



Sherwood Hall Photos

The start of the Stars was a daily madhouse. In the foreground is a member of the race committee recalling those which had beaten the gun

## Southern California Regatta at Newport Harbor

Fourteenth Annual Event Draws Big Fleet of Windjammers

By SHERWOOD HALL

FIFTY racing and cruising craft, from Stars up to the Class M cutters *Patolita* and *Endymion*, and seventy-four half pint ships made up the fleet which converged on Newport Harbor, California, for the fourteenth annual S. C. Y. A. Championships in August. The juniors raced on the protected waters of Balboa Bay, while the larger craft used the Pacific Ocean for their scrapping. Medium to light winds and fair to smooth seas ruled for the week, with the exception of one day when it blew up a bit rough and messed up a few sails and some rigging.

The new harbor (alphabetical funds, if you must know, plus county bonds), is a beauty, and the finest all-yachting center on the Coast. When 110-foot schooners can slide up to the Newport Harbor Yacht Club float for water, where once were sand banks and mud flats, it's a harbor! And the entertainment and hospitality, offered to "visiting firemen" by the N. H. Y. C. and the S. C. Y. A., was perfect. Even the "Pirates' Den" had to hang out "S.R.O." signs, although the rum never gave out.

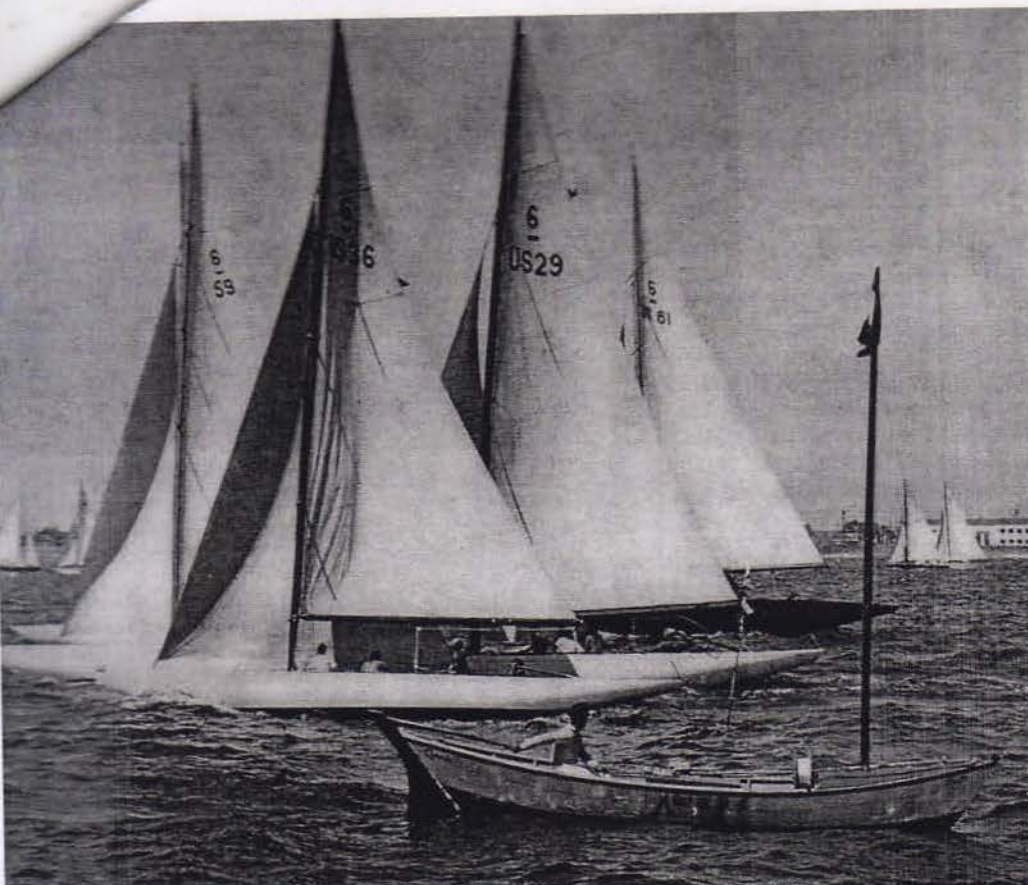
Records were set in Six-Metres when the old veteran *Lanai* (Bill Slater, skipper) took five firsts in five races; this was duplicated by Harland F. Beardslee, world champion

Star skipper in *By-C*. Another record was broken when twenty-seven Stars crossed the line, one more than the turnout at San Diego last year.

The second annual Pacific Coast Blue Star Championship was run off as a curtain raiser to the main events, fourteen crack sloops taking part in a three-race series. Although San Francisco Bay, Seattle and the Canadian fleets were not represented, "Hook" Beardslee had plenty of worry from the others while successfully defending his title, won for the first time at San Diego last year.

The most interesting note in the fight for the Coast's top honor was the presence of several new skippers, just out of the infant class, who gave Beardslee more worry than all his old rivals put together! Fifteen-year-old Johnny Cram of Santa Barbara (a graduate of the Santa Barbara Moon Class in which he has held the championship for two years) borrowed his father's *Skipper II* and placed second in the series, only two points behind *By-C*. He took a first and a third in two days of racing to tie Beardslee, and had the third race, and the series, in the bag, when he was out-foxed by "Hook," mature experience winning out over youthful enthusiasm. Walter Sumner (thirteen years young) of San





The "Sixes" cross the starting line in a close group. "Lana" (No. 29) icon

Raymond Paige's "Catherine II" captured first honors in the 22-Square-Metre Class



Diego, his seventeen-year-old brother Billy, and Howard Wright, Jr., of Long Beach (fourteen or fifteen, I believe!), all made trouble, and should be watched in future events.

Commodore Niels H. Martin of Santa Barbara, winner of the fourteenth Sir Thomas Lipton Santa Barbara Perpetual Star Trophy in July with *Phar Lap*, also proved a menace to the Newport Harbor ace. Having defeated *By-C* at Santa Barbara for the Lipton event, but missing the smooth team-work of Mrs. Martin (his regular crew), the Santa Barbara skipper rounded a fisherman's flag which he mistook for the weather mark in the first race. After leading the fleet over the finish line, he found he had to go back and round the proper flag. This dropped him to



tenth place and, although he took second the next day and first in the final race, his error cost him the series, third place in the final count being the best he could do. Moral: Don't change your wife, even in a yacht race!

The final scores are as follows: *By-C*, H. F. Beardslee, 36; *Skipper II*, John Cram, 34; *Phar Lap*, Niels H. Martin, 32; *Tempe I*, Billy Lyon, 29; *Sir Salty*, Douglas MacKinnon, 24; *Pal II*, Walter Sumner, 20; *Win Blu*, Robert Ziegler, 20; *White Cap II*, Billy Sumner, 20; *Zoa*, Arthur Macrate, 19; *Barbara J.*, Robert Streeton, 16; *Estrellita*, Howard Wright, Jr., 14; *West Wind*, Milton Wegeforth, 11; *All Star*, Jack Keith, 10; *Mar Star*, Stewart Turnbull, 8.

Following registration day, the fleet got into action for the season's title series, Erwin C. Jones as general chairman of the S. C. Y. A. Regatta Committee running the outside races while Harry Stewart, George Converse and others directed the small fry around the harbor course by means of a loud speaker located at the yacht club. It was most convenient to shout instructions and information to the boats wherever they might be on the course and as a means of telling the owner of *Merrylegs V* that his wife had just arrived from Montecito or Beverly Hills, it was perfect!

With the Santa Barbara race about the only



# Southern California Regatta at Newport Harbor

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strongest competition in the Blue Star and Santa Barbara Lipton Trophy series was eliminated, and Beardslee romped around the course each day in the lead of the fleet to run up 136 $\frac{1}{4}$  points, the real fight being for second, third and other places. Here Arthur Macrate of Long Beach, in *Zoa*, finally beat out his fleet mate, Frankie Lippman in *Pat Riot*, and they placed second and third, respectively. Fourth place went to the Streton boys, Robert and Jack, of Santa Monica, in *Barbara J.*, while fifth position was a tie between young Walter Sumner of San Diego in *Pal II*, and his brother Billy in *White Cap II*.

In the "Sacred Sixes," as they are known on the Coast, Bill Slater, son of the commodore of the Los Angeles Yacht Club, put the old timer *Lanai* up to top place each day for five successive races, the best efforts on the part of every famous West Coast Six-Metre skipper, Ted Conant, *et al* (except for Bartolomae, who is at Kiel with *Mystery II*), failing to dislodge him. Some sailing for a youngster in a class that races as closely as this one! Another old war horse, Al Rogers' *Synnové*, finished second for the series, followed by Russ Simmons' *Ay-Ay-Ay*, Commodore Donald Douglas' *Gallant*, Dick Schayer's *Naiad*, *Saleema* and *Ripples*. Seven "Sixes" competed, the same number as last year.

Nine Pacific Coast Class sloops (two less than last summer) gave much pleasure to the audience with their daily scraps, and little trouble

to the judges; in fact, no real protests were mentioned to the public and few boats were disqualified. Joe Jessop, of San Diego, took first place with *Ni-Ni-Nie*, Brother George making it a family affair with *Wings* in second place. Giddings Brothers' *Windy* placed third, while *Imp* and *Scamp*, which placed second and first a year ago, could take only fourth and fifth this year, showing the close competition in this growingly popular class. With one Eight-Metre, the old *Marin*, converted into an auxiliary (now the flagship of Commodore John Stick of the California Yacht Club), and another, Owen Churchill's *Angelita*, in Kiel taking a dreadful beating in the Olympic races, Pierpont Davis had no competition for *Santa Maria*. So he sailed under handicap in the "P" and "Q" classes (with six entries), the series going to *Marin* on handicap, *Santa Maria* taking second place.

In the big craft, Commodore Douglas' *Endymion* and Wiman and Mitchell's *Patolita* each took a race, and then the series went to *Endymion* when the "Pat" failed to start on the last day. In the X and Y Class, George Johnson's *Ocean Waif* took the series with Burton Baldwin's *Trade Wind* second. There were six starters. The 22-Square-Metre title went to *Catherine II*, owned by Raymond Paige.

Three Class R sloops completed the outside racing picture with Gartsman Gould's *Angela* taking the title.



# Hail To The "Sixes"

-:- or -:-

## Impressions of a New Six-Meter Skipper's First Lesson



The author's six-meter "Naiad" heading toward the San Diego Yacht Club after a six-meter race held off the Coronado shore.—Sawyer Photo.

By Richard Schayer

When I told my landsman friends that I had given up windjammer cruising and bought the six-meter "Naiad," three times Pacific Coast Champion, they thought I had gone crazy. After sailing her for two months I know I have!

I'm crazy about the "Naiad"; crazy about all the other little sixes that make race days so thrilling for me; crazy about the whole six-meter gang and completely nuts about the game itself. If I had my way the "Naiad" and I would be out on the blue sea every day of the week looking for guys to race with and at night I would like to bed-down in her and go to sleep listening to the musical tinkle of the ripples as they strum against her double-planked hull. She's the best—that's all.

I've sailed some sort of craft almost every summer since I was eight years old and the family began vacationing at Gloucester. As a high school kid I had a Friendship sloop for my Maine vacations. Another kid and I took her to Labrador and back. I've sailed as crew in many races out of Larchmont and Bayside and as

far as Bermuda—and later on the Great Lakes. I've been through the mill when it comes to windjamming—taken them blue and sparkling and taken them huge, angry and green; but in all my knocking about I've never known what real sport sailing was until I took the tiller of the "Naiad" and started my first six-meter race.

I suppose that many of the old cruising gang think I must be a pretty lousy skipper not to do better than we have with a three-time champion. I've had some of them try to console me with that "don't get discouraged" stuff. Far from it. I'm delighted with what little we have accomplished so far. At this writing I've had only twenty races in the "Naiad" and in those twenty times out we've beaten every boat in the fleet once and taken five second, three third and two fourth places. No so bad for a green crew and skipper.

In my funny business (writing for the movies) you don't get vacations with pay so for nine years I never took a full week off. But this summer I did—two weeks to tune up the "Naiad" and race her at San Diego and I had the best time of my life with succotash thrown in.

What a gang—that six-meter outfit. Let's look 'em over.

There's Bill Bartholomae of this year's champion, the "Mystery." In private life as sweet tempered, gentlemanly, soft-spoken a chap as you'll ever barge into. Politeness itself, thoughtful of others, a gracious host and kindly friend. But once he clamps those sun goggles to his nose and jams that slippery devil "Mystery's" nose up for the starting line on the starboard tack, brother, beware!

And foxy old Ted Conant of the "Gallant." Ready at any time before the race to help a new guy like myself with sound advice based on many years hard experience, but once over the line what a guy to try and clamp onto or out-manuever. I'll never forget the next to the last race at San Diego when we got the "Naiad" really moving and walked up to windward of "Gallant" and sat on her. I was so pleased with myself that I forgot all about looking for the windward mark. Blithely I proceeded to take Ted out nearly to the Coronado Islands. It killed his chances as well as mine but he never grumbled, just joined me in a Scotch-and soda ashore and

laughed about it. A swell guy and a real skipper.

And Russ Simmons of the "Ay-Ay-Ay." There's another game guy. How he stuck with that little baby of his until he really began to go places this summer. None too strong, physically, I've seen Russ looking pretty fagged out after an afternoon of tough going but you never hear a peep out of him and he's always here with a cheerful grin and a smart comeback even after such a day as that at San Diego when well up in second place for the series he slipped into a dead spot and lay there totally becalmed long enough to lose all chances of placing the "Ay-Ay-Ay" in the money.

And young Bill Slater of the "Lanai." Just a big kid with a crew of kids, but what a sailor and what an expert gang. Being young Bill takes a few too many chances and gets himself jammed up occasionally against the old rule book. He had the San Diego championship practically under his belt and got himself thrown out of a whole race. Even with a race missing he took second place with ease, so you can figure how he felt the night the protest committee rendered its verdict against him. But he grinned and shook hands with his opponent in the protest and walked out like a man. Of the two, L. N. Slater, the dad, looked the more crushed but he must have been proud of the way his kid took it. I know I would have been.

Then there is that nifty bit of tonnage who ballasts the good ship "Synnove" to many a swell victory—the genial Al Rogers. A true sailor man, our good friend Al, and a dangerous competitor in any kind of going except the very lightest. He loves that staunch

little Scandinavian meter boat and she loves him and I hope they'll always be together. Al has a real racing temperament from all that I can gather; nothing seems to upset his calm, methodical progress. He has a new mainsail on the "Synnove" now and when he gets a new Genoa, look out!

Of Paul Jeffers and the "Sal-eema" I can only say she is plenty dangerous and if Paul will stop straining her cargo capacity with Sunday passengers around Newport and really get out and race he'll make it tough for us all. I know he did for the "Naiad" several times.

The "Maybe" is a swell ship, too, but she needs some attention and here's hoping her next owner will give her her just dues and get her out on the starting line where she belongs.

That goes for "Caprice," too. Tommy Lee sailed her just once at San Diego and Tommy's too good a sailor man to let mere big business interfere for long with anything so really important as six-meter racing. Life is too short for that kind of tom-fooling.

As for the "Naiad" she is the queen of the seas, so far as I am concerned. She is the last personal possession that I will part with and I'll have to get down to the starvation point to do it at all. We got awfully close together that moonlit sail home from San Diego and now that we've found out what makes her go, we hope to be well up with the leaders from now on. But win, lose, or draw, we'll try to drive her like a Bartholomae, maneuver her like a Conant, stick with her like a Simmons, keep cool and calm, like a Rogers and take a bad break of luck like a Slater.



The "sixes" go over the starting line during the Pacific Coast Championship Regatta at San Diego last month.—Sawyer Photo.



## "Pirate" Wins San Diego Lipton Trophy

THE baffling coves of Santa Catalina Island will be the scene of next year's race for the venerable San Diego Bay Lipton Trophy, as a result of the successful challenge on June 2nd of Mrs. M. H. Adamson's Class R sloop *Pirate*. Under the colors of the Santa Catalina Island Yacht Club and the skilful handling of L. E. Geary, *Pirate* won by a 40-second margin at San Pedro over Ashley Bowen's 20-Rater *Friendship*, of the San Diego Yacht Club, and the seven best Six-Metre yachts on the South Coast. *Pirate* turned the 12-mile course in 2 hours, 2 minutes, 48 seconds, and displayed superior ability and handling on every leg of the triangle. The race was sailed in a medium westerly.

This was *Friendship's* second, and closest, attempt to regain for San Diego the 31-year-old cup taken North two years ago by Tommy Lee's *Caprice*. The youthful Bowen exerted every stratagem to gain the lead and when he finally succeeded, just as the two "R's" turned into the second windward leg to Point Fermin, he let Geary out-guess him on matching tacks along the breakwater.

William Slater's *Lanai*, defending for the Los Angeles Yacht Club, fell by the wayside when her Genoa blew out just after the start. The seven "Sixes" entered, of which none except *Gallant* threatened the two "R's," were, in order of finish, with clubs and skippers, as follows: *Gallant*, Ted Conant, South Coast Corinthian; *Synnove*, Albert E. Rogers, Newport Harbor; *Lanai*; *Maybe*, Harland Beardslee, Balboa; *Mystery*, William Bartholomae, California; *Naiad*, Richard Schayer, Alamos Bay; *Ayayay*, Russell S. Simmons, Long Beach.

WALDO DRAKE



# California's Mid-Winter Regatta

By H. B. WARREN



W. C. Sawyer



With spinnaker ballooning, the Six-Metre "Lanai," of the Los Angeles Yacht Club, begins the down wind leg. She placed third in the series

Left, The Wilbur May Perpetual Trophy, most coveted prize in the 45-Foot Class, was won by Richard Schayer's yawl "Cheerio II." Fifteen cruisers were entered for this series

YACHTSMEN of Southern California had been looking forward to the Mid-Winter Regatta to settle the Big Argument, but when the racing was all over the whole thing broke out more furiously than ever.

This argument had its beginning in the article published in YACHTING several months ago which gave a suggested list of the ten best skippers in America. Of course, we couldn't place in that contest, but the article did inspire half a dozen conflicting lists of the ten best skippers in Southern California.

Now that the smoke has cleared away, certain skippers seem to have realized the fondest hopes of their backers. Chief among these is Donald Douglas, who sailed his *Gallant* to victory in the Six-Metre Class, which always occupies the center of the stage because of its tough battles. He took most of the starts, and on the three days when the breezes were strong enough to make it *Gallant's* weather, she romped home in the lead. In fact, one would have supposed that the doughty Ted Conant was at the helm, as usual.

Then, just as a group of self-appointed experts had decided that Douglas had earned a place among the Big Ten, along comes a dissenter. "How about Al Rogers?" pipes this discordant voice. "He went into the last race with the *Synnové* only a quarter of a point behind the *Gallant*. It's true that he got a poor start, but did you see him walk through the lee of those other boats? Then he climbed right up on the *Gallant's* tail. If he hadn't fouled a mark, he'd have had the series nailed to the mast." Well, then the argument started all over again.

And while we're still on the subject of the "Sixes," young "Bill" Slater didn't do so badly with the old *Lanai* either. He ran a consistent second, but had the poor luck to be disqualified the first day, and that of course ruined his score.

winning, so William Bartholomae's *Mystery* stepped into the second place these two others might have had.

The first day, February 20th, a rail down breeze greeted the fleet. In the Eight-Metre Class we could tell without looking that Owen Churchill's *Angelita* would show the way, and that's precisely what she did. Pierpont Davis' *Santa Maria* was second, and E. E. Lampton's *Marin* was third. But the next day we'd have gone all wrong if we had shut our eyes and tried to guess the winner. The wind was light and southerly at the start, although it did belatedly switch to the westward and freshen, but not, however, until the race was in the bag. Here were conditions bearing *Marin's* own trade mark, and yet there was *Angelita* crossing *Marin's* bow before the doings were half over. We couldn't understand it until some observant individual cried out that *Marin* was carrying only a moderate overlapper, while the other two had big Genoas. *Santa Maria* was definitely out of the running, owing to a late start, and that on the very day when that mighty headsail of hers, running back to within a couple of feet of her taffrail, might have spelled victory. The third day was like the first, but *Marin* got away with the start, giving Churchill some bad moments before he finally overhauled her, while *Santa Maria* trailed all the way.

The fourth day — well, there was no fourth day. And be it known that there is now a blot on the pure white escutcheon of Southern California's perfect climate, for a slashing nor'wester out of a brilliantly clear sky forced the committee to call everything off for the day. Most of the fleet took one look at the white smother in the outer harbor, made a few rapid calculations about the cost of spars and sails, and powered back to their moorings. It was blowing a steady 45, with puffs as high as 55 to 60.



Top. "Santa Maria," owned by Pierpont Davis, which took second place in the Eight-Metre division. Three firsts for Owen Churchill's "Angelita" a clear win. (Photo by Ray Chapin)

Bottom. "Gallant," sailed by her owner, Donald Douglas, earned top standing in the Six-Metre Class in which close contests are the rule. William Bartholomae's "Mystery" was runner-up. (Photo by W. C. Sawyer)



W. C. Sawyer



with *Marin* on the first leg, while *Santa Maria* scuttled away into a winning lead, so there was a little variety in that class after all. The final standing was *Angelita*, *Santa Maria*, *Marin*.

The "Sixes," as previously stated, provided equally one-sided racing, *Gallant* winning three out of four. The reason that she had less than a four-point lead was the soft weather of the second day. *Gallant* can't make it in that stuff, so she dropped to fifth, while her heavy weather rival *Synnove*, sailed that one day by Ted Geary, surprised the dopesters with a decisive win. The way of it was this. The second leg was a beat, *Synnove* turning the mark in the ruck. Most of the "Sixes" stood offshore, while Geary went up the coast. They didn't bother to cover that old barge on a day like that. An unsuspected current gave *Synnove* a great lift before anybody realized it, and there was your yacht race.

A fleet of thirteen Stars came out to do battle in this regatta. Among them were two international champions, H. F. ("Hook") Beardslee and Glenn Waterhouse. Hook went after things with a rush, taking the first three contests with the same brand of sailing that won four out of five at the Internationals at San Francisco last September. At that point he looked like a sure winner. Waterhouse had only a second and a third, being tied with Bob Ziegler's *Win-Blu* for second on points. But trouble was lurking just around the corner. On that fateful February 23rd, a day that all good Californians hate to think about, Hook jumped into that maelstrom with his Star where cruising boats feared to tread. There was a snap and the *By-C* was completely divested of her mast. Hook and his crew worked all night installing a new one, so they managed to make the starting line next day. But *By-C* had gotten a nice tow the day before, and decided she'd like to be hauled by the nose once more. The race wasn't fifteen minutes old before her new mast let go. Waterhouse, who hails from San Francisco and therefore was in his element in a 25-miler, grabbed off an easy first and the series with his *Three Star Too*. Beardslee's three firsts were still good for second place, while Ziegler was third, Ed Williams' *Moir* fourth, and Douglas Mackinnon's *Sir Salty* fifth.

In the Common Sense Class, Frank E. Garbutt had no trouble in winning three firsts with his *No. 5* and was about to take the final contest when he split his mainsail. He won, however, with  $9\frac{3}{4}$  points over Paul Lamport's *No. 1*, which had 8, Professor Kellar's *No. 2* bringing up the rear with  $5\frac{1}{4}$  points.

Three of the Skimmers from Alamitos Bay got in commission early for the pre-season battle, Rose Pasel's *Roses* proving the winner. Dick Russell's *Patricia*, for many years almost unbeatable, was second, and Marion Ferguson's *Black Slipper* third.

The "Forty-Fives," those hardy cruisers, came out fifteen strong after the Wilbur May Perpetual Trophy. Three races were scheduled, but only two were sailed for a reason that we will now forget.

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Geraldine Joyce's *Flying Cloud* won decisively the first day and was in the act of repeating when her mainsail split. Whereupon Dick Schayer's husky yawl *Cheerio II* waltzed into a long lead which was good not only for the race but the series and the most coveted trophy among the "Forty-Fives." J. M. Herndall's *Merope* was second, and Douglas Radford's *Sindbad* third.

In the sloop and yawl division only one boat turned out, Arthur Stewart's cutter *Tehani*. After two sail-overs she was awarded the trophy. The good old ketch *Ahmeek* won both days in the schooner and ketch division over Burton Baldwin's *Trade Wind*. Every regatta has its comedy boat and this time the *Ahmeek* was the victim. She split her Genoa, set her balloonier upside down and, after her jib carried away, finished the second race as a sloop, although that is not her conventional rig. Poor Charley Page who sailed her had to endure the joking, while we

slovenly lubbers who were really responsible joined in the laughs.

Off Cabrillo Beach on the 24th a regular armada of small craft, 83 to be exact, competed for the junior sailing titles. Space permits mention only of the winners. These were: International Snipe Class: *Hoyden*, P. Serrell. Twenty-Foot Restricted Class: *Y-H*, Pritagle. Sixteen-Foot Restricted Class: *Lark*, H. Lawhorn. Thirteen-Foot Restricted Class: *Mine*, D. M. Callis, Jr. Starlet Class: *Fey*, V. O'Davoren. Rainbow Class: *Skippy*, Woodward. Skimmerette Class: *No Name*, D. Hall.

The regatta was sponsored by the Civic Regatta Association and sanctioned by the Southern California Yachting Association. The responsibilities of host fell to the California Yacht Club and James M. Webster acted as chairman of the race committee. Thanks are again due the Coast Guard for patrolling the course and picking up boats disabled in the blow of February 23rd.



SEPTEMBER, 1935

# The Annual Pacific Coast Championships

The Sons of Saint James  
Entertain the Fleet

By  
SHERWOOD HALL

AFTER WAITING for nine years, and whole heartedly supporting each of the Coast Regattas with ships, men and means, the yachtsmen of San Diego finally had the pleasure of acting as hosts to the assembled Pacific Coast and Southern California Yachting Associations in August, drawing the largest group of competitors in several years and staging one of the smartest and best run regattas ever held on the Pacific. Of course the California Pacific International Exposition was no small factor in drawing the general interest of yacht owners, and made a grand excuse to be in San Diego (as well as an "out" for the Yachting Widows!). Even if the winds were light, and died out entirely the last day so as to have the races called after one round, twenty-six Stars, the largest class ever to start on the Coast, gave all the thrills one could ask for, while eleven "P C" sloops, and seven "Sixes" added to the excitement in the racing classes.

Fifty-three small craft (ten more than last year at Santa Monica) raced daily off the Coronado Yacht Club in the safe waters of Glorietta Bay, an arm of San Diego Bay, while seventy-three racing and cruising yachts crossed tacks and argued "Right of Way" up and down the placid Pacific between Point Loma and the Coronado Hotel, off which the starting line was set. How the shades of those old Spanish navigators must have enjoyed it all: Juan Rodriguez Cabrillo who discovered the Bay and first sailed the Californian Coast, Viscaino, San Carlos, and even Richard Henry Dana, who dropped anchor a hundred years ago in San Diego Bay

*On the second day, twenty-six Stars  
crossed a short line without a single protest*

*Sherwood Hall*



W. C. Sawyer

*M. H. Adamson's "Pirate," finishing a winner in the San Diego Lipton Cup Race. Under Ted Geary's skillful handling she has been "going places." Below, William Bartholamue sailed his Six-Metre "Mystery" into first place*







"Ahmeek," Pacific Coast Champion, starting from San Pedro with a fine fleet of cruising yachts for San Diego. "Skip" Warren won against six competitors in the X and Y Classes at the regatta

W. C. Sawyer Photos

from the brig *Pilgrim*, hunting hides (Not scalps), on the Coast! Sailors all, and admirers of seamanship and sound tactics. And they saw plenty; including those twenty-six Stars fighting for a short starting line and not a foul or protest, even on the one day when there was a nice whole sail breeze! Those Star skippers certainly have to know their stuff!

Two International Star Champs — and a lot of others who are headin' for the Newport Harbor Round Up with hopes and aspirations — fought for the 1935 Pacific Coast title, and Ashley Bown of San Diego with a nice new Star, *White Cap II* (1162), finally took the series, although young Art Macerate and his brother from Long Beach grabbed the Santa Barbara Perpetual Star Trophy the last day, and ended up only a couple of points behind Bown in their older craft *Zoa* (539). "Hook" Beardslee, present International Champion, looked like a sure winner, and led until the last day when the gang "boxed" *By-C* (1052) at the start and Hook never got away. The previous day, with more wind, he sailed through the whole fleet, but as the wind dropped from 3 to 1 m.p.h. the race was called after the first round and ruined his chances. Stars don't carry outboards — at least officially! Glenn Waterhouse, from San Francisco Bay, International Champion for 1933, needed lots of wind for his *Three Star Too*, (948), and the gentle zephyrs off Coronado were even less than the arguments in the steam room at the St. Francis Yacht Club, so Glenn was not even a serious contender. It was certainly a chance for the light weather craft.

The next brightest spot in the series was that produced by

lines, which is something of a record! George Kettenburg's *Scamp* finally took the series, with Charles Springstead's *Imp* close behind. George Jessop, whose *Wings* was Champion

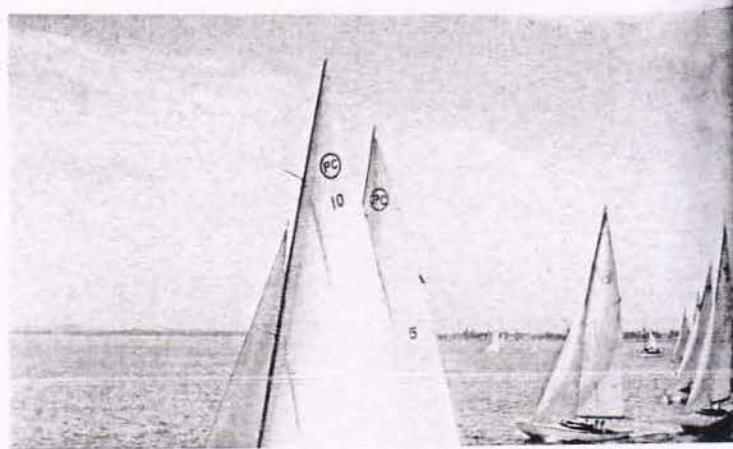
last year, had to be content with third place, while Sam Dauchy in *Varya*, Joe Jessop's *Ni-Ni-Nie*, and the others were just "also rans!" Sam, by the way, is now a "Native Son by Adoption" and hails from San Diego!

The "Sixes" also had a lot of upsets over previous years and past records. Don Douglas's *Gallant* could not get going in the soft airs and lost the Championship title to William Bartholomae in *Mystery II*. "Bill," having taken second place a year ago, refused anything but first this season. His smooth running, beautiful helmsmanship

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"Lanai," 13-year-old veteran "Six," was the winner of the Endymion Perpetual Trophy. William Slater sailed her. Below, a start in the Pacific Coast One-Design Class





# The Annual Pacific Coast Championships

(Continued from page 54)

and smart crew work is a pleasure to watch, and if the Eastern "Sixes" respond to the invitations soon to be sent out for a series of winter regattas starting at Santa Barbara next January and running down the Coast, they will find plenty of interesting competition from the Six-Metre owners out here. Second place and the Endymion Perpetual Trophy (up for the last day's race), went to young William Slater in the old veteran *Lanai*, thirteen years of age and going like Johnny Walker! Al Rogers slipped *Synmore* up into third place for the series, with *Gallant*, *Naiad* (now owned by Richard Schayer, Commodore of the Catalina Island Yacht Club and new in the Six-Metre fleet), Tommy Lee's *Caprice*, and Russ Simmons in the *Ay-Ay-Ay* completing the list in this class.

The "Eights" were the same as last year, Owen Churchill taking first with *Angelita*, Ed Lampton second in *Marin* and Pierpont Davis trailing with *Santa Maria*. Ted Geary, of Seattle and Los Angeles, again showed his wizardry at the helm of anything with sails, when he ran Mrs. Adamson's *Pirate* so far ahead of the other "R" sloops that he generally found himself mixed up with the Eight-Metres and several other classes! He has IT when it comes to sailing a race! Gartsman Gould's *Angela*, of San Diego, was second, and Ashley Bown's *Friendship* was third. Four "Half Raters" again proved that that there is hope that the class is coming back, and several sales of older craft are promised to bring them back into competition.

Harvey Bissell's *Common Sense V* took her class championship, and *Number Two*, sailed by Commodore

Ivan B. Snell of the Coronado Yacht Club, finished second. Eight schooners, sloops and ketches made daily sport for the Forty-Five Foot Sailing Association, the title finally going to James McNabb's *Flying Cloud*. The big Class M cutter *Patolita*, with Commodore Charles Deere Wiman of the Santa Barbara Yacht Club at the helm, took Class M and N, against Donald Douglas' converted cutter *Endymion* (she was a schooner) and the Twelve-Metre *Sea Hawk*, owned and sailed by Howard Hawks. "Skip" Warren's *Ahmeek* won against six competitors in the X and Y Class, while Matt Walsh's *Thorobred* in the P and Q Classes and Charlie Page's *Charmar* in the E, F and G Class had no competition.

The division of the fleet (all the large sailing craft being moored off the San Diego Yacht Club inside Point Loma, and the small fry and all the motor cruisers and big yachts going down the bay to the Coronado Yacht Club) broke up the color of such a large group, but with both clubs acting as hosts, it was doubtless necessary to please everyone. With a little more wind it would be as fine a place for a regatta as one could wish and most reminiscent of Mediterranean ports and Côte d'Azur regattas. It was a lovely picture from the water each day.

The Race Committee, under James M. Webster, functioned smoothly, few protests were filed and the Coast Guard as usual rated 100 per cent. Eastern yachtsmen who have not yet sampled Southern California hospitality, better try it some time! Mark up next January and February on your date book, and go on a diet. It's worth it!



# PACIFIC MOTOR BOAT

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MILLER FREEMAN, *President*  
LAWRENCE K. SMITH, *Manager*

DANIEL L. PRATT, *Editor*

NARD JONES, *Managing Editor*  
KEMPER FREEMAN, *Circulation Manager*

Seattle, Wash.  
71 Columbia Street

SAM M. HAWKINS  
San Francisco  
121 Second Street

JOHN E. BROWN  
Los Angeles, Calif.  
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1220 South West Morrison St.

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## Pacific Coast Championship Regatta and 15th Southern California Yachting Association Regatta

By John Easton Brown

THERE'S a very special brand of yachting and hospitality they serve at San Diego, and they offered it in generous portions during August when a host of power boats and sailing craft put into anchorage at Roseville and Glorietta Bay, and the southland's classiest racing skippers fought it out over the sport course off Coronado.

It's all over now, and the San Diego yachtsmen have very likely by this time recovered after an extended rest cure. They needed it, every one of them, you may be sure, for they set up a new standard for regattas, and they did it by every man jack of them working like trojans for weeks.

Let's take a bird's eye view of the regatta and see, in brief, what it brought forth in the way of new



Commodore Wallace B. Eaton  
of the San Diego Yacht Club, broadcasting the  
races from his cruiser "Susan A."

champions. There were upsets, plenty of them, and those playing the favorites would have taken some heavy losses.

In the six-meter class, Bill Bartholomae's *Mystery* showed her stern to most of the other boats consistently, and emerged with a new Pacific Coast title. Young Bill Slater's *Lanai* took the final race, winning the Endymion Perpetual Trophy, and garnering second place for the series, while *Gallant*, which took first at Santa Monica last fall and also won the mid-winter regatta series, dropped below *Synnore* into fourth place.

The three eight-meter boats repeated the series of last year by finishing, *Angelita*, first; *Marin*, second; *Santa Maria*, third. Ed Lamp-ton came mighty close to upsetting



The Greatly Improved Facilities of the San Diego Yacht Club Delighted Visiting Yachtsmen  
(Photographs by Pacific Motor Boat and Kenneth Hitecock; Eaton photo by J. W. Malmberg)



Moran with singing, dancing, and wisecracking specialty numbers and the versatile Howard Deems with his "Stomach Steinway" and his wide repertoire of clever songs.

When the red sock went aloft, and the last starting gun was fired at 2:00 P. M. Monday, Norm Pabst was heard to remark in a relieved tone, "Well, there goes another year," meaning that his last official act as general chairman of the cruise had been performed. His remark might well have been made with a tone of satisfaction also, since among the six successful Commodores' cruises which are now history, this one undoubtedly stands out as the most successful as well as the best at-

tended. Although Norm is generous in his praise of his assistants, it is well that final responsibility for the thousand and one details from arranging advance reservations, through two days of varied activities, and down to securing and presenting the trophies rested with him. Among his sub-committeemen who came in for special mention were Paul Lamport, Art Kemmon, Milt Hesselberger, Burton Baldwin, and one McNabb (Norm doesn't know which one so we had better split the credit 50-50). To date, no one seems to have lodged a kick and there has been praise galore, which should be some kind of a world's record.



"Lanai," sailed by young Bill Slater, continued her winning streak and won the races for the "sixes" during the Commodores' Cruise.

—Sawyer Photo



# That "Ten Best" Question

(By SKIP WARREN)

FOLLOWING the lead of "Yachting," Chet Matson published his choice for the ten best racing skippers in Southern California. Of course, we of the Pacific Coast are hardly able to join "Yachting's" larger inquiry relating to the entire country, because we are not sufficiently informed outside our own bailiwick. But Chet certainly started something, and it seems to me that it offers a chance to all hands to "horn in" with some pleasant speculation.

Chet's first mistake, I think, is in arranging these ten men in order of precedence, rather than alphabetically. There are so many with excellent claims to be listed that cannot be there with the list limited to ten, and the leading ten are so closely matched, that the alphabetical order is far safer.

Here then is my choice, offered for the rest of them to pick to pieces:

1. Morgan Adams
2. Hook Beardslee
3. Ashley Bown
4. Owen Churchill
5. Ted Conant
6. Ted Geary
7. Joe Jessop
8. Matt Walsh
9. Ben Weston
10. Charley Wiman

It is too bad that the number is limited to ten, because there are several other skippers who deserve to be on the list equally with those above. Here they are:

1. Hugh Angelman
2. Bill Bartholomae
3. Samuel Dauchy
4. Walton Hubbard
5. E. E. Lampton
6. Tommy Lee
7. Billy Lyon
8. Dr. Neils Martin
9. Clare Neuner
10. Al Salisbury
11. Russ Simmons

Hugh Angelman would undoubtedly belong among the first ten, if they were not restricted to the active racing skippers of the present moment. Hugh has not raced much during the past two years. Bartholomae, Lampton, Lyon, Martin and Simmons are all making better records each year, so that it will not be long before they will topple some of the first ten off their perches unless they look to their laurels. Samuel Dauchy has a racing record at Chicago that would unquestionably place him near the top if it could be considered. Barring that, however, he has shown such great ability in his races here that it is a very close question whether or not he should be

one of the leaders. Walton Hubbard is among the very best, but has not raced sufficiently during the past year to occupy the place he formerly held. Tommy Lee has times when he sails as well as Vanderbilt himself. Then, once in a while, he makes errors of judgment that drop his average below that of the top ten. Even so, it is hard to leave his name out. Clare Neuner has a very fine record over a number of years, and were he as active as formerly, would simply have to be counted on that list. Al Salisbury's well-nigh perfect work with the *Westward* and *Amorilla* cannot be ignored, but he too has not sailed enough recently to take his rightful place.

Those who have not followed closely the racing career of Ashley Bown may question the placing of his name in the big column. Still, anybody who knows about his consistent victories in the Star and R classes at San Diego and who saw the San Diego Lipton Cup races at Los Angeles Harbor last year, will agree that he ranks very high. His sailing



Though his name may not be the one to head the list of our "ten best," Matt Walsh, whose photograph appears here, is considered by many to be the "daddy" of all local racing skippers. His natural racing intuition and his genial "hello honey" have won him an enviable and long-lasting friendship among most of our local yacht racing fraternity.

of the *Friendship* there was beautiful, as it has been in the Southern California regattas also. If he improves as rapidly in the future as he has in the past, he may become our very best skipper.

Some may claim also that Ben Weston has not raced enough in the past few years to maintain his place. Yet he showed in his sailing of the *Debra* last year that he has lost none of his ability. And when we recall how transcendently that ability stood out from the crowd for years, there is no doubt left. I can

never forget how Ben led a fleet to Santa Barbara in 1923 with the light weather *Angela* in a beat to windward against a smashing westerly, and then turned around the following year and beat the fleet to San Diego with the heavy *Debra* in a breeze that was mostly no more than a whisper.

It is lucky that our territory does not include San Francisco, for then we should be forced to nominate Mike Casserly, Charley Langlais and Arthur Rousseau among our first ten. What a task that would make it!

There are many others who might make a strong bid for top honors if they had not dropped out of racing for a long or short time, as the case may be in each instance. Among these may be mentioned the following:

1. Elmer Awl
2. Joe Fellows
3. Harry Fisher
4. Milton Hesselberger
5. Charley Hubbell
6. Sterling Jeffers
7. Dan Laubersheimer
8. Newell Logan
9. Preston Plumb
10. Billy Rogers
11. Rey Schauer
12. S. M. Spalding
13. Clem Stose
14. Bill Watson
15. Tom Webster
16. Doc Wilson

And finally, there are those who undoubtedly deserve honorable mention:

1. Temp Ashbrook
2. Don Ayres
3. Les Baier
4. Ed Bosbyshell
5. Lyn Brawner
6. Arthur Childs
7. Pier Davis
8. Don Douglas
9. Vic Doyle
10. Owens Dresden
11. Sid Exley
12. Paul Jeffers
13. George Jessop
14. A. N. Kemp
15. Ned Manning
16. Al Rogers
17. Bill Slater

Now, watch everybody prove I'm all wet!





# CHRISTMAS REGATTA DEC. 27-9 HELD IN BAY FOR FIRST TIME HAS 50 BOATS AFTER HONORS

Balboa Times 12/26/35

California yachtsmen are concentrating their attention on Newport Harbor for the annual three-day Christmas Regatta being held, for the first time inside the port, under the auspices of the Newport Harbor Yacht Club, starting Friday, December 27, and which will include Star boat events, dinghy races and spirited contests between outstanding members of the six-metre fraternity as well as races for eight-metre boats.

Nearly 200 reservations have been made for the banquet and ball to be held Saturday night at the yacht club for those attending the races, which are being staged under the direction of J. M. Webster and William Bartholomae, Jr., race officials.

A large list of entries will be ready for the starting gun Friday, according to Mr. Bartholomae, who announced he expected at least fifty boats to compete in the annual Newport Harbor classic. Among the Star class entrants at present are the world famed "BY-C," owned by T. Higbee Embury and sailed by "Hook" Beardslee, the "Prochyon," belonging to Dr. Koleisch of Santa Monica, Dick Edwards in "Tom Robin," Doug McKinnon's "Sir Salty," "Phar-Lap," owned by Dr. Martin of Santa Barbara, and H. M. Dowsett, who is coming from Honolulu to sail the "Patsy."

Among the sleek six-metre boats to be entered in the holiday series are Bill Bartholomae's "Mystery," Richard Schayer, commander of the Catalina Island Yacht Club, who has entered his "Naiad," Alfred Rogers' "Synnove," Russ Simmons' "Ay-Ay-Ay," Don Douglas, famed airplane manufacturer, who will race his "Gallant," Bill Slater's "Lanai," and Bill Candy's "Ripples."

For the first time in the history

of the annual event, a majority of the events will be staged inside the harbor. Here before, events were held on an ocean course because of sandbars in the harbor, which prohibited racing. With the completion of the \$2,000,000 Federal Harbor dredging project, there are no sand bars, and the racing craft will have a ten-foot depth over the entire lower bay.

The six-metre group arrived in the harbor Sunday, with Bartholomae's "Mystery" leading the pack in a race from San Pedro harbor. Trailing the leader in order were Simmons' "Ay-Ay-Ay," Richard Schayer's "Naiad," Bill Slater's "Lanai," and Candy's "Ripples."

Plans for the 1936 international Star boat races, to be held at Newport Harbor by right of Beardslee's victory here last year, will be discussed by the many Star boat skippers to be present for the events. It has been suggested that the international event be held at some neutral point as the races have been held twice in succession on the Pacific Coast, at San Francisco in 1934 and Newport Harbor in 1935.

Cooperation is being given the Newport Harbor Yacht Club by the officials of the City of Newport Beach, and the Newport Harbor Chamber of Commerce to make the Christmas Regatta the most outstanding in the history of the event.

## Mercury 1/3/35 Final Standings N. H. Y. C. Regatta

A booming, rail down westerly which dismasted or tore sails on five racing yachts, gave salts the wind they've been praying for, plus, as the renewed Christmas holiday regatta wound up with a flourish on Greater Newport Bay Sunday afternoon.

Six-metre sloops, competing over a ten-mile course, windward and leeward sailed twice, weathered their feature without casualties. But not so the International Star sloops.

EIGHT-METER CLASS	
Angelita (Owen Churchill)	D.N.S. 2 1/2
Santa Maria (Davis)	D.N.S. 6
SIX-METER CLASS	
Gallant (Douglas)	3:11:59 11 1/2
Arayay (Simmons)	3:14:23 13
Naiad (Schayer)	3:14:35 9
Lanai (Slater)	3:15:02 15 1/2
Mystery (Bartholomae)	3:17:09 12
Ripple (Candy)	D.N.S. 6

STAR CLASS	
By-C (Beardslee)	2:53:18 27 1/2
Prochyon (Dowsett)	3:00:20 28
Tom Robin (D. McClure)	3:07:19 13
Sir Salty (MacKinnon)	3:07:30 3
Beatrice M. (Kolish)	3:27:21 12
Moderna (Lehman)	Disabled 13
Moirs (Caldares)	Disabled 8
Barbara J. (Dickey)	Disabled 6
Inspiration (Miller)	Disabled 9

POTTER DINGHY SERIES POINTS	
Potter (Nicholas Potter)	22
Main (Donald Douglas)	21 1/2
Send (Arthur Stewart)	7
Gew (W. L. Stewart)	
Dinah (Comm. Richard Schayer)	

INTERCLUB DINGHY  
First, No No No (Russell Simmons);  
second, Hallas Valga (Ned Manning).



# LANAI WINS YACHT RACE AT NEWPORT

L.A. Times—12/28/35  
By-C Also Triumphant in  
Christmas Championship  
Sailing Event

NEWPORT HARBOR, Dec. 27. (Exclusive)—Tucked prettily in the toe of their Yuletide socks, yachtsmen of Southern California found some \$2,000,000 of yacht harbor development mightily to their liking today, as the three-day Christmas holiday championships opened on Greater Newport Bay, with an Independence Day type of sailing fireworks displayed.

Young Bill Slater with his six-meter sloop Lanai of Los Angeles Yacht Club, International Star Class Champion—Harlin L. (Hook) Beardslee with his grand sloop, By-C, and Designer Nicholas Potter with No. 1 boat of his twelve-foot dinghy class, were respective winners.

Today's results, by boat and skipper, club, time and points:

SIX-METER CLASS		
1. Lanai (Slater), L.A.Y.C.	2:37:13	6%
2. Mystery (Bartholomae), N.H.Y.C.	2:39:21	5
3. Araya (Simmons), C.Y.C.	2:39:38	4
4. Gallant (Douglas), S.C.C.	2:43:25	3
5. Nalad (Schayer), C.I.Y.C.	2:44:24	2
6. Ripples (Candy), L.A.Y.C. D.N.F.	0	
STAR CLASS		
1. By-C (H. L. Beardslee), R.Y.C.	1:59:19	10%
2. Moderna (M. Lehman), R.Y.C.	2:03:02	
3. Procyon (Puck Dowsett), V.C.Y.C.	2:07:09	8
4. Inspiration II (B. Miller), N.H.Y.C.	2:07:10	7
5. Sir Sally (D. MacKinnon), B.C.C.	2:08:29	6
6. Barbara J. (W. Dickey), R.Y.C.	2:09:42	5
7. Moira (Calderas), S.M.	2:12:42	4
8. Tom Robin (Webster), N.H.Y.C.	2:12:47	3
9. Beatrix N. (J. Kollisch), R.Y.C.	2:13:43	2
10. Majella II (N.H.Y.C.)	D.N.F.	0
TWELVE-FOOT DINGHIES		
1. No. 1 (Nicholas Potter), S.C.C.		
2. No. 2 (Bill Stewart), S.C.C.		
3. No. 3 (Arthur C. Stewart), S.C.C.		
Balance of fleet ninth not taken. Five		

# LANAINIPS MYSTERY IN YACHT RACE

L.A. Times—12/29/35  
By-C Wins Again; Angelita  
Scores Victory in Eight-  
Meter Class

NEWPORT HARBOR, Dec. 28. (Exclusive)—It was another champion's day for racing skippers here, as Old Sol hid behind a glowering sky and Aeolus offered only spotty airs and enough calms to have frightened the Ancient Mariner for the second and semifinal Christmas holiday races on Greater Newport Bay.

Two added classes were out for the competition, eight-meter sloops and the new interclub dinghies. Results by boat and skipper, club, time, total points:

Eight-meter class—First, Angelita (Owen Churchill), S.C.C.Y.C. time 2:37:53, 2 1/2 points; second, Santa Maria (P. Davis), C.Y.C. did not finish.		
Six-meter class—First, Lanai (Slater), L.A.Y.C. time 2:28:23, 12 1/2 points; second, Mystery (Bartholomae), N.H.Y.C. time 2:29:51, 10 points; third, Araya (Simmons), C.Y.C. time 2:30:09, 8 points; fourth, Nalad (Schayer), C.I.Y.C. time 2:36:05, 5 points; fifth, Gallant (Douglas), S.C.C. time 2:37:52, 3 points; sixth, Ripples (Candy), L.A.Y.C. did not start.		
Star class—First, By-C (Beardslee), R.Y.C. time 2:54:54, 20 1/2 points; second, Sir Sally (MacKinnon), N.H.Y.C. time 2:39:38, 15 points; third, Moderna (Lehman), R.Y.C. time 2:39:56, 13 points; fourth, Beatrix N. (Kollisch), S.M.S.S. time 3:00:10, 9 points; fifth, Procyon (Dowsett), P.H.Y.C. time 3:04:04, 14 points; sixth, Tom Robin (Webster), N.H.Y.C. time 3:06:10, 8 points; fifth, Procyon (Dowsett), S.M.S.S. time 3:06:36, 8 points; eighth, Barbara J. (Dickey), N.H.Y.C. time 3:06:42, 8 points; ninth, Inspiration (Miller), R.Y.C. 9 points; tenth, Majella (Dunke), N.H.Y.C. did not start.		
Dinghy potter—First race won by No. 45 (Nich Potter); second, No. 41 (Donald Douglas); third, No. 42 (M. Lehman); fourth, No. 43 (W. L. Stewart); fifth, No. 44 (Art Stewart).		
Second race won by No. 41 (Douglas); second, No. 42 (Lehman); third, No. 44 (Art Stewart); fourth, No. 43 (W. L. Stewart); fifth, No. 45 (Potter).		
Interclub dinghy match—No. No. No (Russell Simmons) defeated Hallax Valga (Ned Manning) two straight races.		

# NEAR GALE HITS BOATS IN REGATTA

L.A. Times—12/30/35  
By-C Wins Star Sloop Title;  
Other Yachts Dismasted  
and Lose Sails

NEWPORT HARBOR, Dec. 29. (Exclusive)—A booming, rail down westerly which dimasted or tore sails on five racing yachts, gave salts the wind they've been praying for, plus, as the renewed Christmas holiday regatta wound up with a flourish on Greater Newport Bay this afternoon.

Six-meter sloops, competing over a ten-mile course, windward and leeward sailed twice, weathered their feature without casualties. But not so the International Star sloops.

EIGHT-METER CLASS		
Angelita (Owen Churchill).....	D.N.S.	2 1/2
Santa Maria (Davis).....	D.N.S.	0

SIX-METER CLASS		
Gallant (Douglas).....	3:11:59	11 1/2
Araya (Simmons).....	3:14:23	13
Nalad (Schayer).....	3:14:35	9
Lanai (Slater).....	3:15:02	15 1/2
Mystery (Bartholomae).....	3:17:09	12
Ripples (Candy).....	D.N.S.	0

STAR CLASS		
By-C (Beardslee).....	3:58:18	27 1/2
Procyon (Dowsett).....	3:59:19	13
Tom Robin (D. McClure).....	3:59:19	13
Sir Sally (MacKinnon).....	3:07:50	3
Beatrix N. (Kollisch).....	3:27:21	12
Moderna (Lehman).....	Disasted	25
Moira (Calderas).....	Disasted	8
Barbara J. (Dickey).....	Disasted	6
Inspiration (Miller).....	Disasted	9

POTTER DINGHY, SERIES POINTS		
Potter (Nicholas Potter).....	22	
Minn (Donald Douglas).....	21 1/2	
Scud (Arthur Stewart).....	7	
Gee (W. L. Stewart).....		
Girab (Comm. Richard Schayer).....		

INTERCLUB DINGHY		
First, No. No No (Russell Simmons); second, Hallax Valga (Ned Manning).		



# BRILLIANT SAILING TALENT IS REVEALED IN XMAS REGATTA

Balboa Times 1/2/36

Gathering from all parts of Southern California, yachtsmen witnessed a brilliant array of sailing talent in the first Christmas Regatta, Dec. 27-28-29, to ever be solely sponsored by the Newport Harbor Yacht Club, and the first series of racing events to be entirely staged on Newport Bay, a feat made possible by the recent completion of the \$2,000,000 Federal dredging and improvement project, with International Chappin "Hook" Beardlee winning first place on all three days in the Star events, Bill Slater piloting his six-metre sloop "Lanai" to victory in that class, Owen Churchill's "Angelita", taking first for the eight-metres, while considerable interest centered around the dinghy races. A gala banquet and dance Saturday evening featured the social events of the series.

Opening the Star events Friday, Beardlee made the bay course in the winning time of 4 hours, 24 min. 19 sec., leading Lehman's "Moderns" by 2 min. and 43 sec., and followed by Dowsett's "Procyon." Winners the second day were the "BY-C," Doug McKinnon's "Sir Sully," and McClure's "Tom Robin." Climaxing the series was the thrilling race staged in a strong wind that forced four

contestants out of the race, with the "BY-C" capturing its usual first, with a total score of 25 points for the series, Dowsett's "Procyon," second, with 20 points, and McClure third in "Tom Robin," with a total of 13 points.

Third place for the Star series went to McKinnon with 19 points. Others finishing were Dr. Kalisch's "Beatrix N," 12; while points scored by others, were Lehman's "Moderns," 15; Streeton's "Barbara J," 6; Coldares "Molra," 6; and Miller's "Inspiration," 7.

Winning first on Friday and Sunday, but taking only fourth on Saturday, Bill Slater piloted his "Lanai" to victory in the six-metre series, followed by Russ Simmons in "Ay-Ay-Ay," Bill Bartholomae's "Mystery," Don Douglas's "Gallant," and Commodore Richard Schayer's "Nalad," Catalina Island Yacht Club.

Winners the first day were "Lanai," 4 hr. 42 min., 13 sec.; "Mystery," and "Ay-Ay-Ay," the second day; "Lanai" again came in first, trailed by "Mystery" and "Ay-Ay-Ay," but on the third day "Gallant" forged into the lead, followed by "Ay-Ay-Ay," "Nalad," "Lanai" and "Mystery."

Victory in the eight-metre class went to Owen Churchill in a dual between his "Angelita" and Davis "Santa Maria," staged in the bay Saturday.

Among the several dinghy races staged Saturday, the first race was captured by Nick Potter's "Corvet," followed by "Mi-Sin," "G-G," "Dryad," and "Scud." Don Douglas came through to win the second event in "Mi-Sin," followed by Bill Stewart in "G-G," and Art Stewart in "Scud."

The Potter Dinghy series proved to be well named, for all three races were captured by Nick Potter in "Corvet." Others sailing in the series were Don Douglas and Art Stewart.

Staging three races in an Inter-Club series, one of them during a pouring rain, Russ Simmons, sailing "No-No-No," defeated Ned Manning, at the tiller of "Hallux Valges." Walter Franz of Newport Beach defeated James McNabb in an impromptu race held on the ocean between his "Brilliant" and the latter's "Flying Cloud."

About 167 attended the banquet and dance Saturday evening. Music was furnished by a prominent Pasadena orchestra. Among the prominent yachtsmen entertaining large parties of guests were George Howard of Los Angeles, eight; Mr. and Mrs. Ed Locke of Balboa, 18; Dr. Albert Selland, 6; James Webster, 21; Commodore Richard Schayer, 9; Howard Yearglove of Riverside, 9; Commodore Rohl, 10; and Owen Churchill of Beverly Hills, 10.