

HERE AND THERE

On Puget Sound

By CHARLES H. BARNES

SEATTLE'S beautiful inland waterways have not seen a gayer, more festive array of boating splendor than was exhibited on May 4th with the Seattle Yacht Club's Opening Day. Those pent-up water animals had been tied up too long and this gala exercising came none too soon for any of them. Boats from all over came to participate—from Ketchikan, Vancouver, Victoria, Olympia, Tacoma. The boat parade, in charge of Jerry Bryant and Lawrence Calvert, through the Ship Canal into Lake Washington, was led by the Coast Guard Cutter *Atalanta*, followed by Gil Skinner's yacht *Leonore* and Commodore Jim Unicum in his *Sea Scamp*. Then came the sailboats led by Honorary Commodore "Cully" Stimson's *Angelica*. Vice-Commodore John Locke's *Indian Scout*, and Honorary Life Member Bill Hedley's *Sinbad*. Rear-Commodore Al Horn, in his *Dorothy Jean II*, then led the power boats followed by boats of all types from the Queen City Yacht Club, Corinthian Yacht Club, and others.

The *Leonore* was the guest ship for the day. Some of the honor guests aboard were Admiral Jacobs, Commandant of the 13th Naval District, Washington's Governor Mon C. Wallgren, Mayor William Devin of Seattle, and the press. After the parade a series of sailboat races took place under the direction of Norm Blanchard, Jr., followed by the power boat races under Jerry Bryant's supervision. Meanwhile, for some added excitement, the water skiing and outboard motorboat enthusiasts had their day too not far from the races. The day was topped off by a strictly informal dance that evening at the Clubhouse. With more boats, more members than ever before, it is safe to say that the Club was launched upon what promises to be its most successful season yet.

Sailboat racers who want to find out how to trim their boats up a little better to win and who want to know just how fast they are traveling will be interested in the new Knoticator, an instrument for measuring the speed in knots of any sailboat. It was invented by a conscientious and industrious Seattle engineer, Carlyle "Cris" Cracelius. Cris is a "stickler" for accuracy. During the war he was of tremendous assistance to the Flight Research Department of the Boeing Aircraft Company in the development and functioning of precision instruments for high-altitude airplanes. The Knoticator has been thoroughly tested on sailing craft in Puget Sound and surrounding waters. It is easily mounted on a bracket to the side of the cockpit. No major installation is necessary. A cord drag element then lays out astern beyond the wake of the craft. There are no wheels or weights to retard the boat's speed when racing. It has been placed upon the marine market by the A. D. Hewitt Company of Seattle for distribution.

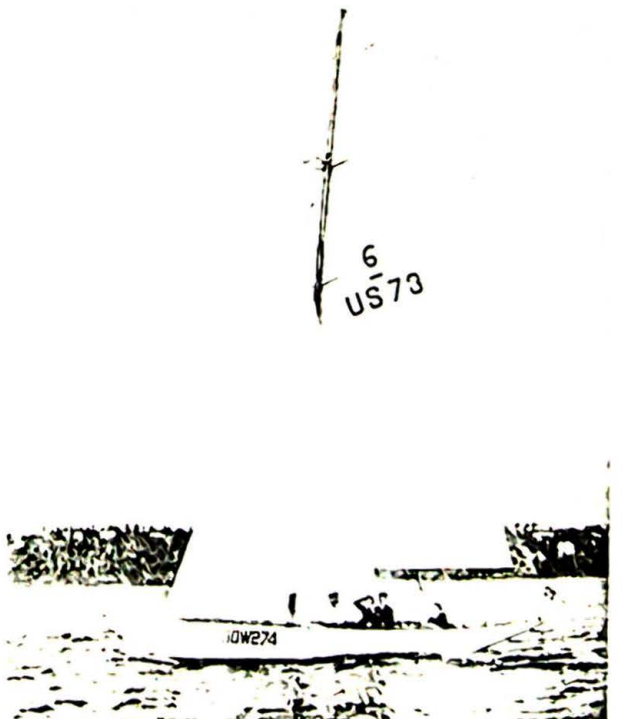
An unusual but enjoyable gathering was held on St. Patrick's Day in March at the Queen City Yacht Club of Seattle. Members entertained the officers and guests of the Seattle Magic Ring with a cruise on Lake Washington. The cruise, known as the "Magic Armada," left the Club in Portage Bay, circled the famous Lake Washington Floating Bridge, extended into Meydenbaur Bay, and returned to the Clubhouse for a buffet

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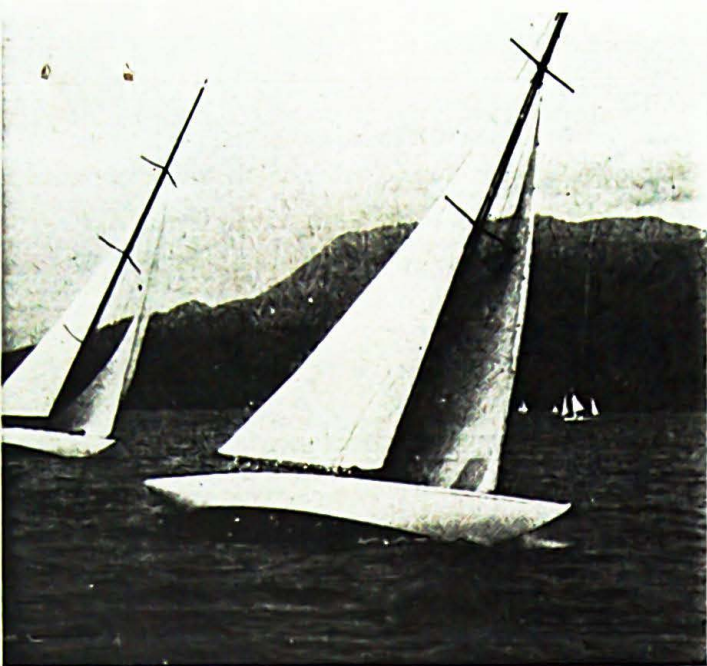
—Photograph by Orville Borgersen
John A. Soderberg's beautiful 33-ft. sloop *Lady Alice*, built by Seattle Todd Dry Docks in 1934. Her skipper is just out of the Navy and the boat is expected to do things this season.

Ray E. Elliott, Jr. sailing his Six Meter *Saga*, which is doped by the experts to lead the class this summer.



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—Photographs by K. G. Ollar

Above is Hans Otto Giese's Six Meter Oslo leading John Locke's Indian Scout at the PIYA Regatta in Vancouver. At right is Dr. David Dale's Eight Meter Intrepid of Seattle's Corinthian Yacht Club. She has been a big winner all this season. Below is the start of the Frisbie Trophy Race at Seattle on August 4th. Another start picture showing less boats, was on SEA's cover last month. Comparing the above with the cover photo, you can see how rapidly Indian Scout and Svea moved ahead of the others just after the start.

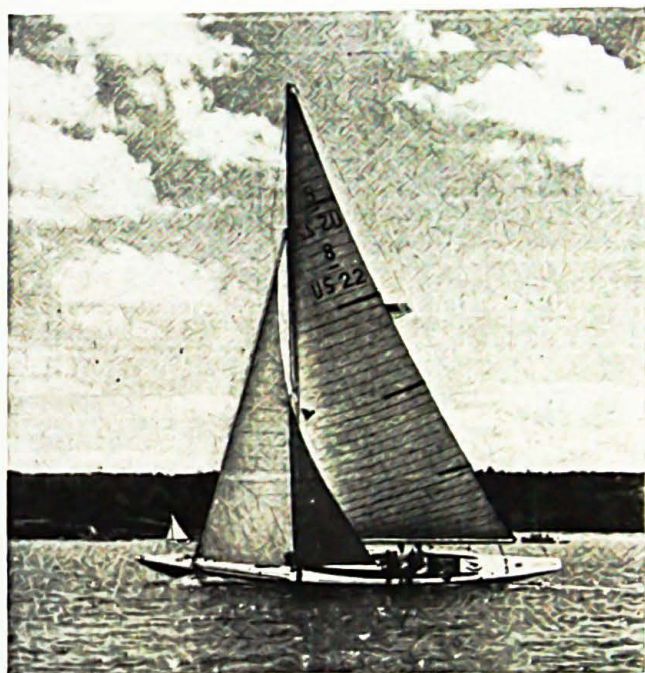
YACHTING has been a sport since a time centuries before the Christian era when men equipped their water craft with sails, indulged in arguments as to which was the faster boat, and which owner was the better sailor. Then they took to the sea to find the answer over some stipulated distance. That is precisely what has been taking place this season in the Puget Sound country of North America. The sport has changed very little since olden times. Puget Sound weather this summer has been perfect and races of every description have been numerous.

The month of August got off to a good start with the Port Madison Rendezvous and Race, sponsored by the Seattle Yacht Club on August 3rd and 4th for the Frisbie Trophy. It was a race strictly for the big sailboats. Most of the entries moored at the summer clubhouse of the S.Y.C. on Port Madison and spent the night of August 3rd. A spanking southeast wind came up

next day to start the craft to windward. Gus Ericson's *Svea* was first over the starting line and held the driver's seat against all competitors until her mainsail tore in the middle while close-hauled. The course extended south from Port Madison to Blakely Rocks and back to Shilshole Bay. Howard Richmond's *Poblo II* took over-all honors and Cully Stimson's *Angelica*, sailing her new laundry, was second. Charlie Frisbie's *Alotola*, sailed by another strategist, his son-in-law, Jack Bowen, finished third.

The Summer Series of Wednesday Evening Races sponsored by the Corinthian Yacht Club of Seattle began on a familiar note July 24. Dr. David Dale's 8-metre, *Intrepid*, did it again. The same thing happened the next Wednesday, the 31st. You would

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Boat races of the Labor Day Regatta, sponsored by the Balboa Yacht Club are: Rhodes: first, Griffith; second, Power; and Bergdsley, third; PC's: first, Erickson; second, Strom; and third, Russell; Albatross: first, Remple; second, Holstein; and third, Fussell; Vikings: first, Campbell; second, Gram; International-14s: first, Fenton; second, Tupman; Snipes: first, Gram; second, Deaver; and third, Bob and Allen Andrews; Falcons: first, Antha Newport; second, Morgan, and third Linda Lewis; Gulls: first, Lee; and second, Jane Noble; Balboa Dinghys: first, Collins, second, Jim Smith; and third, Morgan; Dyers: first, Barton Beck; second, Munroe; and third, Sandy McKay; and Snowbirds: first, Seymour Beck; second, Morris Kirk; and third, Babs Halderman.

Eight cruisers competed in the Predicted Log Race to Avalon over Labor Day for the Lipton Trophy which had been postponed a week to coincide with the Commodore's Frolic. Fred Barker's *Fin Finder* a newcomer, in his first race, we understand placed first in the final recoking of the two legs with a percentage error of only 1.01; the *El Perrito* (Ben McGlashan) placed second with 3.78; and Dick Dwyer in *Little Lady* placed third with 4.20. The also rans were Harold Gartner's *Dream*, Hal Smith's *La Jota*, Larry McDowell's *Vera Lee*, Alan Craig's *Maurine B III*, and Harold Mason's *Idle Hour*.

PUGET SOUND

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think that some of the other skippers would get tired of his consistent victories in these Lake Washington races, but they

over the 31.2-mile course July 31st was 13 minutes and 17 seconds. Second in the Special Sloop division was Otto Giese's *Odo*.

Bob Watt's *Lady Fan* won in Class B and Bob Perry's *Manja* led the Class C boats to the finish. John Ellis' *Restless* got the gun in Class D. Among the large number of entries in the Star Class, Milt Flaten's *Luff* came out the victor and Grant Burr's as yet unnamed Flattie won in this class. Norm Cole's *Norgin* nosed out Hugh Brady's *Sea Horse* in the International 14 Class. Approximately the same results occurred the following Wednesday, August 8th, except that Del Marshall's *Gypsy* was the winner in Class D over the *Restless* and Hal Davis' *Flame* predominated in the Star Class. The 6-metres showed up on this particular evening and Ray Elliott's *Saga* took the win from Bud Anderson's *Hanko*.

In a race held on Lake Washington on August 18th, an old-timer staged a comeback after being in seclusion for several seasons. Jack Seaborne sailed the old R-boat, *Sir Tom*, to overall victory under perfect sailing conditions. The *Sir Tom* was built away back in 1913 by N. J. Blanchard, veteran Seattle boat-builder. Recently she was reconditioned at her birthplace and from now on will be back in the running against all comers. C. P. Paschall's *Manana* led the other Special Sloops to first place while Johnny Warren's *Cirrus II* won in Class B. John Locke's *Indian Scout* took first in the 6-metere Class and the *Intrepid*

beat the *Poblo II* in the 8-metere group. In Class X, the Spencer boats, Marshall Perrow's *Triki* beat the others.

Lake Washington skippers try anything with their sailboats. On August 10th, the C.Y.C. Star Class boats staged a night race around Mercer Island. There was nothing one-sided about the race. Anybody could have won until the finish. In the final tally, Ray Barnes' *Twilight* was the winner with Barney Jensen's *True Luff* but a yard or so behind. Sunny Vynne, who led the group down the east shore and around the south end on his *Alcor*, finished third. At one time, the *Alcor*, Milt Flaten's *Luff*, and Dave Nurse's *Fury* were nearly two miles ahead of the others but only one of them finished in the first division. The race took 5 hours to run but all boats finished within 5 minutes of each other.

The next day, August 11th, the Stars were up and at 'em again. Another race in the Puget Sound Star Fleet's summer series was held. Chuck Ross, skipper of the *Cene*, won, but not without difficulty. He was forced to win it the hard way. First he jumped the gun and was forced to start again. Then his main sheet broke and the *Cene* was left floundering. Ames Cohan, sailing the *Flame*, was leading the pack on the homeward leg when he too ran into tough luck. The *Flame's* mast spreader pulled out. Ross had recovered and pulled ahead to win. Milt Flaten's *Luff* placed second with the *Flame* third.

New Yacht for Alaska Bear-Hunting

Charles Madsen, well-known big-game hunter and Alaskan guide, was in Seattle recently arranging for another season in the Karluk Lake district of Kodiak Island, lair of the world's largest bears. He purchased the 60-foot power-yacht, *Continental I*, of the Continental Can Company, formerly Stanley Donogh's *Shore Leave*. The *Continental I* was sold to Madsen by the Washington Boat Works' super-salesman, Phil Lewis, who was also of considerable aid in outfitting the craft for her trip to Alaska.

Madsen has changed the name of the yacht to the *Kodiak Bear II*. The *Kodiak Bear I* was a 41-foot cruiser which he sold not long ago. His new vessel is equipped with photo-electric pilot, hot water heating system and ship-to shore radio. It has two complete bath rooms and a large lounge, and accommodations for 12 people. The decks and houses are built of teakwood.

The hunting season for the Kodiak Bear opened September 1st and Madsen has parties of big-game hunters from Detroit and other eastern cities in quest of the Kodiak Bear. He furnishes guides, packers, and cooks for his expeditions which cost from \$1200 to \$500 per person! Also Madsen will probably be furnishing some interesting stories of some of his past bear-hunting expeditions, especially the one about the time he was guide for Bruce Allen of Chicago in May, 1935. Allen killed the world's

"Caterpillar
Universal
Har"

MARINE ENGINES

LOS ANGELES
PR 7641
SAN DIEGO
MAIN 8071

SHEPHERD
DIESEL MARINE

TERMINAL
ISLAND
TE 2-4563

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—Photograph by K. G. Ollar
Khorasan, the first of the Malabar, Jr.'s to be built from designs by John G. Alden by the Pleasurecraft Boat Builders of Tacoma for the Portage Bay Co. of Seattle. She is 32 ft. overall.

ONE NEVER KNOWS what will happen when Barnacle Bill takes his last outing of the season on the briny deep. He may catch a big blow and be carried far out to windward for a few days or he may have to drift along with semi-collapsed sails until he finally decides it might be better to let it all go till next season. The latter is about what happened

this year on "Barnacle Bill's Last Cruise," which annually marks the end of the Seattle Yacht Club's active sailing season. Never let it be said, however, that all in attendance (strictly a stag party, incidentally!) did not have a whale of a good time. To the contrary, it was a whooping success even if Skipper Bill Hedley, the "Barnacle Bill" of the affair, did fail to whistle up enough breeze to get his flotilla off to a race.

The competing boats journeyed over to the summer clubhouse on October 12, the day before the event. Lucky they did, too, because the large government lock was closed and the traffic through the small lock was so great that some took five or six hours to make the trip. "Barnacle Bill" Hedley had planned to have the sailboat skippers leave the beach, row out to their respective boats, and do their very best from there on in. All would have gone according to schedule had each skipper grabbed his own dinghy when he left the beach. This did not happen. The closest dinghy at hand was taken and if you did not care for what was left, it was your tough luck! Nevertheless, everyone had a grand time and their hangover headaches were not so much from what you might think as from trying for days thereafter to locate their own dinghies from the stern of some other fellow's yacht.

As this final show of the S. Y. C. came to a close for the year, plans had already been formulated for the opening of a brand new yacht club next season in Seattle. It takes its name from the bay on which it will be located and is called the Meydenbauer Yacht Club. The new property, next to the American Pacific Whaling Company docks on the bay, on the east shore of Lake Washington will be cleared for tennis and badminton courts and a bathing pool for children will be constructed. A long dock for yacht moorage will extend out from



—Photograph by
Kennell-Ellis
Mike Shain, builder of the Shain "Trimmerships," sailing his 55-ft. ketch Noname on Lake Washington, while John Locke's Six Meter Indian Scout tries to steal his wind.

the shoreline. Officers of the new yacht club are:

Gilbert W. Skinner — Commodore
James W. Barber — Vice-Commodore
Frank R. Armstead — Rear-Commodore
George W. Marshall — Treasurer
Gail M. Williams — Secretary

Trustees

Comdr. Douglas S. Egan	Kemper Freeman
James D. Harms	Duane Peabody
Charles Bocking	C. Fred Dally
Frank P. Helsell	Thos. J. Bannan
C. M. Neumann	

Two of the largest yachts in the Puget Sound area are already anchored in front of the club grounds. Commodore Skinner's 142-foot *Lenore* rides the well-protected waters of the bay alongside W. E. Boeing's 125-foot *Taconite*. They will form the nucleus of a formidable fleet that will be quite active in boating circles next season.

Although late autumn usually finds the sail bags safely stowed in the sail lofts for the winter, some skippers postpone this move for several weeks no matter what the weather may be. They have decided that the best winds in these northern waters blow at this time of year and they want to make the most of them. One of them is Ray Elliott, owner of the 6-metre *Saga*. With this in mind, he offered a trophy, known as the Raymond S. Elliott Jr., Perpetual Trophy, for a series of post-season races on Lake Washington for 6-metres, Rhodes 33's, Evergreens, P C's, and other sailboats of similar specifications.

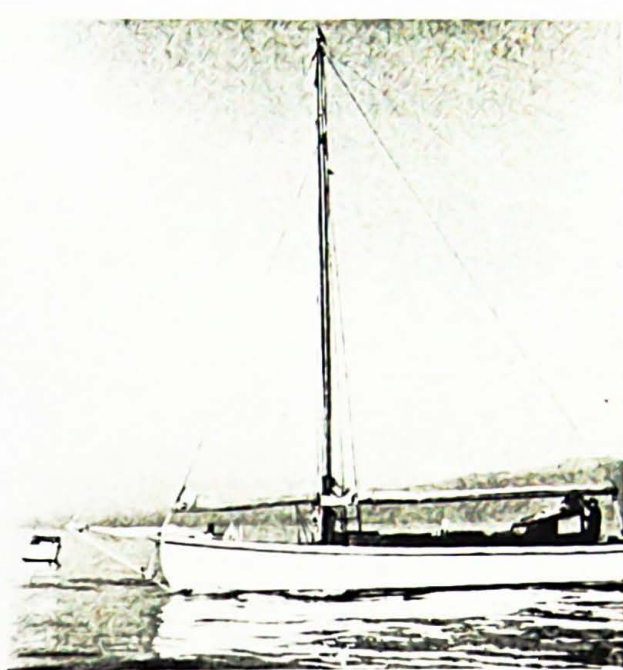
In this October series of four races, Don Thompson of the Corinthian Yacht Club, took top laurels, skippering the *Saga* in some of the finest sailing exhibitions seen this year. He made this gray-hulled 6-metre point to windward in a fashion that easily led Hans-Otto Giese's *Oslo* and the others over the 12-mile course in the first three races. She would have taken the fourth race also if a starboard winch had not let go. As it was, she was ninth in line coming around the leeward mark but pulled up to finish second behind Bob Watt's R-boat, *Lady Van*.

Saga, considered a heavy-weather 6-metre by those "in the know," was built in Norway in 1935. Although she is heavier and possibly older than some other 6-metres in this area, she can certainly get out and go when the conditions are right.

One of the first eastward sailboat crossings from Hawaii to Puget Sound since the war was completed recently when the 30-foot ketch, *Pau Hana*, sailed into the government locks in Seattle. Stanley Field, with his wife, two children, and Bob Wagner, a friend, made the hazardous 2400-mile voyage from Honolulu in 32 days packed with excitement. Field, a native Seattleite, had sailed for Hawaii just ten years ago aboard the *White Cloud* with Rad Pratsch, Tacoma theatre man, and had worked in the Islands as an electrical engineer.

He had been planning for a long time to cross the Pacific in a small boat and decided that this was the right time to try it. The best sailor on the trip was Field's 11-month-old son, Robert. He did not miss a meal which is more than could be said for the rest of the crew.

An even longer cruise got under way in late September. When we saw the stout yawl, *Reverie*, at the P.I.Y.A. at Vancouver in July, little did we think that it would be off on a trip to skirt these United States. Skippered by a retired Church of England pastor, Rev. John Antle, 81 years old, the *Reverie* is en route to New York via the Panama Canal. His crew—lo and behold—were two 19-year-old girls who Rev. Antle reported to be "regular old sea dogs" when the craft made port in Santa Monica after



—Photographs by George Douglas
Above is the 40-ft. yawl *Reverie*, in which the Rev. John Antle sailed from England to Vancouver before the war, and which he is now sailing back to New York.

Below is the entire crew of the *Reverie*. At the right is the 81-year-old Skipper in the cabin of the little vessel, with the two Vancouver girls, 19 and 21 years old, who are proving such able seamen.



being badly battered by a four-day blow. Rev. Antle sold his Vancouver home after he retired from the ministry, bought the *Reverie*, sailing her from England in 1939, and has lived on board ever since.

Now that people in this area have seen more of the trim craft in action this season, the popularity of the International 11 is growing by leaps and bounds. Owners and crews of the 11-footers in Seattle met on October 22 and again November 5 to put the finishing touches on the formation of a local fleet and an application to the International 11 Association for a charter. The meetings were presided over by Norman Cole, interim president, and were attended by owners, prospective

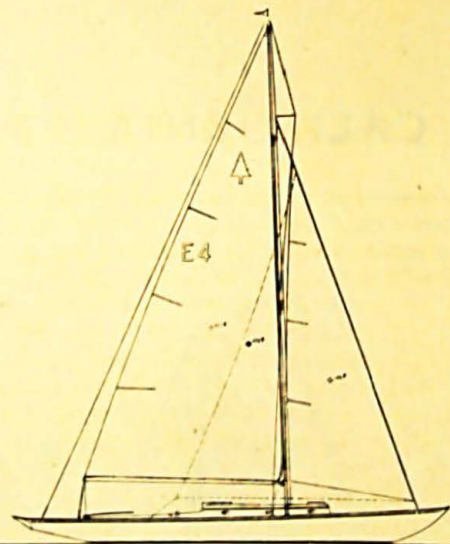
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THE EVERGREEN CLASS, BY RHODES

PACIFIC NORTHWEST yachtsmen have been most favorably impressed by the appearance and performance of the new Evergreen Class sloops, the first of which made its appearance in a regatta at Vancouver, B. C., on July 1. The boats were designed by Philip L. Rhodes, of New York, and are being built by the Eden Shipyard, of New Westminster, B. C.

Their principal dimensions are: l.o.a., 36'0"; l.w.l., 24'0"; beam, 7'4"; draft, 5'0". They carry 472 square feet of sail jib and mainsail, augmented by a big genoa jib and spinnaker. The sails are by Ratsey.

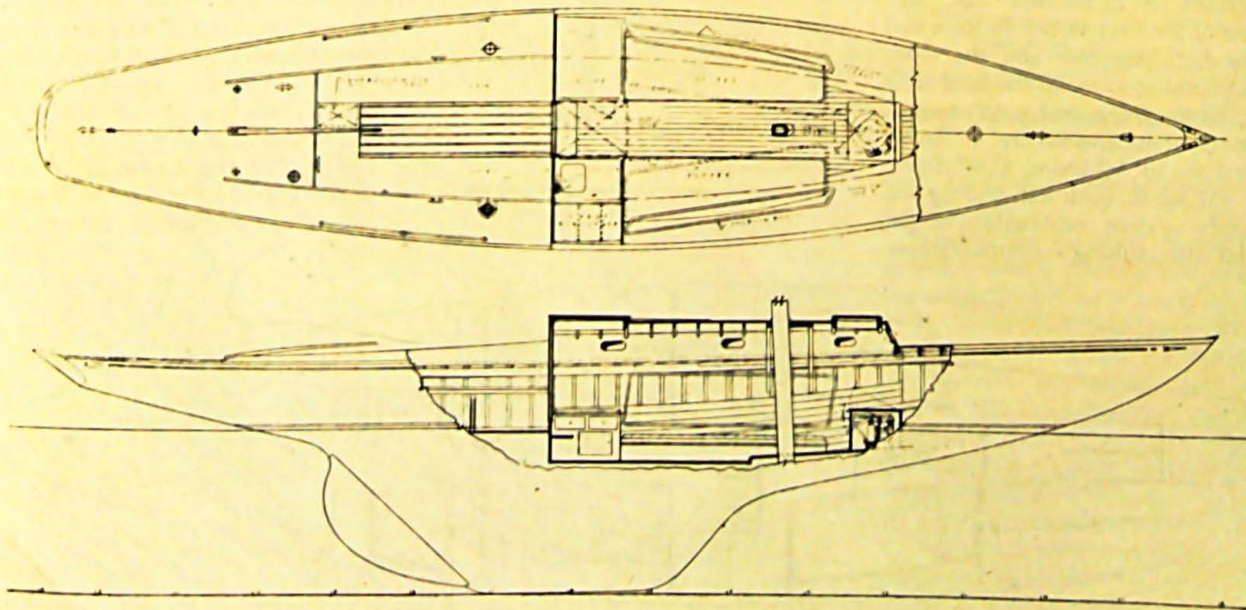
The first of these boats, which sailed in the July 1st regatta, was *Sea Chase*, owned by Robert Lamson, and in her maiden appearance, sailed by Phil Bailey, she took third place in the special sloop



class. The original order for the class, which is scheduled to be completed by next March, was for 20 boats, and 15 of these had been sold by the latter part of the summer, with an excellent possibility that the class may grow beyond the original figure.

Essentially light displacement racing sloops, they yet have workable cruising accommodations for three persons when a third pipe berth is installed forward. They have 4'6" headroom under the trunk cabin.

The Evergreens are red-cedar planked over oak frames, with canvassed plywood decks and mahogany cabin houses and trim. They carry approximately 3,200 lb. of lead on the keel and the rigging is stainless steel. Auxiliary power is provided by an outboard, working in a well.



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NO YACHTSMAN could have wanted a more perfect day. With not a cloud in the sky, with the sun shining warmly, and with a brisk breeze spanking Lake Washington from the north, the postwar renewal of the Pacific Northwestern yachting season was officially inaugurated. It was the Seattle Yacht Club's Opening Day Regatta with its accompanying parade, races, and parties, on May 4th. And it was probably the biggest yachting event in West Coast history to date! With their decks sparkling clean and their masts and shrouds proudly flying their respective burgees, between 400 and 600 pleasure boats formed a seemingly endless gala parade from the Yacht Club through the Montlake Canal out into the lake.

In the races that followed, Dr. Carl D. F. Jensen took over-all honors with his *Oscar IV* in winning the Class A sailboat race. Honorary Commodore "Cully" Stinson brough his *Angelica* in second followed by Charlie Frisbie's *Alotola*. In the Special Sloop Class, Howard Richmond's *Polho II*, formerly the *Chinook*, took a victory over Vice-Commodore John Locke's *Indian Scout*, with Dr. D. W. Dale's *Intrepid* in third place in its first race in local waters.

Among the Class B sailboats, John Warren's *Cirrus II* took first place with a Tacoma boat, the *Reveries*, second, and Bill Blethen's *Sunda* a close third. In the Class C event, Marshall Perrow's *Triki* was first, chased by Dr. William Merrill's *Sunny* and the *Kanaka*, owned by Harris Johnson. Class D honors went to J. A. Troxell's *Nymph* which beat Lester Fey's *Lady Fair* and a new Junior Clipper, just up from Stephens Bros. in California and sailed by the Seattle dealer, Doug Palmer, took third place. Chuck Ross again sailed his renowned *Cene* to a win over No. 1016 and Milt Flaten's *Luff* in the Star Class.

For the powerboats, Dr. W. W. Young brought his *Aida* over the finish line in the predicted course and compass race with the remarkable record of having missed his prediction by only two seconds. Not to be outdone, R. H. Byington brought his *Kalet* in only ten seconds off his predicted log for second place. Elwood Stone, commodore of the Queen City Yacht Club of Seattle, came in over the line in third place with the *Sarna*, but twenty seconds off his predicted time. The excellent judging for this race was done by Nelson Leonard and W. V. Tanner.

On the aesthetic side of the program, the contest for the best-dressed boat in the parade offered two of the most ornate trophies. John Locke's 6-meter, the *Indian Scout*, carried off first prize for the sailboats, while Roy Barry's *Barbara Lee* presented the prettiest picture among the powerboats. Judging the dress on the hundreds of carefully prepared boats was no easy task. Knowing this from experience, the Regatta Committee wisely gave the task to the three visiting Admirals, C. A. Trexel, F. A. Xeusler, local Coast Guard commandant, and Randall Jacobs, commander of the 13th Naval District.

The following day, May 5th, the best-dressed sailboat of the Opening Day Regatta, John Locke's *Indian Scout*, took top honors in the Mark Mayer Trophy Race. Locke finished with a corrected time of 2 hours, 40 minutes, and 55 seconds, almost 20 minutes to the good over the top A Class craft, Charlie Olmstead's *Tola*. The *Tola*'s corrected time was 2:59:24 over the 12-mile triangular course on Lake Washington, while Dr. Carl



Dr. Carl Jensen's *Oscar IV* has been adding new laurels to her racing record. Picturesque Lake Washington shoreline in the background.

Jensen's *Oscar IV* came in second, clocking 3:05:25, followed by veteran Cully Stinson's *Angelica*, Charlie Frisbie's *Alotola*, and Dolph Zubick's *Saturna*, in that order. Chasing *Indian Scout* home in the Special Class was Dr. Dale's *Intrepid*, followed by Charlie Bannen's *Joy II*, with Stu Munro at the tiller, and Bud Anderson's *Hanko*.

Top winner in Class B was John Warren's *Cirrus II* with John Soderberg's *Lady Alice* second and Bill Blethen's *Sunda* third. Alone in their class and thus the only ones to finish in their respective divisions, Dr. William Merrill's *Sunny* took Class C honors and Marshall Perrow's *Triki* for the Spencer Class. Lester Fey's *Lady Fair* won in Class D and Chuck Ross easily dominated the Star Class in his *Cene* with Milt Flaten second in *Luff*.

The literally cloudless days of May in Seattle afforded an excellent launching of the first series of Wednesday Evening sailboat races sponsored by the Corinthian Yacht Club. About thirty sailboats turned out May 8th when Dr. Dave Dale's *Intrepid* won easily over H. B. Dahl's *Alexandra* in Class A and Hans-Otto Giese's *Oslo* sprinted to a brilliant finish after being led all around the course by Bud Anderson's *Hanko* in the Special Sloop Class. A Rhodes 33 new to these parts this year, C. A. Paschall's *Manana*, came in third. In Class B, George Miller sailed his newly-acquired *Westwind* over the finish line first followed by Gus Ericson's *Srea* and John Ellis' *Restless* was first in the Class C division with Carl Iverson's *Tillabook* second. For the Stars, Milt Flaten copped honors over Bob Ross on the *Cene* and the *Alcor* sailed by Sunny Vynne. The real racing of

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struct an artificial breakwater at Kihei, on the western side of the island, large enough to shelter some 800 by 1800 feet of water, with reasonably deep anchorage space measuring some 600 by 800 feet. The Maui people aren't beating their brains out trying to pick a new one design class at present. They intend to start slowly, with small craft, and let the selection of a new class or classes develop out of the needs and conditions to be met.

That Maui Fair Race, previously reported, is going ahead slowly, steadily, and intelligently. A meeting to be held by the Hawaii Yachting Association in the near future will start the ball rolling officially. So far the trophy is being selected, local sailors are being sounded out, and the Kamehameha Day offshore race is being observed closely. All in all it looks as if the Fair Race will be a remarkably interesting event, and one that should interest any '47 Transpacific racers who may lay over in Honolulu until October.

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the evening was done by the Dinghy Class with Hugh Brady placing first with *Sea Horse* and Ed Hayes second in *Dervish*.

Approximately the same results occurred the following Wednesday except that Del Marshall's *Gypsy* took the Class C event and Chuck Ross won the Star Class race. On the evening of May 22nd, the *Intrepid*, the *Oslo*, the *Cene*, and the *Sea Horse* were again the victors in their respective classes but John Soderberg's *Lady Alice* won in Class B and Carl Ivarson's *Tillabook* scored in Class C.

Final plans have been made by the Corinthians for entering the P. I. Y. A. Regatta at Vancouver on July 1, 2, 3, and 4, to be followed by the Club's own cruise up into Princess Louisa Inlet

for ten days. The members who plan to race at Vancouver already have their boats weighed, measured, and equipped with necessities. At a recent C. Y. C. meeting, Fred Harley, Secretary of the International Flattie Yacht Racing Association, presented the Charter to the Corinthian Flattie Fleet and then showed motion pictures of the early days of Flatties just after the class was started in Seattle by Ted Geary in 1928.

* * *

Postwar plans of the 13th District Coast Guard Auxiliary have not definitely been formulated as yet, but it is expected that the organization will return to its peacetime duties of boat inspection, safety regulations and procedures, and patrolling the hundreds of miles of waterway in the Puget Sound area. A synopsis of instructions has been sent out to the commanding officers of the 46 flotillas in regard to changes in uniform for auxiliary members, organizational set-up, and what their approximate duties will be. A 50-foot patrol boat will be used for training new members. Present officers of the Auxiliary are Comm. V. T. Adams, Director; L. K. Schoenfield, District Commodore; and W. M. Hall, District Vice-Commodore.

* * *

The Puget Sound Star Fleet and the Seattle Flattie Fleet got together and blew the lid off their summer-long schedule of sailing races May 18th on Lake Washington. The results were about as expected. Chuck Ross' *Cene* added one more victory to a mile-long collection of honors when it won in the Star Fleet race. The *Cene* was a little more hard-pressed than usual, however, for Sunny Vynne's *Alcor* hit the finish line just seven seconds astern. Hal Davis brought his *Flame* in third followed by Milt Flaten's *Luff*.

The Regatta at VANCOUVER

By SKIP



—Photograph by Steffens-Colmer, Ltd.
J. C. McPherson's Hawk, above, one of five sister ships brought to Vancouver about a year ago from Halifax, was greatly admired by all hands. She had a good turn of speed too. Astern of her are Cully Stimson's Angelica and Al Faithful's Eight Meter Aurora from Tacoma. Below: H. E. Richmond's Eight Meter Pol Ho II was the winner in the AA Class, comprising the largest boats in competition. She flew the burgee of the Seattle Yacht Club.

—Photograph by Orville Borgerson



WE found ourselves at Seattle on Friday afternoon with all our work done. There was no reason why we shouldn't leave for Vancouver and the regatta, which was to start there on Monday, excepting that our reservations were for Monday, and it was not likely we could find anything before then, as we had been told that already there were over 100,000 American tourists in the Canadian city.

So we went to Orcas Island, where we found a beautiful spot right at the head of East Sound to spend the weekend. The little town nearby looked as though it had been lifted bodily and transported from New England.

On the ferry from Anacortes we spotted no less than seven of the auxiliaries on their way to the regatta from Seattle and Tacoma—boats we recognized from just having seen them in their home anchorages. One of them gave us a feeling of being back at home in Southern California; she was a mahogany-hulled Rhodes 33, busking along under the lee of Blakeley Island, while what looked like a new PC was working through the passage between Orcas and Shaw Islands. Next day we could make out six power cruisers and four auxiliaries, all heading North, from a perch on the observation tower on top of Mt. Constitution. Thus it was that the Vancouver Regatta began for us at Orcas Island. When we arrived at the Royal Vancouver Yacht Club on Monday we had the feeling of having just sailed up through those beautiful channels like the crews of the visiting yachts. And when we found Alonzo Jessop and Ed Bailey from San Diego there, we felt right at home. This feeling was intensified by the hospitality and kindness with which we were received. The setting is a superb one with beautifully wooded shores on all sides and snow capped mountains in the background.

That was Monday, July 1st, 1946, and along toward dusk all hands were on the lookout for the windjammers racing from Whaler Bay to Vancouver. But at 7:00 P.M. the time limit ran out and soon the boats began appearing under power and the race was no contest.

Next day the weather was still fluky, when thirteen sailing classes that included 154 boats came out for the first day of racing. That day and the next the breeze must have shifted at least twenty times and have come from almost almost every point of the compass. Such conditions are not wholly bad by any means, at least from the spectator's point of view. Nor are they altogether undesirable for the contestants. Races sailed under these conditions are certainly never over until the finish line is crossed, which has the effect of continuing the suspense right up to the final moment. It also means that the older boats are never outbuilt. In areas such as Southern California and San Francisco Bay, where the conditions are more or less stable, it is not uncommon for one boat of a class to win 85% of a season's races. This has been known to kill interest in the class. Even though I spent so little time at Vancouver, I think I began to see a sort of system in the weather's behavior on those two fluky days, and I believe that a man racing there for a few seasons might win a good many races by making a study of tides and winds (the two often work together) and anticipating the shifts. Conditions such as these are encountered a good percentage of the time on Long Island Sound, and in spite of

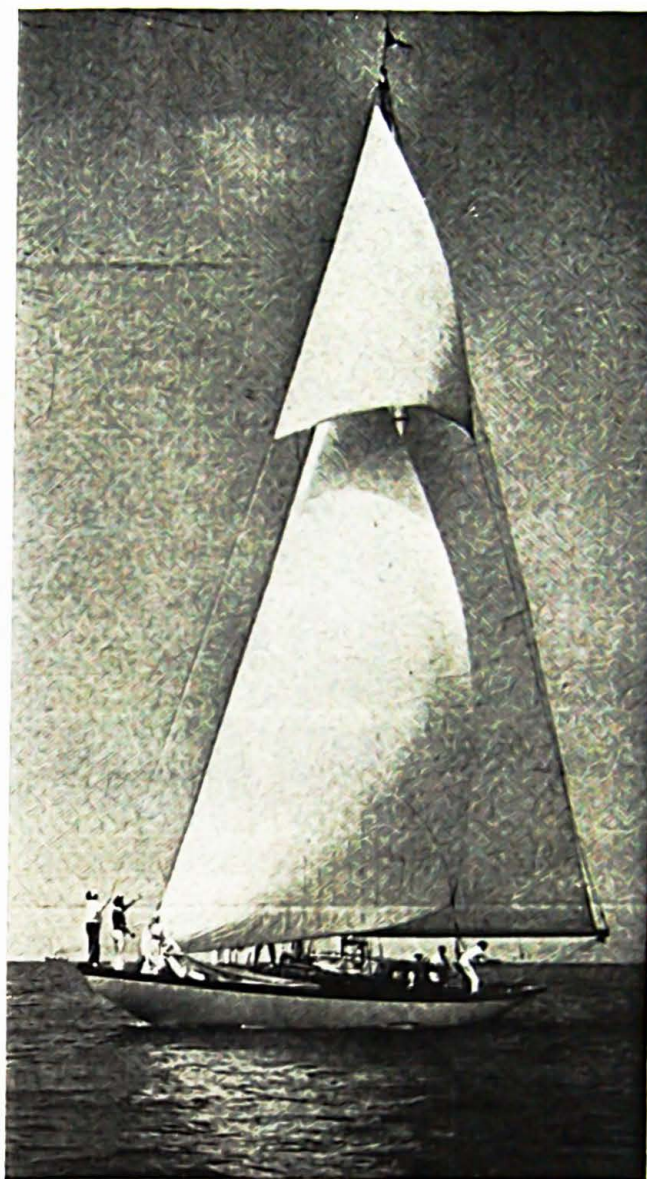
it the racing is keen and the number of boats very large.

It was pleasing to me to see an old timer, whom I first saw at the tiller of a Star in 1928, take the first race among the Stars. He was Harry E. Wylie, RVYC, sailing P. R. Burr's Mercury, No 1967. He was not the final winner, for the Miller brothers won the series with *Clear Sky*, No. 1888, and G. Parsons in *Spitfire* was second. Wylie finally placing third. But it was wonderful to see a man of Wylie's age able to sail a Star at all, let alone win a race and take third in the series. Chuck Ross, from the Seattle Yacht Club had been the pre-regatta favorite, having won every race this season in his home waters, but while he showed flashes of great speed whenever the wind held for a few minutes, the shifts usually did him dirt and his final position was fifth.

A great deal of interest centered in the AA Class, which included boats of 37 rating and over, and it was here that Harold R. Jones, Commodore RVYC and Chairman of the Pacific International Yachting Ass'n., was racing with his brand new 62-ft. auxiliary sloop *The Spirit*. This boat combines to a remarkable degree the somewhat incompatible qualities of speed, beauty and comfort. She is equipped with almost every known device to enhance comfort and handiness. The design is by Ed Monk, a well-known Northwest designer, but the owner had quite a hand in the matter. The ends are long and the transom very narrow, and one envisions speed the moment he claps his eyes on her. The cockpit and the main cabin are both spacious, the latter under a large doghouse. At its forward end are a steering wheel, the engine controls and the switchboard. There are also engine controls in the cockpit. At both locations remote controls are installed for throttle and reverse. The engine is a Buda Diesel giving a top speed of 11 knots. There are electric toilets, hot and cold running water in galley, wash basins and the shower. These, together with the teak decks and trim, stainless rigging, chromium-plated fittings and the handsome lines, all give the impression of an up-to-the-minute craft. *The Spirit* did not do very well in the racing, as was to be expected of a boat that was completed only the day before the first race and not broken in at all, but on the final day, when there was a good, steady breeze, she did finish in second place.

H. E. Richmond's *Pol Ho II*, a slippery Eight Meter from the Seattle Y. C., carried off the bacon among the AA's, while J. C. McPherson's graceful sloop *Hawk* was second and Cully Stim-

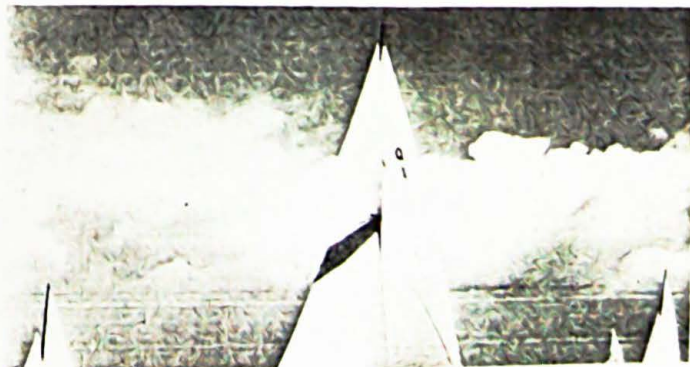
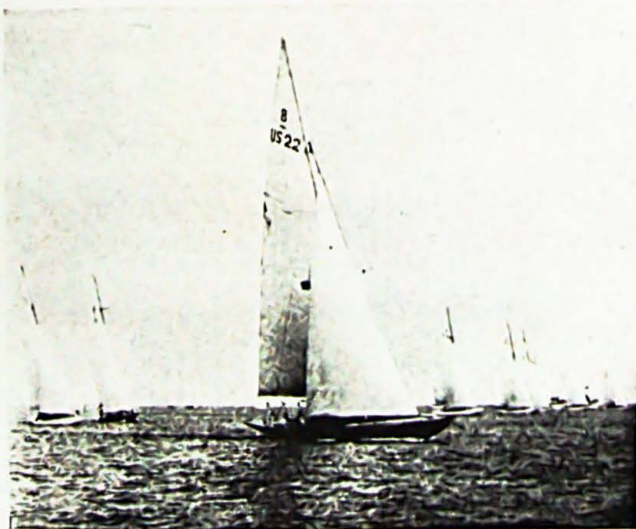
(Continued on Page 40)



—Photograph by Steffens-Colmer, Ltd.
Above is *The Spirit*, flagship of Commodore Harold A. Jones of the Royal Vancouver Yacht Club. This boat was completed just one day before the regatta and was constantly a center of interest. She makes 11 knots with her Buda Diesel and is very fast under sail.

—Photograph by Steffens-Colmer, Ltd.
Below left: Dr. D. Dale's Eight Meter *Intrepid* made a clean sweep by winning in Class A and also taking the Special Race by a wide margin.

—Photograph by K. G. Ollar
Below right: Start of the special boat-for-boat race. Left to right: *Vixen*, *Hawk*, *Intrepid*, *Angelica* and *Blue Heron*.



THE REGATTA AT VANCOUVER

(Continued from Page 23)

son's *Angelica*, also from SYC, was third. *Hawk* was one of a one-design class rating in Q Class purchased recently by the yachtsmen of British Columbia in Halifax. The others racing at this regatta were the *Buccaneer* and the *Blue Heron*. Their shapely lines looked as though they came from the board of T. B. F. Benson, who turned out some of the most beautiful boats ever seen in North America, but I could not find out who designed these boats. *Angelica* is a sister hull to that of *Malabar VII*, a boat well known to yachtsmen all over California. Cully Stimson got real speed out of this rather heavy boat in competition with much lighter ones in the zephyr-like breezes. He was aided by a suit of beautifully cut new sails that had a Ratsey look to them. (No, I *don't* mean ratty).

Another notable craft was the 45-ft. sloop *Nautilus II*, just completed by Blanchard for T. H. Monroe of Tacoma from Ben Seaborn's designs. While very fast, yet she is roomy and comfortable, sleeping six. Finish is the best, with teak trim, hollow spars and stainless rigging.

The first of the new Evergreen Class was on hand and looks very good.

James Wilhite's 46-ft ketch *Blue Sea* made the long trek up from San Francisco.

Before the regatta I made a bet with myself that Ray Elliott would take the other Sixes to the cleaners with *Saga*. I saw Myron Spaulding go to town with her many times in both

Northern and Southern California, but I guess the other skipper outguessed, outlucked or outsailed him, for Otto Giese's *Oslo*, J. L. Locke's *Indian Scout* and R. O. Anderson's *Hanko* took one, two, three in this class.

John Warren did a neat job of sailing to win the honors in B class with his very wholesome *Cirrus II*, and the famous R boat *Lady Van*, which has speed written all over her from every angle, was first in Class A.

Only 73 of the competing boats were Stars or smaller, making this one of those unusual regattas where the larger craft outnumbered the smaller. Good battles were staged among the Lightning, Comets, Flatties, Snipes, X Class and the 15' International Dinghies. Speeds at times were really terrific among the International 14's and made one understand why these snappy little boats are growing so fast in popularity all over the United States. I have always thought Uffa Fox said altogether too much about them in his books, but since watching them perform I can forgive him.

A novelty of this regatta was a race on a boat-for-boat basis between boats representing each club taking part. Not every club selected a representative, since some did not feel that they had a boat with a ghost of a chance. However, five boats, representing the Corinthian, Bellingham, Royal Victoria, Royal Vancouver and Nanaimo yacht clubs finally came out. Dr. D. Dales Eight *Intrepid* from Seattle's Corinthian Y.C. won by over a mile in a shifting light breeze, but the battle for second was a real wow, with every one of the other four being in the lead at one time or another. J. F. Drummond's *Vixen*, a New York Thirty of 1905 vintage, and a boat that spent a good many years in Japan, impressed everybody with her great speed and with the modernity of her Herreshoff hull. She took second

place, and then came the grandstand finish for third between *Hawk* of Royal Vancouver and *Agelica* of SYC, the latter nosing out her beautiful rival by a scant 12 inches.

I spent some time aboard the committee boat and was greatly impressed with the efficient way in which the races were conducted. The Regatta Officials were as follows:

REGATTA OFFICIALS

Sailing Races

JUDGES

- A. H. JEFFERD, Royal Vancouver Yacht Club
- F. WILGRESS, Royal Vancouver Yacht Club
- EUSTACE VYNNE, Seattle Yacht Club
- K. P. KENWORTHY, Corinthian Yacht Club
- J. M. GREEN, Royal Victoria Yacht Club
- W. D. HANSEN, Bellingham Yacht Club
- G. E. LEDDER, Kitsilano Yacht Club

STARTERS

- PERCY BURR, Royal Vancouver Yacht Club
- GERTRUDE E. MILLER, Corinthian Yacht Club
- EDWIN POLAND, Seattle Yacht Club
- HAZEN PHILLIPS, Royal Vancouver Yacht Club

TIME KEEPERS

- E. D. JUDSON, Royal Vancouver Yacht Club
- WALTER HOWELL, Bellingham Yacht Club
- HELEN OTT, Corinthian Yacht Club
- HARRY HERILY, Royal Vancouver Yacht Club

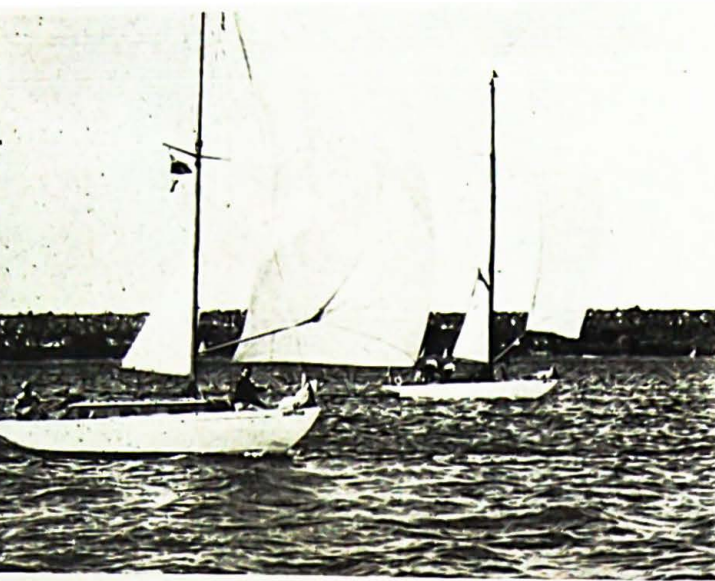
Power Boat Races

JUDGES

- TOM AYRES, Royal Vancouver Yacht Club
- F. A. HARVEY, Seattle Yacht Club

On Puget Sound

By CHARLES H. BARNES



—Photograph by K. G. Ollar
Cirrus II, John Warren, Seattle Yacht Club, (left), and *Reverie*, Dr. G. Teats, Tacoma Yacht Club, were first and second respectively at the recent PIYA Regatta in Vancouver.

YACHTING interests on the West Coast centered in Vancouver, British Columbia, the first four days of July when pleasure boats of all descriptions came from hither and yon to compete in the Pacific International Yachting Association Regatta. The Royal Vancouver Yacht Club played the role of the perfect host and literally outdid itself with its true Canadian hospitality to all participants and their guests. When the results of the races held on English Bay were finally tabulated, the majority of trophies went to Seattle skippers. Among them was Dr. David Hale of the Corinthian Yacht Club whose trim 8-metre, the *Intrepid*, swept the series to become over-all champion and winner in the Special Sloop Class. Seattle's other 8-metre, Howard Richmond's *Polho II*, came through with a victory in the Class AA division followed by Jim McPherson's *Hawk* of the Royal Vancouver Y. C.

The R-boats, for many years a familiar sight in Vancouver waters, won in the Class A competition. Bob Watts' *Lady Van*, flying the Seattle Yacht Club burgee, was first with Gus Ericson's *Svea*, formerly the *Riowna*, a close second. John Warren's smart-looking Class B boat, *Cirrus II*, from the S. Y. C., led the others in that division followed by Dr. Gounder Teats' *Reverie* of the Tacoma Yacht Club. **Top honors in the 6-metre Class were taken by still another Seattle boat, Hans-Otto Giese's *Oslo* of the C. Y. C. paced by John Locke's *Indian Scout* of the S. Y. C.** Dr. Roy Anderson of the Royal Vancouver Y. C. skippered his *Rebel* to victory in the Class D events with the Royal Victoria Y. C. entry, *Zephyr*, sailed by Jack Woodward, in second place.

The numerous small boats participating this year really made the Regatta a grand success. They offered some of the best sailing of the series. This was especially evident in the keen competition among the contestants in the Star Class, the king of the smaller boats. In this group, several Royal Vancouver Y. C. boats fought it out until the Miller brothers, Sid and Phil, connected for a final victory with their *Clear Sky*. George Parson's *Spitfire* was second. In the Flatie Class, Seattle Yacht Club's Sandy Pratt won with *Lucky* followed by Jim James of the C. Y. C. on *Jim Jam*. As for the Comets, the *Lady Gay* skippered by Gordon Frost of the Royal Vancouver Y. C., took

first place and Gordon Bush's *Warrior* of the Kitsilano Y. C. of Vancouver, second. The Royal Victoria Y. C. made a clean sweep in the Snipe Class. Gordon Nickoll's *Redskin* took top laurels while R. S. Moore's *Kistoua* came in second. In the International 14 Class, the Toronto-type boat, *Hot Rum*, sailed by Hank Givan of the Royal Vancouver Y. C. won the series and Hugh Brady's *Sea Horse* from Corinthian Y. C., a Douglass-type boat, was second.

Weather conditions for the Regatta were ideal except that winds generally could have been stronger. The opening race of the series from Whaler Bay on Galiano Island to English Bay on July 1st was a complete wash-out because of the lack of sufficient wind. None of the sailboats finished the 35-mile course across the Strait of Georgia within the allotted time of nine hours. The motorboat section of the race did, however, and Commodore Jim Unicume of the Seattle Y. C. piloted his *Sea Scamp* over the finish line first within a time of 3 hours and 4 minutes, one minute off his predicted-log time. In second place was Capt. Ayres' *Arieta* of the Royal Vancouver Y. C.

The picturesque location of the Royal Vancouver Yacht Club, with its broad view of English Bay, is one of the few settings on this continent where shoreline spectators can watch an *entire* yacht race, if they care to. It has possibilities similar to Sydney, Australia, where thousands of people dot the hillside along the harbor, probably the most beautiful in the world, to witness the Sunday afternoon yacht races. Programs are furnished and everyone knows where each boat is at all times.

This is not so in Boston, or Long Island. In this country and Canada, everyone can watch a baseball game or a polo match or the like. Only yachting remains aloof. You must own a boat or be friendly enough with a boat owner to be invited to crew or you must at least belong to a yacht club. Then you go about sailing the race and your boat disappears in the afternoon with the rest of the contestants. Those interested in the race must search the next day's newspaper, or the one after that more likely, to see how you came out.

The thrill of a race should not be limited to boat owners and their guests alone. It should be brought to the people. By applying some common sense mixed with some democratic principles, it can be done. It would seem that Vancouver has this opportunity.

After the Regatta was over and while the yacht club was still recuperating from the onerous burden of so many dinners and parties et al., during the four long days, about 15 sailboats of the Corinthian Yacht Club of Seattle began a ten-day cruise up into Princess Louisa Inlet. A half dozen of the boats went aground one night at anchor in Secret Cove, about which the group will talk for a long time, but otherwise all went well. The weather was not as good as could have been expected but this was outweighed by the truly magnificent scenery and the good fellowship among the entire flotilla.

The highlight of the stay in Princess Louisa Inlet was the presence of Ed Gardner, the "Archie" of radio's Duffy's Tavern, who kept the Corinthians in an uproar at a party aboard Ed Kennell's *Thetis* one night. Ed was vacationing at Tom Hamil-

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