



Photos by Ray Chaplin

A dramatic moment in the Six-Metre racing at the recent Midwinter Regatta, off Los Angeles, when "Caprice" (right) and "Synnove" met on opposite tacks

The Midwinter Regatta at Los Angeles

Six-Metres are the Great Attraction in Fifth Annual Series

By SHERWOOD HALL

TWENTY-SIX racing craft met off the Coast of Southern California in February for a five-day series of fast and close competition, and although our Eastern friends did not respond to the pressing invitations issued to entice them here for a Pacific Coast yachtsmen's welcome, we did have some of their best boats in the Six-Metre Class under Western ownership, and as interesting races as the most ardent rocking-chair yachtsman could ask to witness. Not only did advancing the time of this winter meet into February bring it at a

period when a series of clear, bright days with full to light breezes were the regular program (instead of the squalls, rain, wind, gales and what-not of past years), but two facts were settled as a result: first, that the Six-Metres are established on the Coast as the finest and most popular racing sail boat today; and second, that the "R's" are about done, and both they and the Eight-Metres may soon be supplanted by the Thirty-Square-Metre or some other cruising racer of lower cost, with a more easily handled rig and more moderate upkeep.

The high-light of the regatta was the boom designed like that of *Enterprise* on Charles Deere Wiman's *Alert IV*. And how she did point and foot with it! On the last day, when Wiman had the series in the bag, he shifted back to the old rig and a great difference was apparent. That old sea dog, Matt Walsh, headed him in *Pirate* for the whole round. And then, just before they crossed the line, *Alert's* backstay let go and the mast went overside, Harold Doulton going with it! As Walsh heard the "crack" he looked back, saw Doulton in the water, in oilskins and rubber boots, trying to swim to *Alert*.

Jibing *Pirate* all standing, with one long beautiful swing, he went by Doulton, threw him a buoy and a line, completing his swing as they dragged Doulton under and through the sea until he came aboard. Then he finished the race ahead of Donald Douglass in *Friendship*



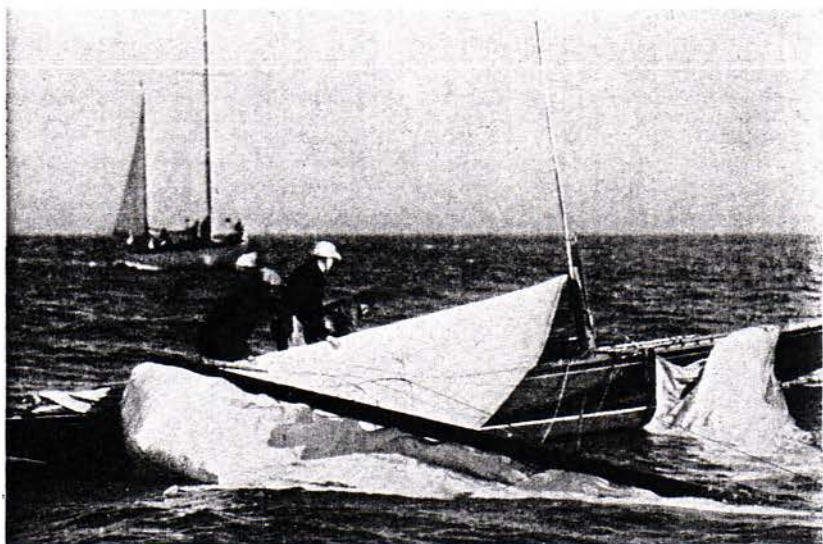
A start in the Eight-Metre Class. Owen Churchill's "Angelita," winner of the series, in foreground

— the most beautiful and fastest piece of seamanship and maneuvering it has ever been the privilege of the writer to witness.

For the first three days, in addition to the "Sixes," "Eights" and "R's," other races were held for Stars, 45-foot schooners, and the Skimming-Dishes from Alamitos Bay (a vest pocket edition of the Inland Lake Scows), these last racing in a sheltered course behind the breakwater. When the big wind came up on the second day one went over, but her skipper was quickly pulled out by a Coast Guard cutter. If an owner will pick out a name like *Flap Jack*, what can he expect when the boat tries to emulate the original! Seven Skimmers started. At the finish Billy Lyon's *Tarpon* led with three firsts and a score of $21\frac{3}{4}$ points; Rose Parcell followed in her *Roses* with 17; and *Hornet* annexed 15 for her owner, Jack Axelson. In the big schooners, with five in the class, Hugh Angleman's *Ocean Waif* was top boat, William Watson's *Wiletie*, class champion for the last two years, second, and third place was a tie between the original *Malabar*, under her new staysail rig and owned by A. G. Maddock, president of the Forty-Five-Foot Sailing Association, and *Monsoon*.

Seven International Stars staged the scrap one always expects in this class whenever a few Star skippers get together and start to argue as to their individual abilities, not to mention those of their boats! Arthur McCrate, Jr., owner of *Zoa*, scored in this scrap, H. F. Beardslee, with his *Moir*a just nosing out *Alibi*, with A. E. Eckdale at the helm, for second best.

Four "R's" started the first day, but C. W. Hooper's *Patricia* was so badly outclassed that she did not appear again, leaving the fight between *Alert IV* and *Pirate*, with *Friendship* trailing. *Alert* ran up $15\frac{3}{4}$ points for Charlie Wiman before the last day, so that his broken mast and D. N. F. still left him a point to spare over Matt Walsh, *Pirate* taking only one first (in the light airs on the third day). In the blow of the second day, she broke her mast. Tommy Lee did likewise in his Six-Metre *Caprice* on the same day. On the last day Joe Fellows' *Harpoon* broke her jib halliards and took so long to get another set rigged that she dropped out at the last of the race when hopelessly behind the fleet. Aside from these, no other accidents marred the racing.



"Alert IV," Charles Wiman's 20-rater, racing under the colors of the Chicago Yacht Club, loses her mast near the finish line in the last day's race

Only three Eight-Metres crossed the starting line, but they had five days of real sport, and not until the last day was the result decided, with Owen Churchill's *Angelita* scoring $13\frac{3}{4}$ points against $11\frac{1}{2}$ for *Marilyn Dalton* (built last year as *Marin*, for the late Ralph Ellis). The latter was sailed by Owen Dresden. The Olympic "Eight" *Babe* was under charter to Pierpont Davis and was sailed by him, but she needs a heavy wind, so that five points were all that her skipper could add up. The *Angelita* took three firsts to two for *Marilyn Dalton*, but at the end of the third day Dresden had a slight lead over Churchill and it was only by the closest of sailing and hanging on until the last gun was fired that the Olympic skipper shoved the *Angelita's* nose over the finish line, a winner.

The "Sixes," nine in all, are a wonderful class, from *Ripples*, last year's Scandinavian invader and now owned by young Walton Hubbard, down to *Clio*, from Fred Hoyt's board, back in 1922, and sailed by Russell Simmons. In between were *Naiad*, ex-*Lucie*, and the Scandinavian cracks, *Maybe* and *Ayayay*, all from San Francisco Bay, and the local craft *Synnove*, *Caprice*, *Harpoon* and *Lanai*, the last a 1925 Crane boat. From start to finish, it was a race of skippers. When one considers that it is only about three years

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A hard battle. The "Sixes" "Synnove," "Lanai," and "Caprice"

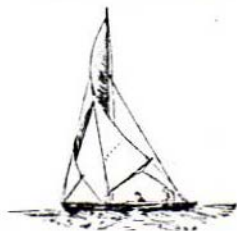
The Midwinter Regatta at Los Angeles

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since the Coast first saw a "Six" and that they are high strung craft, needing experience, study, crew practice and, most of all, a master's hand at the helm, admiration and praise is due the California yachtsmen.

Ted Conant, at the stick of *Lanai*, showed himself an expert in the class as he ran this six-year-old boat through to the championship, with $38\frac{1}{4}$ points to his credit. A first the opening day and a fourth the second shows how hard the going was for him, and without another first he yet pounded out enough points to carry the broom at his masthead. Charlie Langlais from "the Bay" ran Stuart Haldorn's *Ayayay* up to second place, with $33\frac{1}{2}$ points, closely followed by Arthur Rousseau, in *Maybe*. "Rus" Simmons, with *Clio*, oldest boat in the fleet, beat out such "cracks" as *Naiad*, *Ripples* and *Caprice* for fourth place. The best *Naiad*, ex-*Lucie*, could place was fifth. Al Rogers' *Synnove* and Walton Hubbard's *Ripples* tied for the next position, Rogers looking for heavy wind that did not come and Hubbard sailing a strange boat that arrived only the day before the first race and which took some fifteen or twenty yachtsmen all that day to rig!

It was a great regatta. Paul Hiller ran the races off like clockwork, on time and with no fuss or friction, in spite of the handicap of losing most of his regular committee.



Pacific Coast Championships at Santa Barbara

Six-Metres Hold the Stage with "Naiad" Winner. Record Flotilla Gathers in New Harbor

By SHERWOOD HALL

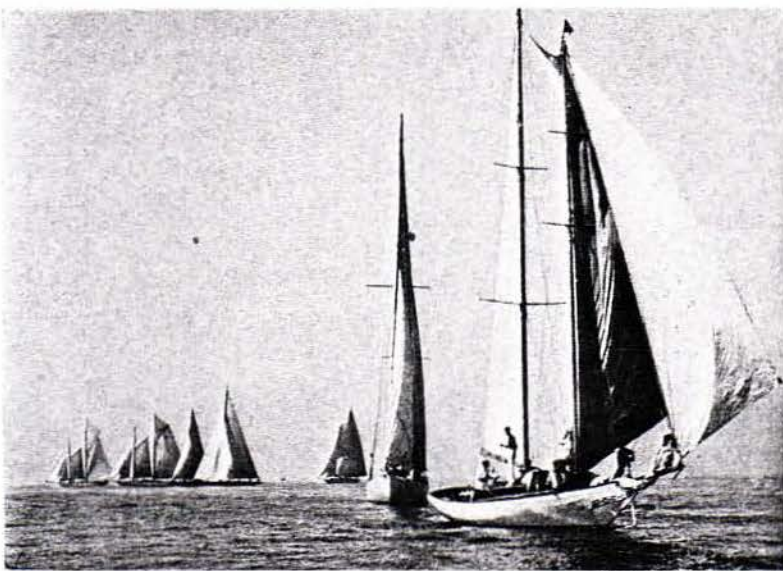
THE Eleventh Annual Regatta for the Pacific Coast Championships which was held at Santa Barbara in August again proved that the International "Sixes" are without doubt the finest racing class in Californian waters today. It is true they were outnumbered by the ubiquitous Stars and those floating bathtubs, the Alamitos Bay Skimmers, but for keen sport for competitors, and interest and excitement for the spectators, they stole the show. Nine fast boats, including the best of American and Continental design and craftsmanship, daily fought it out from the preparatory signal to the finish line, and not until the final gun of the four days' series did Cyril Tobin's *Naiad* from San Francisco Bay add the title "Pacific Coast Champion," to her long list of victories, which include the Seawanhaka Cup, Long Island Sound Championship, Mediterranean Championship, British-American Team honors, and others. These she won first as the *Akaba* and later, under Briggs Cunningham's colors, as the *Lucie*. After her poor showing in the Mid-winter Regatta at Los Angeles, her victory was a shock to the Southern skippers, who had the races "doped out" as between *Ripples*, *Caprice*, *Lanai* and *Navajo*!

The second big surprise was the speed shown by the big Class M sloop *Simba*, renamed *Patolita*, and brought out from the Sound by Charles Deere Wiman and John J. Mitchell. First breaking the record in the race from San Pedro to Santa Barbara in a heavy wind and high sea, which caused several of the big craft to return to port with split sails and broken rigging (ninety miles to windward in 17 hours and 53 minutes!), *Simba* won the series cup in the M and N class against S. M. Spalding's *Westward*, hitherto champion of the Coast, and the latest European importation, Milton Brenn's *Rhapsody*, an Anker-designed twelve-metre from Norway. Not satisfied with this record, *Patolita* was entered

in the ocean race to San Miguel Island and return for the Mussolini Perpetual Challenge Trophy and took possession of this wonderful piece of Italian silversmith's art for the first year it has been offered, defeating *Enchantress*, *Amorilla*, *Diablo*, *Zingara*, *Fayth* and *Audacious* in the one-hundred-mile jaunt.

This first regatta to be held at Santa Barbara since the completion of the Fleischmann breakwater saw the largest flotilla of yachts ever assembled on the Coast. In the absence of Major Fleischmann's *Haida* (on a fishing trip to Alaska), the largest craft was Howard Hughes' Diesel yacht *Hilda*, while in windjammers Morgan Adams' *Enchantress*, winner of the Honolulu Race last year, and Silsby M. Spalding's *Radio*, dwarfed their neighbors. The babies of the fleet were the Skimmers and the Starlets, sailed by a joyous and carefree bunch of youngsters from Newport Harbor and San Diego Bay, which arrived on a large barge in tow of a Navy tug. In the bays and lagoons of Southern California these little racing scows make great sport for the youngsters, and are a fine training school to develop skippers for the larger craft, but in the strong wind and choppy sea, which was found during the first two days of the regatta, they were out of place, five of them capsizing and forcing the Coast Guard cutters to leave the course as judges' boats and tow them into the harbor. The Starlets were a little better, but even they found the going very heavy and the Regatta Committee wisely ran off the remaining races in these two classes early in the morning before the wind had set in for the day.

The first and second days' racing saw brisk eighteen-to twenty-mile breezes and a fair chop which delighted the skippers of the "Sixes," "Eights," Pacific Coast One-Designs, and the larger craft. This was followed by a day of light winds and a smooth sea, while the fourth



Photos by W. J. Collinge

The start of the cruising race to Anacapa Island, won by "Endymion." Hugh Angelman's "Ocean Wail" in foreground

and fifth days saw brisker winds and a chop again. For the various championships the Sixes, Eights and Starlets raced four days; the Stars, P. C. One-Designs, and Skimmers three times, and the larger yachts two days; the last day being reserved for the races for the San Diego Lipton Cup for cabin sloops, the Endymion VI Perpetual Cup for Six-Metres, put up this year by Donald Douglas, the Santa Barbara Perpetual Cup for Stars, and a Performance Handicap Race for cruisers that had not gone to San Miguel — and any others that cared to compete. Power cruisers and runabouts also took part in races on two mornings, Arthur N. Macerate's *Zoa III* of Long Beach (winner in this year's 400-mile ocean race for power cruisers from Long Beach to San Francisco) nosing out E. S. Pillsbury's *Lucky Lady III* and Vice-Commodore C. B. Mitchell's *Sea Bee* in the cruiser division, while *La Reine III* and *Ahrea* divided honors in the runabout class, the *Cigarette*, owned by Brainard Beckwith, taking second on both days.

The "Sixes" lined up with Stuart Haldorn's Danish *Ayayay*, last year's champion, and Cyril R. Tobin's *Naiad* representing San Francisco Bay; Commodore Al Christie's old *Lanai*, skippered by Ted Conant, Russell Simmons' *Clio*, "Tommy" Lee's *Caprice* and "Vic" Dalton's *Navajo* (ex-*Saleema*), sailing for Los Angeles; while from Newport Harbor were Commodore Rogers' *Synnove*, Walton Hubbard's *Ripples* and another dark horse, the Norwegian *Mosquito II*, winner of the Gold Cup in 1928, now renamed *Mystery* and owned and skippered by William Bartholmea. *Synnove* led off the first day at the start, but right behind were *Ripples* and *Naiad*, and in the first leg, a beat to windward, these three were joined by Tommy Lee in *Caprice*, making up the quartette that, day by day, fought for the championship.

Before they rounded the first mark the smooth teamwork of Tobin's crew had snapped *Naiad* out in front and she was never headed, crossing the finish line a minute and twenty-one seconds ahead of *Synnove*, with *Caprice* third, *Ayayay* fourth and *Ripples* fifth. The second day Tobin began to pull his perfectly timed starts, and this novice, with a crew that had never sailed together before the San Francisco Bay Regatta in July, again ran *Naiad* out into first place at the first mark and showed the way home to the "old hands" for

12 miles. "Al" Rogers was right behind, however, in *Synnove*, *Ripples* taking third, Ted Conant pushing *Lanai* up into fourth place with *Caprice* not far behind. The third day, after leading at the start, the crew of *Naiad* started to dream their way out to sea in the light airs instead of following the local sailing rules which are to hug the shore, and thus miss a head current. Result, *Caprice* first, *Ayayay* second, *Clio* third, *Ripples* fourth, *Synnove* (a heavy weather craft and suffering in the gentle breeze) fifth, *Lanai* sixth, and *Naiad* in seventh place. The point score then stood as follows: *Naiad* 21½, *Caprice* 21¼, *Synnove* 21, *Ripples* 18, with *Ayayay*, *Clio* and *Lanai* tied at 14! What pow-wows were held that night, and plans made for the next day were nobody's business. It was amusing to see the judges' boats, and the craft assigned to the press and photographers, not to mention the spectators, edge away from the other classes next day and follow the Sixes!

Tobin took *Naiad* the inshore route in the beat to the whistling buoy, and led around it, with *Synnove* close behind and *Ripples* third. Tommy Lee was lost in the scramble that always occurred at this windward mark, owing to a strong current setting down with the wind, and *Caprice's* chances of placing with the leaders went a-glimmering. In the run to the second mark *Ripples* beat out *Synnove* by four seconds, with *Naiad* still nicely in the lead. They held the same positions through the second round until they passed the last mark and started the beat up to the finish line. Here Tobin, knowing that *Ripples* was not dangerous in the final score, elected to cover *Synnove* and followed Rogers tack for tack, letting *Ripples* cross 18 seconds ahead of *Naiad*, but holding his lead on *Synnove*. The final point score was: *Naiad* 29½, *Synnove* 28, *Ripples* 27¼, *Caprice* 25¼, *Lanai* 20, *Ayayay* 19, and *Clio* 17.



"Westward" and "Patolita" (ex-"Simba"). The latter won the championships for big sloops



Santa Barbara's new yacht harbor provided anchorage for the largest flotilla of yachts ever assembled on the West Coast

Following the championship series, the race for the new Endymion Perpetual Trophy was held, and, in a fair breeze, Ted Conant worked *Lanai* up to a first place, followed by *Caprice*, *Ripples*, *Naiad*, *Synnove*, *Mystery* and *Ayayay*.

The battle which was promised in the Eight-Metre Class failed to materialize, much to everyone's disappointment. Edward Carpentier, owner of *Marin*, had invited Fred Hoyt to sail her. As Hoyt had won the King of Spain Trophy with *Marin* against *Angelita*, in 1930, a keen struggle was naturally expected, with odds on Hoyt who is one of the cleverest small boat skippers in America. An outsider in the form of Neuritis took a hand in the contest and forced Hoyt to watch the races from the judges' boat, so that Carpentier had to turn the *Marin* over to a Santa Barbara youngster, Earl Hayward — clever in a Star boat but unfamiliar with the larger craft, and *Marin* was last every day. Owen Churchill sailed his *Angelita* into four firsts and the Eight-Metre Championship, second place going to Pierpont Davis, who had chartered *Babe* for the season.

Eleven Stars from California fleets made a good showing in their daily battle, Eddie Fink in *Zoa* taking the championship with 30 points, the Websters, from Newport Harbor, placing second in *Tom Robin* with 29 points. The rest finished as follows: *All Star*, Keith, 24; *Moira*, Beardsley, 23; *Westwind*, Plumb brothers, 22; *Howdy*, Will Dickinson, Jr., 18; *Three Star*, Waterhouse, 17; *Patriot*, Lippman, 12; *Barby II*, Soule, 8; *Amoeba*, Martin, 8, and *Pierette*, Stacy, 1. In the race for the Santa Barbara Perpetual Trophy for Stars the Plumb brothers placed *Westwind* first, followed by *All Star*, *Moira* and *Zoa*.

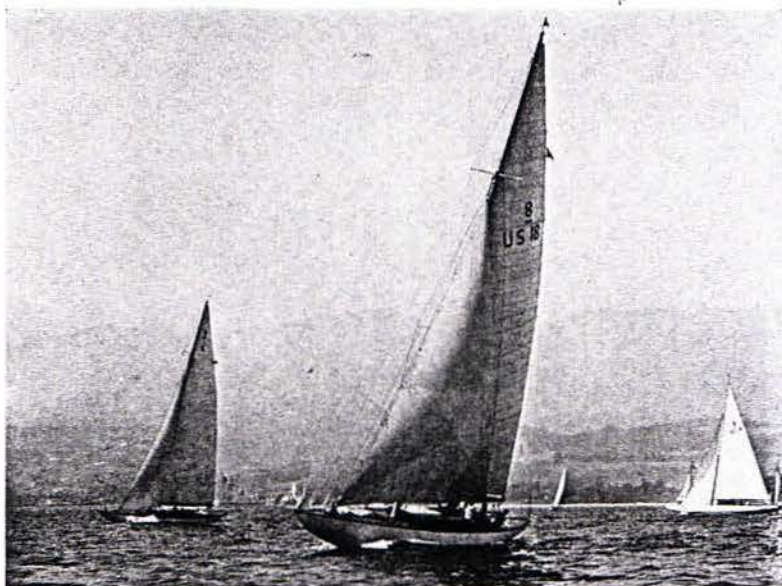
The Pacific Coast One-Design Class, a neat cabin sloop originating at San Diego and nearly the same size as the Six-Metre's, brought out four entries, "Al" Jessop in *Imp* having three firsts and the championship to his credit, second and third places going to the Kettenberg brothers in *Skamp I* and *Skamp II*. Miss Rose Pasel led the Skimmers in *Roses*, Russell's *Patricia* taking second. Among the Starlets Merritt's *Corky* was first with the Frost brothers' *Algor* in the next place. In the San Diego Lipton Trophy Race for sloops, G. Kettenberg, in *Skamp II* took

the cup, "Al" Jessop finishing second in *Imp* and Pierpont Davis in *Babe* placing third.

In the M and N Class for the big sloops, *Patolita* (Class M), *Westward* (Class N) and *Rhapsody* (Twelve-Metre) finished one-two-three on both days, the corrected times making no change in their positions, *Patolita* winning the championship. In the E, F, and G Class for big cruisers, Donald Douglas' *Endymion* won both days, A. N. Kemp taking second in *Amorilla*, and W. W. Pedder's schooner *Diablo* and Spencer Kennelly's yawl *Spenmar* tying for third place, each having a third and a fourth.

The X and Y Class can always be counted on to supply interest as it contains the schooners of the Forty-five Foot Sailing Association that battle the year round off San Pedro. The first day Clarence White's fast ketch *Vagabond* cleaned up. In the second race Hugh Angelman's *Ocean Waif* finished first with *Vagabond* just behind to take the series on points. Third place in the series went to Will Watson's *Wiletie*, while Page's *Monsoon* and Bosbyshell's *Windward* tied for fourth position. In the P and Q Classes Matt Walsh had a runaway

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The "Eights" at the starting line. "Angelita" (in center) was sailed to four firsts by Owen Churchill

Pacific Coast Championships at Santa Barbara

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with his sloop *Thorobred*, leading his nearest competitor by 13 minutes one day and more than 20 the second.

On the last day of the regatta some of the larger cruisers, two "Eights" and a "Six" took part in a Performance Handicap Race, their starting times being based on their performances in the previous two or three days' races. As they neared the finish line it was seen that they had split up into three groups and a few stragglers. Ahead were Donald Ayer's *Monsoon* and Milton Brenn's *Rhapsody*. These two rounded the buoy side by side and in the last beat to the finish line the *Rhapsody* nosed out and won. In the next group, *Endymion* and *Westward* fought it out to the last, the former, a beautiful staysail schooner, finally leading *Westward* over the line. Dalton's *Navajo* received such a grand handicap that she beat out the other "Eights."

While this was going on the larger craft were taking the long beat up to Richardson's Rock off San Miguel Island and return for the Mussolini Trophy. In the 100-mile scrap A. N. Kemp's *Amorilla*, with a fighting crew, almost caught *Patolita*. If they had not started to round the island instead of the rock another story might have been told at the finish. As it was, they finished only twelve minutes behind the big sloop! The *Enchantress* finished third and won the prize in the class over ninety feet, while the *Diablo* took third in the class under this limit, the *Patolita* taking best on elapsed and corrected time, and the Mussolini Trophy.

Following the regatta the Anacapa Island Race for the Spalding Perpetual Challenge Bowl was held and seven boats started for the 45-mile circuit of the island. Unfortunately the wind died out and only three finished the long grind, Donald Douglas' *Endymion* placing first in 14 hours and 7 minutes. Silsby M. Spalding's *Westward* took second in 16 hours while Pedder's *Diablo* finished third.

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*The "Sixes" racing off
San Pedro, California,
where the water events
of the Olympic Games
will be held next
summer. Arthur
Rousseau's "Maybe"
rounding the mark in
the lead*



*The best way to see
Florida is by motor
boat. "Cricket II" in
the Mt. Dora Canal.
She is a product of
Florida, powered with
a Scripps "Four"*

howl over partiality from Colonel Hersey.

The first day, in a good strong westerly our own good Commodore, Al E. Rogers, brought in the old "Synnove" in the place of honor. She belongs there in that kind of going, at least so said every man Jack of them on all the boats. Al Christie's "Lanai" was second, Tommy Lee's "Caprice" third, Walton Hubbard's "Ripples" fourth and Rus Simons' "Clio" fifth.

The next day in rather a drifting match "Clio" ran all the way up the scale into first, "Lanai," with old "Consistency Ted" Conant at the tiller, again took second, "Caprice" was third, "Ripples" fourth, a consistent fourth, and "Synnove" dropped from her mighty pinnacle of the day before into last place.

On Saturday, the 23rd, "Lanai" won. There was wind enough to favor the

heavy boats, so we all were set to see "Synnove" repeat, but she got behind "Lanai" at the start and never could get rid of the old bucket. Second was hers though, with "Caprice" third, "Ripples" another consistent fourth and "Clio" last.

Next day the wind was out of the South, a nice reach. "Caprice" won, which was most appropriate, if names or words mean anything, for the breeze was nothing if not "capricious." Tommy stood up the coast, while the rest sailed the straight line for Long Beach buoy. At Seal Beach "Caprice" was at least two miles behind the rest, which were beautifully bunched. At this point an easterly set in and all set spinnakers. "Caprice," contrary to her custom, closed a bit. Then the breeze shifted back to South, putting Tommy on a close reach and the others on a beam

reach. What Tommy did to them then was almost sad, for he not only closed the gap but won by a short, very short margin. "Clio" was second, "Ripples" third, "Lanai" fourth and "Synnove" last.

Now, get out your pencils and you will see that the point score was:

"Lanai"	15 1/4
"Caprice"	14 1/4
"Clio"	11 1/4
"Synnove"	11 1/4
"Ripples"	9

So Al Christie is not only the winner this year of the magnificent Ben Meyer Trophy, but of the grand old Newport Harbor Gobboon as well. And if you don't think it is a proper trophy, all shipshade and Bristol fashion, we'd have you know that it is engraved like any other trophy. And besides, it is useful!



AT THE PRESENT time we have received no complete report on the series at Honolulu between the four San Diego P. C.'s and the Honolulu S boats, but the following telegram from George Jessop to the San Diego Sun is balm to our souls:

"Honolulu, May 23rd, 1931.

"With score 89 to 88 end of fifth race, we today won exciting series, score 109 to 103. "GEORGE."

The boats from San Diego Yacht Club were:

No.	Boat	Skipper
P-2.....	"Blue Jacket"	Joe Jessop
P-3.....	"Tiana"	Bob Childs
P-4.....	"Jean"	George Jessop
P-7.....	"Jade"	Bob Mann

The Honolulu boats were:

S-2.....	"Maile"	A. W. T. Bottomley
S-4.....	"Huapala"	Harold Dillingham
S-5.....	"Kamaoli Pua"	Bob Atkinson
S-7.....	"Panini"	Everardus Bogardus

As nearly as we can reconstruct things from scattered clippings from the Honolulu newspapers partially describing some of the races, there were six races in the series. The first race was sailed over the inside course at Pearl Harbor, the second in the open ocean from Pearl Harbor entrance to a buoy off Waikiki Beach and back, and the other four races alternately over the inside and outside courses.

day, with stronger winds on the outside course, apparently the Pacific Coast One-Designs proved themselves better heavy weather boats and won. In the third race, again inside Pearl Harbor, the S boats were faster, but the P. C.'s turned the tables in the fourth race, on the ocean course.

It was like two very evenly matched tennis players, each striving to the utmost to break through the other's service, but unable to do so. But at this point the Pearl Harbor Yacht Club's team had what seemed almost like a winning lead, for their boats were able to win by several more points on the inside course than the San Diegans could win by on the outside one. The score at the end of the fourth race therefore stood 77 to 65, in favor of the S boats.

But in the fifth race the break came; our skippers had evidently solved the conditions inside Pearl Harbor. However, they were considerably helped by a bad break of luck for the home team. Harold Dillingham, while leading the fleet with his "Huapala," cut a marker pretty closely and his main boom touched it, so that he immediately withdrew. Three San Diego boats were piling along behind him, and these finished one, two, three. Of course, this gave them the fifth race by a big margin, the P. C.'s taking 24 points to 11 for the S boats

and 88 for Pearl Harbor.

Well, the last race was outside, and while we have no details at all of it, we do know the result from George's wire.

But the final score was close enough to show how evenly matched these boats are. The S Class boats were designed and built several years ago by the Herreshoff Manufacturing Co. of Bristol, Rhode Island. The P. C.'s were designed by George Kettenburg of San Diego last year. Evidently our boats are better in a good, stiff breeze, and the S's in light weather. If and when the Pearl Harbor boys come here for a team race, history will probably repeat itself. But then the visitors will probably win outside, where it is light, while the P. C.'s ought to win on any course inside the bay, where there is likely to be more wind and where the tidal conditions are unfamiliar to the Honolulu men.

This event we hope is only the beginning of team races of this character on the Pacific Coast and the Hawaiian Islands. Our boats, having proved themselves at least the equals of boats of about the same size, should now be acceptable to yachtsmen of the entire Pacific Coast. Team races can be arranged between boats of this class from various ports, and we shall doubtless arouse the curiosity of owners of the Long Island Sound Inter-Clubs and possibly the Bermuda



E. Levick

The Six-Metre "Saleema," recently purchased by Edward Carpenter, of Santa Barbara, on her way to the West Coast

In addition to the Transatlantic Trader for the ... The ...



The Racing Season is On

W. C. Sawyer

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NO. VI



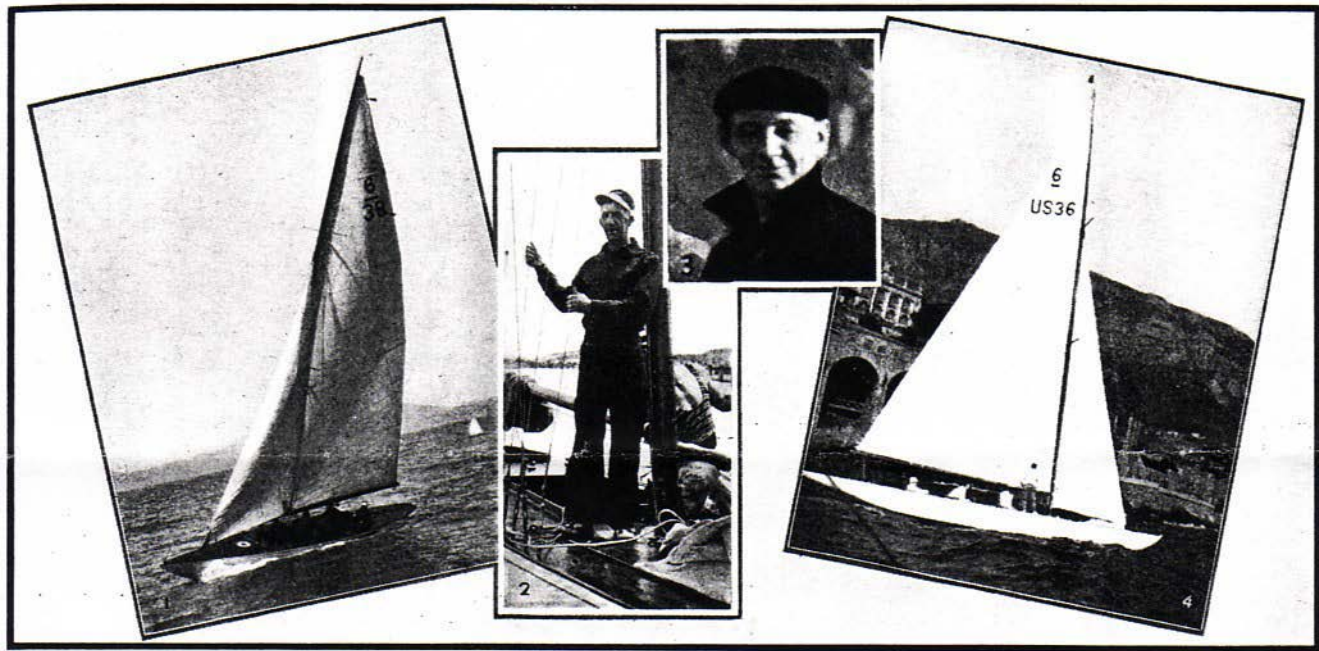
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THE PACIFIC COAST YACHT CLUBS

PACIFIC MOTOR BOAT JAN 1931 PG 27



Two of San Francisco Bay's Fastest Six-Meter Sailing Craft, and Their Respective Owners

1. "Maybe", Arthur Rousseau's six-meter champion of San Francisco Bay. 2. "Art" Rousseau aboard one of his several racing craft—all of which are speedy, and which have been champions in their divisions at different times. 3. Cyril Tobin, owner of the "Galatea", one of the best known sailing craft on this coast, and who brought the speedy six-meter "Lucie" to San Francisco Bay, to contest Rousseau's crown for "six" honors. 4. A view of "Lucie" off Monte Carlo.

By Norman A. Harris

WHEN two internationally famous yachts, skippered by two sea-going yachtsmen with salt water in their veins, start "arguing" as to which is the faster, a battle royal is a certainty.

Which explains the interest centering on San Francisco Bay's two leading six meters, *Maybc* and *Lucie*. They represent what are possibly the fastest yachts of their class in this country, if not the world. Both boats have raced in European waters and are as well known along the Atlantic as the Pacific. The *Maybc* probably boasts the longest string of victories ever accumulated by a single yacht of her class on the entire west coast. She is a yacht of no mean extraction. She was "born" in Sweden and was originally owned by Sven Salem, in whose veins flows the blood of hardy old Norse explorers.

With such a fine craft at his command, Salem, after cleaning up on all local competition, cast his eyes far afield and decided that he wanted the Gold Cup for one of his possessions. Hence, in 1906 the *Maybc* came over to America, where she took the honors in the World Championship Races held off Long Island, and won the Gold Cup for her owner.

Her victory at these races proved to be the first of a series that has caused Pacific coast yachtsmen many nights of restless sleep. Early in the following year she was purchased by Arthur Rousseau and brought to San Francisco Bay, where she has been showing her heels to everything in her class for the past three years. Her record of performance has been unequalled. From 1928 to 1930, inclusive, she won the Pacific Coast Championship for her class—not a small accomplishment, for she was pitted against many a fleet vessel.

The record she has piled up is little short of being remarkable, for while many yachts have built up reputations as excelling in light or heavy weather, the *Maybc* has succeeded in leading the field whether the course was laid over the smooth waters of Southern California, where gentle zephyrs blow, or the seething caldron that is San Francisco Bay on many occasions.

Now, champions are made by challengers and the worthier the challenger, the greater the champion. And, obviously, since none of the local yachts were able to give her even competition it was necessary to scout the country for a

boat worthy of her. Then, too, certain bay yachtsmen were tiring of the *Maybc's* "perpetual" victories and believed that her days of supremacy should be brought to a close.

With these salient facts in mind it is easy to understand the interest and anxiety created when it was noised around that Cyril Tobin had gone east in search of a suitable challenger for the *Maybc* and not, as had been reported, merely to witness the America Cup races. These rumors, faint at first, grew rapidly into bald-faced prophecies when it was discovered that Lester Stone had, unostentatiously, departed from the east bay territory aboard an eastern-bound train.

And so the *Lucie* arrived in San Francisco waters in due time.

One look at the trim lines of the *Lucie* is enough to convince anyone who knows anything about yachts that the *Maybc* is in for real competition. For the *Lucie* is, admittedly, one of the finest Sixes ever built in America.

It is true that the *Lucie* cannot boast of having won the Gold Cup, as has the *Maybc*, but she can lay honest claim to another equally famous old "mug"—the Seawanhaka Cup—which, as the *Akahba*, she won from Norway in 1928. At that time she was owned by Briggs Cunningham.

In the spring of last year she scored firsts in the International Regatta held on the Mediterranean when she defeated thirty of the fastest Sixes in Europe. Still unsatisfied with her accomplishments, she entered the British-American Team races held on Oyster Bay last fall, where she rated high boat. She is exceedingly well equipped and is said to carry a dozen suits of canvas for practically any weather condition. It will be seen, therefore, that the *Lucie* offers no idle threat to the supremacy of the *Maybc*.

Nor is Lester Stone, who knows boats from the innards out, an unworthy skipper for the Seawanhaka Cup winner. His reputation as an uncanny and shrewd yachtsman is almost as well established as his name for building fine yachts.

But his ability is well recognized by Rousseau, who is grooming the *Maybc* for a long series of battles. The first skirmish between the two Sixes and their skippers resulted in a slight advantage to the *Maybc* which, although off to a poor start, finished a boat-length in the lead. The results of this preliminary skirmish cannot be taken as a criterion because the race was unofficial and untimed, and it was almost the first time the *Lucie* had spread her canvas to the bay winds. It will be "some" race when *Lucie* and *Maybc* tangle officially this year!

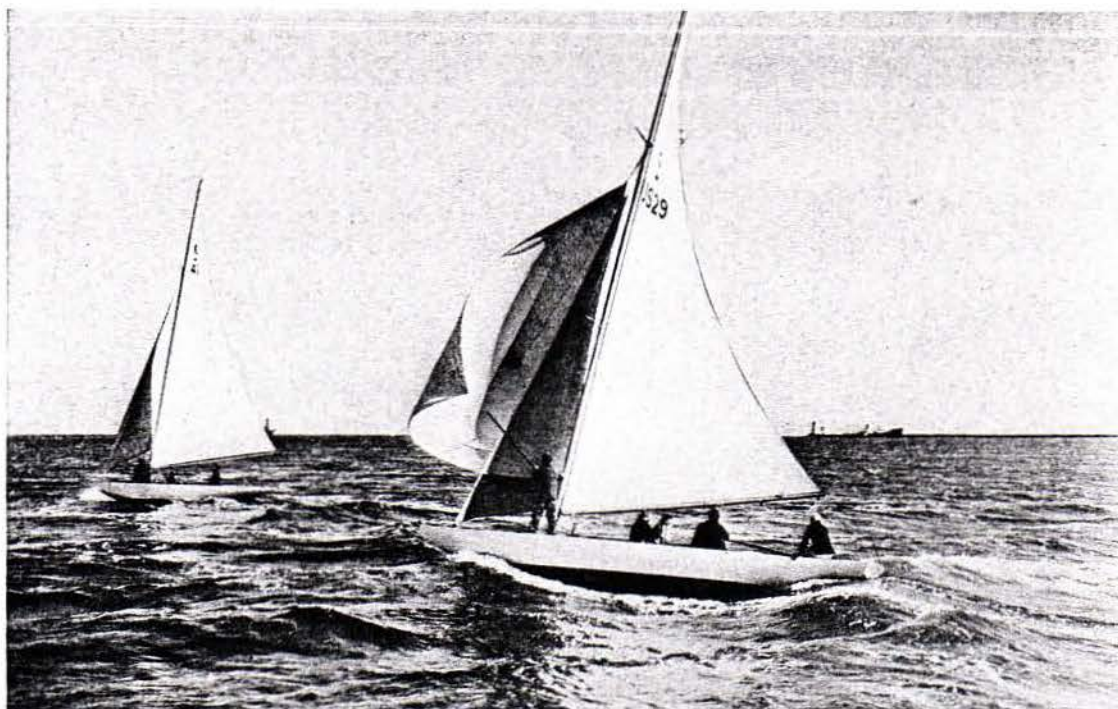


Photo by W. C. Sawyer

The Six-Metres "Lanai" (foreground) and "Harpoon" in the Midwinter Regatta sailed off San Pedro. The former won the series

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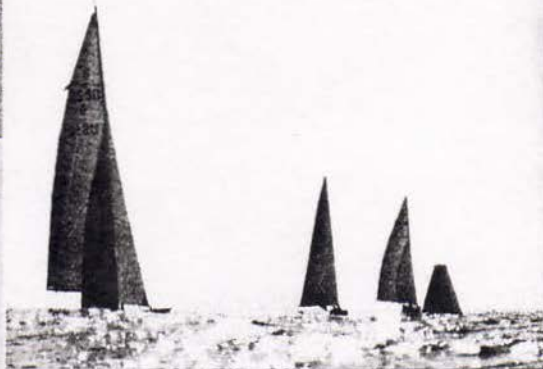
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Lanat, Al Christie's six, was beautifully handled by Ted Conant



The sixes were the dominant class throughout the series. Lower photo shows a closely bunched start



Owen Churchill's Angelita captured the 8 meter honors

Lanai and Angelita Score in Midwinter Races at Los Angeles

By RAY CHAPIN

STATUS quo of West Coast yachting activities on the 1932 Olympiad is clearer now and brighter, with the outcome of the fifth annual midwinter regatta held February 21-25 off Los Angeles harbor.

Six classes competed in live, bubbling Corinthian sport that called to play all the qualities of sailing that a wide variety of wind conditions demands.

Events, run on the same course over which the yacht activities will be held during the Olympiad, were under auspices of the Civic Regatta Association and staged by the Southern California Yachting Association.

It was a meet of surprises to Western yachtsmen. The breeze ranged all the way from nearly flat for the opening day to a westerly strong enough to dismast three of the crack sloops before the series was over.

A keynote of keen personal rivalry kept much interest focussed on a two-way tussle of the 8 meter craft till the last turn, though predominant interest centered on the 6 meter boats from the competitive viewpoint and in the R-boats, which entered into a series of mishaps and surprises which kept them strictly in the limelight.

Lanai, former East Coast boat, flying Los Angeles Yacht Club colors for Commodore Al Christie of movie fame, captured the 6 meter series and the Ben Meyer trophy, after a touch and go fight with Ayayay, sleek and versatile sloop of the Corinthian Club of San Francisco, sailed by the Montana yachtsman, Stuart Haldorn. Lanai earned her victory by right of conquest through the masterly technique of her skipper, Ted Conant.

The opening race, running to a lazy breeze, was taken by Lanai, ordinarily considered a heavy weather boat. The second day Ayayay flew to the fore in a nice breeze. Synnove, with Commodore Al Rogers of the Newport Harbor Yacht Club at the helm, did well down wind, but lost a bit to windward, and came in second. Maybe, San Francisco boat and defending champion, piloted by Arthur Rousseau, was third and the Christie boat was fourth.

Monday, an almost flat calm, and again Ayayay, pressed hard by Clio, with Russell Simmons at the stick of the San Francisco sloop, won. Ayayay was proving an almost uncanny adaptability to any kind of weather. Her poor showing the first day had left the consistent Lanai with a substantial lead and the Christie boat, showing a beautiful return to her old-time verve and sparkle, was decidedly to the good on the fourth day, although Ayayay, fortune favoring, was still in striking distance.

Tuesday, however, Ripples, touted Boston craft, sailed by the well known young yachtsman and 1927 Star boat international champion, Walton Hubbard, crossed the line first. Maybe followed. Unfortunately, though, the committee decided that Ripples had violated the starboard tack rule and she was disqualified, giving the defending boat first place. Lanai finished third. Ayayay was fifth, following Clio.

Mild zephyrs heralded the opening of the final day, but before the boats had rounded the first turn a sturdy breeze sprang up, and held. It was here that Maybe did some pretty work in a battle for first with Lanai. Ayayay was running third. Conant had misjudged the start and left a full fifteen seconds behind. He came up on the first three-quarter tack and was then in second place, behind Maybe; but, contrary to expectation, Rousseau made a beautiful beat to windward and held to a lead that Lanai could never tear down, even lengthening the distance on the home leg. Ayayay, though running a nice third, did not figure to win after the first tack. Lanai won the series, with Ayayay second, while Maybe's win this last day brought her to a close third, two points behind Ayayay. Caprice, Los Angeles Yacht Club pre-race favorite, skippered by her owner, Tommy Lee, lost her mast in the Sunday breeze and, though back in the line-up next day, was never a serious contender.

The 8 meter events for the George Brock trophy evolved into an intense five-day duel between Victor Dalton's Marilynne Dalton (ex Marin), skippered by Owen Dresden, and Owen Churchill in his trim Angelita. It was bitterly contested until the fifth day, which opened with Angelita sporting a single point

lead, gained when Babe sneaked in to a second in the Sunday events won by Angelita.

The first day Marilynne Dalton romped away from the field in the laggard breeze. The second day, heeling well to a stronger wind, Angelita reversed procedure and won, but dropped the third day's event also in a light breeze to the Dalton boat. Tuesday the breeze was light and Angelita demonstrated her light weather superiority and won, gaining a one-point advantage. Thus it stood on the fifth and final day.

What a finale they staged! Angelita, Marilynne Dalton and Babe got off to a bunched and beautiful start, in the order named. The crucial point for the leaders was at the second mark, when Angelita emerged victor in a luffing match, which kept her in a delicate lead. The Churchill boat kept to its course, sailing close, and was definitely winner on the last beat to windward. However, at the finish line Marilynne Dalton protested, and Angelita reciprocated. The committee, headed by Paul Hiller, sustained Angelita in the quibble over the luffing match.

It was in the R class events that many a sweet thrill was meted out in the series, won by Alert IV, Charles Wiman's Chicago Yacht Club entry, which came both to victory and grief in using the same type mast adopted by the Enterprise.

The opening day showed that the R events would evolve into a duel between Alert IV and Matt Walsh's picturesque black sailed Pirate, with Friendship (Don Douglas) holding a front row balcony seat. Wiman's boat had somewhat the best of it, but Walsh, "the old fox," gave him a gallant chase even though put practically out of the running when his mast crumpled in a hard breeze, eliminating him for the day.

Alert IV won the first two days. Then Walsh, on his return to events, took Monday's session and followed with victory on Tuesday. He had lost the series on Tuesday, but was out on the fifth day.

Both boats were going well in a nip and tuck tussle. Pirate was leading Alert IV by a length. Wiman was driving hard and threatening to pass when suddenly the mast of Alert cracked and toppled, catapulting Harold Doulton, crew, into the briny.

The Pirate crew turned, saw the trouble. Like a flash, Walsh jibed and made for the man in the water. As his crew tossed a line and dragged Doulton aboard, Pirate's skipper waved adieu to the drifting Alert IV, and still ahead of the following Friendship, sailed on to win.

Races in the 45 foot class were won easily by Hugh Angelman's Ocean Waif, which had little trouble in defeating Jack Maddock in the re-rigged Malabar, in three days' racing.

Zoa won decisively from Moira and a large field in the Star boat events sailed by Eddie Fink and Arthur Macrate Jr. H. L. Beardsley was at the helm of Moira.

Bill Lyon of the Newport Harbor Club showed what could be done with the babies of them all, the skimmers, when he took a straight series from another fast boat, Roses, skippered by the girl, Rose Pasel of Alamitos Bay Club.