

Ray Chapin

Harport
To London



William Bartholomae's "Mystery," winner in the Six-Metre Class. Right, top, "Marin," winner in the Eight-Metre Class, crossing the veteran 20-rater "Pirate." Bottom, one of the new "Common Sense" Class, 28 feet in length. Matt Walsh won the trophy in this class



Record Fleet Sails at San Pedro

Southern California's Mid-Winter Regatta
Brings New Champions to the Front

By

WALDO DRAKE

SOFT, balmy weather crowned a completely new array of champions in Southern California's eighth annual Mid-Winter Regatta, sailed on San Pedro Bay February 22nd to 25th. Feathery zephyrs out of the south wafted the light-weather boats along to long-sought titles, while crews of the huskier champions of other years rolled about on glassy seas and prayed — and cursed — for a capful of wind.

The turnout this year was the biggest ever, a total of 129 sailing craft in fourteen classes actually racing, of which five divisions were the little one- and two-man windjammers racing over the protected courses behind the breakwater off Cabrillo Beach.

Victory in the Six-Metre Class thus went to Bill Bartholomae and his sleek *Mystery* (ex-*Figaro V*), a witch in light airs, which, none the less, was excellently handled by skipper and crew to win the Meyer Trophy from Tommy Lee's defending *Caprice*. In her four starts *Mystery* took a first, two seconds and a third to amass $24\frac{1}{4}$ points against *Caprice*, with $22\frac{1}{2}$, whose two victories and a third were nullified by a fifth place in the third race.

Young Bill Slater piloted his perennial *Lanai* to third position among the seven "Sixes," just a nose ahead of Donald Douglas' powerful *Gallant*, again skippered by Ted Conant. The rear guard was Russell Simmons' little *Clio*, A. Rogers' *Synnove*, and Virginia Adams' *Harpoon*, which failed to display her old magic in light airs.

Caprice failed in her valiant defense of the cup chiefly because she went adrift during the night of the second race and suffered a badly damaged keel and rudder, discovered too late for repairs until after Saturday's race. Aside from this casualty, *Mystery* and *Caprice* battled about the course neck-and-neck every day. The finish of the opening race, in which *Caprice* picked up six boat lengths in the final mile, ran through *Mystery's* lee on a close reach, and then nosed her out by a scant three feet at the line, was the big thrill of the week.

Among the "Eights," the long reign of Owen Churchill's Olympic champion *Angelita* was brought to an end by her old enemy, *Marin*, restored from a watery grave by Ed Lampton. The weather was made to *Marin's* measure, and Lampton, tyro among Coast racing skip-

(Continued on page 93)

pers, eased her from zephyr to zephyr like a veteran. *Marin's* point total was $10\frac{1}{2}$, two to the good over *Angelita*, while Pierpont Davis' *Santa Maria* totaled five points.

Thirteen Star sloops turned out this season and after four spirited windward scraps by the seven top-notchers, Hook Beardslee's Balboa ghost *Moir*a and Art Macrate's *Zoa*, from Long Beach, were at the top with $40\frac{1}{4}$ points apiece. (In the sail-off *Moir*a defeated *Zoa* by one minute.) Bobby Ziegler, diminutive schoolboy skipper, won third place with his *Win Blu*, also of the Long Beach fleet. Ziegler's team mate, Frank Lippman, was fourth in *Pat Riot*, with 37 points, $2\frac{1}{4}$ behind *Win Blu*, and two markers ahead of Glenn Waterhouse and his international champion *Three Star Too*, from San Francisco Bay. Dorrance McClure actually sailed Frieda Brown's *Tom Robin* into second honors, but was eliminated when he fouled *Pat Riot* at the fag end of the final event.

Efforts to revive the "R" Class brought out only two veterans, Mrs. Rhoda Adamson's *Pirate* and Sylsby Spaulding's *Debra*, sailed by Ben Weston. Ted Geary, *Pirate's* designer, won all four races with his refurbished creation. The duel in the Pacific Coast one-design sloop class was closer, Billy Lyon and his *Nina* totaling $6\frac{1}{2}$ points to nose out Walton Hubbard's *Tempe V* by a single point.

Another one-design sloop class was also introduced this year, the husky Common Sense 28-footers, designed and built by the veteran Matt Walsh, who won the trophy with his *CS-3*. Ernest Schoedsack took second place with *Jamboree*, third honors going to Claire Neuner with *CS-1*, and last place to Keller's *CS-2*.

Tom Danckworth's lofty-sparred *Aegir*, imported 60-square-meter cruiser, was the only one of the handicap sloops that found the light going to her liking and, well-sailed, she won with ease, threatened only by John Frederick's Bird Class champion *Pipit*. They were followed, in order, by George Coller's "S" boat *Wimpy II*, Arthur Stewart's new cutter *Tehani*, and Billy Meyers' *Jezebel*.

The cruising class trophy was taken by Alvin Frank's venerable jib-headed ketch *Ahmeek*, skippered by her former owner, Henry Warren. *Ahmeek*, at her glory in fitful zephyrs, ran away from the fleet on both of the two days the cruising classes were out. Hugh Angelman's new ketch *Neptune* won second honors in the fleet of nine entries, with Burton Baldwin's *Trade Wind* third, and Douglas Radford's yawl *Sindbad* fourth.

A veritable swarm of tiny one-design sloops raced each day over the protected course off Cabrillo Beach, presenting a colorful panorama as their many-hued sails dipped about the blue expanse of the bay. Victors in those classes follow: Snipes, *Querida*, Merle Davis; Olympic monotypes, *Eel*, Fred Rice; Rainbows, *Bobby-Lou*, Barbara Shutt.

The Alamitos Bay skimmer squadron was again on hand over the outside course, their races ending in a three-way tie (which will not be sailed off), between George Hart's *Idona*, Sidney Exley's *Dawn* and George Curran's *Inspiration*.

The regatta this year was sailed over a new triangular course, established outside the new federal breakwater, midway between Point Fermin and Long Beach, which left the events entirely free of the factor of local conditions, save on the one day the committee sent the fleet over a long windward-and-leeward course to Point Fermin and return.

Point summaries follow:

EIGHT-METRE CLASS

Marin, Lampton, 10½; *Angelita*, Churchill, 8½; *Santa Maria*, Davis, 5.

SIX-METRE CLASS

Mystery, Bartholomae, 24¼; *Caprice*, Lee, 22½; *Lanai*, Slater, 20; *Gallant*, Conant, 19¼; *Clio*, Simmons, 11; *Syn-nove*, Rogers, 11; *Harpoon*, Adams, 5.

CLASS R

Pirate, Geary, 10; *Debra*, Weston, 3.

STAR CLASS

Zoa, Macrate, 40¼; *Moir*a, Beardslee, 40¼ (won sail-off); *Win Blu*, Ziegler, 39¼; *Pat Riot*, Lippman, 37; *Three Star Too*, Waterhouse, 35; *Majella II*, Loder, 34; *Barbara J*, Lehman, 31¼; *Tom Robin*, McClure, 29; *Vega II*, Dickey, 24; *Movie Star I*, Hickman, 21; *Alibi*, Williams, 16; *Maia*, Pierette, 10; *Morning Star*, Patricio, 5.

PACIFIC COAST CLASS

Nina, Lyon, 6½; *Tempe V*, Hubbard, 5½.

COMMON SENSE CLASS

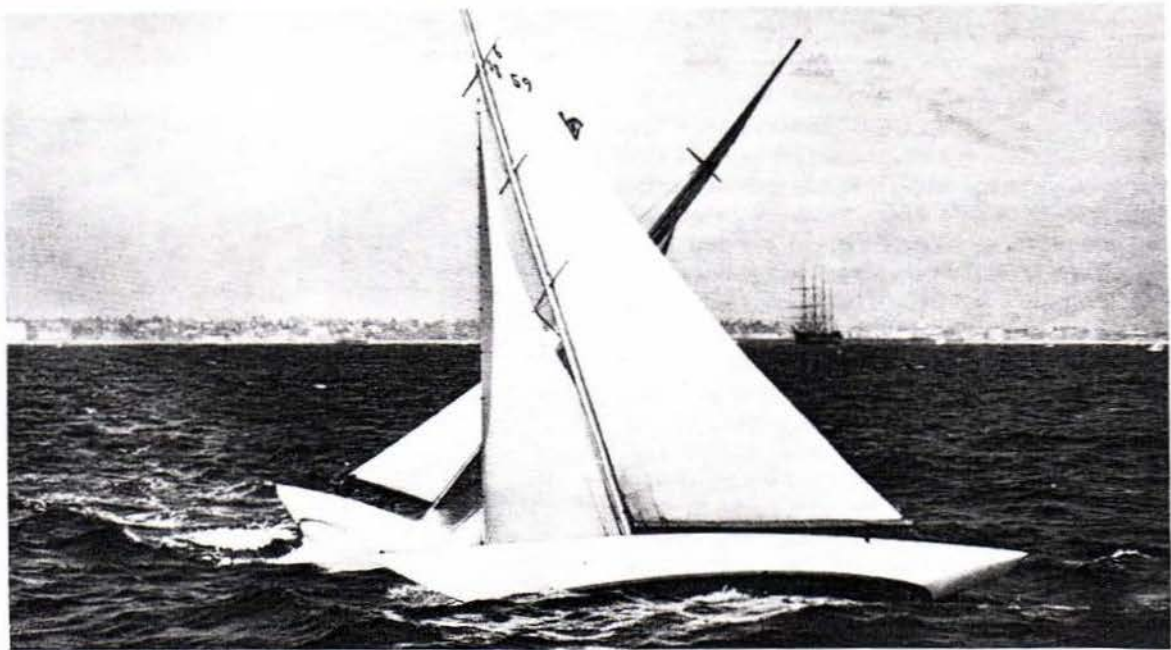
CS-3, Walsh, 11¼; *Jamboree*, Schoedsack, 8¼; *CS-1*, Neuner, 6; *CS-2*, Keller, 5.

HANDICAP SLOOPS

Aegir, Danckwortht, 10½; *Pipit*, Fredericks, 8; *Wimpy II*, Coller, 6; *Tehani*, Stewart, 2; *Jezebel*, Meyers, 1.

SCHOONERS, YAWLS, KETCHES

Ahmeek, Warren, 18½; *Neptune*, Angelman, 16; *Trade Wind*, Baldwin, 14; *Sindbad*, Radford, 9.



The Six-Metre "Gallant," skippered by Ted Conant, took the class honors by a small margin

W. C. Sawyer

The Southern California Championships

South Coast Corinthian Yacht Club Stages
Annual Regatta at Santa Monica

By SHERWOOD HALL



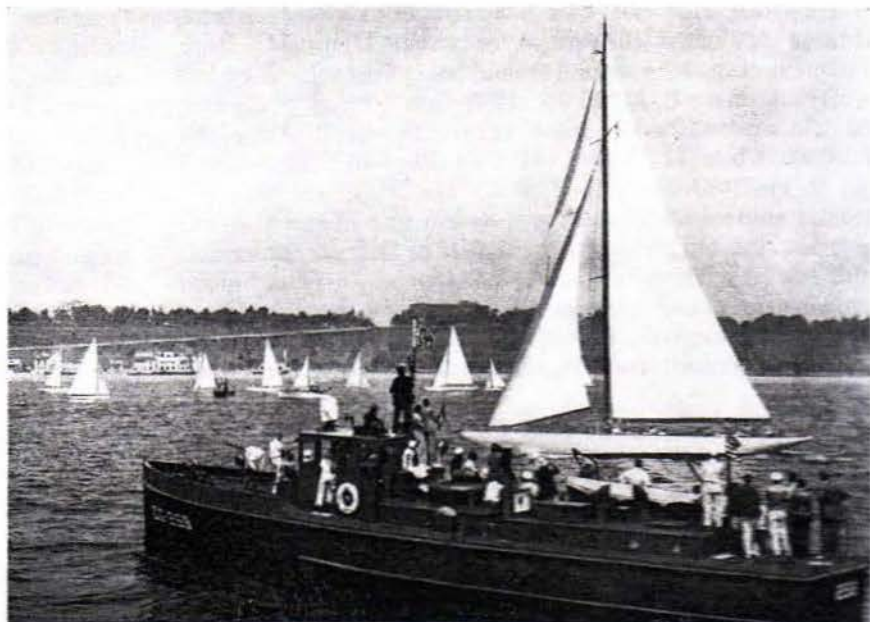
THE GAME of yachting has been a comparatively recent development in California, along with other sports of the open air. Only in the last twenty years has it become organized on national lines. The fact that it was at first largely encouraged by the "Easterners"

experienced in the game living here accounts for the only recently broken habit of laying boats up in September and getting them out again in June — when the only ice one sees out here is in the refrigerator or tall glass, and snow is that white stuff on top of a distant mountain peak on a winter morning which melts by noon!

But the Californian takes up a sport with enthusiasm and soon gets to be mighty good at it — (Did someone mention tennis, or football or polo!). So the mere fact that there are few natural harbors along the thousand mile stretch of the Pacific, is rapidly being rectified, and the sport of yachting and yacht racing has spread from San Francisco Bay, San Diego Bay and a few other favored spots to the entire coast. Government funds, bonds floated by city fathers, and in some cases munificent contributions from wealthy sportsmen, have all gone toward the creation of additional harbors which are rapidly dotting the coast line, giving shelter alike for local craft and visiting yachtsmen.

Which all leads up to the fact that Santa Monica was a nice "Beach" city on the open Pacific (in the metropolitan Los Angeles

district, where there were a couple of million people who wanted something new and different to do), but with no harbor. So they dumped a long pile of rock about a quarter of a mile off the beach, formed a yacht club, and held a regatta. And it was a fine regatta! As a matter of fact, it was the Twelfth Annual Pacific Coast Championships and



C. D. Wiman put "Patolina," Class M, over the line with the gun. The "75" in the foreground was one of the many Coast Guard boats which helped make the regatta a success

Sherwood Hall



Sherwood Hall

"Santa Maria" and "Angelita" held their annual fight for the Eight-Metre Championship and the King of Spain Trophy

the Fourteenth Annual Southern California Championships, combined in one event as they are every other year, with 57 racing and cruising yachts, and 43 small fry (Snipe, Rainbows, Starlets, etc.) taking active part. Another hundred or more cruising yachts and motor craft anchored behind the new breakwater, to add color to the affair and provide "ports-of-call" after office hours, which in this instance means after the races.

Eight "Sixes," ten Stars and seven in the P. C. (Pacific Coast one-design) Class, gave the major interest to the spectators and the greatest headaches to the Race Committee. In the "Sixes" the Coast champion, Cyril Tobin's *Naiad*, was missing, as was Arthur Rousseau's *Maybe*, and a Southern California boat won the S.C.Y.A. title for the first time since this class was introduced in 1928. Al Rogers of Newport Harbor did take his Scandinavian-built *Synnove* up to San Francisco Bay in 1929 to win the Pacific Coast title, but the "Bay" skippers returned the compliment and came south to Santa Barbara the same summer to take the S. C. championship with *Maybe*, and have divided the honors among San Francisco "Sixes" ever since.

This year Donald Douglas' *Gallant* took the Santa Monica series with Ted Conant at the stick, and an "All American"

crew. *Gallant* scored 38½ points for the five-day series, three firsts and two seconds being her record. William Bartholomae (after winning the Mid-Winters in February, and setting a fine record in earlier races during the spring and summer) could not get his *Mystery II* to show her best speed, and placed second in the series with 30½ points, although he did take a first and the Endymion Perpetual Trophy the last day from *Lanai* on a protest, after the latter had finished first but failed to give *Mystery* enough room at the finish line.

Failing to give way on the port tack cost Morgan Adams a race in *Ripples*, but he took one first and placed third with 24½ points. Adams' clever handling of this very fast Six-Metre, should place him up with the leaders as soon as he gets a bit more experience. *Synnove* was fourth with 23 points; *Lanai*, fifth, 20; *Caprice*, sixth, 18; the Danish *Ayayay* (which Russ Simmons had recently bought from her former San Francisco owner) seventh, 16; and E. Johnson in *Harpoon* eighth with 8 points.

An unfortunate accident on the opening day of the regatta, when Dr. and Mrs. Niels H. Martin, in their *Star Phar-lap*, dropped twenty feet while it was being lowered from the pier with them in it, sending the Doctor into the Santa Monica Hospital with a broken leg and Mrs. Martin with a fractured vertebra, was the only incident to mar an otherwise perfect series of races. There were, of course, a few split sails, and other to-be-expected results of a rather boisterous wind. But as Commodore Martin, of the new Santa Barbara Sailing Association, had just won the famous Santa Barbara Lipton Trophy for Stars, defeating fifteen of the best skippers on the Coast, it robbed Santa Barbara of what nearly everyone felt would be a victory for the Martins.

Winsor Soule, Captain of the Santa Barbara Channel Star Fleet, pulled up his socks on the last day to win with *Barby II*, the race and the Santa Barbara Perpetual Star Trophy (up for that last race only), but he could get only a fourth place in the series. H. L. Beardslee, of Newport Harbor, in *Moir*, repeated his last year's victory and took the Southern California and Pacific Coast titles with 43½ points, closely followed by a new Newport Harbor boat *By-C* (Myron Lehman in command) with 41½ points. Bobby Ziegler took third honors for Long Beach in *Win-Blue* with 39½ points, and Soule of Santa Barbara fourth in *Barby II*, 38½. Following them were *Barbara J.*, 25; *Procyon*, 21; *Peteor*, 19; *Vela*, 18; *Vega II*, 17; and *Sir Salty*, 9.

In the Pacific Coast Class, the Jessop brothers of San Diego (home of this class), fought daily for leading honors; George taking first in *Wings* with 32¾ points, and Joe close behind in *Ni-ni-nie* with 29½. Charles Springstead was third in *Windy* with 24; George Kettenberg fourth with *Scamp*, 20; young Billy Lyons of Newport Harbor placing his *Nina* sixth with 9 points, and John Moffatt trailing the rest in *Pluto* with 6 points.

The annual Eight-Metre scrap between Owen Churchill

(Continued on page 90)



The Pacific Coast One Design Class, better known as the P.C.'s, put up a good fight every day. George Jessop in "Wings" (No. 8) defeated his brother Joe in the series

The Southern California Championships

(Continued from page 46)

in *Angelita* and Pierpont Davis in *Santa Maria*, was complicated by Edward Lampton whose re-conditioned *Marin* is a hot contender in this class. Although Lampton and Davis each took two firsts to Owen's one, their general average was not so good, and *Angelita* again took the title and the King of Spain Trophy with 11 $\frac{1}{4}$ points, *Marin* placing second with 10 $\frac{1}{2}$ and *Santa Maria* last with 8 $\frac{1}{2}$, a disqualification cutting down Davis's score.

Mrs. M. H. Adamson's Class R boat *Pirate* led in the half raters, "Ted" Geary at her tiller showing the way every day but one, and scoring 20 points. Second place went to Ben Weston in Silsby Spalding's *Debra*, with 16 $\frac{1}{4}$. Commodore C. W. Stimpson, of the Seattle Yacht Club, brought his newly purchased *Live Yankee* down to show up the Southerners, but somehow she was not so "live" as on her last appearance in these waters, so a third place with 8 points was the

Commodore's lot. Last place went to San Diego's entry *Friendship*, with Ashley Brown at the helm, 5 points, a disqualification cutting him down after he had beaten the *Live Yankee* every day but one.

Other championship titles were won as follows: Common Sense Class, "No. 5," Matt Walsh; E, F and G Class, *Endymion*, Donald W. Douglas; M and N Class, *Patolita*, Chas. D. Wiman; X and Y Class, *Ocean Waif*, George Johnson; P and Q Class, *Thorobred*, Matt Walsh; Skimmers, *Fuzzy*, Rose Passel. In the Arbitrary Handicap Class on the last day (for all the cruising classes), *Patolita* again stepped out in front under Charlie Wiman's nice handling.

The newly formed South Coast Corinthian Yacht Club, of Santa Monica, acted as host to the visitors, with Commodore Eugene Overton's big schooner *Dwyn Wen* as flagship. The capable Race Committee was headed by James M. Webster



Highlights of the Santa Monica Regatta

(See Race News for story)

Above: Start of the Star class with Moira and Win-Blu in the lead. Moira won the series in her class during the 12th. Pacific Coast and 14th. Southern California regatta held off the picturesque Santa Monica palisades. Right: A tight start in the six meter class with Tommy Lee's Caprice one jump ahead of them



Left: A lively start in the "eights" with Owen Churchill's Angelita to windward of Pierpont Davis' Santa Maria. Angelita retained her title. Left below: Start of M class sloops, showing Seahawk and Patolita (with jib-topsail). Patolita won both in her class and in the thirty-mile handicap. Below: J. M. Webster, chairman of the hard-working committee

W. C. Sawyer Photos



"Maybe" Wins New Lipton Trophy

(By Gus Dorn)

Taxes, death and Arthur F. Rousseau's Pacific Coast champion 6 meter sloop "Maybe" are three of San Francisco's possessions that are hard to beat. The latter is a Swedish built speed demon that has been sent across the starting line hundreds of times in both international and coast regatta competition and has always fought her way through the fleet of outstanding 6 meter yachts to victory. The comfortable margins that "Maybe" had at the finish of these races left no doubt as to her supremacy and the right to be referred to as "Queen of the Pacific."

Many times has this little champion successfully defended for the Corinthian Yacht Club our San Francisco Bay Perpetual Challenge Trophy, defeating the best 6 meter yachts offered by the challengers. In a race recently sailed for this cup "Maybe's" victim was none other than Danold Douglas' highly rated "Gallant," sailed by Ted Conant. The "Gallant" is the pride of the Los Angeles Yacht Club and after a thrilling race sailed on San Francisco Bay, our own champion, "Maybe," crossed the finish line over two minutes ahead of the worthy challenger from the south.

And now we have a new cup for 6 meter competition. It is the Sir Thomas Lipton Pacific Coast Perpetual Challenge Trophy which was handed to the Pacific Inter-Club Yachting Association to be held in trust and for safe keeping until such time as a challenge was received to seek its temporary possession. Recently a three-day regatta, which brought out all types and classes of yachts, was held on San Francisco Bay but the center of attraction was the keen competition for this new trophy.

The Corinthian Yacht Club of Tiburon challenged, naming Rousseau's "Maybe" as the challenger, with the Pacific Inter-Club Yachting Association accepting the challenge and naming Harold Bill's "Don" as the defender.

The first race was held under ideal sailing conditions. A smooth sea and a perfect sailing breeze found both skippers maneuvering their trim racing sloops in position for a perfect start. At the crack of the starting gun these two skillfully guided and perfectly matched champions were across the line. Rousseau had a slight advantage in the windward position and continued to increase his lead until the outcome of the race was never in doubt. "Maybe" crossed the finish line after covering the course in 1:56:02 while the "Don" finished in 2:00:22, just 4:20 behind the unbeatable "Maybe."

Not discouraged at the showing made by his defender in the first

try for the trophy, skipper Harold Bills was more than generous in voicing his praise of "Maybe" and her skipper. He displayed that old Sir Tom spirit by determining to beat the challenger in the race to follow.

The day set for the second race was hectic and a day of mishaps, with the sky overcast and a good stiff wind blowing from the northwest. An idea of the weather can best be obtained when it is known that on this day a man was washed overboard from the deck of a large schooner and out of ten Star sloops that started to race only five finished with the others finding the going entirely too strenuous and seeking shelter in the harbor.

Undaunted by the weather, the two 6 meters ventured out in the stiff breeze and proved themselves excellent sea boats. The start of the race was spectacular and offered thrill after thrill for the spectators dotting the Marina. Both sloops took knockdown after knockdown, only to come up for more; they buried their decks deep in green water, taking what is commonly known to the sailorman as "cockpit railers."

Much to the surprise of all, the "Don" stood up wonderfully well, considering that she was thought to be a light weather boat, and

from all appearances it looked as if an even race was to be sailed. However, bad luck played a mean trick on the defender. Through some unfortunate circumstance her mainsail fouled around a spreader and before much could be done to untangle the mess her main ripped from luff to leach. This forced the "Don" to withdraw from the race and return to the harbor under tow. The "Maybe" continued to sail around the course in order to clinch the handsome Lipton trophy for the Corinthian Yacht Club and so ended the second race.

It is needless to state that Skipper Bills was a disappointed man over the regrettable mishap. At the same time he was still game and not quite satisfied that the "Maybe" was the faster boat of the two. Rousseau, being a real sport, consented to give the "Don" another try at the challenger, the race being set for the following day. The damaged main was hurriedly sent to Hemberger's loft for repairs and was returned to the "Don" in time for the final race.

In this race both skippers jockeyed at the line for an advantage that would allow them to obtain the windward position, watching each other cautiously. The weather

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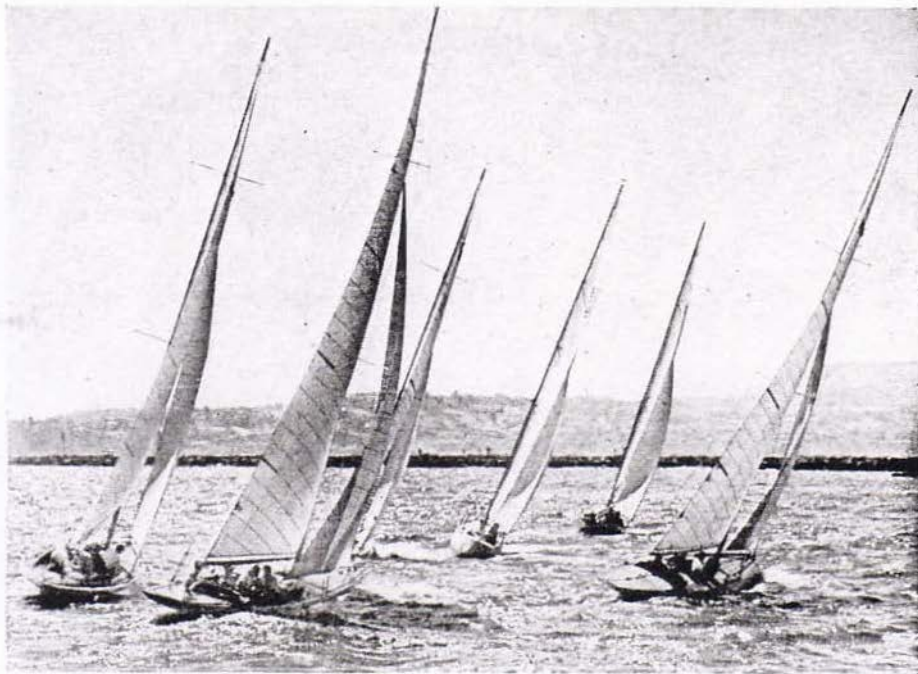
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The Sir Thomas Lipton Pacific Coast Perpetual Challenge Trophy recently won by Arthur Rousseau's 6 meter "Maybe."



Association. He has reported on yacht racing affairs for the *Journal and Bulletin* for the past thirteen years, and no racing event in these waters is complete without his genial presence. The Essex Yacht Club, of Essex, Conn. has also recently made him an honorary member.

*Six-Metres and 20-Raters
racing for the Lipton
Trophy off San Pedro in
the race held on May 30th
which had to be resailed
because of the sinking of
one of the outer marks.
The Six-Metre "Gallant"
took the series*

BARTHOLOMAE WINS FALL C. Y. C. SERIES

"Bill" Bartholomae Jr., sailed his 6 meter sloop "Mystery" to win the opening race of the California Yacht Club's fall championship series for that class. The race was sailed on October 14.

"Mystery," after covering the 11½-mile course, crossed the finish line two and a half minutes ahead of "Gallant" sailed by Ted Conant. The final results:

Boat and Skipper	Time
Mystery,, B. Bartholomae	3:06:10
Gallant, Ted Conant	3:08:41
Lanai, Bill Slater	3:09:25
Ripples, Morgan Adams	3:11:55
Ay-Ay-Ay, R. Simmons	3:21:10
Salcema, Ed Pankhurst	3:29:05

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The Sir Thomas Lipton Pacific Coast Perpetual Challenge Trophy recently won by Arthur Rousseau's 6 meter "Maybe."

"RIPPLES" WINS AVIAN TROPHY

Over a twelve-mile course and against a fleet of six fast and formidable competitors, Morgan Adams sailed the 6 meter "Ripples" to win the coveted Avian Trophy, defeating the defender, Al Roger's "Synnove" by the scant margin of 15 seconds.

The race, which was scheduled by the Los Angeles Yacht Club and constituted the fifth annual competition for the beautiful clock trophy, was sailed on October 6 at Los Angeles harbor. "Ripples," "Synnove," "Gallant," "Ay-Ay-Ay," "Saleema," "Lanai," and "Mystery" made up the fleet of starters with all finishing except Bill Bartholomae's "Mystery" which dropped out as the result of a collision with "Gallant."

Since being acquired and sailed by Morgan Adams, "Ripples" has performed remarkably well. This is shown by the final results of this race as well as the final results of the recent regatta at Santa Monica, and should this improvement continue, 6 meter skippers will be obliged to look to their laurels.

"Synnove," having won the race for the Avian Trophy in 1930 as well as 1933 needed only one more win to take possession of the award but her helmsman's hopes for this honor went glimmering when Adams sailed "Ripples" across the finish line in first place.

As a result of the close quarters along the breakwater, "Saleema" broke out her red flag, protesting "Mystery," a protest that was not allowed. In the going along the breakwater, Russ Simmons sailing "Ay-Ay-Ay" was temporarily delayed when his entry struck a rock forcing the skipper and crew to do a "highland fling" on the forward deck in order to ease the "Ay-Ay-Ay" off the obstruction.

A summary of the final results were as follows:

Boat	Skipper	Time
Ripples	M. Adams	4:57:23
Synnove	Al Rogers	4:57:38
Gallant	Ted Conant	4:59:55
Ay-Ay-Ay	R Simmons	5:00:03
Saleema	E. Pankhurst	5:00:30
Lanai	Bill Slater	5:05:35
Mystery	W. Bartholomae	D. N. F.

PREPARE FOR 1935 INTERNATIONALS

With W. A. (Bill) Bartholomae Jr., presiding the Newport Harbor Star Fleet held a meeting on October 13 at the Newport Harbor Yacht Club to lay plans for the 1935 International Star races which will be sailed at Newport Harbor.

One of the important points up for discussion was the date to be set for the 1935 series and it was decided to ask for official sanction of an August 23 date.



"Ripples," Morgan Adams' fast six meter sloop was sailed by her owner to win the Avian Trophy race.

—Hitchcock Photo