

1938-1951



IMITATOR



- - - I M I T A T O R

An outline of her life and  
history while on Narragansett  
Bay.



Written originally  
during the year nineteen  
hundred and fifty - one.

Ned Keiner



Narragansett Bay Yachting Association  
Regattas 1945 - 1951

First in 60% of races.  
+ Second in 81% " "  
+ Third in 92% " "

This document is a December, 2007 reproduction of a booklet created by Ned Keiner in 1951 using a typewriter.



This damaged photograph is the only known picture of Imitator.

The birth of Imitator can be traced to the year 1938, and to a town of Tiverton, Rhode Island. During this year and, perhaps in the year previous, Bert Frost acquired the blueprints of the Americas Cup defender "Ranger" and set about scaling the dimensions to a small boat size. The net result of which was a smooth custom built boat all of which cost him in the neighborhood of 24 hundred dollars. The hand cut wood work, the custom made brass fittings, the mast (using a tear-drop airfoil just as the Ranger) and the fact that it's construction is of mahogany, teak, and oak were the largest sources of it's very high price. Frost's intentions, as I was told, were to build a one-design class of these "Imitators". However the price defeated the purpose and just one boat was all that was ever finished. Frost had supposedly designed the boat to carry 1000 pounds of inside lead ballast, the total amount being carried down in the keel. All the lead was molded to fit into the small space.

The performance of Imitator during the early years, at the moment, is unknown. However, the Indian class on the bay was in the same speed class - - - at that time.

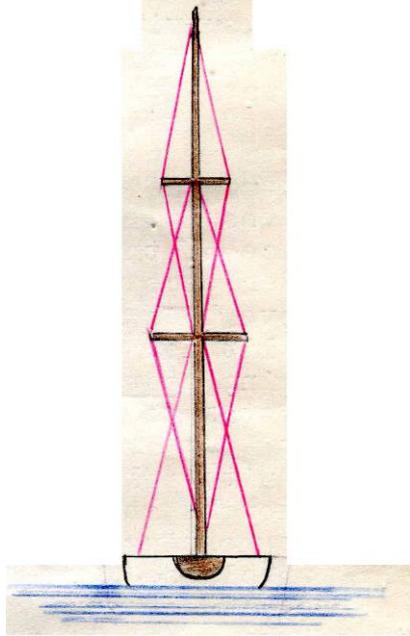
The next home for this wonderful boat was Roger Squire's boat yard in Swansea, Mass. It seems that during the hurricane of 1938 (which occurred in the late fall of this year) she was washed off a land pier into deep water along side, and sunk. The lead ballast, if it had been left in the hull while put away for the winter, would have been the only cause for the boat remaining under the water. After the things were straightened out around the yard she was pulled from the water. I believe that during the following spring the Squires bought Imitator for themselves from Bert Frost. It was Roger's brother who did most

of the sailing. The sailing performance at the time when the Squires owned her still cannot be found in writing. She became known around Mount Hope Bay and Narragansett Bay as a fast and pretty sail-or.

The lead ballast was either lost in the hurricane or kept by Frost when the boat was sold, because iron weights were used for a few years.

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THE ORIGINAL STAY  
RIGGING- - - - -  
using a system  
of two diamonds, as  
the Ranger itself  
was designed. I  
believe, however,  
the Ranger had a  
larger number of  
diamonds, but in  
the same proport-  
ions.  
Only one stay  
was led through  
the deck on either  
side to a turn-  
buckle.



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Very little is known about Imitator during the years 1940 to 1944, although there may have been much to tell.

In the spring of 1945 Pratt, my father, and I went a looking for a sailboat, any sailboat around 20 feet in length that would be a step up from a 12 foot cat boat. The best two boats we found were at Squires boatyard. One was Imitator and the other was a Lighting class sloop. The Lighting was not very impressive next to the eye-appealing Imitator and received

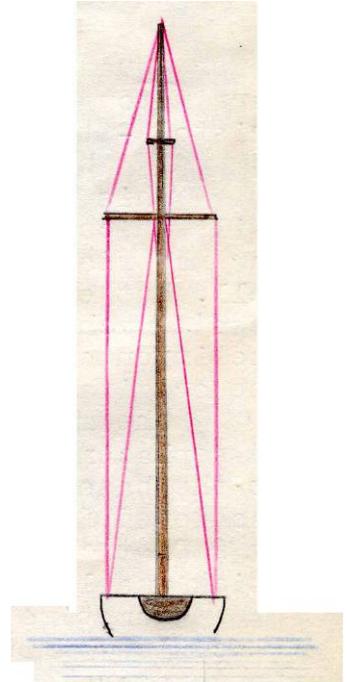
very little consideration; especially for the same price and size. And so in June of this year the Keiners purchased a big little sloop for \$650. She was painted; owned one mainsail, jib, and spinnaker; plus one leak and minus any ballast at all. We had her towed around to Bullocks Cove where her home still remains. The summer of 45 brought many an exciting experience as Jake O'Neil and myself sailed her many a mile without any ballast. In a light wind one could survive without the ballast but a beat to windward in a moderate wind or greater was impossible. The boat just will not stay on it's feet. So ballast was the first item we went scouting for. Three-hundred and fifty pounds of iron weights were the result. In the meantime she blew over twice at the mooring and tipped it's mast under once with me at the helm (this could have been avoided!). By August we had (a little) experience at handling this challenging boat and were looking for a few regattas to try our hand at. We entered the last three races of the season and were blessed with a little unusual luck - - - - so we thought at the time. Actually for Imitator nothing is unusual. In class "W", which is what Imitator measured into, Bill Westberg's "Saucy" was the hit of the year. In the Rhode Island Y. C. race I netted a first place along with running aground. Nothing was going to and nothing did bother us that day- - - even Saucy. The wind was light and Imi just loves that stuff.

The following weekend we found an, usual, unusual Bristol regatta; no wind. It rained and, when it didn't rain we were fog bound; the hour of sunset passed and nobody finished; so we drifted up to the Bristol Highlands for the Barrington race on the following day.

Quite a little more wind was present during the Barrington race than on the previous day. Class "W" sailed a course from the starting line off Bristol Highlands to the west shore of the bay, around a marker and back to the finish line. The leg to the west shore was in a moderate Southwester and we lengthened a small lead. After rounding the westerly marker with the spinnaker set a 35 to 45 mph west wind slammed up behind us and helplessly planed Imitator to another first place. Little did we realize that masts were carried away in winds like that. At least no one called us a landlubber after that. The boat's speed was beginning already to be felt by other craft in the race. Thus ended Imitators first season.

STAY RIGGING ON  
IMITATOR IN 1945 - -  
using a simpler  
arrangement of stays and  
spreaders that seem to be  
stronger.  
Also has a fore  
stay and rear stay  
running from top of  
mast to stern, which  
is permanent.

During the winter of 45 and 46 she was taken back to Squires boatyard for repair of the centerboard leak which was opened up during the summers sailing. The leak seemed to be where the trunk fitted on the keel. The yard put on a whole new trunk and still didn't stop the flow water. On the whole it was a poor job.



The season of 1946 was very truly one of Imitators hard luck years. Roughly it was as follows:

- Edgewood - - did not finish because the boom rope broke and in view of a strong wind I didn't trust any makeshift repair.
- Coles River and Touisset - in Squires yard for leak repair.
- Wickford - -no "W" showed up so the trip was in vain.
- Newport and Conanicut - Squires yard again to attempt repair of leak again. This was the last of boatyards.
- R.I.Y.C. - -started a race at last and finished - - second.
- Taunton - -no "W"s showed.
- East Greenwich and Warwick - no good competition and two first places.
- Power Squadron - second
- Barrington - third
- Bristol - third and last, broke a center-board cable at the wrong time.

This season required a new set of sails which were made by Thurston from war materials. They weren't broken in too well, but even excluding this fact there wasn't much hope. The sails that were on the inventory when we bought the boat were the originals and full of holes.

The mast was another item that needed replacement. The original had cracked at the base beyond repair. The new one was fashioned from a 210 mast with approximately 2 feet cut off the bottom. This new stick was 1 foot taller than the old one.

Sometime previous to the time when I acquired Imitator the old tear-drop mast was raked back 30 inches at the top. The new one was put in straight which improves the off wind sailing ability, both

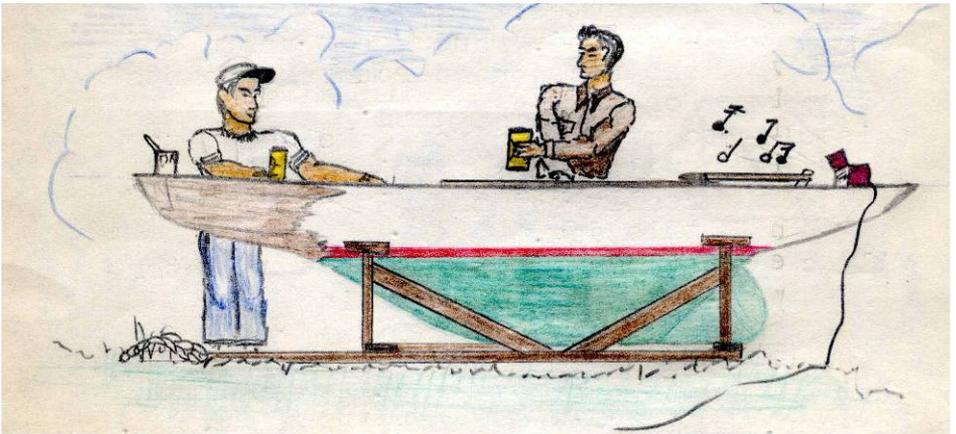
on runs and reaches - - a weakness in her racing speed. The windward ability, as far as speed is concerned, is better with the mast tapered somewhat. The same effect can be gotten by raking a straight mast back (without any curvature) the desired amount. A sliding gooseneck went on with new mast for use in heavy winds.

Another attraction that was added in 46 was the use of nylon ropes as boom and jib leads. The amount of stretch in nylon proved useful for cleated sheet ropes. The rope would stretch with an increased gust of wind allowing the sail to ease out and reduce the tipping.

With the addition of a new and longer mast Imitator needed another set of sails to fill the added space. The suit bought in 1946 was no good for racing, so during the winter Thurston made a good suit with a slightly larger Genoa jib.

A plank on the port bow got stove in during the past summer as a result of a collision with a sailing pram. It was a case where nobody saw the other. This little hole was repaired but part of the plank remained sprung out of line. A little sanding and paint made it less obvious.

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SPRING CLEANING

The 1947 sailing season brought a reduction in bad luck and a better racing record, although far from what's expected of Imitator.

Edgewood - didn't actually enter for the jib ripped as we were going over starting line.

Coles River - 1'st on elapsed and corrected time

Touisset - didn't enter for it was too rough.

Wickford - no regatta

Newport - poor sails brought her in 2'nd.

Conanicut - ripping the mainsail in half right in front of the finish line, while in first place, allowed her to finish last - - on the jib.

Ida Lewis - looking for a bell buoy that wasn't there sent us out in the ocean while everyone behind us went in and finished, leaving last place for - - for us?

R.I.Y.C. - the perfect light breeze gave us a first.

Taunton - no "W" raced.

East Greenwich - first but close, only 7 minutes to spare.

Power Squadron - (at E.G.Y.C.) first by 3 minutes.

Barrington - second, Saucy beat us in both the race and percentage points for the bay champ.

Bristol - too much wind for Jake and I to handle alone: third. Bristol really had the wind turned on this day.

Gil McAvoy's Saucy just beat out Imitator for this championship

This was the second year in a row that we had taken a close second for the bay cup. In 1946 it was Kittywake who beat us; in 1947 - - Saucy.

Points out of possible points for 1947 season. total: 21 boats.

BOAT	IDEALS	NEWPORT	CONQUEST	EYC	COLTS	TOWERS	RVC	EGYS	PSUED	ARISTO	BARR
1 IMITATOR	- 6 -	5 7 38	3 11 33		8 8 50		12 23	5 5 67	4 4 69	1 4	5 7 67
2 SAUCY	6 6 100	4 7 76	7 11 75		5 8 68	- 3 22	10 12 68			4 4	7 7 74
3 SCAT	4 6 60	2 7 36	4 11 33	- 6 27	3 8 27	3 3 31	4 12 26			2 4	3 7 39
4 WINDY	3 6 40	3 7 36		4 6 44			9 12 35				
5 INTERLUDE	- 6 -	7 7 54	6 11 52		4 8 30		7 12 38				
6 WHITE MONA		1 7 -	5 11 25								4 7 46
7 SUNSHINE			11 11 100								
8 RED RASCAL			9 11 80	Brownie like	6 8 70		5 12 57				
9 GENE II			8 11 70								
10 WARDUST			" -								2 7
11 SHEDDOW			" -								
12 Yo-Ho				3 6 40			8 12 63	2 5			1 7
13 ASPIDORE				- 6 -							
14 JOE LOTS					- 8 -						
15 MARY B					- 8 -		6 12 28				
16 Rom Tom											
17 BING											

At the very end of the season there was a small regatta sponsored by the Conanicut Yacht Club (only newly organized). It was here that Imitator had a set-to with the winning boat in allowance class "T" - - - a larger class. The boat to beat was Irving King's Brownie V in a 25 mile race around Prudence Island. And, of course, Brownie V was beaten by 15 min. & 8sec. It was a most welcome feather in its cap.

That sort of winds up the season for 1947. A year of enjoyment.

In the following spring Imi had a new outward appearance before going into the water. The bottom took on a white hard-racing finish paint; with white top-sides and a red & blue boot-top. All the iron sash weights were discarded allowing a 135 lb. block of lead to be added to the lead already used. This gave a total of approx. 600 pounds with which the boat sailed well. Without the iron in the bilge the interior was kept much cleaner. Never during the Keiner's ownership of Imi was the 1000 lbs. of designed ballast tried. However; it was believed that such a weight would slow the speed down especially with a crew of three or four added to it.

The condition was in tip top form this year with over \$100 being spent on keeping it "shipshape". The paint was completely removed and a good finish built up in the said colors - - - all the old hardware was replaced - - - money, money, money.

The racing season or "48" was truly much better. There were 6 firsts, 2 seconds & 1 third. This record may never have existed without the work of the improved crew members: Jake O'Neil, Bill Thorpe, and occasionally Bob Fitton & Pete Smyth. Efficiency was almost to a maximum. Imitator could be brought about and set for another tact in 2-3 seconds. This is proof of the advantages of teamwork.

Let's see what happened that year:

Edgewood - Pratt crossed line first but got corrected to third.

Coles River - A tangle at finish line with Beetles dropped us to second.

Wickford - Didn't get there in time for the start.

Newport - - Sort of walked away with first.

Conanicut - Boat was out of trim but we won.

Ida Lewis - Combined with Newport.

R.I.Y.C. - First in a heavy breeze.

East Greenwich - Tough but rough first. 39 min. over second boat though in third place at start of last leg home.

Power Squadron - A second place tie and lost the prize on a coin flip.

Barrington - First

Bristol - - This was a close one. The jib ripped before the start and as a result we were late. Saucy showed for this race and in the fast time around the course we just got far enough ahead to win by a minute. Bristol is quite a place for high winds.

Imitator takes its first Class "W" championship without any argument this year. Some outside-of-the-class sailors have said Imi is breaking up the W class because of its speed. However, I believe, now, that the competition that Imi offered helped to increase the class. They were racing to beat Imitator rather than for the year championship.

The Narragansett Terrace Boat Club gave class "A" prize to Imi for the evening races held during the week.

This year saw Imitator as a place for some great big little parties. She had a large capacity for beer and people, with all accommodations. Rocky Point, Crescent Park and various Yacht Clubs were some of the places to sail to for a day, evening or night.

BOAT	POWER NEWPORT SQUAD. IDAHEM'S CONVENTION	COLE'S RIVER	WICKFORD R/V	EAST GREENSBORO	BRISTOL	EVC
1. IMITATOR	7 5 70 7 7 86 6 6 90	8 6 86	9 9 89 9 9 91	7 7 92 8 8 93	6 3 89	
2. WINDY 2	8 8 100 7 - 53 6 3 52		9 4 50 9 6 53	7 4 54	6 4 55	
3. LITTLE MONA	7 5 70 7 5 70 6 2 60	8 3 53	9 6 56 9 - 46	7 5 49 8 4 49	6 5 53	
4. SAUCY	8 4 50	8 4 50			8 6 54	
5. SCAT	8 1 12 7 4 33 6 4 43	8 5 48	6 6 57 9 7 61 9 7 64		8 5 64	
6. AHOY	8 3 47 7 3 40 6 1 33 8 1 27		9 - 21 9 4 29 7 1 24	8 2 24 6 2 25		
7. ZENITH	8 2 25					
8. TAR	7 2 28	8 2 26		7 2 27 8 3 30		
9. NINA		8 8 100 6 - 57	9 5 56			
10. YOO HOO		6 4 66				
11. ENBUD		6 3 50 9 3 40 9 5 45	7 3 45 8 1 37	6 1 37		
12. RESTLESS		6 - 0				
13. PICKUP			9 2 22 9 3 28			
14. LUCKY DEVIL			9 2 22			

Points out of possible points for 1948 season. 14 boats.

We sailed off for weekends to some of the away regattas and slept in the boat on those nights out. An old tent was rigged over the cockpit for the maximum amount of shelter which was none too much. For two people it was almost like home, except that bilge water sometimes crept a little too high.

During the course of the year a V-shaped splash board was constructed on the fore deck of Imitator. The apex of the V being forwards of the mast all the rails at 30° aft to the center line of the boat. The purpose was to deflect the water from the cockpit. However, it only proved to throw the water in the crew's face and there-upon into the cockpit. It seems that the water coming over the bow in rough weather is too much for economical sized splash rails of this simple design, anyway. They were discarded the following year.

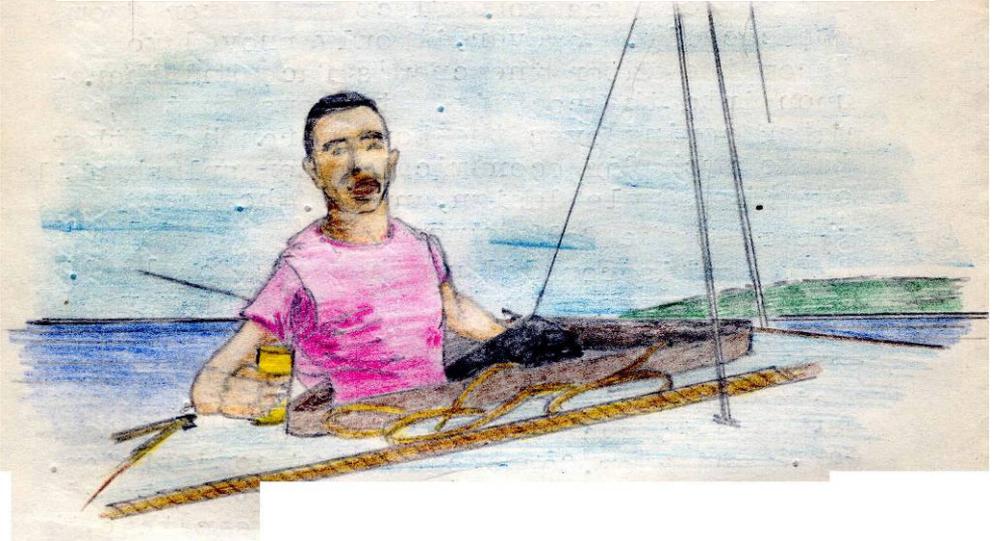
This rounded up the year for 1948. I can't remember any thing else that may have happened 3 years ago.

1949 brought a few changes such as racing in a new class - - class "T". It was a chance to race with bigger boats and to be an underdog for a change of competition.

Another change was in its outward appearance. This was the first year that the shark's mouth was painted on the bow right at the water line. The bottom and sides were still in white with a blue boot-top. The mouth was painted so that only the upper jaw showed above the water while at anchor. There was a new reinforcing rib put into the bilge to hold a few planks in the inverse curvature of the bottom. Also, rubber-covered floor boards were put in to replace the old beat up wood boards. The everlasting leak around the center-board trunk was stopped with the application

of some marine glue and waterproof putty poured into the bilge. It worked. All the hardware and equipment was in good shape and outfitting was kept to a minimum for a change. A 3 inch bilge pump was now regular equipment during sailing and racing in order to keep the boat afloat in heavy weather without any delay in time. Bill Thorpe had the job down to a science especially with a strong right arm so that Imitator was continually dry, except for a few gallons that were difficult to pump from the very bottom.

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SAILBOATS SAIL ON ALCOHOL!  
Motor boats on gasoline.

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The year in racing was successful but disappointing. In order to race in class "T" we had to penalize ourselves by assuming to be a bigger boat so that Imi could get over the minimum class rating. Actually she rated 13.94 and the minimum was 14.01. Nobody raised any objections to our doing this and nothing in the rules seemed to pertain to this situation. Logically a little boat should be able to race with bigger ones without any unfairness; so Imitator raced in "T".

The races were much more interesting for we could race the others boat for boat and not think about time allowance; with a minimum rating. Brownie V the past years winner was more or less a has-been with new boats such as a thistle and a Bluenose one-design. The Thistle, "High Jinks", only raced in one regatta. Imi held to him to the windward mark only to be left in the dust off the wind. However, it was the Bluenose, "Ranger", that turned out to be the competition. Not to forget the Indian Landing "Tom Tom", who didn't sail enough 2/3 races to qualify for the championship.

Ranger was a relatively big boat with a high rating and we beat him once on time. He beat Imitator twice on through the season and then didn't show up for the last two deciding regattas.

But, the regattas for the year were as follows:

Newport - - - Didn't go.

Edgewood - - Took second behind the thistle, High Jinks, in a light breeze.

Coles River - Missed.

East Greenwich - Took second to the Ranger while sailing in too much wind with not enough weight.

Wickford - - First with no competition.

R.I.Y.C. - - Third to Ranger and Tom Tom.

Bristol - - First, a lot of wind and we left the class in the spray.

Barrington - First, same as Bristol.

When the year's results were computed it turned out that only two boats were qualified - - Imitator and Arrow. During the fall Imi was announced as winner and entitled to the cup. However, during the course of the winter someone found that Imitator was not measured to be in class "T", but in "W". Also, racing in a larger class was not allowed in sailing. Without any notice of this finding the prize went to the second eligible boat - Arrow; who didn't place in

any races during the summer. It was rather inconsiderate of the race committee, but that is neither here nor there.

The most impressing races were those at Bristol and Barrington. Imitator was really loaded up with four crew and a 135 lb. block of lead. It seemed as though the wind was going to blow and it outdid any of our thoughts. Imitator actually went right through a three foot wave without varying a bit off course, although much green sea presented itself in the interior of the boat. It was only during these races in class "T" that Imitator had done its best to win. We had to get the most out of the boat to ever pass any of the "cream" in class "T". There were times when Imi was really pushed. This I wouldn't advise too often because the boat will take a lot of work without showing it too much but, there will come a time where much hard sailing will spring every plank in the hull. Imitator by its design will be subjected to high stresses, because of the high mast on a narrow boat. The moment of the forces on the sail and the counter-acting weight on the rail for stability produce these high stresses in the stays, mast and deck as well as strain in the hull. It is naturally not good for the life of the boat; however, it does produce speed.

(Proposed splash boards).



The percentage for each race is based on the points won out of the possible number of points that could be won. Points are given here for: one point for finishing; one point for each boat beaten; and a point for winning the race. The N.B.Y.A. may not have given the point for winning during these years. However, it makes little difference in the final figures.

Points out of possible points for 1949 season. Class "T" total 11 boats.

BOAT	NEWPORT EYE %	COLES BAY %	WATER %	RACE %	BRISTOL SAGE
1. IMITATOR	86.75	75.73	33.77	63.70	55.79
2. RANGER	33.100	7.73		6.67	
3. HIGH TINKS	88.100				
4. BROWNIE V	84.50	42.50			
5. HOBO MOCO	83.37	41.33	42		52.41
6. ARROW	30.0	25	7.326	60.20	51.20
7. DOWNWIND	81.12		7.113		
8. TOM TOM		47.100		64.80	53.70
9. CHATOMA			7.228		
10. MYSTIC			3.133		
11. CHIEF				60.0	

During the course of our racing on Imitator three of us have been dumped over. I was the first to go. In the East Greenwich regatta of 1948 Imitator was out in the middle of the bay approaching Warwick Neck in a strong north-west wind; it was rather rough. With the sails fastened hard we got caught in a quick puff and laid over enough to fill half up with Narragansett Bay. The crew quietly and wisely freed the sails allowing Imi to snap upright. It was at this moment that I found myself trailing along behind; with a firm hold on the back stay. The boat was balanced so it sailed a good course and the crew, being busy with the pumps, forgot to look back. Had I not yelled I believe they wouldn't have noticed me till we had to go about.

Pete Smyth was next to honor the bay with his presence - - - He slipped.

Bill Thorpe, when his turn came, had the opportunity to make a heroic leap into the wet blue through which his feet were dragging anyway. Rounding a marker on a Bristol course in 1950 we attempted to jibe in a blow. Bill was in the bow ready with the whisker while Jake and I were jibing the main. Just at the precise minute a gust of wind swung us out of control and off course. The bad feature was that green water coming over the rail into the cockpit. And then there was Bill standing on the leeward rail; off balance and hanging on to a stay. He saw how his weight was tipping us over and - - - went for a swim. Within 5 seconds he was back in the boat, although we had to reverse our course to pick him up.

Jake is the only one of the crew who hasn't found himself in the drink at one time or another. Therefore, his place as crew was in the bow, to absorb the splash coming over the bow. It was a most refreshing spot, especially on cold days. On cold days the water naturally seems warm.

Imitator went through the 1950 season with flying colors. It was an undefeated year. When she was put into the water, the topsides were a gloss black, with shark's mouth and all. To many people around the bay she became known as the "tiger shark".

We tried many new things this year like the use of various sails hanging from all the limbs. The crew had the part of sailing 5 of the 8 regattas during the year, and with much success. A total of four of us sailed this year and we all won, so, you see, the boat should be respected.

The first regatta Imi entered, at Coles River, presented a rather humorous situation when registering. We decided to race in "W" this year, after that bum deal last year; which was quite legal. Later the race committee became confused as to the class Imi was supposed to be in and sent word for us to straighten it out. By the time we got to the committee desk all the skippers in "W" and "T" were there awaiting any decision. The boys in "T" wanted us to race in "W", those in "W" wanted Imi in "T", while the committee just wanted us to race in the proper class. With a little explaining the committee saw the light; so we raced in class "W", much to the curses of the other skippers. The class "T" sailors went off with joyful cheers.

The year's regattas were something like as follows:

- Wickford - - After drifting down the bay all morning we arrived 30 min. after start. No race.
- Ida Lewis - Jake sailed to first even Newport under a little tension and nervousness.
- Conanicut - Jake brought in the bacon U.S.Navy again with a little more ease and spare time.
- Coles River - This was actually the second regatta. Imi was a floating pub for the whole day. She won.

East Greenwich - Pete sailed to another first in rough weather.  
Edgewood - - First; even flying all the sail we could get our hands on - - it caused trouble at times - - especially when we couldn't get it down.  
R.I.Y.C. - - Bill sailed this one for a prize.  
Barrington - Jake got another first in rather heavy weather. Imi was really loaded for this race - - with weights.  
Bristol - - - The fleet was left in the spray again. A first with some time to spare.

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\* MAKESHIFT WHISKER POLE \*

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The Edgewood race was one in which the skipper almost got left behind - - half way around the course. The first leg was downwind where Imi flew two spinnakers at once. All these sails & shirts were left

up too long for the crew couldn't get them down in time to round the next mark. With all the umpteen miles of rope tangled around the mast, stays, deck, Pete & Bill the boat was in a complete state of confusion - - - the crew trying to find which end was up. And then the skipper, doing nothing but holding the tiller and main sheet, yelled, "Come on you, \*#!&#/\*!, hurry up!". At this point Pete & Bill stopped all work and started coming down off the fore deck, while I attempted to do some fast talking. Luckily, for some reason, they let me stay and went back to their state of confusion. Of course, if we weren't about a mile ahead of the second boat they mightn't have been so hasty. However, I couldn't picture Imitator going to windward with a spinnaker at the top of the mast under any conditions.

We tried using this spinnaker at the top of the mast quite a few times and found it worked well on runs & broad reaches. The head was raised to the very top. The inward end of the pole was raised on a spare jib halyard almost to the block and tied down hard to the deck with a downhaul - - - it was, therefore, adjustable in height. With the right guides the spinnaker could be filled perfectly, even on close reaches. In addition to this we used a single luff spinnaker in place of the Genoa jib which was similar to a large reaching jib. In light air this combination gave Imi very exceptional speed. I don't believe the mast could take these sails in any wind of moderate force or over.

In the evening races at the Terrace boat club the crew and a few others had chances to skipper Imitator around the course. Imi had a hard time in these races for handicaps were handed out just as the two man committee saw fit. After awhile Imi was starting out 20+ min. after the smaller boats in a race that only averaged an hour.

The biggest disadvantage of handicapping boats at the start, as the Terrace did, was the change in wind once outside the cove. Usually the first boat out picked up a better breeze and took off getting a large lead by the time the bigger boats started. Sometimes the conditions were reversed and Imi would catch and pass everything. And, rightly, so, in the next race she would be starting a few minutes later. However, the committee didn't reduce our handicap after those races when we came in last; so Imi won only a few.

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\* THE HIGH  
FLYING  
SPINNAKER \*

When we broke the spinnakers out of stops in going over the starting line at Edgewood there were many comments, like, "where's the kitchen sink?" Vin Legge offered us his handkerchief to put up with the rest of our "sheets".

To make sure that all the stops would break we

attached a 1/4 in. line to each one and leading down to the deck so that one pull would break them all. It is the most sure method of making sure none are left unbroken.

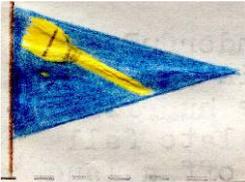
It was all rigged completely within the scope of the N.B.Y.A. racing rules. Using only one spinnaker pole fastened, or approximately fastened to the center of the mast.

1951 looked to be a year of rest for Imi, for it never had any intention of going into the water. Nobody had the time this year to get it ready. It was advertised in the Journal again but no one was interested so in the yard it sat. Then in the middle of July Bill Broomhead became actively interested and offered to pay \$650 if the boat could be put over in two weeks. At that time Imi was having new canvas put on the decks - - that canvas previously on was as old as the boat. In a few days the canvas was on and Imi had a new coat of paint on the outside. Then we floated it over to G. Allen on the Terrace to repair the mast, which was split at the base, and make some new cockpit rails. In over two weeks all this was done, the finishing touches were on, and into the water she went. A few days later she was sailing and a new owner took over.

Imitator didn't go into any regattas all season, although she did partake in some of the evening races at the Terrace and proved to be in good condition.

Bill and I sailed it off and on through the latter half of the season and in the second week in September she was hauled back into our yard to spend another year.

Just what happens to Imitator from now on is up to the new owner.



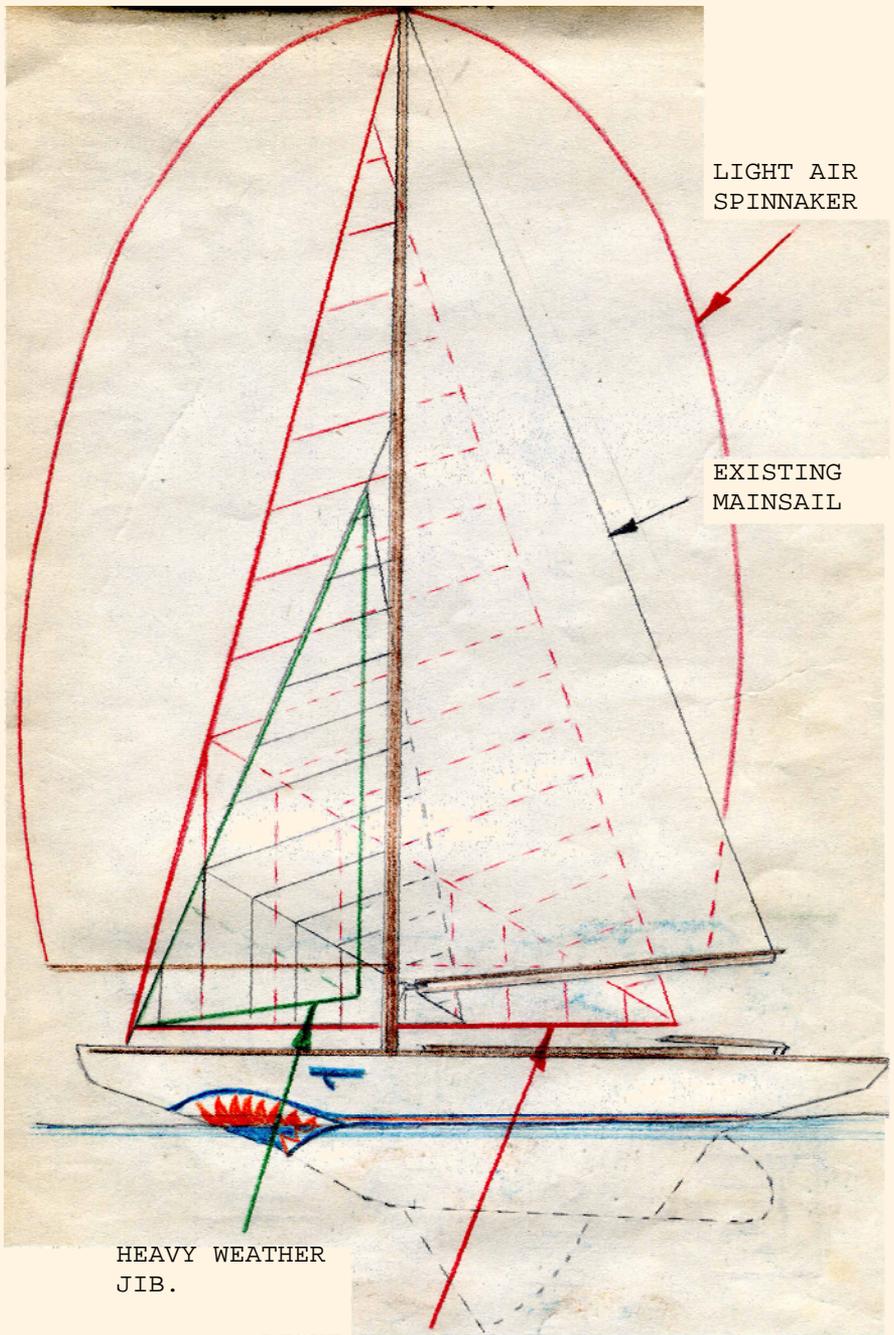
\* OWNERS FLAG \*

A memorable event in Imitator was a time we got caught in a wind and rain squall. During one of the evening races in 1948 we started off in a very still breeze. In the west, however, a front of black clouds was rising fast. Pete, Elaine, Betty, and I started off just as the others and just as soon as we got clear of

the cove the wind began to increase. By the time we were close to Bullocks beacon the high wind and rains could be seen coming across the bay. The smaller boats were around the beacon and on their way home. In view of the stronger wind the jib came down while the boat sailed under the main for awhile. A few minutes later with the approaching rain we took the main down; just as the wind hit in full force. It hit us broadside and started to roll us over even with the sails in the cockpit. Four of us had to jump on the windward side to bring it upright: then the boat shot off downwind, throwing up spray like a speed-boat - - - with no sails. And this rapid pace of 5-6 knots or more we were blown right towards the cove. In the few minutes that it took us to get there the wind stopped suddenly and left calm. We raised sail and in a short while a breeze came up and we finished the race very quietly. No damage except wet clothes and sails.



\* WHERE'VE BEEN? \*



LIGHT AIR SPINNAKER

EXISTING MAINSAIL

HEAVY WEATHER JIB.

LIGHT AIR GENOA JIB reaching & running

PROPOSED SAIL DESIGNS







