

INDIAN HARBOR IN SEASON OPENER AT BERMUDA

A new stewardess on the Pan American run to Bermuda would be mildly curious at the strange baggage carefully carried aboard by four Indian Harbor yachtsmen who flew to the onion patch early in May -- bright colored sailbags, long ash battens, and bags full of hardware, tools and favorite pieces of running rigging.

The occasion was Bermuda's International Race Week, and the men from Indian Harbor, Joe Hunt, Mills Husted, Bob Marshall, and Chick Whittelsey, were there to vie with the Bermudians in L-16 team racing for the Aberfeldy Trophy. Opposing the team from Greenwich, were Royle Kemp, Neil Couper, Keith Hollis, and John Mueller, all of Bermuda.

The original Aberfeldy Trophy was established in 1948 by Mr. Thomas C. Chubb, a member of the Indian Harbor Yacht Club, and named for his wife's family estate in Bermuda. The original trophy was retired by Indian Harbor after three straight wins, and a new trophy was established in 1951. It also was retired by Indian Harbor with three straight wins. The trophy was then put in permanent competition and has only been won once by Indian Harbor since that time, although it has not been in contention every year since then.

All races were sailed over an Olympic course of about 9 miles, consisting of a windward leg, a reach, a run, a windward leg, a dead downwind, and a windward leg to finish. The series was sailed in ideal weather, the first race wind being about 18 knots; the second, third and fourth about 10 to 14 knots, and the last at about 16 knots.

Sailing in a best of seven series, the first race was won by the Bermudians 31-1/4 to 29, and the following four races were won by Indian Harbor with scores of 35-1/4 to 25, 35-1/4 to 16, 36-1/4 to 24, and 32-1/4 to 28. The tabulated results are as follows:

	Points				
	1st	2nd	3rd	4th	5th
U. S.					
Joe Hunt (Capt.)	6	11-1/4	10	10	6
Mills Husted	4	5	8	8	5
Bob Marshall	10	9	11-1/4	7	11-1/4
Chick Whittelsey	9	10	6	11-1/4	10
Total	29	35-1/4	35-1/4	36-1/4	32-1/4
Bermuda					
Royle Kemp (Capt.)	7	6	Disq.	6	4
Neil Couper	8	8	7	4	7
Keith Hollis	11-1/4	7	Disq.	9	8
John Mueller	5	4	9	5	9
Total	31-1/4	25	16	24	28

CLASS EXPANDS WITH FIBERGLASS BOATS

Sparked largely by acceptance of fiberglass boats in four of the large L-16 fleets, the L-16 Association has started to expand with the delivery of new boats to various fleets. Lew Ross, Secretary of the Pacific Coast L-16 Association, paid a visit to the Continental Plastics Corporation in the latter part of April and reported that with orders beginning to roll in, Continental was preparing to set up an assembly line. Viewing two of the boats that were ready for shipment, Lew writes; "...they were real beauties...the woodwork on both boats was teak! "

In view of the number of orders received from the San Francisco area, and the possibility of numerous other fleets springing up on the west coast, the Pacific Coast L-16 Association is considering reducing its activities to that of a fleet, with the International L-16 Association taking cognizance of the new owners and fleets on the Pacific Coast.

In approving the fiberglass boat for open competition with wood boats, the Pacific Coast Association has allowed the use of aluminum spars. This unconditional acceptance has been based on trials and mixed competition since last October. The following additional fleets have extended conditional acceptance of the glass boats pending first-hand experience with the boats during 1965 and 1966.

CHICAGO - Approved for competition with wood boats with option to review approval in 1967.

HUNTINGTON-NORTHPORT - Approved for competition with wood boats with option to review approval in 1967. Slotted aluminum spars are permitted providing mainsails are equipped with stand-off adapters which simulate the effect of slides and track. Three 'glass boats are in order for this fleet.

NEW ORLEANS - Approved for competition with wood boats in 1965 and 1966. Fiberglass hulls must be equipped with wooden masts and rigging conforming to Part II, paragraphs 4 and 5 of the Rules.

* * *

Word received from A.E. Luders, Jr. indicates that fiberglass Boat No. 257 is being delivered to the Luders Marine Construction Company early in May. This boat after inspection and tests will presumably take its place with the Indian Harbor Fleet where it can be raced in comparative tests with wood boats.

* * *

Interest in the new boats has extended all the way to Australia. Having inspected the fiberglass boat in California, Roger Dane, an Australian, called on Souther Whittelsey in New York regarding the formation of an L-16 fleet. His efforts will be directed towards promoting the L-16 in Australia upon his return. The seriousness of the Australians with regard to the Americas' Cup is evident in his letter. He writes: "I was tremendously impressed with the Club, the Americas' Cup and the Model Room. It is obvious to me, that your Americas' Cup Committee is made up of dedicated men, and it is certainly going to take a super-human effort to extend the Series to seven races, let alone to take the Cup away from you. However, our boys think it can be done, so naturally they have my whole-hearted support."



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L-16 NEWS

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CHICAGO FLEET SETS DATES FOR 1965 INTERNATIONALS

The L-16 Fleet of the Chicago Yacht Club and a committee headed by Association Chairman Thomas Broeckl have selected August 17-20 for the 19th International L-16 Championship Regatta. The event won in 1964 by Russell Moon of the Chicago fleet, will be held in the waters of his home club.

As has been the practice in recent years, each chartered fleet of the association will be invited to send a participant to the championship regatta, and fleets numbering ten or more will be allowed two participants. The boats to be used in the championships will be provided by the Chicago fleet, with participants using their own sails.

The annual meeting of the International L-16 Association will be held during the week of the championship regatta. The next issue of the L-16 NEWS will contain further information regarding the championships and the annual meeting.

WE GROW

(An Editorial)

The Luders-16 Class, ever since its founding, has maintained itself as a closely-knit organization through the association of an ardent group of yachtsmen located in six major fleets in this country and Bermuda.

Today, the Class faces a new situation with more boats and more fleets swelling its ranks both in this country and abroad. The manner in which the L-16 Association prepares for its expanded activity will be largely determined by what transpires at the annual meeting to be held at Chicago on August 20th. The delegates to this meeting should be prepared to present and vote upon such new business as will enable the Association to be responsive to the needs of the Class. It is up to the fleets to present their viewpoints through their delegates, and fleet meetings between now and August should be oriented to include matters on national and international aspects as well as local items.

It seems appropriate at this time to appoint a committee to study the class rules with the object of bringing the rulebook up to date and providing a finer definition of the one-design concept.

It is perhaps time to consider the desirability of a rotational plan for the class championships wherein each fleet of sufficient size would have the option of holding the regatta on successive years.

Certainly, the dues structure should be revised to provide adequate funds for the newsletter, class roster, and championship prizes. This year, the Association utilized existing funds for the first two items; next year, these items should be budgeted based on a modest dues increase.

There is a payoff for such considerations. Perhaps it is best expressed in a letter received from Mills H. Husted of Indian Harbor who was instrumental in founding the Association in 1947. "It was a pleasure to have had a hand in forming our Association, many excellent skippers got to know each other, and our racing has been excellent".

THE OLDEST --? ?

In 1934, the Fisher's Island Yacht Club took delivery of the first of 14 brand new Luders-16's -- a planked prototype of the molded-hull L-16's which now comprise the class. The original boats were of conventional construction employing 7/8" cedar planking on oak frames. They were the same weight and had the same rig as the present boats and their general appearance, aside from a box-type cabin trunk, was not unlike the molded hulls of today.

The 1938 Hurricane dealt a savage blow to the fleet at Fishers Island, driving twelve of the boats up on the beach to their total destruction. The advent of World War II caused postponement of the building of successors to the stricken fleet and consequently it was 1945 before a redesign of the L-16 was made, and a year later before the first of the molded hulls came off the line at the Luders Construction Company.

Shortly over a year ago, Peter D. Sanger, a Rear Commodore of the Fisher's Island Yacht Club discovered one of the original L-16's lying in a mud berth at City Island, N.Y. where it had been in disuse for five years or more. Commodore Sanger reacting like a true yachtsman and thinking it a crime to let a boat like the L-16 go down the drain, purchased it for the sum of \$500, reconditioned it, and had it sailing by June.

Great must have been the nostalgia last summer when L-16 No. 5 "leaking like a sieve, but ready for anything" proudly sailed into Fisher's Island Harbor, 30 years, almost to the day, since she made her initial



appearance at that fashionable island resort in 1934. Commodore Sanger campaigned "Cymbidium", as she is named, in several handicap races during the season and, not having fared too well, writes: "As Rear Commodore, I'm going to have to change some things this summer!" (Presumably ratings)

Commodore Sanger has rejuvenated Cymbidium with a new mast, new rigging, new sails, and a complete refinishing. This understanding owner writes: "In the car market they say all cars later than 1933 are antiques; well, in the boat market they can call Cymbidium anything they like, be it "Antique", "Relic", "Hulk", "Derelict", or any other such uncomplimentary name but it is an L-16, and I believe the oldest one in existence."

A word from the Designer

Dear Mr. Bolton,

For your information, the only difference between the design of the new boats and the old boats is that we changed the sheer line very slightly, changed the angle of the transom, and changed the curvature of the bow. The curvature of the bow affected the shape of the forward sections a tiny bit. The underwater hull lines are exactly the same.

The molded boats because of their lighter construction were able to carry 50 lbs. more lead in the keel.

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A.E. Luders, Jr.

FOR SALE -- L-16 No. 33 in Miami Area. Excellent condition. \$3000. Write -- Morgan F. Koyen, 4020 Hardie Avenue, Miami, 33, Florida

RIGGING THE L-16 MAST

(Ever set up your rigging to what you thought was perfection and then discover the mast assumed an ugly S-bend under sail? Here, Jack Vilas explains the cause and gives some gems of advice on tuning.)

Spars rigged in the manner of the L-16, will usually develop reverse curvature or S-bends under certain conditions of wind loading. I have never seen an L-16 mast that didn't have some degree of S-bend when the wind was strong. However, improperly rigged masts will have pronounced S-bends which will greatly distort the mainsail and cause poor performance. Excessive S-bends in a lateral plane are caused by the rigging being set up too tight. S-bending in a fore and aft plane is usually the result of pulling the mast too far forward with the result of bending it at the deck.

Before explaining how I tune my boat, let me say that the spar should be considered as "laying" or "hanging" from the weather rigging. Setting up on the stays with the boat in a static position should only be considered preliminary to tuning the mast in the "hung" attitude. Rigging set up too tightly with the boat static, is the cause of most spar problems.

Before stepping my mast, I set up on the diamonds sufficiently to remove the slack plus one or two turns to allow for stretch, but not tight! The jumpers are adjusted so that with the jumper struts facing down, and the head of the mast lifted, the spar remains straight as far down as the lower spreaders. After stepping, I set up the upper shrouds much the same as the diamonds with the exception that after the slack is out, I take up between five and ten turns additional, but again, not tight. The lower shrouds are left loose with about 8 inches of lateral motion in the middle of the shroud. Rigged in this manner, the lateral "S" is reduced to a minimum.

In regard to fore and aft trim, the mast should never be bent forward at the deck (the major cause of fore and aft "S"). While a mast centered in the deck cut-out is satisfactory, I prefer to rake the mast sufficiently to cause a slight pressure on the aft face of the mast at the deck. To accomplish this without over-raking the mast, I shim or block the aft face at the deck. The backstay is set up only to the point where it begins to bow the mast in the region of the jumpers.

All of the above is done at the mooring. When under sail in a breeze of 8-10 MPH, and close-hauled, the spar should be straight or bowed slightly aft. Laterally, the spar should assume a gradual and

smooth curve to leeward. Any adjustments necessary should require no more than a turn or two at the most. Since the diamond stays oppose one another, a take-up on one should be accompanied by a corresponding slackening of the other.

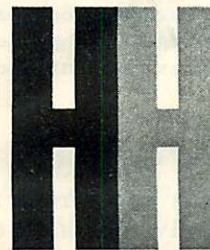
In closing, let me again warn against tight rigging. The tighter the rigging, the more the compression -- and the more the compression, the less the control of the spar.

ABOUT THE AUTHOR

Jack Vilas, Jr. is a member of the Chicago Yacht Club and skipper of L-16 No. 21, "Susana". Jack first became associated with the L-16 fleet as a crew member in 1947 and became skipper of "Susana" in 1955. Since 1956, he has attended all but two L-16 Internationals, winning the title in 1957 and 1958, taking second place in 1956, 1959 and 1960.

Jack started soft-water sailing in Inland Scows in 1936, winning the Class A championship in 1941. Sailing in Chicago during World War II brought Jack into keel boats. He has sailed many types of small keel boats and as a member of a Q-boat crew, Jack was twice on a winner of the Mackinac Race.

Iceboating (hard-water sailing) on Lake Geneva, Wisconsin, Jack won the first International Skeeter Association Championship in 1940 and repeated his victory in 1959. He has also won the Northwest Ice Boating Championship.



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L-16
ASSOCIATION
PROFILE

E. Llewellyn Gibbons



Visiting Bermuda for a regatta has been described by many as one of the most pleasurable yachting experiences. Meeting a dedicated Bermudian yachtsman such as Llew Gibbons is to experience the warmth and sportsmanship that has made Bermuda a great yachting center. The L-16 Association is pleased to present this profile of one its most ardent and popular members.

* * *

Llewellyn Gibbons was born in Bermuda in June 1918. He was educated at the Saltus Grammar School where he was active in track, soccer and cricket. Llew gained his early sailing experience prior to the war, sailing in Six-meters, International O.D.'s, and Stars.

Following the end of the war, Llew purchased one of the original four L-16's that arrived in Bermuda in 1946. He has been in active competition ever since and still owns the boat known as "655". (Reportedly, this was Llew's service number)

In 1948, he was elected Secretary of the Bermuda L-16 Association and served in this capacity until 1962. Llew has been a very keen and active member of the Royal Bermuda Yacht Club. He was Secretary of the Club for seven years, and in 1964, Llew was elected Commodore -- a position which he holds at the present time.

In 1955, Llew participated in the L-16 International Championships as representative of the Bermuda Sailboat Club. He won two races and finished fourth overall in the series. In recent years he has sailed in International O.D.'s in international competition on Long Island Sound and in Norway. He has also been active in cruising and offshore racing.

Llew was married to Helen Cyriacks of Bellerose, L.I., in 1949. They have one daughter, Judith, aged 7-1/2.

Llew has been active in charity and civic affairs in addition to his yachting activities and role as Vice President of Hand, Arnold Ltd.

In no small way, he has been responsible for the development of the L-16 Fleet in Bermuda and in encouraging young men to enter the class. Currently, he has loaned his boat to a promising young skipper who, like others may find this to be the avenue toward a bright yachting career.

In whatever he does, Llew finds keen enjoyment, and his undertakings are done with a great depth of sincerity. He is always happy in his endeavors to help others.

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THE BERMUDA SPINNAKER RIG

By Thomas C. Nehrbas

The boats of the Bermuda Fleet are rigged with an interesting set of spinnaker sheets consisting of two fore guys and two sheets, all of which may be left permanently in place. The principal advantages of this system are that it is nearly impossible to lose a sheet overboard and it is quite simple to work the sheets, guys, and halyard back into place without going forward, after the chute is taken in.

The usual quarter-blocks near the transom are not changed, but two additional blocks are installed at the bow, on deck, and forward of the jib stay. These added blocks should be swivel-shackled to deck plates to permit a proper lead for the guy. Cleats should be placed just outside the coaming on each side of the cockpit for convenient belaying of the sheets when they are not in use. Your boat may already have these, but in any event they are very convenient for any spinnaker rig.

To rig the lines, start a guy on each side of the boat from cleats on top of the deck house. Run each guy forward, through the new blocks, and splice in shackles on the after side of each block. Splice a sheet to each shackle and lead them aft, outboard of the shrouds, through the quarter blocks to the cleats near the coaming. Sheets and guys should be made of different kinds or sizes of line for rapid identification. Either the clew rings of the chute or the shackles must have swivels or you may spend the entire afternoon removing knots from the lines.

The turtle is rigged in the usual way. Snap the pole into the appropriate guy, cast off both guys and both sheets, then hoist. If the leeward guy is not cast off, the sheet in use cannot run, the spinnaker will be, in effect, sheeted to the bow, and you will not look very stylish.

If the chute is taken in to leeward, remove the pole and release the shackle from the windward clew in the usual manner. Bring the sail into the cockpit by the sheet, disconnect the remaining shackle and the halyard. Now snap the halyard to the leeward sheet-guy shackle and work that combination all the way forward by hauling on the guy, remembering to be thankful that you used different kinds or sizes of line for sheets and guys. Work the windward set forward also, re-pack the spinnaker, and it is only necessary to go on deck long enough to put the turtle in place and hook up the lines.

ABOUT THE AUTHOR

Thomas C. Nehrbas is a member of the Huntington Northport Bay Fleet and the Bay Club. He owns L-16 No. 83, "Misty".

Tom has been racing L-16's since 1961, but started as a racing skipper in Western Long Island Sound in 1934, first in a Bayside Yacht Club local one-design, followed by a Snipe and then a Star, with frequent crew duty on IOD's, Six Meters and in ocean races, two to Bermuda. These activities were abruptly terminated by World War II and Naval Aviation. Following the war, Tom was a cruising racer until he joined the L-16's.

When not racing, Tom is the Director of Communication Engineering for Instrument Systems Corporation in Huntington, the Treasurer of the International L-16 Class Association, Fleet Captain of the Huntington-Northport Bay L-16 Fleet and Secretary of the Bay Club.

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FLEET REVIEW

Huntington-Northport Bay

The fleet has extended invitations to Bermuda and Indian Harbor for team racing in Huntington Bay during the forthcoming season. A new schedule dividing the racing season into three parts with awards for each portion of the season is planned for 1965. The addition of three fiberglass boats has increased the size of this fleet to 21 boats.

Pacific Coast

The Easter regatta was very enjoyable both from the standpoint of the weather and the number of boats that showed up. Rod Lippold, fleet champion for the past several years, won with Zephyr; Lew Ross, Fleet Secretary, was second in Little Lulu; and Ben Hromadka in Killdee was third.

New Orleans

The entire L-16 fleet turned out for the opening regatta at the Southern Y.C. (in April) with stiff breezes all the way. The race was won by Dr. Elmo Cerise with Dr. Dan Lehon and Kenny Mitchell crewing. John Dane III was second and C.A. Spurl, Jr. was third.

L-16 NEWS



Arthur L. Bolton - Editor
Bay Crest, Huntington, N. Y.

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Chicago

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John Carlson
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Evanston, Ill.

Sodus Bay

With respect to the fiberglass L-16's, the present opinion of this fleet is that these boats would be welcome in open competition.

On March 7th, Fleet Captain, Eugene Seymour wrote: "There is very little to report from the Sodus Bay Fleet at the moment except that everybody is impatiently waiting for the ice to go out. We, of course, become totally icebound during the winter months, but the traditional time when the ice will go out with a mighty crash is fast approaching."

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