

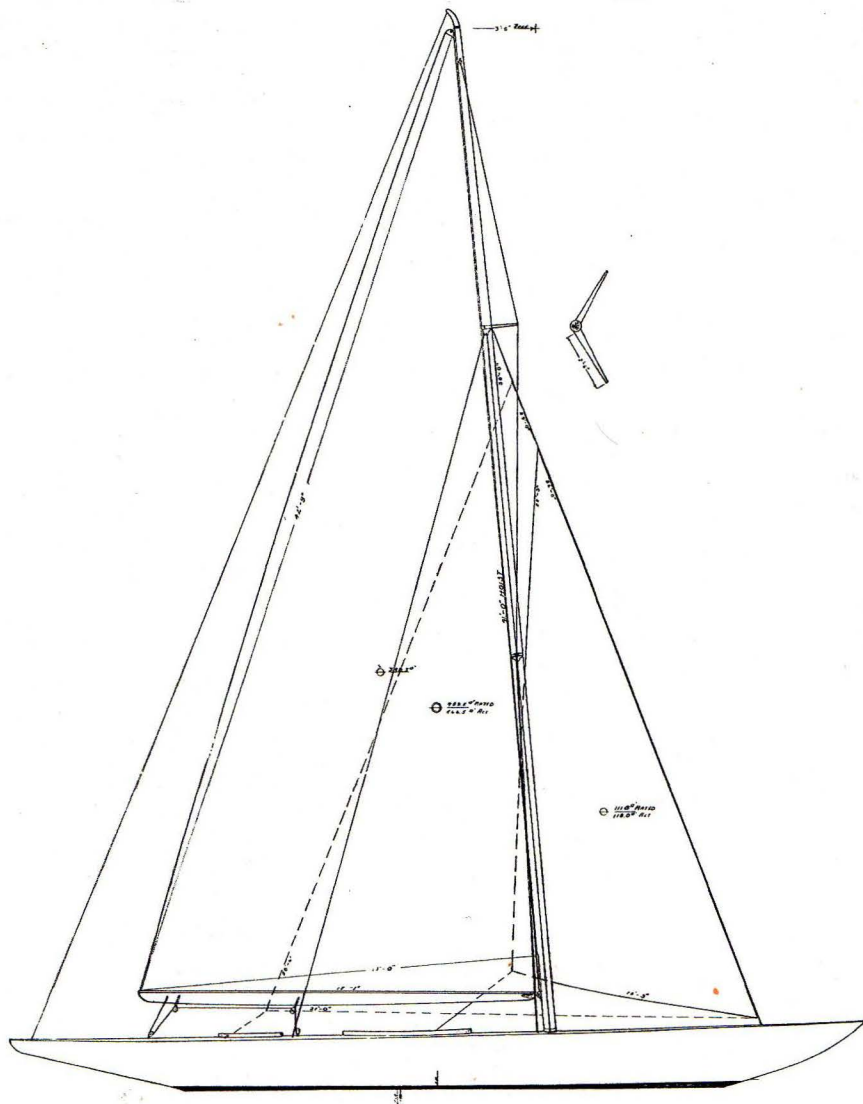
A SIX METER

HEREWITH we are showing the sail plan of a Six Meter designed by N. S. Potter for Tommy Lee of Los Angeles. This boat will be built this winter by the Wilmington Boat Works and will be completed in time for the March Regatta. We are sorry we can not publish her lines, as she is a departure from anything yet attempted in the line of an International Rule boat. The sail plan is very similar to that of "Harpoon" from the board of the same designer, but the boat is more of a heavy weather type than "Harpoon," which was designed for very light going. The new boat is also a double-ender. She rounds out a very fine team of four Six Meters in Southern California. This now consists of the two light weather boats "Harpoon" and "Clio", the new boat for medium to heavy weather and the heavy weather "Synnove." In order to cope with this combination the East and the North will have to send the very best boats they own.

LINES OF AN EIGHT METER

OLD TIMERS will be electrified by the publication of the lines of a yacht, a thing we used to see right along twenty years ago; but they will leap clear out of their seats when they learn that they are from the board of C. D. Callahan, who designed some very successful old time sailing and motor boats.

A glance at the full sections and the hard turn to the bilge is enough to make anybody realize the designer's purpose in this boat; he was thinking of San Francisco Bay when he put that ink on the paper. She is 42 ft. 6 in. long, 12 ft. 6 in. wide, and has a 12 ft. 6 in. mast.



Sail plan of a Six Meter designed by N. S. Potter for Tommy Lee of Los Angeles.

30-121

Mar. 15. '30



Babe Wins King of Spain Trophy on Coast

by Turbese L. Fiske

Entrenching mid-winter racing in California beyond all argument, the third annual Southern California National Mid-Winter Regatta was held at Los Angeles Harbor March 9-13 inclusive, yachts of the R Class, of the 45-foot Sailing Association, and Eight-meter and Six-meter boats competing in as gallant a five-day series of races as has been put on in these waters.

The fight for the magnificent King-of-Spain trophy (a model in silver of the Santa Maria, designed to further cement the friendship between Spain and the United States, and complete down to the last detail) furnished some brilliant skippering in the Eight-meter Class, which was making its first showing on the Pacific Coast. There was one eastern boat and two western. Ralph Ellis of the Seawanhaka-Corinthian Yacht Club of New York pitted his Marin (designed by Nick Potter and constructed in Wilmington, California) against Babe, a German-designed boat owned by Owen P. Churchill of the California Yacht Club, and the St. Francis Yacht Club's entry Monidah, of French design, owned by Stuart Haldorn of San Francisco. The Marin came off the ways only a week before the race, and under her 70-year-old skipper's handling, made a name for herself and Ellis.

The final results in the 8-meter class for the King of Spain trophy were: Babe, first; Marin, second; and Monidah, third. This was sailed in a 25-mile breeze.

There were six entries in the R Class: two being eastern and four western, and it was nip and tuck all the way before the Don Lee trophy was carried off by the Alert with 19 points.

For the Don Lee R-class trophy, Alert IV came in first with 19 points and Heather, second, with 17¼ points.

Five 6-meter boats battled for the Ben Meyer trophy. All were western entries, the Seawanhaka-Corinthian Yacht Club's entry, W. A. W. Stewart's Wasp, having been at the last minute unable to make the trip. There were mighty close finishes in this series and beautiful work. Ayayay tied with Maybe for first place, with Synnove, second and Clio, third.

The final sail off was won by Ayayay with Maybe second, and Synnove, third. North American rules prevailed in all events with the exception of the 45-foot class. Here the Universal rules were in force.

The Wilbur May trophy for the 45-foot Class was captured by the skill and dash of that noble Roman, Matt Walsh, one of the veterans of the coast, with his new sloop

Thorobred, in her maiden race. The Thorobred (California Y. C.) was designed and built by her owner along lines of three swift sea-hounds—the Nina, the Live Yankee (last year's R-Class Champion), and the Diablo, a winner of the Los Angeles-Honolulu classic. Walsh ran up a total of 15½ points.

Second in this two-day series was Clarence White's Vagabond (flying the Newport Harbor Yacht Club burgee), skippered by Joseph A. Beek. The Vagabond made 12½ points.

Almardine II, which took second honors in this class in 1928, was tied for third in the series with the 1928 winner Holdiran, and with Wm. Watson's Wiletie. Each scored 9 points. All three are California Y. C. entries, the first being owned and skippered by G. C. Urlin, and the Holdiran by Wm. Walker.

The weather varied from drenching showers on the first day to spring sun, and from a three-mile zephyr to a spanking gale that whipped the sails off a forty-five footer and gave many sporting thrills. Courses ran from six to twelve miles, and were laid both inside and outside Pt. Firmin.

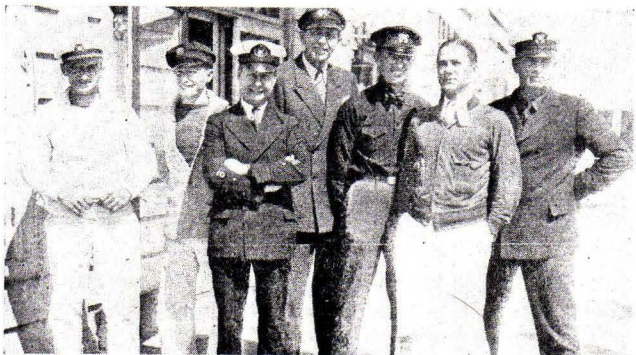
The meet was held under the auspices of the Southern California Yachting Association and was sponsored by the Civic Regatta Association (of the Junior Chamber of Commerce), both of which organizations furnished splendid management.

The California Y. C., housed at Wilmington, added to its reputation for hospitality and gave a fine account of itself as host club throughout. The regatta closed on the night of the 13th, when a banquet was held at the club and presentation of trophies were made.

Clem W. Stose of San Diego was chairman of the regatta committee, his aides being Dr. J. Park Dougall, Victor Doyle, Homer Shirrell, Ellis Wing Taylor, F. H. Bosbyshell, and H. M. Worcester. Starters were F. H. Bosbyshell, Harry Zweiman, H. P. Wilson, Ellis Wing Taylor, and Ray Anderson.

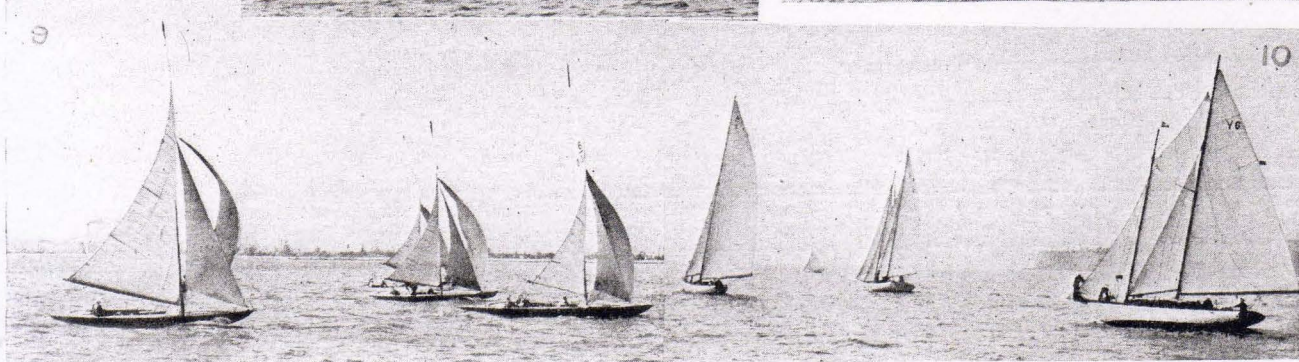
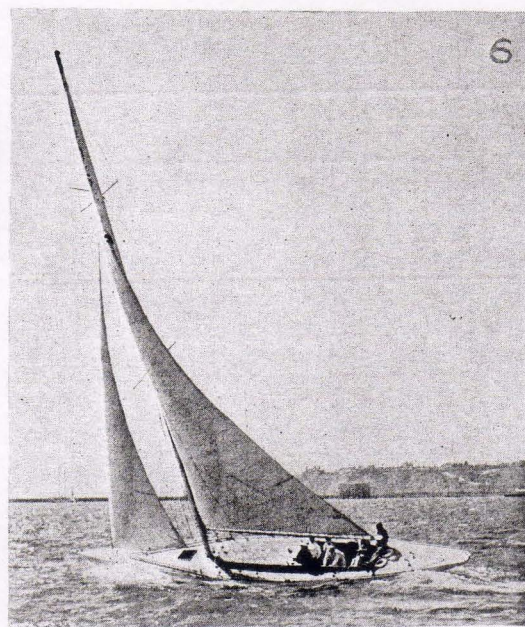
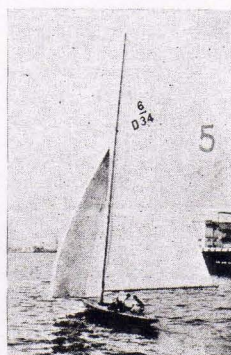
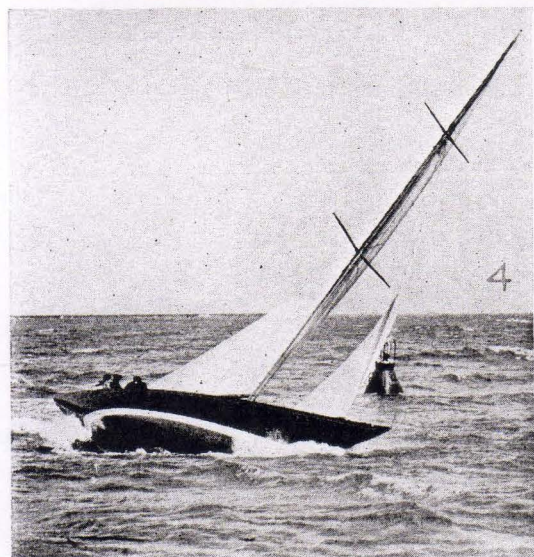
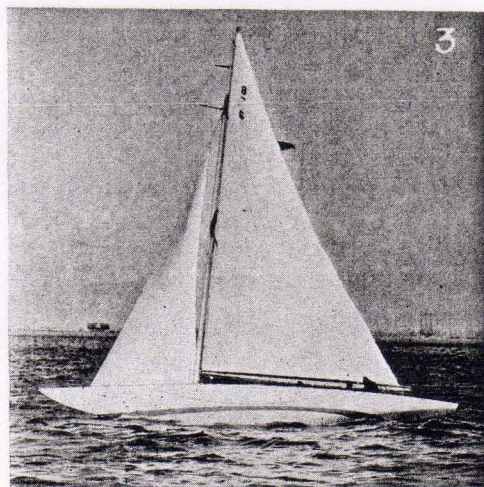
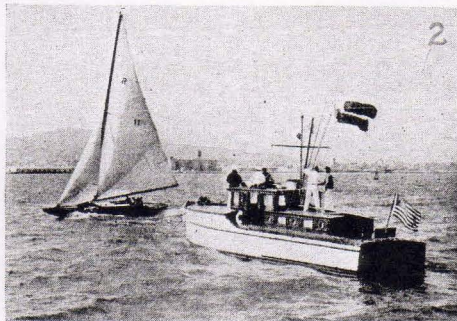
Judges were as follows: 8-meter, Dr. Dougall and Walter Horne; R-Class, Homer Shirrell and George E. Vibert; 6-meter, Victor Doyle and H. B. Warren.

The California Yacht Club gave daily first place trophies for each race, and the Civic Regatta Association gave second and third place series trophies; while the Los Angeles Yacht Club gave daily second and third place prizes.



The Committee: H. Zweiman, J. Zeluff, E. W. Taylor, N. Pabst, C. W. Stose, F. H. Denman, H. P. Wilson. Right: Babe's crew with the King of Spain Trophy; W. Cooper, P. Davis, Miss Barbara McCartney, Ted Conant, E. Davis.

Ray Chapin photos



Scenes at the Coast regatta. 1: Start of the R class. 2: Pirate starting. 3: Marin. 4: Babe, one of the 8 meters. 5: Ayayay, winner in the 6 meter class. 6: Marin, the Long Island Sound entry. 7: Ralph Ellis, skipper of Marin. 8: Heather leading the R's at the windward buoy. 9: Start of the 6 meter class. 10: Start of the 45 footers.

The San Francisco Regatta

Southern California Yachtsmen Make Clean Sweep in Pacific Coast Championship Regatta

By LARRY SMITH
St. Francis Yacht Club



THIS PACIFIC COAST yachting has turned out to be an affair of "tit for tat". First northern California racers trek south to show the southerners just how trophies should be won, then to even matters up a fleet of irate spray eaters from the south come northward to show just how a REGATTA should be won. And the southerners did just that thing in the Pacific Coast Championship Regatta sailed on San Francisco Bay August 24th to September 1st.

In intersectional competition the southerners lost but one class trophy. That was the "R" division in which they did not have the proverbial "China-man's chance" of beating out two internationally famous heavy weather boats, the "Lady Gay," Charles Langlais' fast boat and Vice-Commodore Arthur Rousseau's Mower designed "Ace."

In the eight meter class, Owen Churchill's "Babe," played around like a boy captain in a toy soldier parade, winning three firsts with ease in a contest which resembled in all aspects, an international match, "Babe's" two competitors coming from Sweden and France.

The six meter class carried the championship southward on the mast of Al Rogers' "Synnove". It was a lucky win for the southern craft but well deserved and fought hard for.

A. N. Kemp's "Amorilla" found going more or less easy in the big schooner-ketch class and won with four points to spare. W. W. Pedder's "Diablo" was second and Walter Horne sailed his "Poinsettia" into a tie for third place with Mark Fontana's big ketch "Shawnee." In the smaller schooner division Al Christie beat out Roland Fontana's "Lady Ada" 6 points to 3.

Had the southerners sent any more boats north they would, perhaps, have carried away the Golden Gate.

While opening day was scheduled for August 24th, the San Francisco Junior Chamber of Commerce, sensing an ap-

propriate time to stage a "Harbor Day", got the yachts into a sort of prologue skirmish on August 22nd. The Southerners, intent on "getting the measure" of the San Franciscans, came out in numbers. Tommy Lee and Nick Potter rigged Owen Churchill's "Friendship" and crossed swords with the four San Francisco "R" boats. Then the Bird class, a San Francisco one-design class, vied for honors. To liven matters a strong breeze came in through the gate, reaching a velocity of nearly 35 miles an hour.

A quarter of an hour after the races started disabled boats were on the way home, looking at the stern of power boats. Bob White's "Skylark" was first to meet with disaster, her mainsail gone. Larnie Kimmerle fouled Jarvis' "Petrel" and decided to quit. Next to go under was E. H. Edwards' "R" boat "Ma-

chree." She returned to the harbor with a broken spreader dangling from her starboard rigging.

The event was finally won by Vice-Commodore Arthur Rousseau in his heavy weather "Ace," which lived up to its reputation.

The regatta proper opened with gentle winds to give full advantage to the southern entries. To start the ball rolling, as it were, Al Christie sailed his "Highlander" into a first place over Commodore Roland Fontana's "Lady Ada," flagship of the Corinthian Yacht Club, beating her nine minutes and ten seconds actual time, although Christie has a time handicap of a minute and fifty-six seconds.

In the eight meter class, one of the trophies most sought by the invaders, "Babe" took first place by a minute and forty-one seconds over "Hvide," a



Owen Churchill's "Babe" leading the St. Francis Yacht Club's syndicate boat "Hvide" in the Eight Meter race of the last day.

—Photo by R. Piercy

recent acquisition of the St. Francis Yacht Club syndicate which brought the craft from Sweden. Stuart Haldorn's "Monidah," French built racer, was third.

The south won first blood in the opening skirmish of the six meters, the other trophy most desired by the southern aggregation. Al Rogers scooted his "Synnove" into first place over "Ay-ayay" by 1 minute 19 seconds, Rousseau sailing his "Maybe" into third place with Tommy Lee's "Harpoon" a poor fourth.

Charlie Langlais's "Lady Gay" took first place in the "R" division with ease, beating out Martin Weil's "Francesca", the only San Francisco Yacht Club entry in the class. Rousseau's "Ace" was third and "Friendship", Owen Churchill's threat from Los Angeles, was fourth.

Young Bob Weaver, son of Vice-Commodore Hart Weaver, of the St. Francis Yacht Club, and youngest skipper of the bay, upset the rocking chair

fleet considerably when he took first place against twelve veteran skippers in the Bird class. Bob sailed his "Cuckoo" in 37 seconds ahead of Jack Wyatt's "Curlew," of the San Francisco Yacht Club. Bob White's "Skylark" was third while E. J. Sweetland's "Gray Goose" and Herman Petersen's "Alcyon" tied for fourth place. Petersen was the Corinthian Yacht Club's big hope for the Bird trophy.

In the "big schooner-ketch" class, those of "F" or over, A. N. Kemp took first blood for the southerners. "Amorilla" beating out Pedder's "Diablo" by a minute and 38 seconds. Fontana's "Shawnee" was third, three and a half minutes later, and Walter Horne's veteran "Poinsettia" was fourth. Piver's "Eloise" straggled in more than an hour later for fifth place.

In the big sloop division, "M" and "N" and the yawls, H. W. Rohl took first place in the opening skirmish with his "Pandora", rerigged Swedish built

sloop. Cyril Tobin, of the St. Francis Yacht Club, sailing his "Galatea" in his first real race, was second. Capt. H. A. W. Dinning was third in his rejuvenated "Mah-Pe" and Al Weil's new "Corsair" was fourth.

Things bobbed along through the week in great fashion, the southerners getting their share of the first and seconds and piling up points toward the trophies which they coveted.

Saturday the finals opened with the San Franciscans fighting hard to regain lost points. The weather was to the liking of the northern craft, alleged and in most cases, verified, heavy weather racers. A fresh breeze was scooting in from the Golden Gate and the skippers of the bay regions were smiling. Ah, here was the weather they wanted. Now they would show these southern skippers how sailing should be done.

And it will have to be admitted that the hometowners gave the visitors quite a bit of opposition. A long swell, di-



—Photo by Californians, Inc

Cyril Tobin's big yawl "Galatea," taken through the window in the lounge of the St. Francis Yacht Club.

Build a Yacht Harbor in Santa Monica Bay



Crew of the winning Six Meter "Synnove." Left to right: Earl Gardner, Temple W. Ashbrook, Al Rogers, Skipper, and Emmett Davis.

rect from the broad Pacific and through the Golden Gate simply lifted Al Rogers' "Synnove" and the six-meter championship right out of the lap of San Francisco, as well as the cockpit of Arthur Rousseau's "Maybe". The "Maybe" had been first in the second race and was in a position to beat out Rogers. But fate and a ground swell turned the tables. It was, however, the classic of the regatta. Rousseau took the lead at the start, ousting the "Synnove" from favorable position at the starter's gun. And Rousseau held this lead into the last four minutes of the race. Haldorn, getting away to a bad third start, worked his way into second place, ahead of "Synnove" and it looked like Rousseau would capture the trophy for which the southern invaders were fighting so hard.

Al Rogers was forced to sail a stern race all over the course.

At the jibe it looked as though the battle would be between the "Ayayay" and the "Maybe" but all the way around Angel Island Rogers fought with a determination not to be laughed at. Little by little as the miles rattled away "Synnove" crept up to the leaders.

Around the Fort Point buoy the three little racers dashed and broke out spinners for the run to the finish line. Rogers sailed "Synnove" over to cover Rousseau's "Maybe" leaving Stuart Haldorn to sail his "Ayayay" unmolested. It wasn't just the right thing to do because the "Ayayay" is like chained lightning on the run. Rogers interfered with Rousseau just enough to let Haldorn slip away into the lead but he was to leeward, a bad position along the shore line, and with the wind not quite astern the other two were closing in on her so that they might break her wind power.

Rousseau, holding weather position,

closed in to blanket the "Synnove" about eight feet ahead. He succeeded in this but with the "Synnove" giving way, she spoiled the wind for "Ayayay" and the three boats came into a neck-to-neck position. Fifty feet from the finish line the judges could not determine which craft was leading. It was an absolute tie. Here the ground swells played their part. First one and then the other of the boats would get the advantage and forge ahead on the lifted sea. At the finish line "Synnove" was falling back and "Ayayay" was lifted ahead for first place by inches; "Synnove" then

got the break and was lifted across a foot ahead of "Maybe." The time for the three finishers was "Ayayay" 2:29:29; for "Synnove" 2:29:29½ and for "Maybe" 2:29:30. Tommy Lee did not finish with his "Harpoon."

The victory gave Al Rogers ten points, enough to win over Haldorn's nine and Rousseau's eight points. But what a race!

In the "M" and "N" class Cyril Tobin of the St. Francis Yacht Club sailed his new "Galatea" into a tie for first place with Rohl's "Pandora" by winning first in the fleet of four. Weil's "Corsair" was second, Dinning's "Mah-Pe" third and "Pandora" last. In the tie of points for the series, however, "Pandora" was given the championship because of best elapsed time for all the races. This took another first place trophy to the land of real estate salesmen.

In the big boat class Mark Fontana rejuvenated his veteran racer "Shawnee" and beat out Kemp's "Amorilla" by two and a half minutes, but the southerners led in points gained through two first places in previous races which were enough to win the trophy in this class. W. W. Pedder's "Diablo" was second in the series with "Poinsettia" and "Shawnee" tied for third honors. John C. Piver's "Eloise" was a poor fifth in all starts. "Lady Ada" flagship of Commodore Roland Fontana, lost the championship to Christie's "Highlander," although Roland managed to nip out a

(Continued on page 22)



There was plenty of activity in Yacht Harbor during the regatta. "Lady Gay" and "Hilde" in right foreground. "Fulton G" in left foreground. Bird boats in background.

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THE SAN FRANCISCO REGATTA

(Continued from page 9)

victory in the final race by virtue of his handicap.

Larry Knight won the championship in the "P" class yawls and under with his "Marijane" beating "Tia Fung" and "Presto."

Sunday, the final day of the regatta, found the ancient feud of Langlais-Rousseau revived for the championship and the two friendly rivals went to it tooth and toe nail, as the old saying goes. Langlais' second place gave him sufficient points for the championship with Rousseau being content with second place. It has been many moons, as the Indians count time, since Rousseau has failed to make more or less of a clean sweep of desirable trophies in match races and the rocking chair fleet will have many things to say about this during the winter months.

"Gray Goose" finally skipped out with the championship in the Bird boat class nosing out the youngster Bob Weaver by half a point. Nine Bird boats stuck to the last with hopes of winning. Here is a class which will furnish all the thrills you want in yacht racing.

The eight meter event was just another stab into the hearts of the bay yachtsmen. Churchill's "Babe" gave the "Hvide" and "Monidah" a start, wrestled with them for a few moments and then one after the other, overhauled and showed its stern to them. Babe showed a gasping group of salt water spray eaters that faster boats can be designed in the United States than in Norway, Sweden or France. Southern California can be proud of Churchill's Babe and her performance in San Francisco's championship regatta.

And altogether! "It was a Grand and Glo-o-o-rious Regatta."

SUMMARY

Yacht	Place	1st Race Actual Time	Place	2nd Race Actual	3rd Race Actual	Total Pts.	Prize		
EIGHT METER CLASS									
Babe	1	2:16:13	1	2:23:18	1	1:58:23	9 I		
Hvide	2	2:17:54	2	2:25:46	2	2:00:03	6 II		
Monidah	3	2:25:02	3	2:26:40	3	2:01:25	3		
"R" CLASS									
Lady Gay	1	2:15:09	1	2:13:09	2	1:59:30	17 I		
Francesca	2	2:16:53	—	Disq'd.	3	1:59:21	9		
Ace	3	2:18:57	2	2:16:14	1	1:58:20	15 II		
Friendship	4	2:21:00	4	2:22:44	—	D.N.F.	6		
Machree	5	2:21:05	3	2:18:56	—	D.N.F.	6		
Rascal	6	2:21:13	—	Disq'd	—	D.N.F.	1		
BIRD CLASS									
Cuckoo	1	2:31:23	4	2:31:44	2	2:09:20	31 II		
Skylark	3	2:32:06	10	2:41:25	8	2:14:01	17		
Curlew	2	2:32:00	5	2:31:56	7	2:13:49	24		
Alecyon	4½	2:32:56	3	2:30:24	4	2:10:45	26½		
Gray Goose	4½	2:32:56	1	2:29:04	1	2:08:40	31½ I		
Falcon	6	2:33:58	—	—	—	—	6		
Loon	7	2:35:38	6	2:34:12	5	2:12:13	20		
Kittywake	8	2:35:39	—	Disq'd	6	2:13:15	11		
Mavis	9	2:35:50	7	2:57:03	—	—	11		
Puffin	10	2:36:52	8	2:36:17	10	2:15:17	10		
Junnet	11	2:37:17	11	2:43:42	9	2:14:45	7		
Petrel	—	D.N.F.	2	2:29:05	3	2:08:30	19		
Betty	—	—	9	2:40:56	—	—	4		
SIX METER CLASS									
Synnové	1	2:41:38	2	2:30:20	2	2:29:29½	10 I		
Ay Ay Ay	2	2:42:57	3	2:35:20	1	2:29:29	9 II		
Maybe	3	2:43:49	1	2:28:59	3	2:29:30	8		
Harpoon	4	2:46:15	4	2:37:18	—	D.N.F.	2		
Q CLASS									
Ituby-2	1	2:20:51	1	1:26:20	1	2:18:16	2 I		
Dauntless	2	2:32:58	2	2:44:42	—	D.N.F.	2 II		
STAR CLASS									
Algol Star	1	1:33:03	2	1:25:09	2	1:18:00	9		
Batellite	2	1:36:26	4	1:29:55	3	1:18:38	5		
Corinthian Star	3	1:39:48	1	1:23:41	1	1:17:22	9		
Prince Star	4	1:42:02	3	1:26:05	—	—	—		
SAIL-OFF FOR PRIZE STAR CLASS									
Algol Star	1	1:16:18	—	—	—	—	1 I		
Corinthian Star	2	1:17:49	—	—	—	—	1 II		
SCHOONERS, KETCHES, F AND OVER									
Yacht	Handicap	Place	1st Race Cor. Time	Place	2nd Race Cor. Time	Place	3rd Race Cor. Time	Total Points	Prize
Palmistella	Ser.	4	2:19:16	2	2:08:51	4	1:53:32	9	
Amorilla	10:22	1	2:11:34	1	2:00:19	2	1:44:47	15 I	
Eloko	13:24	5	3:44:53	5	3:08:24	5	2:15:09	4	
Shawnee	18:20	3	2:16:56	4	2:15:15	1	1:42:17	11**	
Diable	23:39	2	2:13:12	3	2:12:43	3	1:45:48	11*	II
Idalia	—	—	D.N.F.	—	—	—	—	—	
SCHOONERS, KETCHES, G AND UNDER									
Lady Ada	Ser.	2	2:28:21	2	2:21:23	2	2:08:09	3	II
Highlander	1:56	1	2:19:11	1	2:20:12	1	2:06:37	6	I
SLOOPS, YAWLS, M-N									
Galatea	Ser.	2	2:18:06	3	2:13:06	1	2:00:24	9**	II
Corwin	00:35	4	2:23:25	4	2:17:56	2	2:02:32	5	
Pandora	2:07	1	2:14:50	1	2:07:48	4	2:04:51	9*	I
Mahpe	7:13	3	2:18:22	2	2:12:47	3	2:04:28	7	
**Total Corrected Time 6:31:36									
SLOOPS, YAWLS, P AND UNDER									
Altair O	3:34	4	3:07:51	—	D.N.F.	—	—	2	
Presto P	1:13	3	2:58:37	1	2:49:07	2	2:12:43	9	II
Tai Fung P	Ser.	2	2:56:12	3	2:54:57	3	2:25:55	7	
Marl Jane	11:50	1	2:41:57	2	2:50:08	1	2:10:35	11	I
Fulton G	—	—	D.N.F.	—	—	—	—	—	
ARBITRARY, OVER 25 FEET									
Yacht	Handicap	Place	1st Race Cor. Time	Place	2nd Race Cor. Time	Place	3rd Race Cor. Time	Total Points	Prize
Challenger	1	2:38:03	1	2:39:31	—	—	—	4	I
Meteor	2	2:48:44	—	No Start	—	—	—	2	
Kathleen	3	3:36:47	—	No Start	—	—	—	1	
HANDICAP, 25 FT. AND UNDER									
Chance	Ser.	1	1:21:47	1	1:10:47	2	1:11:24	8	I
Chloe	00:31	2	1:33:15	3	1:12:50	1	1:09:25	6	II
Black Marlin	4:52	3	1:38:48	2	1:12:27	3	1:12:33	4	

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—Photo by Ray E. Chapin

"Clio," the little Six Meter that won the long race. She is owned by O. V. Dresden, who was racing her for the first time.

GAMING & Gossiping



A REGATTA CIRCUIT IN DECEMBER

PLANS ARE materializing rapidly for a series of speedboat races in Southern California during the early part of December, according to O. K. Hunsaker and Dick Loynes. The first race will be at Balboa, after which the boats will be taken to Long Beach for the second and afterwards to Lake Elsinore and the Salton Sea. Originally the races were to have been for outboards only, but now invitations are being sent not only to owners of outboards all over the country but to owners of hydroplanes of all classes as well. Dick Loynes states that the 151 Class will come in force. Hitherto there has been only the winter regatta at San Diego for all classes and the Lake Elsinore races for outboards. But the men who come all the way from the East like to have several races, because this speedboat racing is an uncertain game, and if a man's motor quits and there is only one race he has made the trip across the continent for nothing. But with four races he has a chance for a come-back. Also, the real estate salesmen have a better chance to get at him and make a permanent resident out of him.

The dates of these races have not been definitely decided upon as yet, but the National Outboard Association and the American Power Boat Association have both given their consent, so it is very likely that a large fleet of boats from all points East and North will participate.

THE SANTA BARBARA ISLAND RACE

By SKIP

AT LAST, we have found an overnight race out of Los Angeles Harbor that seems to satisfy all hands! A good many years ago a race around Santa Barbara Island was a yearly fixture, but it was dropped about 1910, for what reason is lost in the mists of time; probably the trophy was a two or three-time affair and probably it was won per-



—Photo by Ray E. Chapin

"Clio," the little Six Meter that won the long race. She is owned by O. V. Dresden, who was racing her for the first time.

manently by the "Mah-Pe," or some such demon speed hack of those days. That is the reason most of these races die. But anyway, this one has pulled a pretty strong come-back, for we held the wind all night, an almost unheard-of phenomenon in racing off the Southern California coast. Also, Dr. J. Park Dougall, Commodore of the California Yacht Club, has posted a perpetual trophy for the race.

The fleet was divided into two divisions, one for the boats of racing design and the other for those of cruising persuasion, for this year the sloop rig is becoming much in evidence and the two-stickers are somewhat diffident about tackling them. But all that stuff I wrote last month about the "Ahmeek" must have given the boys a bit of a scare in spite of all their kidding, so the old ketch had to train in with the sloops. She took it as a great compliment, and the outcome of the race fully justified the astute ones who insisted upon her sailing in the racing division.

The weather had been foggy for fully two weeks before the race, so that most of the skippers were delighted to dis-

cover that a light has been placed upon the northerly end of the island. A further comfort was the information imparted by the committee's instruction sheets to the effect that two Coast Guard boats would be on hand off the island until 11:00 P. M. The kelp and supposedly reefs extend fully a mile to the westward of Santa Barbara Island, and the presence of these boats was certainly a wonderful help.

"Ahmeek" took the lead at the start, but was passed by "Pandora" and "Babe" before reaching Point Firmin. All the racing division excepting the big "Talaya" stood up the coast, but Lippman wisely stood off shore, as short tacks were not made for the big fellows. Most of the boats in the cruising division also stood off shore. "Pandora" was never headed, excepting once, when "Babe" squeezed by her bows near Portuguese Bend.

The island was sighted by everybody before dark and "Pandora" was around before ten o'clock, followed by "Babe", "Ahmeek", "Talaya" and "Clio". The latter had hung on remarkably well and had the race in her pocket.

But during the hours of darkness "Pandora", "Ahmeek", and "Talaya" outran the fleet, so much so indeed that nothing was in sight astern at daylight. But then these three lay practically becalmed near Point Vicente for nearly three hours, while the boats astern never did lose the wind, but came steadily up on the leaders.

"Pandora" finished first, then "Ahmeek" and "Talaya", for their lead over the others was too great to be overcome, even by bad luck.

"Clio" saved her time easily, and her skipper, O. V. Dresden well deserved his victory, for it was a game thing to sail this little open boat in a race of this length, where sometimes the weather can be mean enough to dust off the big fellows. "Ahmeek" was second in the racing division and "Babe" third.

Among the cruisers Cecil B. DeMille's

"Seaward" sprung a surprise by finishing ahead of the great "Diablo." The latter saved her time however, as did Milton Hesselberger's "Mollilou", which

was second. A. G. Maddock's husky schooner "Malabar" captured third place.

Summary of the race is as follows:

Santa Barbara Island Race

California Yacht Club

PAUL W. HILLER—ERWIN JONES, Committee

September 21-22, 1929—90 Nautical Miles

Start 11:00 A. M. off Buoy No. 2, San Pedro

RACING DIVISION						
Yacht	Owner	Rating	Allow.	Elapsed	Correctd.	Place
Clio	O. V. Dresden	18.0	6-02-07	24-20	18-17-53	1
Ahmeek	H. B. Warren	25.7	3-57-34	23-38	19-40-26	2
Babe	O. P. Churchill	23.9	4-21-13	24-17	19-55-48	3
Pandora	H. W. Rohl	35.3	2-23-47	23-19	20-55-13	4
Talayha	L. Lippman	65.1	Scratch	24-07	24-07-00	5
CRUISING DIVISION						
Diablo	W. W. Pedder	39.2	2-53-10	25-59	23-05-50	1
Mollilou	M. Hesselberger	31.7	2-54-44	27-37	24-42-15	2
Malabar	A. G. Maddock	27.8	3-34-33	28-56	25-21-27	3
Gloria	D. Victor Dalton	62.8	Scratch	26-02	26-02-00	4
Seaward	C. B. DeMille		Not measured		25-04-30	
Barbara	Jean D. Douglas	24.9				

Time not yet turned in



—Photo by W. C. Sawyer

H. W. Rohl's 66-ft. sloop "Pandora" was the first to finish in the Santa Barbara Island race. She was sailed by Ted Conant.

"YACHT HARBOR SURVEY"

THE NATIONAL Association of Engine & Boat Manufacturers has published a booklet under the above title, containing a complete report of what various cities are doing to provide adequate facilities for their pleasure fleets.

The most interesting fact brought out is that in both Miami and San Francisco the yacht basins are the most profitable municipal undertakings ever carried through by these cities. The berths provided are rented to yacht owners and both cities have large waiting lists, and it appears that the size of the profits is limited only by the number of berths that can be built.

The yacht harbor development at Chicago is probably the most extensive of all, the costs running into many millions, but here too the profits are excellent. Writing of this development in "Motor Boating", Richard R. Blythe of the National Association of Engine & Boat Manufacturers says: "Well developed shore lines are signs of progress and far-sightedness, which yield handsome returns in civic beauty and increased values." The photographs and architects drawings published in the "Yacht Harbor Survey" more than bear out this contention.

Yachting is attaining such a place in popular favor that civic projects such as yacht harbors receive the approval of the vast majority in most of our large seaboard cities, and it will not be long before this will be the case in those cities which are not directly on the ocean but which have harbors there.

CENTRAL ANCHORAGE AT LOS ANGELES HARBOR

THE HARBOR Commission of Los Angeles Harbor has become interested in the needs of yachtsmen and is showing a real desire to solve some of their problems.

The plan now under consideration involves a great deal of dredging in the outer harbor at San Pedro, which it is said will provide 112 acres for mooring purposes. The construction of T-head piers with many berths for yachts is also contemplated, and the necessary piers and breakwaters will break up the sweep of the wind so that no seas of any size can form in the anchorage area, no matter what the force or direction of a gale.

The entire project looks like a sincere attempt to do something worth while for the yachtsmen. All the details have not yet been worked out, but the work is proceeding satisfactorily under the direction of Emerson Spear of the Harbor Commission.

However, there are certain pre-requi-