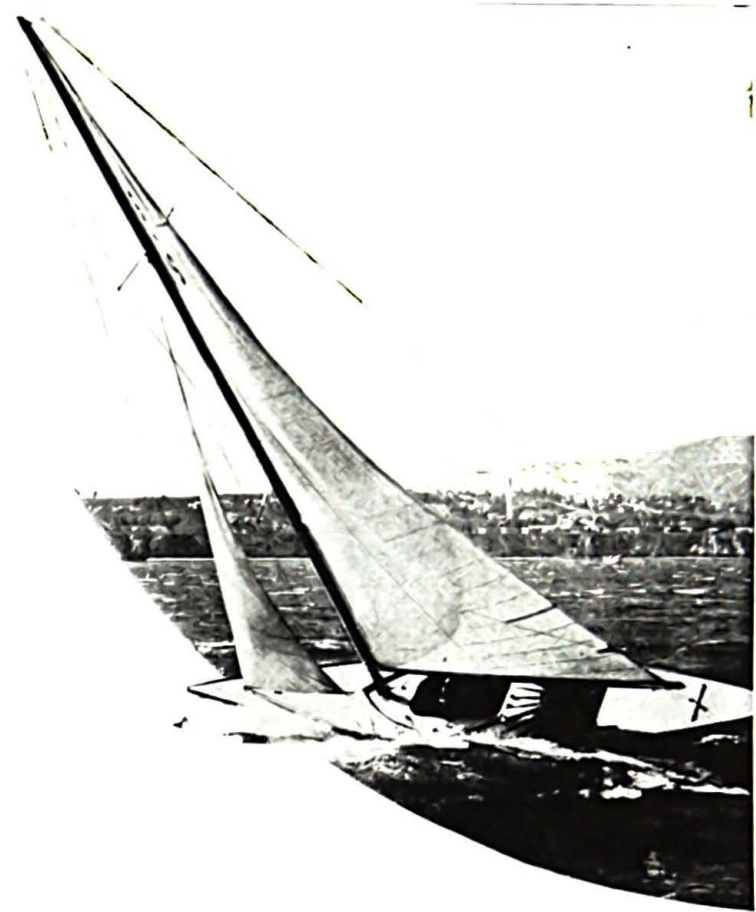


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15

## A Newcomer Joins the Sacred Sixes

By WILLIS HUNT



A few months ago I bought the Six Meter *Caprice* and have had so much pleasure and excitement with her that I simply have to tell the world about it. Now that the most important races are past, I am kicking myself all around the block because I didn't have sense enough to buy her until late in July.

Of course I know yachtsmen are saying that our Six Meter Class is dead, or at least dying. However, it is noticeable that this mournful prediction comes only from outsiders; you don't hear it from the skippers and crews of the Sixes themselves. They aren't worrying, they are racing, and getting plenty of fun out of it.

It seems to me that the boats themselves are just the right size—big enough to be fast and able in almost any weather, yet small enough so that handling them is never a chore. With their double cockpits and well placed gadgets the crew never get in one another's way, and there is no attempt at "cabin accommodations," so-called, to cramp the available working space.

But, in order to show that it isn't my neophyte enthusiasm that makes me so strong for the Sixes, I will give some facts I have taken the trouble to collect.

The class was really started on this coast with the Midwinter Regatta of 1928, when three eastern Sixes came out to compete for the Ben Meyer Trophy. At the time the easterners were invited the Pacific Coast had two boats, the *Lady Betty*, of 1915 vintage, and the *Smiles*, built in 1921. Both were out-classed, so our yachtsmen had to bestir themselves, which they did with creditable alacrity. In the South the Wilmington Boat Works built the Potter-designed *Harpoon* at their own expense, while a Newport Harbor Yacht Club syndicate purchased the *Synnore* from Anker & Jensen in Norway. San Francisco Bay yachtsmen very sportily came to our assistance with the *Maybe*,

*Ayayay* and *Clio*. In the very first five-race series a different boat won each race, which gives a good idea of how evenly matched the Sixes are. Naturally then the class "took" at once, so that between 1928 and 1932 it grew to fourteen boats. In the order in which they appeared on this coast, they are: 1, *Lady Betty*; 2, *Smiles*; 3, *Harpoon*; 4, *Synnore*; 5, *Maybe*; 6, *Ayayay*; 7, *Olio*; 8, *Caprice*; 9, *Lanai*; 10, *Ripples*; 11, *Naiad*; 12, *Mystery*; 13, *Saleema*; 14, *Gallant*.

All have raced in the class at one time or another, excepting *Lady Betty*, and all are in Southern California at the present time. Those that are now being actively raced are seven: *Synnore*, *Ayayay*, *Caprice*, *Lanai*, *Ripples*, *Saleema* and *Gallant*. Since four of our fourteen are hopelessly outbuilt, the full strength of the class now musters ten. Seven active boats out often does not look like a dying class to me, especially since *Maybe* now hails from San Diego. Of the two others on the retired list, *Naiad* has been converted to an auxiliary and *Mystery* is not raced often because her owner also has an Eight. But I can state with confidence that *Mystery* will have a new owner by February, and it would not be surprising to see *Naiad's* skipper tire of time allowance racing and turn to boat-for-boat stuff, particularly since his boat is generally considered the best point winner of the bunch. Probably some eastern Sixes will be brought here soon, as there are several good boats for sale there at low prices.

Now, there are nine probable contenders at the Midwinter Regatta. These are all Pacific Coast craft. With two or three of them under new ownership and with the possibility of two or three new faces in the lineup of sailing boats purchased in the East, the uncertainty will probably last until the winning gun in the last contest.

Continued to page 35

very low Universal rating makes her almost unbeatable. My guess is there would be loud and prolonged cheering in certain be loud and prolonged cheering if she could go back to class racing.

*Escapade* and *Altamar* took second and third places respectively; *Branta* was fourth, *Westward* fifth, *Aratar* sixth and *Dorade* last in the Sloop and Yawl Class.

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## THE SACRED SIXES

*Continued from Page 15*

At the present time I will admit that some of the owners are not keeping their ships in top form. That is the real basis for the predictions of disaster. Yet with nine to twelve entries for the Midwinter there will be plenty of incentive for all hands. The history of the class for the past nine years shows conclusively that every boat is a potential winner. For the first two years it was mostly *Maybe* or *Ayayay*. Then *Lanai* and *Caprice* came decidedly into the picture. The season of 1931 saw *Lanai* and *Ripples* doing well,

to give way to *Naiad* toward the end. In 1932 the battle between *Gallant* and *Naiad* attained Homeric proportions. The next couple of years there was nobody to dispute *Gallant's* supremacy, although *Mystery* was becoming more and more of a factor, until 1935 and 1936 found her in the lead most of the time. This year *Lanai* has again been tops.

Now I ask you, what does a racing skipper want above everything else? The answer can only be one thing—even competition. He wants to feel that if he makes a real effort to keep his boat up, to find her best trim and to handle her well, he has an even chance with the rest. I have found just that condition in the Six Meter Class. My racing record with the *Caprice* to date is not too good. But I know that my boat is potentially just as good as any of the others. I have a darn good crew, we are all keen to win; so if the *Caprice* fails to garner her share of the trophies next year, it will be nobody's fault but my own.



# Mid-Summer Classic

Southern California's pair of annual midsummer yachting classics, the Times and Nordlinger Clock Trophy races, were held, respectively, on July 24 and 25 with a good field contending for each. The Times event, which was first raced for in 1903, was over a 20-mile course, while the Nordlinger Clock competition, begun in 1907, was held over a 50-mile course. The Los Angeles Yacht Club is the trustee of both awards.

Sixteen of the best crossed the starting line in the Times event and on corrected time Raymond Paige's eight-meter *Prelude* topped the impressive fleet, her elapsed time being 3:34:55 and her corrected time 3:32:37. Bill Slater sailed his six-meter *Lanai* into second place with an elapsed time of 4:00:40 and a corrected time of 3:34:18. Third position was taken by Russell Simmons' *Ay-Ay-Ay*, another "six", the elapsed and corrected times, respectively, being 4:05:28 and 3:37:41.



"Naiad", Bill Shepherd's converted "Six", won the Nordlinger Trophy handily.

The entire fleet of five California 32's were entered in the Times race with the fleet, as a whole, finishing in the upper bracket on elapsed time.

## Nordlinger Trophy Race

Bill Shepherd sailed his auxiliary sloop *Naiad* to win the Nordlinger Clock Trophy race against a field of eight other contenders. As released by Race Committee Chairman Art Ferry, her elapsed time for the 50-mile event was 8:08:43 and her corrected time 6:19:40. Following her in second place came the Paige-owned *Prelude* with an elapsed and corrected time, respectively, of 7:13:57 and 6:32:15. Commodore William Bartholomae's eight-meter *Yucca* was credited with the third place, 7:13:55 being her elapsed time and 6:33:41 her corrected time.

In both races the new schedule of propellor allowances, recently adopted by the Southern California Yachting Association, was in effect.

\* \* \*

"*Hispaniola*", the 65-foot schooner previously owned by R. James of Coronado, has been purchased by Mrs. Dorothy Patterson of Beverly Hills. Harry C. Wilson completed the transfer.

\* \* \*

J. S. Blackett of Long Beach has applied for numbers for his new Inter Club dinghy.

# FLOAT IN BREEZE TOWARD TITULAR SOUTHLAND REGATTA

L. A. Examiner 2/12/37



POINTING FOR the eleventh annual National Midwinter Regatta, these six-meters take a practice spin around the harbor in race forma-

tion. Pictured (left to right) are the Naiad, Galant, and Harpoon. The regatta, staged by the Civic Regatta Association of Southern Cali-

fornia and sanctioned by the Southern California Yachting Association, is the Pacific Coast's greatest sailing event.

—Powell Post



5 3/37



## An "Unusual" Mid-Winter Regatta

An unusual number of new champions were crowned at the end of the Civic Regatta Association's 11th Annual Mid-Winter Regatta, sailed February 19 to 22 inclusive at Los Angeles Harbor during unusual weather before unusual crowds of spectators.

Unusual and well as usual circumstances and conditions played an important part in the wholesale manner in which many of the 1936 Mid-Winter champions were swept into temporary or permanent discard. Only four of the 1936 class leaders were able to repeat their 1936 performance and again emerge winner; seven new class leaders were declared; two of the



*The Regatta Committee was at its best during the Mid-Winter Regatta*



*Arguing a Star Protest*

*Sally Sweigart and George Hart, "six" enthusiasts*



classes sailing last year were conspicuous by their absence and two new classes were placed on the program of competitive events.

In the usual column we have that without which there would be no regretta, the Regatta Committee. It was headed by Erwin Jones with Don Hatswell, Art Ferry, Dr. Paul McKibben, Charles Pansing and Jim Webster assisting. The courses selected could not have been better and were picked after casting a trained eye at the slant of the wind and its velocity.

For the first time in many moons



*Fred Brewer, who sailed on "Stormy Petrel" took it seriously*

Mr. and Mrs. John Q. Public were treated to an unobstructed view of the start and finish of the large boat races as well as some of the exciting brushes which took place



at nearby turning buoys. The parties referred to accepted the invitation of the Los Angeles Yacht Club, drove out onto the mole in their cars and viewed the races in comfort. Now that they have had a taste of that service it is safe to assume that they will be satisfied with nothing less in the future.

When the final tabulations of points had been completed the following were posted as 1937 Champions:

*Eight Metre Class* — "Yucca," Commodore W. A. Bartholomae Jr.

*Six Metre Class* — "AyAyAy," Russell Simmons.

*Star Class* — "BY-C," H. F. Beardslee.

*Pacific Interclub Class* — "Zephyr," Clarence and Walter Staaf.

*Universal Class Schooners and Ketches* — "Santana," Commodore W. L. Stewart Jr.

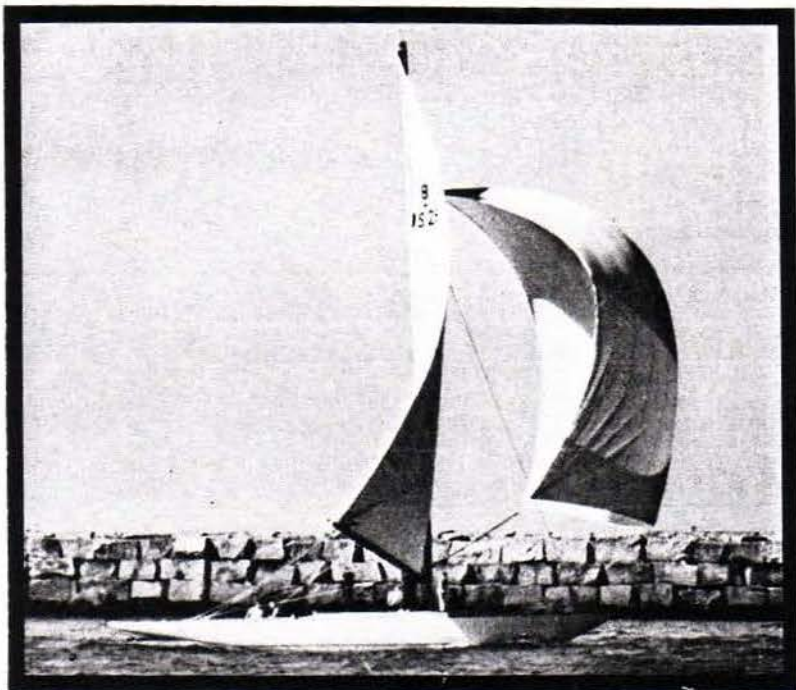
*Universal Class Sloops and Yawls* — "Francesca," Harold Barneson.

*Arbitrary Handicap Class* — "Pipit," Charles Ullman.

*Rainbow Skimmerette Class* — "Dorothy F," George Dynes.

*International Snipe Class* — "Shady Lady," Forrest Farrington.

*Flattie Class* — "Rioteer," E. L. Munsey.



Commodore Bartholomae's new Potter-designed "Yucca" won the championship of the Eighth Metre Class

#### EIGHT METRE CLASS

Due to the fact that two new "eights" were entered in this class, Commodore Bartholomae's Potter-designed "Yucca" and Raymond Paige's "Prelude" probably the greatest general interest was centered in this series. Everybody

"Angelita" finishing second, "Prelude" third and "Santa Maria" fourth. "Prelude" got a good start and was well out in front until she lost a head stay while working up the breakwater to the Pt. Firmin buoy, an accident that caused her to lose considerable time and finish the day's race in third position. "Yucca" beat "Angelita" across the finish line by slightly less than 2 minutes, "Prelude," by a little more than 10 minutes and "Santa Maria" by approximately 11 minutes. The wind was fairly brisk and the chop outside the breakwater was heavier than usual.

With the wind lighter than on the previous day, the race committee selected a windward-leeward



Crew of the "Lanai" grabs a bite of lunch



Erwin Jones (port) and Bud Eaton off duty

*International Skimmer Class* — "Patricia," R. Russell.

*13' Restricted Class* — "Wela-kahao," Cox Birkholm.

*16' Restricted Class* — "Lark," Mitchell Todd.

*19' Restricted Class* — "V-H," H. Provence.

*21' Restricted Class* — "Hi-Lo," Jim Cowie.

*Cruiser Class* — "Sea Dog," Wesley Smith.

seemed to be interested in how "the two new 'eights' would go" and how they would stack up against the two class veterans, Owen Churchill's 1936 class champion, "Angelita," and Pierpont Davis' "Santa Maria." That question was answered before the series was well on its way.

Commodore Bartholomae sailed "Yucca" to win the first day's race,



The Werner Callies' were on deck



course for the second race which seemed to be made to order for the "Prelude." Shortly after the start she worked out a nice lead and was never headed, crossing the line in first place better than 3 minutes ahead of "Yucca," over 5 minutes ahead of "Angelita" and nearly 10 minutes ahead of "Santa Maria."

In the third day's event "Yucca" worked out a good lead right after the start with "Prelude" following. When these two yachts rounded, for the first time, the marker off Cabrillo Beach "Yucca" led "Prelude" by 52 seconds. By the time they again rounded the same marker "Prelude" had made up 22 of the 52 seconds and was only a half-minute behind. As the two started to head for the finish line "Prelude" followed the maneuver of "Yucca" and broke out a parachute spinnaker. It took consider-

#### SIX METRE CLASS

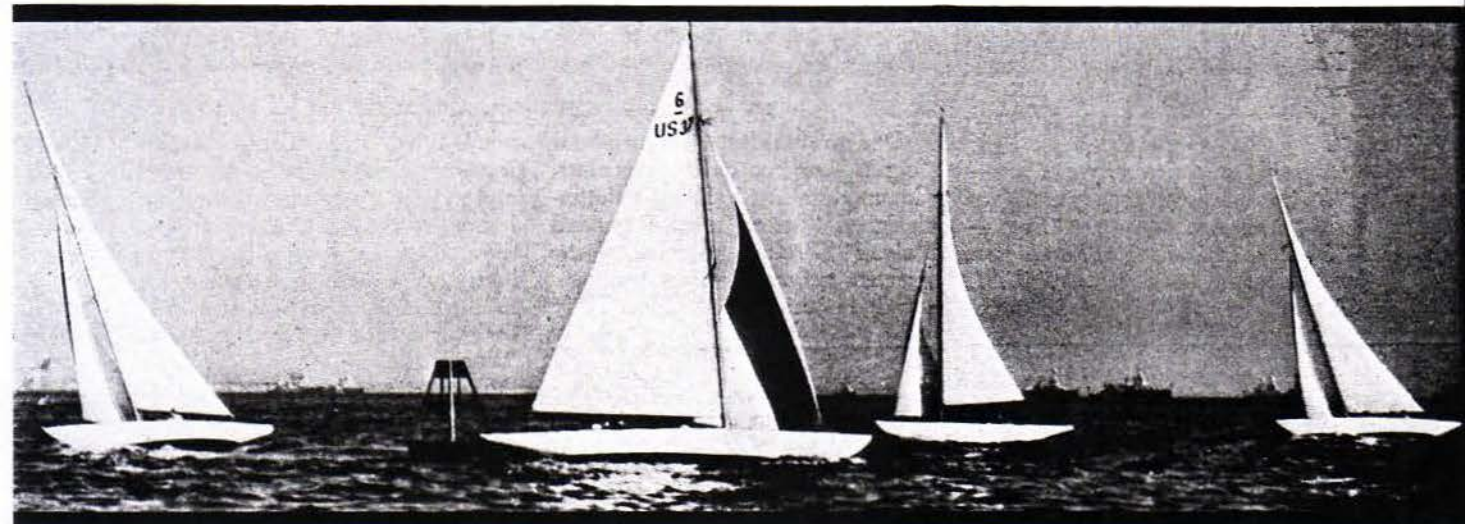
If Russ Simmons and his crew continue to sail "AyAyAy" as they did during the regatta series they are going to have to build some new "sixes" to wrest the class championship from the Swedish creation. Though "Mystery," the 1936



*Were the Cliff Calderas' happy over "Moir's" performance?*

with the Simmons yacht had she been entered. "AyAyAy" with her new orange colored mast and Simmons at the tiller with that old, delapidated felt hat on his head, was practically unbeatable. With five boats in the series "AyAyAy" finished first on three days and third on the other day. The third position was chalked up the first day out after which she took each race handily with a sufficient time lead to keep her skipper and crew from having the jitters.

Two more of the "sixes" were out with new masts. Like Simmons, Al Rogers had had a new stick stepped in "Synnove" as had L. N. Slater in "Lanai." "Synnove's" mast was painted an Irish green while the mast in "Lanai" was a rich brown. Young Bill Slater did not sail "Lanai" as the family medico had beached him due to a



able time for the crew of "Prelude" to get the big 'chute drawing which resulted in her crossing the finish line a little over 1 minute astern of "Yucca." "Yucca" beat "Angelita" by more than 2 minutes and "Santa Maria" by nearly 6 minutes.

The fourth and final race was all "Yucca." Due to jib trouble "Prelude" finished third, "Angelita" second and "Santa Maria" fourth. "Yucca" had a time lead of better than 4 minutes over "Angelita," better than 7 minutes over "Prelude" and about 15 minutes over "Santa Maria."

The final series point standing follows:

"Yucca," 15 $\frac{3}{4}$ ; "Prelude," 11 $\frac{1}{4}$ ; "Angelita," 10; "Santa Maria," 4.

*The "sixes" round No. 1 buoy*



*Rub-a-dub-dub two Myers in a . . .*

Mid-Winter class leader, was not out, her owner sailing his new eight metre in that class, it is doubtful if she could have caught up

most recent attack of the flu. His dad took over the helm and though a threat at all times did not get into the final money. "Synnove," the first day out, lost considerable canvas and was credited with a "d. n. f." that day. Don Douglas was at the tiller of "Gallant" using about 50% of the male members of his family as crew. He won the first day's race by a safe margin. John Sweigart sailed "Ripples" and did a right snappy job of it.

The final point standing of the six metres was:

"AyAyAy," 18 $\frac{3}{4}$ ; "Gallant," 12 $\frac{1}{4}$ ; "Ripples," 11; "Lanai," 10; "Synnove," 8.

#### STAR CLASS

Bobby Zeigler unsuccessfully





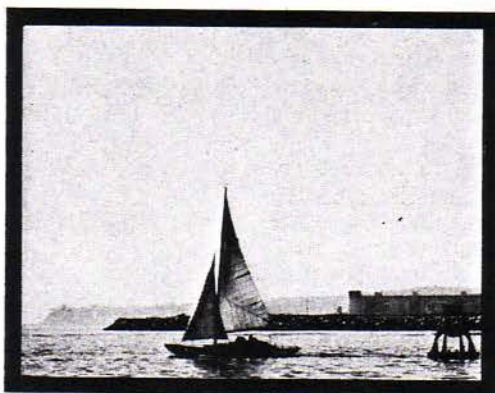
*Schooners, ketches and sloops dotted the course*

defended his 1936 title with his "Win Blu" and while thus engaged "Hook" Beardslee, with a strange crew plodded along in his "BY-C" to win the 1937 title. As in most Star series consistency paid its reward. "BY-C" did not win a single race in the series and yet her consistent performance piled up enough points to gain her the title that has been within her grasp for the last few years.

Beardslee's regular crew, Myron Lehman, chartered Cliff Calderas'

Protests, jams at the turning buoys and a hole or two punched in bows marred the Star series though only ten Stars were entered. On the last day "Leading Lady" was ruled out of the whole series as her owner was not a member of the proper association and her crew was not an associate member of that body.

After all the protests had been decided; after the broken spreaders had been repaired and the punctured planks had been patched



*Ted Braun's PIC "Capulita" starts on another leg*

"Moira," which incidentally used to belong to Beardslee and in which Lehman had sailed as his crew, and gave "Hook" a sailing lesson. All of which caused the mole birds (not pelicans or sea gulls) to argue whether "Hook" was not sailing as per usual due to the temporary loss of his regular crew or whether the trailer trip to the East coast and back to which "BY-C" was subjected last year had had its effect on her.

the final series results were:

"BY-C," 33; "Pollux II," 32 $\frac{1}{4}$ ; "Moira," 29 $\frac{1}{2}$ ; "Win Blu," 26 $\frac{1}{4}$ ; "Skipper II," 21; "Marstar," 21; "Movie Star," 15; "Maia," 11; "Beatrix N," 10.

#### PACIFIC INTERCLUB CLASS

Four of these sloops were entered in the series, the first time the class had been billed for regular Mid-Winter competition. Spectators followed the class closely as

the skippers of the four yachts turned in a good performance each and every day of the four day series. Though each skipper tried his best, and though the PIC's as they are called, changed positions many times during each race, at the finish it was always Clarence and Walter Staaf's "Zephyr" that got the extra quarter point allotted to the winner. That the class of these trim 26-footers is destined to

*Continued on Page 16*



*Wind her up, Commodore Stewart*



*Mrs. Sid Exley goes immigrant*



*Larry Eaton and Milt Hesselberger got a kick out of Newel Logan's cap*



Continued from Page 7

grow rapidly is admitted readily in most camps.

At the end of the last race the final order of finish was:

"Zephyr," 17; "Spindrift," 11; "Fran," 8; "Capulita," 5.

#### R CLASS

Though competition from the North was promised in the R Class it did not materialize which resulted in K. L. Carver sailing his blue-masted "Machree" around the course each and every day of the regatta "all by her lonesome." She was credited with four straight wins which netted her 5 points.

#### UNIVERSAL SCHOONER AND KETCH CLASS

"Santana," Commodore W. L. Stewart's scratch entry, won all three races for this class though the feat was not accomplished as easy as it is written. She had some tough, stiff competition and her



Speed Garner who sailed on "Ay Ay Ay"

skipper and crew were continually pressed to sail her so that the other three yachts entered in the class did not save their time allowance on her. One of her chief threats was Dr. Steel's "Stella Maris" with wishbone rig and blood-transfusion head sails, a trim craft that showed a fine turn of speed.

The final point standing follows:

Regatta highlights were broadcast from Ben McGlashen's "El Perrito"

"Santana," 12 $\frac{3}{4}$ ; "Stella Maris," 8; "Trade Wind," 7; "Amorita," 3.

#### UNIVERSAL SLOOP AND YAWL CLASS

Like the eight metre class, there was new blood among the Universal sloops and yawls in the form of "Stormy Petrel," a Q Class sloop only recently launched by the South Coast Boat Building Company. She was sailed by Walton Hubbard with the help of Fred Brewer, Les Baier and others, and considering that she had not been given a good shake-down her consistent performance was noteworthy.

Four boats were entered in this class and like the schooners and ketches of Universal rating sailed a three-day series. Charles Page's big sloop "Westward" was scratch boat which seemed to have meant nothing to H. Barneson who sailed "Francesca" to cop the series with two daily wins and a single second place.

At the end of the series the final count stood:

"Francesca," 14 $\frac{1}{2}$ ; "Stormy Petrel," 13 $\frac{1}{4}$ ; "Westward," 9; "Tehani," 6.

#### ARBITRARY HANDICAP CLASS

Bruce Beardsley's schooner "Amorita" which won the championship class during the 1936 Mid-Winter, did not defend as she

was sailing with the schooners and ketches Universally rated. As most of the yachts entered in this class were enrolled in the fleet of the 45 Foot Sailing Association the chairman of the Regatta Committee sent out a tracer for Joe Bitterlin to figure the final results. It goes without saying that when located Joe was all wrapped around a telephone. He managed to pry himself loose and head toward the harbor with a ream of paper, a flock of pencils and a calculating machine.

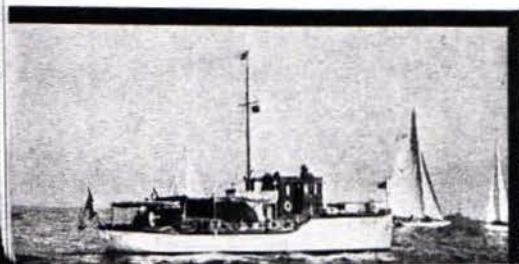
When he finished his figuring the final results read:

"Pipit," 29 $\frac{1}{2}$ ; "Naiad," 28 $\frac{1}{4}$ ; "Kummel," 25; "Escape," 21; "Blue Jacket," 20; "Tecumseh," 17; "Ponchero," 15; "Flyaway II," 15; "Pronto II," 14; "Louise," 9; "Dolphin," 2.

Before going into the other classes it might be well to get some information on other Mid-Winter

Continued on Page 18

Dr. Rambo and guests viewed the regatta from his "Corsair"







*"The eights are crossing the line, now"*

*Continued from Page 16*

Regatta winners. The winners referred to were those who had successfully guessed what boats were going to win in each of the larger boat classes. The good guessers in each of the foregoing classes were:

*Eight Metre Class—Stuart Babcock.*

*Six Metre Class—Temp Ashbrook, Charles Page and Commodore W. L. Stewart.*

*Star Class—Commodore W. L. Stewart and Owen Churchill.*

*Pacific Interclub Class—Norman Pabst.*

*Universal Schooner and Ketch Class—Pierpont Davis.*

*Universal Sloop and Yawl Class—Temp Ashbrook.*

*Arbitrary Handicap Class—Commodore W. L. Stewart and Sidney Exley.*

#### SMALL BOAT CLASSES

Over at Cabrillo Beach, under the guiding hand of Race Committee Chairman Frank Davenport and his numerous, invaluable aids, eight classes of small boats sailed a three-race series, one of the races being sailed on February 20 and the other two on February 21. As in the larger boat classes some of the defending champions had to

give way to new class leaders, the competition being exceptionally keen and the number of entries up to all expectations.

#### RAINBOW-SKIMMERETTE CLASS

George Dynes sailed his "Dorothy F" to win each race of the series against some of the toughest competition the class has had the pleasure to experience. His entry was credited with 183¼ points with second series place going to Bob Todd's "Damit" with 10 points to her credit, and a third place tie existing between Ira Rohland's "Diwa" and Bill Farrar's "Sorceress" each with 9 points.

#### SNIPE CLASS

Against such competition as Pete Serrell's "Hoyden," R. Johnson's "Snippy" and Darby Metcalf's new super-Snipe "Quien Sabe," Forrest Farrington sailed his "Shady Lady" to class supremacy. She was credited with 46¼ points, just three-quarters of a point more than second place winner "Hoyden." "Quien Sabe" and "Snippy" were tied in final standing with 40 points each.



*Charles Ullman's "Pipit" won the Arbitrary Handicap series*



*Most of the time Charles Page's "Seaward" hit the line on time*



*Any film in that camera, Steve Crosby?*

#### FLATTIE CLASS

Sailed the first time this year as a regular Mid-Winter small boat class the Flatties were out strong. The way the various Flattie skippers treated the eventual class winner, Ed Munsey's "Rioteer" is shown by the final point standing. It was: "Rioteer," 19½; "Topsy" (Bill Merrick), 19¼; "Mad Munk" (Butte), 16.

#### SKIMMER CLASS

Against a fast field and with the 1936 title holder not defending, R. Russell sailed his "Patricia" to win two of the three races and the series. "Patricia" earned 20½ points with "Joker" (Perry) earning 17 points and "Inez" (Recknor) 15 points.

#### 13' RESTRICTED CLASS

Cox Birkholm successfully defended his 1936 title and took the 13' Restricted series with his "Welakahao." One first and two second places did the trick netting 13¼ points. Second series place went to "Mine" (Callis) with 12¼ points and third series position to "Carel" (Austin) 8¼ points.

#### 16' RESTRICTED CLASS

During the 1936 Mid-Winter,

*Continued on Page 20*



*Bill Baxter sews sails*



*"Shore boat," yells Stan Natcher*



H. P. Lawhorn sailed "Lark" to win the 16' Restricted series. This year Mitchell Todd sailed the same boat to beat an imposing list of contenders, taking first in one race and second in the other two races. "Lark's" final point score was  $37\frac{1}{4}$ ; "Buji" (Babbitt),  $36\frac{1}{4}$ ; "Mist" (Peeples), 32.

#### 19' RESTRICTED CLASS

Three straight wins in this class earned  $24\frac{3}{4}$  points for H. Provenance's "V-H," second series place going to "Brant" (Sumner) 21 points and third series place to "Zapato" (Roberts) 16 points.

#### 21' RESTRICTED CLASS

In the first race for this class Jim Cowie sailed his "Hi-Lo" to win, followed by "Seaward" (Smales), second, and "Endeavor" (Kellogg) third. The finish of the next two races of the series found no change in that order with the result that "Hi-Lo" earned  $9\frac{3}{4}$  points, "Seaward" 6 and "Endeavor" 3.

#### CRUISER RACE

Five well known cruisers engaged in a predicted log race from the Long Beach light to the Newport Harbor bell buoy with control points established at Seal Beach, Huntington Beach, Newport Beach and Balboa. For the race down Wesley Smith navigated his "Sea Dog" so that she was charged with a time error of only 3 minutes 9 seconds for the twenty-odd mile



*The S.D.Y.C. sent up a good delegation. From port to starboard—Charles Springstead, Frank Wyatt, George Jessop, Joe Jessop, Louis Masten, Jerry Masten, Ed Peterson, Mrs. Frank Dingeman, Dr. Frank Dingeman*

run. George Buzza's express cruiser "Arrow" finished in second place with a time error of 6 minutes 9 seconds, with third position going to Hal Smith's "Midgie Mia," the time error being 15 minutes 41 seconds. Ben McGlashen's "El Perito" took fourth place with a total error of 19 minutes 34 seconds, and Vernon Walker's "Lura Belle III" brought up the rear with no time figures issued.

The cruisers entered Newport Harbor where the skippers and crews enjoyed a lunch at the Balboa Yacht Club presided over by Commodore J. E. Ziegler. During the lunch the subject of an impromptu race back to Long Beach was discussed with the result that the race was run and won by George Buzza's "Arrow," the time error

being 3 minutes 19 seconds. The other cruisers finished in the following order: "E Perrito," 6 minutes 3 seconds; "Sea Dog," 7 minutes 9 seconds; "Midgie Mia," 12 minutes 24 seconds; "Lura Belle III," no time given.

Trophy winners in the small boat classes received their awards at a dinner held the evening of February 21 at the clubhouse of the Cabrillo Beach Yacht Club, an organization which had much to do with the complete success of the small boat series. Trophy winners in the larger classes received the tokens of their supremacy at a formal dinner held at the Victor Hugo Cafe in Beverly Hills, the function being attended by approximately 300 yachtsmen and their guests.





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Three straight wins in this class earned  $21\frac{3}{4}$  points for H. Provence's "V-H," second series place going to "Brant" (Sumner) 21 points and third series place to "Zapato" (Roberts) 16 points.

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#### CRUISER RACE

Five well known cruisers engaged in a predicted log race from the Long Beach light to the Newport Harbor bell buoy with control points established at Seal Beach, Huntington Beach, Newport Beach and Balboa. For the race down Wesley Smith navigated his "Sea Dog" so that she was charged with a time error of only 3 minutes 9 seconds for the twenty-odd mile



*The S.D.Y.C. sent up a good delegation. From port to starboard—Charles Springstead, Frank Wyatt, George Jessop, Joe Jessop, Louis Musten, Jerry Masten, Ed Peterson, Mrs. Frank Dingeman, Dr. Frank Dingeman*

run. George Buzza's express cruiser "Arrow" finished in second place with a time error of 6 minutes 9 seconds, with third position going to Hal Smith's "Midgie Mia," the time error being 15 minutes 41 seconds. Ben McGlashen's "El Perito" took fourth place with a total error of 19 minutes 34 seconds, and Vernon Walker's "Lura Belle III" brought up the rear with no time figures issued.

The cruisers entered Newport Harbor where the skippers and crews enjoyed a lunch at the Balboa Yacht Club presided over by Commodore J. E. Ziegler. During the lunch the subject of an impromptu race back to Long Beach was discussed with the result that the race was run and won by George Buzza's "Arrow," the time error

being 3 minutes 19 seconds. The other cruisers finished in the following order: "E Perrito," 6 minutes 3 seconds; "Sea Dog," 7 minutes 9 seconds; "Midgie Mia," 12 minutes 24 seconds; "Lura Belle III," no time given.

Trophy winners in the small boat classes received their awards at a dinner held the evening of February 21 at the clubhouse of the Cabrillo Beach Yacht Club, an organization which had much to do with the complete success of the small boat series. Trophy winners in the larger classes received the tokens of their supremacy at a formal dinner held at the Victor Hugo Cafe in Beverly Hills, the function being attended by approximately 300 yachtsmen and their guests.







*Wearing that old, battered Stetson, Russ Simmons sailed "AyAyAy" to win the Six Metre series*

*(Right) None other than Swen.*



*(Below) President Ben McNeill of the Civic Regatta Association. (Lower right) "Doc" Reynolds told them where to moor*



## ☆ A NEW SANTA MONICA ORDINANCE

As the result of a meeting held in the office of the Mayor of Santa Monica, the city will probably have a new ordinance affecting small craft particularly of the sailing variety. After the meeting the Mayor addressed a letter to Santa Monica's assistant city attorney, C. W. Inery, Jr., and suggested that that attorney draw up an ordinance for Santa Monica along the following lines:

All boats not classified by the Steamboat Inspector's office to be regulated.

All boats up to 13 feet in length to have one life preserver for each person aboard but never less than two preservers aboard at all times as regular equipment.

All boats from 13 feet to 16 feet to have one preserver for each person aboard but never less than three preservers aboard at all times as regular equipment.

All boats from 16 feet to 19 feet to have one preserver for each person aboard but never less than four preservers aboard at all times as regular equipment.

All boats as listed above to have two flares or rockets, carried in a water-proof container; all boats as listed above to have a fog horn or whistle and an anchor with 100 feet of line.

All boats as listed above out after dark to be equipped with running lights.

All boats as listed above to be subject to the Harbor Master who would have the right to turn them back in the event they put to sea when storm warnings were up.

The Mayor suggested that the City of Santa Monica issue a license, at a nominal charge, so that in obtaining the license the party signing, adult or minor, would know the regulations and agree to abide by them. License for minors would be signed by their parents or guardian as well as by the minor.

As the meeting in the Mayor's office was attended by interested parties from Santa Monica to Balboa there is a slight probability that such an ordinance would be adopted by the cities in the area named.

## ☆ SIX METRE GROUP EXPANDS

At a recent meeting of the Six Metre Association it was decided that that body would increase its scope to include the activities of the Eight Metre owners. The annual meeting of the association, of which Bill Bartholomae is now president, will be held in March.

☆

# The Eleventh Annual Mid-Winter Regatta

Western Skipper Feb'y, 1937.

Four days of racing starting on Friday, February 19, and finishing on Washington's Birthday, Monday, February 22. Those are the dates of the 11th Annual Mid-Winter Regatta, one of Southern California's outstanding yachting events.

As usual, the Civic Regatta Association of Southern California under the able hand of President Ben McNeill, has completed all the many details with the actual operation of the regatta to be handled, as is always the case, by the Southern California Yachting Association's able Regatta Committee, Erwin C. Jones, chairman.

Like the previous years both large and small boats are billed for competition. The large boats, and these include Six and Eight Metres, Pacific Interclubs, Stars and Rs, will race all four days of the Regatta — Friday, Saturday Sunday and Monday. The Handicap Classes, and these include the Universally rated schooners and ketches and sloops and yawls will race Saturday, Sunday and Monday. Though billed as Arbitrary Handicap events the yachts of the 45-Foot Sailing Association, not Universally rated, will race on their own handicaps on Saturday, Sunday and Monday, also.

George Lauder, an Eastern visitor, sailed "Coprice" in last year's Mid-Winter.

(Sawyer Photo.)



"Hook" Beardslee will sail his "R.Y.G." in the Star class.



Mrs. Don Ayres, Geraldine Joyce and Mrs. Ted Geary were regatta spectators as were Mrs. "Speed" Garner, Mrs. "Hook" Beardslee, Mrs. John Harndall and Mrs. Don Hatzwell.

(Sawyer Photo.)



"AyAyAy" and "Mystery" prepare to round a buoy.

(Sawyer Photo.)

This year the boat-for-boat race around Catalina Island will be held the week-end of February 26-27 and will be for cruising sail boats. All entries will be required to carry a water light as well as a dinghy and will be further required to pass the inspection of the regatta committee before being sanctioned as an entrant.

Power Cruisers will come in for one day of competition, using their Predicted Log System. According to Ben McGlashen, Regional Director for the American Power Boat Association, Sunday, February 21,







## Program of the Mid-winter Regatta

**E**NTRIES are filed, courses set, and everything is ready for the Mid-winter Regatta off Los Angeles, Long Beach Harbor from February 19th-22nd, inclusive. The main points of interest now are when and where the various events will take place. Therefore, we present the program, as follows:

Fri., Feb. 12th: 6:30 P. M. Annual Civic Regatta Association Stag Dinner at the Broadway Club, 1106 S. Broadway, Los Angeles.

Fri., Feb. 19th: 10:00 A. M. Reception at California Yacht Club.

11:30 A. M. Luncheon in Honor of Visiting Officials.

1:00 P. M. Start of first day's racing, for Eights, Sixes, R's, PIC's and Stars only.

7:00 P. M. Informal Dinner at California Yacht Club.

Sat., Feb. 20th: 12:30 P. M. Start of second day's racing for same classes as above, also Universal Sloops & Yawls, Schooners and Ketches and Arbitrary Handicap Class.

2:00 P. M. Start of first day's racing for Small Classes off Cabrillo Beach.

7:30 P. M. Regatta Dinner Dance, California Yacht Club.

Sun., Feb. 21st: 10:00 A. M. Start of Power Cruiser Race.

12:30 P. M. Start of third day's racing for same classes as on February 20th.

2:00 P. M. Final races for Small Classes off Cabrillo Beach.

6:30 P. M. Informal Dinner and Presentation of Small Boat Class Trophies, Cabrillo Beach Yacht Club.

7:00 P. M. Informal Dinner, at California Yacht Club.

Mon., Feb. 22nd: 12:30 P. M. Start of last day's racing for same classes as on Feb. 20th and 21st.

Tue., Feb. 23rd: 8:00 P. M. Annual Yachtsmen's Ball and Dinner. Presentation of Trophies.

Sat., Feb. 27th: 12:00 Noon Start of Race Around Catalina Island for Mayor Frank L. Shaw Perpetual Trophy.

Sun., Feb. 28th: Finish of Race Around Catalina Island.

4:00 P. M. Presentation of Mayor Frank L. Shaw Trophy.

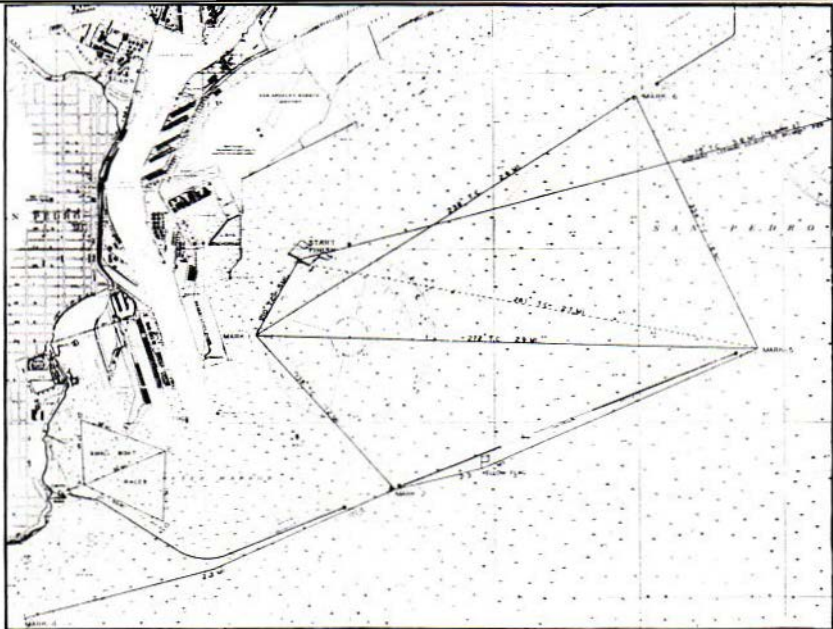
## Schedule of the Y. R. A.

The Yacht Racing Association of San Francisco Bay has submitted its schedule for 1937, as follows:

May 1 and 2 . . . . . Vallejo and return . . . . . Corinthian Y. C.  
May 8 and 9 . . . . . Regatta for new Berkeley . . . . . Aeolian Y. C.  
Yacht Harbor . . . . . Berkeley C. of C.

May 15 and 16 . . . . . All-Clubs Regatta . . . . .  
June 13 . . . . . Farallon Race . . . . . S. F. Y. C.  
June 27 . . . . . Richmond Regatta . . . . . R. Y. C.  
August 15 . . . . . Lightship Race . . . . . Aeolian Y. C.  
Sept. 12, 18 and 19 . . . . . St. Francis Regatta . . . . . St. F. Y. C.





OFFICIAL CHART  
of courses for all  
classes during the  
Mid-winter Regatta,  
sailed off Los An-  
geles-Long Beach  
Harbor from Febru-  
ary 19th to 22nd,  
inclusive.

—Courtesy of the A.  
Lietz Co.

PS 2/37





## Newport Harbor's Race Week

In that oft-referred-to book of Mr. Webster's (Noah, not Jim) there appears the word "spontaneous," which seems to best describe Newport Harbor's First Annual Race Week, an event which was co-sponsored by the Newport Harbor Yacht Club and the Balboa Yacht Club, and sailed the week of August 2-8. In toying with the word in question Mr. Webster (as before, Noah, not Jim) put out the following in the way of additional information: "Proceeding from natural disposition or impulses; produced without external intervention." From the attendance and most evident spirit of conviviality, it seemed that the majority of Southern California yachtsmen, seniors as well as juniors, had a natural impulse to "go Newport" for the week and nothing from the outside served to intervene in that natural desire.

The true spontaneity is best shown by the fact that 165 yachts were entered in one day's race, which is a record in itself for a Southern California regatta, championship or otherwise. Of this 165 yachts, 107 were enrolled in the well-regulated Small Boat Division, while the other 58 were of the larger classes. The local fraternity of yachtsmen vied with the San Diego delegation in point of entries with the boys from the Silver Bay, doing themselves proud, regardless of the fact that they had to trailer or sail quite some distance.

With Commodore Eugene Ziegler at the helm, the Balboa Yacht Club handled, with the aid of the Race Committee of the Southern California Yachting Association's Small Boat Division, the inside, or bay, races and the number of one day's entries gives a fair idea of the magnitude of the task. The off-shore races were under the guidance of the Newport Harbor Yacht Club, of which W. A. Bartholomae, Jr., is Commodore. Again success was the reward of sincere efforts. The clubhouses of both sponsoring organizations were open to visiting yachtsmen as well as race participants and the activity around both clubs was so apparent that some visitors were on the verge of asking whether the series was a Southern California championship event and if the year was the present or 1936.

A preliminary series for all classes was sailed August 3, 4 and 5, during which the contenders warmed up for the main event sailed August 6, 7 and 8. Conversational Races were sailed each evening at Ye Pirates' Den, the famed gathering place of Newport Harbor Yacht Club, with all protests of one's turn to "buy a round" heard and unanimously allowed. The week was brought to a successful close with a huge dinner-dance at the Newport Club.

In the preliminary series the McNabb brother's *Avatar* won the Universal Class, as did K. L. Carber's *Machree* in the R Class. Paul Jeffer's *Saleema* did a solo in the Six Meter series and Russell Craig's *Escape* had things her own way among the 45's. Bill Slater deserted the "sixes" to handle the tiller of B. W. Griffith's *Star Kaay*, and teach a thing or two

to such class veterans as Beardslee and Waterhouse. In Pacific Class competition, Joe Jessop turned his back on his regular job and sailed the Scripps-owned *La Cucaracha* to a nice win.

By the time the main series was to begin the fleet had noticeably increased, due to the fact that some skippers had finally succeeded in slipping out the door when the boss was not looking. Though lacking the experience of those who sailed in the preliminary series, the newcomers proved by stern countenances that things were going to happen from that time on.

Lacking competition for his *Yucca* in the Eight Meter fleet, Commodore Bartholomae dusted off *Mystery*, sailed her out to the starting line and thus caused the eyes of the skippers of six meters to do a bit of bulging. Though he did not win the series he gave the upper bracket of final series winners a lot to mull over, including Bill Slater, who topped the class with his *Lanai*. With *Mystery* in second final standing, Russ Simmons' *AyAyAy* was credited with third series position.

Joe Jessop followed up his preliminary series success by taking the main series, his competition being not only the San Diego Pacific Classers, but the Newport Harbor fleet as well. The Giddings-owned *Windy* completed the three-race series in second spot with the Ed Peterson-sailed *NiNiNie* third. One point separated the trio in final standing.

With a wide margin of safety "Hook" Beardslee ruled the Star gang with *By-C*. Sailing *Procyon*, the Streeton boys finished the series in second place, with Glenn Waterhouse and his *Three Star Two* in third. Undoubtedly, the boat building business at Newport was rushing as "Roving Ballast" Lehman and *Pasha* were not among the contenders.

To prove that their previous wins were not flukes, Don and Bill Douglas sailed *Altamar* to win the California 32 series, in which all five of the class sloops were entered. Bruce Beardsley sailed his *Amorita* to win the last race and finish the series in second position with Temp Ashbrook's *Tempest* in third.

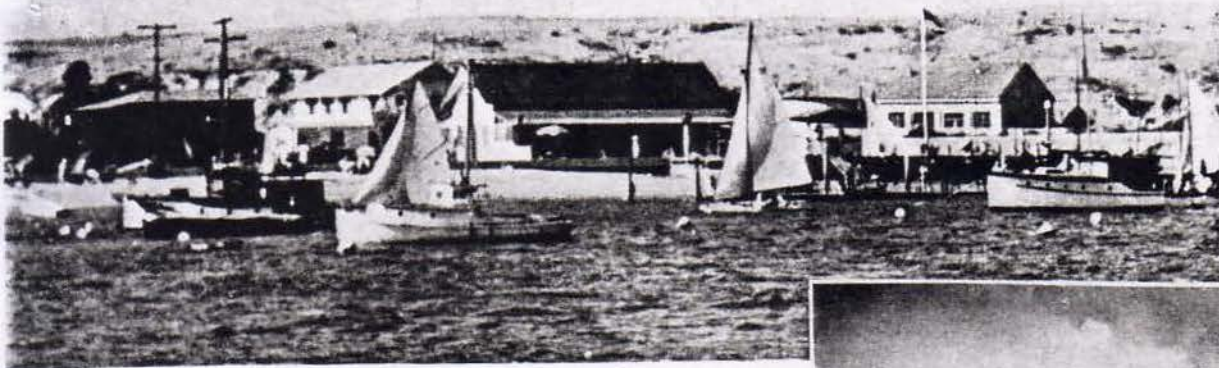
In a special match race between Charles Page's N Class *Westward* and Jayandjay McNabb's M Class *Avatar*, the former won. *Avatar* was the scratch boat. While this was taking place, Harold Barneson sailed *Francesca* to win the Universal Class with Walter Trepte's *Ahmeek* next.

T. E. Johnson reversed the finish order of the preliminary series by sailing his *Heather* to an R Class series win over *Machree*.

*Stormy Petrel*, with Willis Hunt at the tiller, took the 45-Foot series, with Dair Long sailing Hal Holtz' *Dauntless* in second place, and *Escape* third.

Due to the fact that the race result forms furnished Sea did not include the names of the craft sailed in the small boat



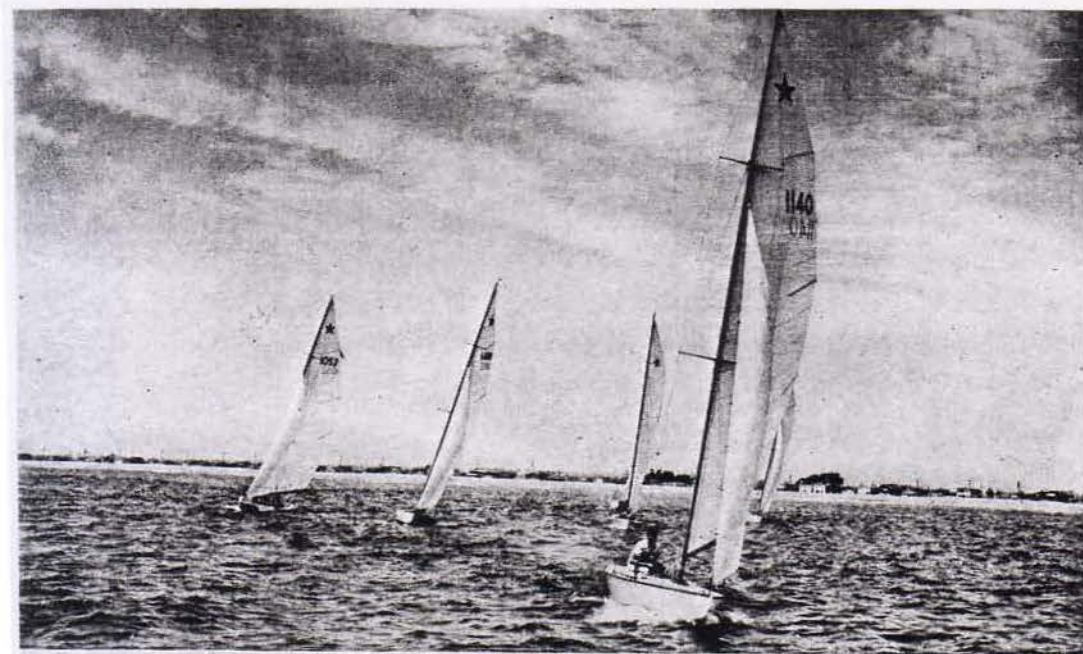
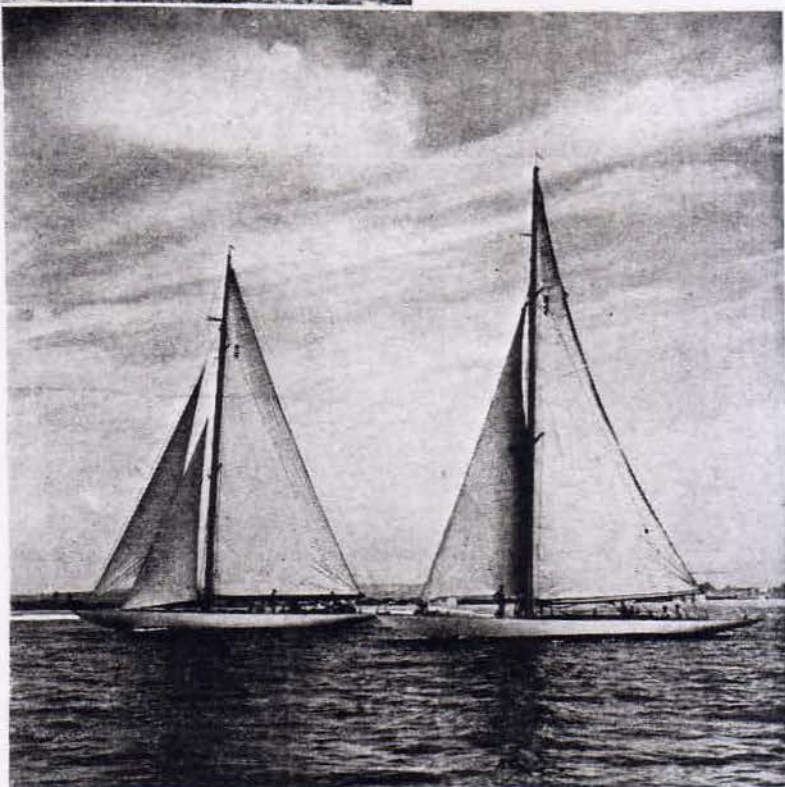


*Race Week was co-sponsored by the Balboa Yacht Club and the Newport Harbor Yacht Club.*

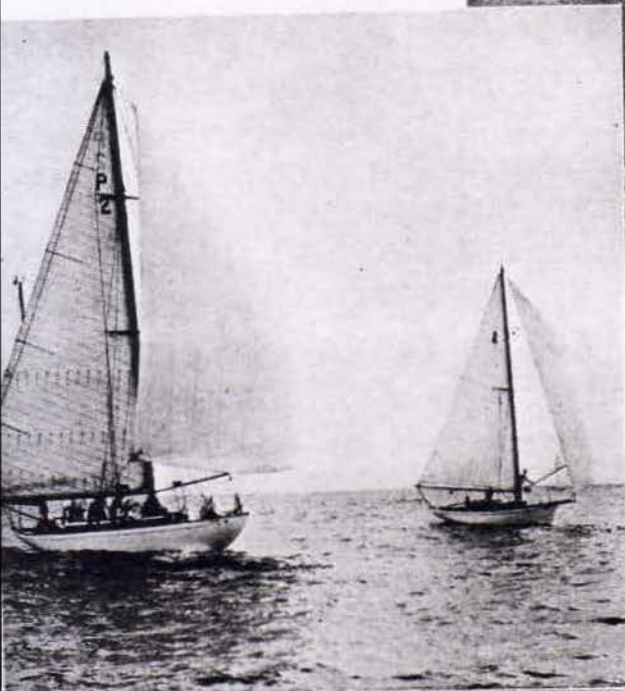
*In a special match race between Jayandjay McNabb's AVATAR (M 11) and Charles Page's WESTWARD (N 2), the latter took top honors.*

*The Stars turned in their usual satisfactory performances and sailed ocean courses handled by a Newport Yacht Club committee of Dr. Paul McKibben, Hugh McFarland, Douglas Mackinnon, James Webster (Chairman), Swen and Randolph Lee.*

—Sawyer Photos.







*The two views above show the Newport Harbor Yacht Club and the small boat activity during the bay races.*

*While the larger classes, including the Universals and 45s, sailed ocean courses, the smaller craft, including the Snowbirds, took complete possession of the bay.*

*The views below show the fleet of San Diego Starlets which were trailered to Newport for Race Week, and a portion of the gallery of spectators which daily crowded the Balboa pier to watch the ocean races.*







## The Pacific Coast Championship Regatta

**S** EVEN-HUNDRED-SIXTY-TWO yachts (no, your eyes don't deceive you, 762 is correct) sailed, powered or were barged to the Isthmus at Santa Catalina Island to participate in the Southern California Yachting Association's 1937 Pacific Coast Championship Regatta, sponsored by the Catalina Island Yacht Club and held jointly with the 8th Annual Commodores Cruise, September 4th to 11th. The Commodores Cruise was a three-day program of hits, hilarity and highlights and the Championship Regatta a five-day series blessed with plenty of what it takes to make a yacht go. Though Pacific Coast Championship Regattas are nothing new to yachtsmen of this area, this is the first time that "the powers that be" designated Catalina Island as the regatta scene and also the first time a championship event has been tied in with the annual Commodores Cruise. The result fulfilled a dream of nine years standing.

The Pacific Coast from Seattle to San Diego was well represented during the Cruise and Regatta with yachtsmen and yachswomen from all ports in that areas helping swell the registration list, which has all the ear marks of being the largest on record for these waters.

During the Commodores Cruise the usual sports program was billed but due to the general excitement many of the events billed were scratched for want of entries. The annual baseball game between the sail and power boat men was hotter than the hinges on the gates of Hades, some of the players arguing against their own side in order to increase the tempo of the one-sided battle. Appeals for entries in the rowboat tug-of-war and the mast climbing contest brought little response though the appeal was broadcast over the cliffs and hills surrounding 4th of July and Cherry Valley as well as the Isthmus. The Pirate-South Sea Island Parade is another subject.

Led by a gent who continually clanged an old cow bell and who wore a flaming red coat and the kind of a hat that invited pot shots, the parade got under way. After the Swish bell-ringer came the fleet impromptu band made up of string plunkers, stomach steinway squeezers, harmonica mouthers and others musically inclined. Next came the feminine contingent dressed in South Sea Is-

land attire and the male members garbed as pirates. The whole procession wound itself down to the beach where a thirty-gallon cauldron of hot rum awaited hoarse throats. The matter of selecting the best South Sea Island and the best Pirate costume attended to, the band rendered request selections until the fire under the cauldron had nothing to affect but the outside bottom of the big black pot.

The three days devoted to the Commodore Cruise were also the days on which the small boat skippers battled for Pacific Coast Championships. The small boat series which was masterfully handled by the Race Committee of the Southern California Yachting Association's Small Boat Division, was sailed on most satisfactory courses well within the protection of the Isthmus. Eight classes were on deck for the five-race series which was concluded with a trophy presentation dinner.

Never before in the history of local yachting have the small boats been transported from the mainland to an offshore point by barge for a championship series. If there were any who doubted the feasibility of the venture they did not take into consideration the head of the committee responsible for the feat and the complete success assured small boat helmsmen that they can safely compete in championship series at any offshore point within reasonable distance.

Power cruiser navigation events were also on the bill, these consisting of a navigation cruise from Long Beach to the Isthmus the first day and another, later in the week, consisting



Roy Corbett's 30 Square Meter "Debutante," shipped down from Seattle, proved to be tough competition from the P & Q Class fleet.



of a complete circuit of the Island. The winner of the Long Beach-to-the-Isthmus event won both the Bobrick and Isham trophies. In the around-the-Island event one of the cruiser owners predicted his time for the 43-mile trip and came within four seconds of making his prediction come true.

The Stars pulled their annual event of sailing to the Isthmus from both Long Beach and Santa Monica with the Long Beach fleet competing in a race over, as well as back, for the Santell Trophy. Other special events included the "six" race for Wrigley Trophy, an "eight" event and the 45-Foot Sailing Association race from Los Angeles Harbor to the scene of the combined eight-day program.

If there ever was a championship regatta in which no skipper had the advantage due to a complete knowledge of local sea conditions, the 1937 Pacific Coast Championship Regatta was the one. Every competing yachtsman, including the small and large boat skipper and the power boat man, was on an even footing which added a new brand of zest to the intense competition.

To say that the Race Committee had its hands full is putting it mildly, indeed. The selection of courses met with hearty, general approval but shifting, wandering buoys kept all hands keyed to a high pitch. The Lighthouse Service, which stands ready and willing at all times to cooperate in the matter of placing course markers, has a hard-and-fast rule that it will not set a marker in water over 30 fathoms deep. To find a spot at the Isthmus where the water was that depth or less was an impossibility, a condition which forced the Committee to have special markers constructed and to have them placed by a subcommittee. The markers were all that a racing skipper could hope for but regardless of careful planning and an overdose of forethought the buoys moved over night, some never to be recovered.



A stowaway crew member, John Hardluck, rode aboard Charles Page's N Class "Westward" during the regatta. The cameraman happened along at the exact time when John Hardluck was getting in his best licks.



Sailing Ruth Brown's Nimita, John Wells won the Inter-Club Dinghy championship.



Borrowing a big spinnaker for use on his "Nina" went borrowing a lot of trouble for Max DeVega.



# CHAMPIONSHIP

## REGATTA



Staff-Commodore Homer Shirrell (center) played hookey from local waters for some time and his arrival at the Isthmus was the signal for many a get-together. Commodore John Stick of the Southern California Yachting Association (port) and W. C. Warmingtn, Staff-Commodore of the Newport Harbor Yacht Club, spent plenty of time gamming.

Commodore E. W. Murphy of the Catalina Island Yacht Club was a most gracious host.



To Mrs. Norman Pabst went the prize for having the best and most exotic South Sea Island costume, and similar honors went to Dick Terkel in Private costume competition.





*This picture should be captioned "Stopped." Known for his ability to hold his own under any circumstances, Norman Pabst became mute when that grand old-timer, James W. Jump, presented him with a diamond studded Catalina Island Yacht Club pin. Mrs. John Stick, wife of the Commodore of the Southern California Yachting Association, had a ringside seat at the presentation.*

Photographs courtesy of Alma Overholt



*The South Sea Island motif was carried out by the youngsters as well as their elders. Marvin and Helen Rogers went native in a big way and would have taken many a prize had not the sand man curtailed their competition.*



*With the aid of a flashlight, Ellis Wing Taylor ladled hot rum from the huge cauldron to the cups of the many who made up the long Pirate-South Sea Island parade. Milton Hesselberger (rum bottle in hand) served as Cantinero, supervising the brew from bottle to consumer.*





The five-race series for the larger boats was held on courses laid out from the Isthmus to the West End of the Island. In two cases masts crashed, canvas fluttered to the deck, tillers went by-by, Stars tangled spreaders, borrowed spinnakers created havoc and red bunting flew. This last item kept the Race Committee and its appointed protest hearers hopping and on the last day the presentation dinner soup was cold consomme by the time all hearings had been disposed of and the final points refigured.

It being impossible to cram into the Isthmus all the yachts participating in the Cruise and Regatta, some of the natural overflow sought anchorage at 4th of July and Cherry Valley, others going as far as Johnson's or around the West End to Catalina Harbor. Those who were anchored at the Isthmus, 4th of July and Cherry Valley were in constant touch with the outside world and Regatta Headquarters through a public address system furnished through the cooperation of two of Wilmington's foremost boat builders.

Those who were forced to remain on the mainland were treated to a detailed description of the Regatta, broadcast daily from the Coast Guard *Aurora*. This broadcast was augmented daily by another from a mobile shore station. The latter, which was usually on the air after the day's races were completed, featured the day's final results and impromptu musical hits including a plaintive little ditty sung to the tune of School Days, School Days and having reference to shoreboats. It follows:—

Shoreboat, shoreboat, dear old yellow shoreboat, we've hollered and hollered with lusty lung, but evidently we've been stung; we like to romp and like to play, but from the yacht



*Unlimited credit goes to L. G. Metcalf who, without precedent, assumed the responsibility of barging the small boats to and from the Isthmus. Special skids and many willing hands were invaluable in loading and unloading. At the Isthmus the order was barge to pier, pier to beach, as is shown here.*

we can't get away; if you can't come tomorrow come someday, before we are aged and gray.

Highlights? They filled each day from 8:00 A.M. to the next similar hour. Old timers, who have followed regattas for many years, claimed the Cruise and Regatta produced more genuine laughs and surprises to the hour than any event of previous record. For instance the gent who, at an early morning hour, dressed only in white shorts, Mexican yawting hat and equipped with a bif gun, exterminated the Island's best insects . . . the squabble and uproar during the annual baseball game over what constituted a two-base hit . . . motorized scooters darting here and there, stopping suddenly and seemingly without reason, to let the 250-pound rider continue on his way over the handlebars . . . the same rider appearing later dolled up with

(Continued to Page 34)





Such trifles as wandering course markers meant nothing to this Race Committee whose efforts were loudly praised by both contestant and spectator. The Chairman, D. R. O. Hatswell (port) was assisted by Mrs. Hatswell, Sven Swenson, Frank Davenport, Charles Pausing, C. Shephard Lee, and Wesley D. Smith who seems to be the only one who couldn't stand up under his duties.

## Regatta Results

Skimmer Class: *Jackie* (Jack Horner) 61½; *Joker* (Bob Perry) 58½; *Inez* (Elvin Recknor) 50¼.

Snipe Class: *Quien Sabe* (Darby Metcalf) 89¾; *Shady Lady* (Francis Schwander) 89½; *Trade Wind* (Edward Warmington) 78.

P.D.Q. Class: *Ome Omi* (Joe McQuilken) 13; *Gale* (Phillip Peters) 10¼.

13' Class: *Marlin* (John Cravath) 29; *Diwa* (Ira Rohland) 24; *Red Head* (Henry Shaw) 19¼.

16' Class: *Noname* (J. Ward) 32¼; *Lulu* (W. E. Lewis) 30; *Mist* (Austin Peebles) 29½.

19' Class: *Rioteer* (Ed Munsey) 31¾; *V-H* (Huge Prifogle) 23; *Zola* (Gale Ford) 21¼.

L, M & N Class: *Branta* (Don Ayres) 13¼; *Westward* (Charles Page) 8; *Avalar* (Jayandjay McNabb) 7.

P & Q Class: *Francesca* (Harold Barneson) 14½; *Naiad* (William Shepherd) 13¼; *Debutante* (Roy Corbett) 10.

X & Y Class: *Stella Maris* (Dr. A. A. Steele) 2½.

Pacific Class: *NiNiNie* (Joe Jessop) 19¾; *Windy* (Giddings) 18¼; *Imp* (Gartzman Gould) 15¼.

Arbitrary Class: *Aquila* (Thad Jones) 11; *Flyaway II* (Edmund Grant) 10¼; *Gallant Lady* (Gordon McLean) 9¼.

Pacific Interclub Class: *Spindrift* (Ed Stickney) 24; *Zephyr* (Staff) 19¼; *Shangra La* (Dick Johnson) 13.

Star Class: *Skipper II* (Howard Wright) 33¼; *All Star* (Jack Keith) 27¼; *Movie Star* (Doug McKenzie) 26¼.

California 32 Class: *Altamar* (Don Douglas) 23; *Escapade* (John Hurndall) 19¼; *Tempest* (Temp Ashbrook) 15.

Six Meter Class: *Lanai* (Bill Slater) 21¾; *Ay-Ay-Ay* (Russ Simmons) 19¼; *Synmove* (Al Rogers) 12¼.

Eight Meter Class: *Angelita* (Owen Churchill) 14¼; *Yucca* (W. A. Bartholomae) 13½; *Santa Maria* (Pierpont Davis) 11.

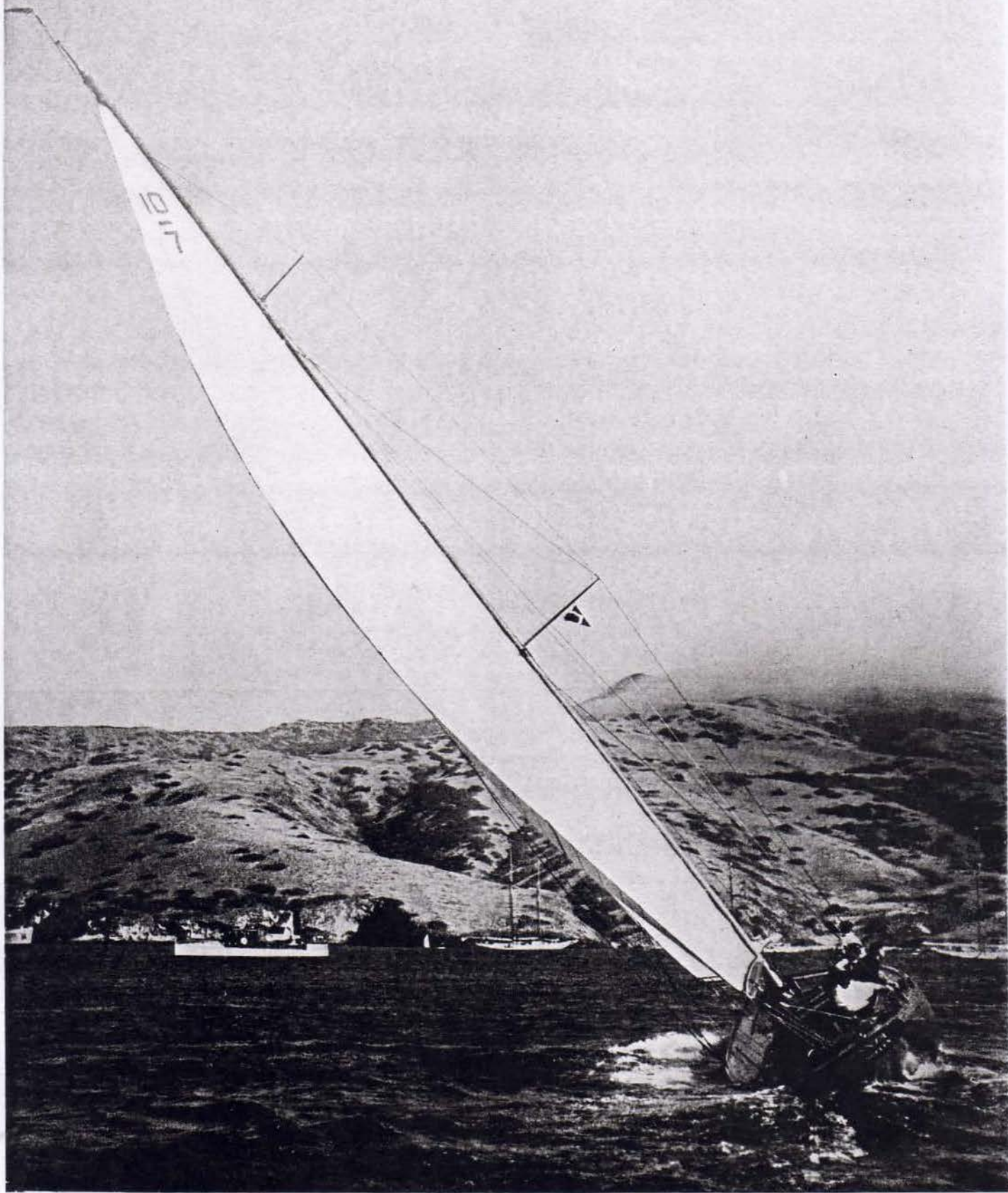
Class B Dinghies: *Mi Sin* (Bill Douglas) 9¾; *No-No-No* (Russ Simmons) 6; *Raffles* (John Swigert) 2.

Inter-Club Dinghies: *Ninita* (John Wells) 6¾; *Hallux Valgus* (Ned Manning) 3.

Cruiser Race to Island: (Class A)—*White Heron* (G. S. Donaldson) 1m 32s; *Sea Dog* (Wesley Smith) 1m 45s; *El Perrito* (Ben McGlashan) 3m 03s. (Class B)—*Seal II* (Dr. C. I. Hubert) 12m 04s; *Reveller* (Frank Rupert) 12m 06s; *Lucille* (Dr. E. H. Riesen) 18m 43s.

(Continued on page 51)





# BRANTA

*To Don Ayres' 10 Meter "Branta" went top honors in the L, M and N Class competition.*



## SPORT FISHERMAN

|                          |                               |
|--------------------------|-------------------------------|
| <i>Crystal</i> .....     | A. B. West and F. L. McDowell |
| <i>El Mirador</i> .....  | Thos. M. Hynson               |
| <i>Natika</i> .....      | Edward H. Gronendyke          |
| <i>Sportfisher</i> ..... | M. A. Machris                 |

## SMALL MOTOR BOAT CLASS

|                          |                          |
|--------------------------|--------------------------|
| <i>Alta May II</i> ..... | Staff-Com. D. F. Axelson |
| <i>Callie</i> .....      | Thos. M. Hynson          |
| <i>Godfish</i> .....     | Dr. Paul S. McKibben     |
| <i>Jondee</i> .....      | John Shamel              |
| <i>Moby Dick</i> .....   | Louis Cass               |
| <i>Oh-Kay</i> .....      | Lyman H. Farwell         |
| <i>Pioneer</i> .....     | Mrs. G. B. Crary         |

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| <i>Santana</i> .....  | W. L. Stewart, Jr.    |
| <i>Tamalmar</i> ..... | John J. Swigert       |

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|                           |                     |
|---------------------------|---------------------|
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| <i>Merope</i> .....       | Erle P. Halliburton |
| <i>Philadelphia</i> ..... | Donald O'Melveny    |

## KETCHES

|                        |                  |
|------------------------|------------------|
| <i>Rival III</i> ..... | Raymond B. White |
| <i>Wayfarer</i> .....  | Samuel J. Dickey |

## YAWLS

|                        |                 |
|------------------------|-----------------|
| <i>Brilliant</i> ..... | Walter G. Franz |
| <i>Galatea</i> .....   | Jascha Heifetz  |

## 8 METRE

|                    |                              |
|--------------------|------------------------------|
| <i>Yucca</i> ..... | Com. Wm. A. Bartholomae, Jr. |
|--------------------|------------------------------|

## 6 METRE

|                       |                              |
|-----------------------|------------------------------|
| <i>Ay ay ay</i> ..... | Russ Simmons                 |
| <i>Gallant</i> .....  | Donald W. Douglas            |
| <i>Mystery</i> .....  | Com. Wm. A. Bartholomae, Jr. |
| <i>Synnové</i> .....  | Staff-Com. Alfred E. Rogers  |





—HITCHCOCK

WERNER CALLIES' *ORTIE*, winner of the race from San Pedro to Newport Harbor

# Newport Christmas Regatta

Many Oldtimers Bow to Young Skippers

BY KENT HITCHCOCK

**T**HE selfsame gale that impartially visited the entire Pacific Coast arrived at Newport Harbor Saturday night, December 26th, and caused a week's postponement of the second annual Newport Harbor Christmas Regatta. Despite the threatening weather, the club's anchorage was well populated by visiting craft, although storm warnings did keep a few racing skippers at their home moorings.

The first day's racing program was successfully completed under sunny skies with gentle shifting winds, ideal weather for the small boat classes. Representatives from a round dozen yacht clubs sailed a variety of courses inside greater Newport Harbor.

The roaring Forty-Fives, only three of them to be sure, cleared the Los Angeles breakwater at noon, and Werner Callies tillered his 22-Square Meter *Ortie* through light, shifting airs to win the twenty-mile run to Newport from *Blue Jacket* and *Adios*. This was intended to be a contest for the George A. Rogers Memorial Trophy, the winner to be awarded a handsome silver cup sponsored by the Newport Harbor Chamber of Commerce. At the request of the Forty-Fives, however, competition for the Rogers Trophy will be held at some later time when a large turnout can be expected.

Threatening weather failed to impede the plans for the big dinner

at the club, and a gaily decorated dining salon was packed with yachtsmen and their guests. Officers and their wives from yacht clubs in many sections of the coast were introduced by Commodore William A. Bartholomae, Jr. At the speakers' table were Commodore and Mrs. Bartholomae, Vice-Commodore and Mrs. Shirley E. Meserve, Rear Commodore and Mrs. E. D. Dorris, Staff Commodore and Mrs. Albert Soiland, Staff Commodore Leon S. Heseman and his mother, Mrs. Carolyn Heseman, Staff Commodore Richard Schayer of the Catalina Island Y. C., Commodore Paul Lamport of the Long Beach Y. C., Staff Commodore and Mrs. John C. Stick of the California Y. C., Commodore and Mrs. Burton C. Baldwin of the California Y. C. and Messrs. and Mmes. James T. Dickson, K. L. Carver, V. O. Wroolie, F. H. Farwell, James M. Webster, Paul S. McKibben, R. B. Bird and James Irvine.

That afternoon Bill Slater had sailed his Six-Meter *Lanai* over a ten-mile bay and ocean course to win from *Mystery*, Bill Bartholomae, by a two-minute margin. John Swigart's *Ripples* and Russ Simmons' *AyAyAy* finished third and fourth, respectively. The four Sixes sailed a closely contested race over the first half of the course, at which point a split second hardly separated them. Al Rogers of the *Synmove* was lending a hand aboard the *Ripples*.



Hook Beardslee won as usual in the Star Class, but had a hard time with his old love *Barbara J.*, now owned by the Streton brothers. Sandy McKay, who has been sailing both P. C.'s and Stars for some years, took fourth place with his new Douglas-built Star *Pasha*. He was nosed out for third place by eleven seconds by Dr. Kolisch's *Beatrix N.* Incidentally, Sandy's number is 1386; some building in the Star Class this winter!

K. L. Carver won easily with *Machree* in the R Class over Johnson's *Heather* by about eleven minutes.

A field of six of the IC Dinghies faced the starter and *Ninita*, sailed by Griffin of the Pacific Writers Y. C., emerged the winner.

Young McKibben brought *Wawa* to the finish first in two races for the Snowbirds to assume a commanding lead over Carver's *Albatross*.

The Flattie Class brought out a surprising entry of eight, representing six clubs. Ed Munsey was on hand with his stream-lined edition with an inlaid deck sporting the name of *Riotter*. This combination gained a lead of 1¼ points over *Count Us*, sailed by Foster of the Lake Arrowhead contingent.

Sunday morning, December 27th, dawned, or failed to dawn, with a blistering sixty-mile gale and torrents of rain. The respective race committees huddled in protected spots on the club deck and decreed that the racing be postponed until Sunday, January 3rd.

The unlooked-for postponement made it impossible for many skippers to attend, but plenty of willing helmsmen were ready to take over the skipperless craft, and some of these substitutions brought about interesting results.

Bill Slater took a first and third in the two races of the day to win series honors with *Lanai* with 10½ points to 9¼ for Bill Bartholomae's *Mystery*.

The R's put up a bang-up contest in each of their two races, *Machree* emerging victorious in both. In the final race Skipper Carver of the *Machree* achieved the distinction of entering his name on the sacred roster of the order of "Hell Divers." Racing frantically down the deck to trim sail as *Machree* tacked to cover a move by *Heather*, he became enmeshed in a maze of rigging and did a glorious gillhouey that carried him some fifteen feet over the side with a mighty splash. Those on the club porch had grandstand seats for this stunt. They cheered lustily when Carver was picked up immediately by his competitor, Johnson of the *Heather*.

Myron Lehman, sailing *Pasha* in the absence of Owner Sandy McKay, gave a convincing performance of what the new Star is capable with two sparkling wins over Bill Baxter in *Pollux* and the

field of eight Stars. Felix Farwell, batting for Beardslee, garnered two fourth places with *By-C* to take second place series honors. The results in this class may be upset by a protest between *Pasha* and *Pollux*, but it has not been decided at the time of writing.

Five Snowbirds completed the regatta and each will receive one of the handsome gold cups donated by Staff Commodore Soiland. The cups range in size from a "beeg fella" for the winner, McKibben's *Wawa*, down to a little one for J. Carver and his *Albatross*, who had second honors well in hand but failed to sail the proper course in the last race, so dropping to last.

*Sea Flea*, Adams of the Balboa Y. C., finished first in both races for the IC Dinks and rated 17 points to win the series. Wells of the Los Angeles Y. C. and Russ Simmons wound up in a tie for second.

Ed Munsey didn't give the rest of the boys a chance in the Flattie Class, romping away with three straight first places. Butte of the Hi-N-Dri Y. C. took second series place with *Mad Monk*.

In the absence of other members of the race committee, Jim Webster and Dr. McKibben ably handled a host of duties which fell on their willing shoulders.



The new officers of the Newport Harbor Yacht Club started their tenure with the Christmas regatta. They were elected at the club's meeting of December 5th and are as follows:

|                             |                     |
|-----------------------------|---------------------|
| William A. Bartholomae, Jr. | Commodore           |
| Shirley E. Meserve          | Vice-Commodore      |
| E. D. Dorris                | Rear Commodore      |
| Leon S. Heseman             | Secretary-Treasurer |

#### DIRECTORS

|                 |               |
|-----------------|---------------|
| George Converse | V. O. Wroolie |
| K. L. Carver    | Felix Farwell |

With its rapidly growing membership, improved facilities and excellent leadership, the Newport Harbor Yacht Club is looking forward to its most active and successful season in 1937.



The past year has been unusually successful for the Balboa Yacht Club of Balboa Island, California. Its Secretary, F. L. Spielberger, has advised that the membership has been more than doubled and the number of yachts in the fleet has almost doubled also. Mr. Spielberger has served as Secretary for nine years, but 1936 will probably be his last term in that capacity, as he is slated to become Rear Commodore with the election of officers.

Left: START OF THE IC DINKS, Ned Manning leading. Right: Four of the Sixes after five miles of racing

—HITCHCOCK





PART OF THE CREW shown in order below: Joe McAleese, John Katros, James Michael, Leon Walker



LEADING the fleet of twenty-one Dorade finishing off Diamond Head

## OVER THE GREAT CIRCLE

BY MYRON SPAULDING

NOTE: The phenomenal performance of *Dorade* in the Honolulu Race of 1936 set the yachting world agog, as she had previously done in Bermuda, Transatlantic and Fastnet races. The daily story of her trip and how she did it then are of absorbing interest to all sailing men. This is the first published account of the voyage.

One day early in April of last year I was asked by James Flood if I would be interested in sailing aboard a yacht in the forthcoming Honolulu Race. My enthusiasm mounted considerably upon learning that the yacht he was interested in was the *Dorade*. Having read so much about the fine record she had made in various races on the Atlantic and how well she had always been handled, I felt as though we would be rather on the spot should he be fortunate enough to obtain her.

A few weeks later *Dorade* arrived at San Francisco aboard an American Hawaiian freighter. She was quietly hoisted and lowered into the water by a Smith-Rice derrick and towed to Lester Stone's yard in Oakland, where the spars were stepped, topsides finished and the bottom was given a coat of bronze paint. Sparkman & Stephens had done a splendid job of labeling all the numerous pieces of gear, which greatly facilitated the job of rigging.

The day before the Farallone Race *Dorade* was launched and we were to have our first sail. While beating out of Oakland creek a short stop was made while we tested the stickiness of one of the lesser-known mud banks, finding its adhesive power quite exceptional and worth remembering.

After furling the sails and resign-







## WITH "DORADE"

ing ourselves to waiting for the change in tide which should float us in about two hours, Lester hailed the passing gas schooner *Jessie Matsen*. She quickly pulled us into deep water from our rather undignified resting place. We were soon under way again, bound for the yacht harbor on the Marina.

That short sail to windward, plus about a half-hour of reaching with a Genoa the next day, were all the practice we were to have before the midnight start of the race around the northeast Farallon. Just before the start we heard reports of a strong breeze blowing just outside the heads and thought it would be good judgment to carry only the three lowers, which gave us a snug rig. The larger boats walked out ahead as we had expected in reaching across the starting line, the wind having shifted a bit to the South, giving a close reach for a while instead of the usual beat through the Gate. Before long, however, it went back to its habitual direction. We were somewhat undercanvased and found we had a terribly baggy mainsail. After every possible experimental adjustment of the sheets and with a constant eye on the Kenyon speedometer, we finally seemed to have her going much better and were not being left by the other boats.

Working out the main ship channel we were treated to a lot of close-up silhouettes of the underbodies of our rivals as they plunged along through the bumpy seas. With a decreasing wind we set the Genoa jib and were soon being pulled along almost entirely by it,

after having hoisted the No. 1 jib topsail upside down in the dark. Painless Parker's big *Idalia* had gone off to the south, while Stanley Barrows' *Dragoon* was holding the opposite tack toward Point Reyes, with *Dorade* about midway. By daylight we had worked out a lead of some twenty minutes over *Idalia*. After going around the island to start the long reach and run to the finish, we saw that *Dragoon* had apparently run into a soft spot. All eyes watched *Idalia* as she came slowly around the island. We had expected her to pass us long before we could make the finish line, once she had all her huge kites pulling. For a while I thought my eyes were going bad, but the wind had obligingly lightened where she was, while it held nicely for us, enabling us to steadily increase our lead. Just before reaching Point Bonita the wind hauled more forward so that the mizzen staysail wouldn't stay entirely filled. We took it down, but by watching the Kenyon discovered that it gave us an extra  $\frac{3}{4}$ -knot. *Dorade* crossed the finish line first about an hour ahead of *Idalia* and saving the time she had to give *Dragoon*.

The local handicap committee apparently knew beforehand about the break *Dorade* was going to get in the wind, when they insisted upon having her rated under the Universal Rule. We had thought, erroneously it seemed, that her time allowance would then be based upon Universal Rule measurements for all boats in the race. However, in this case the usual procedure was reversed, all the ratings

that had previously been demanded were disregarded and *Dorade* was given the unexpected honor of sharing the scratch position with *Idalia* and giving time to *Dragoon*. We had expected to finish far down the list; probably would have had we not found the wind god in our favor.

(Continued on page 40)



Top: Myron Spaulding, skipper.

Center: Close-hauled, with the Genoa doing most of the work.

Bottom: View from aloft while running dead before the wind.







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## SOUTHWARD FOR SCIENCE

(Continued from page 11)

of a Panda in Thibet, the touching of a dinosaur egg in the Gobi,  
or the discovery of a unknown star.

"And don't forget the catching of a rare fish," one can almost  
hear Dr. Beebe admonishing at this point, as he reflects back upon  
sun-splashed Santa Inez Bay. For it was in its waters that he really  
caught them, to the redemption of American science under the  
Mexican sun.

The *Zaca* had just left Guaymas, Mexican port across the gulf,  
where she had refuelled and taken on sundry supplies.

She hove into Santa Inez Bay after the crew had given the deep  
sea plankton nets a three-hour workout at Cape Horo, to make sure  
they were in fettle.

It was an intensely hot forenoon. The sun sends some of its  
sternest rays down upon the land which backs this low, sandy shore  
and the barren "table hills" behind.

So dry, in fact, is the climate here that not a drop of fresh water  
is to be found on the Santa Magdalena plains, the southern bound-  
ary of which is marked with a small monument on the beach of  
Santa Inez. The plains extend several miles northward to the ruins  
of the old Guadalupe Mission, and in their entire length and  
breadth, there is not an acre of cultivable land, the earth is so thickly  
covered with rocks.

That is the sort of backdrop against which the little drama of  
men against the deep sea and its mysteries, took place.

Dr. Beebe, after consulting his charts, went into conference  
with Mr. Crocker astern. They conversed earnestly for a few mo-  
ments and Dr. Beebe, pointing out over the cobalt waters, said  
he "had a hunch."

The word was immediately passed to the captain, who ordered  
the *Zaca* anchored in.

The word promptly circulated the deck and filtered unerringly  
below-deck to staterooms and laboratory that "the diving doctor  
was going after them again."

It galvanized the party. Shirts came off. Work clothes went on.  
Everyone was mildly excited, anticipating the resumption of  
operations.

Smoothly, every piece of needed equipment was placed in  
position.

Nets were untied. The diving apparatus was made ready to adorn  
the sunburnt bald head of Dr. Beebe, and trawling gear was  
unpacked.

Diminutive Toshio Asaeda, Japanese photographer and artist  
long in the service of Mr. Crocker, darted here and there, uncasing  
his fine German lenses and miniature candid camera, to record  
photographically the new investigations.

Toshio did not at the moment know it, but he was beginning then  
his busiest four days of the journey.

(TO BE CONTINUED)

## OVER THE GREAT CIRCLE WITH DORADE

(Continued from page 17)

Before leaving for Santa Monica, where the Honolulu Race was  
to start, *Dorada* was hauled out on the ways to have many odd jobs  
attended to. Another winch was put on the mizzen; this later gave  
plenty of service in the frequent setting of the mizzen staysail. A  
duplicate spinnaker boom was made and new stainless steel lifelines  
were rove. We showed a sketch of the canvas hatch cover like that  
used on *Stormy Weather* to Herb Madden, but he suggested a  
similar cover of wood with a small flap on top to facilitate passage  
below. It proved very practical, allowing us to leave the slide open  
all the time we were at sea and helped greatly to keep the air sweet  
below in bad weather.

I wasted several valuable hours in making one of Frederick  
Fenger's plank type sea anchors and was anticipating trying it out



on the return voyage if we should meet any gales. We carefully measured and examined all the numerous sails and placed identification marks on them and the sail bags. All this was entered in a small notebook and worked out splendidly at sea in conjunction with Jim Michaels' idea of splicing about four feet of 1/4-in. diameter manila line into one of the grommets on each sail bag. All the ends of these lines with their identification tags were lashed fairly close together in the forecabin. At night any sail could be found quickly by following the line from the tag, thus doing away with the usual pawing around. The bottom received several coats of bronze paint and after much muscle-kinking polishing resembled that of a Six Meter.

After staying in the yard several days longer than we had expected, *Dorade* was sailed to Yacht Harbor where the remaining gear and all supplies were hurriedly put aboard. The ice box held 200 lbs. of dry ice we were trying out on the trip down the coast. We bought a hand sewing machine which was demonstrated by an expert salesman about an hour before we sailed. At sea it failed to work at all.

On the evening of Friday, June 26th, *Dorade* sailed for Santa Monica, defying sea tradition from the start. Just South of Point Sur we met the roughest water we were to find on the entire trip. When the spray from several seas sizzled on the Shipmate we luffed into the wind without any fuss to lower and furl the mainsail, under which we had been running alone. Even then the Kenyon at times showed over four knots under bare poles, which was quite a let-down from the thrilling sleigh rides we had been enjoying with the indicator registering close to eleven on the slopes of some of the taller ones.

On the afternoon of the 29th *Dorade* was anchored behind the Santa Monica breakwater. As the race was not to start until July 4th, this gave us time to break in a new mainsail and to take care of the many last-minute details that always come up on such occasions. At times in the rough weather of the run down the coast we had had trouble distinguishing condensers and miscellaneous radio parts from our food. Therefore we decided it would be best to put the whole extra radio outfit ashore. During our stay at Santa Monica we had fine weather for breaking in sails. At the same time we had an opportunity to study the peculiarities of the winds in that locality. We found that they appeared to work around to the left near shore, a fact which would greatly influence our choice of course at the start.

Of our many rivals we felt that *Santana* and *Circe* should give us the most concern, as we thought they could be kept going well in the light, and sometimes fluky, weather often met near shore and sometimes well out. Once the larger boats were out into the breeze they would really get going.

Previously I had decided to go well north, as near the great circle course as the wind would allow. I believed we would be alone in that choice, as most of those who had been successful in the past favored the southern route, which gets the boats into the supposedly strong and steady Northeast Trades much sooner.

(TO BE CONTINUED)

## JUNIOR CORINTHIANS

(Continued from page 22)

sailing race, power boat competition, and rowing race will be held. On Harbor Day, which usually falls either in September or October, a similar program of three events is planned, including a three-quarter-mile rowing race, and seven-mile sailing race, and a power boat competition.

On Navy Day, October 24th, a special Regatta of two events is scheduled including a sailing race and rowing race.

In addition to the Summer Camp and Cruise, a four-day cruise to Petaluma will be held from March 22nd to 25th and in the fall

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