



## The 1960 International Penguin Class Championship

### FIRST RACE—Triangle Southwest

Postponed 1 hour and 20 minutes because of rain and squall (from southwest)—finally sailed in winds 8 to 10 miles. Breeze settled in southeast which gave good beat. After first round wind switched to southwest and course was reversed at stake #3, giving another beat from #2 to #1. Peresich reached the weather mark first, followed by Carson. Jim Carson from Pennsylvania led the 27 boat fleet to capture the 1st race. Jack Henry of Mobile was second, closely followed by Peresich, Gardner Cox, Markham, Al Kleinberg and Herron Kennedy, all finishing within 56 seconds of each other.

### SECOND RACE—Triangle Southeast

Very light and fluky. Markham pulled out in light breeze and led the fleet to the line by a good margin, followed by Peter Wuescher and Roy Troendle, Jr., who were less than a boat length apart the whole race. Peresich was 4th and Henry was 5th.

### THIRD RACE—Triangle—South

Eric Aschaffenburg broke out in a medium southerly breeze and was first at the weather mark, followed by Elton Ballas, Gardner Cox, Jay Markham, Peter Wuescher, Al Kleinberg. Shortly after the fleet reached #2 mark a squall hit out of the south. The breeze reached 20 plus knots. At the end of first round Aschaffenburg was first, Peter Wuescher 2nd and Gardner Cox 3rd, Jay Markham 4th and Ballas 5th. On the windward mark in the squall, Gardner Cox reached weather mark first, Wuescher second, and Roy Troendle, Jr., passed five boats and was third, finishing in the same order. Jack Henry broke a rudder and Bob Milling broke a mast.

Winning skippers and crews



### FOURTH RACE—Triangle—Southeast

Sailed in light southeast breeze. Wind switched to southwest and the boats that tacked west were in good shape. For a while it seemed that Carson would reach mark first, but wind switched back to southeast and Markham rounded first, Carson second, Wuescher third, Cox fourth, McNamara fifth. The breeze kept switching back and forth southeast to southwest. The race committee was puzzled and kept phoning the #2 marker boat to find out if wind would hold and waited until the last minute when first boat approached #3 mark. The race committee was standing by with Code Flag R to reverse course, but at the last moment the wind switched again to southeast which made a perfect beat to windward mark. Majority of the leading boats held to the west except for Gardner Cox who tacked off third around mark and Elton Ballas who rounded 6th and Roy Troendle, Jr., who rounded 7th. Cox, Ballas, and Troendle all got lifted and rounded the windward mark and remained in that position to the finish. Quave of Biloxi finished 4th, Peter Wuescher 5th and Newman of New Jersey 6th. Horns and sirens blew and cheers roared when Ted Leighton-Herrmann finished 7th in the race.



Barbara and Gardner Cox accept Championship Bowl.



Five former winners christen Championship Bowl in New Orleans.

### FIFTH RACE—Triangle—Light Northeast

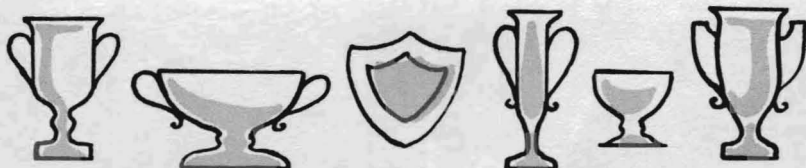
Majority of the fleet received tows to the course because the wind was a very light northeasterly breeze. Shortly after the start a small squall in the east sent the entire eastern half of the fleet reaching into the mark. Leading the group was Eric Aschaffenburg, Gene Peresich, and W. B. Richard, followed by Markham, Cox, and Wuescher. At the end of first round Markham was leading with Cox close behind. The wind now was blowing out of the east and we had to reverse the course. This made a perfect beat to the #2 mark. In rounding of the mark, Cox jibbed and gained an overlap on Markham and in doing so the flag hit Barbara's hand, causing him to lose 5.4 points. Markham split with Cox and at this time the entire fleet was bearing down on the mark. Markham broke out with a good lead and won, Cox was second, Peresich third and Richards fourth, Peter Wuescher fifth. Wuescher tried vainly to pass Peresich and Richards, but lost out by a nose.

### TROPHIES

Trophies went to first, second, third places each day. Please note in last race we corrected Cox's score and took the .3 bonus away from him, giving him an even 121. We gave Gene Peresich second place trophy and W. V. Richards third place. Series trophies went to the first five winners. The Flo Drill Trophy went to Barbara Cox. The President First Challenge Cup went to Carl Grimmer. Lamport Jr. Trophy went to Roy Troendle, Jr. and long distance trophy went to Gardner Cox.

## 1960 CHAMPIONSHIP TROPHIES AWARDED

- 1st—Perpetual Trophy—F. Gardner Cox, Jr.
- 2nd—Jay Markham
- 3rd—Peter Wuescher
- 4th—Roy Troendle, Jr.
- 5th—Eugene Peresich, Jr.
- Woman's Israel Perpetual Trophy—Held over to 1961
- Best Woman Crew—Flo Drill Trophy—Barbara Cox
- First Challenge Trophy—Carl Grimmer
- Lamport Junior Trophy—Peter Wuescher
- Long Distance Trophy—F. Gardner Cox, Jr.



### RESULTS OF INTERNATIONAL PENGUIN CLASS CHAMPIONSHIPS—1960

Number	Skipper	Position in race					Tot. Pts.
		1st	2nd	3rd	4th	5th	
1	4920 Gardner Cox	4	7	1	1	2	121.0
2	4378 Jay Markham	5	1	5	9	1	120.4
3	5288 Peter Wuescher	8	2	2	5	5	118.6
4	5313 Roy Troendle, Jr.	9	3	3	3	10	112.3
5	3925 Eugene Peresich, Jr.	3	4	9	20	3	101.2
6	*5640 Elton Ballas	14	9	8	2	7	100.3
7	5393 Jim Carson	1	13	12	10	9	95.7
8	5441 Gerald Quave	21	11	6	4	6	92.0
9	*6060 Al Kleinberg, Jr.	6	14	7	8	12	87.6
10	4189 Eric Aschaffenburg	16	6	4	11	8	84.2
11	5347 W. V. Richards	13	16	23	12	4	72.0
12	5300 Pat Krull	15	15	11	15	17	67.0
13	4561 Jack Henry	2	5	DNF	19	20	66.3
14	3352 M. R. Tennerstedt	20	12	16	13	11	62.6
15	4774 William Newman	10	8	10	6	15	60.2
16	4687 Frank Flaherty	17	18	13	14	19	59.0
17	3773 Reichard Kahle	18	21	18	17	13	53.0
18	5440 Bob Andre	11	17	22	21	18	51.0
19	*5600 Ted Leighton-Herrmann	25	20	17	7	21	50.0
20	3898 Herron Kennedy	7	26	20	16	14	49.0
21	4590 Earl Miles	12	22	15	23	DNS	40.0
22	4346 Leonard Adelman	23	23	DNF	18	16	32.0
23	4927 Tom McNamara	19	19	14	24	24	31.0
24	*5815 Jack Walsh	24	25	19	22	22	28.0
25	4821 Bob Milling	22	10	DNF	DNS	DNS	24.0
26	3305 Earl Harris	26	24	21	25	23	21.0
27	*5885 Carl Grimmer	27	DNF	DNF	DNF	25	4.0

\* Fiberglass

In his memory, we fired a five gun Penguin salute, cancelled the races that week, and established a King Hutchinson Memorial Cup for Penguins, a sterling silver bowl, designed in good taste.

### Grosse Ile Penguin Fleet—No. 125

<b>Fleet Captain</b>	R. L. Taylor 19505 Lighthouse Grosse Ile, Michigan
<b>Fleet Secretary</b>	J. A. Barnard 24657 Hickory Drive Grosse Ile, Michigan

Grosse Ile Yacht Club introduced a junior sailing programme in the fall of 1959 and decided on the use of Penguins as the boat best suited for our location. Our fleet started with ten fiberglass boats and one wood hull.

We now have 25 juniors who sailed these boats starting in May, 1960 and sailed through October, racing four to five times every Sunday on a mile and a half course.

The individual trophies for the club series were awarded as follows:

1st—Jim Barnard  
2nd—Kurt Carter  
3rd—Brad Bowers

Special plaques for skippers and crews were awarded for good seamanship to:

Kurt Carter	Susie Wormer
Mike Solms	Pete Wormer
Jacque Dickson	Carol Barnard
Brad Bowers	Jim Barnard

The juniors made their first big step into the big league by entering five boats in the VI Regionals hosted by Crescent Penguin Fleet No. 84. They learned a lot by sailing against such champs as Jerry Jenkins, Bob Smith and Otto Scherer, Jr., and hope some day real soon to have a champ of their own.

The year of 1960 will go down as a starting year of Penguin sailing at Grosse Ile Yacht Club, and we hope thru the efforts of many club members the juniors will continue to progress in one of the greatest and most satisfactory sports.

Good sailing and nothing but the best in 1961 to all Penguin fleets—all over the world.

### Rocky River Penguin Fleet—No. 126

<b>Fleet Captain</b>	John Mueller 20831 Stratford Ave. Rocky River 16, Ohio
<b>Fleet Secretary</b>	Nancy Brown 18134 Clifton Road Lakewood 7, Ohio

The report of Fleet No. 126 will be entirely devoted to the safety and survival of those participating in all aspects of boating, but specifically to those involved in frostbiting.

On Dec. 11, 1960, our fleet captain, Robert B. Pennell drowned while frost-

biting. Bob's was a very untimely and unnecessary death. It is our belief that, as God works his will in wondrous ways, this life was sacrificed that we might all sail in greater safety in the future. We feel it is imperative for all fleets to review the instruction and operation of their sailing activities, with particular emphasis on patrol, rescue, safety and survival.

Nine years ago Bob was lost overboard from his Star boat in heavy weather. He was found nine hours later, several miles from shore, unconscious but still alive, floating in his lifejacket. On Dec. 11, 1960, Bob capsized his Penguin in the river close to the bank. He twice refused to get into another Penguin sailing near by, choosing to hold his boat off the rocks until the rescue boat could reach him. While he removed his sail and prepared to be towed, the current carried him out into the lake where he became locked in conflicting currents resulting from waves bouncing off a cliff.

The rescue boat was able to get to within ten feet of Bob before a wave nearly capsized it and threw the rescuer, Tupper Hale overboard. Fortunately, Tup was able to get back into his boat and was soon washed up on the beach, however Bob and his Penguin drifted even further out in the lake.

Several additional attempts were made to reach Bob by boat and by swimming but finally, after forty-five minutes of exposure to 41 degree water, strong winds, and six foot waves, Bob slipped away from his boat and disappeared. Five minutes later his boat drifted into shore where it broke up, leaving splintered wood and two unused life jackets floating high in the water. After the roily waters had been appeased and search parties could be formed, it was learned by skin divers that Bob had drowned a little over 100 feet from shore in five feet of water.

Three weeks before Bob's accident, Norm Stevens had drowned while frostbiting on Turkeyfoot Lake. These accidents have forced us to realize, accept and take preventative measures against the possibility of similar incidents in the future.

We have purchased a fast, seaworthy outboard which will be effectively patrolling our activities before any of our Penguins will be permitted to leave the shore. Sailors will be required to wear their life jackets at all times while sailing after the water temperature has dropped below 55 degrees. The course will be restricted to the more sheltered waters of the river whenever the wind velocity exceeds 12 knots.

We do not intend to let these deaths be in vain, and hope that our experiences will serve as a warning to other fleets. Bob Pennell was an excellent sailor, good swimmer and a man of extremely fine judgement when his mind and body were not numbed by cold water. That this could happen to Bob is evidence enough that it could happen to any of us. A few minutes of careful consideration of the events preceeding Bob's death could save many lives and make frostbiting a safer and more enjoyable activity for us all in the future.

### REGION EIGHT

Vice President	Eugene A. Peresich, Jr. 640 Lameuse Biloxi, Mississippi
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### Report of Eighth Region

While Region VIII covers the southeast from the south Atlantic area to Texas, Penguin activities concentrate along the Gulf coasts of Louisiana, Mississippi and Alabama. It is hoped that recent interest from the Florida area, shown by the