



The start

Newport Annapolis Race

By N. T. KENNEY

Photographs by William Klender

OCEAN racing's old guard, one hundred per cent taken aback but also quietly pleased at a good omen for the future of the game, lost out to youth in the Newport-to-Annapolis Race as *Alar*, a New York 32 handled by a crew whose average age was twenty-three, won the Blue Water Bowl for first in fleet on corrected time.

Not only were David Z. Bailey of Greenwich, Connecticut, and his gang aboard this B class forty-five footer young, but they were strictly neophytes in blue water racing. This passage was 466 miles down the Atlantic Coast from Brenton Reef lightship and up Chesapeake Bay to Annapolis.

Bailey, with Breck Marshall, his navigator, and Walter Cole, John Bliven, Macy Webster, Bob Lord and Irving Sheldon, had raced previously only in overnights. Nevertheless, under conditions overwhelmingly favoring the smaller windjammers in class B, they sailed their boat well, took full advantage of racing luck and wound up, when times were computed, with a fifteen minute advantage over Revonoc, Harvey Conover's Miami-Nassau Race-winning centerboard yawl.

Actually *Alar* won the race in the tricky Chesapeake, with her crew driving her hard all the final night before a brisk southwester that finally shredded her spinnaker and forced her to finish under a genoa.

Rounding Chesapeake lightship at the seaward end of the bay, she was behind several other class B competitors, including C. W. B. White's *White Mist*, on corrected time.

But she put most of the class A boats under her lee while still outside, the paying decision being one to keep well to the east of the rhumb line. *Alar* found wind out there, while those closer inshore hit calms and erratic airs.

The magnitude of the little sloop's win can best be assessed with the realization that in the afterguard of other boats were such men as Corny Shields, Art Knapp, Sherman Hoyt, Gordon Raymond, John G. Alden and many others almost as well known.

Generally speaking, it was not an ideal race. It took *Baruna*, first to finish and hence winner of the Commodore P. H. Magruder Memorial Trophy offered by the Annapolis Yacht Club, better than three days to complete the run. This is far short of a record.

Neither *Baruna* nor any of the first finishers had any windward work to speak of except right after the start, when a few tacks in moderate airs put Block Island astern and let them snug down on a close reach squarely on the rhumb line.

There were two nights of slatting calms, with a vicious ground swell making life miserable and sleep next to impossible. Never at any time did the breeze pipe more than fifteen knots. There were long daylight spells when the only ripples on the surface of the Atlantic, within the ken of the racing men, were those caused by the fins of hundreds of



Crew of the winning sloop Alar after the race. From left to right: Breck Marshall, Irvin Sheldon, Macy Webster, John Bliven, David Bailey the skipper, Bob Lord and Walter Cole



Rear Admiral James L. Holliday, Jr., superintendent of the U. S. Naval Academy, presents the Blue Water Bowl to David Z. Bailey, skipper of the Alar

sharks following the mackerel schools north.

Just after the first boats made Chesapeake lightship during Tuesday, June 24, the wind came southerly, and those that did not still have the lightship to make, boiled north to the finish line with everything flying but the galley dishrags.

In these far from rugged conditions there was only one mishap. T. P. Grosvenor of Newport took Ballymena too far in to the Virginia coast, and off Hog Island tangled twice in the darkness with that curse of Virginia and Maryland waters, fish pound stakes. In the second encounter the mizzen went overside.

After passing merchantmen had ignored Ballymena's flares, Gaetina II from Annapolis stood by for several hours while Grosvenor cleared the hurrah's nest and got back on his

The yawl Burma, class A winner, crosses the finishing line at Annapolis



course. This clinched for Gaetina, already well back, the last place in the fleet, since Ballymena later picked up a tow. The cook's prize was duly and ceremoniously awarded to Sam Foster, who manipulated the Primus for Gaetina.

The start, under the auspices of the New York Yacht Club, was on the afternoon of June 21, between Brenton Reef lightship and U.S.S. Power, a destroyer under command of Com. R. S. Burdick, U.S.N. Power served afterwards as escort ship to the fleet. In class A, which went off at two o'clock, the start was unusually ragged.

Niña, fine old schooner of Commodore deCoursey Fales of the N.Y.Y.C., went away first on the windward end of the line with the starting hoist and whistle blast. The United States Naval Academy's Highland Light (the academy's Yacht Squadron was the third co-sponsor of the contest and the donor of the Blue Water Bowl) got off equally well on the leeward end.

Gesture beat the gun and had to return. The two blue water veterans, Vamarie and Memory, were from six to fifteen minutes late in crossing, the latter having all sorts of trouble with fouled genoa sheets.

In class B, with twenty-seven entrants as compared to nine in A, there were some ticklish moments when the boats went across. Several yachts barged the line, Estrella lost six feet of her rail, and some four or five were recalled for crossing early, creating a bad situation as they reversed course in the middle of the fleet.

Lord Jim, Alar's sister, failed to hear the recall and was penalized an hour on the other end. Malabar XIII probably had the best start, electing the leeward end, but Alar provided a clue to what was coming by getting away nicely too.

The starting breeze died away with the darkness, bringing the first of the two calm nights. Long Island was abeam. The next morning the observers aboard Power picked up Baruna, already in the lead from which she was never to be ousted. Niña, carrying that famous balloon fisherman staysail, was in a second place, which was surprising in view of the fact that it was anything but schooner weather.

Niña, incidentally, wound up by taking the John S. Dickerson



The sloop Alar finishes

schooner-or-ketch prize, given to the first boat of either rig on corrected time.

Running third was the academy's Highland Light, skippered by Lt. Com. Jack D. Riggin and carrying a crew consisting of Naval Academy officers and professors and one gob, the ship's cook. As the wind freshened during the afternoon the scratch boat Ticonderoga, carrying new sticks after her dismasting in last winter's Miami-Nassau Race, was behind "The Light", as the academy's sailormen call her. Gesture appeared to be next.

Alar and Lord Jim were leading in B class. The Gibson Island Yacht Squadron's Elda, later to lose all chance of coming in near the top through a navigational error, was leading the little group of nine yachts from Chesapeake Bay ports that made the race.

Nightfall found the fleet off Atlantic City, and again becalmed. Around 10 a.m. Monday, however, the biggest capful of breeze since the race started came up out of nowhere. Baruna, still in the lead with Niña, Ticonderoga, Gesture and Highland Light strung out behind, logged ten knots at times and was off Ocean City, Maryland, by darkness. Spinners were broken out during the day for the first time.

On Monday night as a welcome change the wind stood by. It was during this period of darkness that Alar went seaward and found it stronger out there than it was inshore. Power, wallowing at two knots on the two previous nights in order to keep hard by her charges, had to ring up a good turn of speed

(Continued on page 62)

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NEREIA (Continued from page 33)

from templates from the yacht's frames. The inner walls should be completely sheathed with Monel metal and all the lower seams soldered.

Cypress is a good wood for the inner and outer frames, and packed ground cork makes a good insulation. I advise the builder to build the icebox complete and install it in place before the motor is put in or the deckhouse built.

22. Ice hatch should be in two thicknesses, the upper section simply a weather hatch and the lower section, which can hang on metal hooks, an insulated block about 8 inches thick. The hatch opening should be 9 by 14 inches.

23. Shipmate stove, No. 1012, top 36 inches above cabin sole. With legs removed and set on top of coal bin with sheet metal top set on asbestos sheeting. Top of coal bin 22 inches above cabin sole. The bulkhead beside the stove must also be covered with the same insulation.

24. Water iron. Wilcox Crittenden Figure 668, either 4½ or 5 inches directly over stove smoke vent. It would be well if the smoke head were removable, and this can be replaced by a metal cover when stove is out. A Liverpool Head, similar to Wilcox Crittenden No. 669 about 2 feet 6 inches above deck should do, and when it is removed it can be kept in a box in the after lazarette, for Liverpool Heads are generally full of soot.

25. Sink top, about 35 inches above cabin sole with cupboard underneath for pans, as shown.

26. Sink, similar to Columbian No. 1515. 12 by 18 inches by 6 inches or more deep. As the bottom of this sink is practically at the waterline level it is suggested that it be arranged to drain into a receptacle under the sink. This receptacle can simply be a galvanized pail set into a rack. The other alternative is to have a pump, which entails some expense and complications.

The hand basin in the toilet room must also have a drain basin or an exhaust pump.

27. Galley pump, similar to Columbian Figure 1566.

28. Cupboard, back of the sink with a shelf for dishes, etc.

29. Gasoline tank, of shaped tin-lined copper, and shown on another drawing, is located abreast of the cockpit aft of the icebox.

30. Water tank, which is of tin-lined copper and shown on another drawing, is abreast the cockpit to starboard.

31. Space for rack for canned goods and dry food arranged according to the wishes of the owner.

32. Space for hanging clothes, and particularly for drying out clothes.

No doubt many prospective owners of Nereia can work out a better cabin plan than the one shown, but it is rather doubtful if they can work out one cheaper to build, and in making changes they should keep in mind that the interior of a yacht is often one of her most expensive parts, but simplification is a sure way of reducing cost, so that if anyone can simplify this cabin arrangement he will please no one more than this designer.

(To be continued)



NEWPORT ANNAPOLIS RACE (Continued from page 31)

to get down to Chesapeake lightship with the first light on Tuesday. She dropped hook a few hundred feet from the lightship and checked off the racers as they stood in for the Middle Grounds bell buoy and the entrance to the bay.

Baruna passed the red light vessel at 10.04 a.m. Tuesday, immediately catching a fair tide into the Chesapeake that was denied those most closely following. Although the morning breeze on which Baruna rounded died away somewhat later, it was replaced by a new one with some weight in it during the afternoon, and nine yachts had passed in by 6 p.m.

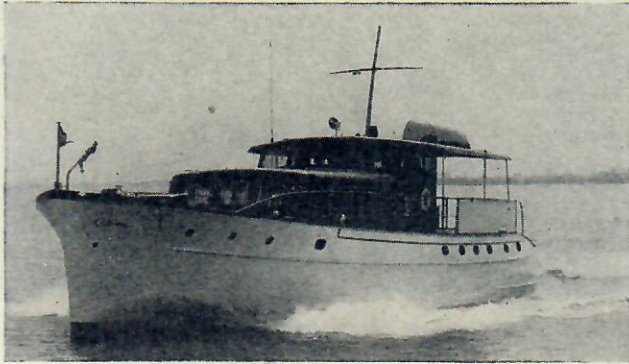
In order, these were Baruna, Niña, Highland Light, Ticonderoga, Gesture, Alar, Burma (she is the old Tioga Too, while Ticonderoga is the Francis Herreshoff-designed original Tioga), Vamarie and Tomahawk. Until White Mist rounded in fourteenth position, carrying a fat time allowance over Bailey's sloop, Alar was even then leading the fleet on corrected time.

Since Power was carrying representatives of the press and members of the N.Y.Y.C. race committee who wanted to be in at the finish, Commander Burdick held station at the lightship only until 10.30 p.m., when the southerly which was to close the race had stopped spitting rain and settled into a steady moderate breeze under a canopy of stars.

As Power weighed anchor she left only nine yachts still out in the Atlantic. Four of them did not finish. Gaffer and Katinka, hopelessly outclassed, put into Fire Island and Norfolk respectively under power. Homaro also withdrew, and Ballymena had her fish pound troubles.

The destroyer had a bad night threading through the racing fleet in the comparatively restricted waters of the bay, but drew no more complaint from the tired sailormen than a few morse blinker admonitions to "take that damned searchlight off me".

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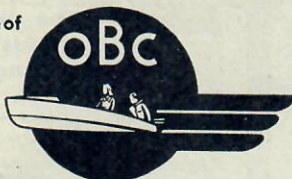
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At exactly 6.10 Wednesday morning Power let go her anchor beside the committee boat off Tolly Point bell buoy outside the entrance to the Severn River. Four minutes later Baruna drove over the line.

Ticonderoga, which had made remarkable time up the bay, finished second, but too late to figure. Niña crossed third, Highland Light fourth and Vamarie fifth. Burma won class A on her time allowance, biggest in the class, by coming over in seventh place.

Corrected time class prizes, put up by the N.Y.Y.C., went to Burma, Gesture (winner of the 1946 Bermuda Race and a favored boat in this one) and Niña in class A in that order. Class B winners were Alar, Revonoc and Suluan.

Revonoc took the George E. Roosevelt Trophy for the best sloop or yawl on corrected time in the entire fleet, by virtue of a stipulation that made it impossible for the rig that won the Blue Water Bowl to take the Roosevelt Trophy as well.

In addition to winning the N.Y.Y.C. prize in class A, Burma's owner, Frank S. Bissell, took home the City of Newport (R.I.) Trophy for the corrected time winner in the larger class.

Skippers of windjammers hailing from Chesapeake Bay ports had a bad time of it when it came to fleet and class prizes, but they were competing among themselves for a special plate offered by Governor William P. Lane, Jr., of Maryland. Governor Lane personally awarded that prize to Lt. Frank "Ski" Siatkowski, U.S.N. (retired), who has taught more midshipmen to sail boats than any man alive. He brought Resolute, one of the Naval Academy's twelve one-design Luders yawls, in as the corrected time winner from among the bay boats.

While the round of parties given by the Annapolis Club and the academy's Yacht Squadron following the race left nothing to be desired, the high water mark in all the festivities came during the trophy presentation ceremonies when the superintendent of the Naval Academy, Rear Admiral James L. Holloway, Jr., awarded Dave Bailey the Blue Water Bowl with this stirring tribute to ocean racing:

"Yacht racing develops all the nuances that go to make a good sailorman. No matter how jet propelled we get, we've still got to be good sailors, and I know of no better way to do it than by participating in ocean racing."

Summary

Class A

| Yacht | Rig | Entered by | Time | |
|----------------|----------|-------------------|-----------|-----------|
| | | | Elapsed | Corrected |
| Burma | Yawl | Frank S. Bissell | 92:38:03 | 71:55:09 |
| Gesture | Sloop | A. Howard Fuller | 91:54:57 | 72:41:17 |
| Niña | Schooner | deCoursey Fales | 89:25:47 | 73:26:33 |
| Baruna | Yawl | Henry C. Taylor | 88:14:00 | 74:18:56 |
| Hostess II | Yawl | K. J. Stanford | 94:52:39 | 75:29:12 |
| Highland Light | Cutter | U.S.N.A. | 90:36:55 | 75:34:12 |
| Ticonderoga | Ketch | Allan P. Carlisle | 89:32:01 | 76:15:56 |
| Vamarie | Ketch | U.S.N.A. | 90:58:29 | 76:39:57 |
| Memory | Yawl | Walter Bowes | 110:55:04 | 94:17:03 |

Class B

| | | | | |
|--------------|--------|-------------------------|-----------|----------|
| Alar | Sloop | David Z. Bailey | 93:24:08 | 70:08:23 |
| Revonoc | Yawl | Harvey Coover | 94:45:48 | 70:23:48 |
| Suluan | Yawl | Harold T. White, Jr. | 96:00:54 | 71:10:19 |
| White Mist | Cutter | C. W. B. White | 99:02:40 | 72:08:03 |
| Tomahawk | Yawl | Paul W. Hyatt | 94:35:54 | 72:21:54 |
| Dryad | Yawl | Leonard Young | 97:03:32 | 72:37:30 |
| Alycône | Yawl | Ralph E. Case | 99:34:19 | 72:53:46 |
| Carina | Yawl | Richard S. Nye | 97:33:47 | 73:15:49 |
| Lord Jim | Sloop | James J. O'Neill | 96:00:31 | 73:41:02 |
| Resolute | Yawl | U.S.N.A. | 99:33:20 | 73:54:55 |
| Lucky Star | Cutter | Richard O. H. Hill | 103:37:29 | 74:15:53 |
| Chee Chee IV | Yawl | Philip Handelman | 100:05:20 | 74:23:34 |
| Malabar XIII | Ketch | Morgan Butler | 97:03:24 | 74:24:33 |
| Steel Sylph | Yawl | Cornelius Shields | 98:32:51 | 74:38:49 |
| Voyager | Yawl | E. C. Waldvogel | 100:50:29 | 74:46:25 |
| Flirt | Cutter | G. R. Swift, Jr. | 101:30:48 | 75:04:44 |
| Alert | Yawl | U.S.N.A. | 101:09:24 | 75:21:59 |
| Starlight | Cutter | James B. Brickell | 99:59:50 | 76:27:00 |
| Pussy Willow | Ketch | Edward T. Rice | 106:43:18 | 76:48:21 |
| Alsumar | Sloop | Frank P. Greenman | 101:11:06 | 78:15:51 |
| Elda | Cutter | Donald H. Patterson | 104:03:35 | 80:38:26 |
| Estrella | Yawl | Frank P. Fifer | 107:43:31 | 83:27:07 |
| Gaetina II | Cutter | Charles S. Dell | 126:32:52 | 99:20:33 |
| Gaffer | Sloop | Millard F. Smith | D.N.F. | |
| Honaro | Yawl | A. Freeman Gray | D.N.F. | |
| Katinka | Sloop | R. Adm. W. L. Ainsworth | D.N.F. | |
| Ballymena | Yawl | T. P. Grosvenor | D.N.F. | |

* * *

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