

Large Fleet in Midwinter Regatta

Sixty-nine Yachts Take Part in First Regatta
of 1933 at Los Angeles Harbor

By H. B. WARREN

WHAT is this quality that enables one man to urge a racing yacht through the water faster than another? You know, that is what these regattas are all about, really. They are tests, even as the Olympic Games, of the skippers and crews—and of course, of the boats, though as I witness more regattas I tend to give a greater percentage of credit to the human element and less to the boat. Bellerophon guided Pegasus with his voice, and some men seem gifted with a similar miraculous power over their winged mounts in our yacht races, for no matter what boat of wild ways they pick they seem to tame and control her power, concentrating the energies of boat, crew and skipper upon gaining maximum speed. Therefore, in a description of a regatta it is highly pertinent to make a brief inquiry into what constitutes a good skipper and crew.

One of the famous James brothers, either Henry or William (not Jesse), made the sapient remark that *memory is interest*. If he had used ten thousand words he could not have framed a better definition and would have lost much of the force that terseness gives. For how perfectly pat and true his definition is! You remember the things in which you take an interest, and forget quickly those to which you are indifferent.

Similarly, to become a good racing sailor a man must be interested in learning how. It is the most important single factor. A phlegmatic temperament may also be an advantage, but we all know many persons of high-strung nerves who are often near the front at the finish. But sailing a boat well is much more the job for a plodder than for a brilliant mind that cannot be bothered with details. Details—it is all details. Splitting hairs in the position of sheets, in tiller work, in shaving marks, in setting light sails, in disposing weight of the crew, and so on ad infinitum. No one will take the infinite care required to master all these fine points without interest. No one will keep on repeating the same maneuvers time and time again without being keenly interested in perfecting

himself in the technique of racing. After the period of time necessary to become proficient racing is no longer a new, romantic pastime, but is likely to have degenerated into damned hard work, unless enthusiasm and interest, the real articles, are present.

And that nice touch on the helm in working to windward, the knack of "feeling" the point where the boat points high and foots fast, it is almost another *sense*. It can be acquired, but many men seem to have it from the first. A similar quality is the ability to make good starts. Some try a "system" of starting, but these are of doubtful value, since your procedure is too largely influenced by the tactics of the other boats to allow the use of any rigid methods; it is better to rely upon "extemporaneous" skill, which will come at long last, after sufficient experience and intelligent observation.

It is curious what persistence will accomplish. We have all seen many fellows who for a long time are unable to get their boats out of their own way, gradually seem to "savvy" the game and develop into opponents feared by everybody.

One aspect of the matter that is often overlooked is what we might call the "man behind the skipper." In every racing crew there should be one man with as much experience as the skipper, in whom all hands have confidence, who can be delegated to watch the other boats, so the man at the tiller can give his undivided attention to actually sailing the boat. Such a man should be a born strategist, who can keep track of the whole situation at all times and advise when to go about, what boats to keep covered, whether tidal currents are present, where the best wind is, etc., etc. He can look around to do these things and can keep the skipper advised. His job, however, as I conceive it, should be advisory only, for a skipper should make the final decision. Of course, there is never any lack of advice from the entire crew, usually accompanied by forceful expletives, but it is better to have a general understanding that one man is

delegated to the job of advisor, with the others only chiming in when they can't stand it any longer. It is understood that rules like these are pretty sketchy between amateurs, and it is silly to try to enforce them too much, for most fellows can get along in a reasonable way, and indeed, some of the most harmonious crews in reality have been those who sounded like a St. Patrick's Day riot, causing the atmosphere around their boat to be bluer than the sky and ocean combined.

However, space prevents a more extended discussion of this fascinating subject. I have, though, tried to say enough to show you that after all there are no rules for becoming a good racing man. And that, I think, is what makes racing a great game. Anybody, young or old, man or woman, boy or girl, strong or weak, etc., can excel at it if he has the competitive instinct and a lasting desire. If you want a heap of helpful, scientific suggestions, go and read the several books on racing by Dr. Manfred Curry. He is the best authority on the subject I know of.

And now to get down to the Midwinter Regatta itself. After my dissertation on the technique of racing you might imagine that it was inspired by the marvelous work in evidence in the regatta. Just the contrary was the case, in the main. It is the lack of it that set my tongue, or rather typewriter, wagging. Poor starts, ragged covering, slow work in setting light sails, poor judgment in selecting headsails, failure to spot the existence of currents, were all much in evidence, and many of these faults were committed by men who should know better. The guilty ones will know who is meant, and there would be no value in my mentioning names, because after all it is all for fun and no bones are ever broken by boners in yacht racing, and it is possible to have just exactly as good a time, and sometimes even a better one, when your handling is full of mistakes, than when you do faultless work from start to finish. It doesn't hurt a bit to lose a race, or a

course, instead of racing inside the breakwater with the other little fellows. In fact, they are so flat that the seas don't stop them a bit; they just slap along, for the force of the blow is almost entirely upward and has no retarding component in it. And off the wind you should see them surf-board it along! Even the Sixes and Eights, with light sails, (the Skimmers having none), find it hard to hold them then. But before the wind with a good sea running is the place where they are likely to come to grief. If you don't hold that stern down so as to keep the bow above water when coasting down a swell, she first starts to dip up a bit of the ocean, then takes a dive vertically and flop, she pitch-holes! But the Skimmer boys and girls say it's just fun, and they also claim it's a stunt the bigger boats can't do if they try. So, you see, they have it over the other classes like a circus performer doing somersaults from the top of the tent.

THE SPECIAL HANDICAP CLASS

When the handicappers saw the six boats that raced in this class they must have thrown up the sponge. Two out-and-out racing boats, a racing-cruiser, a short-ended cutter with a lot of room but a good turn of speed, and two rather heavy, under-canvassed ketches! Arthur Stewart's R boat "Pirate" emerged the winner from this melee, as she was pretty likely to do, especially as Matt Walsh's "Thorobred" only came out the second day. But the Bird boat "Pipit," owned by John D. Fredericks, Jr., and sailed by Les Baier, gave "Pirate" a hard fight of it, which surprised more than one of the onlookers, to finish only a quarter of a point behind in the final scoring.

"Pirate" won the first race by a pretty good margin from "Pipit," but with a lighter wind in the second race the latter turned the tables. "Thorobred" won the second contest most decisively, and her 6¼ points for this were enough to net her fourth series honors, without any points at all for the first day. Kenneth Taylor's new cutter "Marylyn" was third, and a fine, wholesome boat she is all around. Many eyes followed her in approval both days. At her stick was



— Photograph by Chapin-Ruskauff.

A start of the Skimmers in an Irishman's Hurricane.

none other than Jim Dickson, who simply can't resist an outdoor rudder.

C. A. Page's "Charmar" and W. E. Candy's "Burrapeg," both ketches, put on the best stunt of the regatta at the finish of the first race. "Charmar" had gotten all tangled up in her balloonier and spinnaker halliard's, new rope all twisted, and "Burrapeg" passed her while at the height of her profane struggles. Then "Burrapeg" seemed to have qualms, for after all it would be a mean thing to make those poor sweating, swearing boys take the tail end of the fleet for their labors. So "Burrapeg" was brought almost into the wind on the starboard tack while "Charmar" roared up to leeward on the same tack. The former was not over a hundred feet from the line, but did not go about. "Charmar" was afraid to go about first, because that would put her on the port tack and right into "Burrapeg." When they had passed the outer buoy "Charmar" finally did go around, but had to come into the wind and all but stop to keep from hitting her opponent. Then the two boats simply sat there, bowing gracefully to one another in the swells, as though saying, "You first, my dear Alphonse." At last "Burrapeg" moved far enough along to permit "Charmar" to square away, bear under her stern and win this uninspired contest for last place! A few seconds later "Burrapeg"

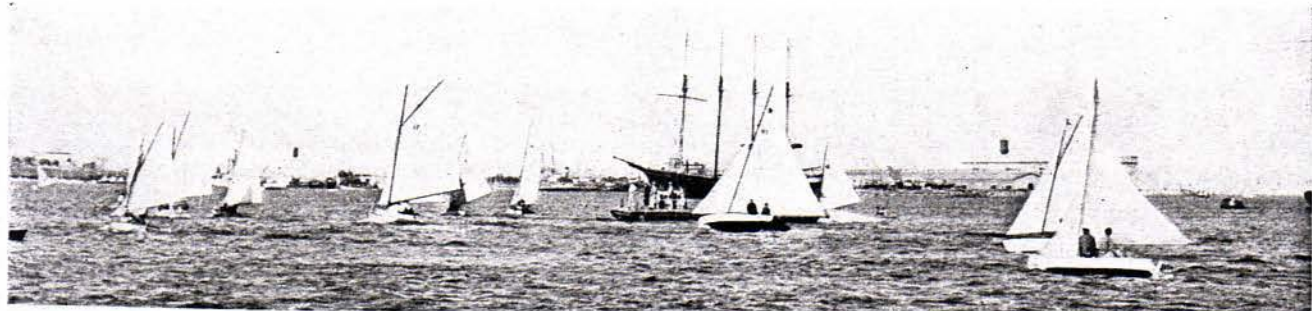
took down her mizzen, went about and finished. Now, what is puzzling the experts is, was it politeness or what that induced "Burrapeg" to lose to "Charmar"?

THE SMALL CLASSES

Under the enthusiastic direction of officials of the new Cabrillo Beach Yacht Club five small classes competed in two races on February 25th and 26th as part of this regatta. And in point of numbers they certainly had it on the big fellows, forty-seven boats racing inside to twenty-two outside. That is a fine beginning for this club, but is nothing to what you will see before the summer is over.

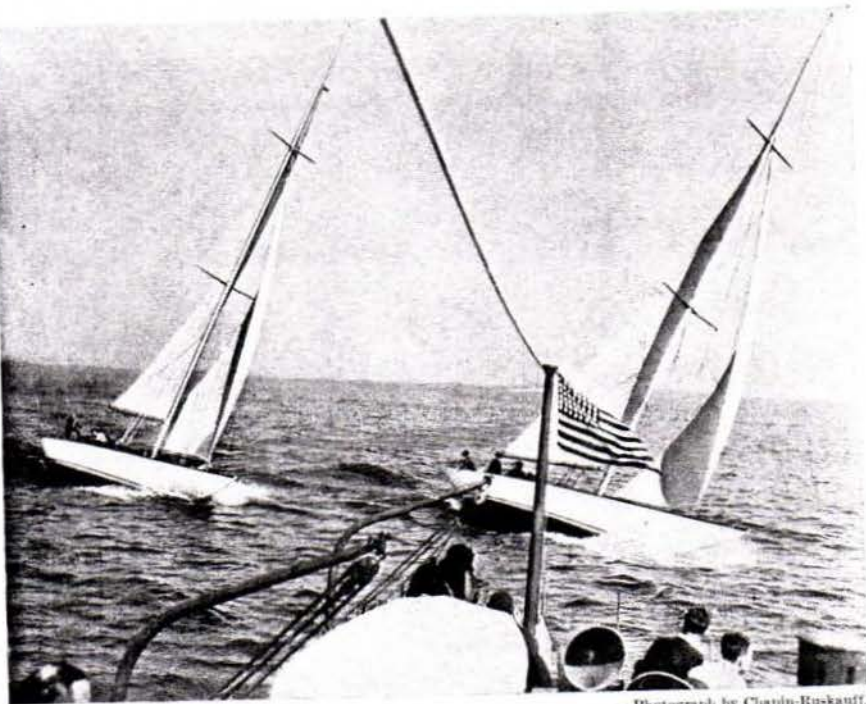
In the Snipe Class, Merle Davis has the well-earned reward of winning in return for all his hard work in organizing this fine class in the Los Angeles area. His "Native" is a beautiful boat and is something for the others to shoot at in the exciting months that lie ahead for the many men who are coming into this class all the time.

The Rainbow Class was an open-and-Shutt affair, mostly Shutt, for little Emmy Lou Shutt carried off the honors decisively with 32 points to 30 for John Weih's "Peter Pan," while Bennett Shutt's "Ripples" was third. I was told there were no less than eight Shutt's in this class, so it looks as though the other



— Photograph by Chapin-Ruskauff.

A few of the smaller boats that put on a fine regatta inside the breakwater.



—Photograph by Chapin-Ruskoff.

The Two Eights, with "Angelita", the winner, up to windward.

hundred of 'em, even when it's your own fault; I know, because I lose nearly all the time for just that reason.

EIGHT METER CLASS

Owen Churchill won another five-race series over Pierpont Davis' "Santa Maria," in just the fashion he has done so many times that it is becoming fashionable. At the end of four races they were tied, as usual, and then "Angelita" won the last one, even though it was "Santa Maria's" weather. After the third race "Angelita" had two races to one for her relative, so Owen had to stay home the next day in order to bring about the usual tie. But it was noticeable that he didn't stay home the last day, and so ended the series.

SIX METER CLASS

Tommy Lee and his "Caprice" won decisively and deservedly in the Six Meter Class. Three firsts, a second and a last made up his score, a wonderful showing, when one considers the five fine boats he was pitted against. His first place on the opening day was not deserved in one way and yet in another it was. The breeze was fairly fresh and in it "Gallant" forged into a winning lead. Then the fog swept in during the second round and Douglas lost his way while reaching to the outer mark, finishing a bad last, nearly an hour behind the others. "Caprice" led "Lanai" in by just a short distance, followed closely by "Clio," which was figured to be out of it in this kind of going. But, you see, Tommy earned the race by his navigation, which is just as good as earning it by his sailing, after all. The second day

"Caprice" won decisively, as she did also the fourth day. In the third race you might jump at the conclusion that two straight wins had proven too much for the nerves of her crew, for she finished last. Such was not the case, however, it was the fluky winds, which shifted all around the compass, and put "Caprice" away down the line soon after the start. The last day Russ Simmons' performance in bringing the little, supposedly out-classed "Clio" in ahead with a lot of water to spare over "Caprice," the second boat, was a very pleasant thing to see. It didn't hurt "Caprice's" well merited first place standing in the series, and it assured "Clio" of second in the final scoring. But it was a fine reward to a man who has shown the finest of good nature in defeat, always.

"Lanai" was sailed by a youngster, and a newcomer in racing, Bill Slater. She was not handled as she was when winning the last two Midwinter Regattas, but the boy gave lots of promise at that. If he stays in the game, the old "Lanai" will add some more victories, now and then, to her already long record.

"Harpoon" never had a look-in, but did much better than expected, in spite of two different skippers and a changing crew, and especially in spite of her sails. I still think she is a wonder in light going, but of course is out of it when the breeze pipes up.

But for two disqualifications Bill Bartholomae's "Mystery" would have had second place, instead of fifth. These fouls were purely technical and had no

bearing on the outcome of either race and were the kind of things that might happen to any skipper when boats are close together. The weather favored "Mystery" more I think than any other boat, but I think Tommy Lee and his crew won from her because "Caprice" was handled better. However, Bartholomae is far more dangerous than he was last year and his boat shows considerable all around improvement. She runs and reaches very fast indeed, and when he gets her going to windward a little better, she will make them all step. Her skipper is very persistent and very ready to learn new things, and I can see him making it hard for all of them to win before this year is over.

STAR CLASS

Things were just as one-sided in the Star Class as they were in the last Midwinter Regatta with the same boat making them so. This was Billy Lyon's "Vega II." I don't think she was a bit better than the other two Stars in going uphill, but her reaching and running were again phenomenal, so much so that the races were processions without a glimmer of interest in them, excepting on Friday, the first day the Stars raced, when Arch Eckdale worked out a five-minute lead in the streaky zephyrs of the first hour. How Billy finally caught and passed him I can't tell you, even though I witnessed it, for nobody would suppose that one boat of a one-design class could be that much faster than another in straight sailing. But it can and was. When Eckdale went around the Point Firmin Buoy with that long lead W. G. Waterhouse, owner of the Star "Three Star," was watching with me, and he predicted that Billy would catch him, whereat I scoffed. But I'll never be surprised again at anything that may happen among the Stars—cosmic cataclysms seem to be their everyday stuff!

Marian Himmelstein's "Morning Star," sailed by some boy, took three consistent thirds.

SKIMMER CLASS

Richard Russell's Skimmer "Patricia" was another that refused to yield a single first place to her competitors. Russell has been at this Skimmer game a long time, and in spite of the very live competition in this class he manages to win a good deal more than his share. This time he wouldn't yield the lead, even when two of his opponents capsized in their efforts to catch him.

The speed of these little fellows always surprises the spectators. They are only 16 feet on deck, and of course very flat. They pound like the mischief in any sort of sea, however small, but their seagoing skippers and crews always insist upon drenching along on the outside

skippers were simply shut out in this opening race of the season. It looks like the open season for Shutt. The Rainbows are very popular, little Skimmer cats, fast and snappy. And how that class is growing! In fact, all these small classes, Snipe, Rainbows, Holly Class and Olympics, are coming forth in clusters all the time. It is a small boat year, right enough.

Robert Lamia's "Olympia" won in the Olympic Class. These are the boats that put on such a great show last August, when eleven nations sent their best skippers in this class.

Victory in Division One, Unclassified went to Leo Reed and his "Nada," with Winston Young's "Diablo" second and the Williams family's "Erna Jean" third.

William Woodward's "Bill & Co." carried off the honors in Division Two, Unclassified, with Harry Davis' "Mine" second and Neil Chamberlin's "Sally Irene" third.

The last two classes compose the fleet that has been known around San Pedro for the last several years as "The After School Navy." I think a few Long Beach boats swelled the numbers. The owners of these boats are probably more enthusiastic yachtsmen than any owners of big schooners or cruisers. Most of them built their own boats and there is some pretty good workmanship in evidence.

All these small boat owners made a fine start, one that shows that we are not only going to have some fine racing at last with big fleets of small craft at Los Angeles Harbor, but also that a grand spirit of sportsmanship and comradeship is going to prevail. It is great to see this at long last, and it is a splendid augury for the future of yachting, the best we could have.

THE BOUQUETS

More bouquets should be handed around about this regatta than almost any we have had. The preliminary work was most thoroughly done by the Civic Regatta Association, which didn't even stop at preliminaries, but carried things along so far that the Regatta Committees of the Southern California Yachting Association and the Cabrillo Beach Yacht Club merely had to step in at the last minute and do the actual work of running the races. All hands commented most enthusiastically about this. Most of the credit for this should go to Earle Green and Paul Lamport. The former was Commodore of the C.

R. A. last year and the latter is now Commodore.

Paul Hiller was Chairman of the S. C. Y. A. Regatta Committee. He has performed these labors for such a long time that I have forgotten when he first began them—about 1930 I believe, and that is a long time for anybody to carry on that thankless work. He was assisted by the old reliables, James Webster, who acted as starter on the outside course, Arthur S. Kemman, E. Goodell Sherman and Fred Munsey.

The inside races were under the general chairmanship of Dudley C. Shumway, Director of Municipal Sports of the City of Los Angeles, with Floyd B. Davis as Referee, C. P. L. Nicholls as Judge. The Starters were Frank M. Davenport, Supervisor of Aquatics of the City of Long Beach, Marvin J. Reitz and H. G. Kispert and the Clerk was Leo Benzini, Commodore of the

Long Beach Star Fleet. Judge of the start and finish was D. M. Callis, Roland Craig acted as Timer, and Max E. Miller, Commodore of the Cabrillo Beach Yacht Club, E. B. Ehrke, of the Los Angeles Playground & Recreation Dept., looked after patrols, shore boats and moorings and did any other job that needed doing.

The officers and men of the U. S. Coast Guard again did their bit and a big bit it was, as always. When people extend kindness repeatedly and unflinchingly it is easy to accept it without much gratitude because we get into a receptive habit, like children toward their parents, but I hope the yachtsmen will never feel that way about the services rendered by their friends of the Coast Guard, because their spirit in doing the work of patrolling and furnishing committee and spectators' boats is so fine that it deserves just as fine an appreciation.

POINT SCORE OF THE LOS ANGELES MIDWINTER REGATTA

February 22nd to 26th, inclusive

EIGHT METER CLASS

YACHT	OWNER	1	2 1/4	2 1/4	1	2 1/4	Tot. Pts.	Final Place
"Angelita"	Owen P. Churchill	1	2 1/4	2 1/4	1	2 1/4	8 1/2	1
"Santa Maria"	Pierpont Davis	2 1/4	1	1	2 1/4	1	7 1/2	2

SIX METER CLASS

"Caprice"	Tommy Lee	6 1/4	2	6 1/4	5	25 1/4	1
"Clio"	Russ Simmons	4	2 1/2	5	2	19 1/4	2
"Gallant"	Donald Douglas	2	3	6 1/4	4	17 1/4	3
"Lanai"	L. N. Slater	5	4	3	3	16	4
"Mystery"	W. A. Bartholomae	0	5	0	5	14	5
"Harpoon"	Morgan Adams	3	1	4	1	12	6

STAR CLASS

"Vega II"	Billy Lyon	3 1/4	3 1/4	3 1/4	9 3/4	1
"Alibi"	Arch Eekdale	2	2	2	6	2
"Morning Star"	M. Himmelstein	1	1	1	3	3

SKIMMER CLASS

"Patricia"	Richard Russell	5 1/4	5 1/4	5 1/4	15 3/4	1
"Golden Arrow"	Wagner	2	4	3	9	2
"Pirate"	Sweeney	3	3	2	8	3
"Mug"	Hargrave	4	0	4	8	3
"Tequila"	Jones	1	0	0	1	5

SPECIAL HANDICAP CLASS

"Pirate"	Arthur Stewart	6 1/4	4	10 1/4	1
"Pipit"	J. D. Fredericks, Jr.	5	5	10	2
"Thorobred"	Matt J. Walsh	0	6 1/4	6 1/4	4
"Marylyn"	Kenneth Taylor	4	4	8	3
"Charmar"	C. A. Page	3	0	3	5
"Burrapeg"	W. E. Candy	2	0	2	6

SNIPE CLASS

"Native"	Merle Davis	1	1	2
"Olita"	Ralph Supprell	2	2	4
"Bubbles"	Walter Staff	3	3	6

RAINBOW CLASS

"Bobby Lou"	Emmy Lou Shutt	32	1
"Peter Pan"	John Weih	30	2
"Ripples"	Bennett Shutt	24 1/2	3

OLYMPIC CLASS

"Olympia"	Robert Lamia	1	1
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DIVISION NO. 1, UNCLASSIFIED

"Nada"	Leo Reed	26 1/4	1
"Diablo"	Winston Young	24	2
"Erna Jean"	E. and T. Williams	21	3
"Pronto"	Richard Smith	18	4

DIVISION NO. 2, UNCLASSIFIED

"Bill & Co."	William Woodward	10 1/2	1
"Mine"	Harry Davis	8	2
"Sally Irene"	Neil Chamberlin	6	3



Rivals for Eight-Metre honors. "Angelita," winner of the series, at right, and "Santa Maria"

The Mid-Winter Regatta at Los Angeles

By

CHESTER G. MATSON

TITLES were awarded three defending champions and one aggressive newcomer to the ranks of series winners in Southern California class racing at the Seventh Annual Mid-Winter Regatta, held off Los Angeles harbor, February 22nd to 26th. The three defending champions to retain their laurels were *Angelita* in the Eight-Metre division, Olympic title-holder for the class, owned and sailed by Owen P. Churchill; *Vega II*, in the Star Class, sailed by Billy Lyon of the Newport Harbor Yacht Club, and *Patricia*, among the Skimmers, with Dick Russell of Alamitos Bay at her helm.

Caprice, trim double-ender, with Tommy Lee of the California Yacht Club at her helm, sailed to a well-deserved victory in the Six-Metre Class and received the award of the Ben R. Meyer trophy. She took three firsts, one second and a fifth in the five-day series, to win with $25\frac{3}{4}$ points against an aggressive fleet of five highly groomed local craft. This is the first series victory for *Caprice* in her three years of competition, though she holds the Endymion and Avain trophies and qualified in the Olympic Six-Metre competition.

Second to *Caprice* by a close margin was Russell Simmon's *Clio*, ex-*Clytie*, a Frederick Hoyt design. A light weather craft, *Clio* has participated in every Mid-Winter regatta and her sound victory in the final day's event was her third in seven years. In order, came Don Douglas' *Gallant*; *Lanai*, defending champion for the past two seasons and handled by L. N. Slater, Jr., son of her new owner; *Mystery*, Bill Bartholomae's Anker-designed sloop, and *Harpoon*, venerable local craft, with Morgan Adams, of the Los Angeles Yacht Club, at her helm.

Angelita's third consecutive victory in the Eight-Metre division of the Mid-Winter event and her now firm hold on the George Brock trophy was not secured without strong opposition from her perennial rival, *Santa Maria*, former holder of the King of Spain trophy. *Santa Maria* was again sailed by her owner, Pierpont Davis of the California Yacht Club. Churchill broke a series tie to take the fifth day's race in a decisive win.

Billy Lyons won three consecutive first places with *Vega II* to retain his local supremacy in the Star Class. The Long Beach Star Fleet, knee-deep in preparations for the Internationals next season, did not make its appearance, so Lyons disposed of *Alibi* and *Morningstar*.

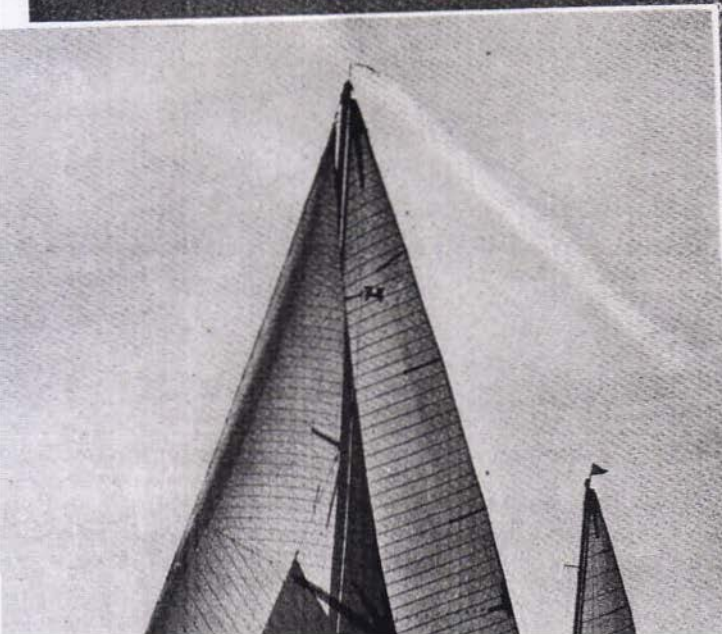
Cruising class races completed the regatta program, with Arthur Stewart's *Pirate* taking the two-day series for the mixed classes. *Pipit* placed second; *Thorobred*, by virtue of but one day of sailing, third; *Marylyn*, Ken Taylor's new cutter, fourth; *Charmar* (ex-*Seymour*), fifth; and *Burrapeg*, W. E. Candy's new ketch, sixth.



Ray Chapin Photos

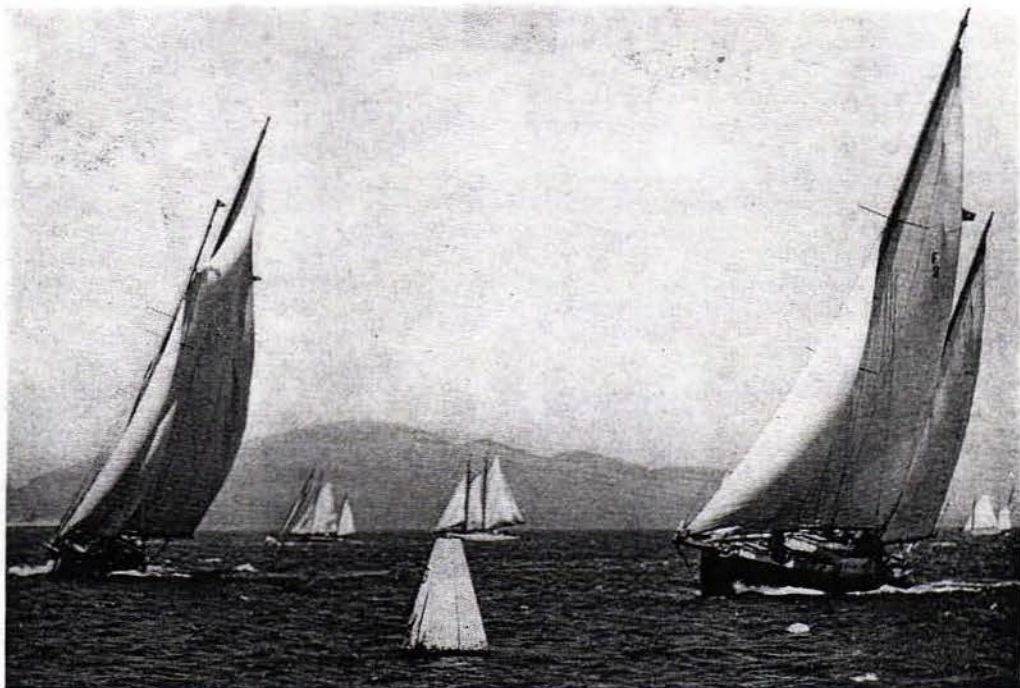
A Six-Metre start. Coming into the picture at the left is Morgan Adams' "Harpoon." In the background, from left to right, are "Gallant," "Mystery," and "Caprice," with "Clio" in the foreground

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Above: Beachcombing. Six-meter yachts tack inshore almost to the breakers during a regatta off Newport Harbor, California. *Rushauff* Left: The new yawl *Wakiva*, owned by Harkness Edwards of the New York Yacht Club. She was designed by Sparkman & Stephens and built by Jakobson and Peterson, of New York, this year. She measures 70 feet on deck and has a Buda Diesel auxiliary

Rosenfeld



The schooner "Idalia" and the ketch "Dragoon" at the start of one of the cruising division races off San Francisco. "Dragoon" won the series

Pacific Coast Championship Regatta

Only One Southern California Entry in Big
West Coast Event

By MICHAEL C. CASSERLY



THE Pacific Coast Championship Regatta, July 16th to 23rd, held under the auspices of the St. Francis Yacht Club, San Francisco, resulted in a series of races for 46 local boats, with the notable addition of the Six-Metre *Mystery*, from Southern California.

One reason for the lack of outside entries this year is that on San Francisco Bay local knowledge is at a premium. The races are sailed just inside the Golden Gate, where the average maximum velocity of the tidal current during the week of the regatta was three and six-tenths knots. The strong westerly trade winds, common to this coast at this season, pour through the entrance of San Francisco Bay like water through a funnel, and blow every afternoon at from twenty to thirty miles an hour. It is not so much a case of *how* you sail as *where* you sail. Small wonder, therefore, that *Mystery*, having been sailed only once before on the Bay, did not place better than fourth in the Six-Metre series.

Stanley H. Barrow's ketch *Dragoon*, familiar to East Coast yachtsmen, took first place in the large division against her two competitors, the ketch *Marylin* and the staysail schooner *Idalia*. In this class each contestant won a race on the waters inside the Bay; therefore the fourth and last race to the lightship and return was the decisive one of the series. Lester Stone, in *Marylin*, was unfortunate enough to foul the first mark of the course in the first race, giving him a bad start. In the lightship race the *Dragoon*, after being recalled for being

over the line ahead of the gun, soon overtook her rivals and finished first by the small margin of 2 minutes and 50 seconds on corrected time. The finish of this race was in doubt until the moment when *Idalia*, jibing to make the finish line, hooked her main boom in her permanent backstay and had to take a "Dutch turn" into the wind to clear it.

In the next smaller division of schooners, yawls and ketches, numbering five entries, the Ford brothers' schooner *Yankee*, smallest boat in her class, won by a quarter of a point over Commodore Drake's ketch *Aloha*, of the Corinthian Yacht Club. Up to the time of the lightship race *Aloha* led in the series, but in that final test *Yankee* finished on corrected time 27 minutes ahead of *Aloha*, which gave her the necessary point to win.

For one not familiar with the classes the racing in the next two handicap divisions was hard to follow. These classes are composed of all kinds and varieties of boats, all handicapped on a past performance basis. The committee in charge of handicapping is deserving of considerable credit; in Division 13 the first three boats finished four races with less than a quarter of a point between them — adequate proof of good handicapping.

In the restricted and one-design racing classes the 20-Rater *Lady Gay*, sailed by her owner, Charles Langlais, took first place in Class R. Four veteran "R" boats of San Francisco Bay which have been racing each other for years sailed their usual hard-fought series. *Lady Gay*, with two firsts and two seconds,

was a sure winner. *Ace*, sailed by Joseph McAlesse, a newcomer to the class, was second, without much to worry about. *Machree*, placing third on the first three days, broke her spinnaker pole on the last day, and withdrew from the race, allowing *Francesca* to place third in the series.

To make the trip worth while for *Mystery*, the only outside entry of the regatta, the owners in the Six-Metre Class asked to be allowed to sail six races instead of four, and this was agreed upon. Arthur Rousseau, with *Maybe*, walked off with the series and the coveted Pacific Coast Championship title, held for the past two years by his nearest rival, C. R. Tobin's *Naiad* (ex-*Lucie*).

Maybe won the first race, with the visiting *Mystery*

second, without much trouble. The second race, sailed in freak weather conditions for San Francisco Bay, was also won by *Maybe*. The entire fleet of "Sixes" was becalmed under a headland while trying to round the first mark of the course. *Maybe* picked up a faint breeze first and finished all alone, minutes ahead of the others. The third race was won by *Naiad* with *Maybe* second. In the fourth race *Naiad*, in trying to set a circus tent spinnaker, tore the sail and broke her spinnaker pole, dropping back into third place. *Naiad* lost the next two races to *Maybe* and *AyAyAy* in trying to beat through the tide rips around Alcatraz Island.

In the one-design Bird Class, the series was won in
(Continued on page 80)

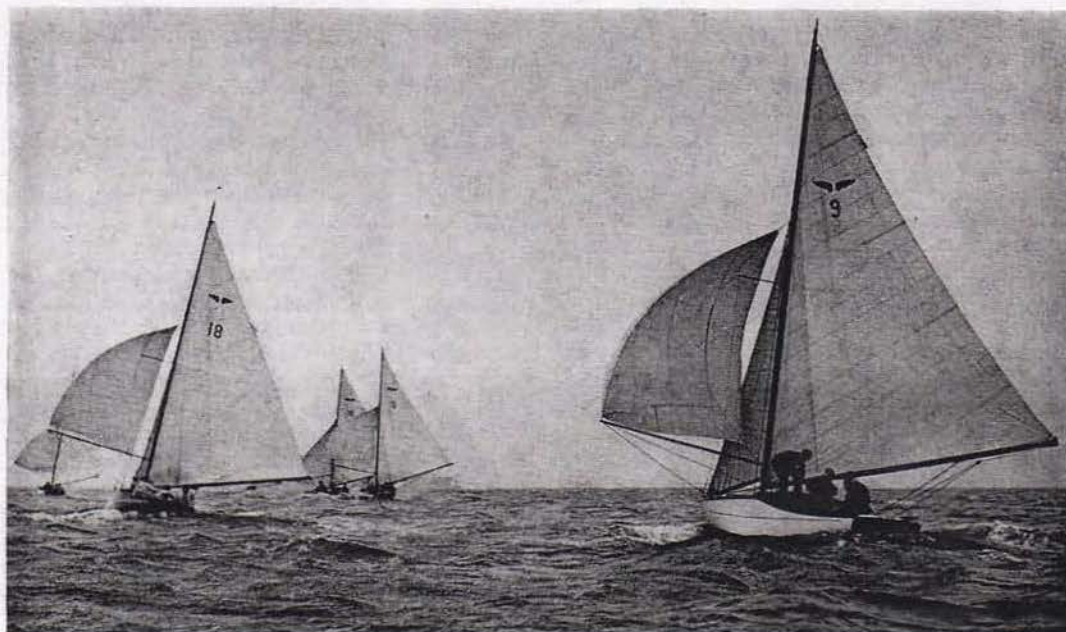


"Lady Gay," owned by Charles Langlais, won the Pacific Coast R Class championship



The Six-Metre championship was won by Arthur Rousseau's "Maybe"

Part of the popular Bird Class fleet on the run to Alcatraz Island



Pacific Coast Championship Regatta

(Continued from page 29)

smart fashion by Myron Spaulding's *Loon*. Spaulding had no trouble winning all four races against his ten competitors. This class provides the best class racing on the Bay, and is highly popular.

The International Star Class elimination races in the South cut down the attendance in this popular class, and only four Stars came to the starting line. The series was won by *Pam* with only three-quarters of a point over *Roulette*, after the latter had failed to finish in two races.

The following are the point scores:

DIVISION 7		CLASS R	
<i>Yacht</i>	<i>Points</i>	<i>Yacht</i>	<i>Points</i>
<i>Dragoon</i>	10½	<i>Lady Gay</i>	14½
<i>Idalia</i>	8¼	<i>Ace</i>	12¼
<i>Marylin</i>	5¼	<i>Francesca</i>	7¼
		<i>Machree</i>	6
DIVISION 11		SIX-METRES	
<i>Yankee</i>	8½	<i>Maybe</i>	26¾
<i>Aloha</i>	8¼	<i>Naiad</i>	21¼
<i>Presto</i>	5	<i>AyAyAy</i>	20½
<i>Tai Fung</i>	4¼	<i>Mystery</i>	16
DIVISION 13		<i>Don</i>	6
<i>Cuckoo</i>	14½	BIRDS	
<i>Teaser</i>	14¼	<i>Loon</i>	36
<i>Lady V</i>	14¼	<i>Gray Goose</i>	26
<i>Kestrel</i>	10	<i>Petrel</i>	26
<i>Dauntless</i>	2	<i>Widgeon</i>	17
<i>Lillis</i>	0	<i>Puffin</i>	16
<i>Carola</i>	0	<i>Lark</i>	15
DIVISION 15		<i>Robin</i>	10
<i>Caha</i>	29¼	<i>Mavis</i>	10
<i>Maori</i>	28½	<i>Skylark</i>	8
<i>Parajaita</i>	25¼	<i>Linnet</i>	6
<i>Cynthia</i>	17	STARS	
<i>Jabil</i>	15	<i>Pam</i>	12½
<i>Sally</i>	13	<i>Roulette</i>	11¾
<i>Saralee</i>	11	<i>Frisco Star</i>	9
<i>Bear II</i>	2	<i>Which Star</i>	8
<i>Ed Zark</i>	2		

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Photos by W. C. Sawyer

"Endymion," followed by "Amorilla" and "Patolita," at the start of the final race for the larger yachts at the Santa Barbara regatta

The Southern California Championships

A Fleet of Fifty Boats Turns Out For Regatta off Santa Barbara

By WALDO DRAKE

EXACTLY fifty windjammers, in nine racing classes, participated in sailing events of the thirteenth annual Southern California regatta, held at Santa Barbara during the week of August 7th. Soft breezes and bright, sunlit skies lent added charm to Santa Barbara which nestles beneath towering mountains along blue Crescent Bay, but this weather brought no joy to the skippers whose boats fancied lustier winds.

As usual, the Six-Metre fleet held the center of interest, eight good boats answering the gun throughout the five-day series. Cyril Tobin's *Naiad*, ex-*Akaba*, of the St. Francis Yacht Club, San Francisco, easily defended her Southern California championship, with young Mike Casserly giving a sterling performance at her tiller. *Naiad* took three firsts and two seconds in five starts despite the consistently soft weather and was threatened by but one boat, Commodore Donald Douglas's Los Angeles champion *Gallant*, which, oddly, is also at her best in heavy going. Ted Conant sailed *Gallant* with perfect judgment in every race.

Third honors went to William A. Bartholomae, Jr.'s, *Mystery*, ex-*Figaro V*, of Newport Harbor. *Mystery*, though in her element in light weather, was unable to perform with the two leaders on the legs to windward. In five races, *Naiad* amassed 38 $\frac{3}{4}$ points; *Gallant*, 32 $\frac{1}{2}$; and *Mystery*, 28.

Gallant and *Naiad* won all of the races, though there were numerous occasions, particularly on the two days when the fleet sailed the long windward-leeward course

to Santa Barbara Point and return, when breaks of the weather snatched victory from other boats.

In the Eight-Metre division, competition was kept alive by the perennial duel between Commodore Owen P. Churchill's *Angelita* and the Burgess-designed *Santa Maria*, ex-*Babe*, owned and sailed by Pierpont Davis. *Santa Maria* won the opening race on Monday, sailed in a very light southwester, but after this auspicious beginning she lost all four remaining races to give *Angelita* her third successive championship. *Angelita* is decidedly a heavy-weather hack, but her crew handled huge Genoas and spinnakers with such smoothness that she was able to overcome this handicap by comfortable margins.

Santa Barbara race week is usually attended by at least thirty Star Class sloops, but this year the fleet was cut to eight entries, due chiefly to the fact that eliminations for the Internationals at Long Beach were scheduled for late August.

However, there was plenty of competition among the Stars which did appear and it was not until the final moments of the last race, on Friday, that H. L. "Hook" Beardslee knew that he and his *Moir* had won the title which was taken last season by another Newport boat, the Plumb Brothers' *West Wind*, which did not defend. *Moir* ended the five-race series with a total of 33 $\frac{1}{2}$ points against 29 $\frac{1}{4}$ for young Billy Lyon and his *Vega II*, National Midwinter Champion, also from Newport. Dr. Niels Martin's *Phar-Lap*, Santa Barbara entry in the Internationals, took third with 29 points.

Glenn Waterhouse's lone San Francisco entry, *Three Star Too*, ended the week with a total of $28\frac{1}{4}$ points, despite voluntary disqualification in the third race, when her skipper reached out and touched a schooner as the two were rounding a weather mark. Following in standing were John Dickinson's *H.M.S. Pinafore*; Winsor Soule's *Barby II*; Alan Cram's *Skipper*; and J. J. Rockwell's *Amoeba*, which hails from Manila Bay.

Moir, after working up an apparently sure lead in the first three races, became ensnared in the kelp beds during the long beat up the coast on Thursday, worked free after the entire fleet had passed her by, and then managed to save the series by passing three boats before they reached the leeward mark.

The veteran Joe Jessop sailed Edward Peterson's *Ni Ni Nie* to a successful defense of her title in the Pacific Coast 30-foot one-design sloop class. Jessop won three out of the five races in this sporty San Diego fleet, while his brother, George Jessop, was winning the other two with *Wings*, to take second honors. Third place went to Charles Springstead's *Imp. Ni Ni Nie* narrowly saved her championship by victory in the final race, after finishing a bad last on Thursday, when she, like *Moir*, was unable to follow the "Sixes" through the kelp beds close inshore.

Three new Southern California champions were crowned in each of the cruising classes.

In the big E, F and G Division, Donald Douglas sailed his 76-foot Potter-designed staysail schooner *Endymion* to two victories over the defender, A. N. Kemp's 83-foot Alden-designed schooner *Amorilla*, now carrying a new staysail rig with cloud-stabbing spars. The weather was pretty soft for *Amorilla's* best work, but *Endymion's* big margins in both races were in large measure due to the superior work of her skipper and crew. Third place was taken by R. B. White's beautiful new Alden ketch *Rival III*, and fourth honors went to C. A. Page's ketch *Charmar*, ex-*Seymour*.

Neptune, Hugh Angelman's new 56-foot ketch of his own design, sprang a surprise in the X and Y class by romping off with both races. Her closest rival was Angelman's former love, the 45-foot staysail schooner *Ocean Waif*, now owned by George Johnson. *Burrapeg*, the new Alden ketch owned by William Candy, Jr., was third and Henry B.

"*Neptune*," at left, sailed by Hugh Angelman, won the X and Y Class series. Below, three Pacific Coast Class boats from San Diego at the starting line



warren s veteran ketch *Anmeek* put up a nne performance but was disqualified because her owner failed to submit a measurement certificate.

Charmar won the arbitrary handicap race on Friday, a consolation event for the cruising classes, with *Ocean Waif* second, and *Aegir* third.

Among the handicap sloops, the 20-rater *Friendship*, now owned by Clyde Shields, of San Diego, and sailed by Ashley Bowen, had no trouble in capturing the championship from Thomas Danckwortt's 60-square-metre sloop *Aegir*, which ended the two-race series in a three-way tie for second with Matt Walsh's 45-foot sloop *Thorobred* and the Bird Class *Pipit*, owned by John D. Fredericks, Jr.

On both days, Charles Deere Wiman and J. J. Mitchell's Class M sloop *Patolita*, ex-*Simba*, toured the course in an effort to beat the small sloops on corrected time, but in the light airs she was unable to outdo the *Friendship's* mark of 2 hours 53 minutes and 7 seconds.

There were no power events this year, but in the mornings the Alamitos Bay Skimmers and the tiny Rainbow scows had their innings. George Hart won the Skimmer title by taking three straight races with *Idona*, and the Rainbow trophy went to J. S. Till's ebony-hued *Two Bits*.

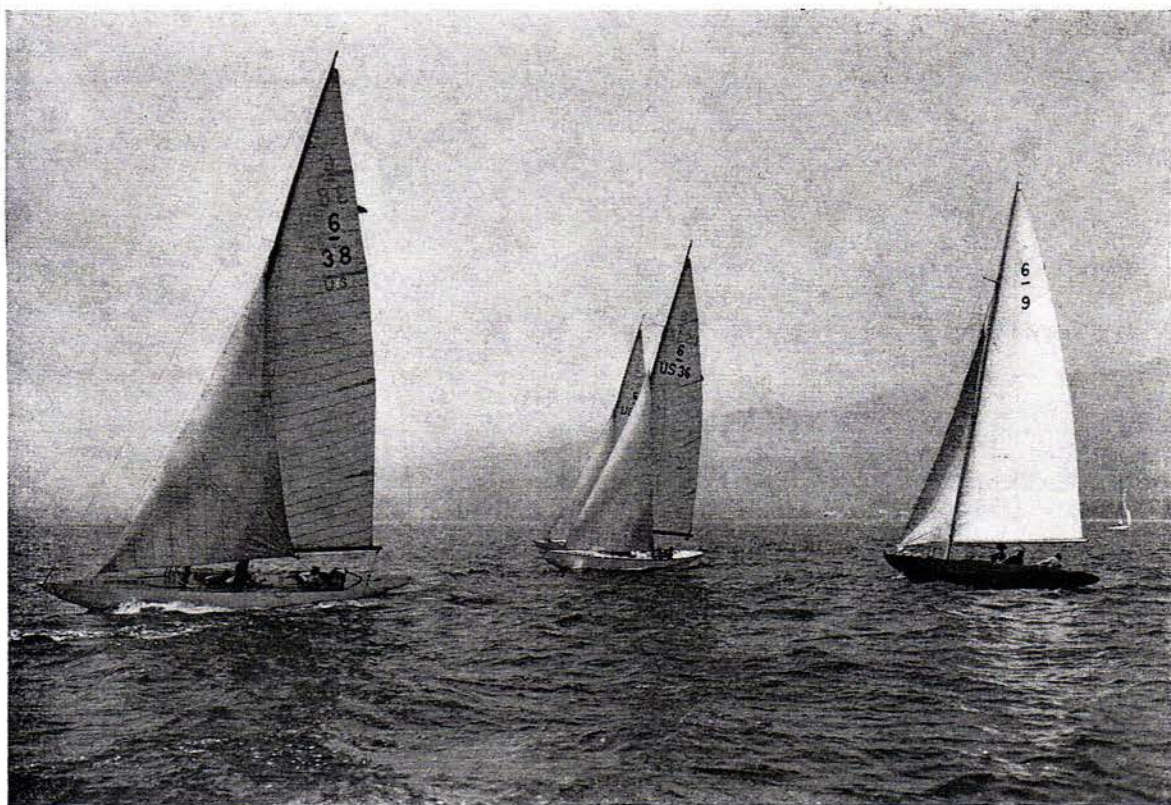
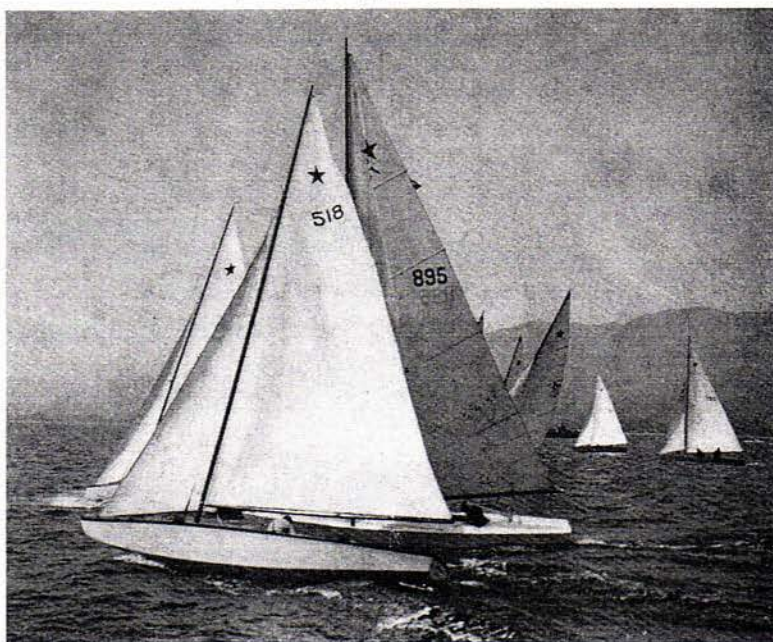
The three cruising races were all won by new champions. In the Richardson Rock race, a fifty-mile beat dead to windward out to San Miguel Island and return to Santa Barbara, *Patolita* lost the Benito Mussolini Trophy to *Thorobred* after the boats fought through a wild night with a 45-mile northwester. After successfully rounding the rock

An unsuccessful port tack start in the Star Class. "Amoena" fouled "Vega II." Below, "Maybe," "Naiad," the winner, and "Clio," at the start of one of the Six-Metre races

in boisterous weather, the little *Inorobrea* blew out her mainsail, but Matt Walsh, in true Bluenose style, refused aid from a Coast Guard cutter, bent a new main while running before the heavy wind with a spinnaker, and went on home to win by a 52-minute margin over *Patolita*. Third to finish was *Rival III*.

The 48-mile reach out to Pelican Bay, on Santa Cruz Island, for gaff-rigged cruising boats, was won by Charles Dabney's yawl *Bayadere*, which saved her time by a close margin over George Vibert's schooner *Scaramouche*.

The final day of the regatta, Saturday, which closed with the squadron cruise to Pelican Bay, was started by the 48-mile race to and around Anacapa Island. *Patolita* won the Spaulding Cup, beating *Endymion* and *Rival III*.



San Francisco Retains Perpetual Challenge Trophy

ARTHUR ROUSSEAU'S veteran Six-Metre sloop *Maybe* and his consummate knowledge of the myriad tides and eddies of San Francisco Bay are still an unbeatable combination in the Corinthian Yacht Club's defense of the San Francisco Perpetual Challenge Trophy.

Commodore Rousseau proved it for the ninth time in eleven years, on August 27th, when he sailed *Maybe* to victory over Tommy Lee and his Los Angeles challenger *Caprice*, of the California Yacht Club. *Maybe* covered the tricky 14.4-mile course in 2 hours, 52 minutes, 19 seconds, beating *Caprice* by a comfortable margin of 2 minutes, 14 seconds.

Starting off the Marina in a very light southwester, Lee got *Caprice* away with a beautiful lead and the weather advantage over *Maybe*, which the challenger increased on the one-mile beat to Presidio Shoals, to round the committee boat 22 seconds ahead.

But on the four-mile spinnaker run down the bay to Goat Island Shoals, *Maybe* came up with the freshening breeze like an express train and caught *Caprice* off Alcatraz Island. The two "Sixes" boiled down the bay neck-and-neck, until, within a stone's throw of the leeward marker, Lee, for some unaccountable reason, jibbed *Caprice* and gave up the lead, never to regain it.

Maybe gained on the three-mile broad reach down to Southamptton Shoals and started the long beat home, past Angel and Alcatraz Islands, with a margin of one minute over *Caprice*. As the boats turned to windward against the strong incoming tide, *Caprice* almost caught *Maybe* when the defender slipped into a flat spot off Alcatraz Island, but the challenger, in turn, worked too close to the Army transport piers and thereby lost all chance of victory. *Maybe* rounded Presidio Shoals with a lead of 1 minute, 18 seconds, which she nearly doubled on the final run to the finish.

The race was Lee's second try for the 38-year-old challenge cup. He sailed *Caprice* against *Maybe* in 1929 and was beaten by 29 seconds after a classic struggle in a hard breeze.

The trophy was won from the San Francisco Yacht Club for the Corinthians, of Belvedere, by Lester Stone, in 1922, and Rousseau has defended it almost annually since, except in 1932, when Myron Spaulding successfully took up the burden with the Bird Class sloop *Loon*.

WADLO DRAKE