



Photo by W. C. Sawyer

A start in the Six-Metre Class. Al Christie's veteran "Lanai" (No. 29) won the series, with "Naiad," from San Francisco, second

Southern California's Mid-Winter Regatta

First Series of West Coast Races Confined to Olympic Classes

By WALDO DRAKE

CONSISTENT performance again brought victory to Al Christie's veteran 6-metre sloop *Lanai* in Southern California's sixth annual Mid-Winter Regatta, which was sailed over the Olympic course, off San Pedro, in splendid weather, from February 20th to 24th. Owen Churchill also repeated in the Eight-Metre division with his double-ender *Angelita*, while honors in the Star Class went to a brand-new boat, *Vega II*, owned and skippered by youthful Billy Lyons, of the Newport Harbor fleet.

The racing this year was confined to the sloop classes in order that skippers and crews might get in some early training for the Olympic events this summer. Races had been scheduled for the Olympic monotype 12-footers, but since there was only one entry in the class, the committee substituted the Alamitos Bay skimmers. First honors among these little scows were taken by Dave Russell and his *Patricia*.

As usual, the Six-Metres put on the feature performance, nine boats answering the gun every day. The finish of the "Sixes" on Saturday, the opening day, was prophetic for the order of the three leaders also marked their final point standings. Ted Conant put *Lanai* twice around the six-mile triangle to beat out by twenty-four seconds the lone San Francisco entry, Cyril Tobin's graceful *Naiad*, ex-Akaba, ex-

Lucie. Naiad, ably sailed by young Mike Casserly, in turn, finished fourteen seconds ahead of Walton Hubbard's *Ripples*, light weather sensation from Newport Harbor.

Lanai won the Meyer Trophy with a total of 39½ points, and her consistent performance of two firsts, two seconds and a fifth place for the five races was due in as large measure to the able work of her crew as to Skipper Conant. Ted has the cream of the South Coast racing sailors in Emmett Davis, Al Christie and T. Ashbrook, and any good boat with that quartet aboard would be a serious contender in any company.

Naiad, also well-handled throughout the week, at first seemed to be running away with the regatta, for in the first three races she took a second and two first places. But she appeared to favor softer breezes, and in the two final events, when the westerly piped up to fifteen knots, she finished fifth and sixth. Her score was 35½.

Ripples was a shade behind, with an even 35 points. Fourth for the series, with 29¼ points, was Tommy Lee's double-ender *Caprice*. Fifth honors and 25 points went to *Zoa E*, ex-Saleema, now owned by Arthur MacCrate, of Long Beach. Sixth, with 24 points, was Al Rogers' *Synnové*, followed by Russell Simmons' little *Clio*, Don Douglas' brand-new *Gallant*, and Morgan Adams' *Harpoon*.



Photo by R. A. Chapin

"Angelita," winner in the Eight-Metre Class, with her big red double spinnaker



Photos by W. C. Sawyer

"Vega II," winner in the Star Class by three straight victories

Gallant, designed by Johan Anker, and built in Norway, was the center of interest just before the regatta. She is the largest "Six" on the Pacific, with a 24-foot water line and nearly 38 feet on deck. But she proved surprisingly tender in a medium breeze and seemed deficient in windward ability, although Commodore Douglas declares he will have her tuned up and winning races by the spring season.

Owen Churchill was forced to go the full five races this year to "repeat" with his husky Eight-Metre *Angelita*. He sold his former *Babe*, original winner of the King of Spain Trophy, to Pierpont Davis, who went out after *Angelita's* scalp. Davis, by the way, has renamed *Babe*. She is now *Santa Maria*. The two skippers entered the final, or fifth race, in a tie, with two wins apiece to their credit, and staged a glorious battle around the triangle, *Angelita* finally winning by 21 seconds after *Santa Maria* came within a boat-length of catching her on the final one-mile beat to the finish.

The third element in the Eight-Metre Class was Edwin Carpentier's *Marin*, now owned in Santa Barbara, and variously sailed during the week by Dr. J. Park Dougall, Owen Dresden, William Watson, and Henry Warren. On the one day that she was able to finish better than third she fouled *Santa Maria* on a windward battle and was disqualified.

A real thrill of the week was the performance of the Star Class winner, *Vega II*. A great part of the credit for her three straight victories is due to young Lyons, her skipper, but the watchlike construction of the boat herself doubtless was a material factor in her clean sweep of the series. She won the first race by a seven-minute margin, the second by more than eight minutes, and, after getting a bad start in the drifting match opening the third and final event, she ran through the whole fleet to beat out *Three Star* by one minute.

Three Star, owned and skippered by Frank Waterhouse of the Aeolian Yacht Club, San Francisco, finished the three-race series in a second place tie with Arch Eckdale's *Alibi*, of the Long Beach fleet. *Three Star* finished sixth in the opening event and then followed with two second places, but *Alibi* tied her with second, third and fourth place finishes. Frank Lippmann's *Pat-Riot*, also a Long Beach entry, finished fourth in the series; C. B. Mitchell's *Witch Star*, fifth; and Arthur MacCrate's *Zoa*, sixth.

Among the skimmers, *Patricia* won the series on consistent performance, getting two seconds and a third place, against two victories and a fourth place for Bob Hargraves' *Mug*, which took second honors. Marion Himmelstein's *Golden Arrow* was third; Barse Miller, in *Inspiration*, fourth; and Rose Pasel's *Roses*, fifth.

Cloudless skies, warm breezes and smooth water marked every day of the race week. A record number of sail and power boats followed the contesting sloops throughout the regatta, while a squadron of Coast Guard cutters, under Lieutenant J. A. Fletcher, afforded fine service for the rocking-chair forces.

The Race Committee handled the starts in perfect fashion, in the opinion of the racing crews, but there were a few growls about several of the courses selected offering too much reaching and too little windward work. Because only two of the races offered any real spinnaker runs, there were few of the luffing matches which have always featured Six- and Eight-Metre struggles in previous Mid-Winter Regattas. In the two races when the boats sailed the windward-and-lee-ward course from San Pedro to White Point, the light sail men on the "Sixes" had their first opportunities to test the worth of new "circus tent" spinnakers.

Those broken out by *Ripples* and *Caprice* seemed most effi-

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Owen Churchill's Eight-Metre "Angelita"



The new Anker-designed Six-Metre "Gallant," which made her first appearance at the Mid-Winter Regatta

Southern California's Mid-Winter Regatta

(Continued from page 52)

cient, for it was *Caprice's* giant kite which pulled her to a leeward lead that was to give her an eight-second victory over *Lanai* to win the fourth race. *Ripples* broke out a vivid green spinnaker of huge size that drew admirably, while *Angelita* used one of brilliant red, the giant size of which dragged her to a seven-minute lead over *Marin*.

This summer, in both the western and national elimination trials, as well as in the actual Olympic events, all four classes — "Sixes," "Eights," Stars, and 12-footers — will race over the same courses in the Catalina Channel. The Pacific Coast trials will be run off from July 7th to 10th, inclusive; the national eliminations will be held from July 17th to 20th; and the Olympic races will be from August 5th to 12th. The Olympic course extends from the San Pedro roadstead four miles to windward, or west to a buoy off White Point and thence seaward to a marker two miles off Point Fermin. Ten-year meteorological averages for that area in July promise westerly breezes, of from 10- to 20-mile forces, with smooth sea.

The Midwinter Regatta at Los Angeles

By H. B. WARREN

Photographs by W. C. Sawyer

THE ORIGINAL purpose of the Midwinter Regatta was to give eastern yachts the opportunity to compete on the Pacific Coast without having to miss any of the races in their home waters. The first year that the easterners availed themselves of the invitation, 1928, we of Southern California were also desirous of getting the International Rule classes that will race at the Olympics started, so as to have time to develop winning boats if possible. And for four years both objects were very well served.

But this year business conditions prevented any eastern boats from coming, especially as they have to send several boats here after their own Olympic eliminations have been held, and they did not feel able to stand the expense twice. This fact, however, did not rob the regatta of its chief value, i.e., giving the owners of western boats that have Olympic aspirations a chance to get an early start at tuning up.

And it seems to me that the most important thing about the regatta is the lessons these owners can learn from it. As I see them these lessons are:

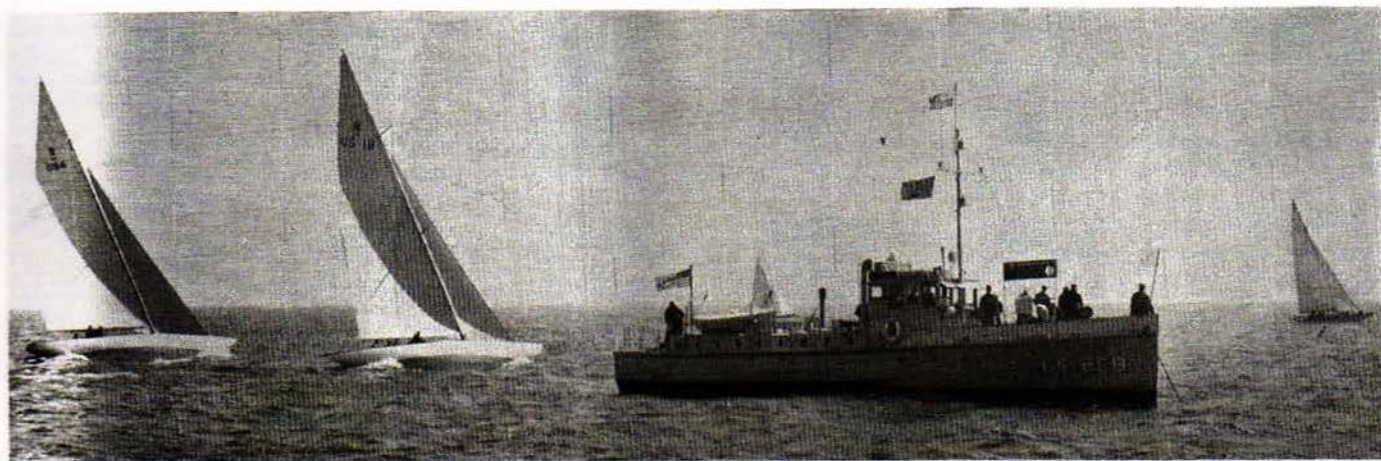
1. That exceedingly big Genoa jibs, like the one used by the "Santa Maria," are very effective in light weather. Everybody knows that "Angelita" has always been faster than "Santa Maria" in all kinds of breezes until this regatta, when the tables were reversed in light going. And it is obvious that that enormous Genoa was the explanation.

2. That those big "circus tent" spinners, such as were sported by the "Caprice," "Angelita," "Ripples," and others, are also most effective, and must be part of the equipment of any owner with serious intentions.

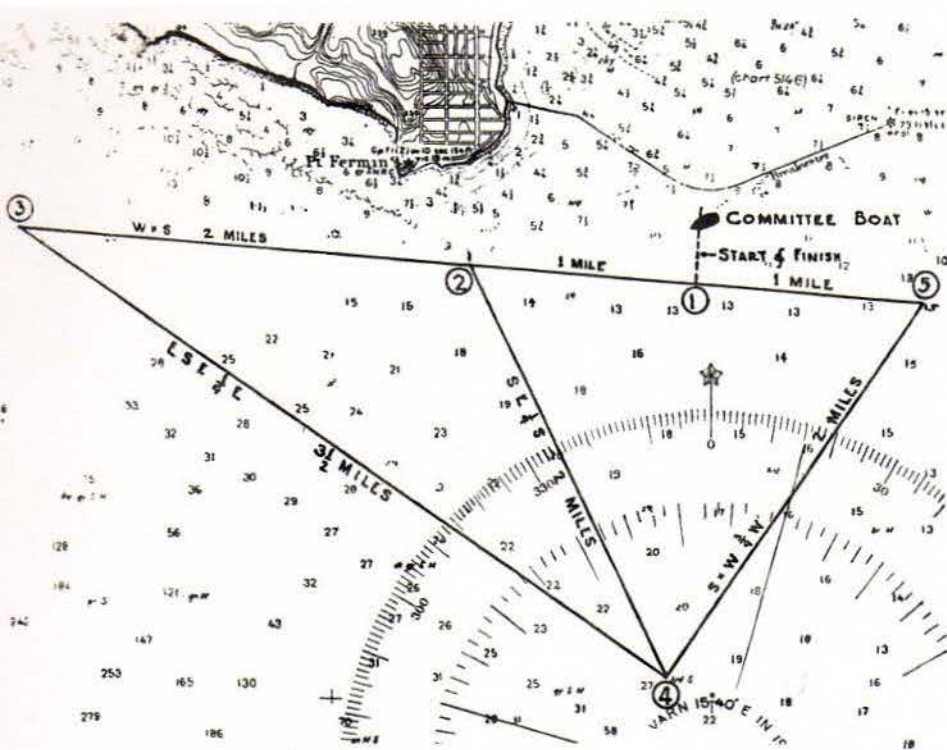
3. That when as many as nine boats are racing in one class, the fastest boats do not always win, but rather those that get good enough starts to assure themselves a clear wind. All hands, including her own crew, are convinced that the "Lanai" is not the best boat that raced in the Six Meter Class, in spite of her victory. There was nothing wrong with the condition of her shapely little hull, but her sails were terrible. Her victory was due primarily to the ability of Ted Conant in starting, and secondarily to handling by both skipper and crew that was well-nigh faultless. But I think the Six Meter men want to see the best boat and crew win the Western Olympic Eliminations. We all know that the best Sixes on our own Atlantic Coast are heading for the British-American Team Races in England this coming summer. That means that the Pacific Coast will have an excellent chance of having one of its boats represent America in the Olympic races. It is doubly necessary, therefore, that the best boat on this coast should win the western elimination races. To that end I believe a system of eliminations similar to those used at Marblehead in the contests for the Ladies' Plate should be adopted.

There the boats are grouped in twos and threes and race until every boat has competed individually against every other boat, on the point system, and the winner of the greatest number of points is declared the winner. That I believe is the system, but it may be slightly different in some details. However, the general idea is correct. In match racing the best boat may lose once or twice, but is likely to win a series; whereas, when you hold a series of races with ten or twelve or more boats competing every time, almost any boat may pile up the most points. Of course, the latter method undoubtedly makes the most interesting racing and encourages everybody to enter, but when the chief object is to select the best boat and crew, it is apt to be a failure, and the Ladies' Plate method is far superior.

As regards "Lanai," one of two things should be done. Either it ought to be admitted that she is of Olympic calibre and the boat put in the best possible trim to go after the honors, or else her crew should be put on some boat that is not doing so well at present, but which the Six Meter men feel is capable of doing her stuff in the Olympics. The latter will be a difficult thing to do, because several skippers and crews are practically as good as "Lanai's." But I believe these men are capable of working out something along these lines that will give the Pacific Coast a chance to avail itself of a golden opportunity.



Start of the Eight Meters in the fourth race. "Marin" is on the port tack, No. 18 is "Angelita" and No. 4 the "Santa Maria." Coast Guard 259 acted as Committee Boat for three days.



The courses were: Course No. 2, start to Mark 2, to Mark 4, to Mark 5, to finish, twice around. Course No. 6, start to Mark 3, to Mark 5, to Mark 4, to Mark 5, to finish. The Skimmers sailed twice around the tiny triangle of Mark 1, 2 and 6, which last was insbore near the base of the breakwater.

4. That a little "wrinkle" will sometimes win a race, as proven by the remarkable speed of the "Naiad" in Monday's race in the lightest sort of air on the first windward leg. Her crew bent on a very light piece of linen rope as a Genoa sheet, in place of the heavy rope and wire used most of the time. The result was that her Genoa filled and pulled her out ahead in scandalous style while all the other Genoas in the class were hanging nearly dead.

Four classes competed in this regatta, the Eight Meters, Six Meters, Stars and Skimmers. The original plan of the Civic Regatta Association was to have only the classes that will take part in the Olympics, but only one boat entered for the Olympic Class, Tony Churchill's "Ynot," and so this class did not race. The Skimmer Class people were very anxious to come in, however, and six of them turned out to provide a very close contest.

The courses used are shown on the accompanying cut. The races were sailed from February 20th to 24th, inclusive, and the weather was perfect after three months of a very wet, cold, rainy time.

The races will be described, very briefly, by classes, as follows:

EIGHT METER CLASS

On Saturday the Eights sailed over Course No. 2, twice around the equilateral triangle, with a light to moderate westerly wind. Pierpont Davis took the old "Babe," now called the "Santa Maria," out to windward in a style that

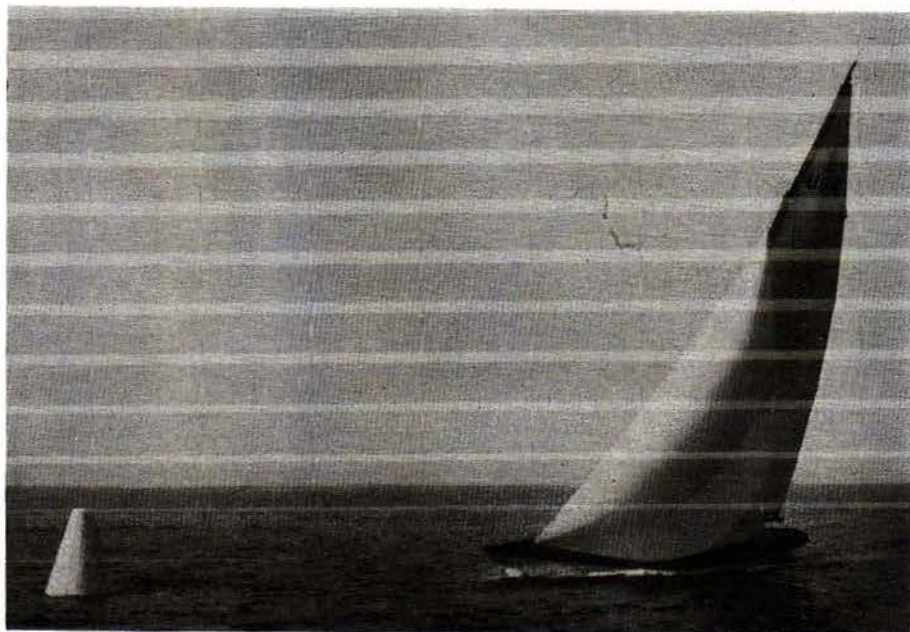
left no doubt as to her superiority over "Angelita" in that kind of going. She won by about two minutes and a half over Churchill and by more than five minutes from the "Marin," sailed by Dr. J. Park Dougall, who had chartered her for this regatta. This was the kind of weather in which "Marin" has always beaten the other two decisively, but this time her sails were in very poor shape and her skipper and crew had not sailed her before.

The second day over the same course, with more wind "Angelita" won by a minute and forty seconds from "Santa Maria" and by over two minutes from "Marin." The last-named had her former skipper, Owens Dresden, at the stick this day, and on the second leg he gained considerably with a working jib while the others were lugging Genoas, but he held it too long after the wind lightened and dropped back.

In the light going of Monday it was all "Santa Maria" over Course No. 6. She simply piled up more and more lead all the time, while "Angelita" had a tough time with "Marin" on the run, but her decided superiority in windward work gave her second place by a safe margin. "Marin" had changed skippers again and was sailed by William Watson, who remained at her stick the rest of the regatta.

On Tuesday it breezed up again, giving Churchill another easy victory with "Angelita." "Santa Maria" was unfortunate enough to get under "Marin's" lee soon after the start, and stayed there throughout the race, which was again Course No. 6. But just before the finish, when the two boats were having a very close fight for the weather berth, "Marin" heeled away down in a heavy puff and her mainsail touched the weather spreader of the Davis craft. That put "Santa Maria" in second place for the day and still gave her a chance for the series, as she was now tied with "Angelita" at 10½ points each.

But the strong breeze of the last day left small doubt in anybody's mind as to the final outcome. Churchill, however, was very late at the start, and this time he was the one to get caught under



"Santa Maria," far out in the lead in Monday's race, waltzing up to Mark No. 4, with her huge Genoa pulling like a caterpillar tractor.

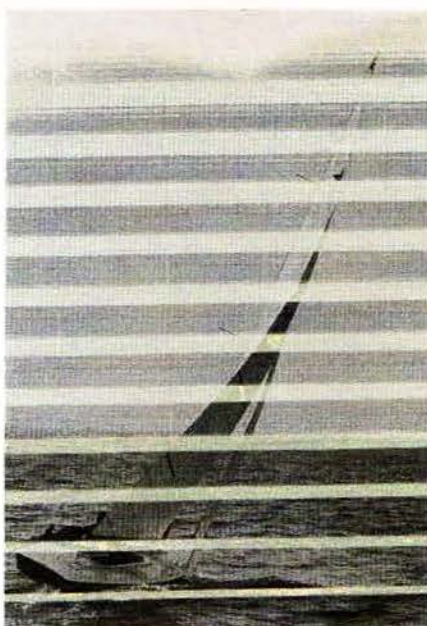
"Marin." The latter was first at the weather mark by a good margin, but sailed for a power boat instead of the next mark for a couple of minutes and so lost much time. On the long windward leg of Course No. 2 "Angelita" gained rapidly until she caught the leader, but was then seriously hampered on a long port tack of the second round of Course No. 2, until both boats were forced to go about by the breakwater. Then "Angelita" had her revenge by catching "Marin," and immediately thereafter doing the same to "Santa Maria" which had almost caught her during her struggle with "Marin." "Angelita" got pretty well away on what remained of the windward work, but "Santa Maria" gained on the two following reaches with that big jib. Churchill hung on to his Genoa, while Davis changed to working jib for the last short beat. For several minutes the latter gained steadily, but then the wind lightened and "Santa Maria" lost the race and series by just 21 seconds. But Churchill would have won by a much greater margin if "Marin" had not been in it.

"Angelita" proved herself easily the best boat under the conditions, and in the strong breezes likely to be found this coming summer ought to be a match for any boat of her class. She is very powerful, sweeping to windward resistlessly whenever the breeze freshens. Her skipper and crew know her very well and nobody can find fault with her handling, but I do think Owen Churchill needs some more practice at starting.

SIX METER CLASS

The Sixes sailed the same courses as the Eights every day, starting five minutes behind them.

The first day "Lanai" got the lead and held it all the way, with Walton Hubbard's "Ripples" a continuous threat and "Naiad" a good third until toward the end, when "Ripples" carried "Lanai" off shore and "Naiad," which split with



Billy Lyon's new Star, "Vega II," was amazingly faster than the other Stars, so much so that the contests in her class could hardly be called races.

them and held a long port tack, gained heavily. In fact, she just slid under "Lanai's" stern at the finish, to lose by only 24 seconds, but had second place over "Ripples" by 17 seconds.

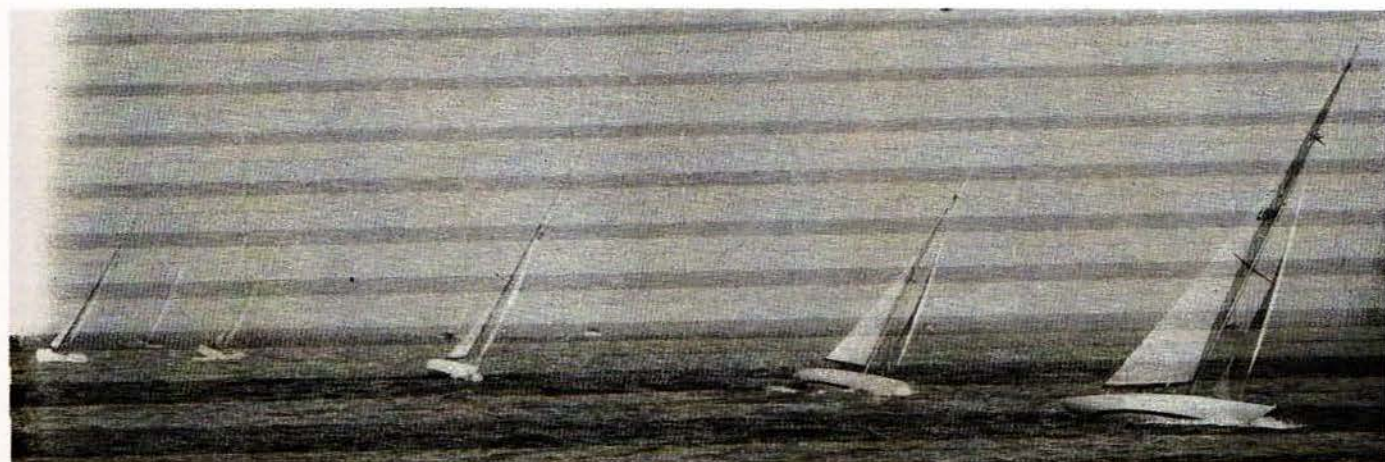
The second day, in a stronger breeze "Ripples" soon got out ahead, with "Naiad" some little distance back. Walton kept her there, so that when the long beat started he looked to have things well in hand. But he put on a moderate overlapper, while "Naiad" carried a big Genoa. As the breeze soon began to lighten, Casserly of "Naiad" had guessed right, and he was rewarded with heavy gains while "Ripples'" crew was changing to the big headsail. Near the weather mark Hubbard allowed Casserly to split tacks with him and then overstood just a hair. This gave Casserly the chance to come about just ahead of him and get around the Point

before the race. That ended that race.

The next day, Monday, was the light breeze day. The way "Lanai" travelled in the light stuff just about settled it in everybody's mind that she had it over the rest most decisively as far as Olympic possibilities go, for she ghosted much faster than any of the light weather specialists of the fleet. "Lanai" certainly came up with the old "Clio," but the Sixes got mixed up with the Eights and there was one of the heaviest sufferers thereby. "Lanai" finally jockeyed him out of second place, while Eddie Fink sprang a big surprise by bringing Art Macrate's "Zoa E," a heavy weather boat, into fourth position.

On Tuesday Tommy Lee brought the "Caprice" to life in no uncertain way, winning in the decisive fashion that boat occasionally does it. "Naiad" this time got a terrible start, and from looking like a champion the day before, was sluggish as a tub. I think it is the effect of disturbed wind currents when even the fastest of them get behind. The best Casserly could do was fifth.

The score now stood 31½ points for "Naiad," as against 30¼ for "Lanai" and 27 for "Ripples." The rest didn't have even an outside chance, for "Caprice," the next in line, had only 23¼. I think this slight lead was actually a disadvantage to "Naiad," for it makes one nervous under such circumstances, especially when one is the only visitor. Anyway "Naiad" was away down the line at the start, while "Lanai" was soon streaking it out ahead. She worked out a fine lead over "Ripples," but she needed it, as the last leg showed. The wind freshened, poison to "Lanai" with that terribly baggy mainsail. "Ripples" was soon outpointing and outfooting her, but the finish line saved the race for "Lanai" by just 12 seconds. Al Rogers



"Ripples" leading the Sixes, followed in order by "Caprice," "Naiad" and an indeterminate mass of stragglers.

brought "Synnove" in third, "Caprice" was fourth, "Zoa E" fifth and "Naiad" sixth. This gave "Lanai" the midwinter series and the Ben Meyer Trophy for the second consecutive time, and certainly put a great big notch in Ted Conant's tiller. "Naiad" had second place over "Ripples" by half a point, and "Caprice" was next with 29¼. The rest trailed behind.

It is barely possible that we are all doing the grand old "Lanai" an injustice by insisting that she is not the best boat of that fleet, for she has a most impressive racing record, on our East coast, in Europe and on our own Pacific Coast. In a moderate breeze with smooth water she is hard to beat, but at any other time I feel certain there is always a boat, no, two or three boats of that bunch, that can step away from her. "Naiad," by the same designer, Clinton Crane, is surely a far more versatile craft, and so is "Ripples." Ted Conant got better starts, on the whole, and sailed more with a clear wind. Mike Casserly, who sailed "Naiad" for Cyril Tobin, proved himself a worthy foe to Conant, and Walton Hubbard had "Ripples" going every minute. But that craft of Douglas' must surely have more in her than came out in this regatta. We know that her sister ship made quite a record in European waters. We know that she is the longest Six yet built, and yet carries quite a respectable sail area. She certainly looks like a stepper and has the sails to make her go and is in perfect condition. But little things often make

the biggest kind of a difference, and I believe there is just some little trick that hasn't yet been discovered that will put this sluggard right up with the leaders when and if it is found.

STAR CLASS

The Star Class races were far too one-sided to be at all interesting, but as an illustration of what a difference in speed there can be between boats of a one-design class they were most remarkable.

Billy Lyon walked away from the other Stars all three days in a way that gives us decided hopes for both the Olympics and the Internationals. And with a brand new boat, too!

SKIMMER CLASS

The Skimmers fought just as hard as they always do. B. Hargrave would have won the series, but for hitting a mark with his "Mug" (no, not his mouth), in the first race. He took a third and two firsts, but the loss of points the first day enabled D. Russell to win on points with his "Patricia." B. Miller was another who had hard luck in hitting a mark the last day; otherwise he would have been a close contender. Two women sailed in this class, Marian Himmelstein and Rose Pasel, and they often win over the men too. S. Ballman's "Jug" sailed only in one race.

The races were under the joint sponsorship of the Civic Regatta Association and the Southern California Yachting Association. The preliminary work and all expenses were borne by the former,

and the actual handling of the racing was taken care of by the latter's Regatta Committee, headed by Paul W. Hiller. So well were the races handled that there was not a single protest. The only boats disqualified were those whose skippers reported fouls themselves, which indicates not only splendid management but a fine spirit between the contestants. Chairman Hiller was ably assisted by Norman A. Pabst, Chief Judge; James M. Webster, E. Goodell Sherman, Charles Lamb, Jr., and Erwin C. Jones. These fellows are the old reliables who have served on race committees time after time.

The U. S. Coast Guard Service furnished Cutters Nos. 258, 259, 260 and 261, which acted variously as committee boat, judges' boats and course patrols. They were also very kind about towing the racers in and out of the harbor. Commander Hay, Lieutenant Fletcher and all other members of the Coast Guard have performed these services repeatedly at our regattas, and every man always behaves as though he enjoys it. True, it is a service in line of their duty, but the fine spirit they always show has certainly earned the sincere gratitude of yachtsmen.

Charley Johnson of San Diego kindly allowed the committee to use his 50-ft. "fifty-fifty" "Victoria J" as committee boat the first two days. Charley also obliged by falling overboard when requested, and that made the regatta complete.

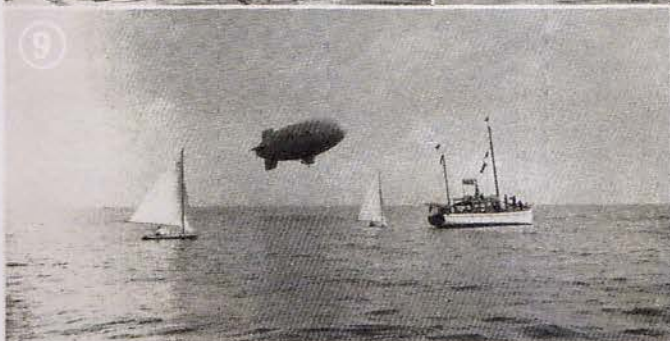
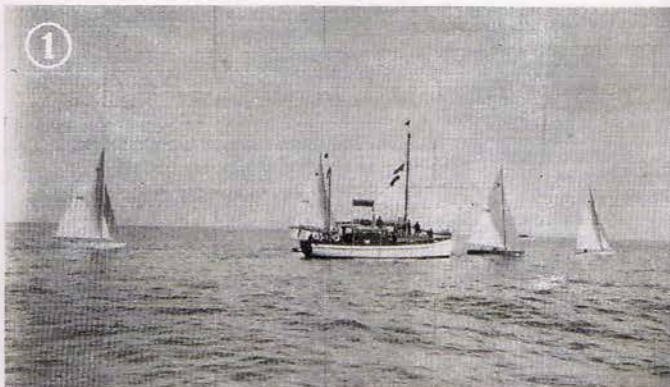
Summary is as follows:

EIGHT METER CLASS								
Yacht	Owner	1st Race	2nd Race	3-d Race	4th Race	5th Race	Total Points	Final Place
"Angelita"	Owen P. Churchill	2	3¼	2	3¼	3¼	13¾	1
"Santa Maria"	Pierpont Davis	3¼	2	3¼	2	2	12½	2
"Marin"	Dr. J. Park Dougall	1	1	1	0	1	4	3

SIX METER CLASS								
"Lanai"	Al Christie	9½	5	8	8	9½	39½	1
"Naiad"	Cyril Tobin	8	9½	9½	5	4	35½	2
"Ripples"	Walton Hubbard, Jr.	7	8	5	7	8	35	3
"Caprice"	Tommy Lee	3	7	4	9½	6	29½	4
"Zoa E"	A. N. Macrate	5	3	6	6	5	25	5
"Synnove"	Al E. Rogers	4	6	3	4	7	24	6
"Clio"	Russell S. Simmons	6	2	7	3	2	20	7
"Gallant"	Donald Douglas	2	4	2	2	3	13	8
"Harpoon"	Morgan Adams	0	1	1	1	1	4	9

STAR CLASS						
Yacht	Owner	1st Race	2nd Race	3rd Race	Total Points	Final Place
"Vega II"	W. Lyon	6½	6½	6½	18¾	1
"Three Star"	W. G. Waterhouse	2	5	5	12	2
"Alibi"	A. Eckdale	5	4	3	12	2
"Pat-Riot"	D. Lippman	4	2	4	10	4
"Witch Star"	Bernon Mitchell	3	1	2	6	5
"Zoa"	A. N. Macrate, Jr.	0	3	1	4	6

SKIMMER CLASS						
"Patricia"	D. Russell	4	5	5	14	1
"Mug"	B. Hargrave	0	6½	6½	12½	2
"Golden Arrow"	Marian Himmelstein	5	2	3	10	3
"Inspiration"	B. Miller	6½	3	0	9½	4
"Roses"	Rose Pasel	1	4	4	9	5
"Jug"	S. Ballman	2	0	0	2	6



—Photographs by W. C. Sawyer

At the Midwinter Regatta at Los Angeles from February 20th to 24th. No. 1. A Start of the Stars. "Victoria J" is the Committee Boat. No. 2, "Harpoon" leading the Six Meter Class at the start. No. 3, "Vega II", Star Class winner. No. 4, "Naiad," the runner-up in the Six Meter Class. No. 5, Owen Churchill's winning Eight Meter "Angelita." No. 6, A typical scene at the harbor during the regatta. No. 7, "Caprice," (to windward), and "Synnove." No. 8, "Zoa E" leading "Clio" around a mark. No. 9, Two of the Skimmers rounding the Committee Boat. No. 10, A start of the Sixes.

The Olympics Again

TWO SHORT months from the time this appears in print the Olympic yachting events will be going on just off Los Angeles Harbor! The races we have been looking forward to for nearly five years will at last be an actuality. The dates are August 5th to 12th, inclusive.

The western eliminations in the four classes that will compete will take place over the same course as the Olympic races from July 7th to 10th, inclusive. Then from July 17th to 20th, inclusive, the Pacific Coast boat in each class that survives the first trials will meet the contender from each of the several sections of the country. The winner in each of these classes will be the American representative in the big races early in August.

The Pacific Coast does not lack able boats and crews in every one of the four classes. In the smallest, the Olympic Class, we have at least a hundred experienced men and boats to draw from. A goodly number of these "men" are boys, and they are very likely to overshadow the men in these little fellows. The Snow Birds, which are the same boats as the Olympics, but with a slightly different sail plan, have been racing here for ten years, so we shall certainly have no alibi if one of our people does not represent America, and if doing so, he fails to carry off the laurels.

The Star Class western eliminations will be sailed off Long Beach. This class has its own rules and methods, which are slightly different from the others. Each western fleet will have the right to send two boats to the first eliminations from July 7th to 10th. The fleets that have signified their intention of sending contenders are those in Honolulu, San Francisco, Santa Barbara, Long Beach, Newport Harbor and San Diego. It is expected that the Puget Sound fleets will have starters at the line, too. The winner will meet the representatives from the rest of the country in the U. S. finals from July 17th to 20th, just the same as the other classes. We have great expectations in the Star Class also, with some of the largest fleets in the world and remembering as we do that Pacific Coast boats have always been hot contenders in the Star Class Internationals and have won it once, too.

Billy Lyon of the Newport Harbor

Fleet has a boat in "Vega II" that ought to force any Star in the world to travel, judging from her performance in the Midwinter Regatta at Los Angeles last February. In one race she started three minutes after the starting gun and yet finished over seven minutes ahead of the second boat. This was not in a drifting match, but a good breeze, and there were no untoward incidents to delay the other boats in any way. Moreover, she was pitted against some excellent boats and skippers.

The Star Class, with its world-wide organization and the pep that engenders, seems to be taking the center of the stage away from the others as far as the Olympic races are concerned. It was the first class to turn in an actual entry, that of Ernest Ratsey's "Joy," the English representative, and seven or eight others are in immediate prospect. The Star men have a chance to kill two birds with one stone, because there will be plenty of time for the boats taking part in the Olympic races early in August to be shipped to Long Island Sound and arrive for the Internationals there in September, and even have ample time for tuning up.

The Pacific Coast Six Meter men are preparing to make a heavy bid for Olympic honors. They have been sailing these boats for four years now, and so ought to have accumulated as many "wrinkles" in the class as anybody else. The Sixes have attracted the most experienced sailors we have, both as skippers and crews, for we never have had a racing class where the boats have been as evenly matched, not even barring one-design classes. At the outset Arthur Rousseau's "Maybe" and Stuart Haldorn's "Ayayay" seemed to have the rest completely outclassed, but in the last two or three years the "Synnove," "Caprice," "Lanai," "Ripples," and "Naiad" have proven their equals and at times their superiors. Probably the "Zoa E," which was formerly the "Saleema," and the "Mystery" could be up with the leaders most of the time if properly conditioned and handled.

Lately Ted Conant and what the boys now call his "All-American Crew" have taken over the "Gallant," due to the very sporting offer of her owner, Donald Douglas, who has retired to the obscurity of footing the bills. Ted moved her mast aft about a foot to correct a bad

weather helm. He also found that her rudder was unevenly balanced and made some changes in it. He has been experimenting with her sheet leads also, which were found to be all wrong. Unfortunately, only one boat has been out since Ted and his crew have been tinkering with her, but it is one of the best, the "Ripples," owned and sailed by Walton Hubbard, Jr. The first four races sailed by this pair went rather decisively to the "Gallant," proving at least that she is a greatly improved boat, for up until then she has been a hopeless tail-ender. But the other day "Ripples" won a race by a few lengths and the later races have been very close.

Al Christie, the real father of the Sixes on this coast, recently returned from an eastern trip, during which he talked with Clinton Crane, Sherman Hoyt, Clifford Mallory and several other authorities. These men did not seem to fear the "Gallant" in the least, believing her to have too long a keel for maneuvering fast enough. However, they regard the "Naiad" as a tremendously versatile boat, and also respect "Maybe," "Ayayay," "Synnove," "Ripples" and "Lanai." They do not consider "Lanai" at all outbuilt in spite of her age, except when it really breezes up, when they think all the larger boats should beat her.

But probably no Atlantic Coast Sixes will contest with ours, and the only likely contender from the East is a Six from the Great Lakes. Al Christie is advised that if she comes we shall have a real contest on our hands, as the Long Island Sound men are not at all confident they can cope with her, and feel sure she has the heels of all our boats.

Now it is well known that European Sixes have proven their superiority over American ones during the past ten years, so we are going to be faced with the real thing in August. Al Christie is praying that some patriotic Pacific Coaster will buy the "Cherokee," which he considers the best American Six, and as she is for sale at a rather low figure, it is possible his prayers will be answered.

In the Eight Meter Class we are not in so much danger; first, because Owen Churchill's Potter-designed "Angelita" is the largest Eight in the world and a marvel in heavy going, and second, be-

(Continued on Page 23)



—Photograph by Ray E. Chapin.

The four types of boats that will compete in the Olympic Races off Los Angeles Harbor from August 5th to 12th. In the foreground is Tony Churchill's "Ynot" of the Olympic Class. Next astern of her is a Star. The boat seen between these two is a Six Meter and the one on the extreme left is an Eight Meter.



W. C. Sawyer

In the Six-Metre Class the Swedish "Bissbi" (right), sailed by her designer, Tore Holm, won six straight races against "Gallant" (center) and "Caprice"

The Olympics and West Coast Championships

Monotypes and Stars the Main Attractions off Los Angeles

By SHERWOOD HALL

SAILED over a triangular course inside Los Angeles Harbor Breakwater, with battleships, cruisers, yachts and other anchored craft as obstacles, the real sport of the Tenth Olympiad yachting competition was the series of eleven races in the Monotypes. Winds varied from nothing at all in the morning to hard blows in the afternoon, and more real sailing ability, judgment of conditions, shrewd guessing and clever seamanship were displayed by the yachtsmen who raced in these marine bath tubs than has ever been witnessed on the Pacific Coast. When one considers that the United States skipper, William Lyon, after defeating the best men on the Coast in one of these boats, known as the Snowbird Class, could finish first in only one out of eleven races, the high caliber of competition is evident. "Bill" finished seventh in the series, with 66 points, although this was partly due to the fact that on the one day when Joseph Jessop, of San Diego, was sailing as alternate, the latter unfortunately fouled the first buoy after the start and lost several points for United States.

The fact remains, however, that we on the Coast have much to learn in yacht racing and the only way we can learn it is by taking part in international competition. Day by day those on the committee and patrol boats watched these visiting skippers "out-fox" the American representative, and one another! Each skipper took a different boat each race, until every man had sailed every boat. They soon knew which were the better boats, and then they showed their skill by trying to beat the man who had the best one! Jaques Le Brun won the title for France, and although Reginald M. Dixon, sailing for Canada, took three firsts to two for Le Brun, the steady work of the latter ran his points up to a total of 87 for the series.

Only two points behind (85) was Jan Maas of Holland, who "doubled" daily, as he had to rush to the outside course in his Star the minute the Monotype race was over. On some days, when a second or third race was held over the Monotype course, a speed boat was required to enable him to keep his appointments! Colin Ratsey, who sailed for Great Britain in these two classes, did not fare so well with the small yachts, finishing sixth in the series with 69 points. Third place in the Monotypes went to Santiago Amat Cansino, of Spain, with 76 points; Edgar Behr from Hamburg placed fourth with 74 for Germany; fifth went to Dixon, of Canada, with 72 points, and after Great Britain and the United States came Italy, Sweden, Austria and South Africa.

The races of the International Star Class, which were held off Point Fermin, were also most interesting, seven nations facing the starting line on the opening day, though South Africa (in a chartered boat) dropped out after the second day. The other six finished the series, with Gilbert Gray's *Jupiter*, from New Orleans, carrying the Stars and Stripes to victory and scoring 46 out of a possible 49 points. Five firsts, one second and one third place was his contribution to victory.

Gray was fought every step of the way, and only his experience as skipper of the New Orleans representative in three International Star championships (and runner-up in two of them), gave him that slight mastery which was needed to win out over his splendid competitors. Colin Ratsey, sailing *Joy* for Great Britain, took second place with 35 points, knowledge of a Star again telling the story; but those who witnessed his finish the last day, when he beat out Jean Herbulot of France in *Tramontane* by one second at the finish line to take third place,



W. C. Sawyer Photo

Jaques Le Brun won for France in the Monotype Class.
Right, "Jupiter," of the New Orleans Star fleet, won for the
United States, scoring 46 points

know that in this class the race is not won until the last gun is fired!

Canada and Sweden tied for third place in the series at 27 points, but as H. E. Wylie of Vancouver had started to dismantle his *Windor* before the sail-off, Gunnar Asher sailed *Swedish Star* around the course by himself to take third position. France followed in fifth place with 26 points, while sixth position went to the Maas Brothers in *Holland*, accidents, unlucky breaks of luck and lack of experience in this (to Holland) new type of sailing craft combining to hold down their score. Everyone who met these red-cheeked young Dutch lads,

and witnessed the brand of sailing which they have learned on the Zuyder Zee, and other waters of their native land, was charmed by their smiling sportsmanship. Jan and Adrian Maas may not have carried an Olympic Star Championship title back to the Netherlands with them, but they left California with many friendships and warm admiration; and perhaps, after all, that is the greater award.

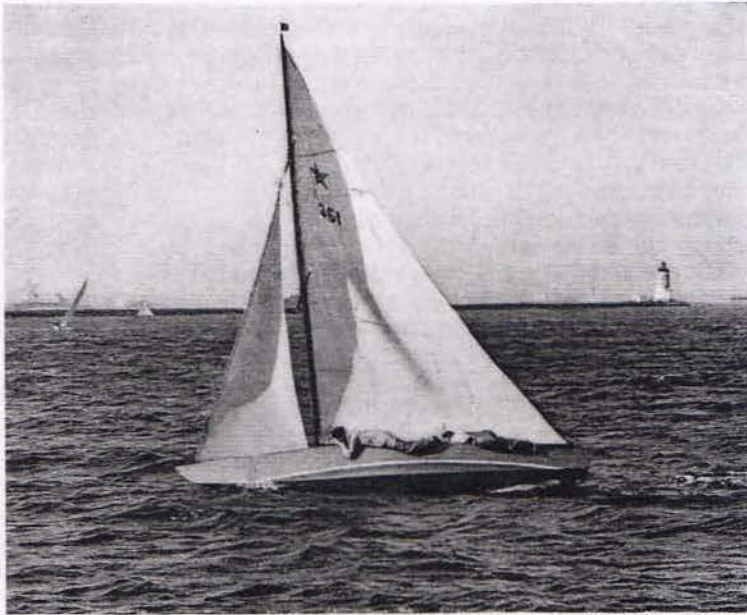
Four years of planning and training in the fine art of racing "meter" boats all went galley west at the Olympic Regatta when "Old Man Depression" entered the arena and scored a knock-out. No Eight-Metres and only one "Six" finally arrived on the scene from abroad,



Ray Chapin Photo



Gilbert Gray and crew of the winning "Jupiter"



W. C. Sawyer Photos

Colin Ratsey's Star "Joy" took second place for Great Britain

although reports in the spring still encouraged the belief that Madame Hériot of France, the Oberti Brothers of Genoa, William Vett of Copenhagen, Fernan Conill of Cuba and Cannes, and many other famous skippers of Olympic and Continental regatta fame would fly their nations' colors.

Eric Akerlund of Stockholm sent over the sleek *Bissbi*, to carry the Swedish emblem to victory in the Six-Metre division under the experienced hand of her designer, Tore Holm. The only other foreign competition offered in these two classes were the Los Angeles craft which were runners-up in the American eliminations — Pierpont Davis' *Santa Maria* (the Eight-Metre *Babe* which



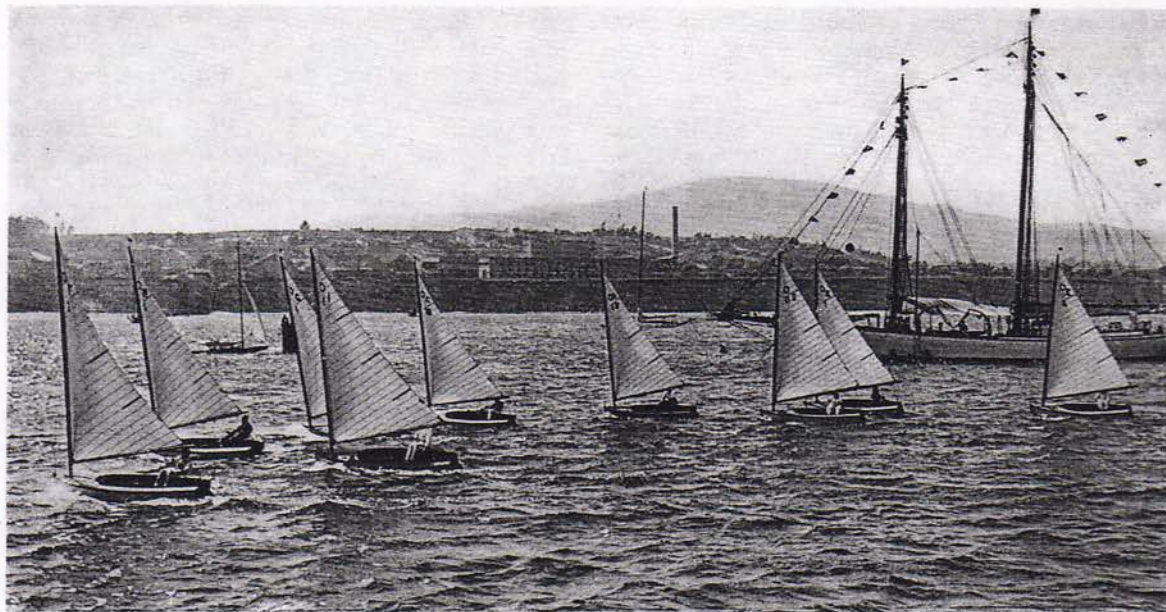
Ray Chapin

Cyril Tobin's "*Naiad*" again won the Pacific Coast championship in the Six-Metre Class at Santa Barbara. Left, "*Angelita*," the winning Eight-Metre both in the Olympics and in the championship racing



S. Walter Collinge

carried Owen Churchill's flag in the 1928 Olympics), and Tommy Lee's double-enders, the Six-Metre *Caprice*. Both were chartered by Vancouver yachtsmen, *Santa Maria* being sailed by Ronald M. Maitland, while *Caprice* was skippered by Harold A. Jones. The fact that they had already suffered defeat in the hands of their owners placed a hopeless handicap on the sportsmen from Canada, who had only a few days in which to familiarize themselves with boats, courses and conditions.



A start of the Olympic Monotypes, with France and Holland in the lead



J. J. Mitchell's Class M sloop "Patolita" leading the mixed cruising class off Santa Barbara

Owen Churchill took the Eight-Metre championship in his Potter-designed *Angelita*, already the Pacific Coast champion in her class for two years, four first places going to him in the first four days of racing. Only once in this period did the Canadians maneuver *Santa Maria* up into the lead, but Churchill promptly carried them out to an over-reach of the next mark, and when they came about to run for it *Angelita* again rounded first and the race was lost. After four trials the Canadians pulled down their flag and notified the committee that as they had no chance, they much preferred to go places and see things!

Harold Jones and his crew in *Caprice* made the same decision, after trailing in last position for four days, leaving the Six-Metre field to the United States representative (Donald Douglas' new Anker-designed *Gallant*) and *Bissbi*. The choice of *Gallant* in the American eliminations over the Crane-designed and American-built Pacific Coast champion *Naiad*, with her impressive record of Seawanhaka Cup, Long Island Sound championship, Mediterranean championship and other victories, did not meet with the entire approval of Coast yachtsmen, but the decision was in the hands of the Olympic Yachting Committee. Entirely outclassed in

every branch of yacht racing, *Gallant* made a sorry spectacle against the Swedish champion. *Bissbi's* superior speed under all conditions and in every strength of breeze, combined with the magnificent helmsmanship of Tore Holm and perfect team-work on the part of his crew, left no opening for Ted Conant, the skipper of *Gallant*. Even at the last, when Holm seemed to let Conant have the best of a start, *Bissbi* slipped by *Gallant* with ease, to weather or to lee. Never letting up an instant in their perfect sailing, the Scandinavian crew led at the finish line by minutes each day, and scored six straight victories before Conant decided he had had enough!

The International Regatta, planned for Santa Barbara immediately following the Olympiad, and including the Pacific Coast Championships for 1932, failed to attain an international status; but for exciting races, the Six-Metres and Stars supplied enough thrills and close competition to last many a day. Starts with a dozen yachts over at gun-fire (and sometimes too soon!), finishes that meant split seconds at the line, right-of-way jams at buoys with half a dozen boats fighting for favored positions, cross tacks in the beats to windward

(Continued on page 76)



"Fayth" and "Mollilou" crossing the line for the 2200-mile trek to Honolulu

W. C. Sawyer Photos

The Olympics and West Coast Championships

(Continued from page 32)

that were anybody's business and luffs galore: all these and more were offered daily to the gods of yacht racing!

Four straight races were needed to decide the champion in the Stars, with the final winner, the Plumb Brothers' *Westwind* from Newport Harbor, only half a point in the lead. The defending champion in the "Sixes," Cyril Tobin's *Naiad* from San Francisco Bay, had to fight the pack from the South daily, as, led by *Gallant*, they covered her wind and took her down the line. Michael Casserly had to show every trick in the locker before he worked *Naiad* out to front position and another title, as well as possession of the King of Denmark Trophy, sent over to the yachtsmen of Santa Barbara and the Coast by His Majesty Christian X to forward his favorite sport. Not that there was any team-work to hold the northern craft back, but each Six-Metre skipper was determined to show that Tobin's many-titled crack was not so "hot," and consequently no breaks went her way. The last day, after being forced over the line too soon and recalled for the second time in the series, she fought her way through the fleet from last position, and by the same smooth brand of team work which won for them the title last year at Santa Barbara, her experienced crew again ran up enough points to retain the championship for the Pacific Coast.

The annual race up from Los Angeles Harbor to the Channel City opened the regatta. Charles Wiman and John J. Mitchell's big Class M sloop, *Patolita* led the fleet in by two hours for the 90-mile beat, but she lost on corrected time to Owen Churchill's *Angelita*, the Olympic winner making a smart run up in the hands of a bunch of youngsters. Morning races were sailed by the Skimmer Class, minus Rose Passel in her last year's champion *Roses*. Eight of these miniature "Scows" (known locally as the "Ironing Board Fleet"), ran their usual three-day series, but unlike last year's racing, there were no shipwrecks and they did not need the aid of Coast Guard cutters to bring them in piecemeal. Sid Exely, of Alamitos Bay, won the championship with *Dawn* (18½ points) after Jack Horner of San Diego, in *Jackie*, dropped the lead on the last day. George Hart, Jr., was second with 17 points in *Idona*, and Horner third (16¼).

The Battle of the "Sixes," a five-day affair, opened on Monday in a medium to strong breeze; the course a triangle twice around with a beat to windward at the start and seven boats taking part. Well bunched at the line, they soon opened out, with Tommy Lee's *Caprice* ahead, *Gallant* next, and *Naiad* third. *Gallant* slipped into the lead at the windward mark and was never headed during the race, but *Naiad* finally fought out from under *Caprice* and took second, a bad start and poor handling of light sails contributing to her failure to make up the one-minute advantage held by the Olympic representative. A medium wind next day saw *Naiad* forced over the line too soon, but she quickly recovered and set out after Walton Hubbard's *Ripples*, which was away to a nice lead, with Stuart Haldorn's *Ay-Ay-Ay*, *Caprice* and *Mystery II* close behind. A quadrangular course gave *Naiad* a chance to show her ability to go to windward, and at the next mark Casserly caught the bunch on a port tack, slipping *Naiad* (on starboard) through to third position, just back of *Caprice*.

He soon caught Tommy Lee, and finally overhauled *Ripples* at the last mark, and, taking windward position, ran Hubbard out to sea and left him. This maneuver almost cost *Naiad* first place, as *Ay-Ay-Ay* had been working up and crossed the finish line only two seconds behind! The third day brought another win for *Naiad*, and she now held a lead in points over the fleet from

which they could not dislodge her, finishing the series with 28½. *Gallant* was second with 23¼; *Caprice* and *Mystery II* tied at third with 21¼; *Ripples*, 20; *Ay-Ay-Ay*, 18; and *Zoa E.*, 8. The last day's race also included a leg on the Endymion Perpetual Trophy, and was won this year by Tommy Lee in *Caprice*.

Only two Eight-Metres competed for the King of Spain Trophy, the original winner, *Marin*, having dropped out of sailing since the Mid-Winter Regatta. Owen Churchill's *Angelita*, sailed by Samuel Dauchy of Chicago, successfully defended her title against *Santa Maria*, now back in the expert hands of her owner, Pierpont Davis. The latter gave his rival several scares, but trouble with a big Genoa at the start on the first two days, and a cross tack at the finish line with Donald Douglas' big schooner *Endymion*, in the third race, lost the series for him, after he had *Angelita* "down" on several occasions. He won the last two races, but only after the championship had gone a-glimmering. Davis is showing splendid work with the old *Babe*, her new mast and sails making a much faster boat out of the 1928 Olympic representative. In certain winds he can take the *Angelita* into camp, with room to spare, so that she may yet win a major title from her "step-sister."

Fifteen Stars, four more than last year, held a four-day series, and it took a couple of disqualifications by the committee, and a comptometer finally to figure out the champion! Half a dozen of the Coast cracks in this class were within striking distance of the title at all times, but the Plumb Brothers' *Westwind*, after winning the first two days and then dropping back to let Billy Lyons run into the lead with *Vega II*, pulled up again the last day and took the series with 54¾ points to *Vega's* 54¼ — close work after four days! Earl Hayward of Santa Barbara, after running only a point behind the leaders for three days in *Thistle*, threw his chances away by trying to jam in on the wrong tack at the start of the last race, and was ruled out, after crossing the finish line in first place! Rules are Rules!

Other scores in the Stars were: *Barby II*, Winsor Soule, and *Howdy*, W. R. Dickinson, Jr. (both of Santa Barbara), tied at 41; *Thistle*, Earle Hayward, 38; Dr. Niels Martin's *Phar Lap* of Santa Barbara, and Hook Beardsley's *Moir* (also disqualified in the last race), 33 each; *Zoa*, Arthur Macrate, 32; *Moderna*, Fisher, and *Buddy*, Allan Cram, tied for 28; followed by *Flying Cloud*, *Three Star*, *Nylic*, *Twinkle Star*, *Cotton Tail IV*.

The cruising classes, although small in numbers, were well contested, Commodore A. N. Kemp's *Amorilla*, *Patolita*, *Aegir*, a German 60-Square-Metre from Newport Harbor, and *Ocean Waif* winning in their respective divisions. None of the big craft cared to face Charlie Wiman as his *Patolita* lined up for the Richardson Rock Race for the Mussolini Perpetual Challenge Trophy, so she crossed the line and came back, leaving this beautiful trophy uncontested for 1932. But several of them went over the 60-mile course around Anacapa Island for the Spalding Challenge Bowl, *Patolita* winning by a few minutes over *Amorilla*. The Handicap Class the last day was won by Mrs. Howard Hawks in her Twelve-Metre *Sea Hawk*.

The regatta ended as two entries crossed the line on the 2200-mile run to Honolulu, Mrs. William Slavins McNutt sailing her husband's little ketch *Fayth*, and Captain Tom Ena taking out Dr. Floyd Swift's yawl *Mollilou*. The other entries dropped out for various reasons. The magnificent Nahlin Challenge Trophy, offered by Lady Yule, has been put up for this race. Provided the future long-distance ocean races of the Trans-Pacific Yacht Club to Honolulu, Tahiti, and other South Seas ports are started from Santa Barbara, the deed of gift will allow this trophy to become a perpetual one for these races.

competes.

BERMUDIANS WIN IN BOTH SPRING SERIES RACES

The Interclub team of four boats and the American sixes which went to Bermuda some time ago were taken over by the island sailors this year. In the Interclub series, racing against the local one-designs, the American boats, Poppy, Bee, Chinook and Canvasback, won the first two races handily but the next three were clinched by the Bermudians. Light going seemed to favor the Bermuda craft as the American victories were scored in moderately fresh weather, after which it fell light for the remaining days of the series.

The sixes didn't do as well as was expected of them, but they put up a good fight. Nancy, the new Stephens designed six, Briggs Cunningham's Lucie, J. Seward Johnson's Jill and Bob Meyer's Bob-Kat were opposed by two Bermudian sixes, Eldon Trimmingham's Viking and Achilles, owned by the Trott syndicate. Viking won the Prince of Wales trophy series, with Bob-Kat and Jill tied for second place.



Launching of Barlovento, Pierre du Pont's new schooner from Cox and Stevens designs. She will race to Bermuda this month

COAST SIXES PREPARE FOR OLYMPICS

The Pacific Coast is preparing itself for the western and national eliminations for the Olympic yachting events, August 5 to 12, inclusive. In the northern section of California, yachtsmen will stage a series of twelve races to pick the fastest 6 meter in that district. These races will be held in open, semi-sheltered and sheltered waters. Boats will compete in all kinds of weather, every type of boat having an opportunity to be at its best in its particular kind of sea and weather. From the San Francisco district, the best craft will go to Los Angeles to meet the best of the sixes in the western trials. A series of eliminations will be held for craft in this section, the winner of the north meeting the winner of the south. The western elimination trials will be held off Los Angeles harbor, July 7 to 10, inclusive. The Olympic National eliminations will be held July 17 to 20, inclusive. Classes of boats include sixes, eights and monotype. Star races will be held in these waters July 18 to 20, inclusive.

RACING SLOOPS are floating lead mines, with superstructures of toothpicks fastened securely together. Their hulls and spars can be blown away like thistle-down, but you need a caterpillar tractor to move the ballast.

You may think that racing sloops should be built for speed and speed alone, but it is not as simple as that. You see, the whole thing is a game, with the rule makers on one side and the naval architects on the other. The naval architects make a move and the rules committees pass a law making it unfair; then the architects move again with the same answer. The object of the game is to see how many racing sloops can be built with each new feature worked out by the designers before the rules will be changed to bar that feature. The designers are the creative artists, or the criminals if you please, while the rules committees are the killjoys, or cops. The natural result is that the rules keep on getting more and more complicated, until nobody can tell what they are any more. Then the whole system of rules is junked, and they start all over again with a new one.

One would imagine it would be lots of fun for the naval architects and just plain hard work for the rule framers, but you're wrong again. The designers hate to design racing sloops. When they receive an order for one they lie on the floor and kick and then start breaking all the furniture in sight. Then their mammas tell them how badly the baby needs a new pair of shoes and that this is the only order in sight, and they retire into their drafting rooms for a few weeks, while everybody tiptoes softly around the house for fear of stirring up the caged lion. You see, the poor designer suffers under the knowledge that each of these contraptions carries his reputation in its fragile hide. He knows that God himself can't predict how they will turn out, and that even if they are fast, too many boners are possible by the builder, owner, skipper, crew, and worst of all, the errors in his own calculations! He gets along all right up to the dread moment when the plans are finally handed to the builder; then he is overcome with horror for a couple of thousand changes to make to boat faster flood his mind, now that it is too late. He wakens in the night in cold sweats, having dreamed of flagrant mistakes in computing displacement, lateral plane, metacentric height, and so on *ad infinitum*.

The race committees, on the other hand, love the game with all the ardor of their souls, even though they are always defeated in the long run. They are argumentative cusses, like Algy Best, who don't mean a word they say but

Execrable Essays

By SKIP

NO. 2.—RACING SLOOPS

the idea that racing yachts must be of "wholesome" type, even though they know just as well as the naval architects that the factors that make for speed all tend at the same time to make the boat unwholesome. So each racing yacht is a weird mongrel, a cross between the tortoise and the hare. The designer strips her down to racing trim, the committee weights her down with bilge stringers, floor timbers, frames, deck beams, etc., of not less than a given size. The designer cuts off some weight in a place the committee has overlooked, whereupon the latter hangs some more weight in another place. When the yachts get out to race, each one is handicapped in a different way, even though to a casual glance they all look pretty much alike. So, it's really sort of an obstacle race, where the designer who has fooled the committee into letting him carry the least number of drawbacks will win. That is, if the boat is properly built, if the owner was willing to spend enough money to get good sails, if he also spent enough to put her in shape, if the skipper gets a good start and sails a good race, if the crew doesn't gum the deal, if the other boats have an off day, if the weather favors the boat and if she doesn't run afoul of any hard luck! And then if she does win, after running this gauntlet, the skippers and crews of all the other boats will prove after the race that she isn't the fastest boat and had no business to win at all!!!

Not so long ago racing sloops were tiny little things with clouds of sail; nowadays they are great huge creatures with half a towel for a mainsail and the corner of your handkerchief for a jib. You think you see a model sloop a mile away, and when you meet her she's 50 feet on deck. The older craft were so beamy it was a half a day's walk from one rail to the other, and some were actually wider than they were long. Today a fat man's tummy will drag in the water on the lee side, while the skipper needs a telescope even to see the stem. This all came about gradually through the battle of the rules between the designers and the committees.

Fads are always rife among racing sloops. For instance, there was a time when plumb stems were the only thing. They were succeeded by clipper bows, and finally by spoon bows. Spoon bows steadily became longer and longer, until racing sloops were mostly overhang and had to be trussed internally to keep their

of those days were pretty lenient, but when the skipper of an America's Cup defender climbed aboard the yacht via the bowsprit from Chicago while the yacht was anchored off Sandy Hook, that old overhang rule was abolished and we got the Universal Rule. That went along very well until we suddenly discovered that it wasn't universal at all, but only American, which just goes to show what provincial creatures we are in this country. Then we got the International Rule. With it we got high freeboard, replacing the old fad of low freeboard; why some of the most successful R boats were so low you never could have told the difference if they had sunk at their moorings.

With the International Rule boats we also got the fad of building out the stern overhang to infinity, so as to carry a permanent backstay. Nobody ever seems to think that a boomkin would be much lighter, except Matt Walsh, and what does he know about rules anyway?

Some brilliant mind did conceive of making the stern pointed, and lots of yachtsmen thought that was what made the boat fast. The designers knew better, but to make their clients happy they gave lots of 'em pointed sterns. Evidently the theory was that canoes are fast, and so a canoe stern should produce a fast boat. Grand logic to men, but not to the old ocean, who *knows* what makes boats fast, and lets by only the really fast ones.

Just why racing boats have to be sloops nobody knows, not even the framers of the rules. They must be sloops, that's all, just as you must say "You are," even when talking to one person. Racing rules and grammar are absolute; there isn't always a reason, but there you are. So, if you come to the starting line of a Six Meter, or R Class, or M Class race with a schooner, or a yawl, or a ketch, the chairman of the race committee will yell at you through a megaphone to get to hell off the course, even though your rating is one one-hundredth of a point below the top of the class, in the approved manner.

Fortunately, the designing of racing sloops is nine parts art and one part science. But science is inevitably forging ahead, and the evil day is bound to come at last when the whole thing will be ten parts scientific. Then we won't build any more racing sloops, for everything, designing, building and racing, can all be settled right on the drafting board. That will be the complete and final victory of the naval architects and also the end of the breed, for there will be nothing left for them to do. It will also be the end of racing, on the ocean. But this will be all right because it will be merely transferring the place where