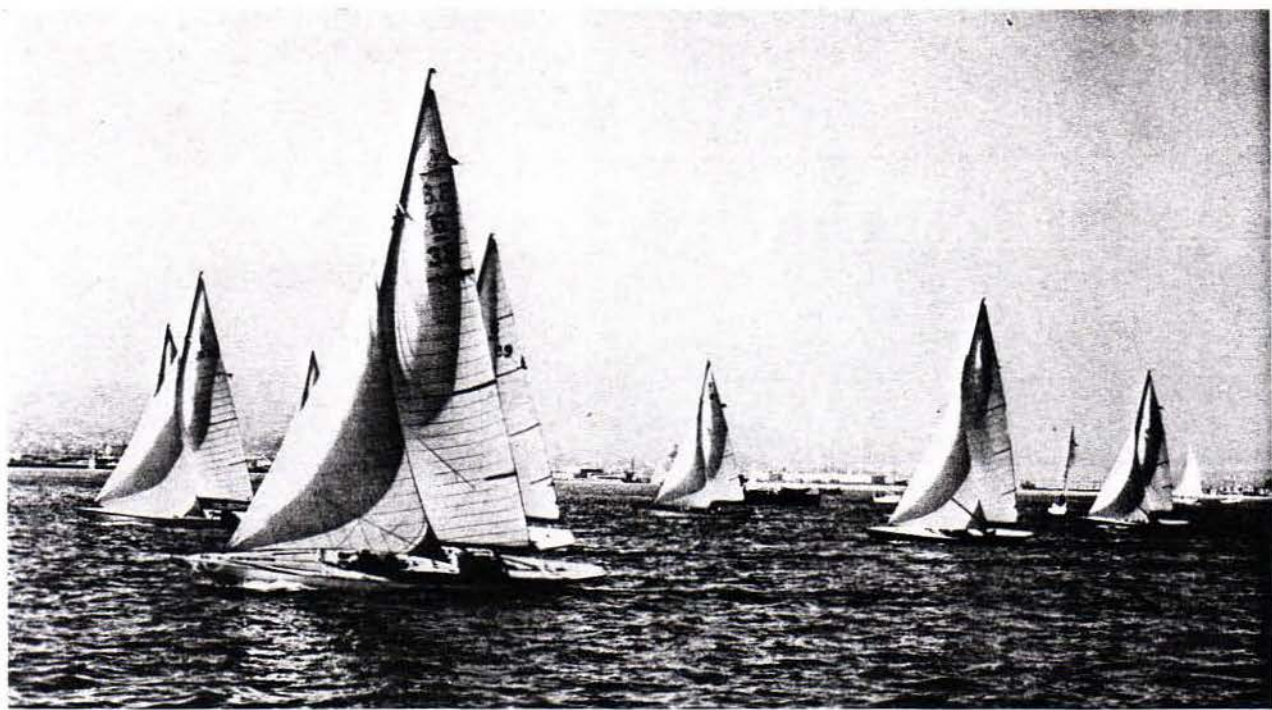




Rosenfeld

*The Six-Metre "Djinn" has geared winches operated from under the deck, the winches alongside the main cockpit having large drums for Genoa sheet and spinnaker gear. Note the Genoa sheet lead blocks on the rail, the boom downhaul and the rod rigging*



Just after a start of the Sixes. No. 72 is Stanley Barrows' *Strider*, No. 38 is George Sanchez's *Maybe*, 50 is *Ripples*, sailed by Sally Swigart, 46 Vernon Edler's *Caprice*, and 77 is *St. Francis*, sailed by Vincent Jervis. *Lanai* was out ahead and to windward.—Photo by Kent Hitchcock.

## MEN and BOATS

**Midwinter Regatta at Los Angeles Again Demonstrates That it is not Enough to Have a Fast Boat; for Boat, Skipper and Crew Must All be Good to Form a Winning Combination**

WAS IT the perfect weather, or the outside competition, or the lack of acrimonious protest hearings, or the smooth-running race committees, or the fact that it was the first regatta of the year, or all four reasons that made this Midwinter seem to top all others?

Anyway, there had been a great deal of advance speculation. How would the men from San Francisco Bay do with their new acquisitions, the Sixes *St. Francis* and *Strider*? Could Rod Stephens break the inferiority complex that seemed to be dogging the footsteps of the Eight Meter *Prelude*? And could Arthur Stewart or Stuart Babcock stop Don Ayres' *Branta* which has scored 100% ever since she came to the coast two years ago?

Rod Stephens and Don Ayres gave convincing answers the very first day. The former won neatly with *Prelude* after having to go back at the start, while Don Ayres finished ahead of Arthur Stewart's larger *Soliloquy* and did not have to resort to his time allowance. The spectator fleets stopped following the Eights after that first day, for Rod Stephens had proven that he was all he had been cracked up to be and the friends of *Prelude* were justified; and certainty does not add to the interest of a yacht race. However, to the Eights must go the most thrilling episode of the entire regatta, the finish between *Angelita* and *Yucca* on Saturday, February 25th. The last leg was a beat with *Yucca* leading at the mark by 48 seconds. Bartholomae went offshore after a few minutes on the port tack, violating

the time-tested maxim that going up the beach is best. Evidently he did it on the off chance of gaining by splitting with *Prelude*, which was leading him by some six minutes. *Angelita* meanwhile was ardently following the maxim and to such good advantage that when the two went about and converged *Angelita's* starboard tack put her ahead as *Yucca* passed an elephant's eyebrow astern. Neuner tacked *Angelita*, too late to cover, but close enough to prevent *Yucca* from going about first for the finish line. When it was a close reach to the line *Angelita* swung back and *Yucca* went right with her. Up to the stern of the committee boat they came almost abreast, *Yucca* to weather. A second or so past it they both swung into the wind and *Angelita* did it, how only Clare Neuner knows. The spectators then found their breath, which had been taken away for some minutes and the cheering and the arguments started. "Now, if *Yucca* had tacked just under *Angelita* she could have poured it on her and won." "Aw, what're you talking about? The situation would have been just the same at the finish, only they would have come up to the line on the port instead of the starboard tack." Well, those arguments will never be settled, but they show why yacht racing continues to fascinate a man longer than he can possibly live.

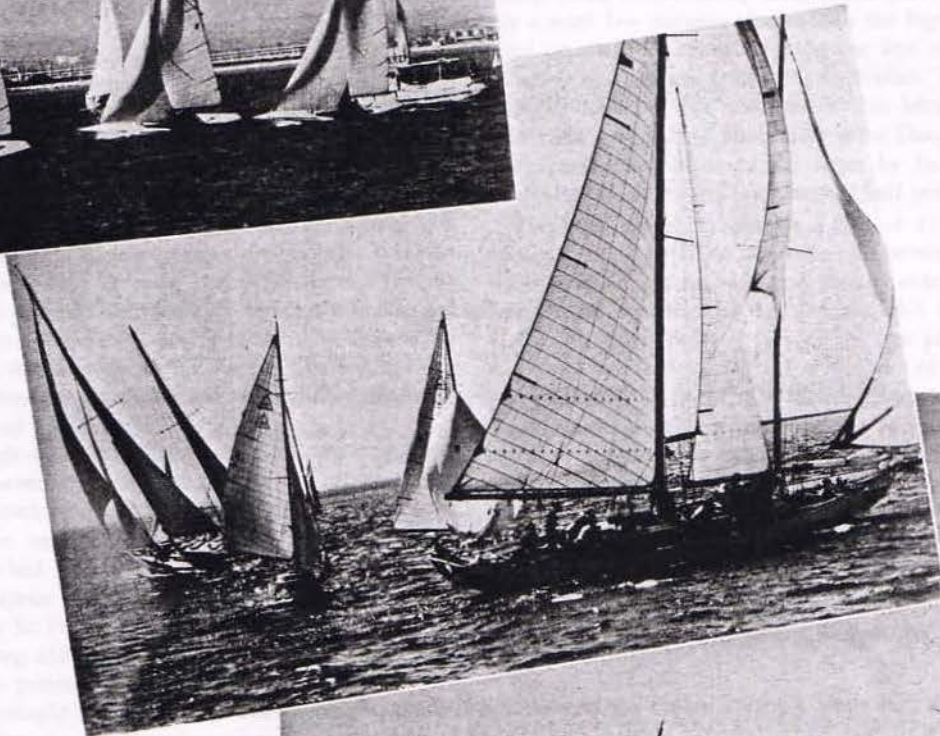
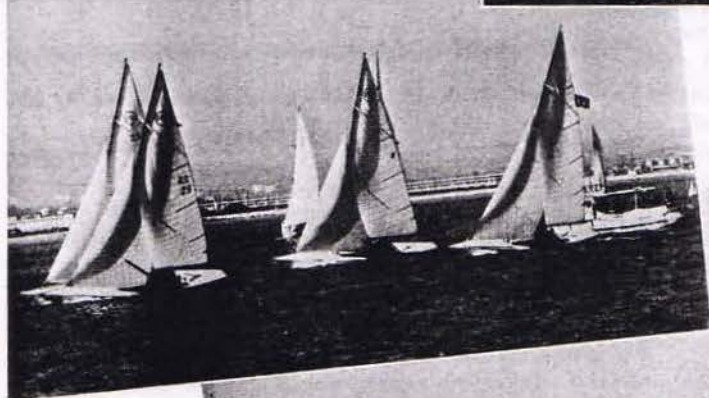
In the first race of the Sixes on Washington's Birthday, it seemed as though all the prognostications of disaster for the



Right: Seven of the eight PIC's (Pacific Inter-Clubs). A series-long battle developed between Kenneth Pier's *Atalanta* and Peggy Slater's *Seventh Heaven* which was not settled until the last race, the former taking the series by  $1\frac{1}{4}$  points.



Left: The PC's (Pacific Coast Sloops) put on an even tougher struggle than the PIC's, for when they went into the fifth and final race the winner among three of them would be the winner of the series. This turned out to be Bill Bangs' *Malolo*.



Above: When some of the classes got mixed. Willis Hunt's schooner *Paisano* is sliding past the noses of two PIC's and is just going about to take after Charles and J. W. Schimpff's ketch *Vagabond*.



Above, right, is the start of the Eight Meters the first day of the Midwinter Regatta at Los Angeles. Clare Neuner, sailing Owen Churchill's *Angelita*, is first over, followed directly astern by Bill Bartholomae's *Yucca* and to leeward is Pierpont Davis' *Santa Maria*. Sailing away from the camera is Raymond Paige's *Prelude*, sailed by Roderick Stephens, Jr. She was over too soon and had to go back.—  
Photos by Kent Hitchcock.





A start of the California Thirty-Twos. The weather boat is the Douglas brothers' *Altamar*, No. 3 is Temple Ashbrook's *Tempest* and No. 4 is John Hurdall's winning *Escapade*. Although it does not look so in this picture, *Escapade* had a safe leeward in this start.—Photo by Kent Hitchcock.

southern boats had been nothing but baseless defeatism when Bill Slater made a perfect start with *Lanai* and walked out into a lead that was never threatened, excepting at times by another Southern California boat, Russ Simmons' *Ayayay*, which finished second. Stanley Barrows' *Strider* took third and her fellow boat from the north, the *St. Francis*, sailed by Vincent Jervis, was fourth. Another southern boat was right on her tail, Emerson Spear's *Mystery*, only four seconds astern. So the southerners felt their boats and men had been justified. Evidently *Strider* was not greatly to be feared and Jervis stepped aboard *St. Francis* for the first time that morning, pinch-hitting for Charley Langlais who let business interfere, and it would take him some time to learn her ways, or so they thought.

Next day though in light shifting winds the two northern boats guessed or earned their way into the lead at the outer mark while *Lanai*, the South's pillar of strength, hit several soft spots and dropped to last position. *St. Francis* seemed to have a winning lead, but tacked offshore at the wrong moment, which allowed *Strider*, *Caprice* and *Mystery* to slip by, and in that order they finished, with *St. Francis* fourth. Bill Slater set a spinnaker on the last short leg and with it overtook George Sanchez's *Maybe*, saving one precious point.

The third day brought more wind, but not enough to rule out the Genoas. Here the San Francisco boats came into their own in the windward work. At the end of a long leg to Point Firmin they were one-two, but Bill Slater got *Lanai* coasting down the seas on the run to pass *Strider* and finally to finish just 49 seconds astern of Jervis, who by this time everybody realized was something of a pinch-hitter. The others were pretty far behind these three, and it was apparent that the Sixes were going to be ruled at this regatta by a triumvirate.

The fourth day it was again *St. Francis* in the windward leg, (and the triumvirate looked dangerously like a dictatorship). But *Lanai* and *Ayayay* threatened on a long reach. On the run we all expected *Lanai* to go into the lead; instead of that she dropped from a close second to sixth. Probably the explanation lay in the fact that the sea was very flat.

*Lanai*'s full sections and rather straight profile are perfectly suited to riding the seas, as she had done the day before, but without them she dropped back. Simmons, however, jumped into the breach and in spite of his smaller spinnaker kept right astern of *St. Francis*, bothering her wind somewhat all the time. When they went into the close (very close) reach for the finish line *Ayayay* did not drop back as might have been expected, but constantly threatened to pass to windward. It was all the veteran Jervis could do to stave off defeat. Bill Slater gave another proof of his tenacity on this leg by sailing from sixth to third place, while *Mystery* nosed *Strider* out of fourth.

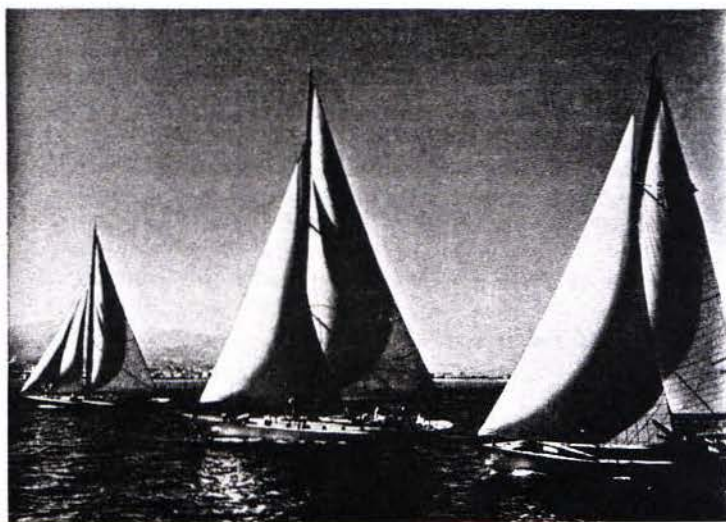
The last race was started in a light southerly air which *Mystery* found so much to her liking that she acquired a three or four-minute lead before the breeze shifted to the westward and strengthened. Soon *Lanai* and *St. Francis* were in full hue and cry after her, but the finish line was a couple of miles too near for them to cut the buck and the positions remained unchanged. The only real incident of this race was a running battle between *Caprice* and *Strider*, the latter having the better of it to the tune of five seconds. The final standings were: *St. Francis* 37½ points; *Lanai* 34¼; *Strider* and *Mystery* 33¼ each; *Ayayay* 30; Vernon Edler's *Caprice* 23; Sally Swigart's *Ripples* 17; Bill Horton's *Rhapsody* 10; and George Sanchez's *Maybe* 8.

Starting five minutes ahead of the Sixes each day were the California Thirty-Twos, comfortable, able, cruising one-design auxiliaries yet only a scant few minutes slower than the Eights. John Hurdall piled up such a lead by winning the first three races with his *Escapade* that he was unbeatable thereafter. Temple Ashbrook's *Tempest* took the last two handily, but because of one race in which she dropped out after fouling the Douglas brothers' *Altamar*, lost second place to the latter by half a point. Bruce Beardsley's *Amorita* was last, another half point behind *Tempest*.

The PC's, although boasting a fleet of 27, had only four entries, as they usually do not enter any winter competition. But these boats fought so hard they looked most of the time like a four-masted schooner in the distance. Bill Bangs' *Malolo* and George Jessop's *Scamp II* divided the first places between them, three and two respectively, but at the end of the fourth race the issue was still in doubt, for *Malolo*, *Scamp* and Glenn Waterhouse's new *Joy Too* were in a flight of three steps, so that the last race decided the series. *Malolo* worked out a big lead in the fluke air of the first part of the race and won by the big bargain, (for PC's), of 2½ minutes over Shlaudeman's *Squaw*, while *Joy* and *Scamp* battled not to be last. *Joy* nosed her shadow out, thereby getting second series place, while *Scamp* was third and *Squaw* last in final standing. These little boats showed their

(Continued on Page 34)

The Universal Sloop Class series of three races was won decisively by Don Ayres' Ten Meter Branta, shown here leading Charles Isaacs' *Malabar VII* and Stuart Babcock's *Typhoon*.—Photo by Kent Hitchcock.







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## MEN and BOATS

(Continued from Page 14)

mettle several times during the series by overtaking the laggards among the Sixes after spotting them five minutes at the start.

The Stars were only seven strong, a small showing, but among the seven were some of Southern California's very best. Of course the contest was between Bill Baxter, the Streeton brothers, Barney Lehman, Jim Cowie and Howard Wright, Jr. They finished in the order named, but Lehman, sailing *Koontz's Chumet*, took part in only four of the races, while Jim Cowie agreed not to have two races which he won with an extra large mainsail count in the final standings.

Eight of the numerous PIC's had another three-cornered battle between Kenneth Pier's *Atalanta*, Peggy Slater's *Seventh Heaven* and George Fleitz's *Challenge*, while the other five boats were little more than spectators. They finished in the order above, the point scores being 35½, 34¼ and 33½ respectively.

All the foregoing classes raced five days excepting the Eights, which had been scheduled to do so, but could find crews for only three. But on Wednesday, Saturday and Sunday four more classes competed among the large craft.

The first of these comprised the Class A Sloops, Don Ayres Ten Meter *Branta*, Arthur Stewart's Twelve Meter *Soliloquy*, Stuart Babcock's Class Q *Typhoon* and Charles Isaac's N Class *Malabar VII*. *Branta*, faultlessly handled as usual, took the first two races boat-for-boat from *Soliloquy* and easily saved her time over the other two. She did not stay ahead of *Soliloquy* without difficulty though, for it became commonplace to see them in luffing matches every time one raised his eyes, which many

skippers did when they should have been watching their own courses, a thing which was forgivable, however, for these two always present a beautiful sight. Near the end of the last contest *Soliloquy* swept grandly by her rival to windward, but time allowance still gave the series to *Branta* with three straight wins. *Typhoon* was third and *Malabar VII* fourth.

Among the four Class B Sloops the fight was between Bill Shepherd's ex-Six Meter *Naiad* and Walton Hubbard's brand new *Rebel*, first of the Rhodes 33 one-designs, while Dick Stewart's *Tantalus* and Dr. D. W. Cady's *Viking* took third and fourth each time.

Seven of the California Cruising Class 25' sloops came out, with victory going to Claman's *Mist*, second to Wolpert's *Cuca* and third to Alcorn's *Rowdy*.

The largest class in point of entries was the Percentage Handicap with nineteen contenders. Admittedly its system of handicapping on past performance is a bit screwy, for the effect is to penalize those boats that are well handled and in prime condition; nobody will gainsay that. Neither can it be denied, however, that it is the best method yet devised of handicapping a fleet of widely dissimilar craft. It also has the great merit of giving everything from a spick-and-span racer to a teredo-laden barge a chance to win. And lastly, its entry lists are invariably the largest of any class. So, wild-eyed or not, it works.

This time it was Don Tyler who emerged from the mathematical tangle in first place with his snappy little *Common Sense I*. He had 50¼ points, while John Wells, sailing Kathleen Man-



ning's ketch *Kelem*, had 48 for second place, leading Gordon MacLean's cutter *Gallant Lady* by three-quarters of a point. There is only space enough to list a few more in this class. Fourth was Charles Ullman's Bird boat *Pipit*; fifth Wesley Smith's Thirty-Square *Debutante* handled by Van Hickman; sixth J. J. Jakoskey's big cutter *Kajay*; and seventh Erwin Jones' cutter *Blue Jay*. The last day furnished the excitement in this class when two skippers, oblivious of everything but making a split second start hooked together boomkin to bowsprit and did a bit of fanciful but unintentional pirouetting.

One more event will have to go over to the April issue and that is the free-for-all race around Catalina Island, to be sailed without time allowance for the Shaw Trophy on March 4th and 5th. The dark horse of this sporty contest is Matt Walsh's new 34' cutter, a development of his very successful Common Sense Class. This boat came out and did a bit of sail-stretching on February 25th and appeared to have plenty of speed. Last year the start was made in so flat a calm that matches would stay lit and finished in a gale that drove all but four of the eleven starters to cover. Entries for this event close on Wednesday, March 1st.

On the final day of this regatta no less than 184 boats took part in all classes, which is a record for winter competition on this coast.

The writer spent some time watching the large and small boat committees functioning, and no account of the regatta would be complete without the remark that these people "know how." All members are thoroughly seasoned in the work, and Arthur L. Ferry, Large Class Chairman, and Frank Davenport and L. G. Metcalf who handled the small classes, are natural co-ordinators. Their efficiency has removed all cause for com-

plaints of any sort and at the same time eliminates the possibility of any misunderstandings. The preliminary work was done most effectively by the Civic Regatta Association, of which William Herve, Jr., is President and William Horton, Secretary. As host club and sponsor the Los Angeles Yacht Club left nothing to be desired.

A few memory snapshots . . . a couple of Skimmers battling in short tacks the last hundred yards and then both crossing the line on the wrong side of the buoy . . . finishes coming so thick and fast in the small classes two men with repeating shotguns were required to give the winners their guns . . . a bewildered freighter captain finding himself amid a score of windjammers and wildly tooting his whistle in screams of futile desperation while a Coast Guard cutter bore down on him and the skippers of competing craft luffed and bore off in all directions . . . luffing matches, jibes and more of the same ad infinitum, etc., between the Eights *Angelita* and *Santa Maria* the last day, while all the spectator boats began congregating about them, reminding one of the way the spectators at a football game gather about fisticuffs between two drunks.

The next time we shall be treated to intersectional competition will be at the big San Francisco Bay regattas in June and early in September. It is surprising how many Southern California owners are planning to go. After a good many years in their own back yard, they are ripe for some racing away from home.

The races for the small classes were held on the last two days, February 25th and 26th. Because this made it impossible for SEA to print any pictures of these classes in this issue, we are forced to postpone a description of the small boat races until our April number. Boots Spurrell has undertaken to write the account for us.

from M.V.B. Wilcoxson. Mr. Morgan later sold her to Dr. Teusler, of Tokio. Only four "Thirties" have retained their original names through the years: *Alera*, No. 1; *Linnet*, No. 10; *Oriole*, No. 11; *Banzai*, No. 15.

The "Thirties" are no longer considered fast as modern boats go although in light airs they frequently beat the "Thirty-tuos" and other larger craft. And with their narrow beam and insufficient headroom, they are not to be compared with modern racing-cruisers. However, thanks to their builder and to watchful owners, they are still seaworthy and able to go out under full sail and "take it." Some of them are today seemingly as staunch and tight as the day they were launched. This is a tribute, indeed, to scrupulous care and intelligent ownership.

The death of Sam Pirie, last summer, robbed the class of its staunchest supporter. Pirie died on the pier at Newport after a day at the helm of his *Oriole* in the N.Y.Y.C. cruise. For 15 years, he had been an indomitable competitor and his *Oriole* had won the class honors consistently during the past few seasons.

The 1939 season, however, saw renewed interest and increased activity in the class. Edmund Lang's *Banzai* won the season championship against *Variant*, *Alera* and *Phantom* as regular starters, with *Old Timer*, *Oriole* and *Lena* occasionally adding to the fleet. Ten "Thirties," including *Atair*, *Nautilus* and *Interlude*, were in commission on the western Sound and some took part in racing distance races. There were four "Thirties" in the Seawanhaka-Corinthian Stratford Shoals over-night race.

A record of present ownership follows:

*Alera*, No. 1, built for A. H. and J. W. Alker. Now owned by S. C. Slaughter, Larchmont Yacht Club. Present name *Alera*.

*Ibis*, No. 2, built for C. O'Donnell Iselin. Now owned by Lyman H. Smith, Orienta Yacht Club. Present name *Ione*.

*Atair*, No. 3, built for Cord Meyer (George C. and J. Edward Meyer). Now owned by H. C. Welti, Riverside Yacht Club. Present name *Atair*.

*Maid of Meudon*, No. 4, built for W. D. Guthrie. Now owned by A. S. Ruben, Stuyvesant Yacht Club. Present name *Interlude*.

*Pintail*, No. 5, built for August Belmont (August Belmont, Jr.). Now owned by Harry O. Ravis, New Rochelle Yacht Club. Present name *Lena*.

*Dahinda*, No. 6, built for W. Butler Duncan, Jr. Now owned by Ephraim E. Sanders, Portland, Me. Present name *Playmate*.

*Tabasco*, No. 7, built for Henry F. Lippitt. Now owned by Gherardi Davis, New York Yacht Club. Present name *Alice*.

*Carlita*, No. 8, built for Oliver Harriman. Now owned by J. W. Robson, Scituate Yacht Club. Present name *Variant*.

*Adelaide II*, No. 9, built for Philip

H. and George A. Ades. Now owned by J. M. Odenback, Rochester Yacht Club. Present name *America*.

*Linnet*, No. 10, built for Anne Tait French. Now owned by Mrs. C. B. Talcott and moored at the Chester Yacht Club, Chester, Nova Scotia. Present name *Linnet*.

*Oriole*, No. 11, built for Louis Delano. Now owned by H. M. Olson, City Island Yacht Club. Present name *Oriole*.

*Neola II*, No. 12, built for George M. Pynchon. Now owned by E. B. Wunsch, Bay View Yacht Club, Detroit. Present name *Minx*.

*Minx*, No. 13, built for Edward Willets. Now owned by Dr. G. Stedman, City Island Yacht Club. Present name *Phantom*.

*Cara Mia*, No. 14, built for Margaret Wainwright. Now owned by H. A. Calahan, New York Yacht Club. Present name *Old Timer*.

*Banzai*, No. 15, built for Nicholas D. Lawton. Now owned by Edmund Lang, New York Yacht Club. Present name *Banzai*.

*Nautilus*, No. 16, built for A. R. and H. W. Hanan. Now owned by A. R. Crawford, Douglaston, L. I. Present name *Nautilus*.

*Phryne*, No. 17, built for Henry L. Maxwell. Now owned by Dr. Teusler of Tokio, Japan. Present name *Phryne*.

*Anemone II*, No. 18, built for John Murray Mitchell. Now owned by J. A. Williamson of the Youngstown Yacht Club and shipped to Lake Ontario in 1932. Present name *Blue Moon*. Mr. Williamson wrote recently:

"We have had a wealth of fun and good sailing on Lake Ontario. I have had the pleasure of six years of developing a number of sailors and using *Blue Moon*, with old canvas and generally inexperienced crews (except the writer and one other), compete favorably with *Eight-Metres*, 'Ps,' Ten-Metres, N. Y. '30s,' etc., and in many cases defeating, better her own or saving time on these boats."

No original buyer still owns a "Thirty" and only two, Edmund Lang and Gherardi Davis, are post-war owners. Some are no longer living, others have ceased their yachting activities while others own newer and more modern craft. None, however, will deny his affectionate regard and deep respect for the old class.

Obviously, much of the success of the Thirty-Foot Class was due to the superb character of the boats, whose intense interest and exacting maintenance unquestionably lengthened both the fleet's racing career and its physical life.

Certainly, *Class Will Tell*, and this grand old class of 30-footers told an entire yachting world a wonderful tale of inspired design, choice materials, faultless workmanship and outstanding ownership. It would take such a combination to write the marvelous record which distinguishes the "Thirties."

NOTE: The writer is indebted to Gherardi Davis for many of the facts contained in this article.





The "Thirties" practically never reefed in a race, no matter how hard it might blow

E. Levick

## CLASS WILL TELL

The New York Yacht Club "Thirties" Celebrate Another Anniversary

By SAM C. SLAUGHTER



**T**HIRTY-FIVE years ago this month, that is, on November 16th, 1904, three well-known yachting enthusiasts leaned back in their chairs in the New York Yacht Club and heaved a sigh of satisfaction. After weeks of meetings and negotiations, they had just signed a contract with the Herreshoff Manufacturing Company for the construction of a new one-design racing class to be known as the New York Yacht Club Thirty-Foot Class.

For some time, race-minded members of the New York Yacht Club had been groping for an acceptable one-design boat smaller than the big sloops, such as *Mineola*, *Virginia*, *Yankee* and *Rainbow* — over 100 feet long. They visualized a class not restricted to a small number by reason of great cost and excessive operating expense.

Newbury Lawton, Addison G. Hanan and William Butler Duncan, Jr., were named to a committee to select and purchase a minimum of eight "wholesome, seaworthy craft, free from freak features . . . about 30 foot water line, short overhangs, moderate beam and draft . . . cabin house . . . complete but simple outfit for cruising . . . sail area about 1000 square feet."

Five prominent N.Y.Y.C. members had signed up and the committee guaranteed three more buyers. Enthusiasm grew, however, and by February, 1905, eighteen "Thirties" had been ordered and were commissioned that spring. The ownership list included names to conjure with, men then famous in yachting, finance and society: A. H. and J. W. Alker, C. O'Donnell Iselin, Cord Meyer, W. D. Guthrie, August Belmont, W. Butler Duncan, Jr., Henry F. Lippitt, Oliver Harriman, Philip H. and George A. Adey, Amos Tuck

French, Lyman Delano, George M. Pynchon, Howard Willets, Stuyvesant Wainwright, Newbury D. Lawton, A. G. and H. W. Hanan, Henry L. Maxwell, and John Murray Mitchell.

Little did these men know what vital history this class would write nor, indeed, could they more than hope for a satisfactory craft. Specifications were meager, lines a mystery and models non-existent. The magazine *Outing*, for August, 1901, stated, ". . . with the advent of Mr. Herreshoff into the designing field began a system of secrecy which has since made it impossible to get all the measurements of competing yachts."

Every man of this group had bought a boat on faith, a cabin or cruising racer of

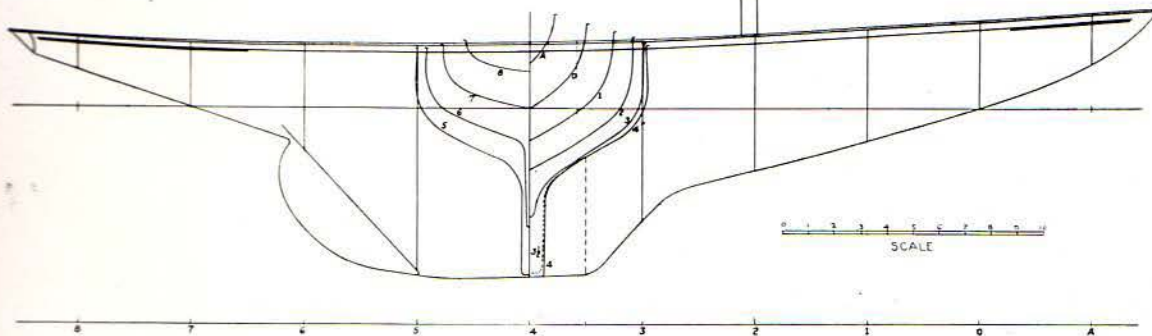
"Length over all,	43' 6";
Water line, not less than	30' 0";
Beam,	8' 10";
Draft,	6' 3";

"Framing, best white oak; fastenings, bronze and copper; planking, yellow pine, to be double below the turn of the bilge to sheerstrake, the inner thickness to be of cypress. Deck, selected white pine, canvas covered. Mahogany raised cabin house; outside lead ballast; sloop rigged."

Those brief specifications were all. How different from today when owners pore over blue prints, caress models, gloat over proposed rigs and, indeed, even argue with their architects about important phases of design.

"Nat" Herreshoff was then, however, the Stradivarius of yachting and with no less caution hid the secret of his design, his materials and his method of blending them into a perfect thing. His was the master's hand and one's right to question was confined entirely to results, to performance.





Herreshoff never gave out the lines of the "Thirties." These were taken off "Phryne" by John Hyslop when he was the measurer of the Seawanhaka Corinthian Yacht Club.

Today, naval architecture is more a matter of calculation than of inspiration. Now, too, yachting periodicals and semi-technical books provide an easy education for those interested enough to read. Plans and specifications of new craft are widely publicized. Blind faith has bowed to intelligent consultation.

The famous Nat wrote at this time: "... and I am well pleased with it (the design) as I have not had the restraint of getting the biggest boat possible for the W.L. length." On January 5th, 1905, the first "Thirty" had her trial spin and Nat again wrote: "... from the feeling of this boat today, I am quite sure the boats will prove to be good sailers, in light airs at least."

April 14th saw the last "Thirty" finished and, on April 30th, Nat once more wrote: "We have six of the boats afloat and four completely rigged. Three will sail away tomorrow."

Thus was a new class born.

The 1905 racing season soon began and 51 races were sailed by the class before the boats were laid up for the winter. Never were all 18 "Thirties" starters in the same race but records do show 15 competitors. *Adelaide*, *Alera*, *Dahinda*, *Nautilus* and *Phryne* were constant opponents and each was in turn successful. Rivalry was keen and interest in the class was intense as the fame of the new boats spread.

The N.Y.Y.C. held nine regattas on the Sound that season, five of them exclusively for the benefit of the "Thirties." Some of the new boats went on the annual cruise and returned with honors. *Dahinda* won the Glen Cove to Morris Cove Commodore's Cup against 22 sloops of all classes; *Cara Mia*, the New London to Newport Commodore's Cup against 21 sloops; and *Nautilus*, the Rear Commodore's Cup. (There were two Commodore's Cups that year.) *Cara Mia* also won the Navy Challenge Cup against 18 sloops, as well as the season's Sound championship. Today, as *Old Timer*, No. 14, owned by H. A. Calahan, she can be seen each weekend sailing the western Sound with all the speed and grace of a youngster.

The first season brought out but one fault in the design — a severe weather helm — and during the winter of 1905-6 bowsprits were lengthened from 21 to 39 inches and larger jibs provided. Throughout the years, this rig remains unchanged and N.Y. "Thirties" today are essentially the same as they were in 1906.

In the ten years following, many classes flashed into prominence and faded from the picture while the "Thirties" continued their successful racing career. The Q Class, the larger sloop classes, Sound Schooners, etc., had their innings but none could maintain the interest necessary for successful class competition. With 1917, racing interest bowed to a World War and not until five years later did Sound racing again become active and with it the "Thirties" once more claimed high honors in regattas, in series and on cruises, against more modern craft.

Seven years after the class was so successfully launched,

a group of N.Y.Y.C. members met to discuss plans for a larger one-design class that was to be a compromise between the big sloops, such as *Istaleña*, and the comparatively small N.Y. "Thirties." As a result, nine N.Y.Y.C. "Fifties" were designed and built by Herreshoff and launched in 1922. These beautiful yachts, too, were most successful, but gradually rigs were changed and racing interest waned until, in 1926, thirteen years later, they ceased to exist as a separate racing class. Until recently, some "Fifties" were still racing on Long Island Sound with the M Class.

Thirteen Herreshoff N.Y. "Forties," built three years after the "Fifties," had an even shorter racing career and eleven years later faded from class competition on the Sound.

Even the advent of these newer large yachts could not dim the luster of the old New York Thirty-Foot Class and, strangely enough, 1927 proved to be one of its most interesting and successful seasons. It is significant that, after 20 years of racing, a class should still inspire such widespread interest and keen competition.

That season, Gherardi Davis' *Alice*, brilliantly sailed by Sherman Hoyt, won the Rear Commodore's Cup for sloops on the run from Vineyard Haven to Newport and the Commodore's Cup for sloops on the run from Huntington to New London in a fresh breeze. The season series was won by *Minx*, owned and sailed by W. C. Atwater.

As the boats got older and continued hard driving began to take its inevitable toll, all the active racing "Thirties" were strengthened by the lengthening of mast steps, by heavier partners, tie rods forward of mast from deck to mast step, bronze straps under the forefoot and steel reinforcement of frames under the mast step. Some were refastened a few years ago and many added jigs to jib sheets and backstays. Recently, a "Thirty" was rebuilt below into quite a modest, snug little cruiser, with four comfortable bunks, hanging locker, storage lockers and adequate toilet and galley facilities.

Modernization of rig became a moot question among "Thirty" owners and, in 1927, J. P. Morgan's *Phryne* was equipped with a Marconi rig. While this was, in a manner, an experimental job using an extra spar from Mr. Morgan's "Q" boat *Grayling*, still, it gave promise of better performance and obviously improved the boat's appearance. Ineligible for class competition, *Phryne* was withdrawn from the racing.

Obviously, a Marconi main and cut down jib, a reduction in sail area to about 900 square feet, with inboard hanks, permanent backstay, bowsprit removed, hollow spar and properly designed Genoa would make a "Thirty" a good smart looking modern craft. However, the expense involved (estimated at \$2500) was out of line with the market value of these boats.

In 1914, Frank B. Draper re rigged *Dahinda*, No. 4, a yawl. Later sold to Bobby Teller and renamed *Playmate*, improved her speed in many long distance races, winning



N.Y.A.C. Block Island Race in 1930 and beating *Dorade* by seconds. *Playmate* also won the Bayside Block Island Race and the City Island Cornfield Race against strong competition. Another rig alteration of note was that of the *Minx*, No. 12, then owned by A. Freeman Gray, who writes:

"In reply to yours of March 22nd, I would advise that in 1933-4, when I owned the *Minx*, I was in need of a new mainsail. I determined to remove the bowsprit and reduce the mainsail area to correspond, with special emphasis on reducing the main boom overhang. I took the problem up with a prominent sailmaker and he figured out the center of effort of the mainsail and reduced the sail 4 feet on the boom, 1 foot on the gaff and 1½ feet on the hoist. The reduced mainsail area is 670 square feet and the reduced jib area is 227 square feet, a total of 897 square feet against the full rig of approximately 1100 square feet. With the reduced rig, my 'Thirty' handled better than she ever did with the full rig. . . . As the wind velocity increased, the *Minx* was not only equal to but had the edge on the full rig."

Three "Thirties" have had auxiliaries successfully installed although they were thereby eliminated from the class racing. *Playmate*, No. 6; *Minx*, No. 12; *Atair*, No. 3; all have off-center installations. "Thirties" drive easily and even a small two-cylinder "kicker" gives about five knots.

Although not essentially cruising boats, the "Thirties" have earned a reputation of being good "weather" boats. In spite of excessive canvas and relatively narrow beam, the "Thirties," with 8800 pounds of lead on the keel, have earned the reputation: "They never reef." Indeed, many of the more recent mainsails lack any provision for reefing. They have repeatedly sailed around Cape Cod. *Lena* sailed from the Canal to Isleboro on the 1924 cruise and three "Thirties" raced from Vineyard Haven to Marblehead in 1928.

Perhaps the outstanding speed record was made by Sam Pirie's *Oriole* in 1924 when she sailed from Mattapoisett to Hempstead Harbor, a run of 158 miles, in 22½ hours. She carried a north and northeast wind, enabling her to sail the entire stretch on the starboard tack. She made just about the maximum theoretical speed, i.e., the square root of the water line times 1.35, possible only under best conditions.



They were grand sea boats and kept going in a slop. Below, one of them hauled out recently. Her sheer line shows no sign of unfairness after all these years. Lower left, built in the days of the gaff rig, the New York "Thirties" carried more than 1100 square feet of sail



More than any other class, the "Thirties" have been the training ships of Long Island Sound. Many of today's outstanding skippers got their schooling in one of these grand old boats. It was good experience, too, since a "Thirty," while small enough to be a "personal" craft, is, because of her big spread of canvas, a boat that calls for efficient "crewing" if one hopes to make any showing against her sisters. Photo-finishes have been commonplace; seconds always counted in a "Thirty" race. The boats were so nearly alike that the helmsman and the crew were nearly always the margin of victory.

Most remarkable, perhaps, is the fact that, in 1937, 32 years after they were launched, in the American Yacht Club run from Scotch Caps to Port Jefferson, *The New York Times* reported: ". . . None of the bigger boats in that class

(Continued on page 107)





# Class Will Tell

(Continued from page 45)

could save her time over two old Thirty-footers, Sam Pirie's *Oriole* and Fred Woodworth's *Variant*. . . *Oriole* finally slipping across the line less than a minute ahead of *Variant*. Eleven boats made up the class."

Repeated attempts of N.Y.Y.C. members to find a replacement craft for New York "Thirties" had met with scant success in 1913. Obviously, the "Fifty" of that year was a great deal more boat and really not in any sense a logical successor. Further, a fleet of but nine boats permits few withdrawals if it is to continue as a ranking racing class. The thirteen New York "Forties" built three years later were also considerably bigger and not enough of an improvement on the "Thirties," carrying, as they did, the same gaff rig. Their excessive beam, only one inch less than that of the "Fifties," made them wonderfully comfortable, able craft but they had difficulty in saving their time against the "Thirties."

It was not until 1935, when most of the "Thirties" had either been shipped to other waters or become the property of skippers not members of the N.Y.Y.C., that a successful move was made to build a new one-design class that, in both size and general design — modernized, of course — would take their place.

After negotiations, Sparkman & Stephens were selected to design the N.Y.Y.C. "Thirty-Twos" and Nevins was given a contract for twenty boats. Many of the most famous names in yachting were original purchasers and, in the spring of 1936, the fleet started to write a new page in history. It may prove as brilliant as the "Thirty" history but can it be as sustained?

Whether a strict one-design or

restricted class does the most for the sport is, and probably always will be, a debatable question. Both have their vehement proponents and supporters. The one-design unquestionably develops sailormen as it puts a premium on skillful handling. Obviously, however, it discourages development by prohibiting innovations in hull design or sail plan. On the other hand, it assures an owner against rapid obsolescence of his craft by the construction of newer and faster boats of the same rating. The whole argument really becomes a question of which is the more important, a contest of skill between sailors or a contest of skill between designers.

A marvelous record, considering the countless hours of relentless competition, cruising and hard driving offshore over a period of thirty years, lies in the fact that I can find no single instance of any major disaster in connection with a N.Y. "Thirty." Many a mast has gone overboard under some non-compromising skipper; many a keel bears the marks of chance-taking navigators; a "Thirty" was once struck by lightning; but never, in the memory of the older owners, has an accident in the class resulted in serious consequences.

Strange things have taken place, too, in the ownership and naming of "Thirties" in a score and a half years of racing. Number 13, originally *Minx*, discarded the name in favor of *Phantom*, while No. 12, originally *Neola II*, became *Minx*. J. Rogers Maxwell sold *Phryne* to C. N. Wetmore, bought her back and later resold her to Wetmore. He, in turn, sold her to Commodore J. P. Morgan who raced her successfully for years, sold her to George Nichols and then repurchased her



...westerly gave the fleet perfect racing conditions and funneled through Plum Gut fast

Lawrence Yacht Club, 14-foot International One-Design Class dinghies of that club were

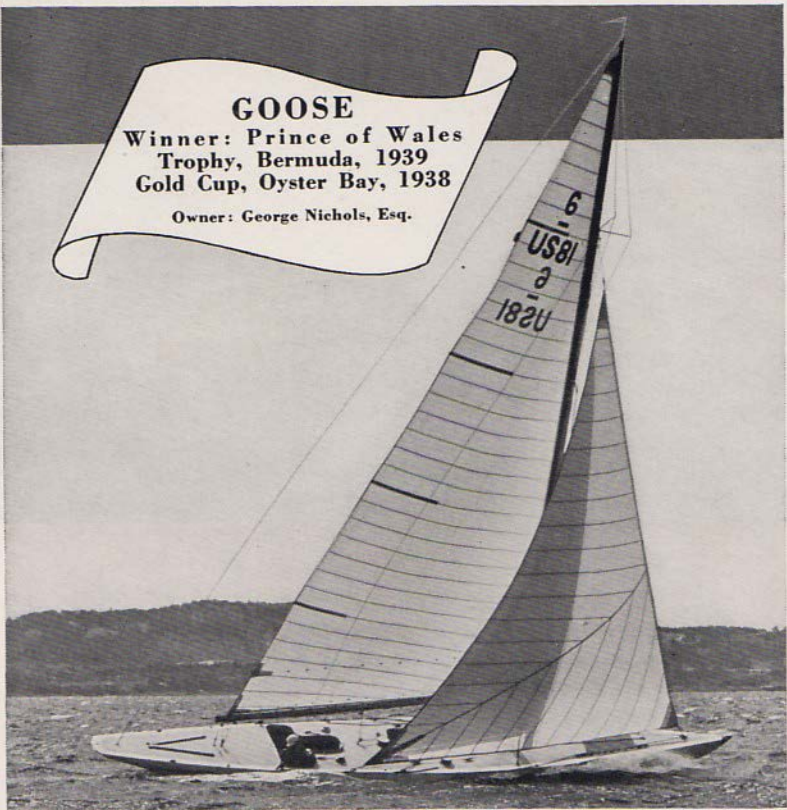




## GOOSE

Winner: Prince of Wales  
Trophy, Bermuda, 1939  
Gold Cup, Oyster Bay, 1938

Owner: George Nichols, Esq.



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A start of the California Thirty-Twos. The weather boat is the Douglas brothers' *Altamar*, No. 3 is Temple Ashbrook's *Tempest* and No. 4 is John Hurndall's winning *Escapade*. Although it does not look so in this picture, *Escapade* had a safe leeward in this start.—Photo by Kent Hitchcock.

southern boats had been nothing but baseless defeatism when Bill Slater made a perfect start with *Lanai* and walked out into a lead that was never threatened, excepting at times by another Southern California boat, Russ Simmons' *Ayayay*, which finished second. Stanley Barrows' *Strider* took third and her fellow boat from the north, the *St. Francis*, sailed by Vincent Jervis, was fourth. Another southern boat was right on her tail, Emerson Spear's *Mystery*, only four seconds astern. So the southerners felt their boats and men had been justified. Evidently *Strider* was not greatly to be feared and Jervis stepped aboard *St. Francis* for the first time that morning, pinch-hitting for Charley Langlais who let business interfere, and it would take him some time to learn her ways, or so they thought.

Next day though in light shifting winds the two northern boats guessed or earned their way into the lead at the outer mark while *Lanai*, the South's pillar of strength, hit several soft spots and dropped to last position. *St. Francis* seemed to have a winning lead, but tacked offshore at the wrong moment, which allowed *Strider*, *Caprice* and *Mystery* to slip by, and in that order they finished, with *St. Francis* fourth. Bill Slater set a spinnaker on the last short leg and with it overtook George Sanchez's *Maybe*, saving one precious point.

The third day brought more wind, but not enough to rule out the Genoas. Here the San Francisco boats came into their own in the windward work. At the end of a long leg to Point Firmin they were one-two, but Bill Slater got *Lanai* coasting down the seas on the run to pass *Strider* and finally to finish just 49 seconds astern of Jervis, who by this time everybody realized was something of a pinch-hitter. The others were pretty far behind these three, and it was apparent that the Sixes were going to be ruled at this regatta by a triumvirate.

The fourth day it was again *St. Francis* in the windward leg, (and the triumvirate looked dangerously like a dictatorship). But *Lanai* and *Ayayay* threatened on a long reach. On the run we all expected *Lanai* to go into the lead; instead of that she dropped from a close second to sixth. Probably the explanation lay in the fact that the sea was very flat.

*Lanai*'s full sections and rather straight profile are perfectly suited to riding the seas, as she had done the day before, but without them she dropped back. Simmons, however, jumped into the breach and in spite of his smaller spinnaker kept right astern of *St. Francis*, bothering her wind somewhat all the time. When they went into the close (very close) reach for the finish line *Ayayay* did not drop back as might have been expected, but constantly threatened to pass to windward. It was all the veteran Jervis could do to stave off defeat. Bill Slater gave another proof of his tenacity on this leg by sailing from sixth to third place, while *Mystery* nosed *Strider* out of fourth.

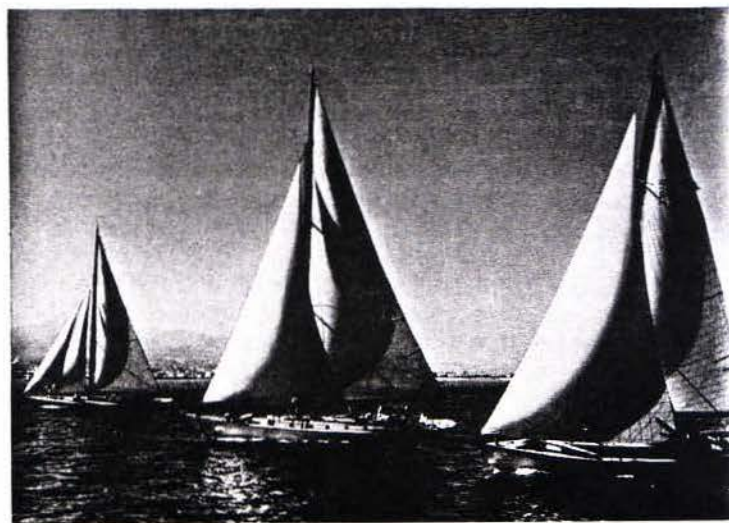
The last race was started in a light southerly air which *Mystery* found so much to her liking that she acquired a three or four-minute lead before the breeze shifted to the westward and strengthened. Soon *Lanai* and *St. Francis* were in full hue and cry after her, but the finish line was a couple of miles too near for them to cut the buck and the positions remained unchanged. The only real incident of this race was a running battle between *Caprice* and *Strider*, the latter having the better of it to the tune of five seconds. The final standings were: *St. Francis* 37½ points; *Lanai* 34¼; *Strider* and *Mystery* 33¼ each; *Ayayay* 30; Vernon Edler's *Caprice* 23; Sally Swigart's *Ripples* 17; Bill Horton's *Rhapsody* 10; and George Sanchez's *Maybe* 8.

Starting five minutes ahead of the Sixes each day were the California Thirty-Twos, comfortable, able, cruising one-design auxiliaries yet only a scant few minutes slower than the Eights. John Hurndall piled up such a lead by winning the first three races with his *Escapade* that he was unbeatable thereafter. Temple Ashbrook's *Tempest* took the last two handily, but because of one race in which she dropped out after fouling the Douglas brothers' *Altamar*, lost second place to the latter by half a point. Bruce Beardsley's *Amorita* was last, another half point behind *Tempest*.

The PC's, although boasting a fleet of 27, had only four entries, as they usually do not enter any winter competition. But these boats fought so hard they looked most of the time like a four-masted schooner in the distance. Bill Bangs' *Malolo* and George Jessop's *Scamp II* divided the first places between them, three and two respectively, but at the end of the fourth race the issue was still in doubt, for *Malolo*, *Scamp* and Glenn Waterhouse's new *Joy Too* were in a flight of three steps, so that the last race decided the series. *Malolo* worked out a big lead in the flukey airs of the first part of the race and won by the big bargain, (for PC's), of 2½ minutes over Shlaudeman's *Squaw*, while *Joy* and *Scamp* battled not to be last. *Joy* nosed her shadow out, thereby getting second series place, while *Scamp* was third and *Squaw* last in final standing. These little boats showed their

(Continued on Page 34)

The Universal Sloop Class series of three races was won decisively by Don Ayres' *Ten Meter Branta*, shown here leading Charles Isaacs' *Malabar VII* and Stuart Babcock's *Typhoon*.—Photo by Kent Hitchcock.





G. Unger Vetlesen's Six-Metre "Vema 4" and her "commuter's ticket" mainsail. The holes along the luff are intended to keep it from shaking in the back draft from the Genoa

planking is attached is rabbeted for the planking, which is set in glue and finally fastened down with bronze screws. The cockpit floors are of teak, and cockpit coamings of mahogany. When sailing, they leave no wake, and in their first trials they are said to have been faster than the other class boats at Marblehead, except the "30-Squares."

+ + +

### Saw the "America" Win Cup

FOUR years ago *The Times* (London) published an article which began, "It is unlikely that any person now living saw the never-to-be-forgotten victory of the yacht *America* in 1851." Strange as it may seem, I enjoyed a talk early in May with an Isle of Wight fisherman, Jacob James Abbott, who, as a boy of nine, saw the famous race.

"She was a very smart little schooner, she was, that *America*," he said.

Mr. Abbott is a handsome old man of





1939

*Kat II* winning the Seawanhaka Cup in 1934. Under such conditions, with a fresh breeze blowing and the boat rolling heavily, allow time for the unexpected to happen when approaching the lee mark

away before all vestige of steerage way is gone. Sailing to windward, except where roughness of sea makes it absolutely imperative, bearing away will be too slow in distance while luffing will lose valuable headway. The alternative is sufficient man power to overcome the roll in the sail without change of course.

The first job is to overhaul the halliard thoroughly, flaking it clean, starting with the bitter end. This should be made sure it won't go aloft, even when the man who is lowering the sail turns from his work in a fruitless effort to retrieve his hat or gets a telephone call, as one did in *Blitzen* in the 1900 Race).

Next, get as much of the foot onto the deck and as far up the weather side as possible. Start from the tack (forward) and work aft. The halliard has to be slacked at the same time to make this possible. Hold the sheet until the foot is on the deck and the sail partially lowered. Slacking the sheet too much results in unnecessary flogging and in the foot coming away, out of reach.

Under less severe conditions are quite moderate, it is safer not to touch the sail until it is fully lowered. Get all the sail up to the weather rail so the water on the lee side won't wash overboard, then unhook, starting with the head and,



M. Rosenfeld





Bermuda News Bureau

vocabulary and even called for the cook in trying to get the inboard end of your spinnaker pole away from the mast preparatory to jibing or dousing the spinnaker. How much easier it will be to run dead to leeward momentarily (the helmsman is already at his post), then slack the spinnaker sheet so that the sail just doesn't "break." If the lift and fore guys are slack and the guy reasonably square, the pole will have a tendency to pull away from the mast.

When it comes time to take in a parachute, again check the halliard first. Then break out whatever headsail will be used. Next, let the pole go forward against the stay and unhook the tack of the sail. Or if you have an outhaul, slack it right away clear. At the same time, the sheet should be hove in from amidships on the lee side till you get hold of the clew. Work along from the clew, gathering in the foot and then the luff of the sail.

It is important to have all cotter pins and rough projections in the rigging thoroughly taped as the sail will get against the rigging as you start to lower. Don't get the sail in too near the shrouds or it may wrap itself around them. In a hard breeze, when everything is wet, give yourself more time, as the wet sail is more apt to cling to the shrouds, which takes time to clear. Try to have a clear place to pile the sail as it comes down. It is slow work to extricate a jib sheet that is under the middle of the spinnaker.

In course racing, timing is perhaps the most important feature of sail changing. The variables are so numerous

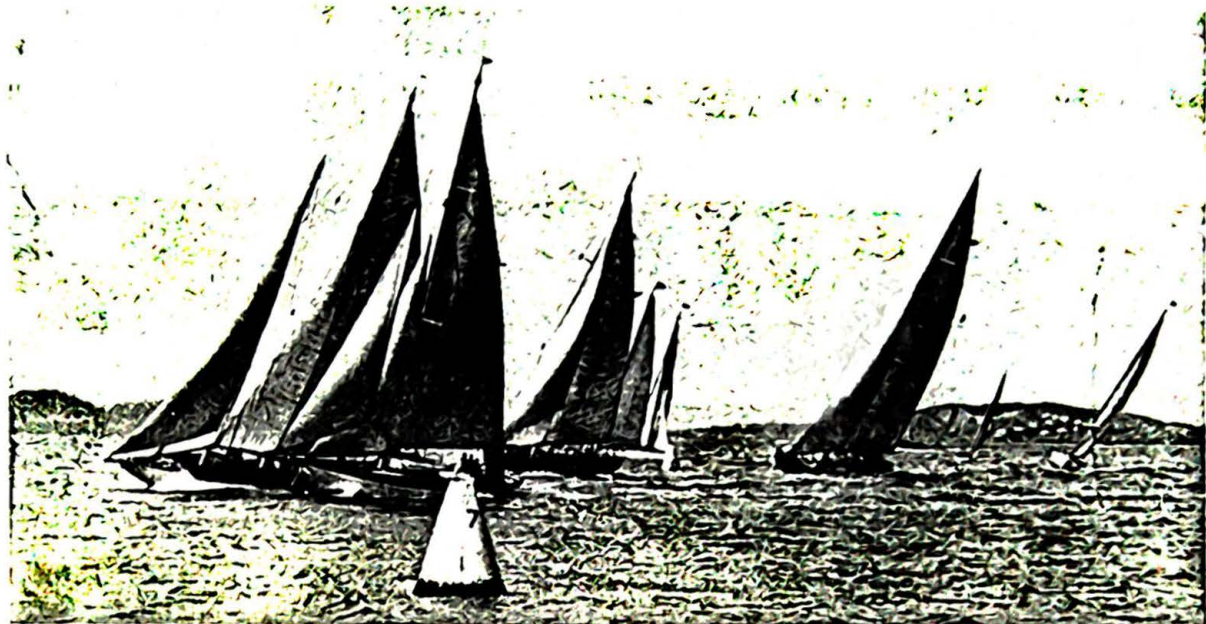
*(Continued on page 111)*

*The Six-Metre "Goose" racing in Bermuda. There is little, if any, endwise thrust on the spinnaker pole, even with a big parachute set, when it is squared aft as in this picture*









Start of the big fellows. Left to right: Cyril Tobin's *Seaweed*, Ed Feisel's *Yo-Ho-Ho*, Johnson's & Martinsen's *Nam Sang*, Kenneth Bechtel's *Senta* and Charles D. Wiman's *Patolita*. The last-named was an easy winner.—Photo by F. Pierce Sherry.

## PACIFIC COAST CHAMPIONSHIP REGATTA

By F. PIERCE SHERRY

IN no previous year has the collective conscience of the Pacific Coast yachting fraternity been so heckled by the necessity of deciding just how far to let business interfere with pleasure. Every club calendar has been crowded with "major" regatta dates that influenced the race-minded members to trail, tow, or ship their craft to practically every boating point from Victoria and Astoria down to San Diego. The high point on the San Francisco Bay program was the last two weeks of August,—what with the Silver Star series and then the Coast Championships for practically every type that floats.

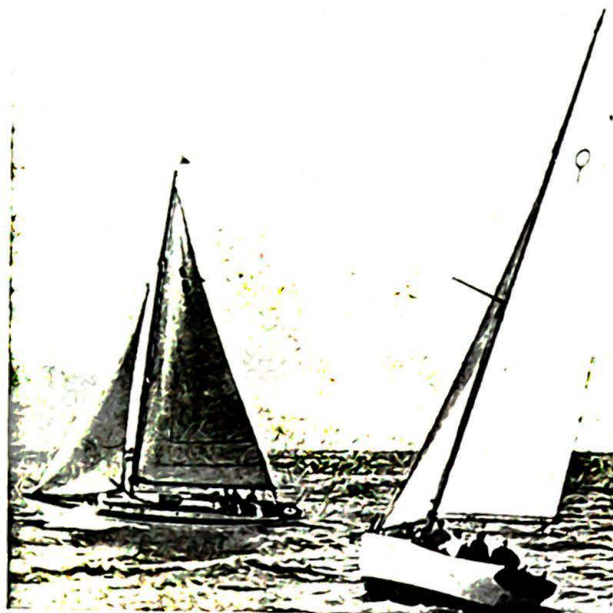
Many of the owners and crews barely got back from the Honolulu Race in time to compete, and the inordinately long time consumed by that classic this year took toll from the numbers available for participation in the Pacific Coast series. There was a hectic scramble for good crews for the Monday, Tuesday and Wednesday following the opening weekend of racing, many of the fellows who had taken a beating on the Sixes, Stars, P.I.C.'s and Golden Gates in the morning rounds returning to help out in the larger boats that set forth at 1:30 each afternoon. Bob White probably gets the iron-man award, for he took the Star Championship in the new *Jade* after four mornings of strenuous racing, and each afternoon set sail on the Bird Boat *Oriole* to post a second place for the Coney family, and on Friday of the same week he raced the *Saga* to that spectacular victory over the *Rebel* for the San Francisco Perpetual Challenge Cup. Of course he raced all through the Silver Star series the week before, too.

Elements of wind, water and sun could scarcely have been improved upon. The committee work was above reproach. And the Golden Gate International Exposition setting and personnel made the Treasure Island headquarters all that could be desired. Vantage points for spectators were legion, and the public prints locally played up the affair with good coverage.

And so to who won what. The noisiest wheel getting most of the grease being the Universal M.N.F.G. group. Messrs. C. D. Wiman and J. J. Mitchell featured the whole regatta with their 81-foot cutter *Patolita* from Santa Barbara. San Francisco clubs turned out the *Seaweed* and *Nam Sang* just back from Honolulu, the *Senta*, the *YoHoHo*, and the hardy-perennial *Idalia*, but none of these was able to match the drive and the uncanny ability to point that characterized the beautiful Burgess creation.

Opening day, Saturday the 25th, the *Patolita* naturally thought it necessary to use her big spinnaker. She had the misfortune to break the spinnaker pole and see the huge tent swept along astern for several hundred yards. Their starboard position was all that saved the main stick, for the port spreader went apart when the lightsail flew away. With it all the big boat came home an easy winner, and a new spreader was turned and shipped in time for the racing next day. They didn't bother to replace the spinnaker boom, and won the remaining two races handily without it. Kenneth Betchel's *Senta* did valiantly and looked her class, but she was never more than a threat. The rest were out-classed by the big boomer from the South.





Two of the contenders in the Q Class, Charles A. Langlais' *Volante*, Q-8, and R. S. Danforth's *Gitana*. The first-named was the winner.—Photo by F. Pierce Sherry.

Arthur "Pop" Stevens acquired more hardware when the well-known old *Ruby II* took another series in Division 9 over *Kestrel* and *Hussy*. It was Commodore Edw. Woodruff and his *Blue Sea III* again in the Universal P.Q.X. grouping, with Bill Heger's *Marybeth* trailing. S.F.Y.C.'s *Rival III*, belonging to R. B. White of Kansas City and en route from somewhere to someplace as usual, stopped in long enough on Sunday to compete ketch for ketch with the Commodore.

Division 12 inscribed a new name on its list of winners when W. H. Nickell sailed the comfortable *Argus* to one of her few recent major wins. The motor-sailer's nearest competitors were the *Billiken* and the *Maori*. Division 15 also saw a new champion when *Jabil*, in the hands of Leonard Brown, outsailed the fleet old *Cupid*, *Chinook*, *White Cap* and others throughout the series. Division 17 title-holder is W. E. Rowell's *Chip*, which was closely pushed by Syd Foster's *Dolphin* and the *Typhoon*.

It seemed for a time that Dick Danforth's *Gitana* might take a series from the repeater *Volante*, but Vince Jervis had the Langlais craft well in hand and went on to the title in the Cruising Sloops class. Doc Nuckoll's Weck-Ender *Gladys N* wound up in third spot.

And so to the One-Designs. Deference to the patrician Sixes, of course. They opened the festivities by racing at ten o'clock on each of the five mornings. Bill Slater had brought up the highly respected old *Lanai*, and the other Los Angeles entry was the new *Rebel* that Emerson Spear had relied upon to win not only this Championship but the Perpetual Cup as well. The slim grey beauty failed in both in-

stances, but if ever a boatload went down fighting it was the *Rebel*'s. Charley Langlais and Stanley Barrows thought to be contending for the right to defend the Perpetual Cup for the St. Francis Yacht Club, but when the final score sheets were in it was Myron Spaulding in *Saga* who had won the Pacific Coast Championship and not *St. Francis* or *Strider*.

The first two races went to Barrows, the third to Langlais, the last two to Spaulding. It all figured out this way: *Saga*, *St. Francis*, *Strider*, *Lanai*, *Rebel*, and *Corinthian V*. Considering them all,—from Snowbirds to Class J—the 6-Meters really seem the quintessence of yachting. They call forth all the skill demanded by the biggest boats in matters of sail selection and general handling, and provide thrills not obtainable from smaller designs. Let's hope that the local fleet will grow and be a permanent part of the Bay yachting scene.

When the 25-foot Golden Gates wound up it was Nelson Jones and *Cyretta* in first position, with Bill Simpson and *Vireo* only  $\frac{1}{2}$  point astern. The Birds contested as closely. *Polly* finally won for Al Rodgers, who was pushed all the way by *Oriole* sailed by Bob White, Babe Stevens' *Grey Goose*, and Dick Hanan's *Kittywake* from a field of eleven. J. A. Vincent finally downed the Keast *Merry Bear* with his *Pola Bear* for the title in this distinctive Bay class.

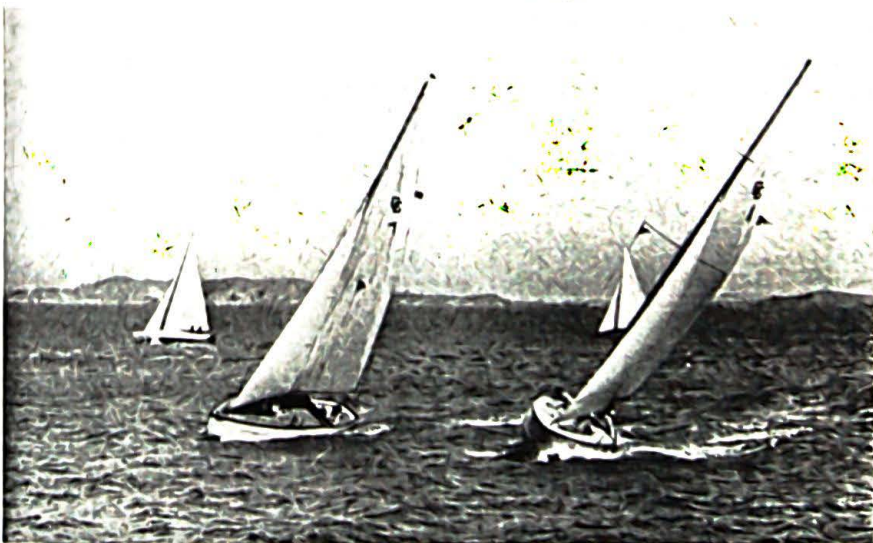
The Northern California P.I.C.'s best efforts were not good enough to stave off the three entrants from the South. Peggy Slater and Janet Ward brought their *Seventh Heaven* to the regatta and their daily places were 2-1-2-5-1. The beautifully varnished *Challenge* snagged two firsts, but ran afoul of sailing rules on the final day; thus George Fleitz finished second, only  $\frac{1}{4}$  point lead over the local *Lestom* of the Richmond Elklintons.

Glenn Waterhouse loaned his P.C. *Joy Too* to Bill Slater who said he could beat George Kettenburg in one of his own works of art. The visiting fireman from San Diego sailed the *Scamp* and yielded two out of three to the 6-Meter maestro.

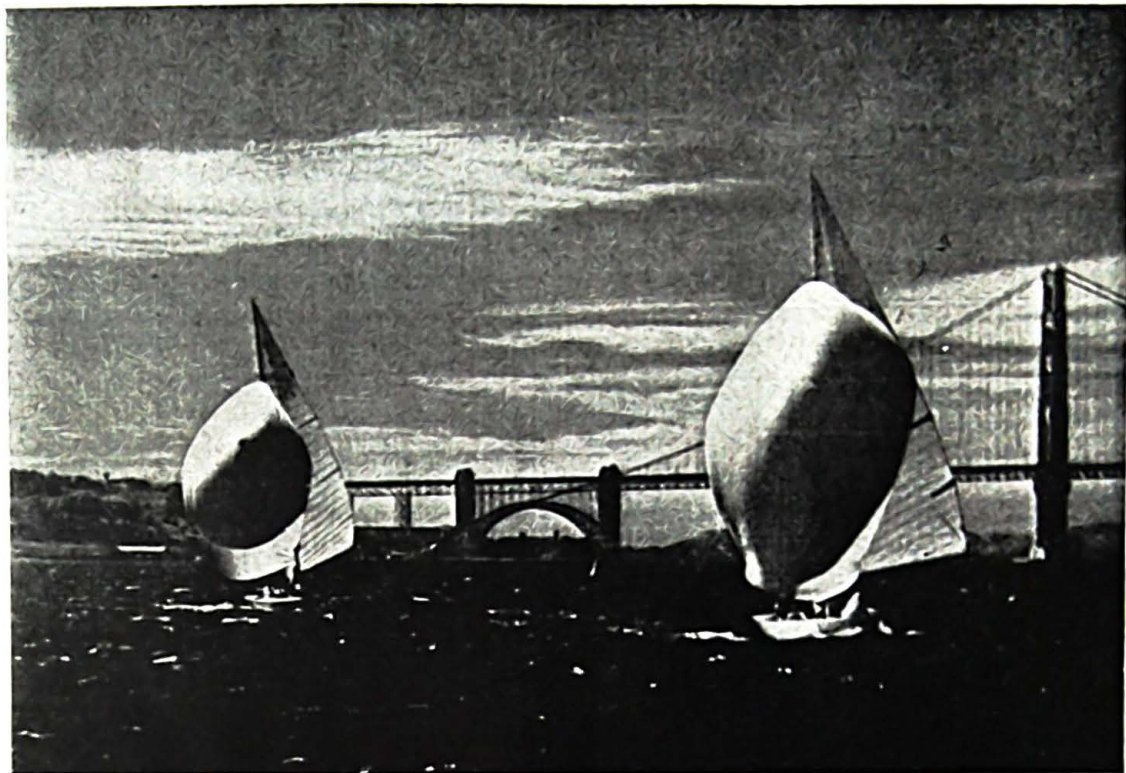
### San Francisco Perpetual Challenge Cup Race 1939

If you are the kind that gets a thrill out of 9th inning home-runs and last minute touchdowns you should have seen the 1939 sailing for the San Francisco Perpetual Challenge Cup. 6-Meter *Saga* beat 6-Meter *Rebel*. That's the news; here's the story:

The Golden Gate Class during the championship races. No. 4 is the winning *Cyretta*, No. 7, *Vireo*, took second.—Photo by P. Pierce Sherry.







Myron Spaulding's *Saga*, sailed by Bob White, leading *Rebel* to the finish line by 17 seconds in the race for the Perpetual Challenge Trophy.—Photo by F. Pierce Sherry.

Periodically since the Cup Race was established through the Encinal Yacht Club in 1895 the yachtsmen of Southern California have made covetous gestures toward getting possession of this prized trophy, but their efforts have never met with success. This year the Los Angeles Yacht Club challenged with what many consider the country's outstanding 6-Meter boat, the *Rebel*. St. Francis Yacht Club of San Francisco, whose Bird Boat *Widgeon* had won the trophy for them in 1938 under the tillerage of Bob White, elected to defend with the Spaulding-White 6-Meter *Saga* that had just proved herself the best in the Bay fleet by coming out on top of the five days of racing for the Pacific Coast Championship August 25-31.

L.A.Y.C. chose her champion skipper Bill Slater to handle her *Six*, and he had as crew the owner Emerson Spear, Bill Cowell, Jack Streeton, and the San Franciscan Fritz Graham, young veteran of many local race wars. Bob White made a nice gesture in asking the aid of Babe Stevens, whom he had beaten in the 1938 Challenge Race, and his short crew was rounded out with Arvid Norman and Gordon Holcombe.

Having been brought up on a diet of rough water and howling breezes, White was most unhappy about conditions on the morning of September 1, even after the fifteen minute postponement from the programmed 10 A.M. start which the Committee had seen fit to arrange in hopes that a good sailing breeze would make its appearance. The gun went off at 10:15 and so did *Rebel*, which stood not more than 50 feet farther off the St. Francis Yacht Club than did the *Saga* which helplessly floundered around behind the starting line for 10 minutes. During that time the Southern boat had weeded out zephyrs that got her to Anita Rocks.

By this time the expected breezes were gathering, and White

was favored while Slater made the necessary long hitch into the Crissy Field Beach to get the slack water. By the time the boats had rounded Crissy Buoy, the *Saga* had made up five of her ten minutes, and on the run down to No. 7 off Treasure Island she made time by standing farther out into the main channel than did *Rebel*. The discrepancy at No. 7 was cut to 2' 15". The Northern boat made a little more money on the reach over to No. 9 marker despite the fact that she didn't set a reaching spinnaker as the spectators recommended. At this point *Rebel* was but 1 min. 55 sec. in the lead.

It was on the drive into the lee of Angel Island that *Saga* showed to her best advantage, for she overtook the *Rebel* and held on to her throughout both the major hitches. It was only the close quarters along Ft. McDowell Beach that kept *Rebel* on top of *Saga* at this point. Clearing the island, White elected to go off on a short solo along the windward shore to avoid the chop, and it was not until the lee of Alcatraz was made that the boats converged. The Los Angeles boat took a conservative course around the Southern point, whereas Babe and Bob engineered a close maneuver along shore that gave them a little shove for the drive over to the transport docks.

Slater had the better of the split tacks for some minutes but lost the edge when White slid safely over the rocks inside the marker off Gashouse Cove, much to the consternation of those who, like myself, had put a smaller boat smack onto those rocks while trying to do the same thing. Neither boat was able to pull into the clear throughout the close work of beating up along the Marina shore, and it was not until the very last hitch and the drive for the Crissy marker that White was able to get the Northern *Six* ahead of the Southern challenger. This he did by

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# Pacific Coast Championship Regatta

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realizing that Slater's defensive tactics had sent them so far west as to overstand the buoy and that therefore it was possible to start sheets enough to get the necessary oomph to run *Saga* through *Rebel's* lee before the latter's skipper could wise up and follow suit in the matter of easing off. As they rounded for the run home, the boats were separated by only 10 seconds. Despite its proximity to the leading boat, the Spear craft was not able to take enough of the wind to pass through on the lee, and the *Saga* actually gained another 7 seconds before she got the committee gun off the St. Francis Clubhouse.

Time for the fourteen mile course was 3:22:34. After the first half hour conditions were just about ideal for 6-Meter competition—fair steady breezes, comparatively smooth water, and bright sunshine.

## Pacific Coast Small Boat Championship Regatta

Traffic was a problem in the Port of the Trade Winds at Treasure Island over the Labor Day weekend. A lot of the Southerners argued for synchronized flow like on Wilshire Boulevard, but the Pan-American Clipper won right of way and held up the start of things 45 minutes. And even then the 49 competing boats had a lot of little details to watch out for such as port tacks, overlaps, and searoom.

The Small Boat Racing Association of Northern California ran the event under the sponsorship of the Golden Gate International Exposition, and both the committee work and the racing conditions were above reproach. The Bay turned on some of the season's loveliest weather, and the amplitude of winds was not accompanied by uncomfortably rough water. Don Urquhart got J. D. Vincent and the Chris-Craft to post markers so that the boys and girls would have a snappy little beat up into the yacht harbor, a fair run toward Berkeley, a short reach, and a good stiff beat back to Crowley's Landing in the Cove.

Twenty-four Snipes competed. A lot more were entered but failed to show, and unqualified boats were not allowed to race. Those that raced represented the cream of the Coast and the winners established Los Angeles as the Snipe capital. By Monday afternoon it was *Bad News*, *Grey Goose*, and *The Darb*, all sailing for the L.A.Y.C., that had won the first three places and the Coast Championship title. J. Salmond, Jr., and Lester Reel had the green 3488 pointing like a 6-Meter, and they tallied first, second, second, first. F. Schenk's *Grey Goose*, in which Lake Merritt's Walter and Robert Hall won the Snipe Internationals last month, was nearly as good, and the Metcalf *Darb* was a continual threat.

The North's *Melody* did a creditable fourth for the brothers Hall, but could not match the fleetness of the newer hulls from the South. Dick Stephens brought his new *Roz II* into finals fifth for Ionic Sailing Club of Stockton. From there on the charmed ten comprised Richmond's *Cotton*, *Discord* from Lake Merritt, L.A.Y.C.'s *It*, *Malicious* from Redwood City, and Corinthian's *Peell'ee*.

The domination of the craft from the South continued in the sailing for the Sun Championships. The three South Coast Corinthian boats finished one, two, four, when Bill Rus of Richardson Bay placed third with *Gale* by taking advantage of the misfortune of H. Dewar whose *Roudy* had to be righted after a capsize. One and two were Milton Peebles in *Mist II* and George Duncan in *X-Ray*. M. E. Winter, who built himself a Snipe and then reverted to the Sun fleet of his R.B.Y.C.,



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# Sea

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A lineup in one corner of Yacht Harbor, San Francisco, looking toward the St. Francis Yacht Club. Among the yachts here are the new Six Meters St. Francis and Strider, Vincent Jervis' Eight Meter Hyde, Charles A. Langlais' Class Q sloop Volante and the Ford brothers' schooner Yankee.—Photo by F. Pierce Sherry.

## THE WIND IN THE TURNBUCKLES

### So. Cal. Regatta Dates Changed

LAST month we announced that the Southern California Regatta would be held at Santa Barbara from July 31st to August 5th. At the February meeting of the Southern California Yachting Association the Santa Barbara Corinthian Yacht Club asked for a change of date because the City of Santa Barbara has planned its annual Fiesta on the same dates. The Fiesta alone brings so many people to the city that its hotels cannot accommodate them and the overflow is forced to stop at Ventura and Santa Maria. It was felt that the regatta could only add to the congestion.

The dates of the regatta have been changed to July 23rd to 29th, inclusive.

### Pabst Heads So. Cal. Y. A.

At its meeting on February 3rd the Southern California Yachting Association elected Norman A. Pabst Commodore for 1939. He has served as a delegate from the Catalina Island Yacht Club for the past fifteen years, has owned several power and sailing yachts and has accomplished many things of value to the sport. This recognition of his services is fitting and because of his experience and ability should prove of considerable value to yachting. The other officers elected were: Wesley D. Smith, Vice-Commodore; Arthur L. Ferry, Rear Commodore; and C. M. Neuner, Secretary-Treasurer. Delegates elected to represent the S. C. Y. A. at the annual meeting of the Pacific

Coast Yachting Association at San Francisco were Norman A. Pabst, John C. Stick and Arthur L. Ferry, with Wesley D. Smith and Winsor Soule as alternates. The Commodore appointed Ellis Wing Taylor and Milton Hesselberger as Official Measurers and Dr. J. E. Ziegler as Chairman of the Trophy Committee. Other appointments will be announced at the March meeting.

Member clubs were requested to write their U. S. Senators and Representatives urging passage of H. R. 950 and S. 515, which bills will exempt all vessels from the terms of the International Labor Treaty that now threatens to result in the laying up of 95% of all yachts in America, and the destruction of our yachting industry.

Arthur Ferry reported the completion of the Master Yachting Calendar of Southern California for 1939.

The association received applications for regular membership from the Corsair Yacht Club, of Wilmington, California, and associate membership from the Leeway Sailing Club of Long Beach.

Dr. Krick of Caltech gave an interesting talk on weather forecasting by the latest methods.

### Two More Sixes for San Francisco Bay

Syndicates of members of the Corinthian Yacht Club of Tiburon, California, have purchased two of the best heavy-weather Six Meters in the East. First of these is the *Light Scout*, which was designed by Herman Whiton for himself



# FOR SALE



A Six Meter, one of the fastest of the fleet in light weather. 31'x21'2"x6'10"x4'11". Designed by Frederick M. Hoyt, built by Nevins in best manner. 3 mainsails, 2 Genoas, 1 overlander, 2 working jibs, 1 spinnaker. Delightful boat to sail; would make a fine, fast cruising boat. Price \$1250.

See *Bill Armistead* at

**WILLIS HUNT COMPANY**

Wilshire at Serrano, 660 S. Serrano, Los Angeles  
Fltzroy 1123





The Sixes in one of their tingling struggles. The closeness of the racing every time these boats compete and the uncertainty right up to the winner's gun are the things that are enabling this class to pull its present strong comeback on the Pacific Coast.—Photo by Kent Hitchcock.

## The Wind In the Turnbuckles

### Treasure Island's Midwinters

By F. PIERCE SHERRY

**E**VEN under the best of conditions an observer's regatta report is sure to call up those Fibber McGee fans who will say: "That ain't the way I heerd it, Johnny". The reporter's task was doubly difficult Sunday, March 19th, at Treasure Island where one group of racing classes held forth in the Port of the Trade Winds and another raced from a line off the North end of the Island, a good mile away.

The event was a collaboration of the Berkeley Junior Chamber of Commerce and the Sports Department of the Golden Gate International Exposition.

Under their energetic new Commodore, Don Urquhart, erstwhile skipper of the Sun Class *Skookum*, the Small Boat Racing Association of Northern California got its four classes into competition at 10.30 off the blinker at the northeast end of Yerba Buena Island. While these Snipes, Suns, Nationals, and Moons were experiencing scarcely any steerage way, the Sixes, Stars, Birds, Baby Birds, and the new P.C. boats were converging in the waters to the North under tow from Richmond, Berkeley, and San Francisco. Three of these contenders are new to Bay yachtsmen, interest centering on Art Rousseau's Six named *Corinthian V.* (nee *Light Scout*), Glen Waterhouse's *Joy Too*, and the other P.C. which was the original Kettenburg No. 1 and is now in the capable hands of Ernie "Bud" Coxhead of Richmond.

The Snipes allied as follows: first, Gus Miller's *Gusto* from Stockton's Ionic Sailing Club; second, *Cotton* sailed by the con-

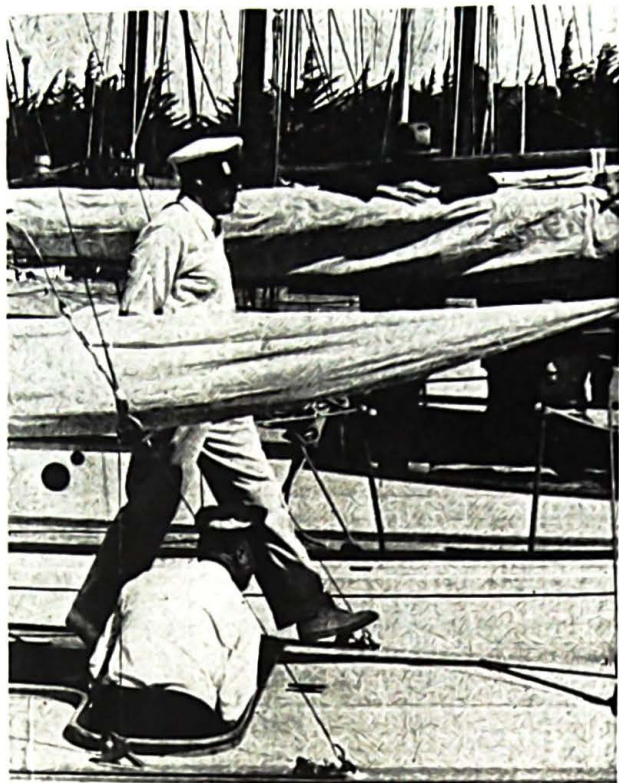
sistent Gordon Miller from Richmond Yacht Club; and third spot was untangled in favor of the Halls' *Melody*. The officials had a blanket finish on their hands as the favorites finally figured the flukey going and brought their craft up into positions that paid off.

The newest of the Moon Boats, Ned Currier's *Scarlett* (Gone with the Wind) was sailed by the experienced junior George Williams into first position, and Jerry Fullerton piloted his rejuvenated *Luna Lass* into second. A new National from Palo Alto qualified first in that group. From amongst the Sun Class representatives Rodger Eldridge beat out Cappy Richardson.

After having done the same course again — twice around — after lunch, the Small Boat men rallied around their officials and learned that Series Points for the day's work had been awarded to Walter and Bob Hall who won the afternoon brush and thereby topped the Snipe Division with their *Melody*, with second to *Cotton*. *Melody* seems off to a good opportunity to repeat her 1938 triumphs, and the rest of the class had better try to keep her better covered. To *Mazda* went series honors in the Sun Class, with Bill Rus turning in a neat second total in *Gale*, and H. B. Richardson third in *Jean R.*, the award having been made to Eldridge over the other two only by virtue of the best corrected time to break the three-way tie. To Don Jackson in the *Honeymoon* went the regatta's First Place in Moon competition, with second to Fullerton and third to Williams who started the afternoon race too far behind the gun.

National One-Design standings placed the new South Bay entry first ahead of L. Kizer's *Tizite*. Kizer is entitled to some sort of special recognition for having provided "The Thrill of





The Crown Prince helps his host, Charley Langlais, to bend sails on the *St. Francis*, while Commodore Russell Simmons of the *California*, himself skipper of the Six Meter *Ayayay*, looks on.—Photo by F. Pierce Sherry.

THE MOST FITTING entertainment for visitors to San Francisco is to take them out on the Bay. And when the visitor happens to be a champion sailor in his own right, nothing could be more appropriate than to seat him in the cockpit of a racing yacht and provide the desired competition. We hazard the observation that nothing in the program of entertainment for Crown Prince Olaf of Norway gave him as much pleasure as his 6-meter race on May 19th.

From our vantage point on Lionel T. Barneson's *Lady Bess* along with Russ ("Ay Ay Ay") Simmons, we watched the visit-

## Prince Olaf Sails On San Francisco Bay

By F. PIERCE SHERRY

ing skipper's every move on the *St. Francis* and were duly impressed with his finesse and his command of a boat he had never sailed before. For crew the Prince had Charley Langlais, Geoff. Ford, Clark Sweet, and Vince Jervis. For opposition he had Stanley Barrows' *Strider* and the *Corinthian V.* sailed by Artie Rousseau.

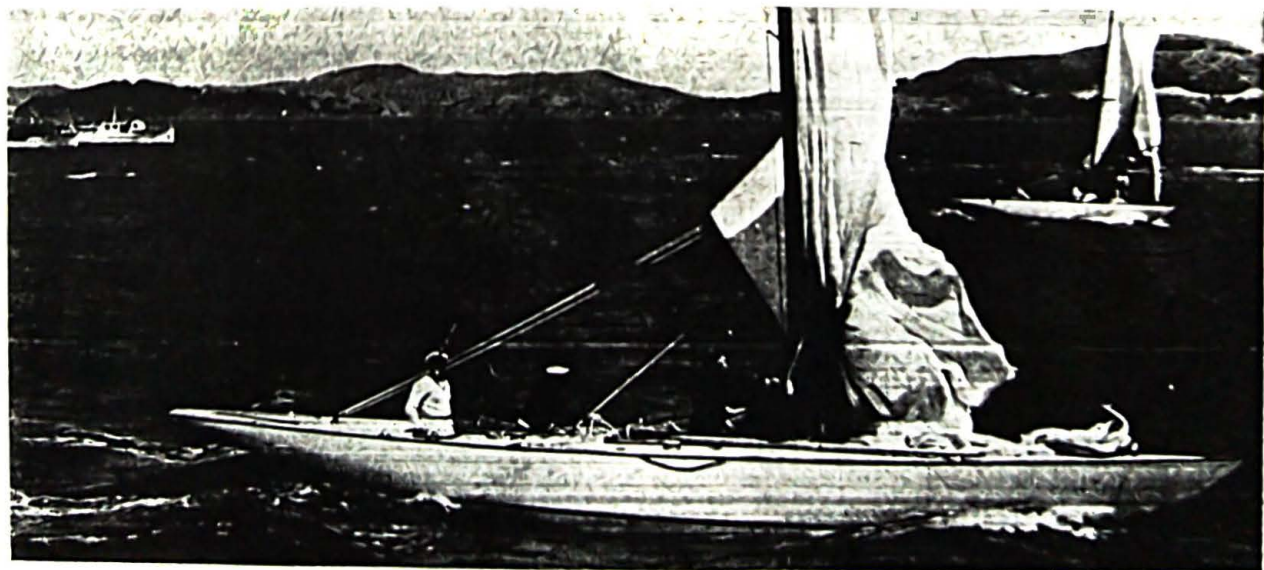
Without benefit of stop-watch, Olaf manoeuvred the weather end of the starting line off St. Francis Yacht Club right at the gun at 10:10 and pointed his opponents well onto the beach. In coming about, *Strider* and *Corinthian V.* had a bit of jousting bout of which the Norwegian took full advantage and that left him free to make a number of short hitches and pile up a lead of about one minute by the time he rounded Crissy buoy.

On the run down to Alcatraz the guest skipper was too far in the van to be blanketed, and he maintained most of this advantage around the mark and on the reach across to Aquatic Park. It was at the white can at Alcatraz that *Corinthian V.* ran into more trouble. She had to cut away her spinnaker halliard, and thereafter was never able to threaten the leaders.

On the long hitches into the Transport docks and Gashouse Cove and the close work up the Marina shore *Strider* made a little money in the hands of Jimmy Michael. By Anita Rocks it was really a race, and the visitor's margin at the Crissy turn was nearer to half a minute. This edge was dissipated in spinnaker handling, and before *St. Francis* could fill and get away, *Strider* was on her tail with a perfect blanket and was slipping through the lee. The remainder of the run left scarcely enough distance for returning the compliment, and the Prince's move was to gamble on veering just enough to take the wind slightly on the reach. But the Barrows boat held her way and crossed the line at the Club just 10 seconds ahead.

The finish dispelled any speculation as to a "fixed" race, and the gallery was duly thrilled. Olaf signalled his congratulations in a prize-ring hand clasp, and when the berth was made he lent a hand in true democratic fashion. The way he fraternized with the local yachtsmen and the remarks he made at the club luncheon put Norway's royal representative right into everyone's good graces. The event attracted wide attention, and we have Crown Prince Olaf to thank for another boost to yachting.

It was that close! Just after the finish of the Six Meter race of May 19th in which Stanley Barrows' *Strider* (nee *Lulu*) won by 10 seconds over *St. Francis* (nee *Fun*) sailed by Crown Prince Olaf of Norway (in white sweater) with Arthur Rousseau third with *Corinthian V.*—Photo by F. Pierce Sherry.







"Goose" leads the fleet in the first race. Left to right: "Iselin," Norway; "Twins V," Italy; "Wire," Finland; "Gustel VII," Germany; "Goose," U. S.; "Sinkadus," Sweden

## "GOOSE" RETAINS SCANDINAVIAN GOLD CUP

Handled by a Youthful Crew, She Takes Three Straight Races

**HILSINKI, FINLAND, July 16th.** — "Goose," the American defender in the International Six-Metre races for the Scandinavian Gold Cup, won the first race of the series today. So read a brief report appearing in the New York press a few weeks ago. There were no further details.

"Fine," thought American yachtsmen. "Goose must be going as well on the Baltic as she did on Long Island Sound." The next day's papers carried another three-line report: "Goose" had scored another victory. One more win and for the fourth straight year the United States would take the premier small boat trophy of the world.

But American yachtsmen at home, thirsting for details, couldn't help thinking how it would be to win a third straight race. They knew that only first place counted and that the first boat to win three races took the cup. From that, it was easy to infer that in the third race every one of her seven competitors would be sitting all over "Goose." They knew she was fast and they knew that, in spite of their youth, her crew wouldn't let George Nichols down, but the Scandinavian Gold Cup series, often a five-or six-race affair, just couldn't end in three races in the strange waters of far off Finland. But, the next morning, there was the same cryptic report: "Goose" had scored again and retained the cup. Three straight races, seven other nations completely shut out. It was almost unbelievable, yet that was the story, brief as it was.

But it wasn't the whole story — far from it. When the story arrived a week later in the form of letters from Henry and Walter Taylor, members of the crew, it was better still, and a tribute to the peculiarly American way of teaching youngsters the fine points of handling and skippering. For "Goose's" skipper in all three races was young George Nichols, Jr., seventeen years old, who had stepped into the helmsman's cockpit when his father was stricken with the flu. His crew consisted of his sister Jane, Henry and Walter Taylor and, for the first race, Olaff, a professional; for the second and third,

Roderick Stephens. The spectacle of four young people, one of them a girl, winning three straight races was evidently difficult for the Europeans to accept for, as Henry Taylor wrote at the conclusion of the third race, which was won only through superior spinnaker handling on the last leg, "We at last proved to these people that we could handle a boat, where previously they had merely said that the boat was superior to theirs. Up to then, they seemed to regard us as a bunch of kids. Over here, women and children just don't sail or, at least, don't race."

The freighter carrying "Goose" was late in arriving and there were less than three days in which to unload, rig, tune up and measure the boat, during all of which her owner was sick in bed. The youngsters and the paid hand, however, handled the job masterfully.

The letter describes the first race as follows:

"This morning we found that Mr. Nichols cannot possibly be aboard before the third race, so we started with George, Jr., at the helm, and Olaff, the paid hand, on the fore deck in a ten-knot easterly wind. The first leg was a broad reach with a spinnaker and, as we couldn't get our wind clear, we were sixth out of the eight boats at the first mark. The second leg was a beat and we passed every single boat. From then on, we held them, our only casualty being a not too badly ripped spinnaker. The German boat, a very fast one, was 56 seconds behind us; then came Finland, Norway, Italy, Sweden, Denmark and France. It gave us no end of pleasure to win this race because last night everyone seemed a bit patronizing as soon as they heard that Mr. Nichols could not race."

Rod Stephens flew over from England in (Continued on page 104)



Harry Nystrom's "Sinkadus," the Swedish entry, was dismantled in the second race



# "Goose" Retains Scandinavian Gold Cup

(Continued from page 55)

time for the second race. There was a terrific mix-up at the start, in which *Goose*, the German, the Italian and the Norwegian boats were involved, and which resulted in the latter two boats sinking. *Goose*, however, got clear and, after luffing the Swede's spinnaker aback, took the lead and was never headed. She was not responsible for the unfortunate incident at the start.

As their friends at home had foretold, the third race was the toughest of all for *Goose* to win. Every boat in the fleet sat on her and she was unable to clear her wind for some time after the start. The Swede took her out to sea and kept her covered throughout the first windward leg and only the French boat was behind *Goose* at the mark. On the next leg, a run, she passed the

Swede but, at the end of the first round, there were still four boats ahead of *Goose*. On the second round, at first the Italian covered her, but later allowed *Goose* to split tacks and get clear, whereupon she proceeded to walk out and rounded the windward mark only a few seconds behind the leader, the German. The breeze had freshened to 15 knots and was directly abeam so that spinnakers could just be carried with careful watching. Her young crew had *Goose's* spinnaker working sooner and kept it from collapsing better, and eventually passed the German to leeward. That's all there was to it. The series was over and the Scandinavian Gold Cup was headed back toward Oyster Bay only six days after *Goose* had been unloaded from the steamer.