

COMET CLASS YACHT RACING ASSOCIATION
INTERNATIONAL CHAMPIONSHIP



CORSICA RIVER YACHT CLUB

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September 5-7 1952



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GOVERNOR

EXECUTIVE DEPARTMENT
ANNAPOLIS, MARYLAND

April 1, 1952

To The Members and Guests
of the Corsica River Yacht Club:

It is my pleasure to congratulate and commend the Corsica River Yacht Club on its public spirit and interest in a great sport, as evidenced by its hostship of the 1952 International Championships of the Comet Class Yacht Racing.

I want to assure all visitors who are attracted to Maryland by these events that they have the State's Official welcome, and our best wishes for a pleasant stay among us. I hope that many will find the time and opportunity to visit other areas of our Bay country and more distant parts of the State.

To all in attendance, I wish a most successful meet, good yachting and pleasant days.

Sincerely,

Governor

TRMc:Q/js



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Schedule Of Events

Eastern Daylight Time

Thursday, September 4

2:00 P.M.—Measurement of sails and rudders, Centreville Hotel.

7:00 P.M.—Informal Gathering, Centreville Hotel.

Bar Open (Set Ups Obtainable). Buffet supper.

Friday, September 5

8:30 A.M.—Measurements of all sails and rudders (not measured on Thursday) and Boat Inspection at Launching Beach.

11:00 A.M.—Skippers and Crews—Briefing at Launching Beach.

2:00 P.M.—Warning Gun — FIRST RACE. Rendezvous at Committee Boat.

6:30 P.M.—Cocktail Party, Centreville Hotel.

7:45 P.M.—Maryland Crab Feast, American Legion Headquarters."

Saturday, September 6

11:00 A.M.—Warning Gun — SECOND RACE.

6:30 P.M.—Cocktail Party, Centreville Hotel.

7:45 P.M.—Regatta Banquet at American Legion Headquarters, Centreville.

10:00 P.M.—Dance, Centreville Hotel.

Sunday, September 7

10:30 A.M.—Warning Gun — THIRD RACE.

Directly after Race—Presentation of Prizes at the Launching Beach.

NOTE: Contestants and officials will be the guests of the Corsica River Yacht Club at the cocktail parties. Tickets for the Crab Feast, Banquet, and Dance available at Registration Desk—\$7.00.

N.B.—Changes in the above schedule will be posted on Bulletin Boards at the Centreville Hotel. This constitutes official notice. For any I.R.C. information desired, address J. J. Fernandez, Jr., 929 81st Street, Brooklyn 28, N. Y.



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FIVE CHAMPIONS

9 Championships

1939—Robert Levin

1940-41-46—Philip A. Somervell

1947-48—Owen P. Merrill

1949-50—Howard Lippincott

1951—Chas. W. Lyon, Jr.

1952 COMET INTERNATIONAL CHAMPIONSHIP

General Information

Scoring and Rules

The boat receiving the highest number of points is officially declared the International Champion. Points are awarded as follows: One point for completing the course and one point for each boat beaten in each race. The winning boat in each race is awarded an additional quarter point. Ties in series decided in favor of boat twice ahead. All boats entering the series are considered as contestants in each race. The Official N.A.Y.R.U. Rules will apply.

Prizes

International Champion. The John Eiman President's Permanent Trophy and replicas to skipper and crew. Runner-up and skippers and crews of Comets finishing within first seven in series and the skippers and crews of daily first, second and third will be awarded prizes. The Herbert L. Stone Perpetual Trophy will be awarded to person scoring the highest number of points sailing as a skipper for the first time in a National or International Championship.

Entries

Eligibility through Territorial Eliminations only or in accordance with 1952 C.C.Y.R.A. rules. Properly filled out entry blanks must be in the hands of the International Secretary, John J. Fernandes, Jr., 929 81st Street, Brooklyn 28, N. Y., at least ten days before the first race. Blanks may be secured from your Regional Vice President. The entry of at least one of the members of a fleet must include Summaries of Fleet Elimination Races. Except under extenuating circumstances, properly filled out entry blank **MUST** be in the hands of the Secretary **ON OR BEFORE** August 28, 1952, otherwise entries will not be permitted.

Registration

Skipper and crew are requested to register **IMMEDIATELY ON ARRIVAL** at the Registration Desk at the Pioneer Point Regatta Headquarters. Instructions and all information will be furnished at that time.

Housing

Forward your request for reservations to Mrs. J. Hall Barton, Chesterfield Ave., Centreville, Md.

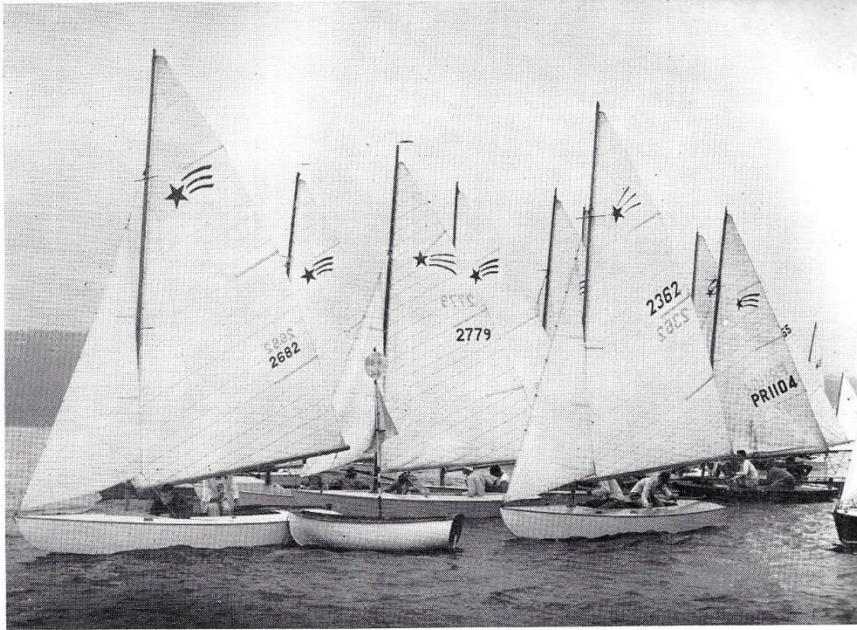
IMPORTANT: A deposit of \$5.00 per person will be required no later than August 28th to assure reservations. No telephone reservations will be accepted.

Measurements

The Chief Measurer and his assistants will measure sails and rudders beginning at 2:00 P.M., Thursday, September 4th, at the Centreville Hotel. No sails or rudders may be used during the regatta except those approved by the Chief Measurer. All boats will be inspected for regulation equipment and must be qualified by official inspector. See C.C.Y.R.A. Handbook for 1952.

Location

The Corsica River Yacht Club launching beach and dock is on the estate of Mr. R. J. Funkhouser, at the south side of the confluence of the Corsica and Chester Rivers, approximately five miles from the town of Centreville. The road will be well marked.



We hope to avoid jams like this at Internationals at Ithaca

Launching

Immediately upon completion of registration entries are requested to proceed to the Launching Beach and park their trailers where directed by the Launching Committee. There is ample beach, so that once located, the trailer need not be moved until homeward bound. Entries are requested to lift their own boats into the water, and after each race to lift them out onto their own trailer, as the possibility of storms at this season of the year makes it inadvisable to leave Comets in the water over night.

Meals

Breakfast and box lunch will be available at the Hotel Centreville. For dinner arrangements see Schedule of Events.

Non-Participants

ALL are cordially invited to attend this Regatta and are requested to register on arrival at the Registration Desk. ALL social functions are included. Accommodations will be arranged for by complying with instructions in General Information.

Spectator Boats will be furnished to follow the Racing Fleet.

Welcome To Corsica River

Well known to Chesapeake Bay skippers of craft large and small, the clubhouseless Corsica River Yacht Club may not be so familiar to Cometeers from afar. A bit of background seems in order.

The club was founded in 1936 by a group of sail-minded residents living on the picturesque wooded shores of the river. It has been growing ever since and holding weekly races for a score or more of small craft. It is the only boating organization in Queen Anne's County with a largely farming population of 15,000 and hundreds of miles of shore line.

It has been loaned the use of several desirable waterfront properties at one time or another over the years but is most fortunate now in its present site on Pioneer Point Farm near the confluence of the Corsica and Chester Rivers. At this location, near deep water, and close to the starting line is the launching beach.

The emphasis has always been toward furthering junior sailing and no local boy or girl interested in getting on the water to learn to sail is ever denied an opportunity. Instruction has always been of the informal rather than of the highly organized variety but many of the graduates have gone on to considerable success in major competition.

Better than ten Penguins are active with the youngest sailors getting their first experience in this popular national class. They may then graduate to the Comets of which there are presently eight on the club roster or to some of the Ravens, Thistles or Hamptons belonging to club members. The club owns three Penguins which are available to all comers for instruction purposes.

Corsica River has been an active member of the Chesapeake Bay Yacht Racing Association since 1946 and is represented annually in the Junior and women's Championship events, and this year in the first Men's Championship. Assigned a date on the crowded CBYRA racing

calendar immediately following Oxford Race Week, Corsica regattas have been increasingly well attended. So much so that the club has had to restrict classes scheduled to those in which at least one boat was owned within the club. Last year some 152 boats in ten classes competed, while seven other classes with 70 yachts could not be scheduled because of lack of housing accommodation for their crews.

Many craft from Long Island Sound, Barnegat Bay, and South Jersey have trailed down for the Lowndes Johnson Series for Comets and the Harry B. Wilmer Memorial Series for Stars. In 1951 the Stars rolled 34 yachts to the starting line while the Comets, with a whopping 35 entries, topped all Bay regattas for the class. Cruising Classes have been well filled also.

Through the generosity of Mr. R. J. Funkhouser and the use of his convenient sandy beach and dock, visiting craft can get in and out of the water easily and with no shipyard charges. The club is also helped mightily by the interest and enthusiasm of many local residents who help support it even though they may have no boats of their own at the moment.

The broad waters of the Chester River provide an ideal race course for the small craft and an acceptable one for the large Cruising Classes. The 150 or so members of the Corsica River Yacht Club annually roll up their sleeves to entertain and find housing for the visitors and enjoy doing it. The supply of housing accommodations locally is the limiting factor placing a ceiling on how big a regatta we may hold. Club members with powerboats are always particularly cooperative around regatta time in helping in any way they can.

Comets had their start locally in 1948 when Bill Lyon and a local group started the Corsica River Fleet. There is hardly a bay regatta in which the club's Comets are not well represented. For each of the past two years the club is

(Continued on Page 27)

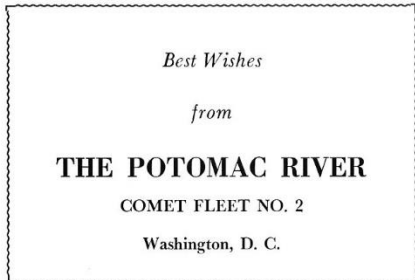
WELCOME TO CORSICA RIVER

(Continued from Page 15)

honored that the present International Championship has annexed the CBYRA Comet Championship.

The members of the Corsica River Yacht Club, operating without a clubhouse, as they have from the beginning, are proud indeed to have had one of their members win top Comet honors. They are prouder still to hold the 1952 International Championship, and to welcome you Cometeers here. We hope you will enjoy your stay on our Eastern Shore as much as we will enjoy having you.

CHARLES E. LUCKE, JR.
Commodore



1952 COMET INTERNATIONAL CHAMPIONSHIP

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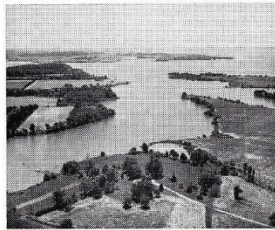
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Potomac River regattas attract fine fleets

Comets On The Bay

By Malcolm D. Lamborne, Jr.

The Chesapeake Bay country has always been proud of its off-spring, the Comet, and the Class, in turn, has more than lived up to expectations in these waters.

For years, it's been the Comet that turned out at regattas in numbers as good as or better than any other one-design. That was true even before World War II, and it still holds. Most of you don't have to be told why this is so. If you race a Comet, you know why. If you don't, then just take one out some day and discover why Cometeers swear by the design, the class and the people in it.

For old Comet hands there has been only one disappointment through the years and that is that the first fleet wasn't chartered by a Chesapeake Bay club. That honor, however, fell to the Yacht Club of Stone Harbor, N. J. But close behind was the Potomac River Fleet (No. 2) at Washington, from whence has come some of the best boosters and hardest workers in the Comet vineyards.

In the summer of 1935, the first Potomac River Comets put in an appearance at the Miles River Yacht Club regatta at St. Michaels. There they met an equally enthusiastic group from Stone Harbor, including Dr. John Eiman, then class president, Dr. Wilbur Haines, and the late Clayton Jenkins.

From this meeting grew long-time friendships and the nucleus for national officers for many years. The first class nationals that year found the Chesapeake Bay represented by D. Verner Smythe, then of Washington, and later to become national president.

Other names such as Col. H. H. Jacobs, secretary of the national race committee for many years; Robert Whittredge, chief measurer, and Comdr. Leslie Wright, former executive vice president, come to mind. They all planned, built and raced Comets on the Potomac, then campaigned up and down the Chesapeake.

They helped carry the Comet Story to other clubs in the Bay country and it wasn't long before the Talbot Fleet at Oxford, Md., (No. 20) and the Severn River Fleet at Millersville Md., (No. 40) were being formed. Then came fleets at North East River Yacht Club, West River Sailing Club, Solomons Islands Yacht Club, Gibson Island Yacht Squadron, Corsica River Yacht Club and Annapolis Yacht Club.

Because the Chesapeake is such a big body of water, it became necessary after a time to establish regional vice presidents for both the Eastern and Western Shores of the Bay. The Western Shore fleets prospered under Smythe as regional veep for some years, followed by Jacobs, Mac Lamborne, Ed Braddock, and Wright, all of the Potomac River Fleet. Tom MacNemar of Indian Landing Fleet is the current regional vice president.

Eastern Shore Comets, meanwhile, grew under R. Hammond (Bob) Gibson, who has held a similar post for years. The Talbot Fleet was chartered in 1936 and the Corsica River Fleet came into being in 1948. His enthusiasm and willingness to work for the Class are as undi-

minished as the day he decided to transfer from the Star Class.

After several years, a major Comet event developed off Oxford, the race for the Gaetina Bowl sponsored by the late Mrs. Maria Wheeler, in 1937 for whose son the first Comet was built, and held in trust by the Chesapeake Bay Yacht Club. A second trophy of considerable importance is the Panola Bowl, sponsored by Tred Avon Yacht Club. Races for it are run in conjunction with the Gaetina classic. The C. Lowndes Johnson Trophy at the Corsica River Yacht Club regatta last year brought out 35 Comets.

The Class by 1939 had grown to such extent on the Chesapeake that the officers deemed it fitting and proper that a class nationals be staged on the Bay. Oxford, original home port of the Comet, was selected and a most interesting series run off.

This all-important event returned again to the Chesapeake in 1946, with Gibson Island Yacht Squadron playing host to a fleet that in-

(Continued on Page 29)

Racing on the Magothy River off Gibson Island



1952 COMET INTERNATIONAL CHAMPIONSHIP

COMETS ON THE BAY

(Continued from Page 16)

cluded boats from as far distant as Vancouver, British Columbia.

The Bay area representatives at class nationals have always been real threats. In fact, Ernie Covert, skipper, and jibsheet tender Arthur Carnduff, of Potomac River, earned runnerup honors in the 1945 internationals at Seaside Park, N. J. A year later Wright and his young son, Leslie, Jr., came mighty close to taking the title off Gibson Island, placing second.

And needless to point out, Bill and Nina Lyon brought the title to the Chesapeake for the first time with their triumph last year. Nothing could be more fitting than that they defend the title a score of years after the Comet's beginning — and just a few miles as the crow flies from the Comet's actual birthplace.

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PHOTO CREDITS

Cover—Ruth and Jack Allen

Page 3—M. E. Warren

Page 10—Nina Lyon

Page 13—Bill Ficklin

Page 16—Washington Evening Star

Pages 17 and 20—Unknown

Pages 18, 19, 40—Morris Rosenfeld

Pages 21, 22—H. Robins Hollyday

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The Defending Champions

By Charles E. Lucke, Jr.

Bill and Nina Lyon, the defending champions, are relatively new as Comet racing goes but each has been exposed to a lot of blue, green, and muddy water sailing over the years.

Bill, a native son of California, started sailing on San Francisco Bay on a yawl owned by his Uncle Frank K. Eckley as soon as he could walk. He took to outbearding on Huntington Lake, Cal., at age five. When he was eight he was on his own in a Snowbird, racing in a fleet of 70 of these 11-foot catboats on Balboa Bay, Cal., and by the time he was eleven he was West Coast Champion.

Looking for new fields to conquer he turned to Stars and in 1930, his first season in the Gardner sloops, he was runner up to World Champion Walton Hubbard. The following year he annexed the Pacific Coast title from 47

Stars, and at the age of 14, brought his VEGA east to the World Championships on Long Island Sound. But for a disqualification in the first race he would have been a contender. As it was he took seventh in a 26 boat fleet.

When he wasn't racing Stars he was at the tiller of his Skimmer (16 foot sloop) which he built himself in 1931 and sailed for three seasons, competing in 15 regattas and winning them all. He never placed worse than 2nd out of 40 boats.

The maritime activity which probably brought him the most publicity, was his "stink-potting". On October 6, 1929, before a spectator crowd of well over 25,000 people, he roared to three records before the sun was down. These were World's Official Class B, American Record

Class, Division 1, and American Record Class D, Division 1. For three years he stayed at the top of the outboard racing world, even though he was busy in that time with first his Snowbird and then his Star. Just to get a bit more variety he sailed a six metre in the winter regattas. For still further variety he won the National Olympic monotype trials and represented the United States in the Olympics at Los Angeles in 1932.

Meanwhile, clear across on the opposite seaboard, at the Raskob Farm on the confluence of the Corsica and Chester Rivers, the Raskob girls were doing a lot of Star sailing, too, and with considerable success. Patsy had RIPPLE (which Lowndes Johnson had built), Betty had WHISTLING SWAN, and Nina had SEVEN 'LEVEN. RIPPLE went out to Long Beach, Cal., for the World Championships, and Nina went along to watch Patsy sail. While there she met Bill Lyon and that was the beginning of a coast to coast romance.

The champ somehow found time not only to attend the University of Virginia, but to graduate in 1939, and the morning after he got his diploma he and Nina were married. During what free time they could find in 1938 and 1939

they sailed JADA, a 58 foot ocean racing schooner, with J. L. Axelson and won the Pacific Coast Championship in Cruising Class A. In 1938 they captured the Mid-Winter P. C. Championship and in the 1939 Mid-Winter Championships they took the Rhodes one-design title.

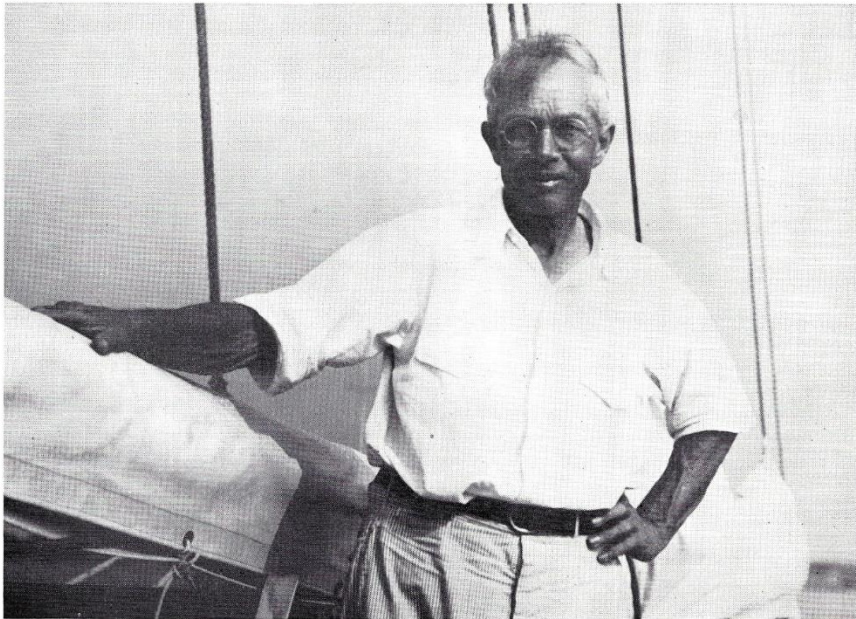
Like a lot of us, from 1942 to the end of the emergency, they were on the beach, living in Arizona and producing five splendid girls who will be at the tiller shortly. In 1948, having moved east, they started the Corsica River Comet Fleet and raced with spotty results the first two years. However, during the past two seasons, they have won most of the Bay regattas and the Chesapeake Bay Y.R.A. High Point trophy for Comets before going on to the International title at Beach Haven last Fall.

With all of the success the champ has had in his wide variety of sailing as well as motorboat racing he is an extremely reticent skipper. It took a lot of legwork to produce the facts for this Lyon story. But one thing about Bill which is no secret to anybody who has sailed with or against him, he makes winning look effortlessly easy.

The champs at left chasing Howard Lippincott on Biscayne Bay



1952 COMET INTERNATIONAL CHAMPIONSHIP



The Lowndes Johnson Story

By Mary C. Swaine

Twenty years ago, in 1932, the now international class boat known as the Comet was designed here on the Eastern Shore of Maryland by the beloved all around yachtsman, C. Lowndes Johnson.

Lowndes, who is a native of Talbot County, Maryland, has spent most of his active life designing, building and sailing boats. At his home near Easton he has a work shop on the shore of the Miles River where he and his brother, Graham, painstakingly and lovingly built many of their craft.

The love of boats and sailing is deep rooted in the Johnsons for at least two generations of

his family were seafarers. When but a small boy, Lowndes began his sailing activities as crew on his father's log canoe. Those of you who have seen these ships racing at the Miles River Yacht Club regattas will appreciate what good training they are.

Around 1900 the Johnson brothers obtained a thirty-six foot sloop which they sailed until 1904 when they changed her to a yawl rig. They also made a complete suit of sails for her, and these being hand sewn, it took many hours of hard work, to say nothing of the know-how. In 1903 they began to build a nineteen foot sloop which Lowndes had designed. Being able to work on this boat only during the winter, it

took the brothers until 1906 to finish the SPRAY. Her plans were published in RUDDER Magazine this year and Lowndes won a special prize from RUDDER with the design. Although this was his first yacht plan to be published, it was only the beginning of his boat designing and building career. The Johnson brothers were to build and sell numerous craft during the years that followed, many of which had been designed by Lowndes.

In 1910 the brothers bought the thirty-six foot sloop VINGT-TROIS which they raced until the United States entered World War I. They also raced her after the War, until 1930, even though they had become interested in Stars in 1927. That was when they began building Stars, their first one, UNDINE (which they later took to California) being completed that year. Once again they cut and sewed their own sails. In 1929 they built another Star for themselves, and it was with this boat, EEL, that they won the Star Class International Championship that year at New Orleans. Present Comet Vice-President, R. Hammond Gibson, purchased EEL and started in Stars and so to have a boat to defend their title, the Johnsons then built RIPPLE. During the following years they built more Stars for themselves, as well as several which they sold.

In 1931 Lowndes built another Star, WHITE-CAP, with which he and his wife, Clara, cruised in June, 1934, from their Miles River home to St. Mary's, Maryland, a trip of 73 miles. The Johnsons took three days to sail to St. Mary's. But then it looked as though bad weather was brewing, so they decided to try and make it home in one day, and did, taking only 13 hours and 10 minutes. Lowndes not only proved to be a good sailor, but an excellent weather forecaster, for it rained the following day. From that time on Clara has crewed for Lowndes in most of the races he has entered with his Stars, as well as with his larger yachts.

In March, 1932, Lowndes designed the boat destined to bring him most fame, the Comet. What prompted him to design this sixteen foot sloop? A close friend and fellow sailor, Mrs. Elliott Wheeler, of Easton, wanted a small, fast sailboat for her two sons, David and Thomas Martin. Knowing his talent over a drawing



The Comet was first known as the Crab.

board, she asked him to design the boat which has since been called the Comet.

Lowndes decided that a small centerboard boat that would not be difficult to build, would be easy to handle, as well as a pleasure to sail, was what he wished to design. He also wanted a boat that would do well in races with boats of other classes. With this in mind, he produced the plans of a sixteen foot craft which is similar to a Star in the lines of the hull and the shape of the sails.

The first Comet, which was at that time known as the "Crab" was built at Oxford by Ralph Wiley, at his shipyard, and was sailed on the Tred Avon River for many years by Thomas Martin and his mother.

In the years since he designed the Comet, Lowndes has raced one of these boats in only one official Comet Class series. This was in 1942 when he sailed STAR BABY 11 with Mrs. Wheeler as crew, in the Talbot Comet Fleet Elimination races. He won the series with ease.

This noted designer, builder and sailor has continued to draw boat plans, as well as build boats, since designing the Comet. One of these yachts was his present twenty-six foot ketch WHITE CAP which he and Clara enter in



J. Thomas Martin, his mother, Maria D. Wheeler, C. Lowndes Johnson and Commodore John Eiman

many of the Delta Class races on Chesapeake Bay. They also go on many cruises with her, some as long as five weeks, all of which have been on the Chesapeake and its tributaries. Lowndes has also designed other class boats, these being the eleven foot L J and the thirteen foot L J Sr. These boats may be seen in action at the Gibson Island Yacht Squadron.

One of his latest plans is of a little fifteen foot seven inch sailboat which can easily be converted into an outboard driven power boat. This craft, which he calls WIDGON, is pictured with Clara running it, in the annual publication of the Humber Yawl Club of Hull, England. Lowndes is the only American member of this club.

He is also a member of the Cruising Club of America and the Sailing Club of the Chesapeake. In recognition of his many accomplish-

ments in the yacht world. Lowndes is an Honorary Member of the Comet Class, the Talbot Comet Fleet, the Eastern Shore of Maryland Star Fleet, the Chesapeake Bay Yacht Club, Easton, the Tred Avon Yacht Club, Oxford, the Miles River Yacht Club, St. Michaels, and the Gibson Island Yacht Squadron, Gibson Island.

During the last half century Lowndes has designed and built many sailboats, but the boat that has undoubtedly brought the most joy to the most sailors throughout the United States and Canada is the Comet.

Over the years Lowndes has patiently taught many a youngster not only how to sail, and sail well, and how to condition a boat properly, but, more important, he has imparted the deep regard for fair play and true sportsmanship, which is so much a part of his character.

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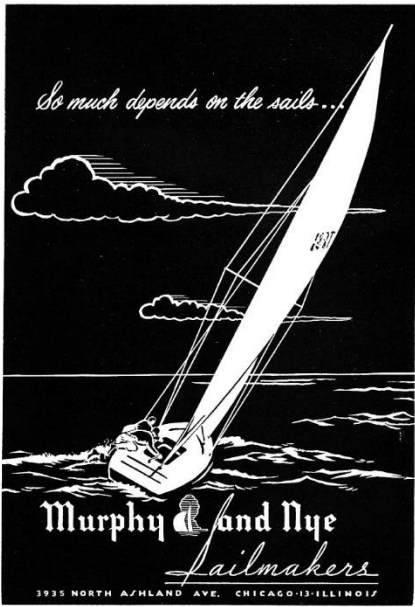
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July 5-6—Annapolis Yacht Club
July 12-13—Gibson Island Yacht Squadron
July 18-20—Cambridge Yacht Club
July 19-20—Chesapeake Bay Territorials Tred Avon Yacht Club
July 24-26—Chester River Yacht & Country Club
Aug. 2-3—Miles River Yacht Club
Aug. 9-10—Tred Avon Yacht Club & Chesapeake Bay Yacht Club
Aug. 9-10—Rock Hall Yacht Club
Aug. 16-17—Corsica River Yacht Club
Aug. 23-24—Indian Landing Boat Club
Aug. 30-31—West River Sailing Club
Sept. 5-7—Comet Internationals Corsica River Yacht Club
Sept. 6-7—Maryland Yacht Club
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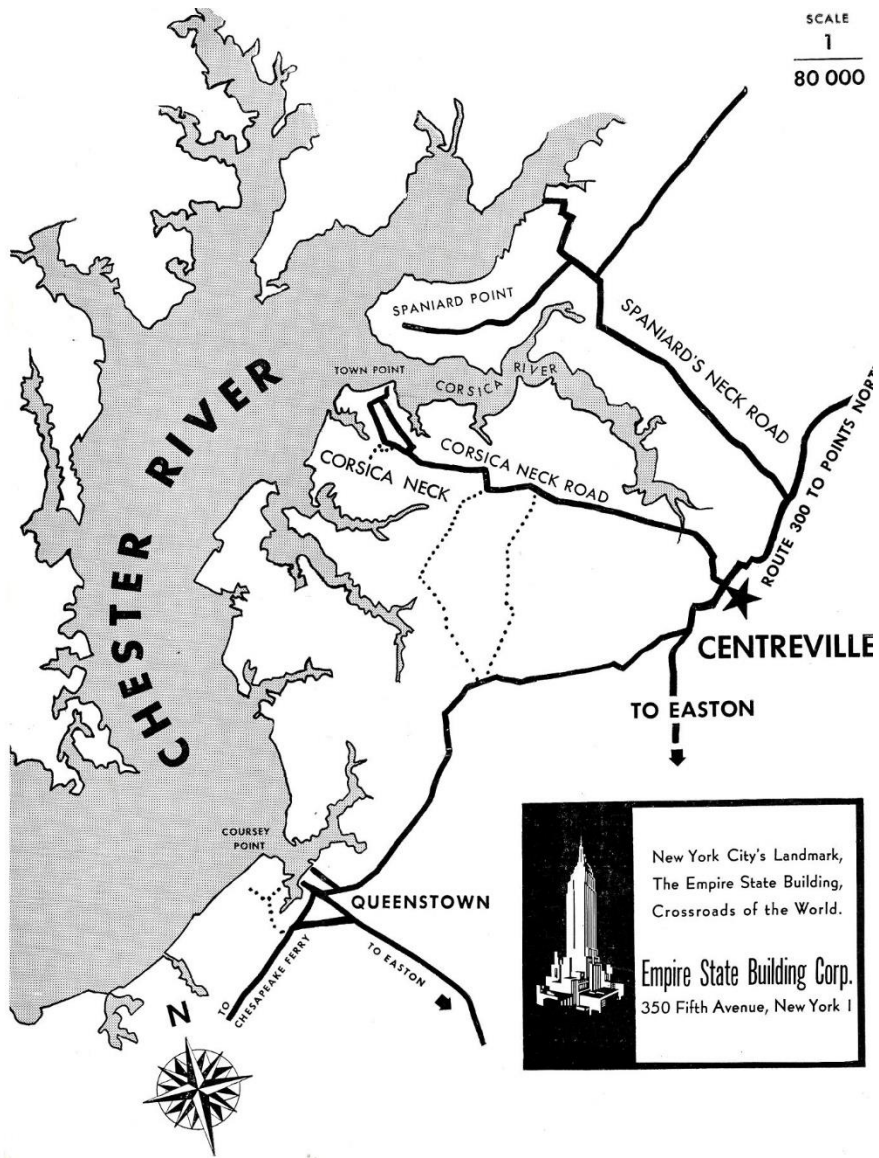
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