# Chips

1913 P-CLASS SLOOP

# Chips

(ex Onda III)

Designed by Starling Burgess
(Marblehead, Massachusetts)

Built by W. Starling Burgess Co. Shipyard
(Marblehead, Massachusetts)

Specifications:

- LOA:  50.25 feet
- LWL: 34 feet
- Draft: 6.5 feet
- Rated Sail Area, without spinnaker:  1,252 feet
- Rated Sail Area, with spinnaker: 1,636
- J= 21.25 feet
- P = 39.50 feet
- B = 32 feet

- New England Classic Yacht Rating:  35.6 (non-spinnaker)


Newport Classic Yacht Regatta,  September 2007 (photograph by Onne van der Wal)


Newport Rhode Island, October 2013  (photograph by Arthur Keller)

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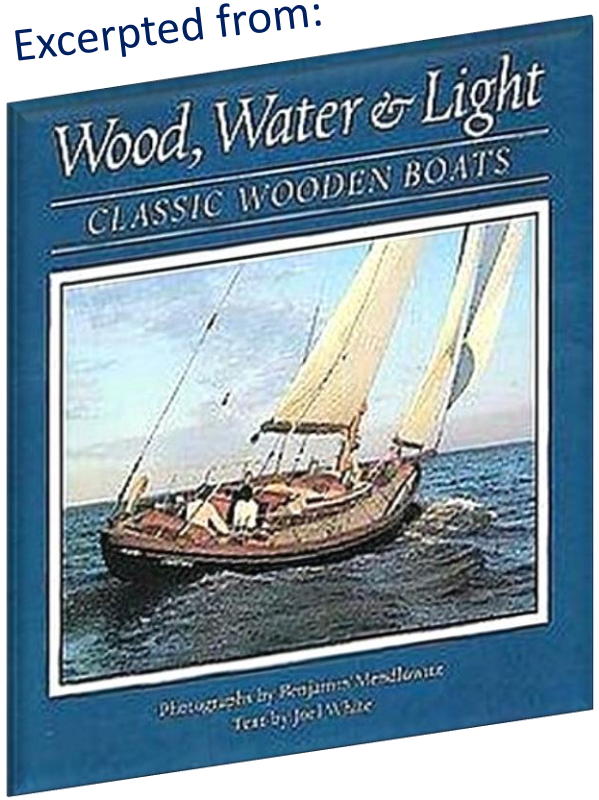
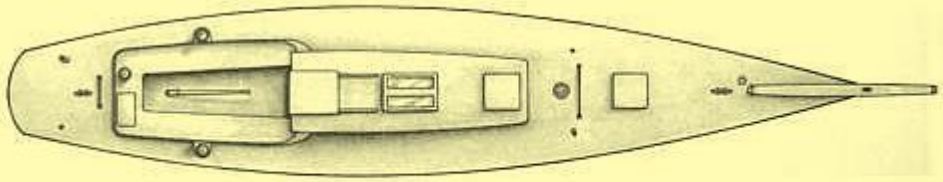


*Designer: W. Starling Burgess* *Builder: W. Starling Burgess Corp., 1913*

# CHIPS

*LOA:* 51′ 4″
*LWL:* 35′ 11″
*Beam:* 10′ 4″
*Draft:* 7′ 4″

is a renovated P-boat—P means that under the Universal Rating Rule, to which she was designed, she rates larger than a Q-boat and smaller than an N-boat. For centuries, men have been trying to devise a rule that would fairly assess the speed-giving elements of a design and allow differing boats to race on equal terms with others. As any student of yacht racing will attest, the search goes on, with the final answer no nearer, nor the route towards it any less in contention. In 1904, Nathanael Herreshoff developed the Universal Rule as an attempt at a simple rating formula that would produce sensible, and fairly-rated, boats. The rule uses length times square root of sail area divided by the cube root of displacement as the standard of judgment as to a boat's potential speed. The formula, even after some later tinkering, was relatively easy to use, and the end result was a numerical rating which roughly corresponded to the boat's waterline length. A boat rating twenty or less was placed in the R-class; one rating twenty-five or less was a Q-boat. To qualify as a P-boat, the rating must be thirty-one or under. So *Chips*, at 51′4″ overall and 35′11″ on the waterline, and a rating of thirty-one or less, could race against other yachts whose ratings fitted them within the limits of the P-class.

*Chips* was designed by W. Starling Burgess in 1913 as *Onda III*, and built by the W. Starling Burgess Co. in Marblehead, Massachusetts. The Universal Rule, which produced long-ended, low-sided, heavy displacement boats of above average beauty, soon gave way to the new International Rule from Europe, and *Chips*, like many other Universal boats, was no longer in the limelight of racing and fell into obscurity. Only a recent major rebuild by her present owner has saved her from the scrapyard.

Having been lucky enough to have sailed on *Chips* after her massive and very successful facelift, I am most grateful for her resurrection. She is exciting, responsive, and beautiful. Her large gaff rig drives her well, and fits her better, I think, than would a marconi sail plan. Her low freeboard and open cockpit puts one close enough to the water to fully appreciate her speed, and tiller steering allows the helmsman to "feel" her motion through the water. It is difficult not to feel a bit holier-than-thou when sailing *Chips* through a fleet of modern sailboats. She has enough presence to draw envious stares from all sides as she romps up the river to her mooring.

Newport Rhode Island, October 2013 (photograph by Arthur Keller)

Newport Rhode Island, June 2013 (photograph by Onne van der Wal)


Chips rounding mark with Valiant, Newport Rhode Island, June 2013

# RECENT ACCOLADES

In roughly 14 classic yacht races entered in during the past three to four years, Chips has finished first on corrected time at least 10 times.

Not all her accolades are racing related:

In 2012, Chips was awarded the **Cruising Rule Cup**, which is, "Given at the discretion of the Flag Officers to a yacht in the New York Yacht Club which best exemplifies the traditions of yachting by her upkeep and appearance, and performs well on the cruise."

In 2013, Chips was awarded the **Robert H. Tiedeman Trophy for the best restored yacht in the fleet** at the Opera House Regatta in Nantucket, which represents one of the largest classic racing fleets in North America.

# RECENT RACING

2007

**Herreshoff Marine Museum Annual Classic Yacht Regatta**

1st Classics "A" Division Winner

2008

**New York Yacht Club 152nd Annual Cruise**

1st Overall – Classic Class

1st Astor Cup Races – Classic Class

1st U.S. Navy Challenge Cup Winner

Cumberland Cup (Royal Thames Yacht Club Trophy) Winner

**Museum of Yachting Annual Classic Yacht Regatta, presented by Panerai**

1st Overall /Winner of Sappho Trophy for Best Corrected Time in Fleet (over 50 yachts)

Lieter Cup Trophy Winner for Best Corrected time among Gaff Rigs

Division A Winner

2009

**New York Yacht Club 153rd Annual Cruise**

2nd Overall – Classic Class

1st / Winner of Rear Commodore's Trophy Race

**Robert H. Tiedemann Bi-Annual Memorial Classic Yacht Regatta**

3rd Place, Division A

2010

**New York Yacht Club's Race Bi-Annual Week in Newport, presented by Rolex**

- 1st / Winner in Classic Class
- 1st / Winner of "Around the Island" Distance Race - Classics

**Museum of Yachting Annual Classic Yacht Regatta, presented by Panerai**

2nd Place in Class

2011

**Robert H. Tiedemann Bi-Annual Memorial Classic Yacht Regatta**

2rd Place, Division A

2012:

**New York Yacht Club 156th Annual Cruise**

- Queens Cup Races
- 1st / Overall Winner in Classic Class
- Sydney Yacht Squadron Bowl Winner
- Rear Commodore's Trophy Winner
- U.S. Navy Challenge Cup Winner
- Race Committee Trophy Winner
- Winner - NYYC Cruising Rule Cup (Awarded to the yacht at the discretion of the Flag Officers which best exemplifies the traditions of yachting by not only her performance, but her upkeep and appearance.)

**New York Yacht Club's Bi-Annual Race Week in Newport, presented by Rolex**

- 1st / Winner in Classic Class

2013

**Museum Of Yachting Annual Classic Yacht Regatta, presented by Panerai**

- 2rd Place in Class

**Opera House Cup, presented by Panerai**

Winner – Robert H. Tiedeman Trophy for the best restored yacht in the fleet (over 50 classic yachts)

2014

**New York Yacht Club's Race Bi-Annual Week in Newport, presented by Rolex**

1st in Class

**Museum Of Yachting Annual Classic Yacht Regatta, presented by Panerai**

- 3rd Place in Class

# Yachting Magazine, 1914

THE "P" CLASS AT CLOSE QUARTERS AT ARCHER'S ROCK BUOY. IN THE FOREGROUND (LEFT TO RIGHT) AMORET, ITALIA, STRANGER, JOSEPHINE

## The Corinthian Mid-Summer Series at Marblehead

By HERBERT L. STONE

BAR HARBOR 31-FOOT CLASS

SOME people have gotten into the habit lately of rushing into print with the statement that the popularity of the sailing yacht is on the decline and that an early demise of this type of boat may be expected. If those people could have been corralled and dropped on the spacious porch of the Corinthian Yacht Club of Marblehead on the afternoon of August 8 they would have been quickly disabused of their pet theory and their perspicacity would have received something of a jolt. If they had stood there that afternoon looking westward across Marblehead Harbor at the quaint old town beyond they would have seen, between the hours of 2:18 and 4:18, a fleet of 201 racing boats started—a record breaking fleet to take part in any one regatta in this country. At three minute intervals, for the space of two hours, forty different racing classes were sent away, while every boat in the fleet was sailed and manned by Corinthian sailors, from the largest to the smallest. There were probably 800 amateur sailors aboard those 201 boats. This surely doesn't look as if the good old sport was dying of anaemia.

Saturday, August 8, was the culmination of a full week of racing by Massachusetts Bay yachtsmen. The sport started on the previous Saturday with the race at the Lynn Yacht Club, followed on Monday by the regatta of the Eastern Yacht Club, and on Tuesday by the Boston Yacht Club's Marblehead Regatta, while the last four days of the week were devoted to the Corinthian Yacht Club's mid-summer series and the open regatta. Yachtsmen always gather in force for the mid-summer series of the latter club, for not only is this Corinthian Race Week the pivotal point of the season's racing, but the Corinthian Club has won a place in the hearts of real sailormen (as distinct from social yachtsmen) that makes its regattas among the foremost on the Atlantic Coast. They also spell hospitality with a capital H at the Corinthian, and the handsome club house on the rocks of Marblehead Neck, overhanging the water, is thrown wide open during the week of racing. Whether a man wins a prize or not he is amply compensated by the quality of sport afloat and the good times he has ashore.

The Corinthian Yacht Club is, primarily, the club of the small boat sailor and it has done more to foster interest in racing among the owners of small boats than any other club on the Atlantic Coast, which accounts for its wonderful growth and the enviable position it occupies. It is just ten years since the club inaugurated its first mid-summer racing series, and in that ten years the racing fleets have grown steadily. The aim has been to top the 200 mark and this year it was accomplished for the first time, the boats ranging in size from Class "M" and the "P" boats down to the smallest of "bugs," or even smaller still, the "Little Pig" skiff class of 12-footers, sailed by boys.

There were a number of things to make Race Week this year out of the ordinary. In addition to the record-breaking size of the fleet, there were nine Class "P" boats on hand, the largest and most representative fleet of this class that has ever been gathered together; also there were four Class "R" boats—three of them new this year—besides which there were entries from New York, Narragansett Bay and Portland, Me., which gave the event an intersectional character, which always adds to the interest.

The "P" class fleet included all the racing boats but two of this fine class on the Atlantic seaboard. Addison Hanan came up from New York with his last year's champion Josephine, boarding the enemy in his den, and found against him Britomart, the new Owen-designed racer of Commodore C. B. Wheelock; Vernon P. West's Sayonara, of the Portland Yacht Club; Commodore R. P. Jenks's Stranger, of the Rhode Island Yacht Club; George Lee's fast Italia, A. C. Jones' Nutmeg III, formerly Corinthian; Amoret, now owned by C. A. Wood; the Onda III, owned by John Greenough, and Timandra, the prototype of the present "P" Class, owned by Commodore J. B. Fallon. The older boat (she was built as far back as 1909), by the way, did mighty well during the week and showed the others that there were still some shots left in her locker when the occasion demanded them.

With this fleet of nine boats, as was to be expected, the racing



Chips was originally named Onda III, pictured above with her first owner John Greenough

# *No Ordinary Being: W. Starling Burgess (1878-1947)*
## An soon to be released biography by Llewelln Howland II

“Few twentieth-century Americans lived a more creative, event-filled, and often conflicted life than the Boston-born aviation pioneer and yacht designer W. Starling Burgess. Orphaned at twelve, Burgess received his first patent at nineteen, left Harvard, and, following the suicide of the first of his five wives, published a book of poetry at twenty-four. Among his children was the celebrated author-artist Tasha Tudor.

After launching his career as a yacht designer, Burgess built the first airplane to fly the skies of New England (in 1910) and was selected as the sole manufacturer of aircraft under the Wright Brothers' patents. He received the prestigious Collier Trophy "for the greatest progress in aviation." His company was a primary supplier of both civilian and military aircraft before the main factory in Marblehead burned to the ground in 1918.

After World War I, Burgess returned to his first love, yacht design, drafting the lines for three successive Gloucester fishing schooners to compete against Canadian entries for the International Fishermen's Trophy and in 1924 introduced the staysail rig on the all-but-unbeatable schooner yacht Advance. He later designed the three acclaimed America's Cup-winners: the J-Class sloops *Enterprise* (1930), *Rainbow* (1934), and *Ranger* (1937). In 1933, he collaborated with R. Buckminster Fuller to design and create the revolutionary Dymaxion automobile.

Although an occasional morphine user (Burgess was successfully treated for chronic ulcers on the eve of World War II), he enjoyed some of his most productive years as a naval architect and inventor doing top secret anti-submarine work for the Navy and Air Force. Burgess was a personality of enormous charm, physical courage, and energy. He was also, as his son lamented, "a child who will not face hard facts, but will hide from them and will love the person who shields him from them." The tension between his personal and professional life had consequences both disturbing and tragic- and provides answers to questions, and insight into events, that cover the entire span of the twentieth century. Here, at last, is a book that covers the entire fascinating career of a genuine native polymath.

# THE BURGESS LEGACY

## The second most wonderful sport in the world

Part III

by Llewellyn Howland III

*Starling Burgess as flying boats, 1914.*

The Universal Rule first came into being in 1904, following two years of highly publicized study and hearings by a blue-ribbon committee of the New York Yacht Club. As originally formulated by N.G. Herreshoff, it had been stated as "length multiplied by square root of sail area divided by cube root of displacement." Over the succeeding 35 years, the precise method for calculating the various elements in the formula, including the critically important quarter-beam dimension, was often amended. But the basic rule, which held excesses of hull shape and dimension, sail area, and displacement in dynamic constraint, needed no real improvement. It was now up to yacht designers to interpret the rule as creatively as they knew how.

Starling Burgess was not an early champion of the Universal Rule, which, he told the yachting editor of the Boston *Herald*, was "too complicated and put too many restrictions on design [and]...will make slow boats." "The data which we have gathered for years ...is swept away," he complained. "We must begin again and feel our way."

Starling's reasons for opposing the Universal Rule were understandable. He himself had had virtually no part in the deliberations of the New York Yacht Club and, thus, unlike Uncle Nat, Clinton Crane, or William Gardner, could claim no credit whatever for the result. More, the business of Burgess & Packard had, like that of most other American builders of racers, suffered directly and deeply from the protracted rules study. Unstated by Starling was the fact that his own designs, perhaps more than those by any other naval architect of the period, epitomized the excesses and abuses that had prompted the search for a new measurement rule in the first place.

Just how unwholesome a boat type the old waterline length/sail area rule could produce was illustrated by one of the last boats Starling designed before he left for London in November, 1903. This was the screw sloop CORINTHIAN, built by Frank Stone in San Francisco during the late winter of 1904. CORINTHIAN differed from the infamous Burgess sloop OUTLOOK of 1903 in that she had a round bottom and conventional ends. But to achieve her overall length of 56' on a 25' waterline, she depended, like the 21' LWL OUTLOOK, on an elaborate truss girder (manufactured and shipped west by the Eastern Bridge Works of Worcester, Massachusetts) that extended along her centerline. The forward portion of the girder was disguised by a long, whaleback; the after portion was fully exposed, with steering wheel and cockpit set into the trusswork.

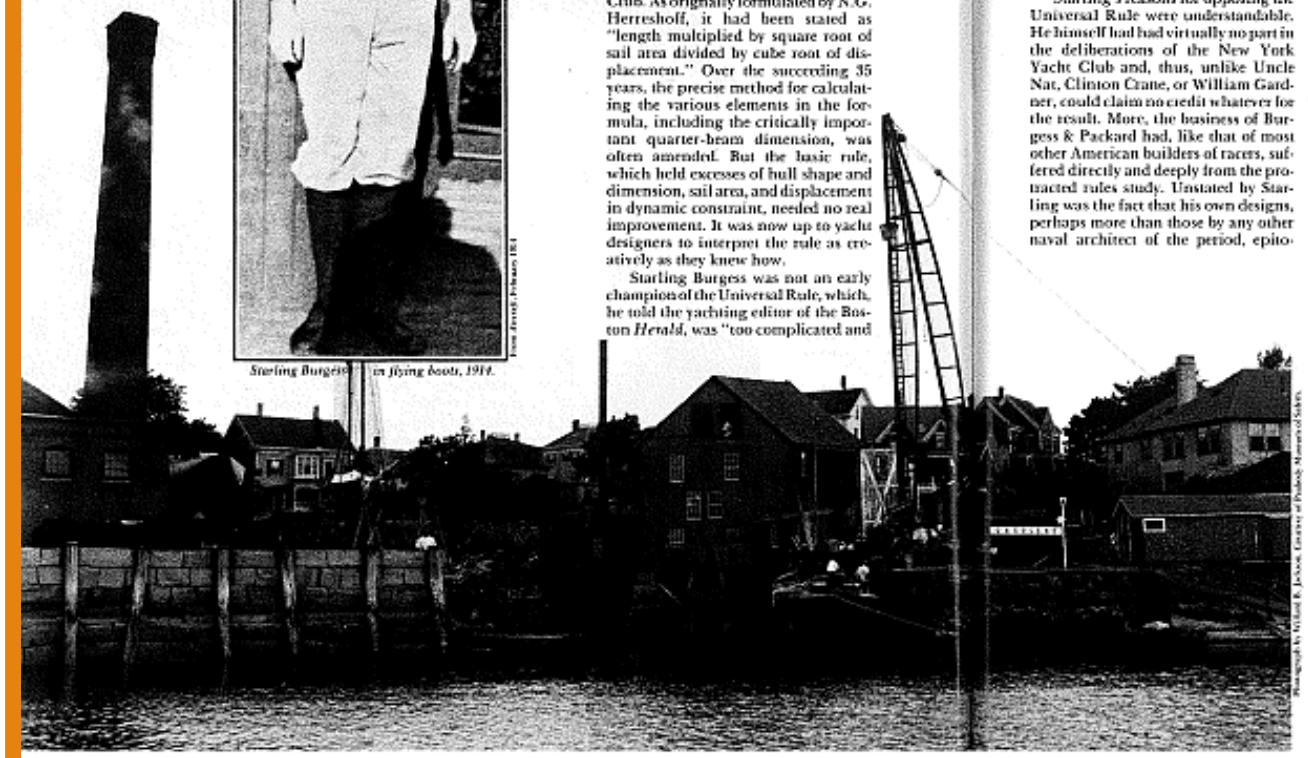
Broad of beam (14'), shoal of draft (a scant 2', board up), with a semi-balanced rudder on a skeg, a deep centerboard plate, and some 1,400 sq ft of sail, CORINTHIAN was a brutal machine well suited for the heavy breezes of San Francisco Bay. In her first outing, in June, 1904, she decisively defeated the B.B. Crowninshield-designed sloop CHALLENGER for possession of the San Francisco Perpetual Challenge Cup. The following June she was again chosen by San Francisco's Corinthian Yacht Club to defend the cup; again she beat the San Francisco Yacht Club boat CHALLENGER, this time by 8 minutes and 16 seconds. "...Having demonstrated [CORINTHIAN's] greater speed in reaching, running, and beating," wrote a reporter for *Boating* (May, 1906), "it is not likely that the San Francisco Yacht Club will challenge again for the Perpetual Cup." And the Club did not.

### Autoboat Craze

Although the market for open-class sailboats was dull, Starling and his partner, A. Appleton Packard, by no means lacked for work in 1904. For this was the year of the "autoboat" craze, when every waterfront tinkerer and mechanic in the western world was busily engaged in fitting small boats with big gas (and in some cases steam) engines, attempting to do for pleasure boats what Henry Ford had done for the automobile.

The autoboat phenomenon had its origins in the small automobile shops and factories of Italy, France, and Germany at the turn of the century. There the internal combustion engine was transformed by demonically inspired mechanics from simple make-and-break one-lunger to roaring, fire-spitting multi-cylinder. There the gasoline engine evolved from land-bound nuisance to waterborne menace. Thus was born the modern motorboat, and how the young Starling Burgess loved it.

From the inception of the partnership, the building of high-performance motor craft had figured large in



*Burgess & Packard's space advertising boasted: "4 railways. Modern building shops. Two new storage sheds. 10-ton steam shearlegs. 21' of water off our railways. Large storage capacity. Ship chandlery and machine shop. Repair work of all kinds quickly handled." The white hull stored next to the light station smokestack is JULIET. John Paine's unsuccessful AMERICA's Cup hopeful of 1893. Starling and Rosamond's house is in the upper right.*

Photograph by Willard B. Jackson, Courtesy of Peabody Museum of Salem.

the plans of Burgess & Packard. Although the autoboat craze as such was mercifully short-lived, Burgess & Packard's early work in the field had a major bearing not only on Starling's subsequent career as a naval architect, but on his achievements as a creator of aircraft and automobiles, as well.

To repeat, the engine came first—preferably a European engine, since American manufacturers still lagged behind Europeans in the field (Panhard, Fiat, Daimler, Mercedes). But to go with the engine there had to be a hull: a hull as fine-lined, as narrow, as slippery, as lightly built as the known laws of physics allowed. Too narrow, and the boat would—as so many did—corkscrew out of control. Too light, and the boat would shake itself apart in the smallest chop. Too little bearing underwater, and the boat would become—as many were—unsteerable. And almost as important as the shape and structure of the boat were the design and machining of its propeller and shaft; the accessibility and sufficiency of the engine compartment and controls; the protection of the fuel tank and fuel line from explosion and fire; and the mechanical aptitude and adaptability of the boat's driver and crew. All of these elements were substantially untried and untested. All were subject to constant modification and improvement, not to mention sudden extinction.

Herb Bowden of Boston lacked the wealth and celebrity of the Duke of Westminster or William K. Vanderbilt, Jr., but he did have money and a highly developed sporting instinct. For his open-class sailboat design work, he favored B.B. Crowninshield and William Gardner. In his quest for the Gold Challenge Cup of the American Power Boat Association, he went to Burgess & Packard.

At least some of the planning for Bowden's MERCEDES U.S.A. (which was sometimes referred to as MARBLEHEAD MERCEDES in the press) must have been undertaken while Starling was still in London; and it is equally likely that Appleton Packard, who had drawn up the powerboat racing rules for the Eastern Yacht Club, was in general charge of the MERCEDES U.S.A. project. The actual building took place during the spring of 1904 at the Burgess & Packard shop in Salem. MERCEDES U.S.A. had her first publicized trial on July 10, 1904, over a 1¼-kilometer course off Marblehead. Under German rules, the rated horsepower of her Mercedes engine was 60 hp. As rated by the American Power Boat Association, it was 47 hp. At whatever horsepower, the 32' MERCEDES U.S.A., with Thornycroft propeller, managed to make 24.7 mph for a short part of the course—enough to break the world record in her class.

MERCEDES U.S.A. did not live up to her high promise in actual competition. Off Newport on August 18 she came in third behind Clinton Crane's first VINGT ET UN and N.G. Herreshoff's last steam-powered autoboat, SWIFTSURE, at an average speed of 22.34 mph over a 15-kilometer course. During the first and second heats of the Gold Challenge Cup competition on the Hudson early in September, she finished fourth, in the runs at an average speed of 22 mph.

Burgess & Packard designed and built two other autoboats in 1904, a second Mercedes-powered boat for Herb Bowden and MACARONI for the Hollander-Tangeman syndicate of New York. MACARONI, a 32-footer with a Fiat engine and a deathtrap of a forward steering cockpit, took second place in the opening heat of the Gold Challenge Cup races and was considered a very strong bet for line honors overall. But on her next run her fuel line ruptured. She caught fire and burned to the waterline. There were no injuries, but her driver, William Wallace of Boston, was blown out of the boat by the force of the explosion. The second Bowden MERCEDES, a 40-footer, was evidently commissioned for, but did not participate in a special autoboat race that was held on the Hudson in mid-autumn.

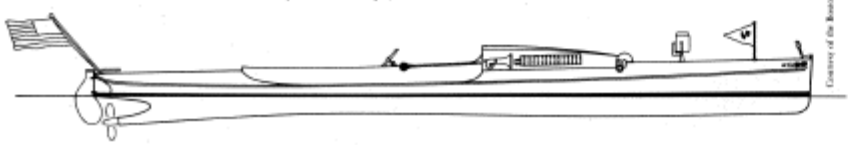
Burgess & Packard also built an autoboat for the 1905 racing season—a 40-footer described by *Sail and Sweep* as having good freeboard and being more like MACARONI in design than like the first Bowden MERCEDES. Her dimensions were 40' x 40' x 4'9" x 12". She was double-planked in mahogany and had twin gasoline engines of unspecified make that were located amidships. The Eastern Yacht Club had several motorboat races on its calendar for the summer of 1905, but they attracted all too few entrants. Whether the new boat did well or badly, the boating world seems not to have noticed or cared. The autoboat craze was dead.

### Ardent Patrons

When Starling returned from London in March, 1904, he had settled (along with Aylwyn, his Airedale) aboard the old Dennison Lawlor cutter EDITH, which was moored in Marblehead Harbor, for the balance of the spring and summer. EDITH was only a temporary home, of course, but Starling's affinity for Marblehead and his tenuous marital situation made it a congruent and agreeable arrangement. He was always happiest on a boat. He was a self-sufficient cook and shipkeeper. And he had no need of larger living quarters, because he was waiting for Rosamond Tudor Higginson, his lover, to obtain her divorce from Alex Higginson, at which time Starling and Rosamond would be married.

The first Burgess & Packard boatshop had been located in North Salem. It was handy to the B & M railroad and had its own siding. What it lacked was direct access to Marblehead Harbor or to facilities for hauling, building, or storing good-sized yachts. Soon after Starling and Rosamond were married—on October 13, 1904, in what the Boston *Herald* called "the most striking wedding of the year"—Starling and Appleton Packard began laying plans for a new full-service yard in Marblehead.

*Herbert L. Bowden's gasoline-powered* MERCEDES USA *(or* MARBLEHEAD MERCEDES*) was the first of four sleek and slender speedboats to be conceived and produced by Burgess and Packard during the autoboat craze of 1904 and 1905.* MARBLEHEAD MERCEDES*, 40' LOA and with a beam of between 4 and 4½', had a top speed of just under 25 mph, which broke the class record.*



Courtesy of the Boston Herald



Photograph by Willard B. Jackson. Courtesy of Peabody Museum of Salem.

*The 50' LOA Class N sloop* PONTIAC*, Starling's first major design to the Universal Rule, 1905. Boating noted that* PONTIAC *was "not intended for a racer, and [had] only a moderate sail spread." Since her owner, George Silsbee, raced her very little, it is difficult to judge her intrinsic success under the new rule. She did, however, beat* CHEWINK IV*, a 1904 Universal Rule design by N.G. Herreshoff, the first three times the two boats met; and she was, in the opinion of the* Boston Globe*'s yachting editor, "the best example of designing and construction that [Burgess & Packard] has turned out."* PONTIAC *was active in Maine waters and then on Buzzards Bay until 1924, ending her sailing career as part of the Forbes fleet in Hadley Harbor.*

Their first step was to buy three acres of harborfront property that lay immediately to the east of the Marblehead Electric Company plant on Gregory and Nashua Streets. As reported in detail by the Boston correspondent of *Forest and Stream*, construction at the new Burgess & Packard yard began with the erection of a 100 x 40 x 17' shed and of a house for Starling and Rosamond. Work also began in the spring of 1905 on the blasting and dredging of a new channel for the marine railway.

Burgess & Packard continued to build boats in their Salem shop until late 1905, and in fact this appears to have been the most active year for the partnership. Among their more important designs were two gasoline-powered cruising launches. One was a pear-shaped 31-footer with an 18-hp engine and a curious telescoping pilothouse forward. The other was the notably handsome 36-footer VIKING, which featured an easily driven canoe-sterned hull and a jaunty raised deck forward. They also built the 40' restricted cabin-class racing sloop CRICKET for Commodore J.A. Rawlins of New Orleans. CRICKET, which made her way south by way of Galveston on the deck of a steamer, was the second racing sloop Starling designed for Rawlins. She was built under an $800 guarantee from Starling that she would beat Rawlins's first Burgess sloop, the 25' CHEWINK III, which had been the 1904 Southern Coast racing champion. *Sail and Sweep* reported that Starling lost the wager. However, Starling told his Harvard class secretary that CRICKET was the 1905 Southern Coast champion.

And there was the 50' Class N sloop PONTIAC for Starling's ardent patron George Silsbee—at 50' overall, the biggest boat to be built by Burgess & Packard in their Salem shop.

But the outstanding commission for Burgess & Packard in 1905 was a vessel that would have been far too large for building at the new Marblehead yard, much less in Salem. This was the remarkable auxiliary fishing schooner ELIZABETH SILSBEE (153'7" x 116'6" x 26' x 11'6"), named for the wife of PONTIAC's owner, George Silsbee, and built by A.D. Story at Essex, Massachusetts, for Silsbee's Atlantic Maritime Company of Boston.

Depending on who is interpreting her history, ELIZABETH SILSBEE was either "one of the finest fishermen ever built, a great sailer" (to quote Gordon Thomas in *Fast and Able*) or "a poten-


CORINTHIAN CLASSIC
20 13
YACHT REGATTA
PRESENTED BY
PANERAI
CLASSIC YACHTS CHALLENGE
AUGUST 10 & 11
MARBLEHEAD, USA
ANNOUNCING THE
2013 Corinthian Classic Yacht Regatta

## *RECENT HISTORY & FUTURE PROJECTS*

Originally rescued and fully restored in 1986 by famed furniture designer Adrian Pearsall following his total refit of the NY-30 Amorita. Adrian went on to restore several other notable classics, including the 1926 Fife Hallowe'en.

Sold to Genevieve Cerf in 1993 with a money-back guarantee and a right of first refusal for him and his family, she was successfully campaigned throughout New England Classic Yacht races, twice winning her division in the famed Opera House Cup in Nantucket. In about the year 2000, she had a refit that included new deck canvas, some re-fastening, new sails, and upgraded systems (electronics, plumbing, etc..).

In 2007, Genevieve received an offer on Chips, and Jed Pearsall (Adrian's son) exercised his right of first refusal to purchase her. Under his ownership, there has been a pristine annual maintenance schedule, and she has received extensive upgrades including:

-- New sails (Main in 2010, genoa in 2014)
-- New interior upholstery
-- New plumbing
-- New navigation / electronics
-- Complete stripping of all bright work and refinished to show quality
-- Upgrades and replacement of much of the standing and running rigging

She has been campaigned very successfully under Jed's care and has won several regattas and notoriety for her beauty and condition since 2007. She is considered one of the top performing classic boats in New England.

Like any classic boat, however, there are areas that will be coming up for attention in the future. There is nothing on this list that would keep the boat out of service, but these items would be the next big projects in her future for any new owner to be aware of:

-- Engine is a 1986 Yanmar diesel. Runs excellent, with no issues. However being a 20+ year old engine a new owner should factor that into her future at some point.

-- Deck canvas. This was replaced with authentic cotton "duck" canvas during her 2000 re-fit. However, today, the canvas is showing its age in several places and will need replacement in the coming years.

-- She is structurally sound and contains nearly all of her original planking and frames. Given that, however, over her 100 years, there have been scarfs, sisters, and repairs completed on her frames throughout the boat, and we would expect more of the same to continue in order to maintain her original fabric. She has never been entirely "re-framed" or "re-planked" as part of her refits so she is not a "new" boat.


13


P
13

## US CRF (Classic Rating Formula) Certificate

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Boat Name | Chips | | | | | |
| | Owner's Name | Jed | | Pearsall | | | |
| | Skipper | | | | | | |
| | Street Address | 25 Mill Street | | | | | |
| | City, State, Zip | Newport | | RI | 02840 | | |
| | *e-mail* | jed@performanceresearch.com | | | | | |
| Rig | Gaff Sloop | | Hull Color | White | | | |
| Designer | Burgess, W. S. | | Deck Color | Bristol | | | |
| Builder | Lawley | | Sail Number | P 13 | | | |
| Class or Type | P Class | | Year Built | 1913 | | | |
| LOA | 50.25 | P2 | 42.00 | LP | P1 | | |
| LWL | 34.00 | J | 21.25 | 29.50 | P3 | | |
| Beam | 10.50 | P | 39.50 | 139% | B1 | | |
| Draft | 6.50 | B | 32.00 | | PY | | |
| Displacement | | P2 (spin) | 42.00 | | BY | | |
| | | SPL | 21.25 | | | | |

| Rig Factors | | Propellor Factors | |
|---|---|---|---|
| Jibheaded | | None | 1.10 |
| Sloop | 1.00 | Feathering, Folding, etc. | 1.00 * |
| Yawl | 0.98 | 2 Blade (in Aperture) | 1.00 |
| Ketch | 0.96 | 3 Blade (in Aperture) | 0.99 |
| Schooners | | 2 Blade (exposed) | 0.99 |
| Staysail | 0.85 | 3 Blade (exposed) | 0.98 |
| Gaff Fore | 0.75 | Twin 3 Blade | 0.96 |
| Gaff | | | |
| Sloop | 0.95 * | | |
| Yawl | 0.90 | | |
| Ketch | 0.80 | | |
| Schooner | 0.60 | | |

| | | | | | |
|---|---|---|---|---|---|
| | | | | PF | 1.00 |
| RF | 0.95 | | | | |
| | | Design Sail Area | 1,078 | | |
| Rated Sail Area | 1,252 | | | SA | 34.48 |
| Sail Area (Spin) | 1,636 | | | SA (Spin) | 39.42 |
| BRF | 4.79 | | | BRM | 2.1 |
| L | 13.63 | | | DSPL/L | |
| | | | | Base | with Penalty |
| ABR | | | | | |
| Penalty | | Non-Spinnaker | | 35.6 | |
| Cruiser Adjustment | | | | | |
| | | Spinnaker | | 39.3 | |

Expiration Date: Jul-2014

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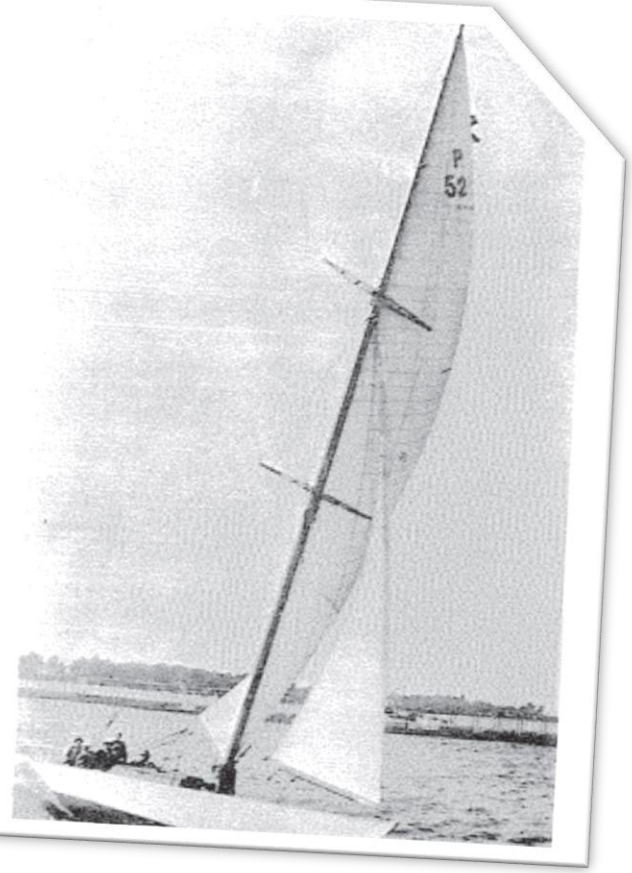
## Rochester (NY) Yacht Club Historical Files

### P CLASS

The first P Class boat, rating 31 feet under the Universal Rule, was the Herreshoff sloop *Seneca* which successfully defended the Canada's Cup for RYC in 1907. *Seneca* was bought from its RYC owner by Commodore Jarvis of RCYC in 1911 and became the first of a strong group of P's in the Toronto area. In 1919 RCYC appropriated the sum of $10,000 to purchase additional P Boats for resale to members and four were brought to Lake Ontario from the Atlantic seaboard, raising the total fleet to eight.

Research for this book identified only two P's at RYC other than the original *Seneca*. They were *Olympian* owned by Dr. Paul LaLonde and Lorenzo Mabbett's *Alloede*. Both of these had successful racing records through the 1920's, with *Alloede* winning the prestigious Fisher Cup in 1927.

The gaff rigged P Class Boats were approximately 55 feet LOA, 35 feet LWL, displaced about 12 ton and carried 1300 feet of sail. Powerful, stately racing machines, they were sailed by some of the finest skippers of their day. Interest in P's dwindled with the adoption of the 8 Meter Class for Canada's Cup competition in 1930.




*OLYMPIAN, P. Boat owned by Dr. Paul La-Londe in about 1925.*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George Bekris Photography

*Chips,* 2014 Classic Yacht Regatta, Newport Rhode Island  (photograph by Corey Silken, courtesy of Panerai)

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