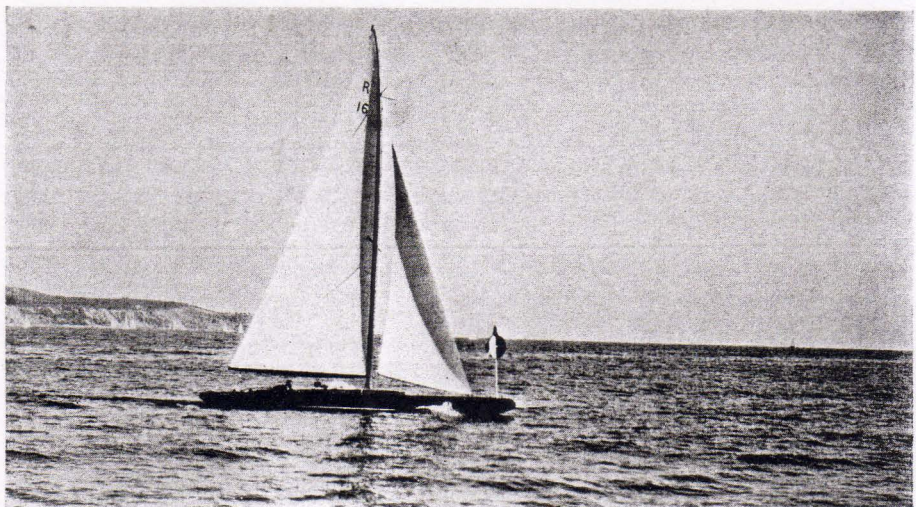


Eastern Yachts Win at Los Angeles

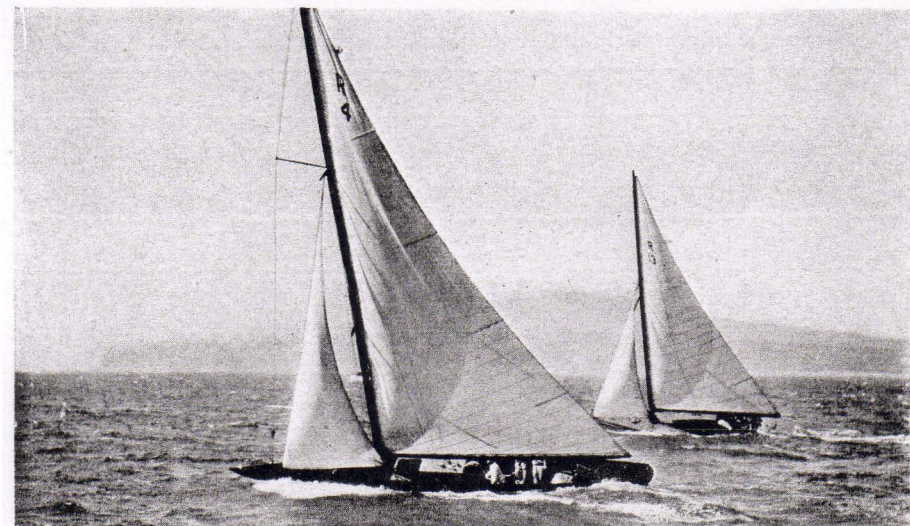
Photos by W. C. Sawyer

Above: Start of one of the
six-meter races

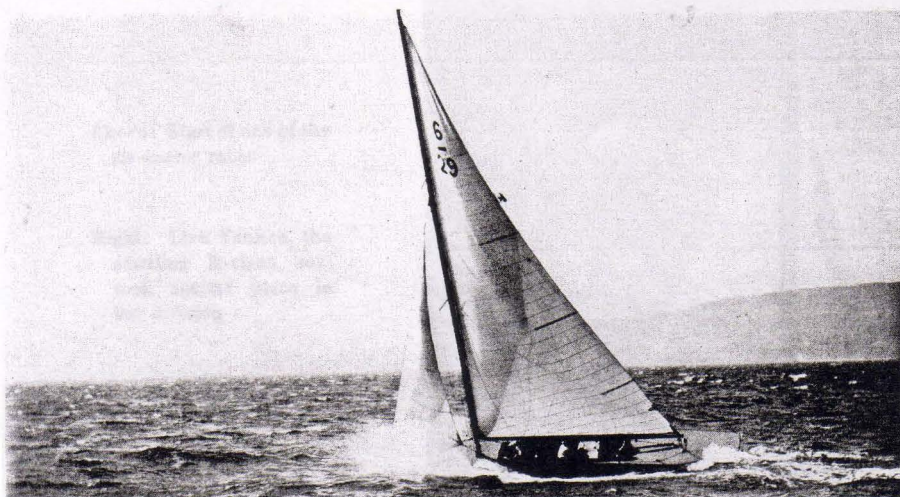
Right: Live Yankee, the
startling R-class boat
took second place in
her division



Left: Lady Pat and Pa-
tricia, the two Pats that
we hear so much about

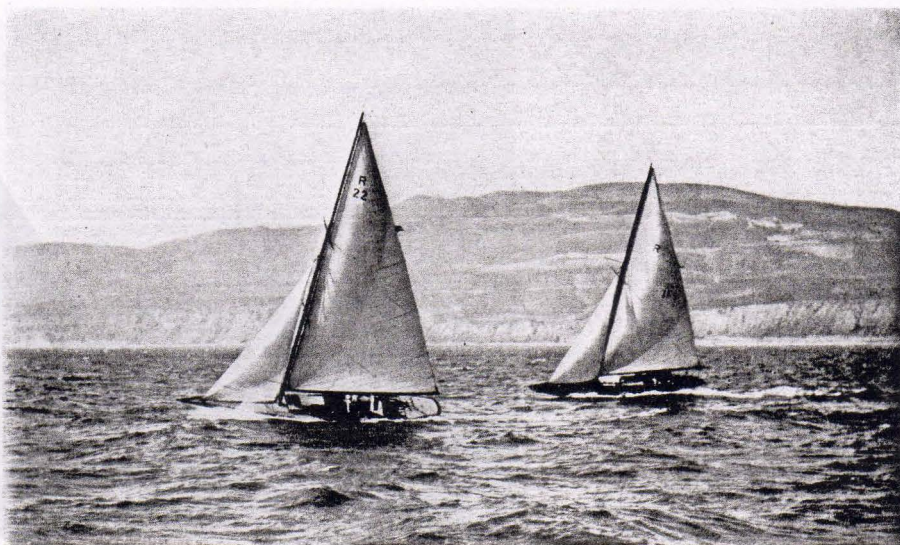


The fine schooner yacht
Invader was much in
evidence.



Lanai, handled by C. D.
Mallory did well in the
class for sixes

Maribel and Pirate, two
of the R-boats in the
big inter-sectional re-
gatta



the world.

So few entries have been received in the Star Class for these races that there has been some talk of dropping this class, but that question will be decided at a later date.

In order to provide an extra spectacle for the onlookers, races will be run on the first two and the last two days for yachts of the Southern California 45-Ft. Sailing Ass'n., these four days being the two week ends at the beginning and end of the regatta.

The courses have been laid out in the open ocean off Point Firmin and Los Angeles Harbor. As these courses have never been used before by the local men and are free from tricky currents, local knowledge will not count for much. The races from start to finish will be clearly visible from the cliffs of Point Firmin and the breakwater. They are shown on the cut accompanying this article.

The schedule of races has just been announced and will be as follows:

MARCH 10TH

1:00 P.M.—Warning Signal for R Class.

1:05 P.M.—Preparatory Signal for R Class.

1:10 P.M.—Starting Signal for R Class.

1:15 P.M.—Preparatory Signal for Six Meter Class.

1:20 P.M.—Starting Signal for Six Meter Class.

1:25 P.M.—Starting Signal for 45-Ft. Class.

MARCH 11TH

Same.

MARCH 12TH

Same, except no races for 45-Ft. Class.

MARCH 13TH

Same, except no races for 45-Ft. Class.

MARCH 14TH

Same, except no races for 45-Ft. Class.

MARCH 15TH

No races, unless there are ties to be sailed off.

The first five races shown above will constitute the open or free-for-all series for the R and Six Meter Classes. The winners will be determined upon the point system, one point being awarded

for finishing and one for each defeated boat in each race, with an extra one-quarter point to the winner of each race. First, second and third class trophies will be awarded in each race, while the winner of the R Class series will take the Don Lee Perpetual Trophy to her home club. She will receive a trophy emblematic of the Don Lee Trophy in addition and the second and third boats in the series will also receive trophies. The first yacht in the Six Meter series will take the Ben R. Meyer Perpetual Trophy to her home club, and will also receive a trophy emblematic of it. The same trophies for the series and for each race will be awarded as in the R Class.

On March 16th, 17th and 18th a team series, consisting of three races will be sailed in the R and Six Meter Classes, the winners to be decided upon the same point system as in the open series. The starting times will be the same as in the open series. On the last two days, that is, on March 17th and 18th the 45-Ft. Class will complete its series of four races, the winners to be decided upon the point system. First place trophy will be the Wilbur May Trophy, consisting of a sloop in silver mounted upon an ebony base.

If races for the Star Class are held,

the times of their starts will be announced by the committee at a later date.

A meeting of skippers and crews with the Race Committee will be held at the California Yacht Club at Wilmington at 8:00 P. M. on March 8th, to receive final instructions.

Entry blanks and further information can be secured from H. B. Warren, 610 American Bank Bldg., Los Angeles, Telephone MUtual 7403.

Wherever the sailing clans gather these races and the chances of each boat are discussed pro and con with the greatest eagerness. The uncertainty of the weather in March reduces all prophecies to the rank of mere wild guesses, for most of the boats are good only in winds of certain velocity. At any other time of the year the probable strength of the breezes can be foretold with a fair degree of accuracy, but a careful study of the weather reports for March during several years reveals the fact that we may expect anything each day from a flat calm to a gale. So the best way to make your bets is to place the names of all the boats in a hat and make a blind choice. You'll do about as well that way as by trying to figure any dope.

The list of entries follows:

CLASS R

"Live Yankee"

"Lady Pat"

"Sir Tom"

"Ace"

"Lady Gay"

"Heather"

"Friendship"

"Pirate"

"Patricia"

"California"

"Maribel"

"Aloha"

"Angela"

"Zephyr"

Charles A. Welch

Ronald Maitland

L. E. Geary

A. F. Rousseau

C. A. Langlais

Al Christie

Owen Churchill

Tommy Lee

Davis Brothers

N. H. Hilton

Dauchy & Bawner

George Jessop

E. L. Peterson

Oswald Zahn

Corinthian Y. C., Marblehead

Royal Vancouver Y. C.

Seattle Yacht Club

St. Francis Yacht Club, S. F.

Corinthian Y. C., S. F.

Los Angeles Y. C.

California Yacht Club

Los Angeles Y. C.

Pacific Coast Yacht Club

Newport Harbor Y. C.

San Diego Y. C.

San Diego Y. C.

San Diego Y. C.

San Diego Y. C.

SIX METER CLASS

"Lanai"

"Priscilla"

"Clytie"

"Ayayay"

"Maybe"

"Corinthian III"

"Harpoon"

New Boat *SYNNOVE*

"Smiles"

Clifford D. Mallory

W. A. W. Stewart

H. B. Plant

Stuart Haldorn

A. F. Rousseau

C. A. Langlais

Smith & Angelman

Newport Hbr. Y. C.

John C. Stick

Indian Harbor Y. C.

Seawanhaka-Corinthian Y. C.

Seawanhaka-Corinthian Y. C.

St. Francis Y. C.

St. Francis Y. C.

Corinthian Y. C., S. F.

California Yacht Club

Newport Hbr. Y. C.

California Yacht Club

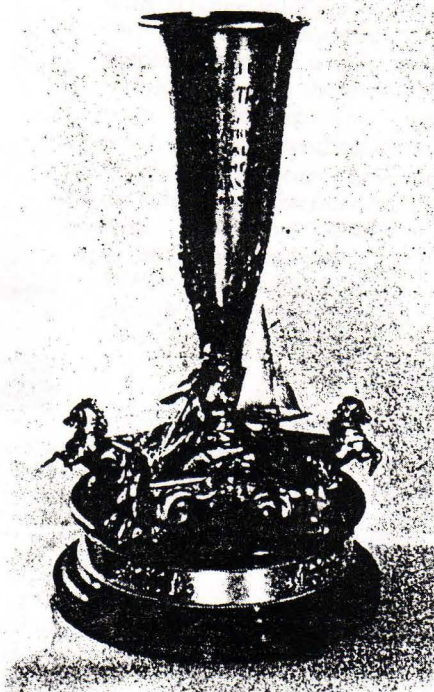
All Ready for the March Races

FOR many years the trend of design in racing sailing yachts has been following its own sweet way on the Atlantic and Pacific Coasts. Divergent conditions have produced divergent types, and no comparison has been had to test their relative merits. True, several eastern designers have prepared the plans for some of the racers out here, but they have been carefully instructed beforehand as to the weather most frequently found, so that an entirely free hand has been impossible. On the whole the western-designed and built boats have had rather the better of it, with some notable exceptions.

On Puget Sound the old "Sir Tom," designed, owned and sailed by Ted Geary, has reigned supreme since 1914. Moreover, she has made several descents upon Southern California and San Francisco Bay, with the score three to one in her favor. The first of these was on San Francisco in 1915, where she made a clean sweep of the R Class in heavy weather. She next appeared at Newport Harbor in 1922, to win decisively over five other contenders. In 1926, however, she was badly beaten by several San Francisco and Southern California R's in the heavy going of the Golden Gate. Still, she had a sweet revenge at Santa Barbara in 1927, winning first place by a big margin in a series of three races over a field of twelve.

On San Francisco Bay the eastern-designed, western-built boats have shown marked superiority, though their title has always been keenly disputed by the "Rascal," designed, built and sailed by Lester Stone of Oakland. But Arthur Rousseau's "Ace," designed by Charles D. Mower, now seems to be the undisputed champion of the Bay.

In Southern California things are far from being one-sided. In 1922 the R Class was organized by the building of the Mower-designed "California" and the Alden-designed "Angela." It was not until 1924 that they had any competition from western-designed local boats. Two of these were from the board of Edson B. Schock, the "Debra" and the "Aloha." The former swept everything before her in local competition and succeeded also in winning the championship of San Francisco Bay, but at the Pacific Coast Championship Regatta, sailed in light breezes at San Diego in 1924, the "Angela" won out.

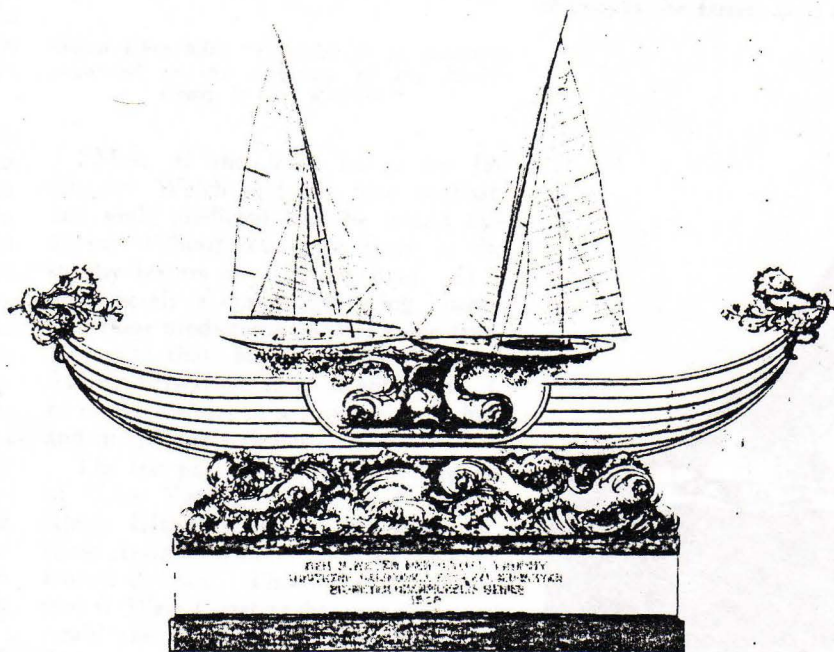


The beautiful Don Lee Trophy for the winner of the Open Series in the R Class.

However, nobody had any reluctance in admitting that throughout 1924 and 1925 the "Debra" was the best all 'round R in Southern California. In

1926 the "Alert III," designed by Mower and built in Chicago, showed her mettle by winning both the championship of the southern part of the state and also of the California Yacht Club. The "Debra," however, came back strong in 1927 by carrying off the coveted San Diego Lipton Trophy and showed her old-time form in all races. In the meantime a new Schock boat, the "Heather," had appeared, and although it took some time to whip her into shape, she was going very fast toward the end of the season. Tommy Lee's "Pirate," a Geary design, appeared in 1926. Here is a boat that is always dangerous and sure to be a big point winner in any series of races. The old "Patricia," designed by Nicholson of "Shamrock" fame, is another troublesome hack to the others, always ready to turn up a winner.

Last July a new boat appeared that is more like the eastern R's than anything else on the Pacific Coast. This is the "Friendship," designed by N. S. Potter for Owen Churchill of the Pacific Coast Yacht Club. She finished second to "Sir Tom" at the Santa Barbara Regatta, only two weeks after her launching, and won every race but one in local waters after the regatta. Her greater similarity to the eastern boats can be accounted for by the fact that her



The Ben R. Meyer Trophy for competition in the Open Series of the Six Meter Class.



H. B. Plant's "Clytie" will represent the New York Yacht Club... With the two other eastern Sixes "Priscilla" and "Lanai," she is now enroute for Los Angeles on the American-Hawaiian Liner "Minnesotan."

designer has worked within the past three years in the offices of Herreshoff and Burgess, Swasey & Paine. However, she does not follow the eastern designers' ideas in all respects, for Potter has displayed much originality in her lines.

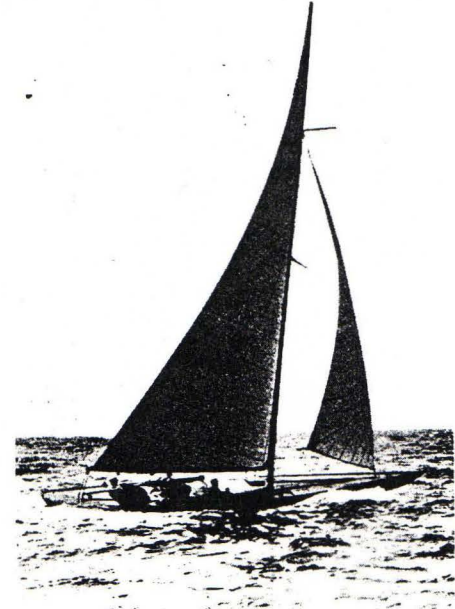
But, in spite of all this competition between eastern and western designs, the fact remains that no racing yachts from either coast have ever raced one another manned by representative crews, with the exception of boats of the Star Class. As the latter are of one design they tell nothing of the respective merits of the boats, but only of their crews. In March, though, there will come to Los Angeles Harbor three eastern Six Meters and one R boat.

As thirteen Pacific Coast R's are entered in this class, it would seem at first glance that the West has little to fear from the lone contender, "Live Yankee." But a study of her racing record in the East reveals the fact that here is a yacht decidedly to be respected. She is the most radical departure from the conventional ever attempted in the yachting world. Writing in the October "Yachting," Seabury Lawrence says of her: "From time immemorial it has been the privilege and almost the duty of die-hards to make disparaging remarks about the creations that have seemed to them altogether too new-fangled. They exercised this privilege at Marblehead in regard to the rakish 'Live Yankee' without delay. The new 20-rater designed by Francis Herreshoff seemed to violate everything (with the possible exception of the Volstead act) that should go into the make-up of a

sane sailing yacht.

"In the first place she had the general lines of a Carolina perfect—a double-ender with warped decks; her topsides were of a beautiful black Japanese lacquer, decorated bow and stern with strange gildings; she had a loose-leaf rudder or something of the sort that flipped about like a dolphin's tail; a rotating mast and double-luffed mainsail were in prospect, and heaven knows what other aggravating grimcracks . . .

"For a long time it seemed that the old-school die-hards would get their wish. The 'Live Yankee' did not seem to be going anywhere. How Charley Welch could keep faith in such an impossible craft was more than they could see . . .



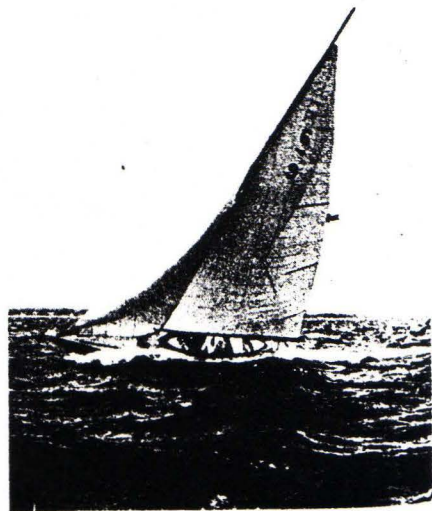
Owen Churchill's "Friendship" is generally regarded as the mainstay of the Pacific Coast in the R Class.

"Most of the folks felt sorry for Charley Welch and his new sailboat, and some predicted that he would disappear without leaving a trace in the stormy waters off Brenton Reef. It is now merely a matter of racing history that these predictions did not come true. Not only that, but the 'Live Yankee,' finding herself at last, swept home in front three times in a row, in good, bad and indifferent weather."

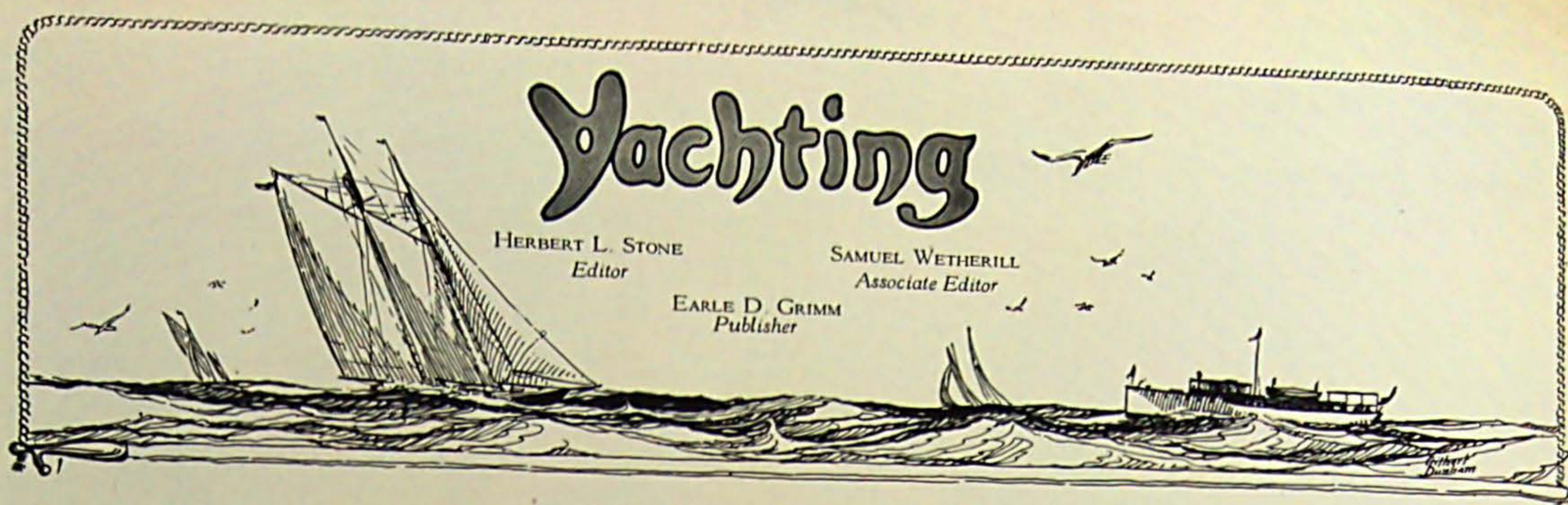
The last part of this quotation refers to "Live Yankee's" visit to Newport, Rhode Island, when she "cleaned up" three straight in every kind of weather known to man. This makes it evident that if West Coast yachtsmen expect to retain the Don Lee Trophy at home, they are going to have to do some stepping.

In the Six Meter Class the battle will be equally fast and furious. Represent-

ing Long Island Sound will be the "Lanai," "Priscilla" and "Clytie," which come very close to being the best of their class in that locality. Evidently yachtsmen of the Pacific were much impressed by the results of the International Six Meter Races on Long Island Sound last September, for half their boats have been acquired in Scandinavia. The famous "Maybe," designed by Estlander of Sweden, has been purchased by Arthur Rousseau of the St. Francis Yacht Club of San Francisco, and he expects to sail her himself. Stuart Haldorn of the same club now owns the "Ayayay," a Six of later vintage by the same designer, which Estlander expects to be faster than the "Maybe." The Newport Harbor Yacht Club will have a brand new Six designed and built by Johann Anker of Oslo, Norway, who designed the "Noreg," winner of the Seawanhaka Cup. The three other western Sixes will be the old "Clytie," now the "Corinthian III," owned by a syndicate of the Corinthian Yacht Club of San Francisco, the "Smiles," ex-"Peggy," a Mower design owned by John C. Stick of the California Yacht Club, and the "Harpoon," designed by N. S. Potter and built by the Wilmington Boat Works of Wilmington, California. Out of these nine contenders only one was designed and built on the Pacific Coast, the "Harpoon." That she will encounter stiff competition goes without saying, for she has to meet the very best of American and European Sixes. Whatever the outcome, it is obvious that the winning Six will be generally regarded, though not officially of course, as the fastest boat of her class in



"Clio" has been purchased in the East by the Corinthian Yacht Club of San Francisco and will be sailed in the March Race by Charles A. Lanalais.



Editorial

An Interesting and Busy Season Ahead

SELDOM has a yachting season held as much promise as the one formally opened last month with the series of races between the East and the West Coasts, sailed in California waters. Not only does the season bid fair to be an extremely busy one, but a most interesting one as well. For it will see many new yachts out, in several different classes; it will give us an opportunity to study still further the International Rule in larger boats, as well as in smaller; several important international events will be sailed, and no less than four ocean races, including the Transatlantic affair, the first one of this length since 1905. With the experiments in rigs and headsails which we are bound to see as a result of the international racing off Oyster Bay last September, much should be learned during the summer, and by the end of the season we will know much more than we do now as to just what advance has been made, and can weigh the value of the much talked of overlapping sails.

The chief interest on the Atlantic Coast will center about the new International Rule classes, the "Twelves" and the "Eights." The former is the largest new class in point of size we've seen since the "Forties" came out in 1916 — twelve years ago. The class is an open one, and while the hull designs of the half dozen building do not show much difference, the rigs will be quite dissimilar.

The "Eights" will be over a dozen in number, and their performance will be watched closely, especially against our Universal Rule Class Q, which is very strong this year at Marblehead, and includes four new yachts by four different designers. With very nearly the same sail area, the "Eights" are somewhat smaller than the "Q's," and the result of a meeting of the two classes should be close. Both classes have good living accommodations for their size.

The Q Class is the only American class in which there is much building, as there are but few 20-raters this year. However, the racing in this class will be keen and interesting wherever there are fleets.

A new Class M sloop will make her appearance to give last year's *Prestige* and the older "Fifties" a fight.

The Bermuda, the Spanish and the Hawaiian Ocean races have large entry lists assured, and as several new boats are building for all these events the interest in these offshore contests will be keen, while at least one American entry already seems assured for the Fastnet Race, a British event. All in all, it is going to be a season the like of which we have never seen before.

The International "Sixes"

The skippers in our largest open rule class, the six-metre, are in for a strenuous summer also, with no less than four international events to be sailed in as many different countries. All of these races will be sailed abroad, however, as we were completely cleaned out of international cups in the racing last year. The events scheduled include a team match with the British on the Clyde in July; the race for the Scandinavian Gold Cup, in Sweden; for the Seawanhaka Cup, in Norway, early in August; and the racing at the Olympic Games, in Holland, also in August. The present plans include sending at least five American "Sixes" abroad.

A consideration of last year's boats leads to the thought that, after all, our "Sixes" last season were not so inferior to the European "Sixes" as the results of the Oyster Bay races seem to show. In the face of two successive defeats we were, perhaps, a bit too pessimistic. If one analyzes those races a different aspect will result — and this without losing sight of the fact that we lost handsomely. Take the Seawanhaka Cup race for instance, between *Noreg* and *Clytie*. On the results alone *Noreg* won three to *Clytie*'s two — close enough in itself. But after the third race the score stood two to one in favor of *Clytie* and in the fourth race, in a light breeze, *Clytie* apparently had *Noreg* beaten when she split tacks with the challenger after both had overstood the windward mark. This was a matter of judgment, and as the time limit was a factor in that race *Clytie*'s skipper was probably justified. But a shift of wind headed her and favored *Noreg*, and the latter got by and won, though hard pressed at the finish. If this had not happened and *Clytie* had won, the score would have been three to one in favor of *Clytie* and *Noreg*, on paper, would have looked none too good, whereas, in reality, the boats were very evenly matched in light to moderate winds, while *Noreg* was superior only when it breezed.

In the Gold Cup event *Lea* got two atrocious breaks that were not the fault of boat or skipper. Without these she would undoubtedly have taken at least one race, as both days were just the kind of weather she likes. She would then have figured in the finals, so that her showing would not have looked as bad as the bald records indicate, though we hardly think she could have won the cup in the weather of the last three races. All of this merely shows that *actually* our boats were not outclassed as far as our first accounts might lead one to suppose. So we should go abroad this summer with a certain amount of optimism and hope, if not of assurance.



Photo by W. C. Sawyer

Shaving the mark in one of the recent races between the East and West, sailed off Los Angeles. *Corinthian III*, (ex-*Clio*), now owned by Charles Langalis, of San Francisco, draws it fine.



The last turn at the wheel. Captain Carl Kircheiss.

Five Six-metres to go Abroad

FIVE six-metre yachts instead of four, as originally planned, will be sent from the United States to compete in the four international events in that class in Scotland and on the Continent during the coming summer. This announcement was recently made by Commodore Clinton H. Crane for the committee making the arrangements, and is made necessary by a conflict in dates between the British-American team race, on the Clyde, a series of from three to five races starting July 13th, and the races for the Scandinavian Gold Cup, off Stockholm, Sweden, which start on July 8th.

In addition to these two events, the summer program calls for an American boat to be sent to the Olympic Games, at Amsterdam, starting August 2nd, and another to the races for the Seawanhaka Cup, near Oslo, Norway, starting August 4th. In the case of the Scandinavian Cup and the Olympic races, which will probably be decided on a point score basis, the North American Yacht Racing Union is the challenger and will handle the American end of the affair. The Seawanhaka Corinthian Yacht Club is running our part in the other two events, but Commodore Crane states that his committee is very anxious to include at least one boat from outside the Oyster Bay club in the team of four that will race on the Clyde.

The trial races will start as early in May as a representative fleet can be gotten together, and will probably be held off Larchmont, the most accessible port at that season. For deciding which boats shall be sent abroad, the committee plans to hold a meeting of contestants and let them elect the method of choice. Of the four new six-metre boats, one, the Potter-designed

"Six" from the West Coast, is already in commission and the committee hopes she will be sent east for the trials. The other three, Commodore Crane's new boat, Henry Plant's boat from Sherman Hoyt's design, and the double-ended craft designed by L. Francis Herreshoff for W. A. W. Stewart and Harry Curtis, are well along and should be in the water by mid-April.

WILLIAM H. TAYLOR.

Eastern Yachts Win on West Coast

EAST triumphed over West in the series of five races sailed recently in Los Angeles Harbor. Charles E. Welch's *Live Yankee*, in Class R, won three races, and finished two and one-half points ahead of *Lady Pat*, owned by Ronald Maitland. In the six-metre Class, *Priscilla*, owned by W. A. W. Stewart, and sailed by Ralph Ellis, nosed out the veteran *Lanai*, owned by H. F. Whiton and sailed by Clifford D. Mallory, by two points.

Following is the point score for the series:

CLASS R: *Live Yankee*, Charles A. Welch, 37¼; *Lady Pat*, Ronald Maitland, 35¼; *Friendship*, Owen Churchill, 30¼; *Pirate*, Don Lee, 25; *Patricia*, Davis Bros., 22; *Maribel*, Samuel Dauchy, 15; *Heather*, Al Christie, 7; *Lady Gay*, Chas. Langlais, 1.

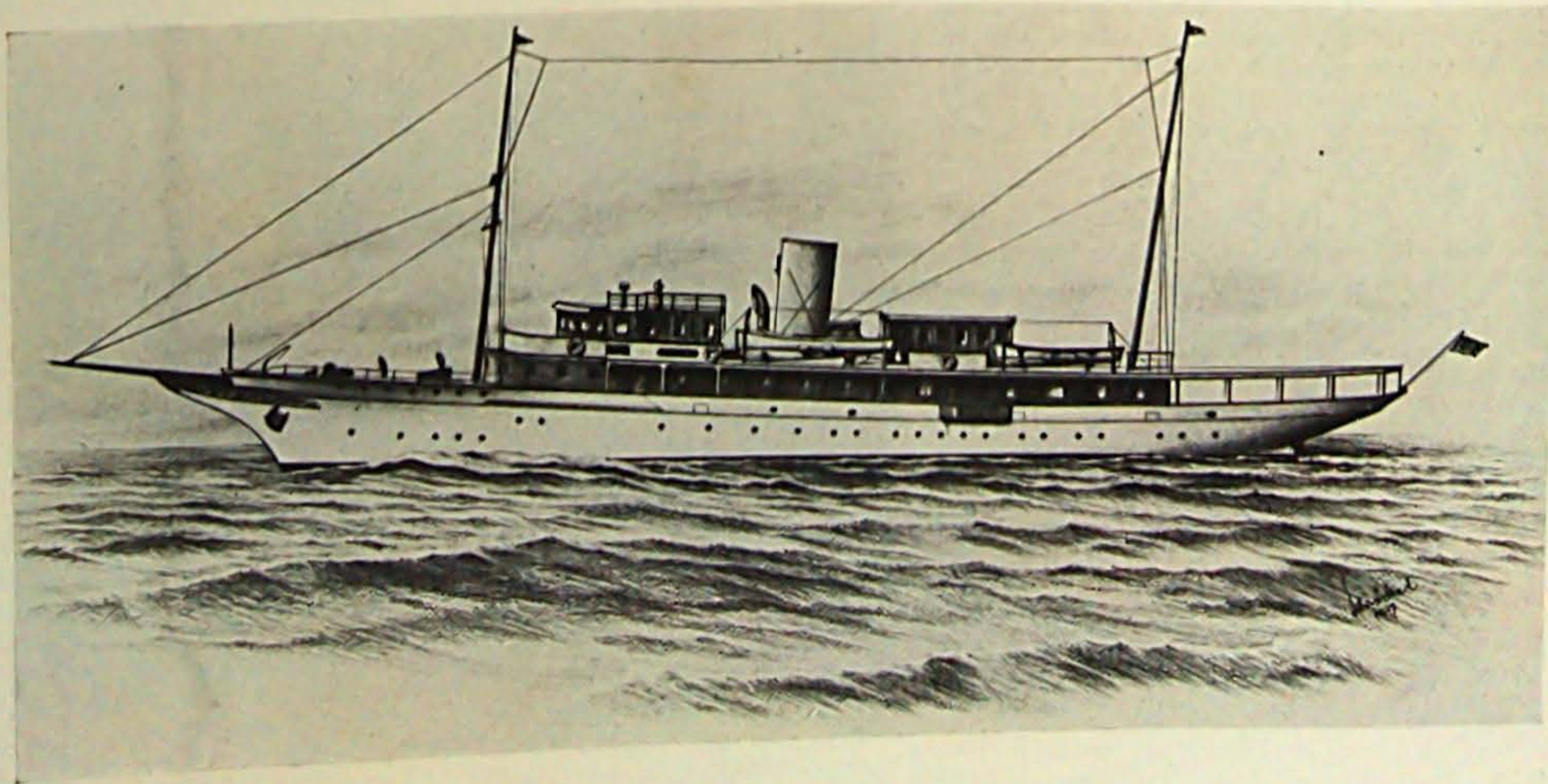
SIX-METRE CLASS: *Priscilla*, W. A. W. Stewart, 34¼; *Lanai*, H. F. Whiton, 32¼; *May-be*, Arthur Rousseau, 29¼; *Ay-ay-ay*, S. Haldorn, 26¼; *Clytie*, H. B. Plant, 25; *Harpoon*, Smith and Angleman, 25; *Corinthian*, Chas. Langlais, 24¼; *Synnové*, Newport Harbor Y. C. syndicate, 17; *Smiles*, J. Stick, 10.

The New Diesel Yacht *Coronet*

PLANNED with a view to round the world cruising, *Coronet*, built from designs by Cox & Stevens, for Irving T. Bush, of New York, combines exceptionally seaworthy characteristics with fair speed. While the form under water is in accord with that of the most recent Diesel yachts of seagoing type, the appearance above water presents a distinct departure. Appreciative of the many practical advantages of the modern steamer type of hull, with nearly straight stem and short counter, the owner was yet attracted by the graceful lines of many of the older steam yachts. Accordingly, a clipper bow and transom stern were selected, the overhangs being neatly designed and of moderate length, which, together with the good freeboard, pleasing sheer and high bulwarks, form an attractive and graceful hull.

There is a continuous steel house on the main deck over which a bridge deck is worked for the full length; on top of this bridge deck is a forward deckhouse combined with the navigating bridge, and an after deckhouse.

The main power plant, located approximately amidships, consists of two Diesel engines, each developing 375 h.p. and giving a speed of 13 knots. There are two full Diesel-driven electric generators of 18 k.w. capacity each, an unusually complete equipment of Diesel and electric driven air compressors, refrigerating and hot water heating plants and a forced ventilating system. The fuel and fresh water tanks are of sufficient capacity for a cruise of 7,000 miles.



Coronet, a new Diesel powered yacht for ocean cruising designed by Cox & Stevens for Irving T. Bush, of New York. She is powered with two Diesels, developing 350 h.p. each, giving a speed of 13 knots. The dimensions are as follows: l.o.a. 185'6"; l.w.l. 150'0"; beam 27'0"; draft 10'0".

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By GERRY SW

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Maribel, sailed by Sam Dauchy, won the second series. *Pirate* and San Pedro Hill in the background.

On points *Live Yankee* now led *Lady Pat* in Class R by $29\frac{1}{2}$ points to $28\frac{1}{4}$, while in the "Sixes," *Lanai*, with $28\frac{1}{4}$ was two up on *Priscilla*, and only one more race to go for the perpetual challenge trophies in these classes. This last race of the first series was sailed mostly in a light, but true breeze, the course being L shaped, with an eight-mile windward and leeward leg, and a four-mile reaching leg, a total of twelve miles. All the skippers were anxious to be well placed at the start, with the result that *Patricia* and *Pirate* in Class R, and *Harpoon* in the Six-metre Class, were over too soon and had to be recalled. *Lady Pat* and *Live Yankee*, the leaders in points in their class, had a hot race all around the course, but the latter worked out a short lead in the beat to the weather mark, and *Lady Pat* was never able to catch her on the run and reach. *Live Yankee* won handily and scored her third first in five races. *Patricia* was third and *Friendship* fourth. Charlie Welch thus annexed the Don Lee Perpetual Challenge Cup and brought it East with him. *Lady Pat* took second place in the series, only $2\frac{1}{2}$ points behind the flying *Yankee*.

In the Six-metre Class, Arthur Rousseau got *Maybe* going and she was soon out in the lead, going like a scared cat. Ralph Ellis, in *Priscilla*, had to finish two up on *Lanai* to win the series, and in the light going of the early stages of the race he had his boat stepping fast. *Lanai* hung on well going to windward, but in the long run, with just enough wind to keep the spinnakers asleep, the narrower *Priscilla* drew away and pressed *Maybe* hard. Henry Plant had *Clytie* going fast and *Maybe*, *Priscilla* and *Clytie* set the pace for the others. On the long run the wind freshened and *Lanai*, setting a larger spinnaker, began to move, but it was then too late to catch the flying



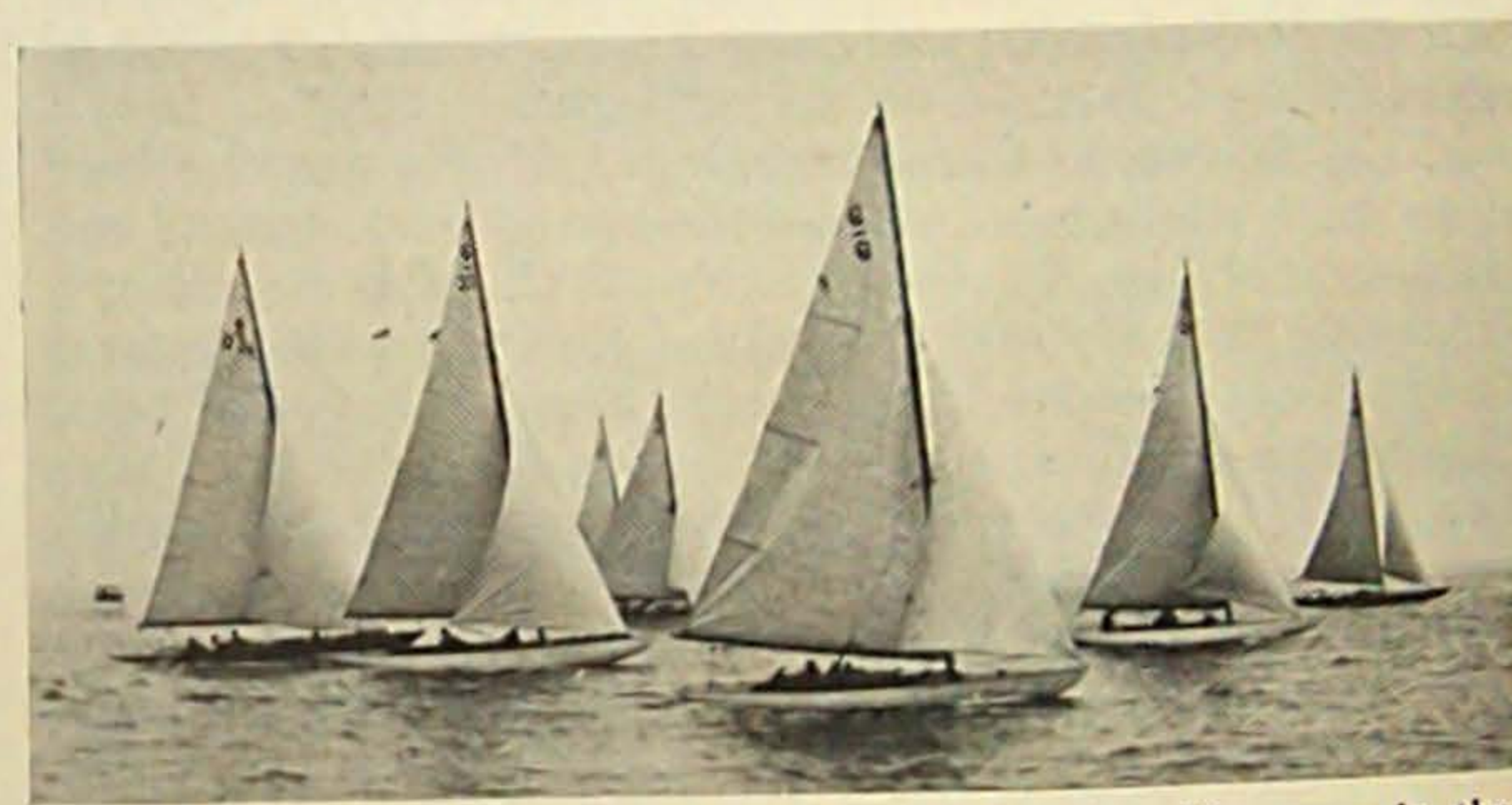
The race committee and officials. (Left to right) M. Hesselberger, Dr. J. P. Dougall, Paul Jeffers, D. M. Callis, F. H. Bosbyshell and Sea Scouts.



Priscilla, sailed by Ralph Ellis, won the first series and the Meyer Challenge Cup.

leaders. *Maybe* won by nearly two minutes, with *Priscilla* second, 57 seconds ahead of *Clytie*. The best *Lanai* could do was sixth, and this gave *Priscilla* the Meyer Challenge trophy with $34\frac{1}{4}$ points, just two more than *Lanai* collected. *Corinthian III* protested *Priscilla* at one stage of the race, but hauled down her protest flag before the finish. The tabulated results show the standing of the yachts in each race.

After a day's rest the skippers and crews went at it again for a three-day series. In the team match in the Six-metre Class, the fight turned out to be between the Eastern and the San Francisco teams. In this series the



The Six-metre Class well bunched. Overlapping jibs were in the majority and proved their worth.

winds were considerably stronger than in the first, and on the last day it piped up to a reefing breeze of full 30 knots strength before the race was over. In this series *Lanai* found just her weather. She was well sailed by Cliff Mallory and won all three races rather handily, with Henry Plant's *Clytie* in second place each day, the skippers of these two boats working together like clockwork and covering the opposing teams whenever one of their boats threatened. It was a fine example of team work. In the second race *Lanai* was sailed by Ben Weston of the California Yacht Club, who kept up the good work by winning.

On the second day, in a fresh breeze, *Priscilla* lost her mast within a half-mile of the finish, and did not finish or take part in the last event. In spite of being deprived of her help in two of the three races, the Eastern team piled up enough points to win handily, the total scores for the three days being, East $55\frac{3}{4}$ points, San Francisco 46 points, Southern California 30 points.

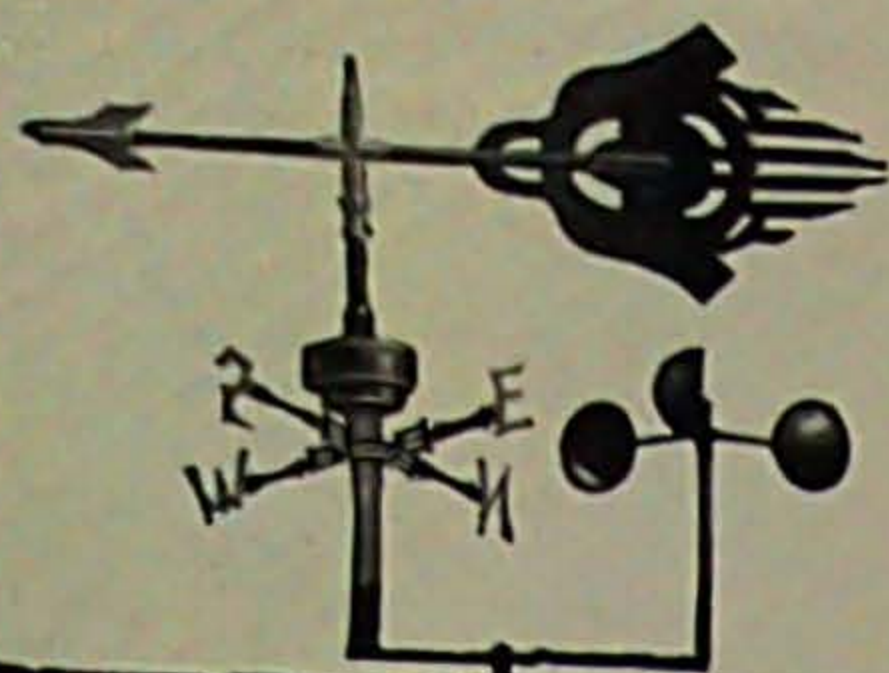
In the R Class *Maribel*, sailed by Samuel Dauchy, came to life. She pressed *Live Yankee* hard in the fresh breezes and while the Boston boat took the first two races, in the 30-mile breeze of the last race Welch did not start.

(Continued on page 128)

May, 1928
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East and West Meet on the Pacific

(Continued from page 46)

as he had some trouble with his rudder. *Maribel* gave a fine exhibition of sailing that last day and beat *Lady Pat* by 40 seconds. With one first and two seconds she rolled up 19¼ points to 14½ for *Live Yankee*.

It is to be regretted that *Live Yankee* did not sail that last day. It was a golden opportunity to demonstrate her claimed ability in a breeze, and she failed to take advantage of it. The breeze that day took its toll of the fleet. *Friendship* lost her mast within a couple of hundred yards of the start. *Heather* and *Patricia* found the going too hard and did not finish, *Priscilla*, with a new mast that buckled, did not start, *Harpoon* doused her jib and withdrew on the last leg, *Almardine* split her mainsail.

In the 45-foot class the schooner *Willetie* romped home a winner, but the cup for the four day series in this class went to the sloop *Holdiran*.

In summing up the results of the races two things stand out clearly. The first is the fact that the overlapping jibs proved their case in American waters. Those boats that used them effectively undoubtedly were faster than those that did not use them. In light to moderate weather they were invaluable. On the last day *Maybe* carried her big jib in the 30-mile breeze that was blowing. She finished third that day, but whether the sail helped her or not in a wind of that strength is uncertain, as neither *Lanai* nor *Clytie* carried theirs that day, being content with working jibs. They certainly gave the boats life in light breezes, and in the case of *Lanai*, at least, made a good moderate and light weather boat out of what was considered before only a heavy weather boat. It goes to prove also that *Maybe's* great showing in the Scandinavian Cup races was due in large measure to that sail, and the way her crew handled it. *Maybe* would probably have beaten *Lanai* on the coast if the latter had not had a big jib. Also, the outriggers for trimming this sail undoubtedly make it more efficient. The skippers of the western "Sixes" were at somewhat of a disadvantage in this series as they were seeing and using these sails for the first time, whereas most of the Eastern skippers were more or less familiar with how they should be trimmed and handled.

The other outstanding result was that the "Sixes" in all eight races, saved their time handsomely on the "R's." If the "Sixes" had been measured under the Universal Rule, and had been sailing against the R's on time, the leading 20-rater would not have saved her time once. On several occasions the leading "Sixes" passed some of the R's and beat them boat for boat in spite of the ten minutes start of the latter, and once or twice the elapsed time of the "Sixes" was better than the fastest 20-rater and this in breezes that were generally fair and true.

As hosts the California yachtsmen left nothing to be desired. The visitors were entertained most hospitably. There were dinners, smokers and diversions of all kinds, and the wonder is that they had energy left to race. And last, but not least, the race committee composed of Milton Hesselberger, D. M. Callis, J. Park Dougall, F. H. Bosbyshell, H. B. (Skip) Warren, C. M. Neuner and E. W. Taylor, assisted by the Sea Scouts, were on the job early and late. Yes, it was a great series, any way one looks at it.

First Race. — Course 9½ miles. Wind W.S.W., moderate to fresh

CLASS R		SIX-METRE CLASS	
Boat	Elapsed time		
<i>Live Yankee</i>	1:49:20	<i>Lanai</i>	1:52:39
<i>Lady Pat</i>	1:52:27	<i>Maybe</i>	1:53:09
<i>Friendship</i>	1:53:36	<i>Ayayay</i>	1:53:45
<i>Patricia</i>	1:55:26	<i>Priscilla</i>	1:54:17
<i>Pirate</i>	1:56:26	<i>Clytie</i>	1:55:28
<i>Heather</i>	1:58:19	<i>Synnove</i>	1:56:00
<i>Maribel</i>	1:59:40	<i>Harpoon</i>	1:56:44
<i>Lady Gay</i>	2:07:49	<i>Corinthian III</i>	1:56:47
		<i>Smiles</i>	1:58:53

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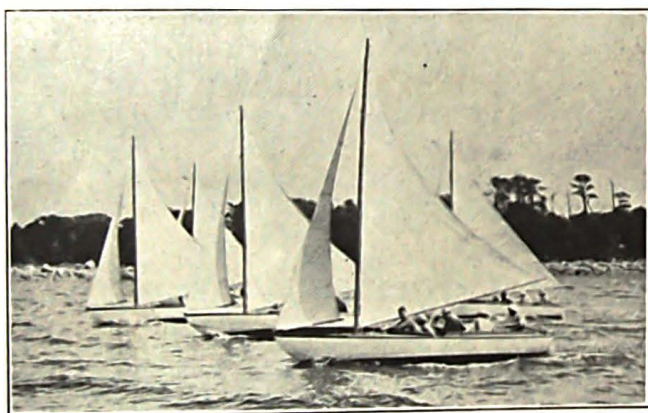
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Second Race. — Course, 6 miles, triangular. Wind S.W. to W., very light

CLASS R

Boat	Elapsed time
Friendship	2:53:15
Lady Pat	2:57:15
Live Yankee	2:59:50
Pirate	3:01:00
Patricia	3:01:12
Maribel	3:01:14
Heather	3:27:50
Lady Gay	D.N.F.

SIX-METRE CLASS

Corinthian III	2:45:53
Harpoon	2:50:15
Priscilla	2:50:23
Smiles	2:50:32
Synnov	2:50:50
Lanai	2:53:33
Maybe	3:08:38
Clytie	3:13:00
Ayayay	3:13:08

Third Race. — Course, 12 miles, triangular. Wind S.W. to W., light

CLASS R

Boat	Elapsed time
Lady Pat	2:40:40
Live Yankee	2:43:40
Friendship	2:47:47
Pirate	2:49:53
Patricia	2:55:50
Maribel	3:02:12
Heather	3:08:40
Lady Gay	D.N.S.

SIX-METRE CLASS

Priscilla	2:46:31
Harpoon	2:49:37
Lanai	2:50:11
Clytie	2:50:31
Corinthian III	2:50:34
Ayayay	2:52:42
Synnov	2:53:10
Maybe	2:56:29
Smiles	2:57:10

Fourth Race. — Course, 15 1/2 miles for Class R; 9 1/2 miles for Six-metre. Wind moderate, westerly, increasing

CLASS R

Boat	Elapsed time
Live Yankee	2:49:13
Pirate	2:53:18
Lady Pat	2:54:00
Friendship	2:54:45
Maribel	2:58:05
Patricia	2:59:08

Heather and Lady Gay did not start.

SIX-METRE CLASS

Ayayay	1:56:25
Lanai	1:57:14
Maybe	1:57:21
Corinthian III	1:58:18
Clytie	1:58:38
Priscilla	1:59:58
Harpoon	2:00:05
Synnov	2:03:02
Smiles	2:03:30

Fifth Race. — Course, 12 miles. Wind west, light to moderate

CLASS R

Boat	Elapsed time	T. pts.
Live Yankee	2:42:17	37 1/4*
Lady Pat	2:46:00	35 1/4
Patricia	2:47:46	22
Friendship	2:50:52	30 1/4
Pirate	2:51:05	25
Maribel	2:55:30	15

* Winner, Lee Challenge Cup.

SIX-METRE CLASS

Maybe	2:44:32	29 1/4
Priscilla	2:46:28	34 1/4†
Clytie	2:47:25	25
Harpoon	2:47:30	28
Ayayay	2:47:58	26 1/4
Lanai	2:48:04	32 1/4
Synnov	2:48:26	17
Corinthian III	2:49:35	24 1/4
Smiles	2:51:28	10

† Winner, Meyer Challenge Cup.

SECOND SERIES — MARCH 16-18

First Race. — Course, 12 miles. Wind westerly, fresh

CLASS R

Boat	Elapsed time
Live Yankee	2:15:57
Maribel	2:19:05
Friendship	2:20:25
Pirate	2:22:10
Lady Pat	2:23:23
Patricia	2:25:25

SIX-METRE CLASS

Lanai	2:17:40
Clytie	2:19:05
Harpoon	2:21:50
Corinthian III	2:22:10
Maybe	2:22:50
Priscilla	2:24:06
Ayayay	2:25:20
Synnov	2:26:45
Smiles	2:28:15

Second Race. — Course, 12 miles. Wind westerly, fresh

CLASS R

Boat	Elapsed time
Live Yankee	1:52:55
Maribel	1:52:55
Patricia	1:55:30
Pirate	1:55:45
Lady Pat	1:56:35
Friendship	1:57:12
Heather	1:57:45

SIX-METRE CLASS

Lanai	1:54:50
Clytie	1:56:20
Synnov	1:58:33
Ayayay	1:59:24
Maybe	1:59:34
Corinthian III	2:00:00
Harpoon	2:04:58
Smiles	2:06:53

Third Race. — Course, 9 1/2 miles. Wind west, fresh to strong

CLASS R

Boat	Elapsed time
Maribel	2:09:30
Lady Pat	2:10:10
Pirate	2:10:58
Friendship	D. N. F.
(Lost mast)	
Heather	D. N. F.
Patricia	D. N. F.
Live Yankee	D. N. S.

SIX-METRE CLASS

Lanai	2:14:18
Clytie	2:14:57
Maybe	2:15:57
Ayayay	2:18:04
Synnov	2:19:05
Corinthian III	2:22:26
Smiles	2:32:45
Harpoon	D. N. F.
Priscilla	D. N. S.

Point Score. — Eastern, 55 3/4; San Francisco, 46; So. California, 30

Assuming a rating of 17.75 for the Sixes measured under the Universal Rule, the differential in time between the two classes is as follows: 6 mile course 2 minutes 58 seconds; 9 1/2 mile course, 4 minutes 42 seconds; 12 mile course, 5 minutes 56 seconds.

YACHTING

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NUMBER V

MAY, 1928

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Six-metres rounding the second mark in the first race of the recent series off San Pedro. *Maybe* leading, followed by *Lanai*, *Ayayay* and *Priscilla*.

East and West Meet on the Pacific

Mid-Winter Regatta off Los Angeles Brings Together a Fine Fleet and Furnishes Excellent Sport

By HERBERT L. STONE

FOR the first time in the history of yachting in this country a fleet of Eastern boats was sent to the Pacific in March to meet the West Coast sailors in their home waters, and intersectional racing between the two seaboard was thus inaugurated. The resulting series, sailed off Los Angeles Harbor between March 10th and 18th, was intensely interesting and fully justified the efforts of those who arranged the meeting, and who visioned in it a widening interest and a broadening outlook in yacht racing.

Now it's a long way from the Atlantic Coast to the Pacific, but when after the successful mid-winter regatta of last year, promoted by the newly formed Skippers Club of Los Angeles, the Western yachtsmen invited the Eastern sailors to participate in this year's event, the distance did not deter the latter from sending a ready acceptance and taking steps to get a representative fleet together to make the long journey. As the Eastern boats had to be shipped out by steamer, via the Panama Canal, the 20-rater and the 6-metre classes were the ones decided upon in which to sail. This was all very well for the Easterners, but while the west coast yachtsmen had a fine fleet of

"R's," they had no "Sixes" at all and were unprepared to race in that class. With characteristic energy they immediately set about correcting the deficiency, and the San Francisco sailors purchased three "Sixes," while at Los Angeles they ordered two new ones to be built which, with one they already had, gave them three. In the R Class, San Francisco responded with the entry of the *Lady Gay*, while the Royal Vancouver Yacht Club, in British Columbia, sent down its best 20-rater in order to lend an international aspect to the racing.

So the complexion of the fleet that gathered off San Pedro for the first race on March 10th was as follows:

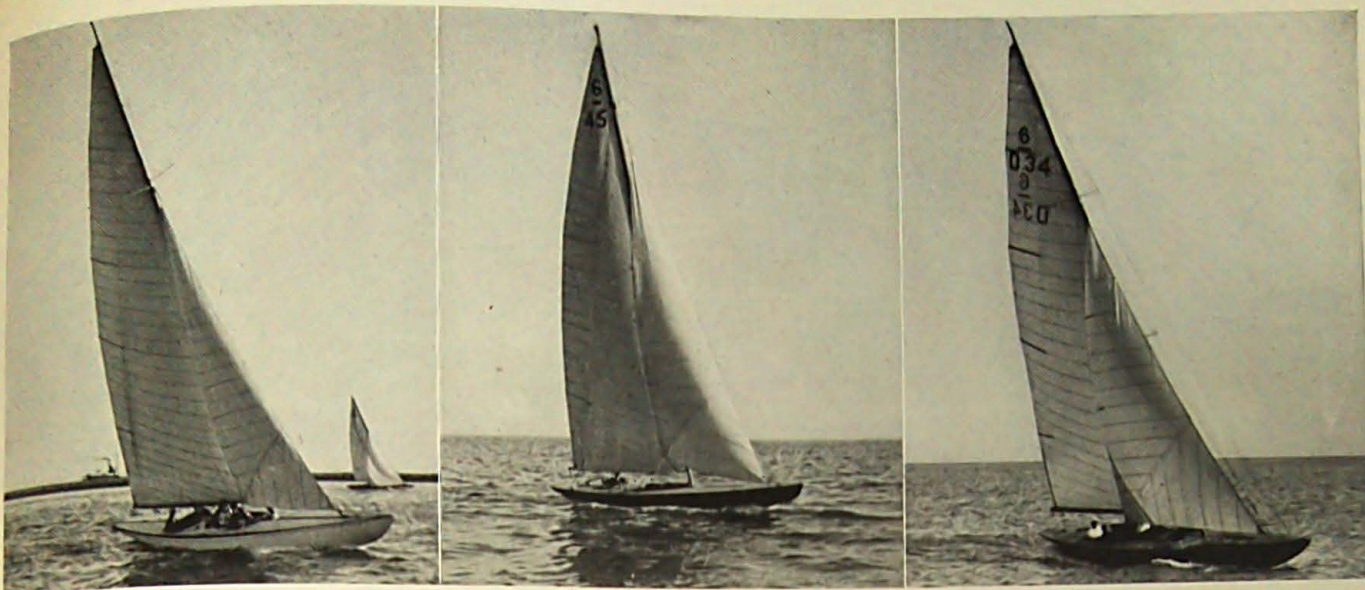
East — Class R. *Live Yankee*, C. A. Welch.

Six-Metre Class. *Lanai*, Clifford D. Mallory; *Clytie*, Henry B. Plant; *Priscilla*, W. A. W. Stewart (sailed by Ralph Ellis).

West — Class R. *Friendship*, Owen Churchill; *Pirate*, Don Lee; *Heather*, Al Christie; *Patricia*, Davis Bros., all from Los Angeles; *Lady Gay*, Hart Weaver, San Francisco; *Lady Pat*, Ronald Maitland, Vancouver; and *Maribel*, Samuel Dauchy and L. Brauer, San Diego.



Lanai in the hard going of the last race.



Three of the new "Sixes" that appeared at San Pedro. (Left) *Synnove*, an Anker boat, Nick Potter's *Harpoon* (center), and *Ayayay*, an Estlander design.

sailing like a witch in her own conditions, soon opening up a lead which she never relinquished at any time over the $9\frac{1}{2}$ mile course. Nothing could stop the Boston boat, and as the wind freshened she lengthened out her lead to 3 minutes and 7 seconds at the finish. Owen Churchill's *Friendship*, sailed by her owner, was camping right on the trail of *Lady Pat*, and was 1 minute and 9 seconds astern of the Canadian as they finished.

In the Six-metre Class *Lanai* and *Maybe* got the best of the start, and these two had it nip-and-tuck around the entire course. In the light going of the first leg Ralph Ellis took *Priscilla* into the lead, followed by *Maybe* and *Lanai*. On the second leg, a reach, *Priscilla* dropped back to fourth position, *Maybe* still holding a narrow lead over *Lanai*, with *Ayayay* third. On the mile beat to the finish line, in a fresh breeze, *Lanai* caught *Maybe* close to the finish and just squeezed by the latter by the narrowest of margins as *Rousseau* tacked to starboard to stand for the finish, and crossed 30 seconds to the good. *Ayayay* was third. In the 45-foot class *Almardine* won on corrected time.

The second race was sailed in a very light breeze from the Southeast, hauling westerly, and for two legs of the course the race was pretty much of a drifting match, with hardly enough wind to keep spinnakers or big jibs full in the heavy swell. As the boats neared the third mark of the six-mile triangular course the wind hardened and gave a long leg and a short one to the finish. The fleet was well spread out at the finish, but *Friendship* found the weather to her liking and Churchill landed her in first place, beating *Lady Pat* handsomely by four minutes flat, the latter taking second place, two minutes and 35 seconds ahead of *Live Yankee*.

In the "Sixes," *Corinthian III* (ex-*Clio*) was well sailed in the light airs by Charles Langlais, who handed the other boats a bad beating. Nick Potter landed *Harpoon* in second place 4 minutes and 22 seconds astern of the winner. *Priscilla*, *Smiles*, and *Synnove* crossed the line lapped, and right on *Harpoon's* heels. *LaVolpe* won in the 45-foot class.

In the third race the wind was again light at the start, but soon freshened and good time was made over the 12-mile triangular course. *Lady Pat*, which had been right up in the running in the previous races, showed her transom to the other "R's" and led practically around the entire course. *Live Yankee* gave her the best race,

but Maitland gradually increased his lead over the Boston boat and led her by three minutes flat at the finish. *Friendship* was third, well astern of the Welch boat. *Priscilla* "came through" among the "Sixes." She and *Lanai* got all the best of the start, and made the racing, with *Harpoon* slipping in between them on the last leg down the wind to take second place from the Eastern boat by 34 seconds. *Clytie* came up fast from astern and nailed fourth place. *Harpoon* proved fast in the light going.

The breezes were now getting back to their accustomed strength and the fourth race was sailed in a good, whole sail breeze, which was about all the "Sixes" wanted with their big jibs. In this series no less than six of this class used these sails with which the Scandinavians trimmed us last September at Oyster Bay. Just so that no one would get a monopoly on first place, Stuart Haldorn's *Ayayay* "came through" with a win in this race, increasing her lead on each of the last three legs. "Cliff" Mallory landed *Lanai* in second place just 7 seconds ahead of *Maybe*, but nearly one minute behind the flying *Ayayay*, which this day sailed very fast. *Live Yankee* again won in the R Class, Tommy Lee's *Pirate* being second this time, *Lady Pat* having to be contented with third place.



Lady Pat, Ronald Maitland's Vancouver "R," gave *Live Yankee* a hard fight and took second honors.

Model Yachting

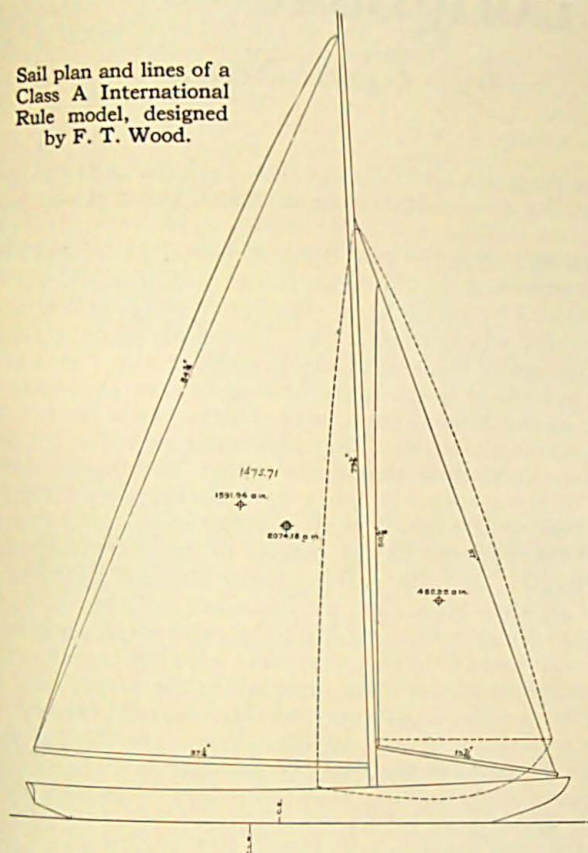
An International Class A Six-Metre Model

WITH the growing interest in the International 6-Metre (A) Class models, the accompanying design of such a boat will prove of value to model yachtsmen who are contemplating building to this class.

These plans are by F. T. Wood, who has turned out many fast models. They are of the *Mariposa*, owned by Wellington Rindge, Secretary of the Model Yacht Racing Association of America, and a member of the Boston Model Yacht Club.

The lines show a most interesting model, and one that should carry her sail well. The ends are unusually short, the over all length as shown being only 60". The l.w.l.

Sail plan and lines of a Class A International Rule model, designed by F. T. Wood.



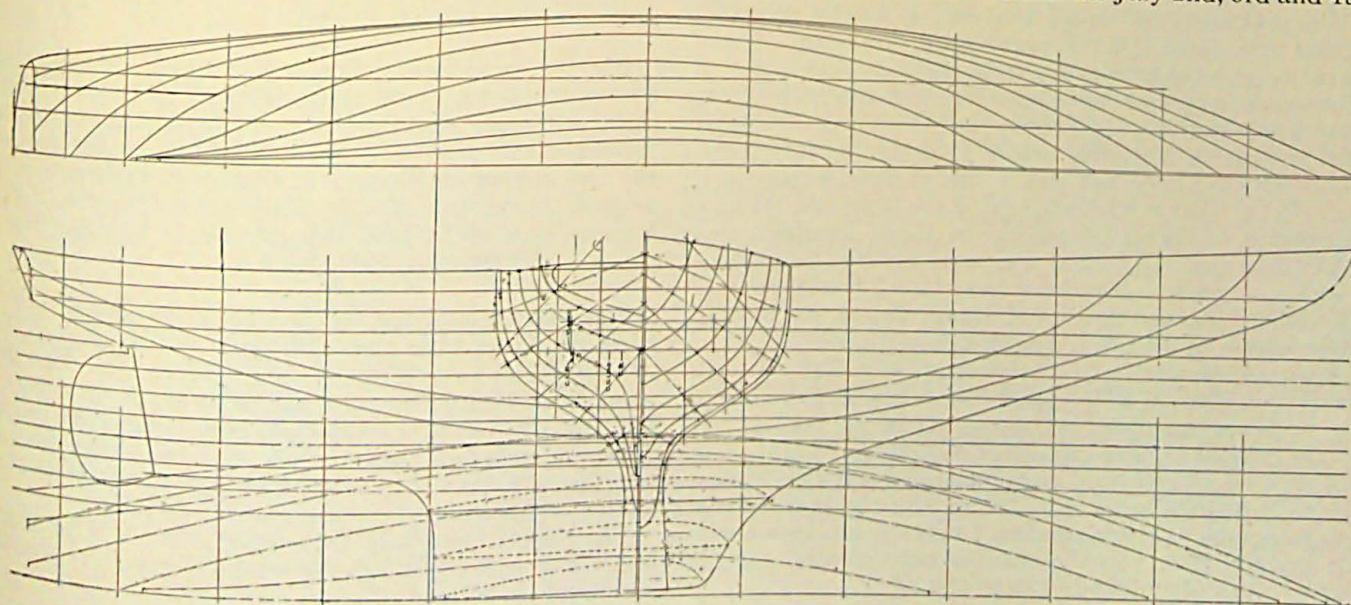
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View of the Reflection Pool in front of the Lincoln Memorial, at Washington, where the international model elimination races will be sailed.

length is 45½", beam 13", and draft 10½". Displacement is 1050 cu. inches, and average freeboard 3.84", the minimum allowed. The sail area shows 2074 square inches, actual, or 2000 under the rule. The short ends and generous sail area make her an interesting model.

Eliminations to be Sailed at Washington

THE Washington eliminations to select a model yacht to represent this country at Gosport are to be held this year at the Lincoln Memorial Reflecting Pool, Washington, D. C. The Washington Model Yacht Club invited the Model Yacht Racing Association of America to hold its races at Washington, and the invitation was accepted. The Lincoln Pool will offer to the Association conditions as near those to be found at Gosport, England, as is possible. In the past two years our challengers appear to have been about as fast as our foreign competitors, but we have lost because we have not had the experience in handling our models in pond sailing, which is quite different from skiff sailing. Realizing this, the Association selected the Lincoln Pool as the only pond available in the East. The dates are July 2nd, 3rd and 4th.





A start in the 20-rater Class. (Right to left) *Patricia*, *Pirate*, *Friendship*, *Lady Pat*, *Live Yankee*.

Six-Metre Class. *Maybe*, Arthur Rousseau; *Ayayay*, a new Estlander boat owned by Stuart Haldorn; *Corinthian III* (ex-*Clio*), Charles A. Langlais, all from San Francisco; *Synnove*, a new Anker boat owned by a Newport Harbor Y. C. syndicate; *Harpoon*, a new boat designed by Nick Potter and owned by Smith & Angleman, and *Smiles* (ex-*Peggy*), J. Stick, owner, sailed by Harry Fisher.

In addition to these there was a class of 45-footers, numbering eight boats, which raced on four of the eight days of the regatta.

The fleet was thus a representative one, containing some of the best of the Eastern boats, and several of the "Sixes" which raced on the Sound in the international races and trials last September.

Southern California is noted for its climate and the steadiness of its breezes. To those of us from the East who were sailing on the Pacific for the first time, neither appeared to have been over emphasized, and the weather throughout the whole series was ideal for yacht racing. The westerly winds blow regularly down the coast, day after day, generally coming in about noon and freshening steadily to a good, whole sail breeze as the afternoon advances, and usually blowing fresh for the last lap or leg of the course. On only two of the days was the wind so light as to make the racing uninteresting, and even

on these days it freshened before the race was half over. As the courses were laid out on the open Pacific, off Point Firmin, there was usually a heavy swell rolling in from seaward, which at times was steep, but whenever there was a breeze it did not bother the yachts. The conditions were never fluky, as we know them in the East, and there was thus no necessity to go "wind hunting." Thus with, on the whole, true wind conditions, and breezes that varied on the eight days of racing from light to 30 miles in strength, a chance was had to test the yachts in all kinds of going.

The racing was divided into two series; the first consisting of five races, on the point system, every boat for herself; and the second a team match for the Six-metre Class, of three teams of three boats each, one from San Francisco, one from Southern California, and one from the East. As no such division could be made in the R Class the second series between the 20-raters was another individual match of three races, on points.

How the Races Were Sailed

The first race, on March 10th, found the whole fleet out early with every skipper anxious to get some kind of a line on his competitors. "Ron" Maitland, in the R Class, got the windward berth at the start, and on the three-mile beat to windward, *Lady Pat* and *Live Yankee* had a fine struggle in the light going, with the latter,



(Left) *Friendship*, owned by Owen Churchill, was the best of the Southern California "R's" in the series.

Charles A. Welch's *Live Yankee* showed her heels to the class and took five firsts out of seven starts.

