	R. D. O'Brien (U)	9683	Henry F. Thode, Jr. (253)	9781X	Jack Beck (358)
9587*	Myron D. Steinberg (U)	9684*	Cecile Kuppinger (U)	9782	Bas Cobanli (90)
9588*	William G. Paine (5)	9685*	Dean DeVries (U)	9783	J. P. Murphy (U)
9589	Builder	9686*	Warren Jones (51)	9784	Charles F. Morris (U)
9590	Harry Sindle (U)	9687	Warren Baltimore (23)	9785	W. S. Berry (U)
9591	Builder	9688	Lt. Eric Thomas Smith (MC)	9786	Dr. Thomas J. Gray (252)
9592*	John Holstein (105)		USNR (U)	9787	Mario Fava (U)
9593*	Dr. P. Cottier (U)	9689	Jack Guzzardo (U)	9788	J. S. Robertson (U)
9594	Michael Peplinski (U)	9690*	Dr. Al Johnson & Jack	9789	W. J. McCarthy (U)
9595*	William H. Phillips (216)		Goodfellow (U)	9790	Robert L. Arnold (U)
9596*	Ormond Barstow (110)	9691*	Builder	9791*	Francis J. Favaloro (209)
9597*	Witter Brooke (134)	9692	Builder	9792	Builder
9598*	Giacomo Dusmet de Smours (278)	9693	Builder	9793	Builder
9599*	Giovanni Tampieri (390)	9694*	Frank Boone (U)	9794	Builder
9600	Clifford H. Matson, Jr. (U)	9695*	Gavin Young (279)	9795	Builder
9601	Dr. Ralph Goldin (U)	9696*	John A. & John J. Ballatin (209)	9796	Builder
9602	Lucio Spadacino (U)	9697*	Bill Anderson (U)	9797	Charles E. Ludwig (19)
9603*	Mrs. Peggy Ratliff (U)	9698	H. G. Beard (U)	9798	Donald G. Stoute (U)
9604*	Lance Haslund (U)	9699	Jack & Janet Booth (378)	9799	Helmut Guenschel (U)
9605*	J. Prentice Sanger (U)	9700	Pedro O. Sisti & Jorge	9800*	Joseph C. & Erma M.
9606	Jim Mathieu (U)		Bruzzone (206)		DiFrancesco (314)
9607	James Casper (69)	9701*	Jay Limbaugh (43)	9801*	Hyman S. Bergstein (U)
9608	Ilkka Raikamo (166)	9702*	Alexander Kaye (23)	9802	Giuseppe Corazza (U)
9609	Builder	9703*	Robert R. & Thayer Adams (3)	9803	Builder
9610*	John J. Collins (189)	9704*	A. Marcy Lippincott (228)	9804	Michael Mancuso (U)
9611	Builder	9705*X	Dealer	9805	Builder
9612	Builder	9706	Paul W. Walker (U)	9806	W. Barney Smith (125)
9613	Builder	9707	C. P. Hallberg (U)	9807	Ralph G. Becker (U)
9614*	Builder	9708	Emile Oberholzer (U)	9808	Robert G. Harrison (36)
9615*	Francis Caro (55)	9709*	Davide Cantoni (390)	9809	Michael Patton (198)
9616	John W. Lay (136)	9710*	J. Norman Muth (U)	9810	Lawrence A. McGrath (U)
9617*	Joseph M. & Joseph T.	9711*	David M. & Ira Peterson and	9811	Tom Allen (12)
	McNulty (151)		Dick Hayes (6)	9812	T. H. S. Reddish (U)
9618	Dealer	9712	Builder	9813*	Roger Wiggins (U)
9619*	Eric Legstrom (36)	9713*	David C. Bischoff (145)	9814*	Thomas Whinham (253)
9620*	Dr. Albert Kraus (U)	9714*	R. Harlow Cutting (145)	9815	Karl Heinz Schutte (U)
9621	C. Russell Purdey (371)	9715*	George Holbrook (145)	9816	Wolfgang Janski (219)
9622*	Richard W. Holmes (143)	9716	Jose A. Severino (U)	9817	Builder
9623	Erich A. Herold (U)	9717	Robert Browning (U)	9818	Builder
9624	Nora Iossifoglu (U)	9718*	Builder	9819	Builder
9625	Arthur Wong (56)	9719	Charles Runland (132)	9820	Dr. J. E. G. Harrison (90)
9626	Builder	9720	Hugo Gomes de Oliveira (U)	9821	Nico Pivetta (U)
9627	William P. Higgins, Jr. (U)	9721	Enoshima Yacht Club (385)	9822	Builder
9628*	Ronald Regis (16)	9722	Enoshima Yacht Club (385)	9823	Builder
9629*	John W. Lutz (34)	9723	Enoshima Yacht Club (385)	9824	Builder
9630	M. Sutherland (U)	9724	Enoshima Yacht Club (385)	9825	Builder
9631*	Victor Peterson (78)	9725	Marty Headlee (43)	9826	Andrew Kennedy (U)
9632*	David Langheier (78)	9726*	Dr. Granville Nickerson (U)	9827	R. D. Clarke (U)
9633	Builder	9727*	Spencer Dalton (U)	9828	Dealer
9634*	Michael Kotovic (69)	9728*	Russ Scrim (U)	9829	Howard J. Mullin (75)
9635*	W. Howell Finn (1)	9729*	Howard Focht (226)	9830	Kenneth L. Meinen (U)
9636	Miles L. Lasser (19)	9730	Donald C. Hobbs (U)	9831	Crit Currie (274)
9637	Carlo Consigliere (U)	9731	Dealer	9832	Crit Currie (274)
9638	Des. Rowley (U)	9732	Bruce Weller (140)	9833	John W. Boynton (U)
9639	A. P. Thomas (U)	9733	James C. Groves (U)	9834	Thomas Ross (134)
9640	Builder	9734	Builder	9835	K. Cook (U)
9641*	Margaret Gates (U)	9735	Builder	9836	John Read Taylor (133)
9642*	Dr. Carey Smith (U)	9736	Jim Dillard (50)	9837	Federico Garcia Ramos (261)
9643*	Jorge Salas Chaves & Carlos	9737*	Bob Derrick (59)	9838	Alcides Velarde de la Piedra (261)
	Cassano (206)	9738*	Mary Huhn (U)	9839	Jose Alvarez Calderon (265)
9644	Nicholas Voulgaris (U)	9739	Robert Derrick (59)	9840	Builder
9645	Dr. Christopher A. Graf (187)	9740*	W. J. L. McNeary (365)	9841	Builder
9646	R. Johanna & Peter Van Roy (98)	9741	Donald LeGros (U)	9842	Builder
9647*	Dealer	9742	Jeff Hooper (U)	9843	Builder
9648	John Colby (50)	9743	Wm. Robert Davis (296)	9844	Builder
9649	Builder	9744	Hans W. Schmidt (U)	9845	Wm. G. Van Arsdale (47)
9650	Dr. J. W. Reynolds (31)	9745	Thomas J. Tucker (U)	9846	O. Ross (U)
9651*	Kenneth S. Kennedy (31)	9746	Andre J. E. Sulzbeck (U)	9847	Alfred P. Justus (U)
9652*	James A. Krippes & William	9747	Glenwood S. Weinert (U)	9848	Robert M. Brown (U)
	Soule, Jr. (324)	9748	Burton C. Winkler, Jr. (U)	9849	Henry C. Thompson (U)
9653*	Kenneth Crotty (1)	9749	A. J. Sanford (U)	9850	D. B. & Ruth Dutton (212)
9654	Arthur V. Appel (56)	9750*	Jacob W. Zimmerman (72)	9851	Egidio Egidio (390)
9655*	Rev. Ensworth Reisner (69)	9751	Dean H. Davis (U)	9852	Charles S. Booz, Jr. (192)
9656	Ernst Schar (U)	9752	Edgar Blalock, Jr. (U)	9853	Goefrey W. Ince (90)
9657*	Rod Anderson (283)	9753	W. L. & W. A. Ehrlich, Jr. (U)	9854	G. M. Mulvihill (U)
9658	Richard L. Walker (U)	9754	Gary & Barbara Cutler (U)	9855	William F. & Edward G.
9659	Boat Never Built	9755	James B. Moody (U)		McKinley (152)
9660	Edward R. & David E. Olsen (6)	9756*	McNeil Ayers (274)	9856	Builder
9661*	G. J. Bradish (U)	9757	Builder	9857	Builder



# In Conclusion

Working on this book has been a challenge, an unforgettable experience, a frustration and a joy. We deeply appreciate the wonderful contributors, the help from Helen Limbaugh and her staff, the patient guidance of Lou Madden and many, many others.

Especially, we want to thank Johnny Dortch and Arnold Nye for making the full color cover possible without added cost. Special circumstances permitted this, which are not likely to happen again.

We hope you will enjoy this edition. If not, please direct your complaints to next year's Editor.

Over to you, Alex.

*The Editor*

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