



Associated Press

Miss Lorna Whittelsey, last year's champion, and Miss Frances McElwain, 1935 winner of the Women's Championship

on August 16th, 17th, and 18th. R. Hammond Gibson, Secretary of the newly-formed Chesapeake Bay Yacht Racing Association, won each series with his *Red Jacket* and gave an exhibition of consistently fine light air sailing.

With two firsts and a second in the Lipton Trophy series and a first and a second in the J. Graham Johnson Memorial Series, *Red Jacket* amassed 68 points. Sixteen-year-old Frank Fuller, also of the Eastern Shore Fleet, scored second in each series, annexing a total of 56, while third place in each event went to Harry Worcester's *Shrew*, of the Gibson Island Club Yacht Squadron, with 55 points.

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Cohasset Crew Takes Women's Title

THE WOMEN'S crew from the Cohasset Yacht Club, skippered by Miss Frances McElwain, captured the Mrs. Charles Francis Adams Cup by a single point in the series run off Greenwich by the Indian Harbor Yacht Club. Six crews, from the Cohasset, Fenwick, Bellport Bay, Woods Hole, Sandy Bay and Indian Harbor Yacht Clubs competed on September 4th, 5th and 6th.

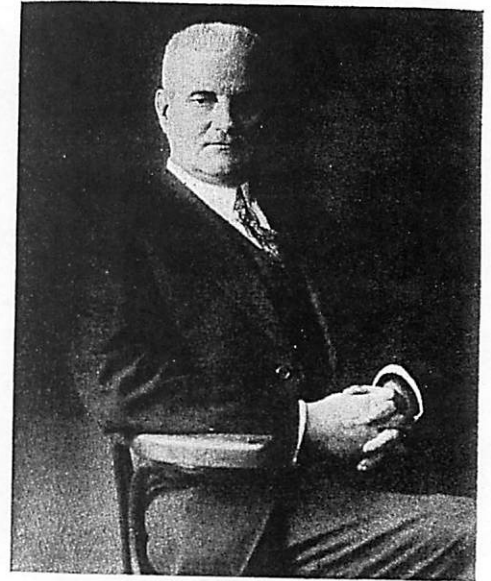
On the first day, a strong easterly with rain and a nasty sea caused the committee to set courses in the harbor, and two races were sailed. These were won by Bellport Bay and Woods Hole which alternated in first and second places, with Cohasset third each time. The second day came in with light and variable winds and three races were finished. The Indian Harbor crew, captained by Miss Lorna Whittelsey, last year's champion, took the first and finished third in the next two, which were won by the Cohasset entry. At the end of the day...

in doubt almost until the finish. It was nip and tuck between Indian Harbor and Woods Hole most of the way, with Cohasset threatening all the time. Miss Whittelsey won with Cohasset in second place and Woods Hole only seven seconds astern. This made the point score: Cohasset, 27½; Indian Harbor, 26½; Bellport Bay, 25½; Woods Hole, 22½; Sandy Bay, 17 and Fenwick, 8.

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Bruno Tornroth

THE death of Bruno Tornroth on August 28th, after a short illness, removes from the ranks of naval architects and marine engineers one of the

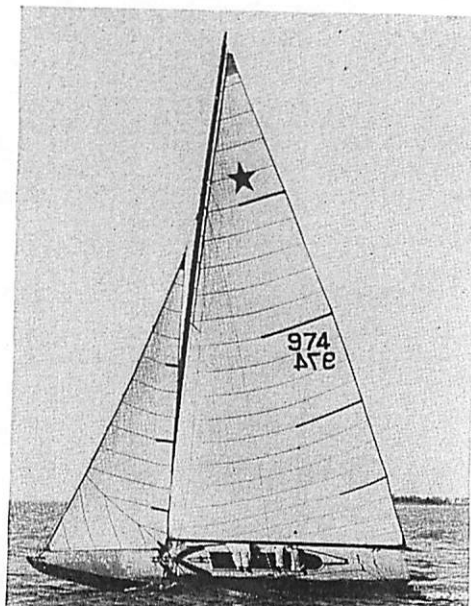


Anthony

The late Bruno Tornroth, long associated with Cox & Stevens. He designed some of America's finest yachts



With her new rig, "Silver Heels," C. W. Haffenreffer's sloop, has been "cleaning up" at Bristol and Barrington



most highly trained, experienced and successful men in the profession. Respected and admired by everyone who had the privilege of knowing him well, his passing is a real loss to yachting.

Mr. Tornroth was born in Finland fifty-seven years ago and at an early age showed a keen interest and proficiency in all subjects relating to the design and use of vessels of all types. He received a technical education in engineering and naval architecture in the Polytechnic Institute of Helsingfors, Finland, from which he graduated with distinction in 1900. He then obtained valuable practical experience in various engineering firms in Finland.

Believing that in America there was a greater opportunity for advancement, he came to this country and after a short association with Henry J. Gielow, joined the firm of Cox & Stevens. He was in charge of the designing activities of that firm from 1908 until his death. As a result of this association, which extended over a period of nearly thirty years, his technical knowledge and sound engineering viewpoint have been apparent in the development of the great fleet of American yachts of the larger size. To indicate the versatility of his accomplishments, such notable yachts as the several turbine-driven *Winchesters*, the geared turbine *Whileaway*, the Diesel cruiser *Ohio*, and such outstanding Diesel yachts as *Cyprus* and *Alva*, all felt the touch of his directing hand. One of the latest of the large yachts in whose fashioning he had an important part was the magnificent four-masted auxiliary bark *Hussar*. Always on the alert to take advantage of new developments in engineering practice, Mr. Tornroth early showed an appreciation of the importance of