

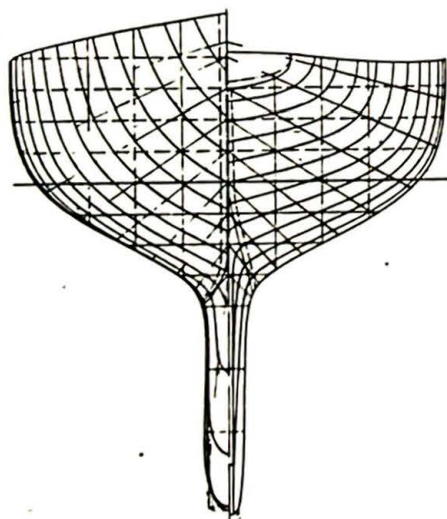
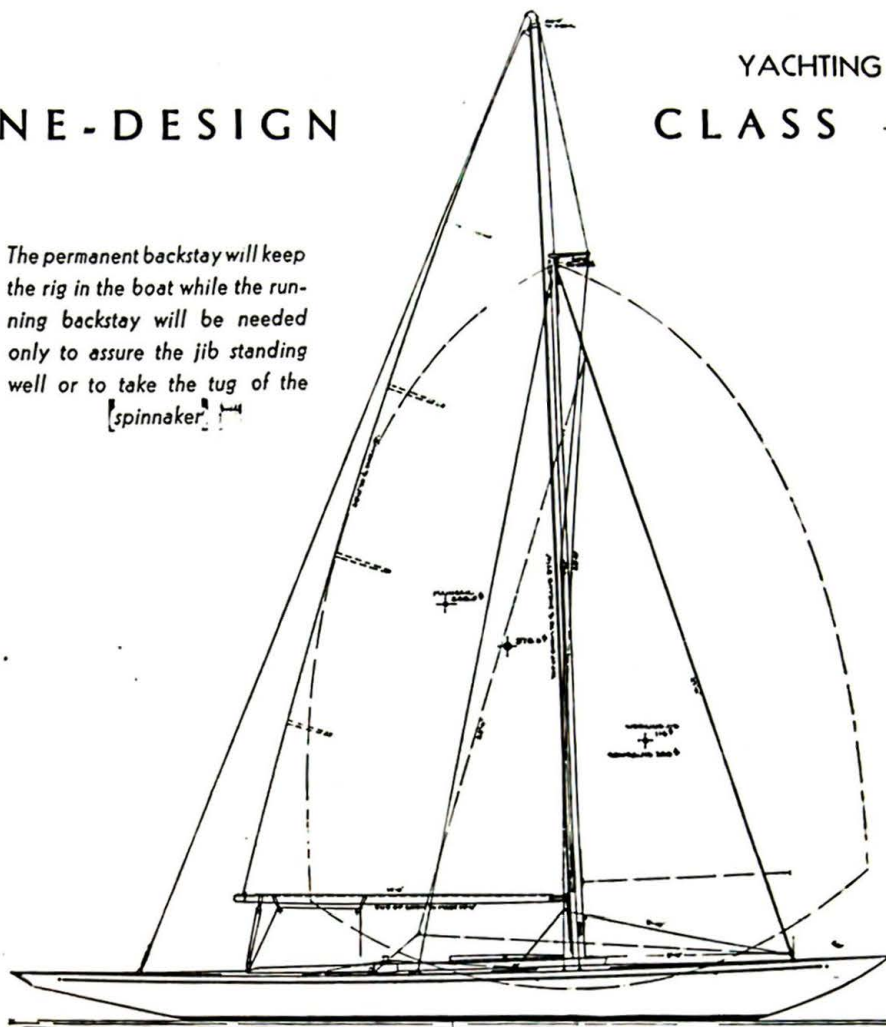
THE U. S. ONE-DESIGN

YACHTING
CLASS

THIS ONE-DESIGN class, which is sponsored by a group of yachtsmen representing all three clubs at Marblehead, bids fair to become one of our popular racing classes. Developed on the boards in preliminary plans by Carl Alberg, of Marblehead, who is associated with the Alden office, the general dimensions of the new boat are: length over all, 37' 9"; length on the water line, 24'; beam, 7'; draft, 5' 4"; displacement is 6450 pounds. Her sail area is 378 square feet, of which 262 square feet is in the mainsail and 116 square feet in the jib. In addition, there is a genoa with an area of 200 square feet and a parachute spinnaker.

An interesting feature of the new boat is a light weight, portable cabin top which is made in two sections and may be carried in bad weather or for overnight cruising. The cockpit, with the cabin top removed, runs all the way forward to the

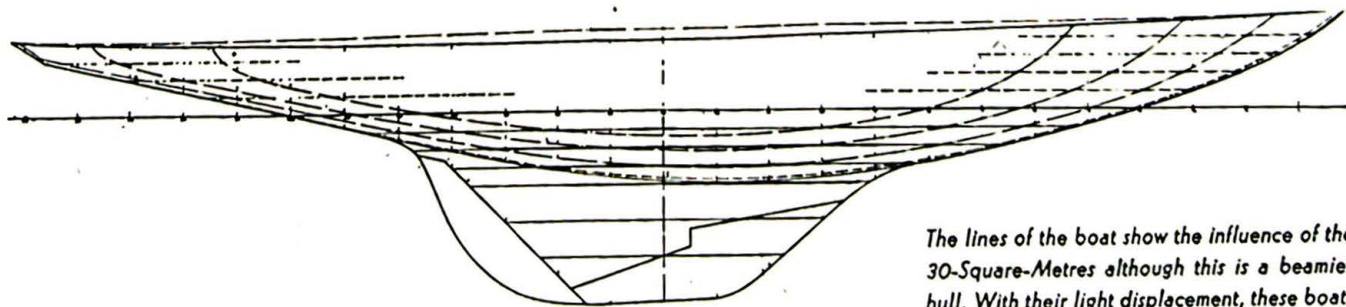
The permanent backstay will keep the rig in the boat while the running backstay will be needed only to assure the jib standing well or to take the tug of the spinnaker.



mast to facilitate light sail handling without the necessity of going on deck. The helmsman is so placed that he will get no interference from his crew, yet he will be within easy reach of the sheets and backstays.

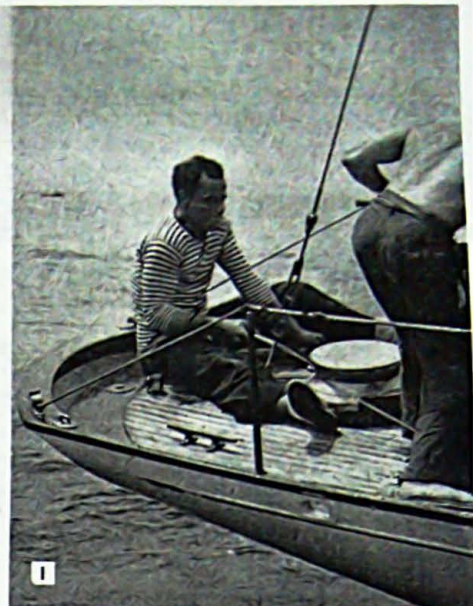
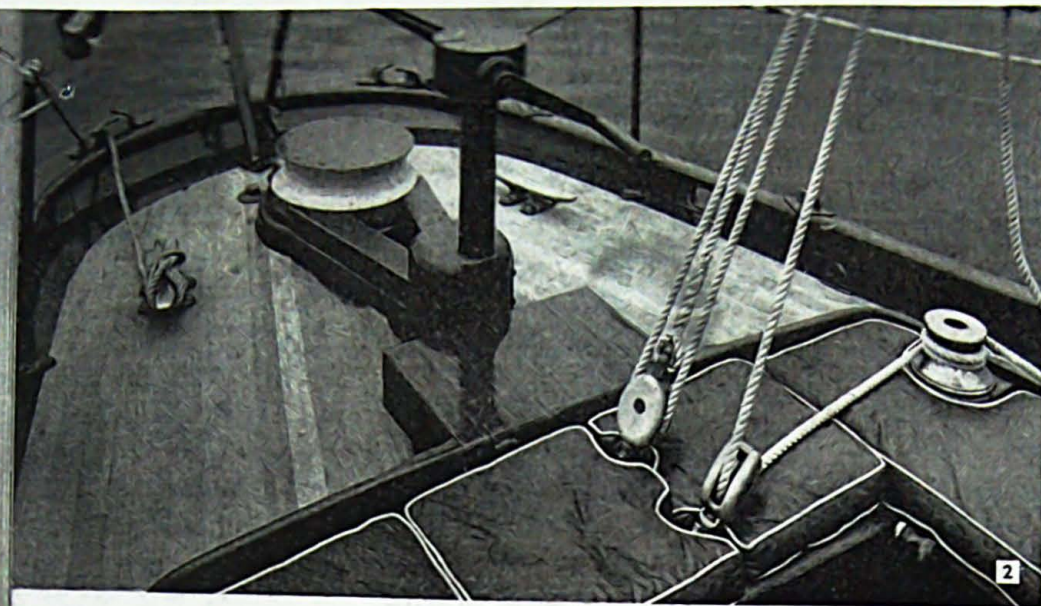
To be built to highest specifications and in the conventional manner, the new boats will be planked with Honduras mahogany.

Fastenings will be made of bronze, the keel will be of lead and her hollow spars will be spruce. Fittings and rigging will be by Merriman Brothers. Ratsey & Lapthorn will make the sails for these boats. It is expected that the new boats will be somewhat less expensive than those of some of the comparable foreign-built classes.



The lines of the boat show the influence of the 30-Square-Metres although this is a beamier hull. With their light displacement, these boats should do well in moderate weather



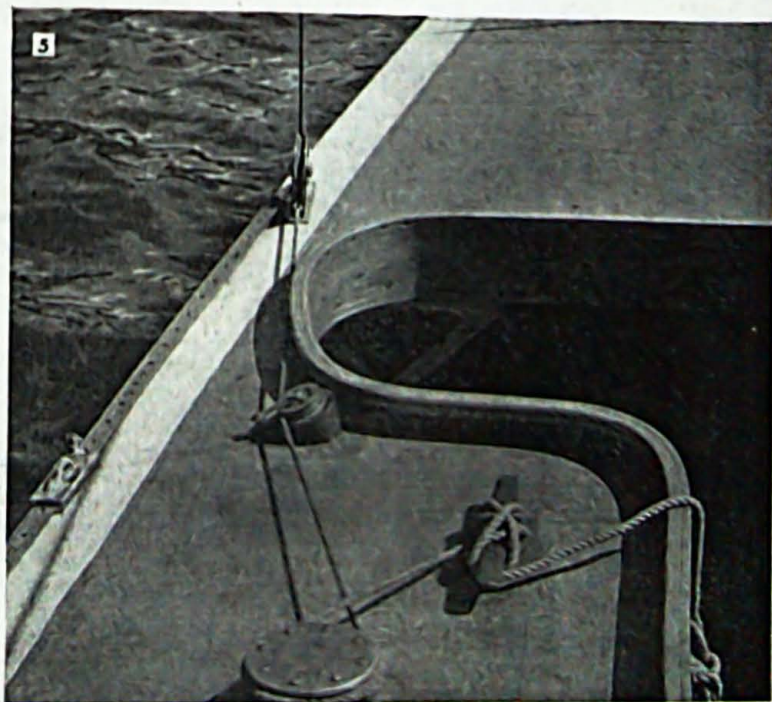
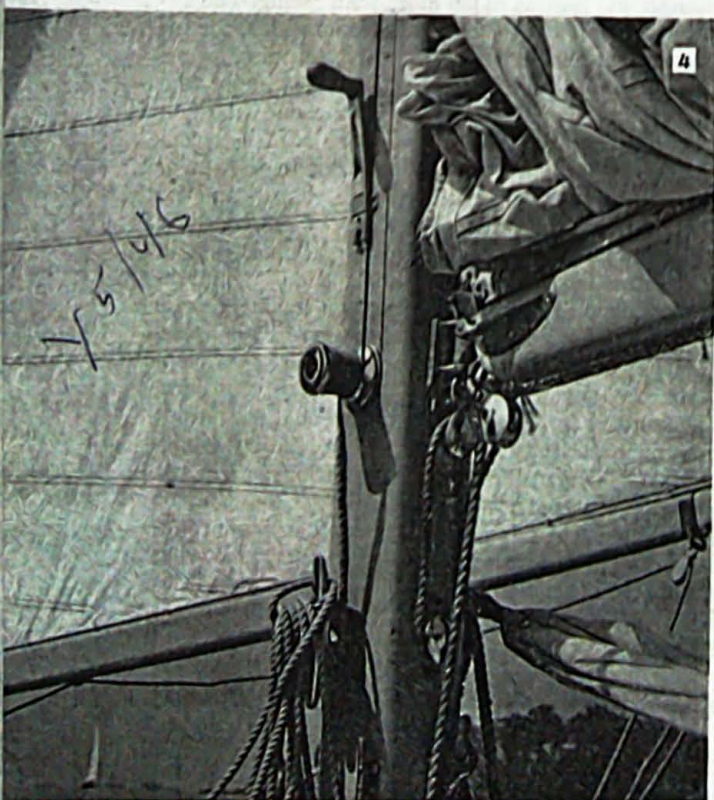


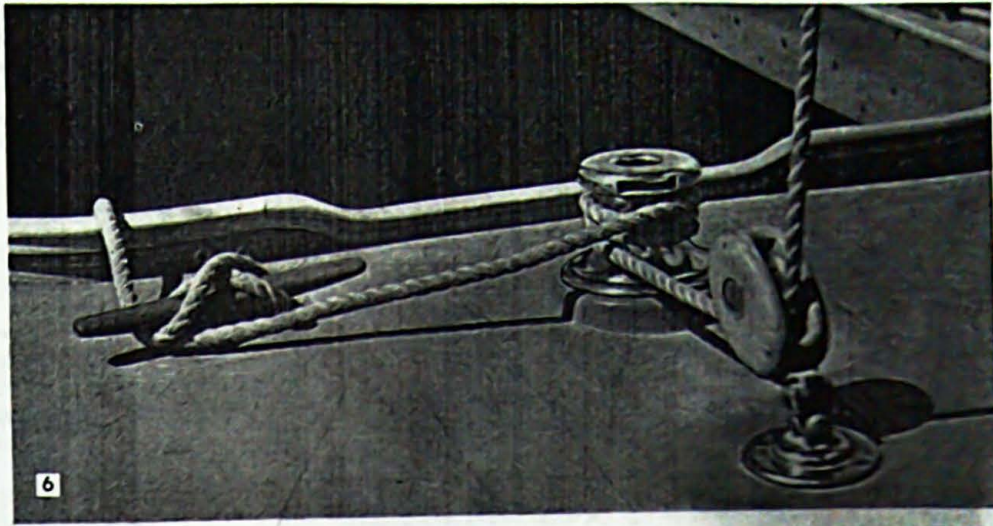
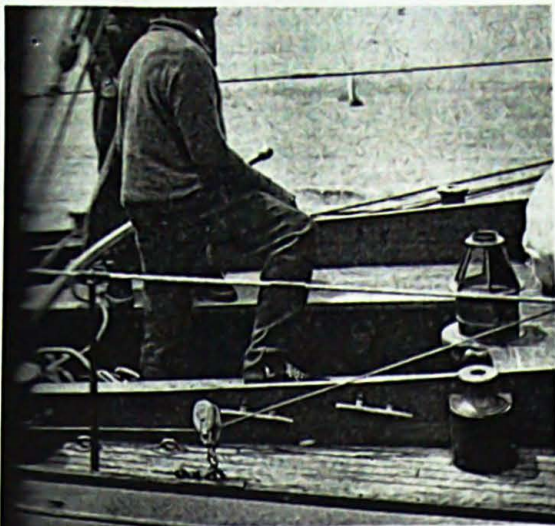
Subject:

WINCHES

AWAY BACK in the days of iron men and wooden ships, they did the heavy hauling on sheets and halliards and braces, buntlines and clewlines and what not, by bull strength and stupidity (not infrequently augmented by a steam donkey engine) applied through tackles and jigs. When a job was too heavy for direct hauling — cutting in blubber on a whaler, for instance — the lines were led through blocks to the capstan and all hands hove around on the bars.

Nowadays it's done with winches, strategically located all over the ship. In fact, the profusion of winches on, say, a "gold plated" ocean racer, may be regarded as an index of her owner's financial status and of how easy life is for her crew, who swap off a certain amount of hide and blood from barked knuckles for a saving in time and physical effort. Of course, a pretty good-sized cruising boat can easily be run with no winches at all, as long as she doesn't carry wire rigging and, when economy is an object, winches are one of the first things to start leaving off the cruising yacht. But the racing skipper who insists on having everything trimmed flat and fiddle taut loves his winches and wire, even if his boat is only a 14-foot dinghy or a Star.



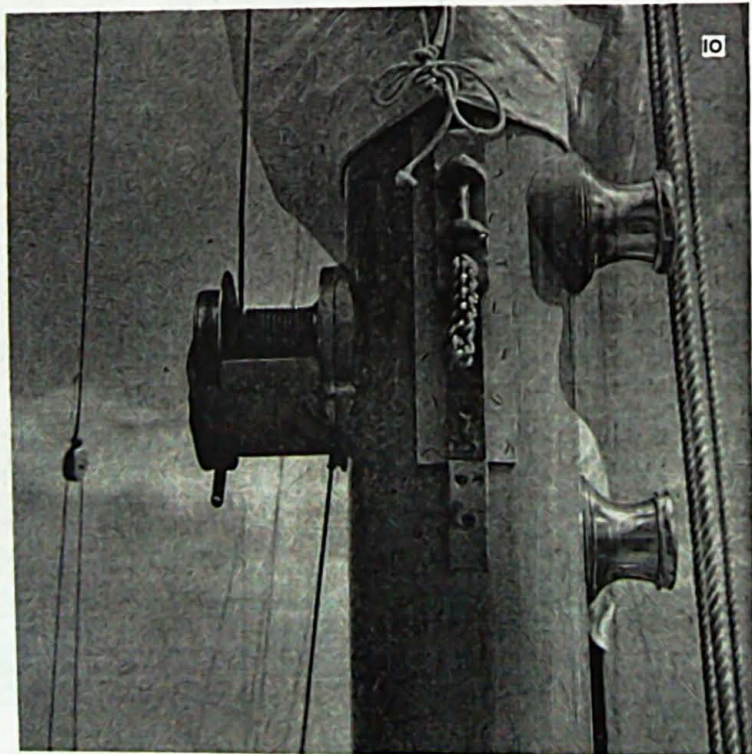
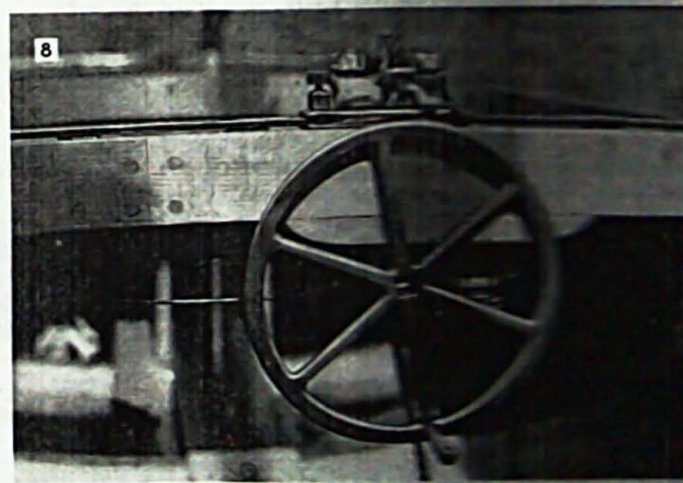
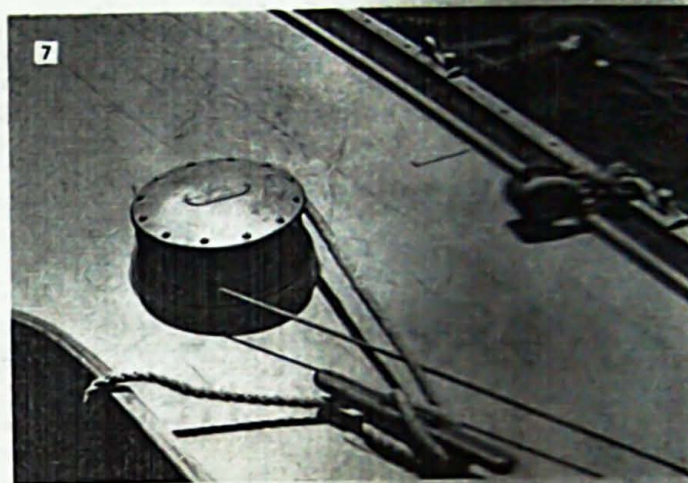


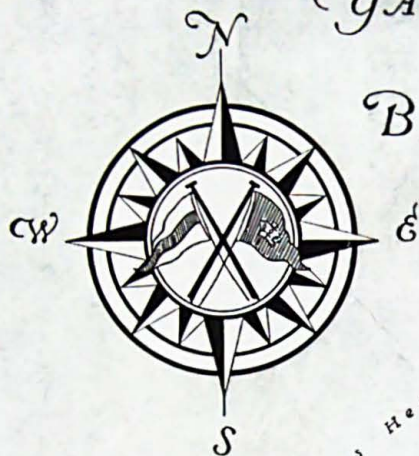
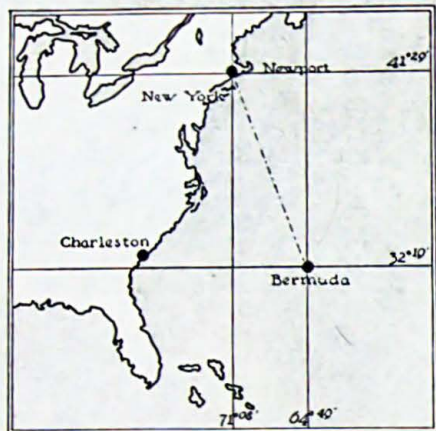
Blitzen (No. 1), prize winner in both the Bermuda and Honolulu Races, is naturally well equipped with winches, two along each side of the cockpit coaming for the forestaysail and main sheets and the big grinder away aft for the heavy job of trimming in the genoa fast and hard. *Gesture's* after deck (No. 2) gives a good close-up of a similar genoa sheet winch. Even more modern than the winch for setting up runners is the backstay lever, shown here on the yawl *Manitou* (No. 3).

The Week-ENDER *Southerly* (No. 4) has halliard winches on her mast but the tack of the mainsail is set taut with a tackle. A typical Six-Metre rig is this flat two-speed winch (No. 5), worked by a handle and gear under the deck, to set up the backstay or trim the genoa. (Incidentally, this picture shows how to chafe through the tail of the backstay by leading it across the wire part.) Another Six-Metre (No. 6), showing the main sheet winch on the bridge deck between the cockpits, where the helmsman could handle it in a pinch. This Six-Metre (No. 7) has a winch similar to No. 5, and shows the snatch block through which the genoa sheet can be led to it.

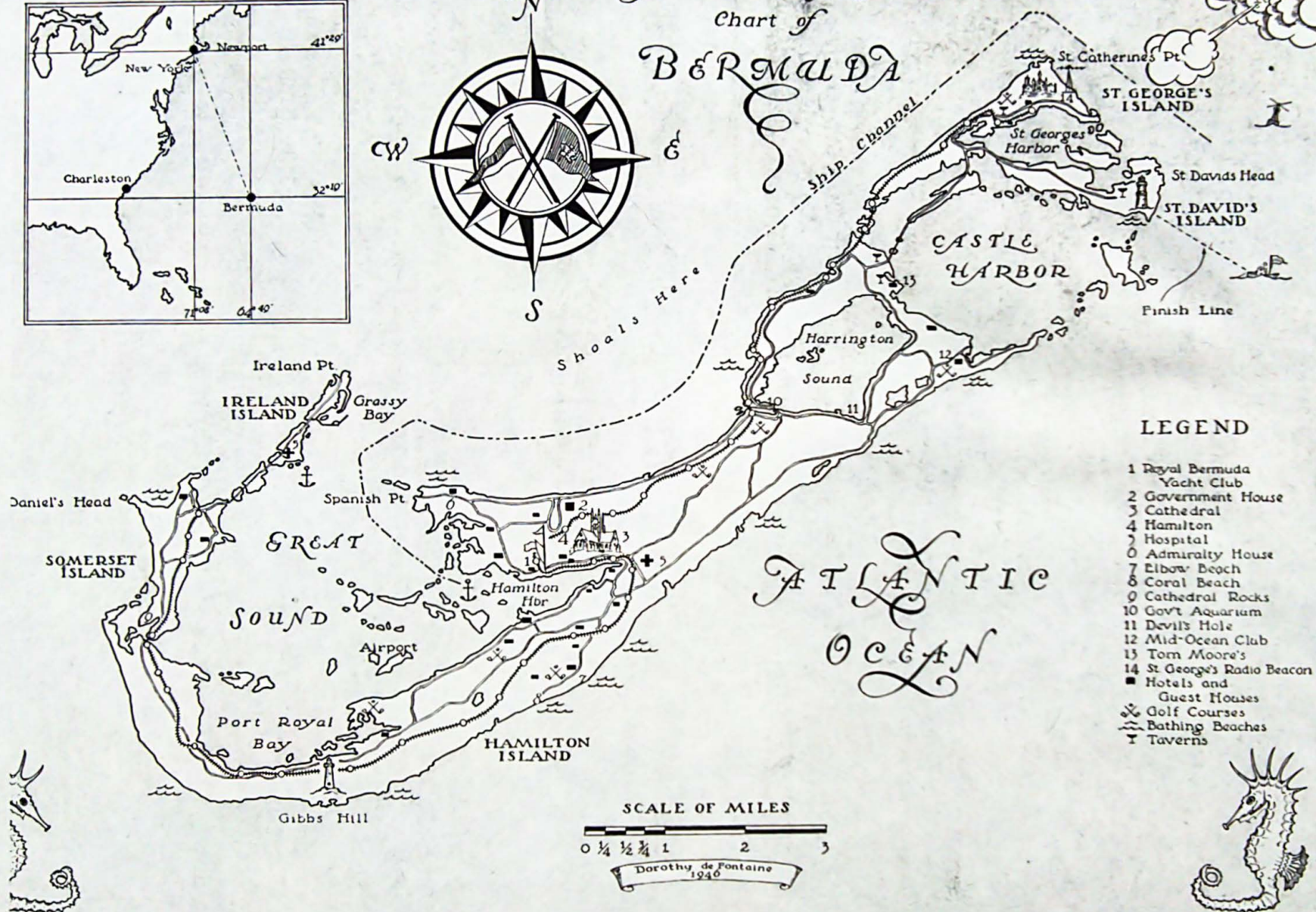
The main sheet of the *Star Rascal* (No. 8) leads through a fitting, with chocks to keep the sheet from slipping, which slides athwartships on a track. The winch under the bridge deck is to adjust tension on the headstay. Winches on the cruising sloop *Hother* (No. 9) have cleat-shaped castings on their tops to facilitate belaying the sheets. On *Edlu II* (No. 10) the wire main halliard rolls up on the drum-type winch, while the headsail halliards lead from their winches on the port side of the mast to cleats in the usual manner.

Rosenfeld Photos





YACHTING'S Chart of BERMUDA



LEGEND

- 1 Royal Bermuda Yacht Club
- 2 Government House
- 3 Cathedral
- 4 Hamilton
- 5 Hospital
- 6 Admiralty House
- 7 Elbow Beach
- 8 Coral Beach
- 9 Cathedral Rocks
- 10 Gov't Aquarium
- 11 Devil's Hole
- 12 Mid-Ocean Club
- 13 Tom Moore's
- 14 St. George's Radio Beacon
- Hotels and Guest Houses
- ⛳ Golf Courses
- ⋈ Bathing Beaches
- ⚓ Taverns

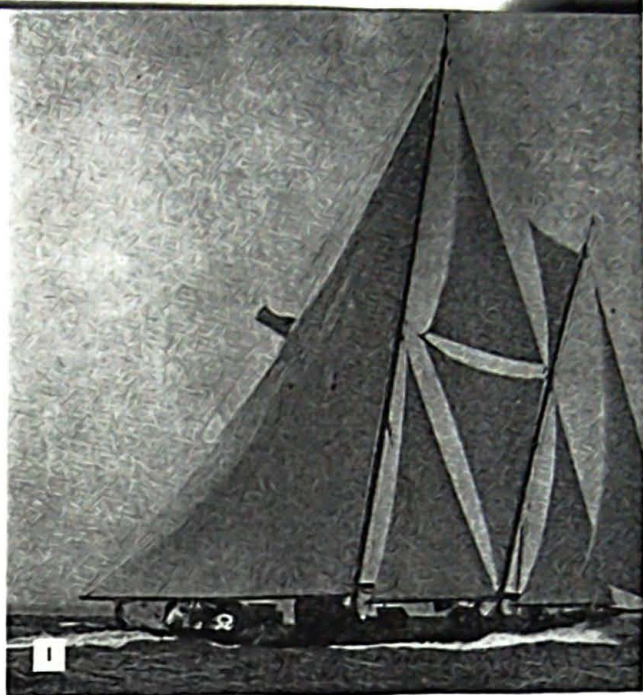
SCALE OF MILES



Dorothy de Fontaine
1946



Rosenfeld



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Subject:

UNUSUAL RIGS

IF THERE'S one thing the dyed-in-the-wool windjammer loves to do, it's improve an old sail or invent a new one. The net result of this passion has been the gradual development of sailing vessels from the clumsy square-rigged craft of El bethan, and older, times to the present yacht rigs which, in efficiency, exceed anything that came before them. The products, however, have been legion and, for every sail or rig that has finally been proven and accepted, there have been scores of freaks. Hope of beating the sail measurement rules is the reason why designers and skippers keep on trying new sails.

The assortment of laundry hung out between the masts of schooner *Mary Rose* (No. 1) represents one stage of experimentation aimed at making the schooner closer-winded by eliminating the gaff foresail. What the sails were all called we do not remember but eventually they were discarded in favor of a simpler rig. The Six-Metre sloop *Atrocia* (No. 2) was designed by Sherman Hoyt in 1927 to test out the theory that a jib, as for area, is more efficient than a mainsail. Her record indicates that the idea was a bust. This was in the days before genoa.

A measurement-rule beater was the head rig of the sloop *Rubaiyat* (No. 3) with its "kyam" set aloft on a pole and overlapping forestaysail. It proved fast to windward in light going. The "kyam" was declared illegal by the Lake Michigan



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