

36N-

Lanai etc.

Dec. 26. '36.



The New "400"



Matt Walsh, designer and builder of the new "400" Class is justly proud of this new sloop which will not sink or capsize.
—Ruskauff Photo.

Displaying remarkable seagoing qualities in trial spins, the first of the "400" sloops, brought out last month by Matt Walsh of Garbutt & Walsh, San Pedro, bids to at once command wide attention as a popular one-design racing class.

Outstanding about the trim 19-footer is her seaworthiness; she will not sink or capsize, and proved as much in rigorous tests passed before Captain Samuel C. Kennedy and Captain Joseph Moody of the Federal Bureau of Steam Ship Inspection.

Throughout she is quality construction. The 29-foot mast is air-

plane spruce and the rigging of stainless steel. Quality English swallow wings material is used in her 186-square feet of sail.

The deck-finish is in natural two-toned mahogany and cedar. Frames are steam-bent oak, the planking of Philippine mahogany. The little craft is Everdur screw-fastened throughout.

Two of the boats have been constructed thus far.

Water-line length of the "400" is 16 feet 2 inches, beam 5 feet 6 inches, draft 30½ inches. About 700 pounds of lead is carried on the keel.

O. Y. C. BACKS YACHT HARBOR CAMPAIGN

Of extreme interest and importance to members of the Oakland Yacht Club and all yachtsmen of San Francisco Bay is the progress of the East Bay Aquatic Center, promoted by the Junior Chamber of Commerce and backed by the Oakland Yacht Club.

Tentative plans call for the construction of a complete and modern yacht harbor and bathing beach at the south end of the Key Route fill. Accommodations as now contemplated will be provided for 250 yachts with room for expansion to 500 or more depending on berth arrangements. In addition to the

berthing facilities small boat storage and a site for a yacht club are being planned.

A. P. B. A. SELECTS BAKER AS VICE-PRESIDENT

F. V. F. Baker, treasurer of the Oakland Yacht Club, was recently appointed to the office of vice-president of the American Power Boat Association. "Pop," as he is affectionately known to thousands of San Francisco yachtsmen, has been a guiding light in yachting activities in that area for the past 35 years. His appointment to the office of vice-president is not only a high honor but shows the good judgment of the A. P. B. A.



Photos by W. C. Sawyer

The Midwinter Regatta at Los Angeles

"Mystery" and "Angelita" Win Honor of Representation in 1936 Olympic Series

By H. B. WARREN



BEATING the favorites has always been a tough assignment at the Midwinter Regatta, and this year was no exception to the rule. Only one boat, Hook Beardslee's international champion *Star By-C*, failed to come through as expected. Her defeat was not due to superior sailing by her competitors, but to a disqualification in the third race, after she had finished in second place. *By-C* won three of the five races and took second and fifth in the other two, piling up plenty of points for a decisive win but for the hard luck of that one race. The consistent sailing of young "Bob" Ziegler with his *Win-Blu*, a second and four thirds, carried off the honors in the Star Class. A very popular victory it was, too, for this boy has lost out by the slimmest of margins over a period of years. Also, it was heartening to the others to know that *By-C* can be toppled, in spite of the way it happened. Eastern Star owners, particularly, may take heart, since they have evidently given up trying to beat *By-C* on the ocean and have had to resort to a major operation upon the rules to get the international cup away from her.

The two heats which *By-C* did not win were captured by Jack Keith's *Turtle Star* and Jack Baxter's *Pollux II*. Keith was second and Baxter eighth in the series. Baxter would have had a higher score but for fouling Dr. Kolisch's *Beatrix N* the last day. And what a mix-up that was — both boats with rails buried, crews hiking

"Mystery," the "Six" owned by Vice Commodore William A. Bartholomae, Jr., won in her class. She has been selected as the United States Six-Metre entry in the 1936 Olympics

Left, "Santana," the new schooner owned by William L. Stewart, Jr., won in the Universal Rule Class

far out, and *Beatrix* on the starboard tack. Baxter saw her, all right, and tried to pass astern, when a regular Magellan "willy-waw" made his boat take the bit in her teeth and charge full into *Beatrix*. Both boats lost their masts and sails were split. Luckily, the only casualty was a slightly sprained wrist, suffered by Glenn Waterhouse, 1933 Star "champ," crew of *Beatrix*.

The regatta was sailed off Los Angeles Harbor from February 12th to 16th, in the worst weather of a rather mild winter. The wicked sou'easters, with rain a-plenty, of the first and third days so jumbled the ocean that it looked like those ice cream cone mountains in Arizona, what with the backwash taking all regularity out of the seas. On the second day the wind had whipped into the southwest, piling up such a nasty sea that the committee wisely ran the races inside. The same conditions prevailed the last day. Only on the 15th did the weather man send along a perfect day, although some crews were heard to opine that they could have done with a bit more breeze than the mild southerly they found.

The "Sixes," as usual, developed the most interesting contest. After one glance at the weather that opening day everyone picked Donald Douglas's *Gallant* and decided to watch the other classes. But they reckoned without Al Rogers, who pounded his husky old *Synnove* through the maelstrom in a race-long struggle with Ted Geary, sailing *Naiad*, and William Bartholomae's *Mystery*. Rogers' margin over Geary was just 10 seconds and only 14 over Bartholomae's. The ancient *Lanai*, sailed by "Bill" Slater, was fourth, while the incomprehensibly sluggish *Gallant* could do no better than fifth.

In the second race *Mystery* and *Naiad* changed places twice for the lead, but *Mystery's* faster reaching qualities finally settled matters. *Naiad*, however, had her innings next day. After being recalled for an early start, Geary drove her through the entire fleet on the first windward leg and went the rest of the way alone. *Synnove* fought uphill from a bad last at the start into second, but was still 1 minute 19 seconds behind the winner.

As a contest, the fourth race was the best of the series. George Lauder, a welcome visitor from the East who sailed Tommy Lee's *Caprice*, got the start and turned into the windward work at the first mark with a nice lead. The others soon began to gain, until finally *Synnove* was trying to blanket *Caprice*. When the former couldn't make it and went about, Lauder failed to cover, continuing on the starboard tack and running into a lovely soft spot that dropped him down to fifth at the next mark. *Synnove* seemed to have the race in the bag, but she has never been much on a reach or a run, particularly in a soft breeze, so the next two legs were her Nemesis, both *Mystery* and *Lanai* passing her. After that there was no change in position.

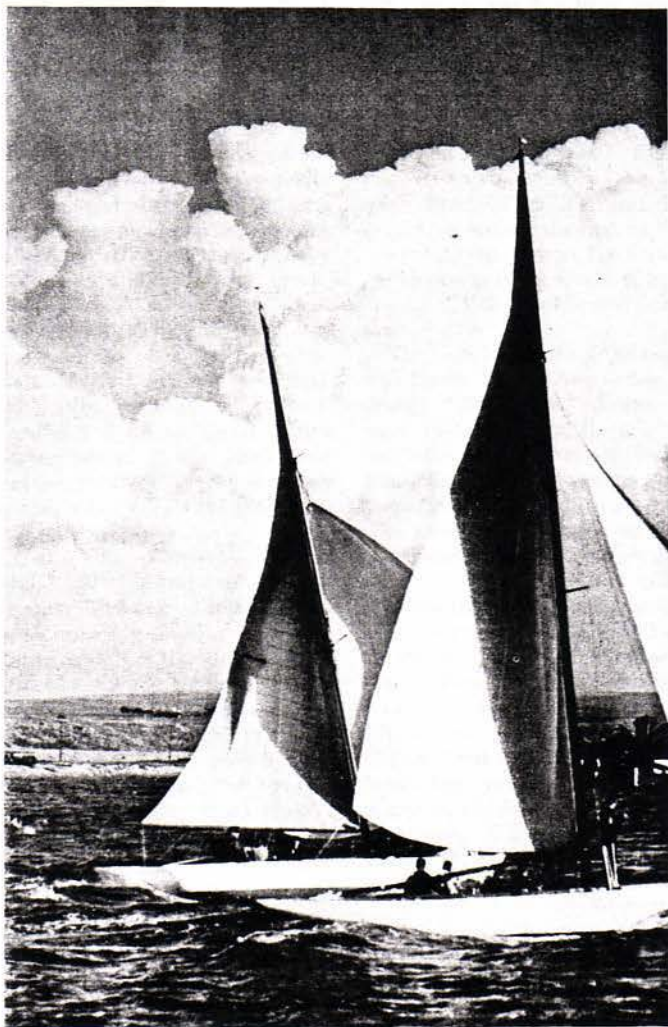
In the final event *Gallant* showed her old-time form in the heavy stuff. Her margin was more than three minutes over *Mystery*, while *Synnove* and *Naiad* were third and fourth, respectively.

The other Six-Metre contenders not yet mentioned were William Candy's *Ripples*, sailed by Morgan Adams, and Russ Simmons' *Ayayay*. These two, with *Gallant* and *Caprice*, were not in the best of condition, while *Lanai* is too small to be a serious threat with four of the five races sailed in strong winds. *Mystery* easily deserved the series, both because of her perfect shape and her almost faultless handling. She will represent America at the Olympics and a worthy contender she will be. Ted Geary almost restored the Mike Casserly days to *Naiad*. These

(Continued on page 122)



Owen P. Churchill's "Angelita" took first in the Eight-Metre to represent this country in the Olympic Regatta. Below, "Lanai," champion "Six," and "Mystery" fighting for the lead on Newport "Mystery's loose-footed main



The Midwinter Regatta at Los Angeles

(Continued from page 55)

were his first races at her stick. A disqualification on Saturday deprived her of second in the series. For a boat not in top form *Synnore* did wonders.

The "Eights" sailed only four times, electing not to come out the second day. There was not a really close contest between the two, Owen Churchill's *Angelita* winning decisively on the three heavy weather days and Pierpont Davis' *Santa Maria* on the one light weather day. The last race was shortened to one round when *Santa Maria's* mainsail was torn and she limped in under jib alone. *Angelita* will be another Olympic representative. If the wind gods hear our prayers for her she may become a two-time Olympic champion.

With Olin Stephens at her helm, "Bill" Stewart's new 55-foot schooner *Santana* displayed real speed, annexing the Universal Rule Class honors. Off the wind, particularly in reaching, she is a marvel, and while she foots very fast on the wind she does not look very high. However, she is still quite new. It was her reaching that won the first contest for her after Matt Walsh's 45-foot sloop *Thorobred* had led in the windward work. The second

day, which was the light weather Saturday in this three-race series, it was all *Thorobred*. This boat was not at the starting line in the last race and *Santana* had it all her own way against the "also rans," H. J. Barneson's *Francesca*, Charley Page's *Charmar*, and Burton Baldwin's *Trade Wind*. The last, however, took second the first day.

Paul Lamport won the series in the Common Sense Class, defeating Sidney T. Exley and Ernest Schoedsack.

The hard luck boat of the regatta was Merle Davis' *Ortie* of the one-design "22-squares." Losing her mast in the opener, it took until Saturday to get her ready. She lost that day to Raymond Paige's *Catherine II* by about two minutes. The new mast snapped next day just before the start. So now Davis faces the future without qualms, knowing that fate has done her worst.

The struggle among the "Forty-Fives" was truly a hair raiser. Although Bruce Beardsley showed the way home twice out of three with his schooner *Amorita*, he won by only a point and a half over three boats tied for second place, viz.: *Kummel*, the Beeler-Ivie syndicate; *Tecumseh*, William Walker, and *Billou*, W. Shepherd.

Skimmer Class: First, *Firefly*, Sir Guy Standing, sailed by Rose Pasel; second, *Pirate*, Morgan Sweeney; third, *Sledder*, Ed Pablan.

16-Foot Restricted Class: First, *Lark*, H. P. Lawhorn; second, *Ixnay*, Frank Thees; third, *Borgie*, B. Stewart.

12-Foot Restricted Class: First, *Welakahauo*, Cox Birkholm; second, *Mine*, D. M. Callis, Jr.; third, *Chick*, Max Miller.

In the Snipe and 20-Foot Restricted Classes protests were still unsettled at the time of writing.

The last two days there were also races for power cruisers. Final winners were: First, *Blue Boy*, Carl Goetz; second, *El Perrito*, Ben McGlashen; third, *Cielito*, Wesley D. Smith; fourth, *Companero*, Joe Fellows, Jr.; fifth, *Omar*, Charles

Sea Hawk finished first, but was disqualified for passing Pt. Firmin buoy on the wrong side and for fouling *Malabar VII*. This gave the race to Tom Reed's 61-foot schooner *Paisano*, sailed by Nick Potter. Stewart's *Santana*, whose challenge precipitated the race, was second, and Charles Page's 69-foot ketch *Charmar* was fourth.

The regatta was sponsored by the Civic Regatta Association and the Southern California Regatta Association. The race committee, which really took it on the chin in a small power boat leaping about at anchor, consisted of James M. Webster, Chairman; Erwin Jones, Don Hatswell, Ernest George, Ned Manning, C. Shepard Lee and M. S. Robinson. Bouquets are also due the men of the Coast Guard, who had their hands full picking up disabled craft.

Tenth Annual Midwinter Regatta

Los Angeles Harbor, February 12th-16th

EIGHT-METRE CLASS

| Yacht | Owner | 1st | 2nd | 3rd | 4th | 5th | Total Points | Final Place |
|--------------------|-----------------|-------|-----|-------|-------|-------|--------------|-------------|
| <i>Angelita</i> | O. P. Churchill | 2 1/4 | 0 | 2 1/4 | 1 | 2 1/4 | 7 3/4 | 1 |
| <i>Santa Maria</i> | Pierpont Davis | 1 | 0 | 1 | 2 1/4 | 1 | 5 1/4 | 2 |

SIX-METRE CLASS

| | | | | | | | | |
|----------------|----------------------|-------|-------|-------|-------|-------|--------|---|
| <i>Mystery</i> | Wm. Bartholomae, Jr. | 6 | 8 1/4 | 5 | 8 1/4 | 7 | 34 1/2 | 1 |
| <i>Synnové</i> | Al E. Rogers | 8 1/4 | 5 | 7 | 6 | 6 | 32 1/4 | 2 |
| <i>Lanai</i> | Bill Slater | 5 | 6 | 6 | 7 | 4 | 28 | 3 |
| <i>Naiad</i> | E. Richard Schayer | 7 | 7 | 8 1/4 | 0 | 5 | 27 1/4 | 4 |
| <i>Gallant</i> | Donald Douglas | 4 | 4 | 2 | 2 | 8 1/4 | 20 1/4 | 5 |
| <i>Ripples</i> | Wm. Candy | 3 | 3 | 4 | 4 | 3 | 17 | 6 |
| <i>Ayayay</i> | Russell Simmons | 2 | 2 | 1 | 5 | 2 | 12 | 7 |
| <i>Caprice</i> | George Lauder | 1 | 1 | 3 | 3 | 0 | 8 | 8 |

STAR CLASS

| | | | | | | | | |
|--------------------|--------------------|--------|--------|--------|--------|--------|--------|----|
| <i>Win-Blu</i> | Bob Ziegler | 8 | 8 | 8 | 9 | 8 | 41 | 1 |
| <i>Turtle Star</i> | Jack Keith | 10 1/4 | 5 | 7 | 6 | 9 | 37 1/4 | 2 |
| <i>By-C</i> | H. J. Beardslee | 6 | 10 1/4 | 0 | 10 1/4 | 10 1/4 | 36 1/2 | 3 |
| <i>Barbara J</i> | Streeton Bros. | 9 | 6 | 6 | 5 | 7 | 33 | 4 |
| <i>Alibi</i> | Donald Williams | 5 | 4 | 5 | 3 | 6 | 23 | 6 |
| <i>Sir Salty</i> | Douglas Mackinnon | 4 | 9 | 9 | 7 | 0 | 29 | 5 |
| <i>Pollux II</i> | Jack Baxter | 0 | 3 | 10 1/4 | 8 | 0 | 21 1/4 | 8 |
| <i>Beatrice N</i> | Dr. J. M. Kolisch | 7 | 7 | 4 | 4 | 0 | 22 | 7 |
| <i>Skipper</i> | Pritchard | 0 | 2 | 3 | 0 | 0 | 5 | 9 |
| <i>Estrelita</i> | Howard Wright, Sr. | 0 | 0 | 0 | 2 | 0 | 2 | 10 |

COMMON SENSE CLASS

| | | | | | | | | |
|-----------------|-------------------|--|--|--|-------|-------|-------|---|
| <i>No. 3</i> | Paul Lamport | | | | 3 1/4 | 2 | 5 1/4 | 1 |
| <i>No. 1</i> | S. T. Exley, Jr. | | | | 1 | 3 1/4 | 4 1/4 | 2 |
| <i>Jamboree</i> | Ernest Schoedsack | | | | 2 | 0 | 2 | 3 |

22-SQUARE-METRE CLASS

| | | | | | | | | |
|---------------------|---------------|-------|---|---|-------|-------|-------|---|
| <i>Catherine II</i> | Raymond Paige | 2 1/4 | 0 | 0 | 2 1/4 | 2 1/4 | 6 3/4 | 1 |
| <i>Ortie</i> | Merle Davis | 0 | 0 | 0 | 1 | 0 | 1 | 2 |

UNIVERSAL RULE CLASS

| | | | | | | |
|-------------------|---------------------|-------|-------|-------|--------|---|
| <i>Santana</i> | Wm. L. Stewart, Jr. | 5 1/4 | 4 | 5 1/4 | 14 1/2 | 1 |
| <i>Trade Wind</i> | Burton M. Baldwin | 4 | 3 | 2 | 9 | 2 |
| <i>Thorbred</i> | Matt Walsh | 3 | 5 1/4 | 0 | 8 1/4 | 3 |
| <i>Charmar</i> | Charles Page | 2 | 1 | 3 | 6 | 4 |
| <i>Francesca</i> | H. J. Barneson | 0 | 2 | 4 | 6 | 4 |

PACIFIC SKIPPER

A MAGAZINE OF WESTERN YACHTING—

VOLUME 3

Number 3



10c per copy
\$1.00 per year

MARCH, 1936.

They Took A Beating And Liked It

With Only Three Exceptions 1935 Mid-Winter Champions Were Defeated In a Series of Races
Rains, Near Gales, Torn Canvas and Broken Masts and Gear.

BY DISHING out copious quantities of abuse, physical punishment and accidents, Old Man Weather, and that poker-faced, mythical dame known as Lady Luck, had a great deal to do with the crowning of many new Class Champions at the end of the 10th Annual Mid-Winter Regatta, sponsored by the Civic Regatta Association of Southern California and sailed February 12, 13, 14, 15, 16 at Los Angeles Harbor.

Only three 1935 Champions came through the ordeal of five days of wet and windy competition with their titles intact and of these three class leaders only one had sailed in the larger classes. When the final tabulation of points had been completed by the more than efficient Regatta Committee the following were posted as 1936 Champions:—

Eight Metre Class—*Angelita*, Owen Churchill.*

Six Metre Class—*Mystery*, W. A. Bartholomae, Jr.

Star Class—*Win-Blu*, Bob Ziegler.

Common Sense Class—*No. 1*, Paul Lampert.

Cruising Class—*Amorita*, Bruce Beardsley.

22 Square Metre Class—*Catherine II*, Raymond Paige.

Power Cruiser Class—*Blue Boy*, Carl Goetz.

Universal Class—*Santana*, W. L. Stewart, Jr.

Patricia Skimmer Class — *Firefly*, Rose Pasel.*

10 Square Metre Class—*Betts*, Herbert Van Stoltenberg.

20-Foot Restricted Class — *Rambunctious*, James Cowie.

16-Foot Restricted Class—*Lark*, H. P. Lawhorn.*

12-Foot Restricted Class—*Welakahao*, Cox Birkholm.

Snipe Class—*Ska-Ram*, Louis Varalayay.

Skimmerette and Rainbow Class—*Skipit*, Bob Perry.

(*—Retained Championship.)

With the exception of one day of the regatta, heavy weather prevailed and on the other days, when the helmsmen and crews were not being dampened down by rain, they were ducking the flying crests of the heavy



Before and after the races the California Yacht Club was the center of activities. (From port to starboard) Sid Exley, Mrs. Donald Ayres, Mrs. "Hook" Beardslee and Commodore John Stick (C. Y. C.)

chop. The Regatta Committee, headed by Erwin Jones who was pinch hitting for Jim Webster, used its good judgment and sent the competing boats over an inside course on the second and last days. Even this move did not prevent damage to four of the class yachts on the last day as the wind was of such velocity that three masts were lost.

EIGHT METRE CLASS

Angelita, Owen Churchill's fast eight metre, was the only yacht sailing in the larger classes to retain her 1935 leadership. Her only com-



The six-metre "*Caprice*," chartered by George Lauder for the Mid-Winter Regatta gets over the line before the gun and is recalled.

petition in this class was *Pi Santa Maria* as *Marin*, recently Commodore John L. Stick of Yacht Club, was taken from competition when she was motorized only four of the available races. *Angelita's* helmsman did not waver in his determination to enter her to Kiel, Germany, to enter the events. Of the four days' races she took three first places, her rival winning the third race sailed.

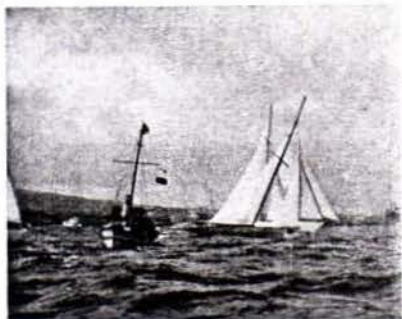
SIX METRE CLASS

Though usually classed as a six, Bill Bartholomae's all-white black masted *Mystery* won the title this year. Her skipper had to keep a close eye on the weather and to use a loose rein when the velocity of the wind was over her usual standard. A pair of first and fourth places allowed her to collect a total of 34½ points. Rogers' heavy weather *Synmove* was winner, by 2¼ points. With her credit, *Lanai*, sailed by you finished the series in third place. Schayer's famous six sailed by the Geary took fourth series position while the defending champion *Douglas' Gallant* followed *Naiad* standing with 21¼ points.

At the end of the fourth race *Naiad* in second series standing was point behind the leader, *Mystery* lodged against *Naiad* by Russell of the *Ay-Ay-Ay*, stuck, and won that day by Geary's *ma* were chucked into the discard.

At the start of the first day's took the lead shortly after p. Fernin whistler and was never the second day *Caprice* owned Lee and chartered for the regatta. Lauder of Eastern six metre fan *lant* and *Synmove* were over the line which forced Erwin Jones' white ball and red horizontal lead most of the way over the

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Start of the first Universal Class race "Thorobred" and "Santana" across the "Trade Wind" coming up to the committee boat.

THEY TOOK A BEATING AND LIKED IT

(Continued from Preceding Page)

way to *Naiad* at the windward buoy in regaining and keeping the lead by through *Naiad*'s lee on the last run Beach. At the start of the third day's 'aprice, *Lanai* and *Ripples*, owned by idy but sailed by Morgan Adams for ner who was skiing in Switzerland, called. With the exception of *Naiad* jumpers were able to restart without delay but as Geary was boxed in he continue on his course for a consideration before he could come about, sail the line and start again. Regardless handicap Geary put *Naiad* through so perfectly that she lead at the finish nute, 18 seconds.

Rule XXX, Paragraph I, as the basis otest, Russ Simmons sailing *Ay-Ay-Ay* it the red hunting just before the finish ourth day's race and indicated *Naiad* offender. The committee allowed the which practically cinched the series for

nt, whose poor showing was credited act that she had been on display at the Boat Show which necessitated consideration juggling, and which was sailed ally by her owner, Don Douglas, his son, l Ted Conant, won the last day's event iple time to spare. The course was in to the 30-mile wind. Near the end of George Lauder had the rare exper having 2A Buoy make a wild leap l and tangle itself in *Caprice*'s perman k stay, causing the mast and sails to the deck and pulling a major portion or'd deck from the deck beams.

STAR CLASS

gh attending the regatta and serving whenever the opportunity presented lynn Waterhouse had *Three Star Too* ge and the San Francisco Bay favorite defend her 1935 Championship. Wat served as crew aboard Doug Mac's *Sir Salty*, sailed by "Roving Ballast", and Dr. Kolisch's *Beatrix N*. As crew riences were varied and included con e baling when aboard *Sir Salty* and

ducking the mast on *Beatrix N* when it crashed during the last day's race.

Bob Ziegler proved that consistency pays huge rewards. His *Win-Blu* with one second, three third and one fourth places to her credit won the Star class laurels with 41 points. Second series place went to Jack Keith sailing his recently acquired *Turtle Star* with 37 1/4 points while third series standing went to BY-C sailed by "Hook" Beardslee. The latter's point total was finally figured as 35 1/2, just 2 1/2 points more than was credited to the Streeton boys *Santa Monica* entry, *Barbara J* and Ed Williams' *Alibi*, tied for fourth place. Though she did not finish the last day's race due to a whipping mast, *Sir Salty* collected 29 1/4 points to take fifth series position.

On both the outside and inside courses the skipper and crew of each *Star* as well as the sloop itself took a real beating. The strain on wood, metal and human structure was terrific and took its toll. On the first day, when well out in the lead, Bill Baxter's *Pollux II* lost a chain plate and retired, and on the last day Baxter's entry and Dr. Kolisch's *Beatrix N* were dismasted and were towed to their moorings.

Had not "Hook" Beardslee requested that the race committee deduct from his total points those won on a day when an oral protest was filed against him by Lehman, he would have won the series easily. However, "Hook" is a real Corinthian as is evidenced by his voluntary action. The incident further serves to prove that Mid-Winters are "poison" to the Newport Harbor skipper: last year he had the championship within his grasp when



Dick Schayer's six-metre "Naiad" was well on her way to class leadership when a protest which was allowed by the committee was lodged against her.

—Sawyer Photo



The docks of the California Yacht Club were a bee hive of activity during the Mid-Winter Regatta.

BY-C lost her mast putting his championship possibilities on well greased skids.

It took stamina, nerve and a cast iron "tummy" to sail a *Star* during the regatta and those who survived the five days of competition are to be congratulated regardless of their position at the end of the series.

22 SQUARE METRE CLASS

To Raymond Paige and his *Catherine II* goes the honor of being the first Mid-Winter champion for this class. The other entry in the 22 Squares was Werner Callies' *Orthie*, sailed by Merle Davis. The first day out at the Pt. Fermin buoy *Orthie* lost her mast which her skipper replaced with a jury rig by the time the Coast Guard arrived to give him a tow. While this was happening Paige completed the course. For the next two days Davis was busy making a new mast for *Orthie* with the result that the class did not sail again until the next to the last day of the regatta. *Catherine II* won this race. On the last day, just before the firing of the starting gun, *Orthie*'s mast again crashed to the deck leaving Paige and his entry undisputed rulers of the class.

UNIVERSAL CLASS

To serve as helmsman of the X Class schooner *Santana*, her designer, Olin Stephens, flew here from New York. His skill and knowledge of this yacht was pitted against the abilities of the skippers of the ketches *Charmar* and *Trade Wind* and the sloops *Francesca* and *Thorobred*. It was generally understood that Bill Stewart, owner of *Santana* and Matt Walsh, owner of *Thorobred*, were going to use the three-day series for this class to race their respective craft on a boat-for-boat basis, even though the final class results would be calculated on the usual basis. On checking the course selected by the committee for the first day Walsh announced before the start that the race was "in the bag" for *Santana*. Though across the line first *Thorobred* was lagging at the breakwater buoy and lost additional time

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TOOK A BEATING AND LIKED IT

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progressed. On elapsed time Thorobred by 7 minutes, 26 seconds corrected time the schooner had it by 1 minute, 5 seconds. The was a different story. On elapsed and finished 11 minutes, 11 seconds.

Santana and on corrected time p's lead was 6 minutes, 54 seconds of his own Walsh refused red in the third and last race of

boat-for-boat competition was on Baldwin sailing *Trade Wind* age at *Charmar's* tiller were having all their own which finally went l.

COMMON SENSE CLASS

rt sailing *Common Sense No. 3* days' series. On the last day iting yachtsman, Hal Jones of board but rescued him without er his sloop's course. *Jamboree*, iled by Ernest Schoedsack, ent day's race for this class and ed her attentions to the 45 Foot class. Sid Exley sailed *Common* a both races but finished third in as a result of his trying to beat s record for being late at the Exley won the second event but sitions of first on the first day i the next day gave his sloop the int.

OT HANDICAP CLASS

the beautiful Wilber May tro-year by Dick Schayer's *Cheerio* ling as the 45 Foot Sailing Association class competition was won by ey's schooner *Amorita*. The ser-of three races with the dirty e last day keeping a lot of the the stiff competition. *Amorita's* as 30½ with the next three el, *Tecumseh* and *Bil Lou* tied ace each with 29 points. Sailed club owner, Bill Stoermer, the as next in line with 18 points.

ER CRUISER CLASS

set with difficulties of all kinds, owners thoroughly enjoyed their y, by necessity cut from three to



Carl Goetz (port) and Wesley Smith (starboard) eagerly watch the committee as the final results of the cruiser races are figured out.

two days. For the first time in Southern California history the "smoke eaters" used the Predicted Log basis for their competition and the results were so satisfactory that it is safe to assume the system will be used for future power events. Two of the difficulties the owners of these craft faced was the complete absence of a race committee and a committee boat. Eventually they found a committeeman, and H. A. B. Sneve willingly offered the services of his cruiser *Sea Dog* as a committee boat.

Carl Goetz' *Blue Boy* won the series with a total error of only 6 minutes, 36 seconds, his error of 3 minutes, 1 second for the second race being the lowest error of any entry. *El Perrito*, with the radio station owner, Ben McGlashen, at the wheel was second in series standing with 9 minutes, 23 seconds charged against his cruiser. Wesley Smith's *Cielito* finished the two days of racing with a total error of 12 minutes, 50 seconds to win third series place. Had not his figures been ambitious for the first day's race his final standing would have been much better as his error for completing the last day's run was only 3 minutes, 45 seconds. With a total error of 35 minutes, 49 seconds "Rusty" Fellows' flying bridge *Companero* finished in fourth place and Charles Pansing's *Omar* landed in the cellar position with an accumulated error of 36 minutes, 11 seconds. Like *Cielito's* owner the captains of *Omar* and *Companero* were guilty of too much enthusiasm the first day. Though unable to get his figures before the committee in time for the last race, Dr. Hanna's trim

Penguin completed the course and added color to the race.

SMALL BOAT CLASSES

If the general dirty weather had an effect on the larger classes it played havoc with the schedule set for the seven classes of small boats sailing behind the breakwater at Cabrillo Beach. Their schedule called for one race on February 15 and two on February 16. The single race on the first day of their series was sailed as per schedule but before the first of the two races set for February 16 the Coast Guard advised the race committee that the first event should be postponed due to the heavy weather prevailing at that time. The committee wisely accepted this suggestion with the result that only one race was sailed the last day, cutting the series from three races to two. Of the seven classes sailing five new Mid-Winter Champions were declared.

10 SQUARE METRE CLASS

Herbert Van Stoltenberg's *Betts* won this class competition sailed for the first time this year. *Mug*, sailed by Milan Ransom, finished the series in second place, neither boat sailing in the second race.

20-FOOT RESTRICTED CLASS

Next to the Snipes this class had the largest number of entries. Jim Cowie's *Rambunctious* won the series with 29¼ points, just 1 point ahead of V. H., Hugh Prifogle's 1935 class champion, and 1¼ points more than collected by Tom Hamilton's *Pelican*, third series winner. Disqualifications, failure to start and failure to finish, particularly with reference to the last race, upset the dope and materially effected the final class standing.

PATRICIA SKIMMER CLASS

Rose Pasel sailing *Firefly* won the competition in this class thereby retaining the title which she won last year. Five Patricia Skimmers were out for both races with the accomplished helmswoman taking first place in each to collect a total of 12½ points. M. L. Sweeney's *Pirate* finished the series in second place with 9 points and Ed. Fabian's *Slider* in third place with 8 points.

16-FOOT RESTRICTED CLASS

One of the two small boats to repeat its 1935 performance was H. P. Lawhorn's *Lark*, winner of this class. Finishing third in the first race and first in the last his repeating champion was credited with 14¼ points. Frank

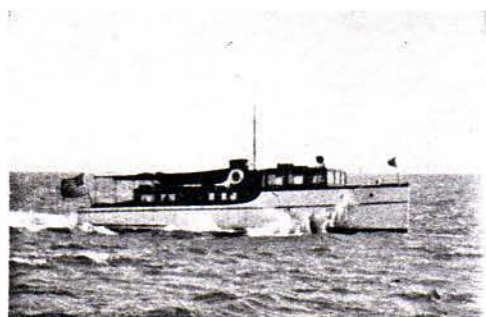
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" Carl Goetz' cruiser won the er cruiser navigation races.



Ben McGlashen's "El Perrito" took second series position in the cruiser events.



Third place in the series of navigation races went to Wesley Smith's "Cielito."

THEY TOOK A BEATING AND LIKED IT

(Continued from Preceding Page)

Thees' *Ixnay* was only 1/4 point behind the class leader in second place and Stewart Bahbitt's *Buji*, which won the first race but which was disqualified in the next, finished the series in third position with 8 1/4 points.

12-FOOT RESTRICTED CLASS

Mine, sailed by D. M. Callis, Jr., and winner of the 1935 class competition, was forced to relinquish class leadership to Cox Birkholm's *Welakha* which took first in both events and earned 10 1/2 points. Young Callis' trim entry finished second in both circuits of the course and completed the series with 8 points, a lead of 3 points over Max E. Miller's *Chick* and James Graham's unnamed entry, tied for third place with 5 points.

SKIMMERETTE AND RAINBOW CLASS

Finishing third in the first race and first in the second, Bob Perry's *Skipit* was listed as winner of this combined class with 16 1/4 points. Bud Adam's *Mist* was next with 12 points and *Altebo* with Robert Tod at the tiller completed the two races in third series standing with 9 1/4 points.

SNIPES CLASS

Nineteen Snipes faced the committee barge and furnished the real excitement of the seven assembled classes, the two-race series winding up in a tie for first place. Louis Varalyay sailed his *Ska-Ram* into two third positions to be credited with 34 points and Gus Frias, another seasoned Snipe skipper, took a fourth and second place to earn an equal number of points. The sail-off was held February 23 over a 5 1/2-mile, four-legged course, with *Ska-Ram* winning by the narrow margin of 3 seconds.

Bonita with Ralph Farrington at the tiller was originally listed as second place winner with 31 1/4 points and L. G. Metcalf's *Viente* and H. L. Steck's *Amacra* followed in a tied standing with 29 points each.

As in other small boat classes, disqualifications and failure to start or complete the course seriously effected the final standing of the Snipes.

Though shown on the official program as class entrants, the R boats and Pacific Class sloops were conspicuous by their absence. Ted Geary was anxious to sail in the R class but could find no willing competition. As none of the Newport Beach fleet of Pacific Class yachts

was in commission it would have been unwise for the San Diego owners of this class to have their boats towed to Los Angeles, there to compete among themselves when that pleasure could be accomplished without leaving their own waters.

The results of all races were broadcast daily from the power cruisers *Blue Boy* and *El Perrito*, their respective owners, Carl Goetz and Ben McGlashen carrying broadcasting equipment and announcers aboard for that purpose.

Helmshmen of the small boat classes received the trophies they had won at a dinner held the evening of February 16 at the Cabrillo Beach Yacht Club. A formal dinner dance, held at the Los Angeles Biltmore on February 18, was attended by approximately 400 yachtsmen and their guests, the winners of the larger sailing classes receiving their rewards at this social function.

The race committees for both the large and small class yachts were most efficient. Erwin Jones substituted for Jim Webster as chairman of the committee for the larger classes and had as his aids D. R. O. Hatswell, C. Sheppard Lee, Ernest George and Ned Manning. Due to the press of business Jim Webster was able to attend only the last of the five days of gruelling competition. The committee handling the small boat series was headed by Frank Davenport and included Floyd Davis, D. M. Callis, Arthur L. Ferry, William Dunkerly, James Grahame, Marion Exley, Beulah Sourrell and Betty Clark.

The California Yacht Club and the Cabrillo Beach Yacht Club, through their officers, served as host clubs.

And, strange as it may seem, at none of the many gatherings of yachtsmen, before, after or during the regatta did George Rutherford sing.

A summary of the final point standing follows:

Eight Metre Class—*Angelita*, Churchill, 7 3/4; *Santa Maria*, Davis, 5 3/4.

Six Metre Class—*Mystery*, Bartholomae, 34 1/2; *Synmove*, Rogers, 32 1/4; *Lanai*, Slater, 28; *Naiad*, Schayer, 27 1/4; *Gallant*, Douglas, 21 1/4; *Ripples*, Candy, 18; *Ay-Ay-Ay*, Simmons, 13; *Caprice*, Lee, 9.

Star Class—*Win-Blu*, Ziegler, 41; *Turtle Star*, Keith, 37 1/4; *BY-C*, Beardslee, 35 1/2; *Barbara J.*, Streton, 33; *Alibi*, Williams, 33; *Sir Salty*, Mackinnon, 29 1/4; *Pollux II*, Baxter, 22 1/4; *Beatrice N.*, Kolisch, 22; *Skipper*, Pritchard, 9; *Estralita*, Wright, 2.

22 Square Metre Class—*Catherine II*, Paige, 63 1/4; *Orthie*, Callis, 1.

Universal Class—*Santana*, Stewart, 14 1/2; *Trade Wind*, Baldwin, 9; *Thorobred*, Walsh, 8 1/4; *Charmar*, Page, 6; *Francesca*, Barneson, 6.

Common Sense Class—*No. 3*, 5 1/4; *No. 1*, 4 1/4; *Jumboree*, 1.

Handicap Class—*Amorita*, Beardslee, 30 1/2; *Kummel*, Iye-Beeler, 29; *Tecumseh*, Walker, 29; *Bil Lou*, Shephard, 29; *Paula*, Stoermer, 18; *Allandra*, Bridge, 16; *Seminole*, Westmark, 15; *Velvette*, Walbridge, 15; *Wimpy II*



Werner Callies' 22 square meter sailed by Merle Davis, lost her Pt. Fermin whistler the first day, with the aid of his crew, all set by the time the Coast to pass them a tow line.

Coller, 14; *Wasp*, Sabo, 14; *J 14*; *Jumboree*, Schoedsack, 13 1/2; *Gates*, 5.

Power Cruiser Class—*Blue* first; *El Perrito*, McGlashen, 3; *Smith*, third; *Companero*, Fello; *Omar*, Pansing, fifth; *Penguin*.

Patricia Skimmer Class—*Fire*; *Pirate*, Sweeney, 9; *Slider*, Fal; *Keaton*, 6; *Revenge*, Nichols.

10 Square Metre Class—*Be* enberg, 2 1/4; *Mug*, Ransom, 1.

20-Foot Restricted Class—*Cowie*, 29 1/4; *V. H.*, Prifogle, Hamilton, 28; *Flattee*, Munsey; *Smales*, 20; *Escapade*, Bradshaw; *Dr. Coleman*, 19; *Chucaluck*; *Pinky*, Maurer, 14; *Flattee III*; *Clipper II*, Johnson, 8; *Takite*; *Dolphin*, Dr. Kinkler, 7; *Di*; *No Name*, Steele, 6; *Vivacious*.

16-Foot Restricted Class—*I* 14 1/4; *Ixnay*, Thees, 14; *Buji*; *Gypsy*, Ernst, 8; *Happy Daze*, let, 6; *Sea Bee*, DeWitt, 5; *Hol*; *Dulce*, Nelson, 1.

12-Foot Restricted Class—*W* holm, 10 1/2; *Mine*, Callis, 8; *C*; *No Name*, Graham, 5; *Carey*.

Snipe Class—*Ska-Ram*, Var; *mita*, Frias, 34; *Bonita*, Far; *Viente*, Metcalf, 29; *Amscra*, 5; *II*, Spurrell, 23; *Snippy*, Johnso; *Staaf*, 19 1/4; *Hoyden*, Serrell; *Ohmer*, 16; *Poco Poco*, Ma; *Clem*, Muir, 14; *Aeolus*, Bourgo; *wind*, Grinnell, 13; *Joan Reki*; *Erin Isle*, Kiegan, 9; *Electra*; *Rockantip*, Wilson, 6; *Jo-Dee*.

Skimmerette and Rainbow; *Perry*, 16 1/4; *Mist*, Adams, 12; *9 1/4*; *Malu II*, Smith, 8; *Hoyde*; *Gad*, Bane, 6; *Bobby Lou*, B. S; *Pearson*.



Rusty Fellows' flying bridge "Companero" (foreground) and Carl Goetz' "Blue Boy" stage a close finish in the second power cruiser race.

PACIFIC MOTOR BOAT

The Journal of Recreational and Commercial Boating on the Pacific

MILLER FREEMAN, President
LAWRENCE K. SMITH, Manager

DANIEL L. PRATT, Editor

NARD JONES, Managing Editor
KEMPER FREEMAN, Circulation Manager

Publishing Office: 71 Columbia Street, Seattle; Portland office: 1229 S. W. Morrison Street; San Francisco office (Sam M. Hawkins): 121 Second Street; Los Angeles office (John E. Brown): 121 West Fourth Street.

Vol. XXVIII • No. 7

APRIL • 1936



The Six-Meters Go to It—"Mystery," "Synnove" and "Gallant"

Southern California's Annual Midwinter Regatta

by John E. Brown

photos by Pacific Motor Boat and W. C. Sawyer

SOUTHERN California's Tenth Annual Midwinter Regatta ran true to form Feb. 12-16 when the white-winged fleet sailed off Los Angeles harbor in winds that snapped masts, blew out sails and gave the hardy sailors their fill of rough sailing. There were no flat days as there were last year, however, and it was just plain hard sailing in weather a racing skipper likes.

Because of the heavy weather, the regatta series was this year sailed on the inside course, within the breakwater, except for the first day of racing. Even then there were mishaps aplenty, and on the last day eight yachts were disabled, four with broken masts, two with torn sails and two with damaged gear.

In the midst of this the regatta committee clung to the little committee boat *Visitor*, tossing about at anchor. Such constant officials as Erwin Jones, D. R. O. Hatswell and Shepard Lee were aboard, and well earned the thanks they got for their work—and then some.

The California Yacht Club, regatta headquarters, was the scene of numerous gay gatherings during



There was some opposition, too, from Old Man Weather. Here are two Stars which landed going around the mark—and for them the day is done.



The "Amorita" Winner of the Wilbur May trophy with a total of 30½.



Part of the Fleet Off Newport Harbor Yacht Club During the Christmas Regatta

Southern California's Christmas Regatta

by Jim Medford

SOUTHERN CALIFORNIA'S Christmas Regatta, halted three years ago, came back December 27, 28, and 29 to mark a new spot in coast yachting history by being sailed inside the land-locked harbor of Greater Newport Bay. Sponsored by the Newport Harbor Yacht Club, it marked the official opening of yacht racing on the recently completed \$2,000,000 Federal dredging and improvement project. Its completion, placed in the Yuletide socks of Southern Californian yachtsmen, makes one of the finest inside racing waters to be found anywhere.

Zephyrus, with tongue in cheek, tuned his pipes and gave the sailors everything from a dead calm to a whooping westerly, then laid the dust with a good drenching from the southeast.

A boisterous rail-down westerly on the third day, dismantled or tore sails on five racing yachts, thoroughly satisfying the whistlers-for-wind of the previous day. It was a muzzler and the spectators lining the shore got thrills aplenty, likewise the boat crews.

The sixes put on a good show; *Lanai*, oldest active six-meter on the coast, with Bill Slater at the stick, taking two firsts and a fourth, placed first on points with Russ Simmons' *AyAyAy* in second place. In the Star class, second world champion *By-C*, sailed by salty "Hook" Beardslee, showed her transom to the field



"Gallant," "Wail" and "Ripples"
A nice view of three well known in the Six-Meter class.

of ten contenders, winning the three straights and taking the event, with Puck Dowsett, sailing his new Douglas-built *Procyon*, to second place. The Eights sailed only one race, that on the second day, and as Pierre Davis in *Santa Maria*, did not finish, it was a hollow victory for Owen Churchill's *Angelita*.

The sixes, as usual, kept the spectators guessing, the various boats, according to the weather experienced each day, showed up their inherent qualities in the light airs or strong winds encountered, *Lanai* proving her versatility in the spotty airs of the first two days, edging out Bill Bartholomae's *Mystery* and Russ Simmons' *AyAyAy*, though these two

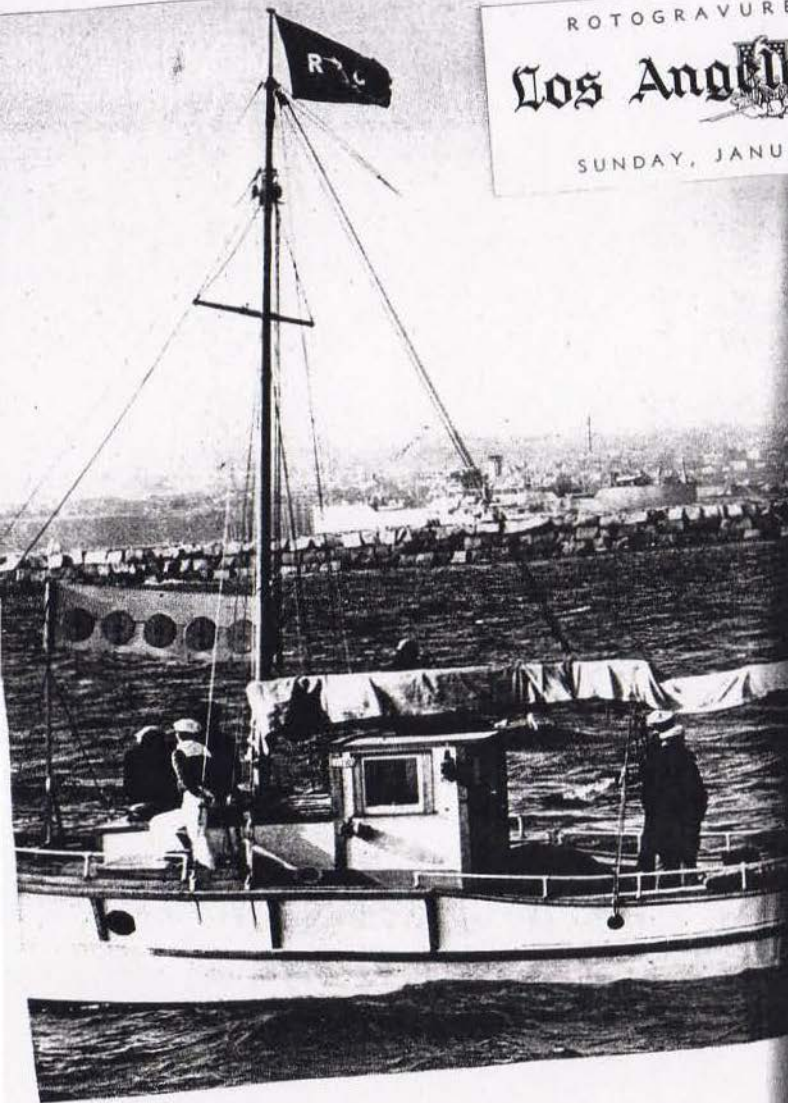
grosters were never far astern over the full ten-mile courses laid out by Commodore H. W. Rohl and Committee Chairman James Webster. But *Gallant*, the heavy weather, Norwegian-built veteran, sailed by Don Douglas of air-craft fame, slogged her way through the third day's heavy going, found it to her liking and romped across the finish line two minutes and twenty-four seconds ahead of *AyAyAy*, with *Niaid*, sailed by Commodore Dick Schayer, Catalina Yacht Club, only 12 seconds behind her.

In the 12-foot Potter Dinghy class, there were five entries, all sailing the new popular dinghies designed by Nicholas Potter, well known naval

ROTOGRAVURE SECTION

Los Angeles Times

SUNDAY, JANUARY 19, 1936



PRE-OLYMPIC PRACTICE RACES are staged outside Los Angeles Harbor breakwater, preparatory to coming midwinter regatta and trials to select America's representatives in the six-meter, eight-meter and monotype classes at the German Olympic Games. The six-meter Synnove, owned and skippered by Alfred E. Rogers, is shown passing the judges' boat.
(Powell Press Service photo)



Ray Chapin (above)

THE SPORTSMAN May, 1935

Top, Six-Meters racing off Los Angeles harbor; left to right, William Slater's *Lanai*; John Weiss' *Clio*; William A. Bartholomae, Jr.'s, *Mystery*; Donald Douglas' *Gallant*; and Russell Simmons' *AyAyAy*.

W. C. Sawyer (center)

Left, Russell Simmons' *AyAyAy* on an oily sea moves slowly toward the judge's boat in the past winter's racing off Los Angeles.

LANAI WINS SLOOP RACE

L.A. Times 8/7/35
Bill Slater's Fleet Boat
Easy Victor as 6-Meter
Regatta Opens

BY WALDO DRAKE
"Times" Staff Representative



PACIFIC SKIPPER

A MAGAZINE OF WESTERN YACHTING—

VOLUME 3
Number 3



10c per copy
\$1.00 per year

MARCH, 1936.

They Took A Beating And Liked It

With Only Three Exceptions 1935 Mid-Winter Champions Were Defeated In a Series of Races Marked by Rains, Near Gales, Torn Canvas and Broken Masts and Gear.

BY DISHING out copious quantities of abuse, physical punishment and accidents, Old Man Weather, and that poker-faced, mythical dame known as Lady Luck, had a great deal to do with the crowning of many new Class Champions at the end of the 10th Annual Mid-Winter Regatta, sponsored by the Civic Regatta Association of Southern California and sailed February 12, 13, 14, 15, 16 at Los Angeles Harbor.

Only three 1935 Champions came through the ordeal of five days of wet and windy competition with their titles intact and of these three class leaders only one had sailed in the larger classes. When the final tabulation of points had been completed by the more than efficient Regatta Committee the following were posted as 1936 Champions:—

Eight Metre Class—*Angelita*, Owen Churchill.*

Six Metre Class—*Mystery*, W. A. Bartholomae, Jr.

Star Class—*Win-Blu*, Bob Ziegler.

Common Sense Class—*No. 1*, Paul Lampert.

Cruising Class—*Amorita*, Bruce Beardsley.

22 Square Metre Class—*Catherine II*, Raymond Paige.

Power Cruiser Class—*Blue Boy*, Carl Goetz.

Universal Class—*Santana*, W. L. Stewart, Jr.

Patricia Skimmer Class — *Firefly*, Rose Pasel.*

10 Square Metre Class—*Betts*, Herbert Van Stoltenberg.

20-Foot Restricted Class — *Rambunctious*, James Cowie.

16-Foot Restricted Class—*Lark*, H. P. Lawhorn.*

12-Foot Restricted Class—*Welakahao*, Cox Birkholm.

Snipe Class—*Ska-Ram*, Louis Varalyay.

Skimmerette and Rainbow Class — *Skipit*, Bob Perry.

(*—Retained Championship.)

With the exception of one day of the regatta, heavy weather prevailed and on the other days, when the helmsmen and crews were not being dampened down by rain, they were ducking the flying crests of the heavy



Before and after the races the California Yacht Club was the center of activities. (From port to starboard) Sid Exley, Mrs. Donald Ayres, Mrs. "Hook" Beardslee and Commodore John Stick (C. Y. C.)

chop. The Regatta Committee, headed by Erwin Jones who was pinch hitting for Jim Webster, used its good judgment and sent the competing boats over an inside course on the second and last days. Even this move did not prevent damage to four of the class yachts on the last day as the wind was of such velocity that three masts were lost.

EIGHT METRE CLASS

Angelita, Owen Churchill's fast eight metre, was the only yacht sailing in the larger classes to retain her 1935 leadership. Her only com-



The six-metre "*Caprice*," chartered by George Lauder for the Mid-Winter Regatta gets over the line before the gun and is recalled.

petition in this class was Pierpont Davis' *Santa Maria* as *Marin*, recently purchased by Commodore John L. Stick of the California Yacht Club, was taken from active class competition when she was motorized. The class raced only four of the available five days as *Angelita's* helmsman did not wish to run the risk of dismasting her on the eve of shipping her to Kiel, Germany, to enter in Olympic events. Of the four days' races the class leader took three first places, her rival, *Santa Maria*, winning the third race sailed.

SIX METRE CLASS

Though usually classed at a light weather six, Bill Bartholomae's all-white hulled and black masted *Mystery* won the series. To do this her skipper had to keep a keen eye on the weather and to use a loose footed main when the velocity of the winds were above her usual standard. A pair of firsts, a second, third and fourth places allowed *Mystery* to collect a total of 34½ points to lead Al Rogers' heavy weather *Synmove*, second series winner, by 2¼ points. With 28 markers to her credit, *Lanai*, sailed by young Bill Slater finished the series in third place. *Naiad*, Dick Schayer's famous six sailed by the veteran Ted Geary took fourth series position with 27¼ points while the defending champion, Don Douglas' *Gallant* followed *Naiad* in series standing with 21¼ points.

At the end of the fourth race Ted Geary had *Naiad* in second series standing only ¼ point behind the leader, *Mystery*, but a protest lodged against *Naiad* by Russ Simmons, skipper of the *Ay-Ay-Ay*, stuck, and the points won that day by Geary's masterful sailing were chucked into the discard.

At the start of the first day's race *Synmove* took the lead shortly after passing the Pt. Fermin whistler and was never in danger. On the second day *Caprice* owned by Tommy Lee and chartered for the regatta by George Lauder of Eastern six metre fame, *Lanai*, *Gallant* and *Synmove* were over the line before the gun which forced Erwin Jones to hoist the white ball and red horizontal band. *Mystery* lead most of the way over the inside course

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The start of the first Universal Class race with "Thorobred" and "Santana" across the line and "Trade Wind" coming up to the committee boat.

THEY TOOK A BEATING AND LIKED IT

(Continued from Preceding Page)

giving way to *Naiad* at the windward buoy and then regaining and keeping the lead by running through *Naiad*'s lee on the last run to Long Beach. At the start of the third day's event *Caprice*, *Lanai* and *Ripples*, owned by Bill Candy but sailed by Morgan Adams for her owner who was skiing in Switzerland, were recalled. With the exception of *Naiad* the gun-jumpers were able to restart without undue delay but as Geary was boxed in he had to continue on his course for a considerable distance before he could come about, sail back to the line and start again. Regardless of this handicap Geary put *Naiad* through her paces so perfectly that she lead at the finish by 1 minute, 18 seconds.

Using Rule XXX, Paragraph I, as the basis of his protest, Russ Simmons sailing *Ay-Ay-Ay* broke out the red bunting just before the finish of the fourth day's race and indicated *Naiad* as the offender. The committee allowed the protest which practically cinched the series for *Mystery*.

Gallant, whose poor showing was credited to the fact that she had been on display at the recent Boat Show which necessitated considerable mast juggling, and which was sailed alternately by her owner, Don Douglas, his son, Bill, and Ted Conant, won the last day's event with ample time to spare. The course was inside due to the 30-mile wind. Near the end of the race George Lauder had the rare experience of having 2A Buoy make a wild leap up wind and tangle itself in *Caprice*'s permanent back stay, causing the mast and sails to crash to the deck and pulling a major portion of the fore'd deck from the deck beams.

STAR CLASS

Though attending the regatta and serving as crew whenever the opportunity presented itself, Glenn Waterhouse had *Three Star Too* in storage and the San Francisco Bay favorite did not defend her 1935 Championship. Waterhouse served as crew aboard Doug MacKinnon's *Sir Salty*, sailed by "Roving Ballast" Lehman, and Dr. Kolisch's *Beatrix N*. As crew his experiences were varied and included considerable baling when aboard *Sir Salty* and

ducking the mast on *Beatrix N* when it crashed during the last day's race.

Bob Ziegler proved that consistency pays huge rewards. His *Win-Blu* with one second, three third and one fourth places to her credit won the Star class laurels with 41 points. Second series place went to Jack Keith sailing his recently acquired *Turtle Star* with 37½ points while third series standing went to *BY-C* sailed by "Hook" Beardslee. The latter's point total was finally figured as 35½, just 2½ points more than was credited to the Streton boys Santa Monica entry, *Barbara J* and Ed Williams' *Alibi*, tied for fourth place. Though she did not finish the last day's race due to a whipping mast, *Sir Salty* collected 29¼ points to take fifth series position.

On both the outside and inside courses the skipper and crew of each Star as well as the sloop itself took a real beating. The strain on wood, metal and human structure was terrific and took its toll. On the first day, when well out in the lead, Bill Baxter's *Pollux II* lost a chain plate and retired, and on the last day Baxter's entry and Dr. Kolisch's *Beatrix N* were dismasted and were towed to their moorings.

Had not "Hook" Beardslee requested that the race committee deduct from his total points those won on a day when an oral protest was filed against him by Lehman, he would have won the series easily. However, "Hook" is a real Corinthian as is evidenced by his voluntary action. The incident further serves to prove that Mid-Winters are "poison" to the Newport Harbor skipper; last year he had the championship within his grasp when



Dick Schayer's six-metre "Naiad" was well on her way to class leadership when a protest which was allowed by the committee was lodged against her.
—Sawyer Photo



The docks of the California Yacht Club were a bee hive of activity during the Mid-Winter Regatta.

BY-C lost her mast putting his championship possibilities on well greased skids.

It took stamina, nerve and a cast iron "tummy" to sail a Star during the regatta and those who survived the five days of competition are to be congratulated regardless of their position at the end of the series.

22 SQUARE METRE CLASS

To Raymond Paige and his *Catherine II* goes the honor of being the first Mid-Winter champion for this class. The other entry in the 22 Squares was Werner Callies' *Orthie*, sailed by Merle Davis. The first day out at the Pt. Fermin buoy *Orthie* lost her mast which her skipper replaced with a jury rig by the time the Coast Guard arrived to give him a tow. While this was happening Paige completed the course. For the next two days Davis was busy making a new mast for *Orthie* with the result that the class did not sail again until the next to the last day of the regatta. *Catherine II* won this race. On the last day, just before the firing of the starting gun, *Orthie*'s mast again crashed to the deck leaving Paige and his entry undisputed rulers of the class.

UNIVERSAL CLASS

To serve as helmsman of the X Class schooner *Santana*, her designer, Olin Stephens, flew here from New York. His skill and knowledge of this yacht was pitted against the abilities of the skippers of the ketches *Charmar* and *Trade Wind* and the sloops *Francesca* and *Thorobred*. It was generally understood that Bill Stewart, owner of *Santana* and Matt Walsh, owner of *Thorobred*, were going to use the three-day series for this class to race their respective craft on a boat-for-boat basis, even though the final class results would be calculated on the usual basis. On checking the course selected by the committee for the first day Walsh announced before the start that the race was "in the bag" for *Santana*. Though across the line first *Thorobred* was lagging at the breakwater buoy and lost additional time

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THEY TOOK A BEATING AND LIKED IT

(Continued from Preceding Page)

as the race progressed. On elapsed time Santana lead *Thorobred* by 7 minutes, 26 seconds while on corrected time the schooner had the better of it by 1 minute, 5 seconds. The second day it was a different story. On elapsed time *Thorobred* finished 11 minutes, 11 seconds ahead of Santana and on corrected time the green sloop's lead was 6 minutes, 54 seconds. For reasons of his own Walsh refused to sail *Thorobred* in the third and last race of the series.

While this boat-for-boat competition was going on Burton Baldwin sailing *Trade Wind* and Charles Page at *Charmar's* tiller were having a series all their own which finally went to *Trade Wind*.

COMMON SENSE CLASS

Paul Lampert sailing *Common Sense No. 3* took the two days' series. On the last day he lost a visiting yachtsman, Hal Jones of Canada, overboard but rescued him without having to alter his sloop's course. *Jamboree*, owned and sailed by Ernest Schoedsack, entered the first day's race for this class and then transferred her attentions to the 45 Foot Handicap Class. Sid Exley sailed *Common Sense No. 1* in both races but finished third in the first race as a result of his trying to beat Charles Page's record for being late at the starting line. Exley won the second event but Lampert's positions of first on the first day and second on the next day gave his sloop the series by 1 point.

45 FOOT HANDICAP CLASS

Sailing for the beautiful Wilber May trophy, won last year by Dick Schayer's *Cheerio II*, but not sailing as the 45 Foot Sailing Association, this class competition was won by Bruce Beardsley's schooner *Amorita*. The series was one of three races with the dirty weather on the last day keeping a lot of the craft out of the stiff competition. *Amorita's* point total was 30½ with the next three yachts, *Kummel*, *Tecumseh* and *Bil Lou* tied for second place each with 29 points. Sailed by the health club owner, Bill Stoermer, the sloop *Paula* was next in line with 18 points.

POWER CRUISER CLASS

Though beset with difficulties of all kinds, power cruiser owners thoroughly enjoyed their series of races, by necessity cut from three to



Carl Goetz (port) and Wesley Smith (starboard) eagerly watch the committee as the final results of the cruiser races are figured out.

two days. For the first time in Southern California history the "smoke eaters" used the Predicted Log basis for their competition and the results were so satisfactory that it is safe to assume the system will be used for future power events. Two of the difficulties the owners of these craft faced was the complete absence of a race committee and a committee boat. Eventually they found a committeeman, and H. A. B. Sneve willingly offered the services of his cruiser *Sea Dog* as a committee boat.

Carl Goetz' *Blue Boy* won the series with a total error of only 6 minutes, 36 seconds, his error of 3 minutes, 1 second for the second race being the lowest error of any entry. *El Perrito*, with the radio station owner, Ben McGlashen, at the wheel was second in series standing with 9 minutes, 23 seconds charged against his cruiser. Wesley Smith's *Cielito* finished the two days of racing with a total error of 12 minutes, 50 seconds to win third series place. Had not his figures been ambitious for the first day's race his final standing would have been much better as his error for completing the last day's run was only 3 minutes, 45 seconds. With a total error of 35 minutes, 49 seconds "Rusty" Fellows' flying bridge *Companero* finished in fourth place and Charles Pansing's *Omard* landed in the cellar position with an accumulated error of 36 minutes, 11 seconds. Like *Cielito's* owner the captains of *Omard* and *Companero* were guilty of too much enthusiasm the first day. Though unable to get his figures before the committee in time for the last race, Dr. Hanna's trim

Penguin completed the course and added color to the race.

SMALL BOAT CLASSES

If the general dirty weather had an effect on the larger classes it played havoc with the schedule set for the seven classes of small boats sailing behind the breakwater at Cabrillo Beach. Their schedule called for one race on February 15 and two on February 16. The single race on the first day of their series was sailed as per schedule but before the first of the two races set for February 16 the Coast Guard advised the race committee that the first event should be postponed due to the heavy weather prevailing at that time. The committee wisely accepted this suggestion with the result that only one race was sailed the last day, cutting the series from three races to two. Of the seven classes sailing five new Mid-Winter Champions were declared.

10 SQUARE METRE CLASS

Herbert Van Stoltenberg's *Betts* won this class competition sailed for the first time this year. *Mug*, sailed by Milan Ransom, finished the series in second place, neither boat sailing in the second race.

20-FOOT RESTRICTED CLASS

Next to the Snipes this class had the largest number of entries. Jim Cowie's *Rambunctious* won the series with 29¼ points, just 1 point ahead of V. H., Hugh Prifogle's 1935 class champion, and 1¼ points more than collected by Tom Hamilton's *Pelican*, third series winner. Disqualifications, failure to start and failure to finish, particularly with reference to the last race, upset the dope and materially effected the final class standing.

PATRICIA SKIMMER CLASS

Rose Pasel sailing *Firefly* won the competition in this class thereby retaining the title which she won last year. Five Patricia Skimmers were out for both races with the accomplished helmswoman taking first place in each to collect a total of 12½ points. M. L. Sweeney's *Pirate* finished the series in second place with 9 points and Ed. Fabian's *Slider* in third place with 8 points.

16-FOOT RESTRICTED CLASS

One of the two small boats to repeat its 1935 performance was H. P. Lawhorn's *Lark*, winner of this class. Finishing third in the first race and first in the last his repeating champion was credited with 14¼ points. Frank

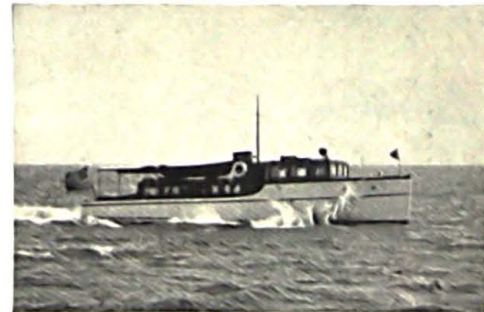
(Please Turn to Next Page)



"Blue Boy," Carl Goetz' cruiser won the series of power cruiser navigation races.



Ben McGlashen's "El Perrito" took second series position in the cruiser events.



Third place in the series of navigation races went to Wesley Smith's "Cielito."

THEY TOOK A BEATING AND LIKED IT

(Continued from Preceding Page)

Thees' *Ixnay* was only $\frac{1}{4}$ point behind the class leader in second place and Stewart Babbitt's *Buji*, which won the first race but which was disqualified in the next, finished the series in third position with $8\frac{1}{4}$ points.

12-FOOT RESTRICTED CLASS

Mine, sailed by D. M. Callis, Jr., and winner of the 1935 class competition, was forced to relinquish class leadership to Cox Birkholm's *Welakhao* which took first in both events and earned $10\frac{1}{2}$ points. Young Callis' trim entry finished second in both circuits of the course and completed the series with 8 points, a lead of 3 points over Max E. Miller's *Chick* and James Graham's unnamed entry, tied for third place with 5 points.

SKIMMERETTE AND RAINBOW CLASS

Finishing third in the first race and first in the second, Bob Perry's *Skipit* was listed as winner of this combined class with $16\frac{1}{4}$ points. Bud Adam's *Mist* was next with 12 points and *Altebo* with Robert Tod at the tiller completed the two races in third series standing with $9\frac{1}{4}$ points.

SNIPES CLASS

Nineteen Snipes faced the committee barge and furnished the real excitement of the seven assembled classes, the two-race series winding up in a tie for first place. Louis Varalyay sailed his *Ska-Ram* into two third positions to be credited with 34 points and Gus Frias, another seasoned Snipe skipper, took a fourth and second place to earn an equal number of points. The sail-off was held February 23 over a $5\frac{1}{2}$ -mile, four-legged course, with *Ska-Ram* winning by the narrow margin of 3 seconds.

Bonita with Ralph Farrington at the tiller was originally listed as second place winner with $31\frac{1}{4}$ points and L. G. Metcalf's *Viente* and H. L. Steck's *Amacra* followed in a tied standing with 29 points each.

As in other small boat classes, disqualifications and failure to start or complete the course seriously effected the final standing of the Snipes.

Though shown on the official program as class entrants, the R boats and Pacific Class sloops were conspicuous by their absence. Ted Geary was anxious to sail in the R class but could find no willing competition. As none of the Newport Beach fleet of Pacific Class yachts

was in commission it would have been unwise for the San Diego owners of this class to have their boats towed to Los Angeles, there to compete among themselves when that pleasure could be accomplished without leaving their own waters.

The results of all races were broadcast daily from the power cruisers *Blue Boy* and *El Perrito*, their respective owners, Carl Goetz and Ben McGlashen carrying broadcasting equipment and announcers aboard for that purpose.

Helmsmen of the small boat classes received the trophies they had won at a dinner held the evening of February 16 at the Cabrillo Beach Yacht Club. A formal dinner dance, held at the Los Angeles Biltmore on February 18, was attended by approximately 400 yachtsmen and their guests, the winners of the larger sailing classes receiving their rewards at this social function.

The race committees for both the large and small class yachts were most efficient. Erwin Jones substituted for Jim Webster as chairman of the committee for the larger classes and had as his aids D. R. O. Hatswell, C. Sheppard Lee, Ernest George and Ned Manning. Due to the press of business Jim Webster was able to attend only the last of the five days of gruelling competition. The committee handling the small boat series was headed by Frank Davenport and included Floyd Davis, D. M. Callis, Arthur L. Ferry, William Dunkerly, James Graham, Marion Exley, Beulah Sourrell and Betty Clark.

The California Yacht Club and the Cabrillo Beach Yacht Club, through their officers, served as host clubs.

And, strange as it may seem, at none of the many gatherings of yachtsmen, before, after or during the regatta did George Rutherford sing.

A summary of the final point standing follows:

Eight Metre Class—*Angelita*, Churchill, $7\frac{3}{4}$; *Santa Maria*, Davis, $5\frac{3}{4}$.

Six Metre Class—*Mystery*, Bartholomae, $34\frac{1}{2}$; *Synmove*, Rogers, $32\frac{1}{4}$; *Lanai*, Slater, 28; *Naiad*, Schayer, $27\frac{1}{4}$; *Gallant*, Douglas, $21\frac{1}{4}$; *Ripples*, Candy, 18; *Ay-Ay-Ay*, Simmons, 13; *Caprice*, Lee, 9.

Star Class—*Win-Blu*, Ziegler, 41; *Turtle Star*, Keith, $37\frac{1}{4}$; *BY-C*, Beardslee, $35\frac{1}{2}$; *Barbara J*, Streton, 33; *Alibi*, Williams, 33; *Sir Salty*, Mackinnon, $29\frac{1}{4}$; *Pollux II*, Baxter, $22\frac{1}{4}$; *Beatrice N*, Kolisch, 22; *Skipper*, Pritchard, 9; *Estralitta*, Wright, 2.

22 Square Metre Class—*Catherine II*, Paige, $6\frac{3}{4}$; *Orthie*, Callies, 1.

Universal Class—*Santana*, Stewart, $14\frac{1}{2}$; *Trade Wind*, Baldwin, 9; *Thorobred*, Walsh, $8\frac{1}{4}$; *Charmar*, Page, 6; *Francesca*, Barneson, 6.

Common Sense Class—No. 3, $5\frac{1}{4}$; No. 1, $4\frac{1}{4}$; *Jamboree*, 1.

Handicap Class—*Amorita*, Beardslee, $30\frac{1}{2}$; *Kummel*, Ive-Beeler, 29; *Tecumseh*, Walker, 29; *Bil Lou*, Shephard, 29; *Paula*, Stoermer, 18; *Allandra*, Bridge, 16; *Seminole*, Westermarck, 15; *Velnette*, Walbridge, 15; *Wimpy II*,



Werner Callies' 22 square metre "Orthie," sailed by Merle Davis, lost her mast near the Pt. Fermin whistler the first day. Her helmsman, with the aid of his crew, had a jury rig all set by the time the Coast Guard arrived to pass them a tow line.

Coller, 14; *Wasp*, Sabo, 14; *Jezebel*, Meyer, 14; *Jamboree*, Schoedsack, $13\frac{1}{4}$; *New Moon*, Gates, 5.

Power Cruiser Class—*Blue Boy*, Goetz, first; *El Perrito*, McGlashen, second; *Cielito*, Smith, third; *Companero*, Fellows, Jr., fourth; *Omard*, Pansing, fifth; *Penguin*, Hanna, sixth.

Patricia Skimmer Class—*Firefly*, Pasel, $12\frac{1}{2}$; *Pirate*, Sweeney, 9; *Slider*, Fabian, 8; *Fuzzy*, Keaton, 6; *Revenge*, Nichols, 3.

10 Square Metre Class—*Betts*, Van Stolt-enberg, $2\frac{1}{4}$; *Mug*, Ransom, 1.

20-Foot Restricted Class—*Rambunctious*, Cowie, $29\frac{1}{4}$; *V. H.*, Prifogle, $28\frac{1}{4}$; *Pelican*, Hamilton, 28; *Flattee*, Munsey, 21; *Privateer*, Smales, 20; *Escapade*, Bradshaw, 19; *Yenrab*, Dr. Coleman, 19; *Chucaluck*, Merrick, 16; *Pinky*, Maurer, 14; *Flattee III*, Rummer, 11; *Clipper II*, Johnson, 8; *Takitezy*, Adalan, 8; *Dolphin*, Dr. Kinkler, 7; *Dicha*, Chase, 7; *No Name*, Steele, 6; *Vivacious*, Spindler, 2.

16-Foot Restricted Class—*Lark*, Lawhorn, $14\frac{1}{4}$; *Ixnay*, Thees, 14; *Buji*, Babbitt, $8\frac{1}{4}$; *Gypsy*, Ernst, 8; *Happy Daze*, Slater, 8; *Starlet*, 6; *Sea Bee*, DeWitt, 5; *Holokai*, Cloud, 5; *Dulce*, Nelson, 1.

12-Foot Restricted Class—*Welakhao*, Birkholm, $10\frac{1}{2}$; *Mine*, Callis, 8; *Chick*, Miller, 5; *No Name*, Graham, 5; *Carey*, Austin, 1.

Snipe Class—*Ska-Ram*, Varalyay, 34; *Carmita*, Frias, 34; *Bonita*, Farrington, $31\frac{1}{4}$; *Viente*, Metcalf, 29; *Amscra*, Steck, 29; *Olita II*, Spurrell, 23; *Snippy*, Johnson, 23; *Bubbles*, Staaf, $19\frac{1}{4}$; *Hoyden*, Serrell, 16; *Ray Ellen*, Ohmer, 16; *Poco Poco*, Malhenkrodt, 15; *Clem*, Muir, 14; *Aeolus*, Bourgeois, 13; *Whirlwind*, Grinnell, 13; *Joan Reki*, Fierstadt, 11; *Erin Isle*, Kiegan, 9; *Electra*, Tompkins, 7; *Rockantip*, Wilson, 6; *Jo-Dee*, Jones, 5.

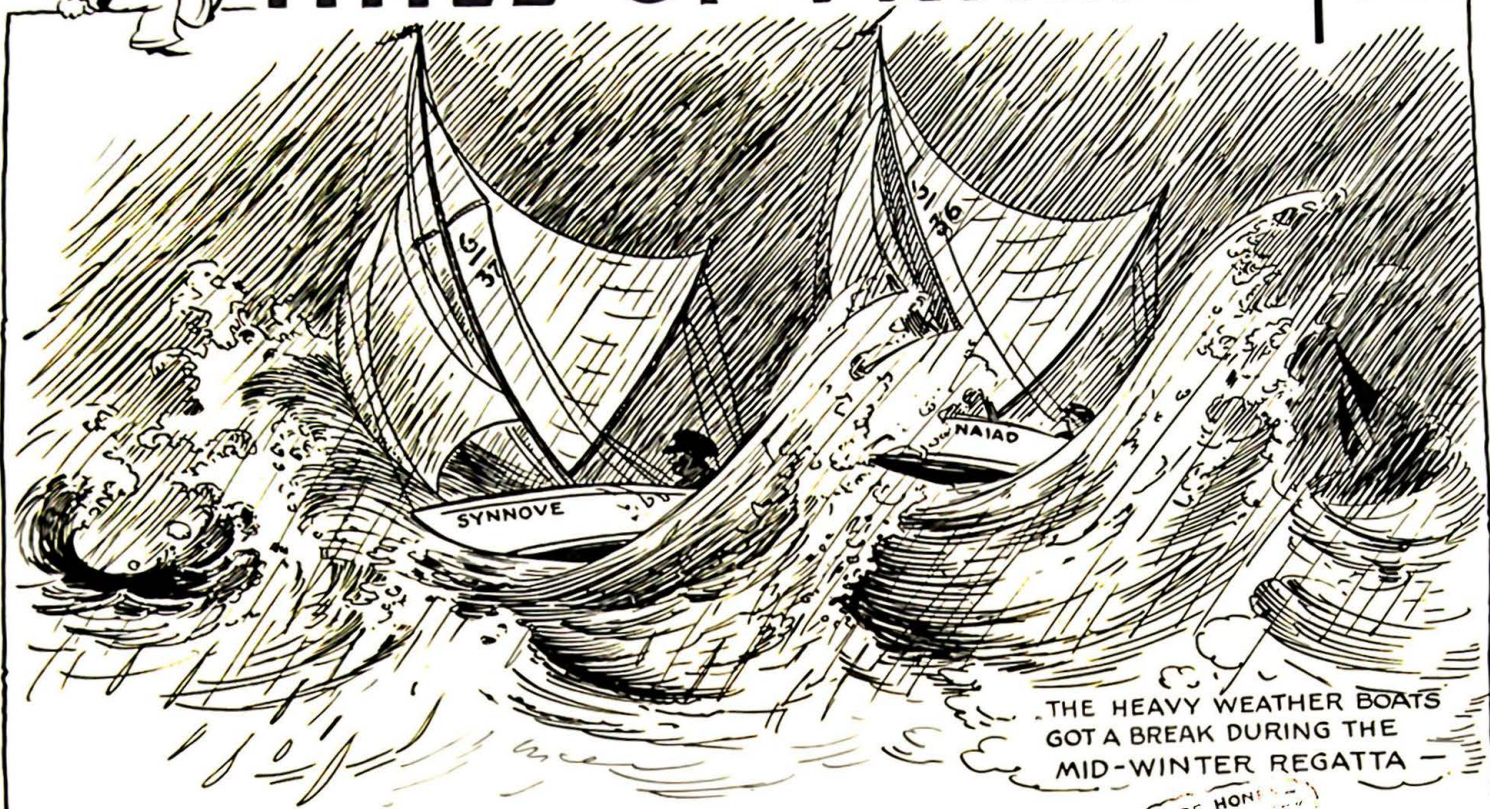
Skimmerette and Rainbow Class—*Skipit*, Perry, $16\frac{1}{4}$; *Mist*, Adams, 12; *Altebo*, Tod, $9\frac{1}{4}$; *Malu II*, Smith, 8; *Hoyden*, E. Shutt, 8; *Gad*, Bane, 6; *Bobby Lou*, B. Shutt, 5; *Coyla*, Pearson, 2.



Rusty Fellows' flying bridge "Companero" (foreground) and Carl Goetz' "Blue Boy" stage a close finish in the second power cruiser race.



HALL of FRAME by PUT



THE HEAVY WEATHER BOATS
GOT A BREAK DURING THE
MID-WINTER REGATTA —

HONOLULU

"MYSTERY" WINS LIPTON RACE

The six metre "Mystery," owned and sailed by Bill Bartholomae, Jr., vice-commander of the Newport Harbor Yacht Club, won the boat-for-boat race for the San Diego Sir Thomas Lipton Trophy against a fleet of seven other boats—two Rs and five "sixes"—and wrote a temporary "finis" to her Southern California conquests. She is now enroute to Kiel, Germany, where her owner will sail her in International competition during the Olympic sailing events.

The race was sailed in Catalina waters as the Catalina Island Yacht Club was the defending club, their entry, the Adamson-owned R sloop "Pirate" having won the beautiful cup in the previous year's race. "Naiad," Staff-Commodore Dick Schayer's six metre was the defender. The other entries included the Geary-sailed "Pirate" entered by the California Yacht Club, the R boat "Friendship," sailed by Ashley Bown for the San Diego Yacht Club, Russ Simmon's six metre "Ay-Ay-Ay," Long Beach Yacht Club, Al Roger's six metre "Synnove," Balboa Yacht Club, Bill Slater's six metre "Lanai," Los Angeles Yacht Club and the Douglas-owned and Conant-sailed six metre "Gallant," entered by the South Coast Corinthian Yacht Club.

The course was a windward-leeward struggle, twice around a

six-mile course. "Mystery," with the wind at the start no more than a suggestion, rounded the windward buoy off Long Point the first time with a half-mile lead and was never headed thereafter. "Friendship," the original 1936 challenger, tried vainly to return the coveted trophy to San Diego Bay waters but failed in her determined attempt, finishing second as she did last year. Third place honors went to "Lanai," followed in the order named by "Synnove," "Ay-Ay-Ay," "Gallant," and "Naiad." The R sloop "Pirate" was technically disqualified by the regatta committee.

"Trade Wind" Victor

Maybe he didn't mean to demonstrate that old business about the mice doing their stuff while tabby is away but Stu Babcock stuck by the tiller of Burton Baldwin's Neptune ketch "Trade Wind" long enough to win the 60-mile auxiliary race from San Pedro to Avalon, via a circuit of the island. The overnight event brought out a fleet of two dozen cruising windjammers. First to finish, but second in the event on corrected time, was Skipper C. E. Vesey's schooner "Tamalmar." Third place went to Norman Pabst's sloop "Valiant" with Ned Manning's "Kelem," fourth.

All of the auxiliaries were given an allowance of gasoline to carry them through the flat spots.

THEY'LL GALLOP ON JULY 26



On Sunday, July 26, galloping bathtubs of every description, kind and sort, will center at Long Beach to participate in the 4th Annual Hearst Gold Cup Regatta. There will be spills and thrills and thrills and spills. Outboards as well as inboards will vie for honors and trophies all the while amusing the public. And if you don't think the public likes to be thrilled and to view unintentional spills, just remember that nearly 30,000 of 'em paid a small entrance fee to view the snorting,

backing outfits as they went through their antics last year.

Shown here is just one of the incidents (or should it be called an accident?) that took the spectators off their seats last year. And from the sincere and intense manner in which the drivers compete in this famous regatta it is safe to assume that this year the public will be treated to just as many thrills as it enjoyed last year at the expense of a wet driver and, sometimes, a ruined motor.

FOUR P. W. Y. C. YACHTS IN HONOLULU RACE

For a comparatively young club the Pacific Writers Yacht Club has showered itself with glory due to the imposing number of formidable entries which will fly the club's burgee in the Honolulu

race. When Lee Tracy passed up all starring picture contracts to enter his 61-foot schooner "Adore" in the biennial event he became the fourth P. W. Y. C. member to enter the event. The other entrants are Buck Jones' "Sartartia," Tom Reed's "Paisano" and Preston Sturges' "Destiny."



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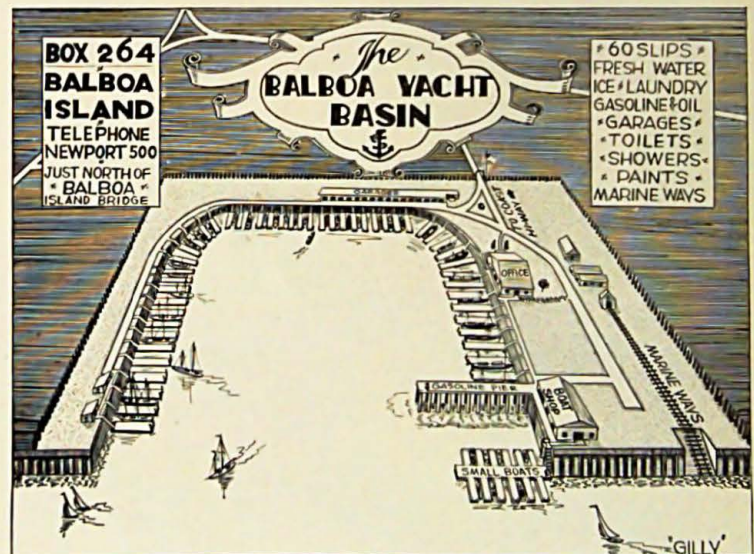
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W. A. Bartholomae, Jr., vice-commodore of the Newport Harbor Yacht Club and president of the Six-Metre Association, was recently named to represent the United States in the XIth Olympiad Six Metre Class races to be sailed at Kiel, Germany. His six metre "Mystery," which is shown below, will be shipped abroad in the near future to enter in the international competition for that class.



"Angelita," the champion eight metre yacht owned by Owen Churchill, prominent Southern California yachtsman, will sail in the competition for her class in the coming XIth Olympiad at Kiel, Germany. She will fly the burgee of the South Coast Corinthian Yacht Club. Her owner is shown below, his photograph being the work of Norman Pabst.

