

SOUND INTER CLUB CLASS

By WILLIAM W. SWAN



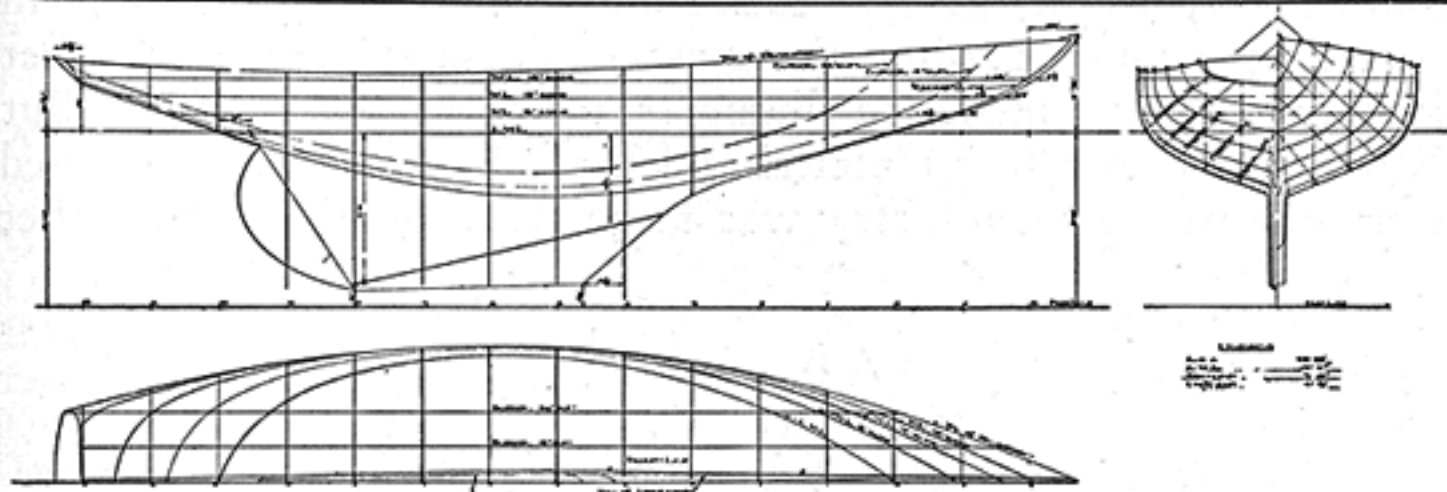
DURING the Fall and Winter of 1925 it became evident, through friendly discussions among various yachtsmen in and around New York, that there was room for a small, wholesome, day-sailing or racing class, in between the Star Class and the 6-Metre Class.

This group of men, led by Mr. Carroll B. Alker of the Seawanhaka Corinthian Yacht Club, had vision. They wanted a comfortable day sailer of pleasing lines which could be raced by those so inclined, or sailed by the junior element, which is so necessary to the future life of yachting; and yet they wanted a boat that would cost less than the 6-metre. Several designs were submitted and finally those of Charles D. Mower, naval architect, of New York, were chosen as the one design most nearly fitting the dream of the sponsors for the class.

Mr. Mower's design called for a staunchly built sloop of 28 feet, 9 inches overall; 19 feet on waterline, 7 feet, 6 inches beam, and 4 feet, 6 inches draught, with 2,500 pounds of outside lead. It was to be Marconi rigged, with 425 square feet area, have a small cabin with 4 feet head room, and the cockpit and design for deck layout was to be made comfortable and easily handled. Mower supplied all these requirements ideally, as can be seen from the accompanying reproduction of a set of drawings and photographs.

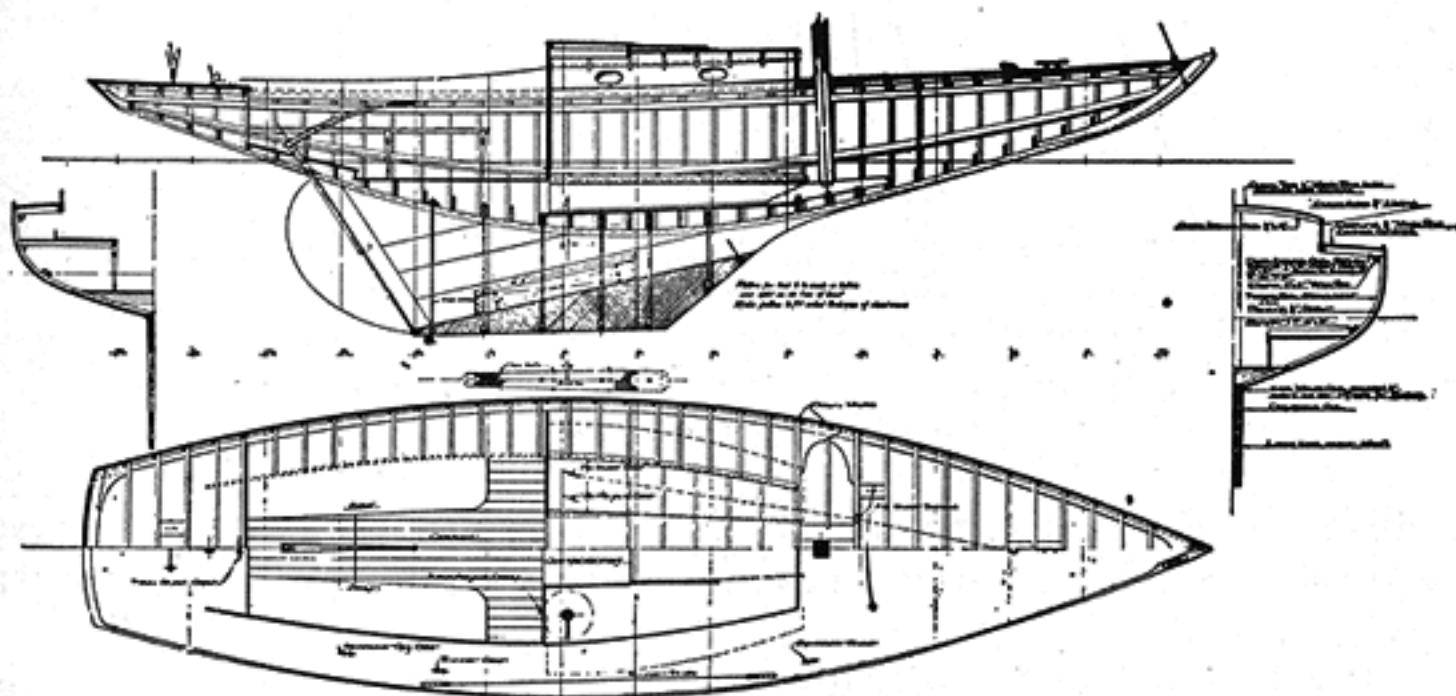
SOUND INTER CLUB CLASS

Twenty-eight boats were ordered by yachtsmen in the Metropolitan area and the boats were constructed by Harry B. Nevins at



LINES—SOUND INTER CLUB CLASS
Charles D. Mower, designer

City Island, New York, at a cost of \$2,400, including one suit of sails by Ratsey. Several of the purchasers bought these boats for the use of their children, both boys and girls. Three or four

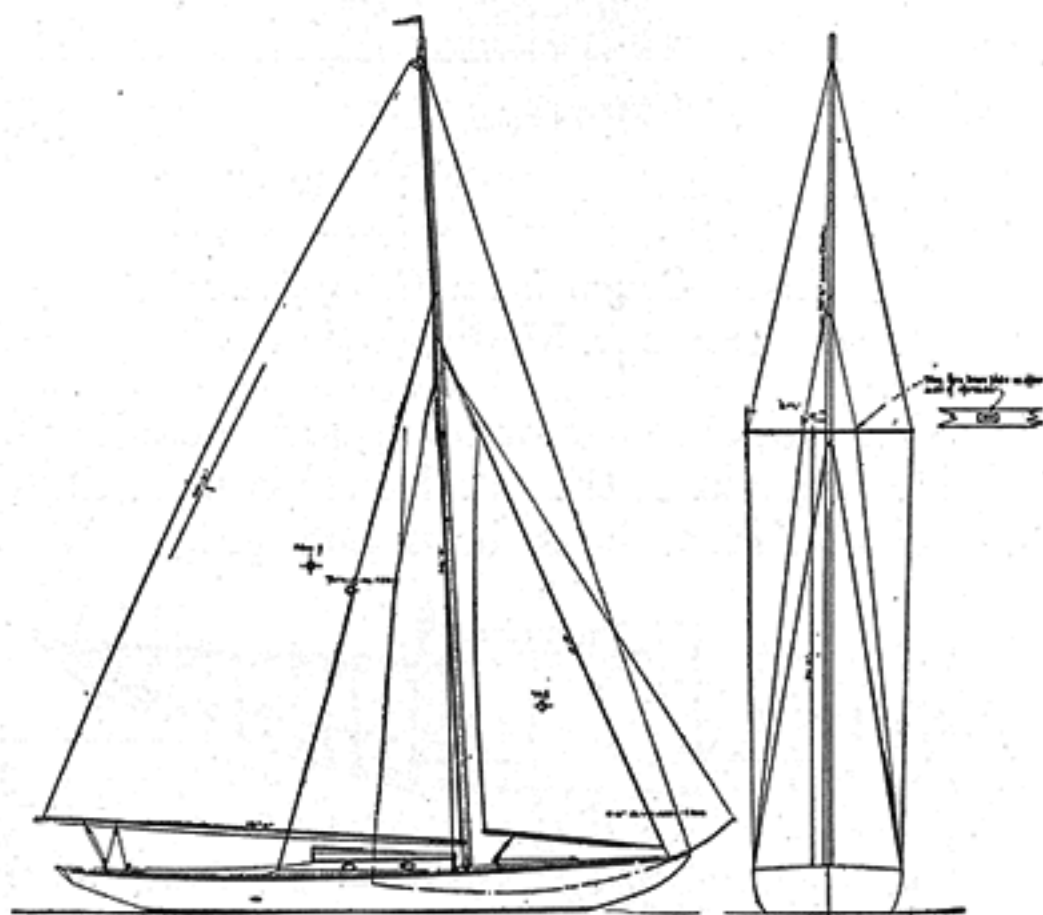


ARRANGEMENT PLAN—SOUND INTER CLUB CLASS
Charles D. Mower, designer

shouldered a small additional charge by having toilets installed under transoms in cabin to make a complete little cruiser for weekend trips.

SAILING CRAFT

Nevins did a good job of building. The entire fleet was framed from one mould and the finishing in solid mahogany trim was even more than the specifications called for. There were misgivings in several quarters regarding the masts. These sticks were 40 feet long, and only 4 inches in diameter at the heaviest point. But Nevins chose excellent material and the only dismastings reported were one where a back stay was forgotten in a jibe and another



SAIL PLAN—SOUND INTER CLUB CLASS
Charles D. Mower, designer

caused by a mishap at anchor. The only other casualty to a mast was when the Wee Betty was struck by lightning and had her mast split.

The racing in this class was very keen. There were more than 17 boats starting in 15 out of 22 championship races. The largest number to start in any one race was 23. Every boat in the class raced at some time during the season. The class stood only third in L. I. S. Y. R. A. percentage of starters to possible number that could start. This condition is partly accounted for because 5 of the boats were not bought to race, but for pleasure sailing; yet even

SOUND INTER CLUB CLASS

these 5 boats got in the game when the regatta happened to be held near their home port.

A complete list of the original owners as of May 30, 1926, follows:

<i>Name of Boat</i>	<i>Name of Owner</i>	<i>Address</i>	<i>Yacht Club</i>	<i>Racing Number</i>
Chicks	H. A. Alker	131 E. 46th St., N. Y. C.	M. B. Y. C.	1
Ginette	Carroll B. Alker	N. Y. Y. C.	S. C. Y. C.	2
Osprey	O. M. Mitchell	44 Pine St.	Am. Y. C.	3
Babette	J. B. Shethar	Rye, N. Y.	Am. Y. C.	4
Etta	Ralph H. Hubbard	60 Beaver St.	Am. Y. C.	5
Ermar	E. P. Alker	Great Neck, N. Y.	M. B. Y. C.	6
Twildo	E. T. Fox	83 Maiden Lane	H. H. Y. C.	7
Wee Betty	G. M. L. LaBranche	148 Loring Ave., Pelham	L. Y. C.	8
Chinook	Geo. Lauder	Greenwich, Conn.	I. H. Y. C.	9
Ahab	Rodney W. Williams	Mill Neck, L. I.	S. C. Y. C.	10
Merrywing	Louis Carreau	796 Sixth Ave.	L. Y. C.	11
Opal II	Chas. H. Appleby	1060 Park Ave.	H. H. Y. C.	12
Bandit	San Wetherill & H. L. Stone	25 West 43d St.	N. R. Y. C.	13
Our Gal	K. A. Loose & H. Ford	Rye, N. Y.	Am. Y. C.	14
Ariel	Lewis Iselin	36 Wall St.	N. Y. Y. C.	15
Shorty II	Chas. S. Wills	286 Fifth Ave.	I. H. Y. C.	16
Seawan	Henry A. Rusch	387 Fourth Ave.	S. C. Y. C.	17
Skylark	Geo. V. Smith	c/o Schmitt Bros., 523 Madison Ave.	Am. Y. C.	18
Lotus	Spencer W. Aldrich	71 Broadway	S. C. Y. C.	19
Flying Gull	Ralph L. Cross	Rye, N. Y.	Am. Y. C.	20
Orithyia	A. W. Hicks	Roslyn, N. Y.	H. H. Y. C.	21
Po	E. R. Newell	247 Park Ave.	I. H. Y. C.	22
Poppy	Madison Haythe	261 Broadway	M. B. Y. C.	22
Pegety	Geo. B. Gibbons	40 Wall St.	Am. Y. C.	24
Aileen	J. B. Dunbaugh	Pier 44, N. R.	L. Y. C.	25
Triton	H. J. Fisher	Greenwich, Conn.	I. H. Y. C.	23
Sister	Perry A. Bogue	115 Broadway	I. H. Y. C.	26
Daphne	L. B. Leeming	130 William St.	I. H. Y. C.	27

This shows what a wide interest the boats created.

At the start of the season, in fact up to June 15th, it looked as if the Aileen, owned by J. B. Dunbaugh, vice-commodore of the Larchmont Yacht Club, and sailed by Cornelius Shields, would



Photo by Levick

SOUND INTER CLUB CLASS—BANDIT

Owner, Samuel Wetherill, assistant editor of *Yachting*, Larchmont Yacht Club. Bandit finished third in class championship both in 1926 and 1927. This boat is always among the leaders.

SOUND INTER CLUB CLASS

make a runaway race of the class. It was freely predicted at the Larchmont Yacht Club that, handled by "Corney," who is considered by many to be the premier small boat sailor of the Sound, the Aileen would clean up the class. In fact, many yachtsmen backed this opinion by taking "Corney" and the Aileen against the field. To other yachtsmen this did not seem possible, with J. B. Shethar at the helm of his Babette and Sam Wetherill at the helm of his Bandit, and such skippers as C. B. and H. A. Alker, G. B. Gibbons, E. T. Fox, Hobart Ford, Spencer Aldrich, A. W. Hicks, and C. H. Appleby—all opposed to letting Aileen "take 'em to camp."

Also add the possibility that some of the younger skippers, such as O. M. Mitchell, Jr., Ralph Crow, or Madison Haythe might develop strong opposition. And, last of all, add the possibility that one of the boats might be sailed by some strong helmsman of experience, such as Kenneth Whiting of Larchmont, Bill Swan and Robert C. Bavier of New Rochelle, Clinton Riggs of New York, Jack Johnson of Greenwich, etc. So the Aileen really had competition because all these possibilities came to pass.

To get back to the racing: Aileen seemed to have it on the class at first with Babette and Bandit close up. With from 17 to 23 starters in every race, however, a boat which finishes in the first 5 regularly stands a good chance in the averages; and at the end of the first half of the championship series, only a few points separated the Wee Betty, George LaBranche's boat, and the Aileen.

During Race Week, the Babette won the series with 108 points, and the Aileen and Wee Betty tied for second with 104.

During the last half of the championship series, the Wee Betty steadily pulled away from her rivals. The Bandit gained in the percentage standing. The Wee Betty made what is considered by many to be a record performance, by scoring 107 points out of a possible 112 against a large, well-sailed, one-design class. In other words, only five boats finished ahead of the Wee Betty in the last nine races.

The entire 1926 championship score for the L. I. Sound Yacht Racing Association medal follows (see page 65.)

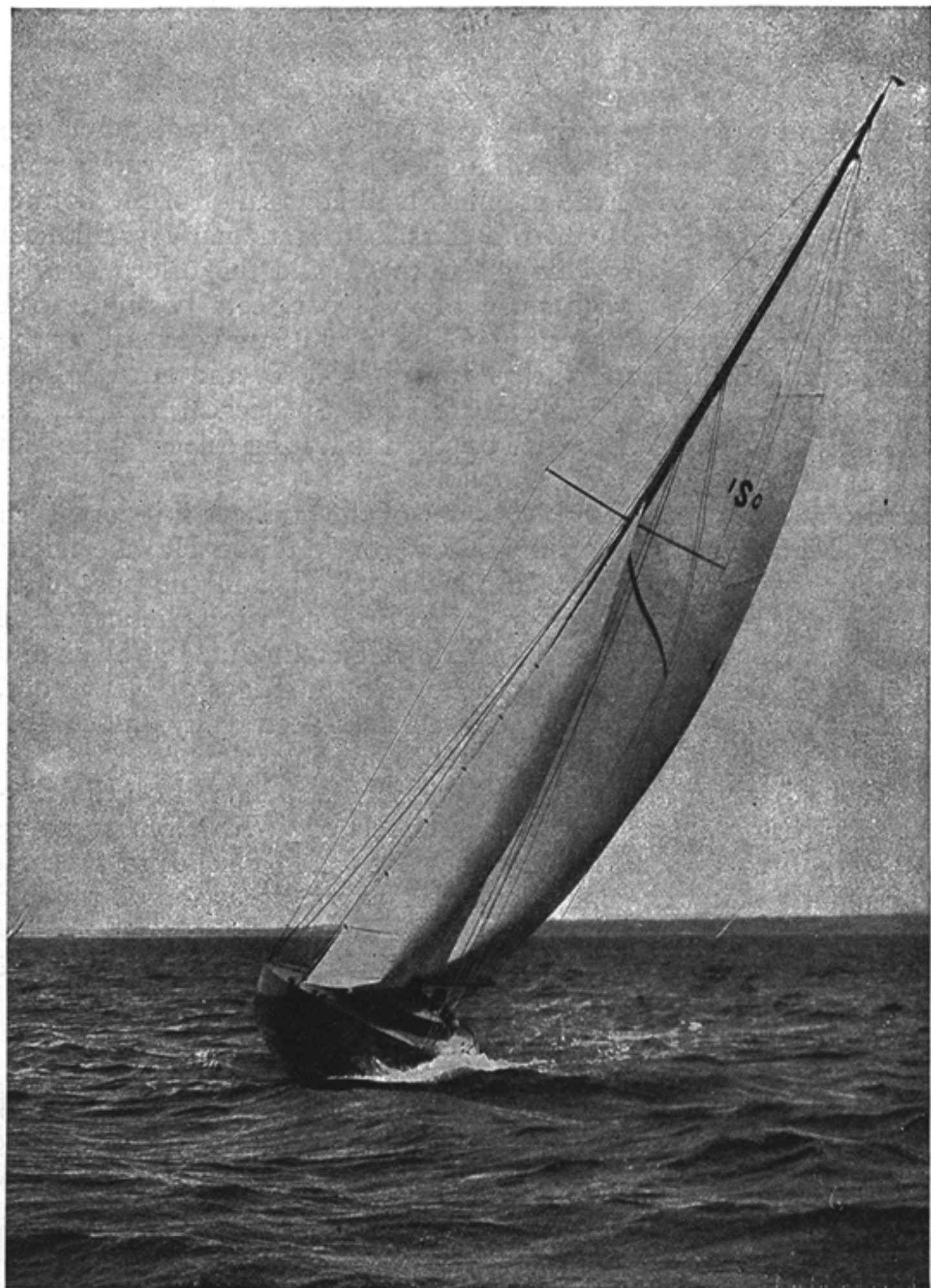


Photo by Levick

SOUND INTER CLUB CLASS—BABETTE

Owner J. B. Shethar, American Yacht Club. Babette won the class championship in 1927 with 81.6 per cent. Capt. Shethar, who is the class president, kept Babette well up all through the season. He did not win many races but was consistently among the first five to finish in a year where the average number of starters was sixteen in each race.

SOUND INTER CLUB CLASS

	<i>Boat</i>	<i>Owner</i>	<i>Sailed By</i>	<i>Percentage</i>
1.	Wee Betty	G. M. L. LaBranche	Bill Swan	.851
2.	Aileen	J. B. Dunbaugh	Cornelius Shields	.787
3.	Bandit	H. L. Stone & S. Wetherill	Sam Wetherill	.720
4.	Babette	J. B. Shethar	Owner	.653
5.	Triton	Bennet Fisher	Owner	.628
6.	Twildo	E. T. Fox	Owner	.593
7.	Ginette	C. B. Alker	Owner	.591
8.	Our Gal	Hobart Ford & K. D. Loose	Hobart Ford	.572
9.	Pegety	Geo. B. Gibbons	Owner	.551
10.	Lotus	Spencer Aldrich	Owner	.511
11.	Orithyia	A. W. Hicks	Owner	.498
12.	Opal II	C. H. Appleby	Owner	.449
13.	Skylark	Geo. V. Smith	Owner	.442
14.	Chinook	Geo. Lauder	Owner	.423
15.	Osprey	O. M. Mitchell, Jr.	Owner	.409
16.	Flying Gull	Ralph Crow	Owner	.394
17.	Chicks	H. A. Alker	Owner	.300

To show how popular this class has become because of the calibre of the boat, there are only two boats known to have changed hands since the end of last season, and then only because the owners are buying 6- or 10-metre boats. None of the leading eight or ten boats are changing hands and the same skippers will race them, although I know at least two who were offered the helm of the new 10-metre class.

This 1927 season will be even more scrappy than the last, although the members now know one another better and the class morale will be better; but there are reputations to be upheld or rewon and all the owners and skippers of the Sound Inter Club Class are looking forward to the coming racing season with a great deal of pleasure.

These boats handle well under all conditions. They are balanced perfectly for all light to moderate sailing breezes and only have a slight weather helm in strong to heavy breezes. It certainly is a pleasure to sit at the tiller of a smart craft where one is not only comfortable, because of leg room and proper height of seats and rails, but where one can handle his boat with only thumb and forefinger on the tiller under average conditions.



Photo by Levick

SOUND INTER CLUB CLASS—AILEEN

Owner, J. B. Dunbaugh, Vice Commodore of Larchmont Yacht Club. Sailed by Cornelius Shields. It is interesting to note that Mr. Shields finished second in the class both in 1926 and 1927, with approximately the same percentage. Mr. Shields is a consistently good starter and knows his tides and winds on Long Island Sound.

SOUND INTER CLUB CLASS

This class raced several times last year under extreme weather conditions. The ordinary thundersquall, hitting in during regattas, was peculiarly lacking during the 1926 season on Long Island Sound. However, there was more than the usual number of nor'easters and nor'westers. The Inter Club Class withstood them all without serious mishaps, and, as far as I know, without reefing a single mainsail.

Two men, the skipper and a crew, are enough to handle them in light going. Under ordinary racing conditions and championship regattas three men are plenty and, in my opinion, all that should be allowed. Four, however, may be carried, which allows an "elephant" to come aboard in bad weather on those boats whose owners are fortunate enough to have at hand emergency sailormen.

The boats, being all constructed from the same mould of uniformly good material, are remarkably close in performance. Their designer skimped a little on lead because he believed that four men in the crew allowance would hold them down to proper waterline and sailing angle. About a month after they were launched it was decided that the addition of some lead ballast would be an advantage. This was placed in the bilge and when properly distributed made the boats much stiffer and did away with the necessity of four in crew in heavy breezes.

This lead has been cast in two slabs and inserted in deadwood of keel just above the lead for 1927 and should stiffen them still further because of the 18 inches greater leverage it will assert.

The sail plan has been slightly altered to counteract this leverage. All mainsails will be slightly larger next year, because they will be cut to nearer the full length of boom and hoist. The forward triangle has been filled by adding about 18 inches to hoist of jib, thus increasing its area by about 3 square feet.