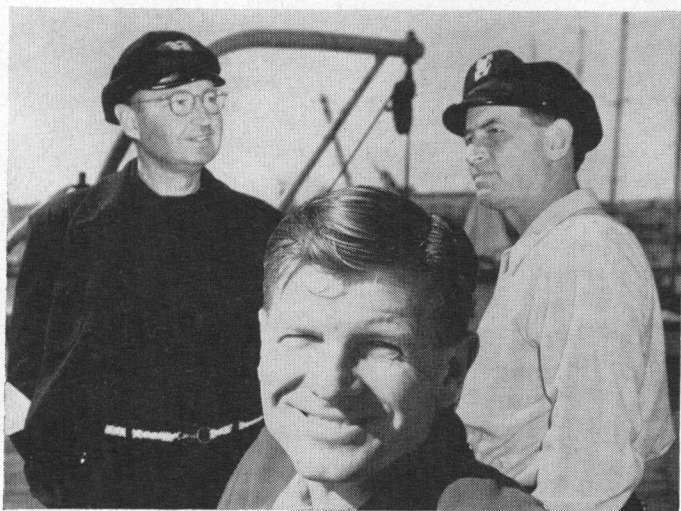


West Coast News

By BOB RUSKAUFF

Above, West Coast clouds, which produced rain squalls and hail on the opening day of the Midwinter Regatta, moved inland to form this backdrop of rare beauty on the second day's races



Foreground, John Wells, commodore of the Los Angeles Yacht Club, caught in one of his less busy moments during the Midwinter Regatta. Left to right in the background, Charles Schimpff, general regatta chairman, and Prentice Fulmor, chairman of the large boat committee

Veralee II, thirty-four foot Elco cruiser owned by Larry McDowell, won class A competition with a low .97 error percentage in the 31.5 mile predicted log ocean race



THE tradition that in weather the Midwinter Regatta "gets everything" during the course of its three days was pretty well maintained in its twenty-second edition February 23 through 25 at Los Angeles Harbor under sponsorship of the Southern California Yachting Association.

The opening day, in which only eighty-one entries in the ten fleets of larger boats competed, produced southwester weather with a vengeance. Combined with a lumpy cross sea it was enough to dismast five boats and force half the smaller contenders to quit the race. It ended in a driving hailstorm which blanketed the decks thickly enough for a few of the more intrepid to "snowball" Race Chairman Prentice Fulmor and his committee aboard Emerson Spear's Little Tramp as they sailed over the finish line.

The second day was a complete reversal. Twelve power yachts competed in A and B classes in a thirty-one and one-half mile predicted log race against cross seas to Redondo Pier and return. Nine fleets of small boats in six classes also joined the action, transforming both inner and outer harbor into a veritable four ring circus. Gentle to moderate southwesterly winds and bright sunshine made the day measure up to all claims the old Civic Regatta Association used to make.

The concluding races were greeted by twelve to fifteen mile breezes and a day of partial sunshine. Large boats sailed a combination of dog-a-leg courses inside and outside the breakwater.

This year the overall competition was almost too spread out to follow. Acting in liaison with the S.C.Y.A., Los Angeles Yacht Club conducted the large boat sailing on the outer harbor courses. Cabrillo Beach Yacht Club, sporting a grand new crane handling 2,000 pounds, conducted the small boat racing. The dinghy fleets were handled by the Santa Monica Yacht Club and raced in the Watchorn Basin of the inner harbor.

Through yeoman's work by Chair-

man Frank Moyer, the cruiser turnout of twelve boats was unusually large. Their race as usual was conducted by the Southern California Cruiser Association. Despite the fact that both wind and sea required mid-race recalculating, a marvelous job was done aboard Veralee II, handled by Commodore Larry McDowell of Long Beach Yacht Club to win the Harry L. Brittain trophy over seven class A rivals. All credit was handed by McDowell to son Larry, Jr., who charted the course and "did all the brainwork" which proved up in the form of a percentage error of only .97. First in class B to take a leg on the Arthur L. Bobrick trophy was Ed Simonis' new Trimmership Cuyama.

Among the large boats only two of the 1950 champions repeated, and both by three straight wins. George Fleitz' Hanahuli of L.A.Y.C. defeated ten Rhodes class rivals, Bib Ziegler's Angel of Newport Harbor trimmed the Luders 16 class. Herb Worcester's Firefly Yump'n retained her dinghy title. The small boat series produced a complete new set of champions.

Numerically this year's classic failed by a good bit to touch the 263 boat record of 1948 or the 241 racing in 1950. There were 197 boats in all classes, with the March 3 and 4 Catalina Island race raising the figure by eighteen boats. Nevertheless it brought high credit to the S.C.Y.A. officials, headed by Commodore Charles Schimpff as general chairman; Ira Prentice Fulmor, large boats; Louis



Newest and most prized acquisition of the growing Cabrillo Beach Yacht Club is the haulout crane. It is just big enough to handle boats up to and including Star class sloops

Varalyay, small boats; Paul Platt, dinghies. The twenty-four champions in the three sailing divisions follow:

LARGE BOATS. Ocean Racing (11 entries), Escapade, Comm. D. W. Elliott, Newport Harbor Yacht Club; Arbitrary Handicap (11), Donna Lee, Seymour Wagner, Cabrillo Beach; PC (14), Seventh Heaven, Peggy Slater, Los Angeles; PCC (5), Lark, Carl

Long, Los Angeles; 10 Meter (3) Branta, Dr. Don Barber, Los Angeles; K 38 (3), Tom Boy, Paul Kettenberg, San Diego; Rhodes 33 (11), Hanahuli, George Fleitz, Los Angeles; Star (10), Chaser II, Bill Ficker, Balboa; Luders 16 (6), Angel, Bob Ziegler, Newport Harbor; Feather (7), Alado, D. F. Anderson, Cabrillo Beach.

(Continued on page 62)

Left to right, Humphrey Bogart, Robert Marlatt, Larry Dudley, Dean Harrell, Gavin Herbert, Bob Doris and John Freeburg, the crew of Mr. Bogart's Santana. Although they wound up fourth in the series there was reason for the smiles as Santana had won the first race in the Ocean Racing Rule competition



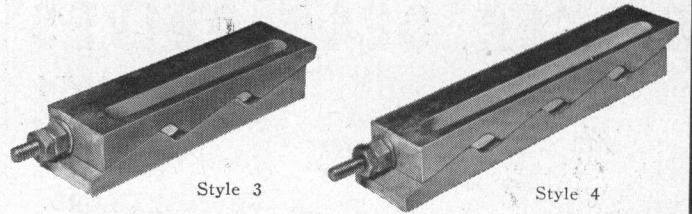
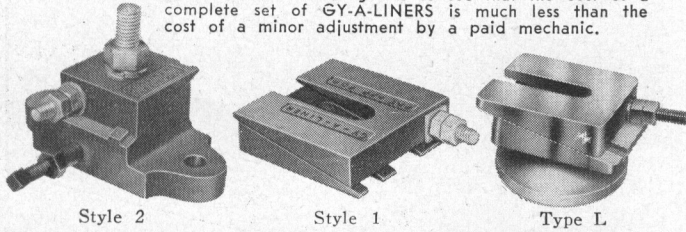
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SCRAPER SHARPENING (Continued from page 15)

from manufacturer to manufacturer and sometimes from blade to blade. Unfortunately not all blades can be sharpened to a proper edge. Blades which cannot be so sharpened should be discarded.

Cabinet scraper blades are sharpened in different ways depending upon the work at hand. This article deals only with the method of sharpening a true cabinet scraper blade, for so called finish scraping.

By following the step by step illustrations anyone will be able to sharpen such a cabinet scraper blade, perhaps not well at the first attempt but after a little practice one should be able to "rub up" a good edge almost every time.

In use the blade is grasped between the thumb and fingers of each hand, tilted until the edge cuts properly, and pulled across the work, usually with the grain. Experts endeavor to bow the blade slightly by pushing on the center with the thumbs when pulling the blade toward them, particularly after the blade has acquired a slight rocker to the cutting edge due to repeated sharpenings.

A sharp scraper blade will produce shavings. A dull blade produces wood powder. Remember a sharp tool is an easy tool to use. Scrapers should be kept sharp. Save time, do it better, faster, and with less effort.



E. A. Henderson, vice president of the Universal Motor Co., Oshkosh, Wis., recently left on the first leg of a tour of ten Latin-American countries. Universal's president, Ralph G. Klieforth, describes the tour as part of the company's sales promotion and dealer relations program. The entire trip is being made by air, he stated, and will cover the following countries in Central and South America: Cuba, Venezuela, Brazil, Uruguay, Argentina, Chile, Peru, Ecuador, Panama and Mexico.

Mr. Henderson will make a first hand study of the Latin-American market and its requirements so that Universal may more readily satisfy the needs of distributors and dealers in foreign nations during the present world situation.



WEST COAST NEWS (Continued from page 19)

DINGHIES. Demarerra (5), No. 3, Gene Curry, Santa Monica; Penguin (7), Meenie, Robert Woodward, Balboa; Firefly (5), Yump'n, Herb Worcester, Jr., Alamos Bay; Rainbow (6), No. 73, Bob Manns, Alamos Bay; Naples Sabot (15), Tomahawk, Jerry Thompson, Alamos Bay; Win'ard Sabot (5), No. 32, A. Colberg, Win'ard, Redondo Beach.

SMALL BOATS. Flattie (11), Gamboleer, Ira Rohland, Cabrillo Beach; Snipe (7), Duchess, Bob Woolf, San Louis Obispo; International 110 (10), Ugh, Bob Klein, San Francisco Bay; Skimmer (5), Charmer, Charles Merrill, Alamos Bay; Lightning (6), G-Wiz, G. Campbell, Balboa; Mercury (13), Imp, Harold Halton, Merced; Thistle (5), 'n Route, George Coffin, Newport Harbor; International 14 (4), Fidget, Carol Ann Jones, Balboa.



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