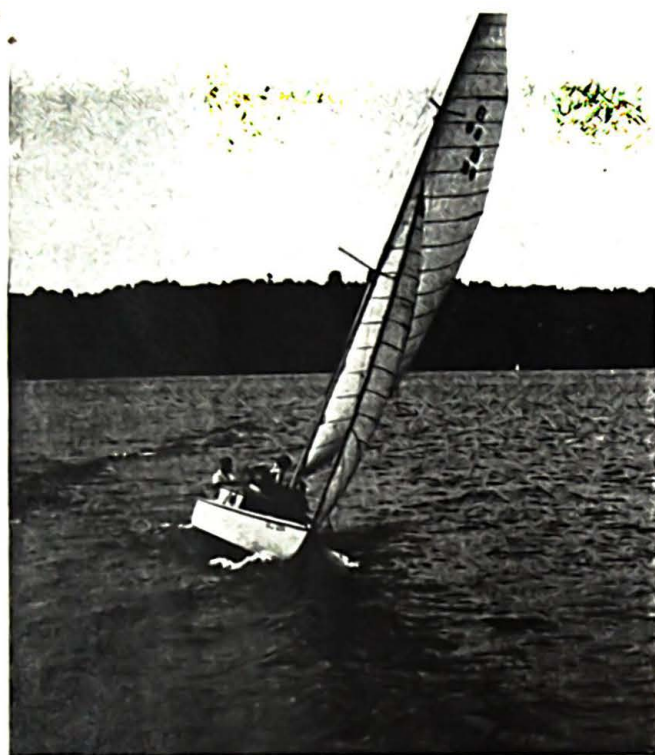


# On Puget Sound

By CHARLES H. BARNES



—Photographs by Bradley Studio  
The *Hermes*, a fast Blanchard Knockabout owned by Ted J. Miholovich of Seattle, as she was out for an afternoon sail on Lake Washington recently.

*Tempest*, John Bettinger's new Evergreen class sloop in the North Point Race of the Corinthian Yacht Club.



JULY and August are the vacation months for our Northwest yachtsmen. For those who wanted an early cruise the great Cruiser Classic which finished at Nanaimo was ideal as it gave those heading North an opportunity to participate in this event and then hop off for points further up, including Princess Louisa.

Among those who entered the race and then went on North from Nanaimo were Mr. and Mrs. J. L. Sweetin and their 16 year old son Lee in their 28' cruiser *Zaca* flying the Queen City Yacht Club burgee. Their cruise was most enjoyable from every viewpoint except for a little rough weather encountered in the Straits of Georgia. The *Zaca* was accompanied during most of the trip by the *Lawana*, also of the Queen City Yacht Club. Aboard were her owners, Mr. and Mrs. C. C. Haasze. They were gone about two and a half weeks and visited Shoal Harbor, Bellingham and finally cruised in Lake Washington in order to squeeze every moment out of their trip.

Mr. and Mrs. George Stroble of the Seattle Yacht Club made a three-week cruise the latter part of July in their *Victoria*. Aboard for the entire trip was Catherine Stratton. Ernie Watson and his daughter Noel met them at Nanaimo and were guests for a week. After dropping the Watsons the Strobles picked up Mr. and Mrs. Don Milne of Seattle. The *Victoria* cruised up to Princess Louisa Inlet and then all through the San Juans on the return voyage.

The Fred Wileys, of the Seattle Yacht Club, had a grand time on their 36' comfortable cruiser the *Beachcomber* for a five day cruise up North in the San Juans. Accompanying them were their daughter Joyce and son Gary. Guests were Captain and Mrs. B. F. Tompkins and their daughter Carol who have just returned from Melbourne, Australia, where he was the Naval Attache. After the party returned, Fred Wiley and his older son Roland and a friend, Donald Schute, took off again for Canada on a stag cruise with fishing as the first order of business.

The James D. Sparks whose *Lillian* flies the burgee of the Seattle Yacht Club made a 12-day cruise up around Orcas Island. Accompanying them were son Larry and their guests, Mr. and Mrs. Larry Hay and their son John. Mr. Sparks reports that the fishing was poor except for Rock Cod. They also caught a peculiar looking fish called an "Irish Lord" whose meat was green! Incidentally, Mr. Sparks tells us that a rock which is listed on the chart as being off San Elmo Beach on the Northwest corner of Decatur Island is considerably farther offshore than is indicated on the chart. Five boats this year have struck it, and Mr. Sparks helped repair the *Mary Mac*, owned by Tom McCallam, one of the recent victims.

## RACING NEWS

The Seattle Yacht Club held its annual Frisbie Trophy Race August 3rd after a sociable rendezvous at Port Madison August 2nd. The race was a 12-mile affair from Port Madison around Blakely Rock to Shilshole Bay. Top honors for the day went to Ray Elliott's 6-meter *Saga*; with the *Otto*, owned by Hans Otto Geise, second; and Bob Withington's *Kuon*, an Evergreen, third.



Class winners were:

Class A— <i>Oscar IV</i> .....	Dr. Carl Jensen
Class B— <i>Cirrus II</i> .....	John Warren
Sp. Sloop— <i>Sir Tom</i> .....	Norm Blanchard, Jr.
6-meter— <i>Saga</i> .....	Ray Elliott
8-meter— <i>Intrepid</i> .....	Dr. David Dale
Evergreen— <i>Kuon</i> .....	Bob Withington
Blanchard Kn.— <i>Schuss</i> .....	John Woodward

The Corinthian Yacht Club held a Ladies' Day Race on Lake Washington August 10th thus giving the gals their chance to get in the last word. Nan Stewart skippering the *Flame* was the over-all winner for the day. The class winners were:

Sp. Sloops— <i>Kuon</i> .....	Betsy Withington
Star— <i>Flame</i> .....	Nan Stewart
Blanchard Kn.— <i>Restless</i> .....	Mrs. John Ellis
International 14— <i>Lil Luffer</i> .....	Mrs. Bill Britter
Class C— <i>Gee Whiz</i> .....	Jean Jones
International 210 (new class)— <i>No. 141</i> .....	Phyllis Ross

There was an inter-club sailboat race for all classes on Lake Washington August 17th. The weather was warm and clear but with very little wind. As a matter of fact, the tail end of the race was more of a drifting contest than a sailing race.

The over-all winner was the *Fun*, a new 6-meter which has just recently made her debut in these waters. She was skippered by Charles Ross. The other winners were:

Class A— <i>Lay Van</i> .....	Bot Watt
Class B— <i>Westwind</i> .....	George W. Miller
Sp. Sloops— <i>Coho</i> .....	"Boo" Paschall
Evergreen— <i>Tempest</i> .....	John Bettinger
Stars— <i>True Luff</i> .....	Bjarne M. Jensen
Blanchard Kn.— <i>Restless</i> .....	John W. Ellis
International 14— <i>Lil Luffer</i> .....	Norm Cole
6-meter— <i>Fun</i> .....	Charles Ross

The August 24th North Point Race which was held in Lake Washington by the Corinthian Yacht Club for all classes was the ideal race: A large turnout (43 boats), beautifully clear weather with magnificent snowcapped Mt. Rainer to the southward, and a brisk breeze with relatively smooth water provided a breathtaking sight as the boats sailed downwind with their spinnakers bellying. This writer was so overcome by this spectacular sight that he almost forgot to do any shutter-snapping. The *Saga*, owned by Ray Elliott, was the day's over-all winner. The class winners were:

Class A— <i>Polbo II</i> .....	Howard Richmond
Class B— <i>Lady Alice</i> .....	John Soderberg
Class C— <i>Gee Whiz</i> .....	Eugene Jones
Class D— <i>Gypsy</i> .....	Dick and Don Marshall
Sp. Sloops— <i>Saga</i> .....	Ray Elliott
Stars— <i>Fury</i> .....	Hal Davis
International 110— <i>Shark</i> .....	Fred Thurmond
International 14— <i>Norgin</i> .....	Harold Mitchell
Flattie— <i>Endeavor</i> .....	Sandy Pratt
Mercury— <i>Fenia</i> .....	Nils Rosenberg

The Corinthian Yacht Club has wound up its Summer Series, a group of six races held on successive Wednesday evenings on Lake Washington.

The August 6th race saw a remarkable turnout with 69 boats on the water. The weather was ideal with a brisk northwest breeze. The winners were:

Class B— <i>Linda</i> .....	Bill Buchann
Class C— <i>Marjac II</i> .....	Bob Perry
Class D— <i>Vinta</i> .....	C. E. Gray
Stars— <i>Alcor</i> .....	Sunny Vynne
Sp. Sloops— <i>Kuon</i> .....	Bob Withington

(Continued on Page 50)



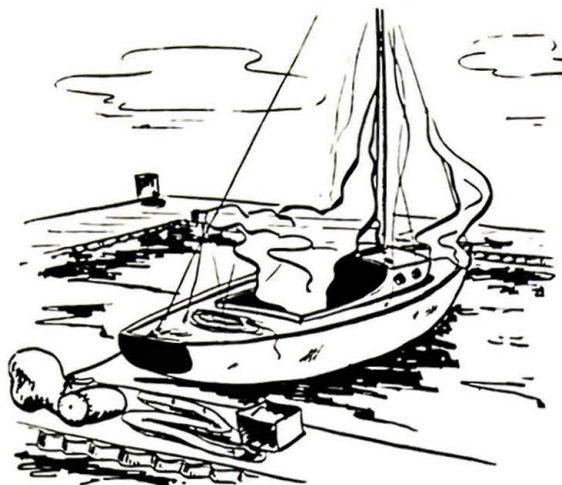
—Photograph by K. G. Ollar  
Before long it will be time for the Rowland Series at Tacoma. Here are Bill Larson's *Symra* and the *Nautilus II* in the last race.

—Photograph by Bradley Studio  
Outlaw, Stuart Hopkins of Seattle Yacht Club on Lake Washington.





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## BARTH TROPHY RACE

The same Labor Day Week-End that saw the Windjammers racing to Santa Cruz was selected for the Coyote Point Yacht Club's Barth Trophy Race from Coyote Point to a line off Knox Point on Angel Island; a race week-end that took competing boats over a good part of San Francisco Bay.

Sailing down to Coyote Point on Saturday with a barbecue and entertainment there that night, the contestants were feted again at the San Francisco Yacht Club on Sunday night with another dinner and dance at the conclusion of the race. Then there was Monday, still a holiday, for going home.

For the race itself a terrific current without benefit of wind kept boats anchored on the starting line for a good two hours after the gun was sounded on Sunday morning at 11:00 A.M. Those who didn't anchor found themselves drifting mercilessly with the tide.

Once the breeze made up—little zephyrs at first that gradually freshened—the race to Angel Island was a good brisk sail, rough for those who chose to sail up the middle of the channel, smoother for those boats close to the San Francisco shore. It was a nice fresh cooler-off from the heat wave that had settled on the cities around the bay.

Winner of this year's Barth Trophy was Pax Davis' *Squali*. Al Silva's Windward Class Sloop was second; Hal Cunningham's Acorn, *Scherzo*, was third. These trophies were awarded at the San Francisco Yacht Club's dance on Saturday night.

## PUGET SOUND

(Continued from Page 25)

International 110— <i>Shark</i> .....	Fred Thurmond
Lightning— <i>Zeta</i> .....	Al Sweeny
International 14— <i>Wisp</i> .....	Russ Baker
Flatlie— <i>Endeavor</i> .....	Sandy Pratt
Mercury— <i>Fenia</i> .....	Nils Rosenberg

The August 13th race was run over a 3.3 mile course and again the weather favored the participants. The winners were:

Class A— <i>Intrepid</i> .....	Dr. David Dale
Class B— <i>Westwind</i> .....	George Miller
Class C— <i>Marjac II</i> .....	Bob Perry
Class D— <i>Andrea</i> .....	Dr. Schuh
Sp. Sloops— <i>Oslo</i> .....	Hans Otto Geise
Stars— <i>Twilight</i> .....	Ray Barnes
International 110— <i>Tyee</i> .....	Dick Gilbert
Lightning— <i>Zeta</i> .....	Al Sweeny
International 14— <i>Wisp</i> .....	Russ Baker
Flatlie— <i>Endeavor</i> .....	Sandy Pratt
Mercury— <i>Ida</i> .....	Stanley Witus

The August 20th race was well-attended with continued fine weather. Class winners were:

Class B— <i>Westwind</i> .....	George Miller
Class C— <i>Magingee</i> .....	George Stoddard

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Sp. Sloops— <i>Tempest</i> .....	John Bettinger
Stars— <i>Flame</i> .....	Hal Davis
International 110— <i>Shark</i> .....	Fred Thurmond
Lightning— <i>Zeta</i> .....	Al Sweeney
International 14— <i>Lil Luff</i> .....	Norm Cole
Flattie— <i>Middy</i> .....	Keith Middleton
Mercury— <i>Fenia</i> .....	Nils Rosenberg

The last race of the series, the August 27th race, was held over a 2.5 mile course with a fickle wind that died near the end of the race and didn't pick up again until the boats had drifted almost to the finish line.

To be eligible for an award a boat must have participated in at least 3 races. Therefore, the winners of plaques deserve credit for getting out on the water Wednesday evenings. It is such enthusiasm as this that promotes the sport of sailing.

### STAR NEWS

A new addition to the Seattle Star Fleet was launched recently at the Seattle Yacht Club. She was the Miss Lynn II, a professionally finished blue-hulled beauty built by her owner Richard Gray in his backyard. She took eight weeks to complete, with the final rigging and painting being done on the Club's Star haulout. She sails like a dream and will be hot competition for the rest of the Stars. Harold reports that construction went smoothly except for the difficulty he encountered obtaining long enough cedar planks for the hull.

That the Star is rapidly gaining popularity is shown by the fact that seven more of these swift, trim ships are being built locally. Hank Wagner is building one at home as is Bob Powers; Milt Flaten, John Robinson, James Lamont, and Dick Griffiths are building new Stars at St. Marks Cathedral; and we have just learned that the Co-Star Company has just completed a ship for Doug Sherwood and is building one for Dave Nurse.

The Stars are now racing their Fall Series and the results will be forthcoming next issue.

### FLATTIE NEWS

Seattle sent down two boats to the World Championships held in Santa Barbara August 10th to the 16th, the *Steady*, skippered by Carl Lovestead with Dave Johnson as crew, and the *X*, owned by Grant Burr with Jim Graham as his crew. The boys took their ships down on trailers and report no unusual incidents during the trip. They enjoyed the races thoroughly and had only praise for the swell accommodations and hospitality they received. Fred Harley, the "father" of the Flattie and its international secretary, also made the trip down to be on hand for the races. Other International Flattie Association officials in Seattle include Eustace Vynne, Sr., commodore; John Rumsey, Albert Osborne and Dr. Edward Smith, all directors; and Edwin Monk, chairman of the measurement committee.

### POWER SQUADRON NEWS

The Seattle Power Squadron held its August meeting in the Mirror Room of the Gowman Hotel, and for the first time the

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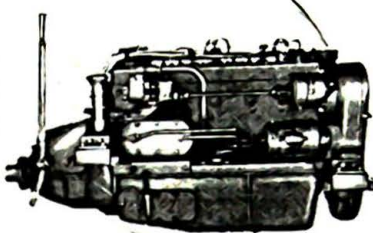
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The Pohlo II, Howard Richmond's 8-meter, as she ran down Lake Washington during the recent Northpoint race, with her spinnaker hard-full. —Photograph by Bradley Studio

## HERE AND THERE *On Puget Sound*

By CHARLES H. BARNES

SEPTEMBER was a month of many races in Puget Sound, and with few exceptions the weather was ideal. The first race was held on Labor Day at Quartermaster Harbor with both Tacoma and Seattle yachts competing. Clear skies and a stiff breeze provided all that was necessary to make the event a complete success. The over-all winner for the day was the *Reverie*, owned by Dr. Govnor Teats of Tacoma. Class winners were:

Class A	<i>Aurora</i>	Al Faithful	TYC
	<i>Nautilus II</i>	Harbine Monroe	TYC
	<i>Alotola</i>	Charles Frisbie	SYC
Class B	<i>Reverie</i>	Govnor Teats	TYC
	<i>Cirrus II</i>	John Warren	SYC
	<i>Jaunty</i>	Neil Christensen	TYC
Class C	<i>Loki</i>	John & Jim Hyde	SYC
Spec. Sloops	<i>Cobo</i>	"Boo" Paschall	CYC
	<i>Sir Tom</i>	Wheaton Blanchard	SYC
	<i>Prelude</i>	Warren Meyer	SYC
6-meters	<i>Light Scout</i>	M. Hewitt	CYC
	<i>Oslo</i>	Hans Otto Geise	CYC
	<i>Hanko</i>	Bud Anderson	CYC

Blanchard Kn.	B-9	?	
	<i>Rebel</i>	Robert Alexander	SYC
	<i>Scarab</i>	Ralph E. Decker	SYC

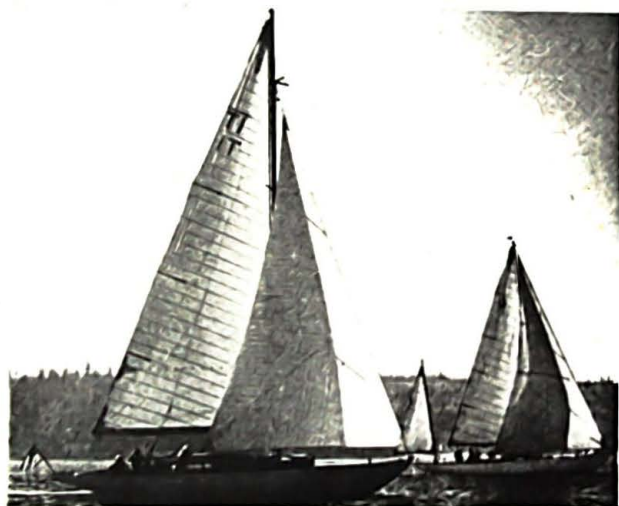
The big sailing events in the Northwest are the Tri-Island Series: Hat Island, Vashon Island, and Protection Island Races. The Hat Island was won by the *Lady Van*. The Vashon Island race was run off September 13th and 14th with the course running from Shilshole Bay down the West channel, then around the Island and up the East passage. The weather was all one could ask for, a cloudless sky with more than enough north wind to fill out the spinnakers and pull the ships southward. The over-all winners were the *Intrepid*, *Maruffa*, and *Kuon*. Class winners were:

Class A	<i>Maruffa</i>	John Graham, Jr.	SYC
	<i>Nautilus II</i>	Harbine Monroe	TYC
	<i>Circe</i>	Ray Cooke	SYC
Class B	<i>Jaunty</i>	Neil Christensen	TYC
	<i>Westwind</i>	George Miller	SYC
	<i>Cirrus II</i>	John Warren	SYC



Class C	<i>Sunny</i>	Wm. E. Merrill	SYC
	<i>Marjac</i>	Bob Perry	CYC
	<i>Loki</i>	John & Jim Hyde	SYC
Class X	<i>Triki</i>	Marshall Perrow	SYC
	<i>Schuss</i>	John Woodward	CYC
	<i>Skip</i>	Casper Clark	SYC
Spec. Sloops	<i>Intrepid</i>	Dr. David Dale	SYC
	<i>Ono</i>	Herb Day	CYC
	<i>Cobo</i>	"Boo" Paschall	CYC
Evergreens	<i>Kuon</i>	Bob Withington	CYC
	<i>Tempest</i>	John Bettinger	CYC
	<i>Shamrock</i>	R. T. Lamson	CYC
6-meters	<i>Lulu</i>	Bill Boeing, Jr.	SYC
	<i>Fun</i>	Chuck Ross	CYC
	<i>Riskin</i>	Ray Elliott	CYC

The Protection Island Race, normally the first in the Tri-



—Photograph by Jim Anderson  
Above: The *Nautilus II*, owned by Harbine Monroe of Tacoma, battling the *Dorade*, owned by John Eddy of the Seattle Yacht Club, during the Protection Island Race.

—Photograph by Earl Robinson  
Below: Two hot competitors in the recent Elliot Series held on Lake Washington. Already around the buoy is the *Fun*, one of the Northwest's new 6-meters, being skippered by Chuck Ross, and following right on her heels is the *Kuon*, Bob Withington's Evergreen.



—Photograph by Jim Anderson  
The *Hornet*, Harold Murray's Special Sloop, one of the trimmest racing machines on Puget Sound, as she beat upsound during the Protection Island Race.

Island Series, was run in June but as none of the boats finished within the time limit due to lack of wind, it was re-scheduled for September 20th and 21st, with the start off Shilshole as usual. Soon after the starting gun a north breeze sprang up which freshened as the afternoon progressed. The wind lightened off Port Townsend and didn't pick up again until Sunday morning as a northerly, providing the boats a beautiful, foaming run all the way home. The winner was the *Nautilus II* owned by Harbine Monroe of the Tacoma Yacht Club. A dark horse who finished 7th in the Hat Island Race and 2nd in the Vashon Race, the *Nautilus II* came in 50 minutes ahead of the next Class A boat, the *Angelica*, owned by Cully Stimson, thus winning the series. The other boats placed as follows:

<i>Westwind</i> (class B)	George Miller	SYC
<i>Angelica</i>	Cully Stimson	SYC
<i>Poblo II</i>	Howard Richmond	SYC
<i>Lady Van</i>	Bob Watt	CYC

(Continued on Page 54)







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something to see! Ua Huka lies about 23 miles to the west of Nuka Hiva, our destination. It is a little gem of an island and we sailed close along the coastline while we ate breakfast in the cockpit. Some of the bays are narrow, but extend quite deeply between bluffs to sandy beaches bordered by tall coconut palms.

Before noon we had reached Nuka Hiva and were off Taiohae bay. This is an easy bay to recognize as there are two small islands, most appropriately named the East and West Sentinel. We maneuvered to the lee of West Sentinel, started the engine, furling the sail, got the anchor ready and headed for our first South Sea anchorage. This island is nearly 4,000 feet high and the bluffs along the bay are so green and smooth they look as if covered with green fur. A mile and a half into the bay brought us to a beach that was overhung with coconut palms and hau trees like we have in the Hawaiian islands. Through these we could see the buildings in the village of Hakapehi with the bright red roofs denoting the Government quarters on the north-eastern shore of the bay. We had just dropped anchor when two outrigger canoes were launched from the beach and were headed towards us.

Our little schooner had logged 2,820 miles from Guadalupe in 22 days.

## PUGET SOUND

(Continued from Page 25)

<i>Intrepid</i> (not eligible).....	Dr. David Dale	SYC
<i>Arlayne</i> .....	Arthur Smith	SYC
<i>Svea</i> .....	Gus Eriksen	CYC
<i>Maruffa</i> .....	John Graham, Jr.	SYC
<i>Dorade</i> .....	John Eddy	SYC
<i>Circe</i> .....	Roy Cooke	SYC

The Special Sloops started with the big stickers but they turned back at Point Hudson. Although the *Valkyrie*, owned by Peter G. Schmidt Jr., came in first she was not eligible; therefore, the *Prelude*, owned by Warren Meyer took top honors.

The Elliott Trophy Series sponsored by the Corinthian Yacht Club for the 6-meter, R-boat, Rhodes 33, PC, and Evergreen Classes ran off its four races September 27th, 28th, and October

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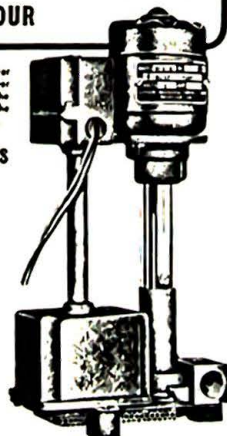
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4th and 5th. The *Lady Van*, Bob Watt's R-boat, won top honors for the series with 91 3/4 points. The *Fun*, a fast 6-meter skippered by Chuck Ross, was second with 81 1/4 points. Bill Jaynes sailing the *Alarm*, also a 6-meter, took third place with 78 points. The first race started as a drifting contest but later in the day a north breeze sprang up and the boats finally got around the course. The winner was Bob Watt in his *Lady Van*.

Sunday's race, September 28th, was much better from the wind standpoint, although it was quite hazy. The winner was again Bob Watt's *Lady Van*.

The weather took a turn for the worse the next weekend, October 4th was rainy and cold but with a satisfactory wind. The winner was again *Lady Van*.

The final race October 5th supplied plenty of thrills and wind enough for everyone. The *Ono* and the *Saga* tried to occupy the same space at the same time with some damage sustained by the *Ono's* hull and deck just abaft the tiller. The *Fun* came home the winner this time, with the *Lady Van* a close second.

The Blanchard Knockabouts sailed their championship series along with their larger sisters, the Special Sloops, on September 27th, 28th, and October 5th. Scoring for the boats without motors was kept separate from those with motors. The winner of the series in the without motor group was the *Schuss*, owned by John Woodward, with 31 1/2 points. Terril Kirby in his *Karu* won first place with 13 1/4 points in the group with motors. The winner of each group is as follows:

#### WITHOUT MOTORS

#### WITH MOTORS

Sept. 27th *Schuss*, John Woodward *Hyak*, Gordon Alexander  
Sept. 28th *Vinta*, C. E. Gray *Karu*, Terril Kirby  
Oct. 5th *Schuss*, John Woodward *Taliesin*, John Parret

The Seattle Star Fleet has completed its Fall Series, a group of 5 races run off on Lake Washington for the Pacific Marine Trophy. The winner of the series was Doug Sherwood in his *My Sin*; the *Alcor*, skippered by Sunny Vynne, was second; and Hal Davis' *Flame* was third. The first race, September 6th, was called off and re-run September 21st along with the scheduled race for that day.

As this goes to press the stars are in the midst of their winter series. Results will be forthcoming next issue.  
POWER SQUADRON NEWS:

The Seattle Power Squadron's fall Elementary Piloting Class under the supervision of Clare Sexsmith got under way September 15th with the record enrollment of 120 students, 44 of them boat owners. One of the interesting courses offered is "keeping of the ship's log" which will be taught by a new

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monthly at the Seattle Yacht Club and they invite all Knockabout owners to attend.

A new book that will be of interest to all yachtsmen who cruise the Northwest has just been published by the Westward Press. It is titled "Cruising Puget Sound" and is the result of two years' hard work by Lloyd Vosper of the Queen City Yacht Club with technical assistance rendered by Guy Williams. The book covers thoroughly all of Puget Sound, Admiralty Inlet, and the San Juan Islands, describing bays, anchorages, gas docks, stores, and other facilities. The book is also profusely illustrated with charts and photographs which are a splendid supplement to the text. If this edition is well received, Vosper intends to publish another which will cover British Columbia waters.

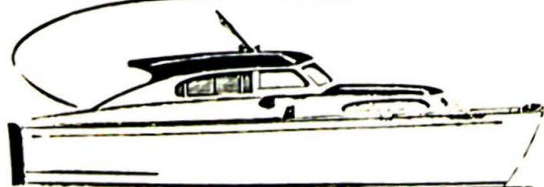
Something new has been added to the Seattle Yacht Club's entertainment calendar in the nature of a monthly Clambake. The first was held in the Junior Room September 6th with the clams supplied by Manager Frank Morris and Chef Art Anderson who ran up to Scatchet Head the previous Thursday for the digging. They brought back 100 pounds of clams and then fed them corn meal for two days to fatten them up. Seventy-five pounds were steamed in two large vats and the balance of the clams was made into chowder. The boys began drifting in around 11 A.M. and at the height of festivities there must have been at least 65 members present, all consuming steamed clams and free beer. An unofficial poll has it that Jim Ballard, well known for his fondness of the bivalve, came out on top with 65 clams to his credit. Jack Warburton ran a close second with 52; Dolf Zubick ate 45; and Art Warnell and Jim Unicum tied for fourth place with 40 clams each. When the affair finally broke

up around 5 P.M. not one clam was left, and empty shells covered the tables and deck. Everyone is waiting for the next low tide.

February 21st to the 29th have been the dates chosen for the 1948 Pacific Northwest Boat Show to be held in the Seattle Armory under the sponsorship of the Pacific Northwest Marine Dealers' Association, Inc. As evidence of the interest boating enjoys in the Northwest, the Armory offers twice the area used in the Boat Show last year and already most of the available space is taken. The Seattle Armory is the second largest unobstructed roofed area in the United States and this coming event has all the earmarks of being the largest Boat Show in history. Jerry Bryant is President of the Association and John Warren is chairman of the Boat Show committee which includes H. E. Evens, Don Dutton acting ex-officio, Latham Goble, Norm Blanchard, Ben Smith, and Lorne Garden. Guy Williams, who so capably guided the Show last year, is again the manager.

There are few men with more marine vision, courage, and initiative than attorney James M. Ballard of the Seattle Yacht Club. When he bought the *Alja* in 1941, just before the war, she was little more than a hull and deck house. But Jim Ballard had a dream of what could be done with her. Doing most of the work himself he plunged into the tremendous job ahead. He built the living salon, galley, and dining salon above deck and constructed staterooms below; he installed a ship's range, refrigerator, a large double sink, oil, water and gas tanks, the steering mechanism, an auxiliary 110-volt light plant; and finally, when the war was over, a new Buda diesel. After a few trial trips on Lake Washington this summer, he took the *Alja*

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Ray Elliott's Six Meter Saga during one of the August races on Lake Washington.

—Photograph by Bradley Studio

## HERE AND THERE *On Puget Sound*

By CHARLES H. BARNES

ALTHOUGH the racing season may be over for most of the sailboats, the Stars are still going strong. In the last month they completed their Winter and Round Robin Series, with one race left in their Fall Frostbite Series as this goes to press. The winter Series, a group of three races, was held on Lake Washington, October 4th, 5th, and 12th. The first race was won by the *Alcor*, skippered by Sunny Vynne; the other ships placed as follows:

<i>My Sin</i> .....	Doug Sherwood
<i>Flame</i> .....	Hal Davis
<i>Twilight</i> .....	Ray Barnes
<i>Fury</i> .....	Dave Nurse
<i>True Luff</i> .....	Bjarne Jensen

The *Alcor* also won the second race October 5th. The other places were taken by:

<i>True Luff</i> .....	Bjarne Jensen
<i>Fury</i> .....	Dave Nurse
<i>Twilight</i> .....	Ray Barnes
<i>Flame</i> .....	Hal Davis
<i>My Sin</i> .....	Doug Sherwood

These two races tied up the Series with six boats vying for second place, a unique situation. The final race October 12th was won by the *Twilight*. The other boats placed as follows:

<i>True Luff</i> .....	Bjarne Jensen
<i>Flame</i> .....	Hal Davis
<i>Alcor</i> .....	Sunny Vynne
<i>Fury</i> .....	Dave Nurse
<i>Veede</i> .....	Andy Harris

The Nordby Trophy thus went to Sunny Vynne with Ray Barnes the runner-up. The next two places were taken by Hal Davis and Bjarne Jensen, respectively.

The Stars were to have run off their Round Robin Series October 26th and 27th but due to the strong wind the boys hesitated over exchanging boats as is the custom in this Series, and rather than not race at all, they sailed unofficial races with each in his own boat, except for the *Flame* which was skippered by Dave Nurse, and the *Alcor* which was raced by Ames Cohan, Sunday. Two races were run on the 26th. The *Flame* won the first and the *Alcor* was second; and the *Alcor* was the only boat to finish the second race. Three races were sailed Sunday. The *Flame* won the first two, with the *Alcor* second; and the *Alcor* won the last, with the *Flame* second. Other boats sailing in this Series were Harold Gray's *Mrs Lynn*; Ray Barnes' *Twilight*; Ed Morgan's *Spanky*; the *Veede*, skippered by Andy Harris; and Harrington Schliff's *Lucky Star*.

The Star Fall Frostbite Series is well under way as this goes



to press. Two races were sailed on Sunday, November 2nd, in Lake Union. Sunny Vynne's *Alcor* won them both but since his sail nicked the buoy during the second race he was knocked down to third place on points. In the first race the results were:

<i>Alcor</i> .....	Sunny Vynne
<i>Flame</i> .....	Hal Davis
<i>Heather</i> .....	Tom Farrell

The results of the second race were:

<i>Flame</i> .....	Hal Davis
<i>Heather</i> .....	Tom Farrell
<i>Alcor</i> .....	Sunny Vynne

The little boats had their day when the newly organized Small-Boat Conference held its first all-class sailing race on Lake Washington October 12th. Winner for the day was Norm Cole's *Lil Luffer*, an Intl. 14. The other ships placed as follows:

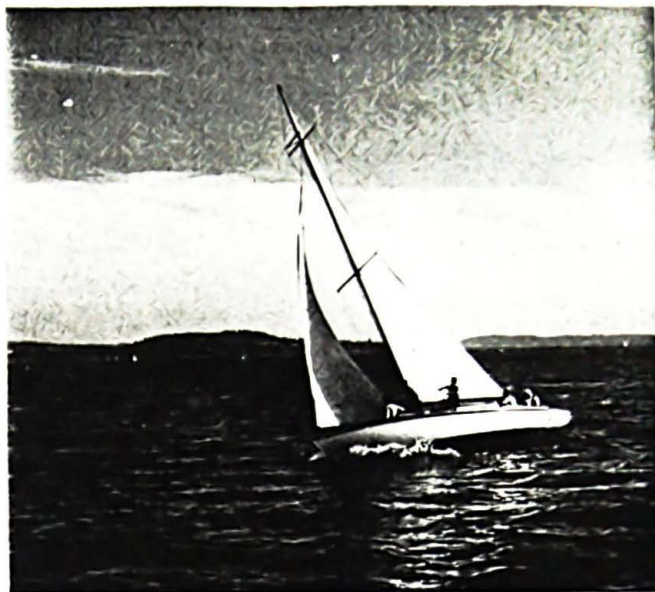
<i>Nidaros</i> .....	Intl. 14	Phil Hilditch
<i>Sea Horse</i> .....	Intl. 14	C. Brady
<i>Norgin</i> .....	Intl. 14	Harold Mitchell
<i>Idu</i> .....	Mercury	Stan Witus
<i>Wee-1</i> .....	Intl. 110	Jim Peterson
<i>Tye</i> .....	Intl. 110	Dick Gilbert
<i>Razzle Dazzle</i> .....	Intl. 14	Myron Spaulding
<i>Fenia</i> .....	Mercury	Nils Rosenberg
<i>Shark</i> .....	Intl. 110	Fred Thurmond
<i>Zeta</i> .....	Lightning	Al Sweeny
<i>No. 216</i> .....	Mercury	George Visk
<i>Spunky Too</i> .....	Intl. 14	Phil Hilditch
<i>No. 330</i> .....	Intl. 110	Louie Graham
(Skippered by Pat Goodfellow)		
<i>Sun Dog</i> .....	Intl. 110	Hugo Fisher
<i>No. 217</i> .....	Mercury	Carl Gould

The Dinghies raced with the Stars during their Frostbite Series, November 2nd. Norm Cole's *Lil Luffer* won both races with the other dinghies placing as follows:

Race No. 1	<i>Sea Horse</i> .....	C. Brady
	<i>Lively</i> .....	Gary Horder
	<i>Norgin</i> .....	Harold Mitchell
	<i>Nidaros</i> .....	Phil Hilditch
	<i>Razzle Dazzle</i> .....	Myron Spaulding
Race No. 2	<i>Lively</i> .....	Gary Horder
	<i>Sea Horse</i> .....	C. Brady

—Photograph by Earl D. Robinson

Louis Graham's International 110 during the Small Boat Conference Race. At the helm is Pat Goodfellow.



—Photograph by Bradley Studio  
The Bounty II, John W. Day's sloop, on Lake Washington.  
Arlayne, Arthur H. Smith's sloop as she sailed upsound in the recent Protection Island Race.

—Photograph by Jim Anderson



*Norgin*..... Harold Mitchell  
*Nidaros*..... Phil Hilditch  
*Razzle Dazzle*..... Myron Spaulding

There is hot competition among these little ships and next year should bring some exciting races.

**POWER SQUADRON NEWS:** The second Seattle Power Squadron Seamanship Course with an enrollment of 28 was organized October 7th under instructor Stuart Viggers who successfully taught the first class last spring. The course consists of 15 lessons and is a pre-requisite to all other Advanced Grade Courses. Les Trabert is teaching the Junior Navigator Course which has an enrollment of nine members. If all goes well Everett, Washington may soon have a Power Squadron of its own. The Seattle group started an Elementary Piloting Course at the Everett Yacht Club November 5th with Clare Sexsmith

(Continued on Page 62)







*The Class A start on opening day in Seattle last May.*

*—Photograph by K. G. Ollar*

## SEATTLE SAILING NEARS POST-WAR PEAK

By JOHN LOCKE, JR.

SAILBOAT racing in Seattle will enter the second peacetime season next summer with as many as 40 boats scheduled to make their first appearance in one or more of the new classes. Since 1940, sailing in Seattle has grown tremendously until at the present time it commands the enthusiasm of thousands of Northwest yachtsmen. Oddly enough, the greatest growth in racing classes took place during the war years when pleasure craft building was virtually at a standstill. Now, with racing firmly established in the area, sailing enthusiasts are anxiously awaiting next summer's season when new types of boats now in production will race in classes for the first time. These new boats, when added to the ever-growing classes already in existence, will make Seattle's racing fleet the second largest on the West Coast. Four of the newer types of boats in the area are the Evergreen, the PC, the International 110, and the Rhodes 33.

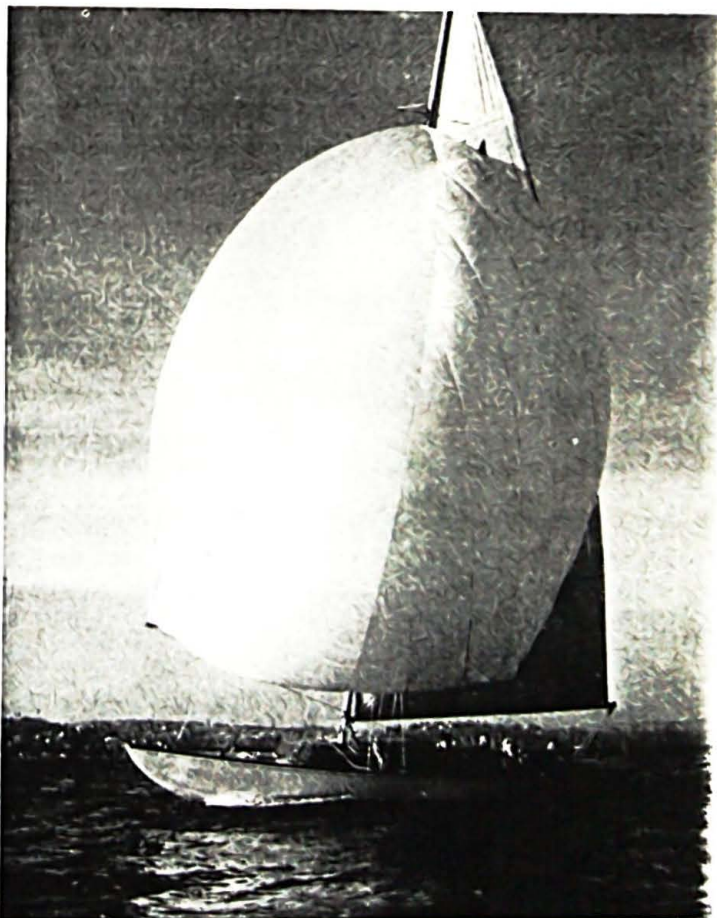
The Evergreen was sponsored and developed by Hugh P. Brady and associates of Seattle with the idea of building a one-design class that would be particularly well-adapted to the conditions and requirements of the Puget Sound area. They spent much time and effort to develop a boat that will have a maximum of racing potentiality with good cruising accommodations. The plans were drawn to meet these requirements by Phil Rhodes of Cox and Stevens. The general dimensions of the Evergreen sloops are: L.O.A. 36 ft., L.W.L. 24 ft., beam 7 ft. 4 in., lead keel 3500 lbs., draft 5 ft., area in working sails 472 sq. ft. The Evergreen also has a genoa jib and a nylon spinnaker.

Present plans call for a minimum of fifteen Evergreens to be delivered in Seattle by next June. These boats are being built by the Eden Boat Works, Ltd. of New Westminster, B.C. The present distribution has been confined to Seattle in order to insure class competition. However, plans are being made for wider distribution and the class is now being started in Vancouver, B.C. Judging from the brief performance of the Evergreen last fall, there is every indication that it will live up to all expectations. In several races in very strong winds last

October, the Evergreen showed excellent stability, sensitivity, and speed. While it is equipped and rigged for keen racing, the Evergreen has another distinct appeal to Northwest sailors in that it can be run singlehanded while cruising. The need for such a boat, with ample facilities for both racing and cruising, has long been felt by Northwest yachtsmen.

The PC is another class boat that is ideal for Puget Sound

*—Photograph by Don Foote*  
Warren Meyer's Evergreen Class Sloop *Prelude*. The Evergreens were started last summer from designs by P. L. Rhodes.





because of its limited cruising accommodations along with its trim sailing ability. Like the Evergreen, the PC first made its appearance in the Northwest towards the end of last year. The good showing of the boat at the P.I.Y.A. International races at Vancouver last July greatly impressed many Seattle skippers. There are two PC's in the area at the present time with four more being built by Vancouver Shipyards, Ltd. for delivery to Seattle before next summer. At the present time, the PC's are racing in fleets at San Diego, Honolulu, Newport Harbor, Los Angeles Harbor, and San Francisco Bay. With the addition of the new class at Seattle, the PC has become one of the West Coast's established racing boats.

The uniquely designed International 110 was first seen sailing on Lake Washington last September. The appearance of this boat in Seattle marks a radical departure from the conventional racing-cruising combination characteristic of most of the classes in the area. Great respect for the speed of these boats was built up in the minds of Seattle sailors from the start. So well have the 110's been received that the builders, the Corinthian Company of Long Beach, report that between 30 and 40 110's will be racing in the Northwest next summer. The 110 is particularly adaptable to this area because it has proven itself fast and able in all types of weather. It is primarily designed and equipped for smart, keen racing competition. It should also prove to be an ideal pleasure sailer for evenings or weekends on Lake Washington. The 110 appeals especially to juniors who are transferring from smaller to larger boats. As junior racing in Seattle is becoming increasingly popular among young skippers, the number of these boats in the area should continue to grow. It is the belief of some that in the next few years the low-priced 110 will rival the higher-priced Star class which has been the dominant small racing boat in the area for the past several years. (November issue of SEA) The 110 will have a big advantage over other small racing craft in the area because it is equipped with a spinnaker, genoa jib, and a working jib.

The Rhodes 33's for the first time next summer should more than meet the four-boat requirement for class competition. In the past, led by Herbert W. Day's *One*, the Rhodes 33's have more than held their own among the faster special sloops. The full complement of sails, which includes a genoa and a spinnaker, make them ideal for racing competition. These smartly designed, compactly built, racing-cruising boats are extremely fast in the comparatively light winds of the Pacific Northwest and have ample facilities with which to enjoy cruises.

Although not a new class in Seattle, the six and eight meters will be the "boats to beat" throughout next summer's racing season. Led by Hans Otto Giese's *Oslo*, Ray Elliott's *Saga*, John L. Locke's *Indian Scout*, and R. O. Anderson's *Hanko*, the six meter class will boast the largest number of boats since the first one was brought to Seattle in 1938. Also racing with the speedy sixes next summer will be the *Hornet*, *Mistress* and the *Light Scout*, the latter just recently having been sent to Seattle from San Diego. The six meter "racing machines" as they are called, were the forerunners of the larger, strictly racing boats in Seattle and are always hot contenders for overall honors.

Two very dangerous eight meters will be racing again next summer. They are Dr. David W. Dale's *Intrepid* and Howie Richmond's *Polbo II*, (formerly the *Chinook*). Both of these boats made fine showings at Vancouver last summer, the former taking first place in the special sloops, and the latter taking top

(Continued on Page 55)



—Photographs by K. G. Ollar  
One of the finest windjammers to join the Puget Sound fleet last year was *Nautilus II*, designed by Ben Seaborn and built by Blanchard Boat Co. for T. Harbison Monroe of Tacoma.

Below: John Locke, Jr.'s Six Meter *Indian Scout*.

