



# Yachting

VOLUME 121 • NUMBER 4

CONTENTS for APRIL, 1967

Herbert L. Stone : 1908-1955

**Publisher**

CRITCHELL RIMINGTON

**Executive Vice President**

ROBERT N. BAVIER JR.

**Editor**

WILLIAM W. ROBINSON

**Managing Editor**

MARCIA WILEY

**Associate Editors**

B. DEVEREUX BARKER III  
W. MELVIN CROOK  
W. H. deFONTAINE  
ALFRED F. LOOMIS

**Assistant Editors**

ROSEMARY CURLEY  
ELLEN HORAN  
SARA CHANEY, Ed. Ass't

**Art Director**

THOMAS POMPIEAN  
VICTORIA BLANCHARD, Ass't

**Production Manager**

ELAINE C. FARRAR

**Advertising Manager**

DARWIN W. HEATH

**Eastern Adv. Manager**

RICHARD F. GOENNEL

**Advertising Sales**

WINSLOW LEWIS JR.  
LARRY NELSON

**Advertising Coordinator**

PAT GAMMINO

**Florida Representative**

JON E. ARDEN & ASSOCIATES  
231 Aragon Ave.  
Coral Gables, Fla. 33134  
Phone (305) 445-1404

**Mid-Western Representative**

FALL & MARSH INC.  
Willow Hill Executive Center  
540 W. Frontage Rd.  
Northfield, Ill. 60093  
(312) 446-9100

**Western Representative**

DOUGLAS C. LANCE & ASSOCIATES  
502 Bellefontaine St.  
Pasadena, Calif. 91105  
Phone (213) 682-1464

YACHTING is published monthly by Yachting Publishing Corporation at 50 West 44th St., New York, N. Y. 10036. Critchell Rimington, President; Robert N. Bavier Jr., Executive Vice President; William W. Robinson, Vice President; W. Melvin Crook, Secretary; Marie R. Morris, Treasurer and Business Manager; Jane E. Perry, Circulation Manager.

Subscription price, U.S. & Possessions, \$7.00 a year; two years, \$12.00; three years \$16.00; single copies, 75 cents; "Show Number," \$1.25. Canada, Foreign (including Pan American), \$8.00. Change of address must reach this office five weeks before it is to be effective; old and new addresses must be given.

Second Class postage paid at New York, N. Y. and Dunellen, N. J. Agent for Great Britain, Willen Ltd., 61/A The Broadway, London, E. 15, England. YACHTING is indexed in the "Readers Guide" and "Book Review Index." Copyright © 1967, by Yachting Publishing Corporation. All rights reserved. Trademark registered in U. S. Patent Office.

**COVER**

**Luhrs Cruiser at Little Egg Harbor YC**

*Photograph by Joseph Clawges*

Southern Ocean Racing Results . . . . .	B. Devereux Barker III . . . . .	45
Annual Maintenance . . . . .		65
Fiberglass Surface Imperfections . . . . .	Boughton Cobb Jr. . . . .	66
Rust: The Uninvited Guest . . . . .	A. Paul Smith . . . . .	68
The Upkeep of Teak . . . . .	Jim Emmett . . . . .	69
Surveying: Truth or Consequences . . . . .	Robert W. Carrick . . . . .	70
Sources of Maintenance Information . . . . .	Ellen Horan . . . . .	73
The Care of Sails . . . . .	Kenneth E. Watts . . . . .	74
Electronic Navigation: Part I		
Electrified Cruising . . . . .	Jack West . . . . .	75
A Man and His Boat . . . "Wild Goose"	A. Roulon Mansfield Jr. . . . .	78
Our Cruising Houseboat . . . . .	Mary Clark . . . . .	80
Everglades Expedition: Part II . . . . .	Richard T. Fisher . . . . .	82
Predicted Loggers Keep Rolling Along . . . . .	M. L. Hersey . . . . .	86
Olympic Sailing—A Rising Fever . . . . .	Bill Robinson . . . . .	88
Proof of the Pudding . . . . .	Jerry Hart . . . . .	91
Customizing the Open Runabout . . . . .	Fred C. Clark Jr. . . . .	92
At Sea Without a Rudder . . . . .	Art Biehl as told to Don Selby . . . . .	94
Setting Up a Junior Program: Part II . . . . .		250
How to Measure a Yacht (for Documentation) . . . . .		260

**Departments**

The Month in Yachting . . . . .	45	With the Sport Fishermen . . . . .	103
With the Racing Classes . . . . .	54	Cabin Talk . . . . .	104
Junior Yachting . . . . .	55	With the Power Squadrons . . . . .	106
They Sail to Win . . . . .	56	Control Points . . . . .	108
More Power To You . . . . .	58	U. S. Coast Guard Auxiliary . . . . .	110
Yachting Eyes a Boat . . . . .	59	Washington Report . . . . .	112
Deep Water Racing . . . . .	60	Book Notes and Reviews . . . . .	118
Under the Lee of the Longboat . . . . .	62	From the Readers . . . . .	192
Outboard Yachting . . . . .	92	News From Yachting Centers . . . . .	194
Gadgets & Gilhickies . . . . .	95	America's Cup News . . . . .	242
Design Section . . . . .	96	Boating Business . . . . .	256
Waterfront News . . . . .	102	It's New . . . . .	258
Regatta Results . . . . .	269		

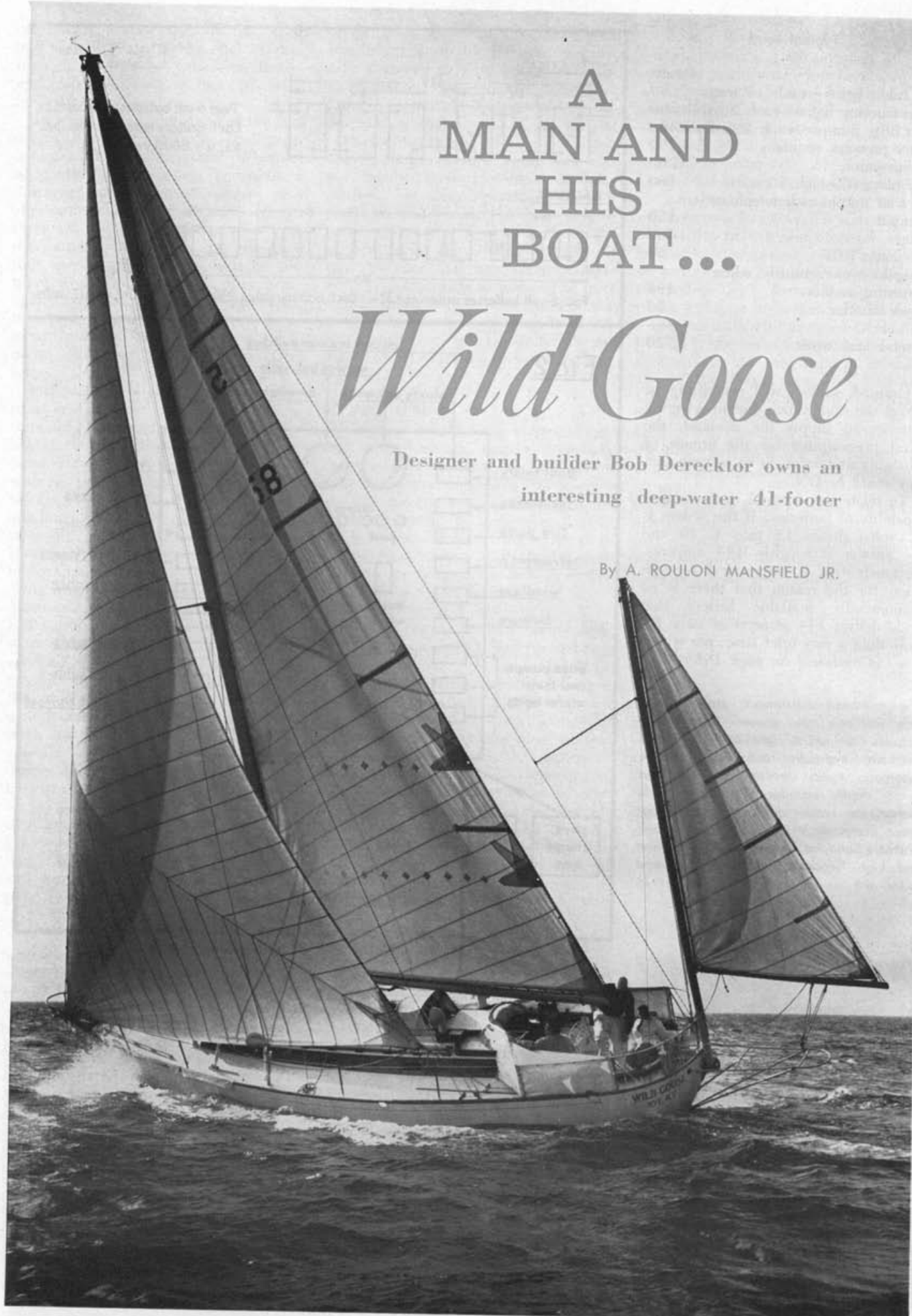
**CHANGE OF ADDRESS** requires five weeks' notice. Please furnish address imprint from a recent issue, if possible. If not, send old address with the new, including postal ZIP Code. YACHTING PUBLISHING CORP., 50 West 44th St., N.Y., N.Y. 10036. (Phone: 212-MU 2-3214)

A  
MAN AND  
HIS  
BOAT...

*Wild Goose*

Designer and builder Bob Derecktor owns an  
interesting deep-water 41-footer

By A. ROULON MANSFIELD JR.

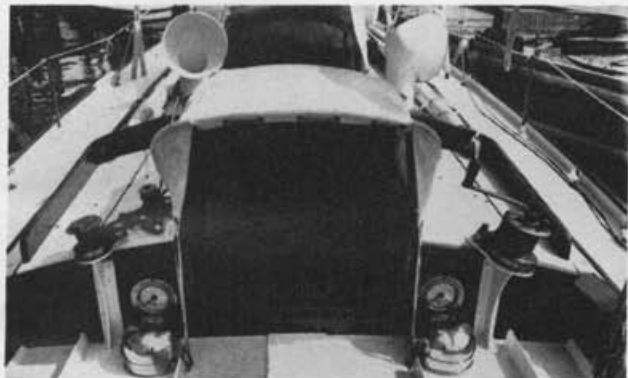


"WILD GOOSE" is a 41' yacht designed and built in 1965 by 45-year-old Bob Derecktor for his own use. Like Bob, she is reasonably controversial and terribly good. Although he really prefers aluminum as a hull material because it is light and strong and most of the recent products of his yard are of the metal, *Wild Goose* is single planked of mahogany with an inner skin of plywood laid vertically between frames, glued with epoxy and screwed to the planking. This is a construction technique developed by Derecktor which he also likes. It was used on Bill Snaith's successful 50-footer *Figaro*, designed and built at Derecktor's Mamaroneck, N.Y., yard in 1963. Another reason for using wood was that most of the master craftsmen at the yard are woodworkers. Derecktor wanted to keep the "feel" of wood in the shop, and a wooden boat hadn't been built for some time before.

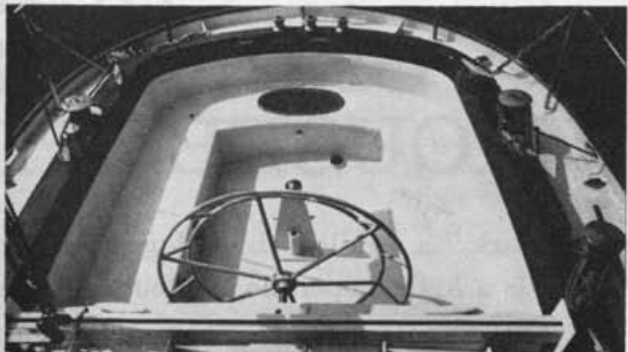
Most of the time *Wild Goose* is raced as a sloop, but she can be rigged as a yawl with the mizzen stepped abaft the transom. To support and service this unusual arrangement, she has a removable boomkin.

Bob's first experience with building things came before World War II when he was affiliated with his father in the home construction business. He feels this was good training for becoming a boat builder because he learned to question the traditional methods and try something new if there was a chance it might be better. He had been around boats as a youth and built a 26-footer for himself at age 13.

During World War II he worked at building boats in a number of yards around the Long Island Sound area and at one, Minneford's, developed a method that cut to almost a third the number of man-hours required to plank the famous Army T-boats.



Looking forward from cockpit: Bridge deck has raised baffles to keep accumulated gear from sliding to leeward in a heap. Reel winch to starboard controls centerboard, winch to port the permanently installed boom vang. Note overly large cowl vents, paired speed indicators and compasses. Unusual double-rim wheel (below) permits helmsman to grasp connecting pieces at comfortable angle. Three small winches on coaming aft serve mizzen, oval-shaped plexiglass just forward allows light in lazarette area. Also note rugged traveler, wide coaming for comfortable sitting, and lack of seat lockers



Derecktor's own yard was opened at Mamaroneck in 1947. The first boat he built was a 40' sloop named *Mariann* for George Gibbons. Two years ago the yard built a 42' aluminum sloop of the same name for Gibbons. The yard builds both powerboats and sailboats, but the emphasis definitely has been on sail.

One hears a great many foreign tongues around the Derecktor yard. Many of his skilled workmen come from such diverse places as Denmark, France, Germany, Italy and Portugal. One of the attractions no doubt has been a modified apprentice system which Derecktor instituted. The apprentice earns a good wage in order to survive in this country, and therefore rapidly becomes a specialist in some skill. He is also exposed to other skills whenever the opportunity presents itself.

Despite the impression given by the design effort that has gone into *Wild Goose* and some other boats, Derecktor considers himself primarily a builder. Nobody could be building four fine yachts at the same time and be doing the designs of a number of others simultaneously, not even Derecktor. Now let's have a close look at some of the thinking that has gone into *Wild Goose*.

Bob's previous boat, the 36' *Gray Goose*, created controversy with her speed, spartan interior arrangement and exterior shape. *Wild Goose* remains fast and at least different in exterior appearance, but her interior is far from spartan. Two thoughts were important in designing the interior. The first was to establish berths amidship or further aft. Second was to have a twin-berth after stateroom. Forward berths are comfortable enough ocean racing in light to moderate seas and even in heavy conditions well off the wind. However, when it gets rough on the wind, they are a different story. Bob really prefers an open arrangement below, but compromised for privacy's sake by creating the after cabin which can be completely closed off from the rest of the boat.

Many aft-cabin designs have a midship cockpit, but Bob did not want this. He hoped to go to sea in such rugged events as the Bermuda and Transatlantic races where the salt spray is sure to fly in abundance. The further aft the helmsman and his fellow watch mates are, the drier they are likely to stay. He therefore wanted to create a vessel with an after cockpit large enough for socializing in port and laid out to permit easy handling of the boat in the most competitive racing circles.

Immediately during and after *Finisterre's* six-year reign as queen of the Bermuda Race, the keel-centerboard design became universally popular. In the last few years the trend seems to have been toward proportionally beamy, but purely keel designs. No doubt changes in the CCA rule and potential centerboard problems helped bring about the change. Nevertheless, some designers still like to work with center-

(Continued on page 122)

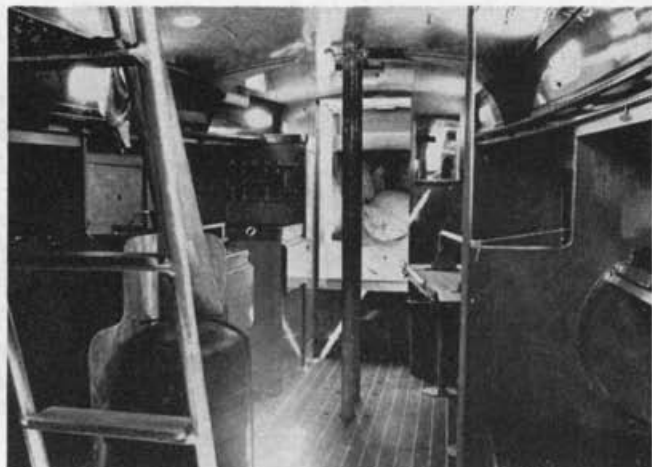


To avoid high weight, winches are mounted low on mast which is stepped on deck in unusual manner

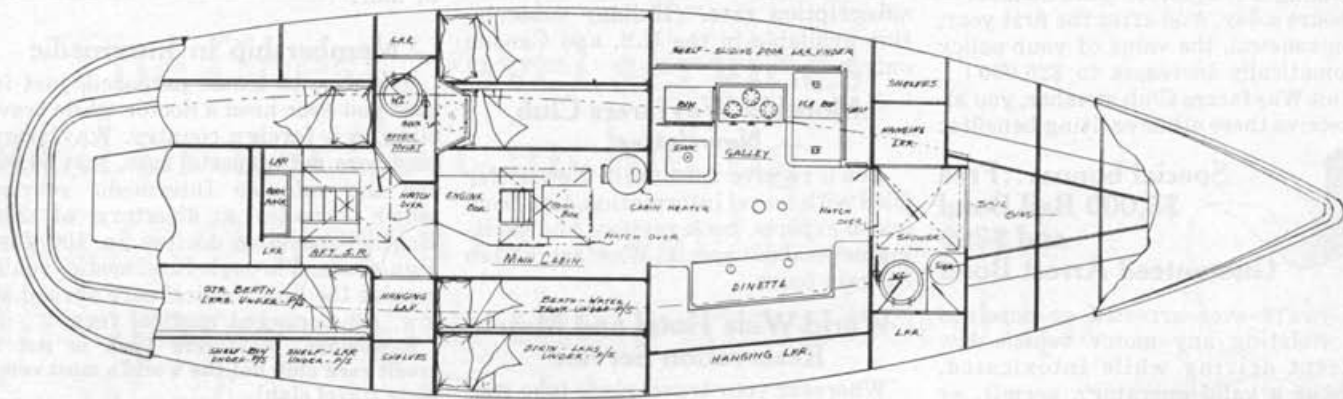
David Rosenfeld photos



Looking aft from galley: Padded bunk board on semi-circular track (left) locks up for sleeping or down to be backrest for seat



Looking forward from engine box with one of heaters in foreground: Sail bins can be seen forward of head



## A MAN AND HIS BOAT . . . "WILD GOOSE"

(Continued from page 79)

boards and Bob Derektor is definitely counted among them.

Bob feels that the board's great assist in balancing the helm is invaluable to a finely tuned racing boat. To further assist the balancing potential of the centerboard, it can be moved bodily fore and aft in the trunk as well as up and down. As the wind blows harder and the center of effort moves further aft on the sail plan, *Wild Goose's* center of resistance can be moved aft to compensate.

Bob also feels that shallow draft is an added safety factor when experiencing severe weather conditions offshore. He feels that a deep keel boat is more likely to trip on a steep sea and roll over. His reasoning is that the solid water in a wave does not move much laterally; only the crest moves in a horizontal direction. Bob feels that since a deep boat has more keel in solid water, it resists the forward movement of a cresting sea. With the bottom holding firm and the top of the yacht being thrown forward, the tendency is to have the crest sweep across the hull or possibly bowl her over. On the other hand, a shallow hull is proportionally more in the crest which is moving in one direction. She will tend to be pushed along with the crest and not be tripped up. Obviously we are discussing what amounts to survival conditions, but a yacht sailing far offshore has to consider such possibilities.

*Wild Goose* has a high aspect-ratio centerboard, a long and narrow shape similar to the daggerboards found on some one designs. It is generally conceded that this is the most efficient shape, but it presents design problems. The CCA rule penalizes the weight of the board as ballast. Thus a long slim board must be built as lightly as possible, preferably with a hydrofoil shape and maximum beam about 30% back from the leading edge.

Bob originally designed *Wild Goose* with a normal rudder directly behind the keel. However, for the long offshore

Layout concentrates berths aft where sleeping is best offshore. Small head aft (right) is made larger by recessing basin over port main-cabin lower berth



### A partial list of well-known Derektor-built boats.

(There have been about 70 in all.)

Yacht	Hull Material	Owner	Year Built
<i>Antilles</i>	W	Percy Chubb II	'58
<i>Carillon</i>	A	Wells Morss	'64
<i>Circe</i>	A	Carl Hovgard	'66
<i>Figaro IV</i>	W	William T. Snaith	'63
<i>Inverness</i>	W	Robert W. McCullough	'63
<i>Katama</i>	A	Fred Adams	'65
<i>Kittiwake</i>	A	Humphrey B. Simson	'65
<i>Palawan</i>	A	Thomas J. Watson Jr.	'66



Only a Trumpy-built yacht carries these scrolls. They symbolize our pledge to incorporate only the latest progress in design and construction. The result is the ultimate in performance, comfort, and craftsmanship.

JOHN TRUMPY & SONS, INC.

ANNAPOLIS, MARYLAND

*America's Foremost Custom Yacht Builder*

...races he decided to add a separate spade rudder aft which is retractable when not needed. It operates with the regular rudder when in the down position.

Another basic design concept that *Wild Goose* epitomizes is a hull shape with short full ends. Every attempt has been made to keep weight in these areas to a minimum. Any weight in the bow and stern of a boat tends to set up a recurring seesaw action, often referred to as hobby-horsing, which will slow down a boat in a seaway. Long overhangs will tend to cause the same motion. With a short-ended hull you do lose the handicap advantage of a measured short waterline which lengthens out when the boat heels over. However, Bob feels that the overall gain in easier motion in a seaway offsets the longer overhang's handicap advantage. *Wild Goose's* beam is carried well aft, another characteristic of Derecktor's designs. This permits a wide spinnaker- and genoa-winch base to keep the slot open between headsails and mainsail. It also gives much more storage space for cruising gear.

Bob's boats with mizzen masts remind one of Joshua Slocum's *Spray* which had a mizzen back on the stern rail to help steer her around the world on a minimum of time at the helm. *Wild Goose's* mizzen (when rigged) is in much the same place for the same reason. When sailing in a real seaway with the bow being pushed to leeward, a properly trimmed mizzen will help the helmsman bring it back with a minimum of rudder motion. If you have a helmsman who tends to drive off excessively, you can usually compensate for him by slightly overtrimming the mizzen. If this is done subtly enough, it will keep him working to weather without hurting the boat's speed.

The mizzen's placement way aft also keeps it out of the main's slip stream as much as possible to permit maximum bite on undisturbed air. Having the mizzen aft of the stern pulpit permits the boom to be dropped right down to the boomkin thus getting the windage of boom and sail that much lower when not in use. The position of the mizzen

also permits larger mizzen staysails. However, this means little to *Wild Goose's* skipper as he is not favorably inclined toward staysails. He feels that they often interfere with the major sails and disrupt concentration on their trim. On *Wild Goose* a spinnaker staysail (which represents no measured area) may be tolerated, but a mizzen staysail is not carried.

An interesting rigging feature that *Wild Goose* employs when rigged as a yawl is a tube which runs from the truck of the mizzen mast forward and down to the permanent backstay. This strut eliminates the need for lower shrouds aft and a preventer, thus cutting down an overall windage.

#### Interior layout

Since the sails which are changed in the course of a race are almost always at the bow, it seemed logical to store sails there. True, this does put some weight in the bow, but sails are the bulkiest items aboard for their weight. There is a low 24" bulkhead at the after end of the sail locker which prevents sailbags (put back improperly during the heat of a race) from falling out of the area. This bulkhead is also the forward part of the self-draining shower sump which is directly beneath a large hatch. The shower is amidships and immediately aft of the sail locker. The head and lavatory are outboard of the shower to starboard with a hanging locker to port. Clothes don't mind the motion, and if it is too rough to use the forward head, the after one can be used.

Sailbags are made up with tabs and strong grommets at each of four corners. At each corner of the forward hatch, strong and well-rounded hooks are located to receive the grommets on the sailbag. When it is time to return a sail to the bag, the bag is attached to the four hooks in the mouth of the hatch and the sail stuffed into it. This keeps the bag from blowing away and immediately helps to give the sail a home and get it out of the way. Each spinnaker has its own Dacron turtle into which it is flaked whenever

America's Finest Boat Shoe

BY MAIL ONLY



**DEER-DECKERS** of Genuine Deerskin, best for boaters because they dry soft, flexible after wetting. Hand crafted of wild Oregon mountain skins, nylon stitched, leather lined, deck-grip sole. Men's, women's sizes in tan or white. **Rushed postpaid, guaranteed, \$18.95 pair.** (Send for FREE folio)

**RICHARD DOUGLAS, 3710 S.W. Idaho Terrace, Portland, Oregon 97221**

## Wind Guide...

*Relative Wind Direction Indicator*

*A quality instrument used for over ten years on many of America's finest yachts!*

WITHOUT REFERENCE POINTER	
Brass . . . . .	\$268.00
Chrome . . . . .	278.00
WITH REFERENCE POINTER	
Brass . . . . .	\$278.00
Chrome . . . . .	288.00



*Detailed brochure available upon request*

**Broce Engineering Company**  
P.O. Box 424, Midway City, California

# Bernard boat letters and numbers are the greatest...

THEY'RE DURABLE!

THEY'RE MODERN!

THEY'RE SEA-TESTED!

**7" or 3 1/2" BOAT NAME LETTERS—Deluxe Hi-Style Script, gold face with white bevel.**

**2" or 3" COMPANION for the 7"—3 1/2" or 5" letters—gold with white or black bevel. Numbers available.**

**5" BOAT NAME LETTERS—Deluxe Classic Roman, gold face with ebony bevel. Numbers available.**

**3" REGISTRATION LETTERS and NUMBERS—black with yellow beveled edge or white with red bevel.**

**4" BOAT NAME LETTERS—Hi-Style Script, gold Super-Stik.**

**3" black, white or red Super-Stik letters and numbers for registration.**

**2" or 3" gold Super-Stik companion for the 4" Roman or Script. Numbers available.**

**4" BOAT NAME LETTERS—Roman, gold Super-Stik.**

**MOLDED PLASTIC LETTERS AND NUMBERS including necessary screws and brads—properly spaced holes are molded in.**

**SUPER-STIK LETTERS AND NUMBERS of gold vinyl Mylar with pressure sensitive adhesive backing**

## BERNARD IDENTI-PLATES

**BILGE PUMP**

**IGNITION**

**COMPASS**

**NOTICE OPERATE BLOWER 5 MIN. BEFORE STARTING ENGINE**

Molded plastic plates—69 different identifications in display kit.

## NAUTICAL FUN PLAQUES

**NOTICE TO LANDLUBBERS**

**PANIC BUTTON**



Look for this counter display containing Bernard Gothic Alphabets at all authorized dealers.

Select skin-packed Hi-Style Script and Deluxe Roman letters from revolving floor displays.



All these Bernard Products are available at most Marine Dealers

**BERNARD ENGRAVING CO., 5055 Stickney Ave., Toledo, Ohio • Phone (419) 729-3914**

taken down. The forward stowage of sails is particularly welcome in a longer race when exhaustion gradually builds up. It is pleasant not to have to tug a sailbag the length of the vessel before you start hanking on the sail.

Aft of the head is the galley to port with the dinette to starboard. These are in about the same position as head and hanging locker in a more conventional design. Derecktor feels that in moderate and light offshore weather the crew can cook and eat in this area with no discomfort. In heavy weather he feels there is little eating or cooking done, no matter where the galley and eating areas are located. In this case he prefers to have the galley forward where it will be used only slightly and the berths aft where the crew can really rest with the reduced motion. Another advantage of this galley and dinette location is maximum separation of the sleepers from the men cleaning up. If the sleepers get away from this struggle they will get just that much more rest.

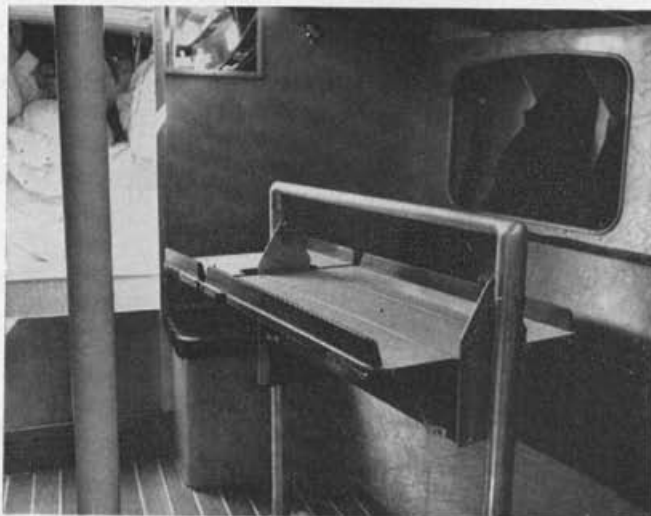
The dinette table is fully gimballed and is installed to withstand the inevitable body that will fall against it. A storage space immediately outboard of the dinette seat permits a crew member to store his jacket for immediate use in case of a hurried sail change.

The galley has mechanical refrigeration, a five-burner, gimballed Heritage stove and a sink deep enough to keep the dishwater off the cabin sole even when the boat is well heeled. Everything, including ample storage space, is within easy reaching distance of the galley worker.

Next aft is the main cabin with four permanent berths. The upper bunks are unique in that they have padded and adjustable bunk boards that swing down to form the backrests of the lower bench seats or up to form "body locks." In this cabin is the first of two iron heating stoves. They are not attractive to look at, but they put out a great deal of good dry heat. In *Grey Goose* one was kept going during a trip to Florida when it was cold enough to freeze the water in the scuppers. In your writer's opinion, only a

stove that burns solid fuel can quickly dry clothes and eliminate a damp atmosphere. The engine box is amidships in this cabin and receives the companionway ladder. Both this companionway and the after one are on the centerline of the boat. Very often designers call for companionways to be offset from the centerline to permit a center passageway to the after cabin. This puts a large opening nearer the water in the event of an unexpected knockdown. Any hatch is a potential source of danger.

Also in the main cabin area, attached to the overhead, are some of Bob's custom-made aluminum clothes hooks. They go a long way towards keeping the cabin sole clear of foul weather gear, sweaters, etc., especially at night when it is doubly hard and unlikely for the watch coming below to find hanging lockers. Forming the final step of the com-



"Wild Goose" has a heavily built table opposite the galley

# WHICH YACHT DID JIM WYNNE BUY? THE NEW 1967 AVENGER 39, OF COURSE!

\$38,750



For his own personal use, famed ocean racer and naval architect Jim Wynne chose the new Avenger 39.

**Better than ever**, with new quality-control techniques. The first traditional-design flush-deck yacht with proven, all-new fiberglass hull.\*

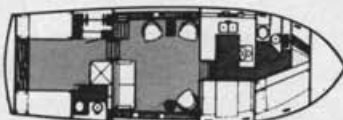
**Not only fast** (over 30 mph) but proven remarkably level at all cruising speeds. Now with new extra-wide bunks and amazing new storage conveniences. Comfortably sleeps 8 in 4 separate cabins. Includes 6,500 watts of auxiliary power. Designed by Jim Wynne and Walt Walters.

Write today for a brochure on this exciting and unique new yacht!

**avenger yachts inc.**

517 N.W. South River Drive • Miami, Florida 33136  
Telephone (305) 377-9443

Length 38'8", Beam 13'6",  
Draft 3'6"  
Fuel capacity 300 gals.  
\*U.S. Patent #3303809



panionway is a well equipped two-shelved toolbox. It is easily reached in a hurry and large enough to store most of the boat's tools in one place.

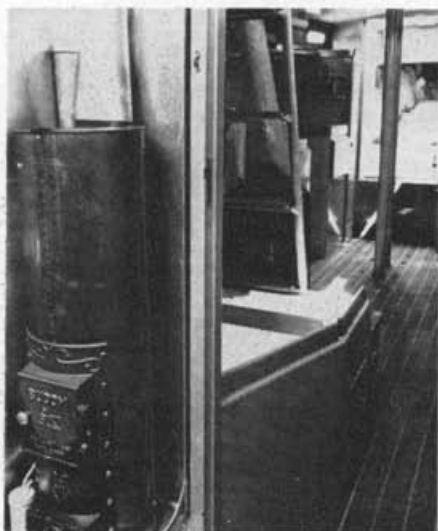
All the way aft is a twin-berthed cabin. It is served by a private bath and hanging locker, both of which are well ventilated. The main companionway ladder can be swung out of the way to allow work at a chart table. This permits the navigator to communicate easily with the helmsman and the watch on deck. It also permits the navigator to work without disturbing the four men off watch sleeping in the main cabin. Also located in this area are the main switch panels and access to the lazarette from each of the berths. This access permits easy inspection of the complete steering gear mechanism. But, above all, the after cabin permits real privacy for the occupants.

## Topside

On deck even more ideas lead us to realize that this is truly an ocean-racing, thinking man's boat. All crews on *Wild Goose* learn about setting interim jibs which may or may not use the removable forestay. With races being won or lost by a matter of seconds, a naked foretriangle is to be avoided. The interim jib is immediately available. It remains flaked down between the bulwark and a seven-foot-long handrail. In a long race an attempt is made to determine which will be the predominantly windward side and the jib is lashed there. This keeps it drier and easier to handle when needed hurriedly while the boat is severely heeled.

The forward lower shroud on the mainmast is adjustable fore and aft. It is attached to a heavy-duty slide which runs on Monel track. This permits the spinnaker pole to be trimmed perfectly square, even though the rigging plan calls for the lower shroud to be located considerably forward of the mast on the wind, in a seaway or when reefed. The leech of any reefed mainsail sets up a severe strain on the mainmast and the lower, leading reasonably well forward on both sides of the mast, will help to relieve the strain.

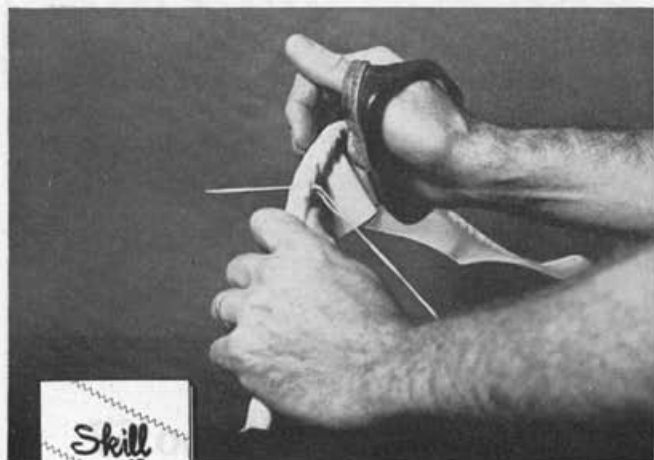
Bob does not like roller reefing. When the wind becomes too strong for a double-reefed main, he prefers a storm trysail of reasonable size that is easily set. *Wild Goose* has a separate track on the starboard side of the mast for the trysail that runs down to within six inches of the cabin top. A special outhaul runs inside the hollow aluminum boom and is permanently rigged. Thus the trysail can be hanked on and left flaked down ready for use. When it is time to hoist, the starboard of two spinnaker halyards is passed outboard of the shrouds and aft. The upper shroud does not go all the way to the mast truck (mainly to save weight aloft) and permits a reasonable lead for the halyard. An aluminum fairing piece on the tang for the upper shroud prevents wear on the tang. The beauty of this arrangement



Both of "Wild Goose's" heaters can be seen in this view looking forward from after stateroom

Rosenfeld

## These are the hands of a WORKING SAILMAKER.



They belong to Ed Thurston, President by title, Sailmaker by profession.

They represent better than anything else the personal interest he takes in every sail that leaves the loft. But if you ever get the chance to examine them close-up, you'll see that there is more than interest involved in a Thurston Sail.

Write for free booklet,  
"SKILL IS THE SECRET IN SAILMAKING."

**THURSTON Sails, INC.**  
WARREN RHODE ISLAND

ATTENTION SUNFISH, SAILFISH OWNERS  
**"BIG SANDY"®**

Let  
"Big Sandy"  
Carry Your  
Boat and  
Save Your  
Back!

Makes launching easy, effortless. Transport your sunfish or sailfish over rocky terrain or sandy beaches. Fits in center-board well. Sand-ejector wheels. Galv. stainless steel constr. Non-metallic molybdenum impregnated bearings. Extra wide tires. See your dealer or order direct. \$78.50 f.o.b. Houston. Send name, address, check, money order or C.O.D. Texas residents add 2% Sales Tax. SATISFACTION OR MONEY BACK. DEALER INQUIRIES INVITED.

5205 ASHBROOK • HOUSTON, TEXAS  
COMMERCIAL ENGINEERING CORP.

ALCORT  
**Sailfish® Sunfish®**

ALCORT, INC., DEPT. Y-47 P.O. BOX 1345, WATERBURY, CONN.  
IN CANADA: SAILFISH SPORTSCRAFT, LTD., 59 INDUSTRIAL ROAD., RICHMOND HILL, ONT.  
GENTLEMEN: PLEASE SEND ME YOUR SAILFISH • SUNFISH COLOR FOLDER

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZONE \_\_\_\_\_

is that the trysail can be set while the main is still drawing. Halyard transfer and the delays usually encountered when trying to get a trysail through the mainsail track switch are avoided. In use this proves a most seamanlike maneuver and can be accomplished by a helmsman and one man, once the routine is familiar.

One unusual feature of the boom is a hole near the cockpit that permits the engine gearshift handle to be inserted in it. No one likes to leave the clew reefing line in the sail when not needed. By the time it is needed, there is usually an active sea running and it is difficult to walk out on the boom. The purpose of the hole is to give the man something more secure to stand on. The hole goes all the way through the boom to permit the lever to be inserted on either tack.

The cockpit seats a minimum of six comfortably in port and makes a good work area while racing. Two Barient winches on each side are set as low as possible to keep their weight low. The traveler is a female type track with a roller-bearing car surrounding it. Pins can be placed in the track at about four-inch intervals to allow sensitive adjustment of the athwartship mainsheet lead. There are no seat lockers, thus guaranteeing complete watertight integrity.

In competition, *Wild Goose* has been most satisfactory. In 1966 she was second in Class C and fleet 11th in the Bermuda Race, and fourth in Class B for the Transatlantic Race. *Wild Goose* has more than held her own on the wind and is steadily improving off the wind. Bob is still learning about the boat, and we may rest assured that heavy thinking constantly will be applied to improve her. It is Bob Derecktor's way of life.

## OLYMPIC SAILING—A RISING FEVER

(Continued from page 89)

roster, but the number went as high as 15 classes in 1920. It was a fairly informal, helter-skelter business in the early days, with a great advantage to local sailors. Each year the classes changed, and few countries had any concerted Olympic sailing program. Sailors who happened to be personally interested in competing made their own arrangements—and paid their own way—in most countries.

When the United States showed up on the Zuider Zee in Holland for the 1928 Games, there were three classes—for Eight-Meters, Six-Meters and dinghies. A returning American quoted an old New Bedford whaling captain to sum up our experience. "We've been gone over three years and took no whales, but we had a damn good sail."

We were outclassed in all three classes, but our Six-Meter skipper, Herman Whiton of Oyster Bay, Long Island, was to be heard from in later years. Indicative of the caliber of our participation, when Dr. Manfred Curry, who had been supposed to sail in dinghies for the United States was unable to do so, Gustavus T. Kirby substituted, despite the fact that he was a big-boat sailor who had never sailed in a dinghy before.

In this regatta only first places counted. A boat could have had seven second-place finishes and much the best overall standing, but still could not have won. In 1932 at Los Angeles and 1936 at Kiel, Germany, the scoring was the conventional system of one point for starting and one for each boat beaten, departing from the Olympic philosophy of concentrating on winning rather than consistency.

Except for the Monotype single-handed class, the sailing in the 1932 Games was pretty much of a bust. The dinghies sailed an obstacle course inside the Los Angeles breakwater on a round-robin basis. There were 11 boats and 11 races, with Jacques Le Brun of France winning and Bill Lyon of the United States coming in seventh.

Two of the dinghy skippers, Jan Maas of Holland and Colin Ratsey of Great Britain, doubled in the Star Class, commuting by speedboat from the inner course to the Star course outside off Point Fermin. Of the seven entries,