

—Photograph by David A. Ballard
All the Sixes of the Pacific Coast are coming home to roost in northern waters. Cruising past the starting platform is Lulu, sailed by a syndicate headed by Bill Jaynes.

HERE AND THERE *On Puget Sound*

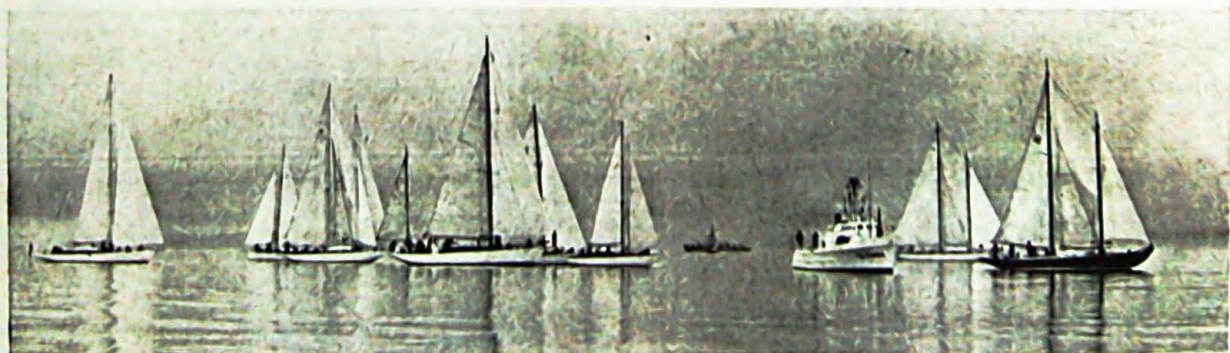
By CHARLES H. BARNES

WHEN the clouds roll away, when the sun feels warm on the back, and when the north wind blows in the afternoon, then we in the Northwest know that our yachting season has finally arrived. The indoor activities of the clubs have tapered off to a minimum for the summer and the emphasis is now on cruising.

The biggest event in May was the three-day Memorial Day holiday which permitted the yachtsmen to really get out and use their ships. Most of the clubs sponsored group cruises and races with rendezvous in the many snug harbors up and down Puget Sound. Sixteen Seattle Yacht Club boats took off Saturday

morning for Quilcene on Hoods Canal. There was a predicted-log race from Shilshole Bay to Quilcene Bay which was won by Tom Tyer's *Lady Grace*, with Dr. George Knowles' *Sea Chum* second. The group got together Saturday evening at Linger Longer Lodge for dinner, and then Sunday morning the boats split up, some cruising north and others south. We understand that as the result of some well-intentioned but inaccurate advice, one of the club's members, Frank Hawkins, skipper of the *Gwendolyn*, is now known as "Wrong Way Hawkins." It seemed he got mixed up on some lights down around Union—but you will have to ask him for the details.

—Photograph by K. G. Ollar
The Swiftsure Light Race was started in the rain with no wind. *Alotola* first away, followed by *Red Jacket*, *The Owens Cutter*, *Dorade*, *Moruffa*, *Seaweed*, *Nautilus II*, *Jinker* and *Circe*. In the background can be seen the Canadian destroyer *Crescent*.



The Queen City Yacht Club had a rendezvous at Port Ludlow Saturday night with eighteen boats on hand. Sunday, they cruised down the Canal to Pleasant Harbor and then into Fisherman's Bay for the night, returning home Monday evening. Among the boats seen were the *Selvia* (Rhodes V. Spencer), *Albero* (Lou O'Connor), *Lobeka* (Herb Sommerfeldt), *Tarfu* (Larry Brackett), *Betty Lou* (Steve Yates), *Ninaray* (Ray Stroble), and the *Bilgim II* (Vern Brice).

Seattle's newest club, the Rainer Yacht Club, took advantage of the three day holiday to hold its first major outing, complete with a predicted-log race and rendezvous at Quartermaster Harbor Saturday and a cruise back up to Port Madison Sunday, returning to Seattle Monday afternoon. Taking part in the cruise were the *Lady Jean* (Thompson families), *Billy* (Arlo Cook), *Aweigh* (Roy Palm), *Florence B* (Carl P. Benson), *Skipper* (Bill Custer), *Rambler* (Cal Eddy), *Eight Bells* (Joe Little), *Flo-Jean* (Dr. Fletcher), and the *Happy Days* (Barrett families).

RACE RESULTS:

The results for the Puget Sound Star Fleet's Spring Series are in and Sunny Vynne is again top man with 52½ points. A close second was Hal Davis with 50¼ points, and John Peterson was third with 43 points. The Series consisted of five races which were run on Lake Washington, May 1st, May 2nd, May 8th, May 9th, and May 24th respectively.

The winners of this series are also ahead in the Season Points in the same order. Sunny Vynne has a fight on his hands if he is going to beat Hal Davis who is his closest competitor.

The Tri-Island Series, a group of three races which takes its name from the fact that each race is run to an island and back—namely, the Hat Island in May, the Protection Island in June, and the Vashon Island in September—got off to a start when the Hat Island Race was run May 15th and 16th. It seemed that the wind just wouldn't play ball with the boys, for they had to beat up the Sound against a northerly and back down again against a strong southerly which sprang up about midnight and hammered at the ships all the way home. That the *Dorado*, J. Franklin Eddy's slim 52' yawl, thrives on lots of wind was proved when she easily outran her closest rival, Bob Watt's *Lady Van*, who came second, and Hans Otto Giese's *Oslo*, which took third place. Class winners were:



—Photograph by David A. Ballard
Just after the start of the Sixes and Evergreens in a recent Corinthian Wednesday night race. Leading is Lemolo, Hugh Brady. Following closely are Jo, Adrian Troxell; Oslo, Hans Otto Giese; Harnet, Dick Boyce; and Prelude, Warren Meyer.

Cruising AA:

<i>Dorado</i>	J. Franklin Eddy
<i>Circe</i>	Ray Cooke
<i>Maruffa</i>	John Graham Jr.

Cruising A:

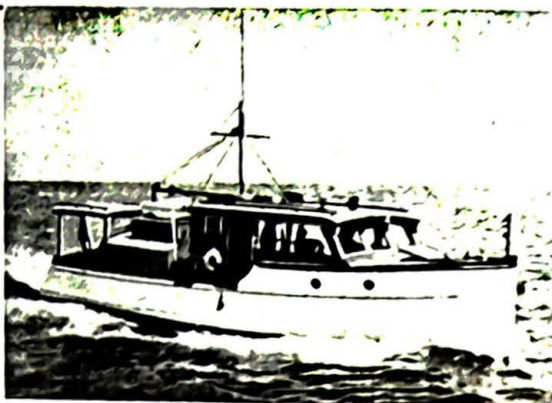
<i>Amorita</i>	Dr. Carl Jensen
<i>Nautilus II</i>	Harbine Monroe
<i>Alamonte</i>	?

(Continued on Page 54)



—Photograph by K. G. Ollar
It was a beautiful day, but there was little wind as J. Franklin Eddy's *Dorado* rounded the lightship in the Swiftsure Race. Although first around by nearly two hours, *Dorado* lost her lead to *Maruffa* and *Nautilus II*, but took second on corrected time.





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When spring comes around, you can count on one thing. That the Corinthians will shake out their sails and cast loose from the dock for a season of uninterrupted sailing. For most of us, day sailing on weekends is sufficient, but the members of this active group continue their racing during the week with a series of Wednesday night races: These are run over a short course with the start and finish in front of their moorage at Leschi. Two series of races are run, the Spring and the Summer. These prove extremely popular with an excellent turn-out, not only from the Corinthians themselves but also from the Seattle Yacht Club.

This year the Spring Series consists of six races and the Summer Series of five. Much of the success of these races goes

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to the racing committee consisting of Ken Kenworthy, chairman, who is assisted by Mrs. Violet Banner, regatta operations chairman; Del Marshall; Mrs. Betsy Withington; Ernest Banner; and Helen Ott. The club is to be commended for its generosity in inviting Seattle Sea Scouts to accompany them on these races. As we go to press three of the six races have already been run. The first race, May 12th, had 26 boats out, and a blustery squally night it was, with a strong south wind providing plenty of thrills for all, especially the Sea Scouts. Commodore Giese's *Olo* was first around the 2½ mile course, followed closely by Michel Hewitt's *Light Scout*, and Bob Withington's *Kuon*, respectively. First place honors in the other classes went to:

Division I:	
<i>West Wind</i>	George Miller
Division II:	
<i>Live Lady</i>	Dr. Robert Plant
Division III:	
<i>Gee Whizz II</i>	Eugene Jones
Senior Knockabouts:	
<i>Vinta</i>	Conner Grey
Stars:	
<i>Flame</i>	Hal Davis
International 14's:	
<i>Lil Luffer</i>	Norm Cole
Mercury:	
<i>No. 217</i>	Carl Gould
Flatties:	
<i>Steady</i>	Carl Lovestead

If the first race had the boys hanging onto the life lines with one hand while wiping away the spray with the other, the second race, May 19th, was a tea party with no wind and no race. Forty-three boats turned out prepared for the evening battle, but the wind failed to materialize and what was supposed to be a race turned into a drifting match which was called off after the two-hour time limit had expired.

Forty-three boats again turned out for the third Wednesday night race, May 26th, and while the wind was a little more cooperative, still less than half of the ships finished within the

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two hour time limit. Therefore, the race was called off for all the classes except the Stars, 6-meters, Division 1, and Evergreens. The winners in these classes were:

Evergreens and Sixes:

Kuon Bob Withington

Stars:

Flame Hal Davis

Division 1:

Mandra Hollis Farwell

Those deep-water salts who like their Swiftsure Race well-seasoned with liberal portions of wind and spray were doomed to disappointment this year, for the light airs or no airs prevailed for most of the race with a breeze finally coming up late Sunday morning which freshened during the afternoon giving the ships a fair run across the finish line. Last year the race was run from Victoria around the Swiftsure Lightship and back up the Straits with the finish off Port Townsend. This year's course was just the reverse with the start off Port Townsend at 10 a.m. Saturday morning, May 29th. For the rest of Saturday the ships drifted down the straits looking for wind but all they found was dead air and a fog that enveloped them for most of the night. First around the lightship was the *Dorade*, J. Franklyn Eddy's 52' yawl, but she was unable to keep her lead, giving way to John Graham's 67' *Maruffa* and Harbine Monroe's *Nautilus II*, and they crossed the finish line in this order. However, on corrected time, the *Nautilus II* was declared the winner, with the *Dorade* second, and the *Maruffa* third. Other boats starting were the *Amorita* (Dr. Carl Jensen's new sloop), *Circe* (Ray Cooke), *Owens Cutter* (Ross Brothers, Bob and Chuck), *Red Jacket* (George Parsons), *Sea Weed* (Ed Prentice), *Alotola* (Charles Frisbie), and the *Jinker* (Bob Sebastian). The *Circe*, *Amorita*, and the *Owens Cutter* dropped from the race when it appeared that they would be unable to finish within the time limit which was set at 4:00 p.m. Sunday.

Sailing a six mile leeward-windward course on Lake Washington, Sunday, May 30th, in the annual Post Intelligencer Challenge Trophy Race, Grant Burr and his crew, Jim Graham, swept the field for the third time in a row, thus winning this coveted trophy for keeps. They may well be proud of their feat for they were the first in the twenty years that the trophy has been put up, to win it three times in a row. As a matter of fact, they are the only crew—outside of Burt Davis in the *Banshee*, who won twice in a row in 1928 and 1929—to even hit it twice in succession. Sunny Vynne in the *Fleet Wings* won twice and so did Dick Griffiths in his famous *Catspaw*, but these wins were not consecutive. So it looks like Burr and Graham will be a crew to watch when they make the trek South again for the

World Championships to be held in Balboa August 15th to the 21st. Fred Harley, veteran secretary of the Flattie Association, informs us that the Northwest will be well represented as he expects at least five boats from this area to make the trip, including ships from the Seattle Yacht Club, Corinthian Yacht Club, and the Laurelhurst Flattie Fleet.

Jack Shallow and Ted Racine took color movies of the race and these scenes will appear in a sports film now being prepared for national release, and there is some hope that a 10 minute short may be made which will tell the whole story of the Flattie from its beginning to the present. On the committee which ran the race were Fred Harley, chairman, Sunny Vynne, and Warren Hallgren (Fleet Captain of the CYC Flattie Fleet).

CORINTHIAN YACHT CLUB NEWS: The monthly meeting, May 20th, was about the liveliest we have ever seen, with a large turnout, several visitors, and an enthusiastic response. After the business, including a discussion of the PIYA Regatta, was over, Don Amick, one of America's top-ranking skiers and a U. S. representative at the Olympic Games, showed three reels of breath-taking color movies of his experiences in Switzerland and Italy during the Olympic games last winter. It seems that our good fortune in seeing the pictures was due to Don's misfortune, for he injured his shoulder in training just before the games and was unable to participate; he therefore spent all his time shooting at the events and the surrounding scenery.

QUEEN CITY YACHT CLUB NEWS: At the weekly Smoker Night meeting, May 26th, the club was privileged to hear Dr. Peter G. Schranz, owner of the sturdy sloop *Mariner*, describe a three-and-a-half months' cruise down the coast to lower California aboard Fred Lewis' 120' yacht, the *Stranger*, formerly a Canadian Fairmile. He illustrated his talk with slides, keeping the members on the edge of their seats throughout the entire showing.

BY THE SMOKING LAMP: Sidelight on the Hat Island Race: The 24' Blanchard Knockabout has up to now been considered a light weather boat and much too tender for rough Puget Sound sailing; but no longer, as was proved by the recent Hat Island Race. The largest class out (7 boats) the Knockabouts got off with the B and C classes and soon left most of them behind. In the storm that came up around midnight, the little ships had a thoroughly wet beat down the Sound with not only a heavy wind and high seas, but considerable rain also. In the final accounting, six out of the seven finished; the casualty was a loose shroud on the *Siesta* that let the mast bend almost double before the sail could be lowered. The 6-meter *Light Scout* lost its stick and the *Saga* its spreader. The *Red Jacket* and the *Maruffa*, two of the largest ships in the



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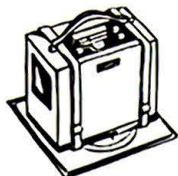
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race, lost their mains. The Knockabout may be a little boat, but it proved its mettle in this race!

As a small boat attraction this year, the crew race failed to draw out the hundreds of craft that it did last year for three reasons. First, the weather was rainy until just before race time and cloudy for the rest of the day, thus keeping many at home, second, the race was not the major contest that it was last year, consisting of just two races, the Varsity and Jayvee crews of Washington and Wisconsin; and third, Memorial Day activities took many of the boats out into the Sound for the three day holiday. The racing conditions were ideal, however, with no wind, and while the Badgers did their best, the Washington crews just walked away with both races, winning the Jayvee by 10 lengths and the Varsity by about 6. An unofficial count has it that there were approximately 150 spectator boats lined up along the logboom, about one-fifth the number that were on hand last year to make a never-to-be-forgotten spectacle.

A small yacht harbor located at Keystone on the west side of Whidby Island was completed recently. About 800 feet long at the shore end, the boat haven tapers down to about 500 feet at the other end, with a mouth 250 feet wide which is protected by the stone breakwater. At present there is only a fairy slip, but a landing float will soon be constructed. The much-needed harbor is the result of several years' work by the Keystone Harbor Association under the chairmanship of L. B. Muzzall.

Sidelight on the Swiftsure Lightship Race: Usually, preparations for a race of this kind take days or even weeks, but when the Ross brothers, Bob and Chuck, decided at 6:30 p.m. Friday to go, they didn't even have a boat! After a little scouting around they found to their dismay that there weren't any available boats. The *Owens Cutter*, the ship the boys raced in

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last year, was up in the yard under tarps with her mast out; so using her was out of the question, or was it? The more the boys thought about it the more it seemed that it was to be the *Owens Cutter* or nothing. Quickly gathering a crew consisting of Ray Elliott, Dr. Dean Parker, and "Boo" Paschall, the Ross brothers dumped her in the water, stepped the mast, rigged her, scurried around digging up sails, nursed the engine into life, and finally took off. They motored all the way up to the starting line off Port Townsend, making it just in time. All their work and endeavor came to nothing, however, when they dropped out of the race because they wouldn't have gotten in within the time limit.

Good news for the small boats visiting Canadian waters this year and for Canadian boats desiring to cruise in our waters! No more of the involved red tape that makes crossing over the line such a headache and ties up boats for hours, even days, waiting for inspection. New regulations recently put into effect abolish the filing of entry papers and the taking of a master's oath for both Canadian boats entering our waters and for American craft returning here. Under the new regulations, members of organized yacht clubs will report to a Custom Office in a U.S. port and will receive a cruising permit allowing free travel in our waters.

NEWPORT NEWS

(Continued from Page 30)

Pompero, #35. However, when the points were added to those of the first race *Pompero* and *Windy* changed places in the series so it now stands with the *Lee* in first place with 1½ points, *Pompero*, second, with six points and *Windy* in third with eight points using the inverted scoring system.

Balboa Yacht Club's Memorial Regatta should share top billing with the *Rhodes-PC* Team Races in the News-of-the-Month from Newport for a goodly gang showed up to find a little bit of everything in store for them in the way of winds.

Fifteen classes showed up for the three days of racing to be greeted by light but steady winds on Saturday, light and variable winds on Sunday, and a steady fresh wind for the finale Monday.

Results are tabulated below to the best of our knowledge with



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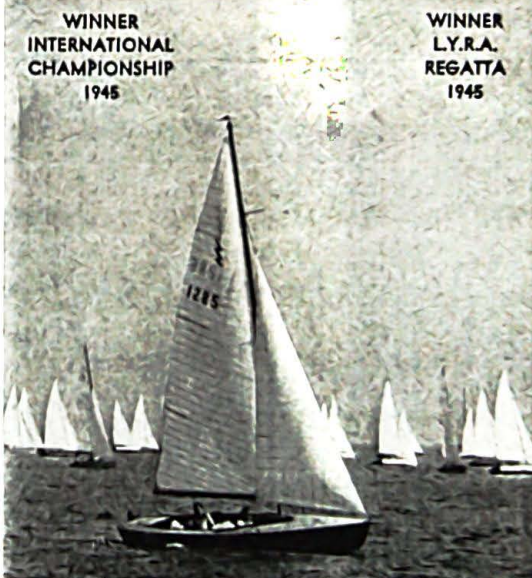
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