

South Shore Yacht Club


A History of the Q Half-Models

April 5, 2017

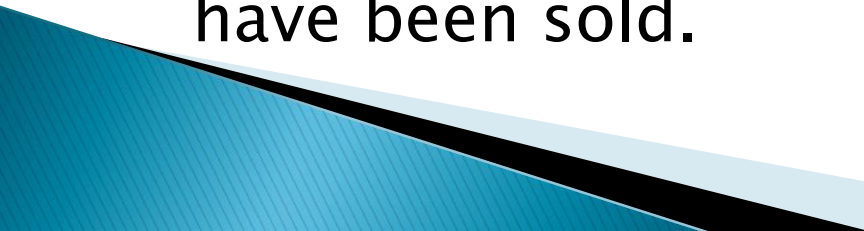


Shelly Galligan's Memory of Hope

“She leaked everywhere! I remember racing with my Dad, getting sent below exhausted to my bunk in my tiny foulies. We were heeled over so far that I was lying on the inner hull in a puddle. I loved that boat with all my heart. I remember lying down on the dock and crying when she left SSYC.”



A Revival of the Universal Rule

- ▶ The J Class now races as a fleet with restored and new boats.
 - ▶ 11 J's are now racing – 3 restored and 8 new
 - ▶ There appears to be a number of P Class boats still sailing (Nova Scotia)
 - ▶ The R Class continues to race with four fleets (Pacific Northwest, Lake Erie, Lake Ontario, and New England) with 30 still sailing or being restored
 - ▶ There is only one M Class still sailing – 'Pursuit' in San Francisco Bay
 - ▶ New M Class boats are being marketed, but none have been sold.
- 

Universal Q Class Revival

- ▶ Interest in the Q's was revived with the well publicized restoration of Q-5 Cotton Blossom II by Dennis Conner.
- ▶ New boats are now being offered for sale by Fladlien Associates.
- ▶ Q-16 Falcon II (Jour de Fete) and Q-5 Cotton Blossom II (Lenore) are racing in Europe.
- ▶ Q-10 Nor'easter IV and Q-3 Hope are racing on Long Island Sound
- ▶ Q-12 Gloriant (Nor'easter V) and Questa Q-14 are sailing together on Flat Head Lake, MT

Cotton Blossom II

Brought to Chicago in 1941 and renamed Scimitar and was owned by Charles Deere Wiman, the great-grandson of John Deere

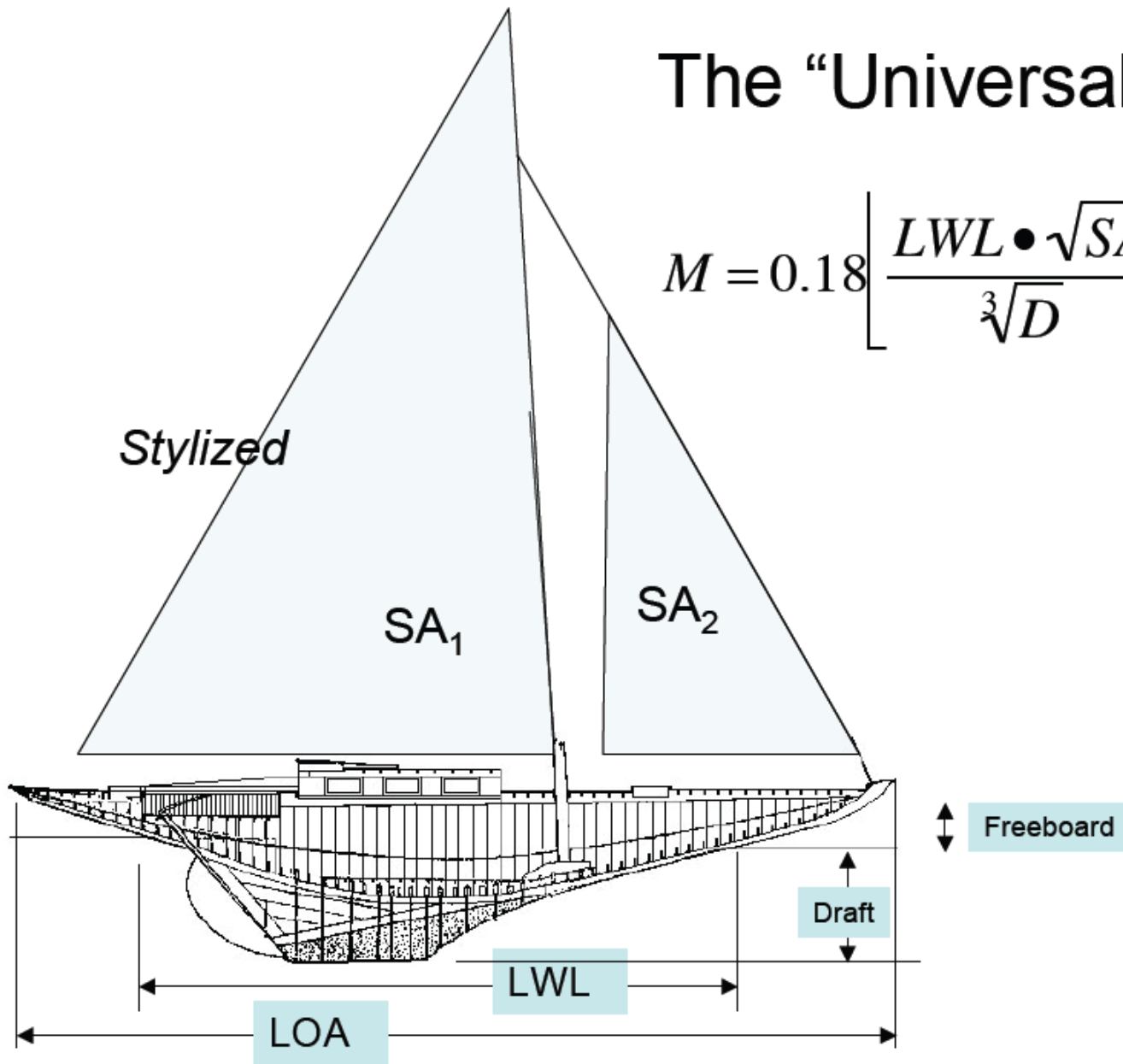


The Universal Rule

- ▶ Nathaniel Hertschoff's concept for replacing the Seawanhaka Rule in 1902
- ▶ Problems with the Seawanhaka 'Skimming Dishes' or 'Freak Boats' which could not stand up to typical ocean racing conditions
- ▶ The designer now had to consider 'displacement' as part of the design in addition to LWL and Sail Area.
- ▶ LWL and the square root of the Sail Area increased the rating while the cube root of displacement reduces the rating.

The “Universal Rule”

$$M = 0.18 \left[\frac{LWL \cdot \sqrt{SA}}{\sqrt[3]{D}} \right] \cdot (PROP)$$

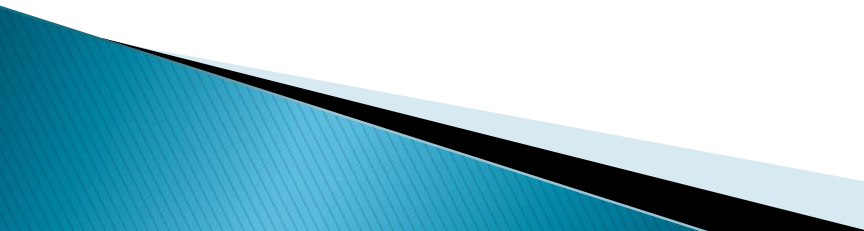


Credit to Dr. David Coleman

The Universal Classes

CLASS	RATING	LWL
I	88 ft	100.40 ft
J	76 ft	87.08 ft
K	65 ft	75.20 ft
L	55 ft	64.40 ft
M	46 ft	54.68 ft
N	38 ft	46.04 ft
P	31 ft	38.48 ft
Q	25 ft	32.00 ft
R	20 ft	26.60 ft
S	17 ft	23.36 ft

Istalena / Sabre M-10

- ▶ There were only a handful of M Class Universals built.
 - ▶ Istalena was designed by L. Francis Herrschoff
 - ▶ Double end design (same as Live Yankee (R), Gloriant (Q), Mitena (12M), Whirlwind (J))
 - ▶ 87 feet long and the cotton main weighed 400#
 - ▶ Bought in 1938 by Bruno V. E. Nordberg of Milwaukee for \$5,000
 - ▶ The yardarm of the SSYC flagpole is Istalena's spinnaker pole
- 

Istalena with a 'bone in her teeth'



- In 1948, Istalena was purchased by Roman Brotz of the Sheboygan YC and renamed her 'Sabre'.
- Pete Reichelsdorfer and Terry Kohler were on her crew
- She was converted to a yawl buy cutting 6 feet of the main mast and adding a 40 foot mizzen mast.
- This was done because the mizzen staysails were not measured.
- In 1961 she was sold to a Chicago party who eventually to her out East....her whereabouts today are a mystery.



Peter Reichelsdorfer Collection

Sabre model at Sheboygan YC



Sabre was first to finish in the Chicago Mac (Royono Trophy)
1951 1953 1957 1959 1960

First Generation Q's

- First built in 1904
- Gaff Rigged
- Club Foot Jib
- About 20 Q's built prior to WWI
- The first generation Q's were short, but carried more sail area.



Second Generation Q's

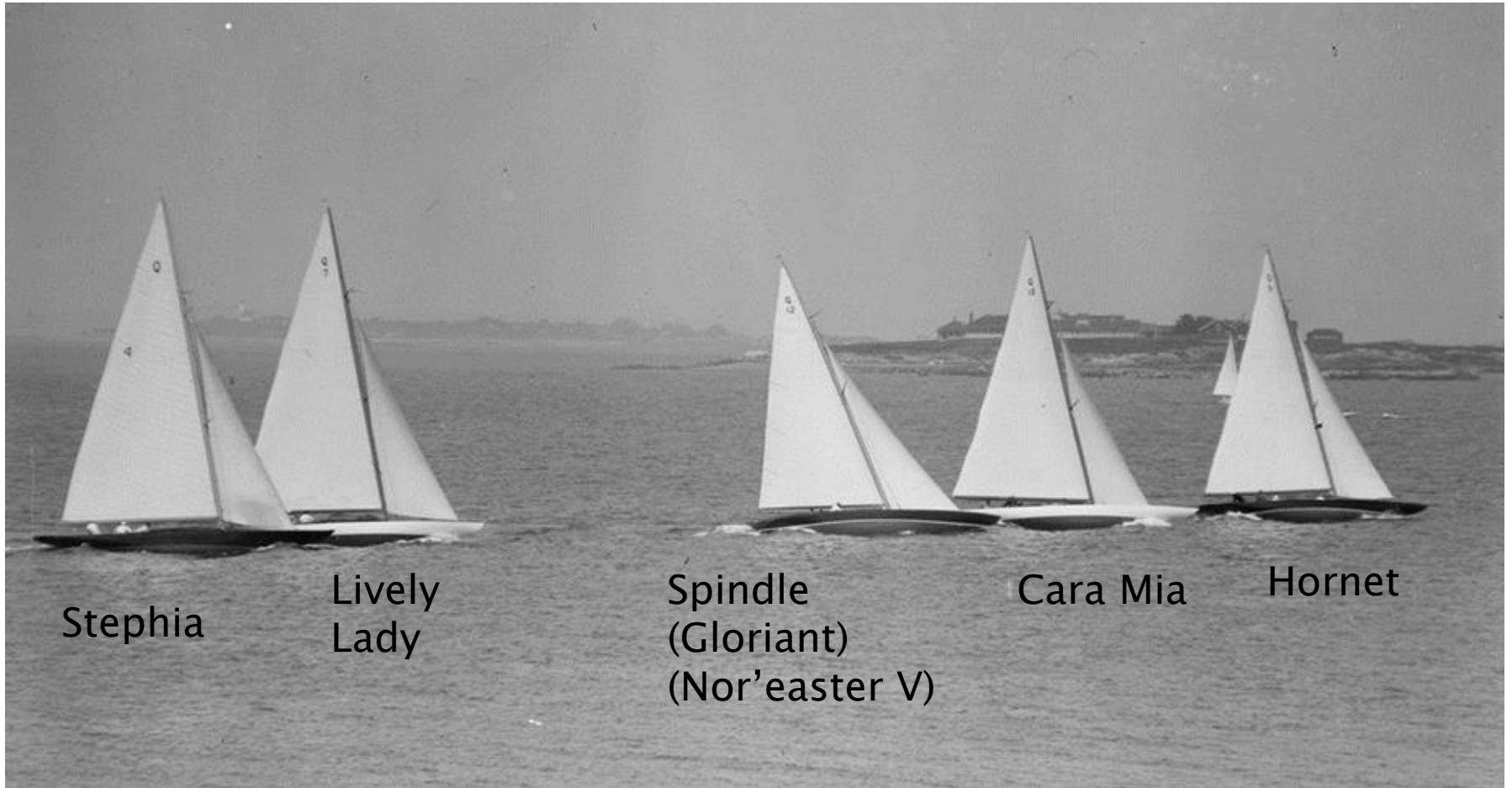
- The second generation Q's were built after WWI
- Q-1 Grayling was the first 2nd generation Q built
- Built in 1923
- First owner: J. P. Morgan
- Goal was to re-establish the Q Class
- Still sailing in Seattle, WA
- The second generation Q's were longer with less sail area.
- All second generation Q's were Marconi rigged with small jib's.



Grayling Q-1

Photo provided by Joe Bonness III

Q's in Marblehead – 1932



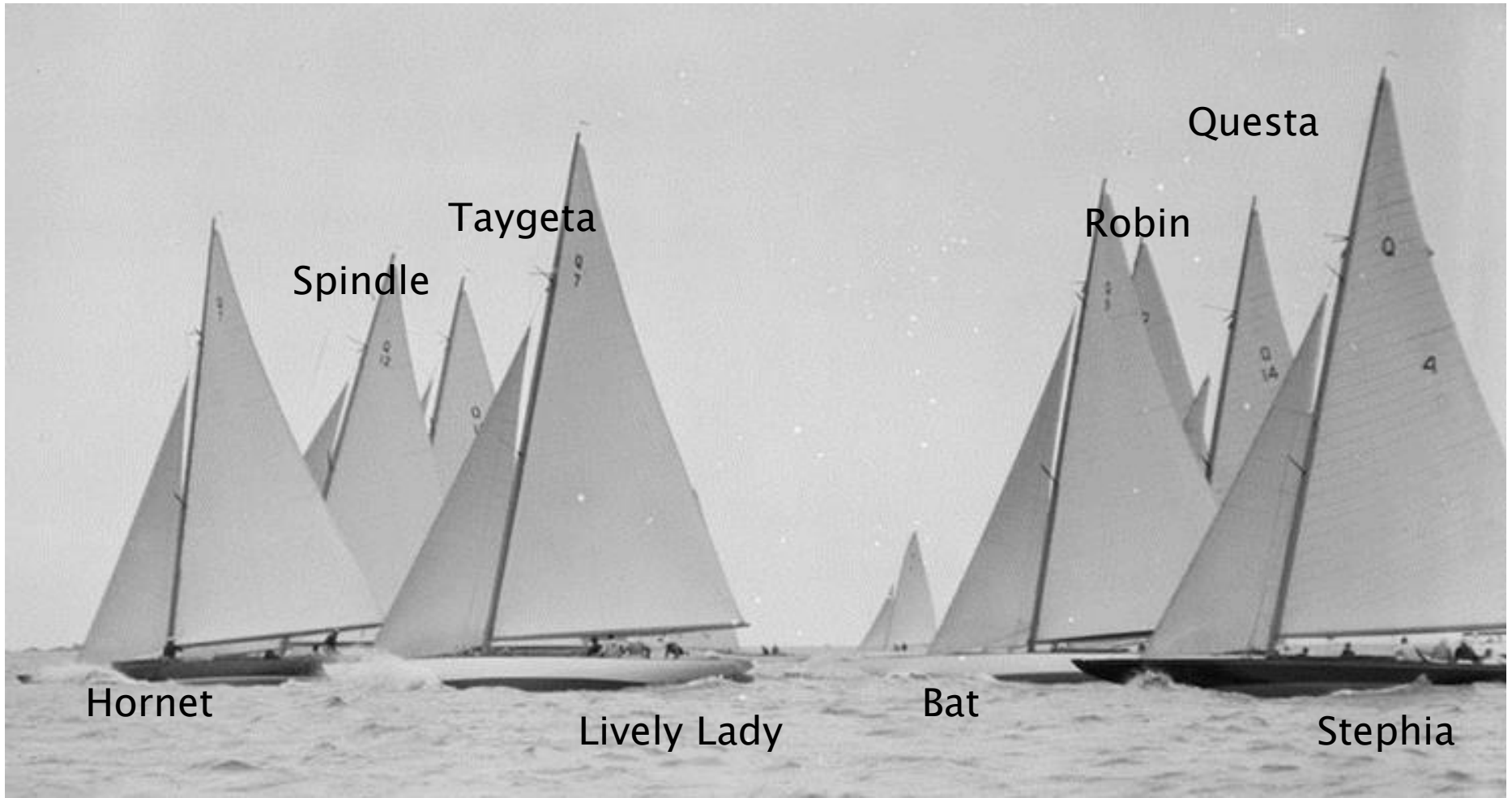
1932



Hornet

Falcon II

Lively Lady



Hornet

Spindle

Taygeta

Lively Lady

Bat

Robin

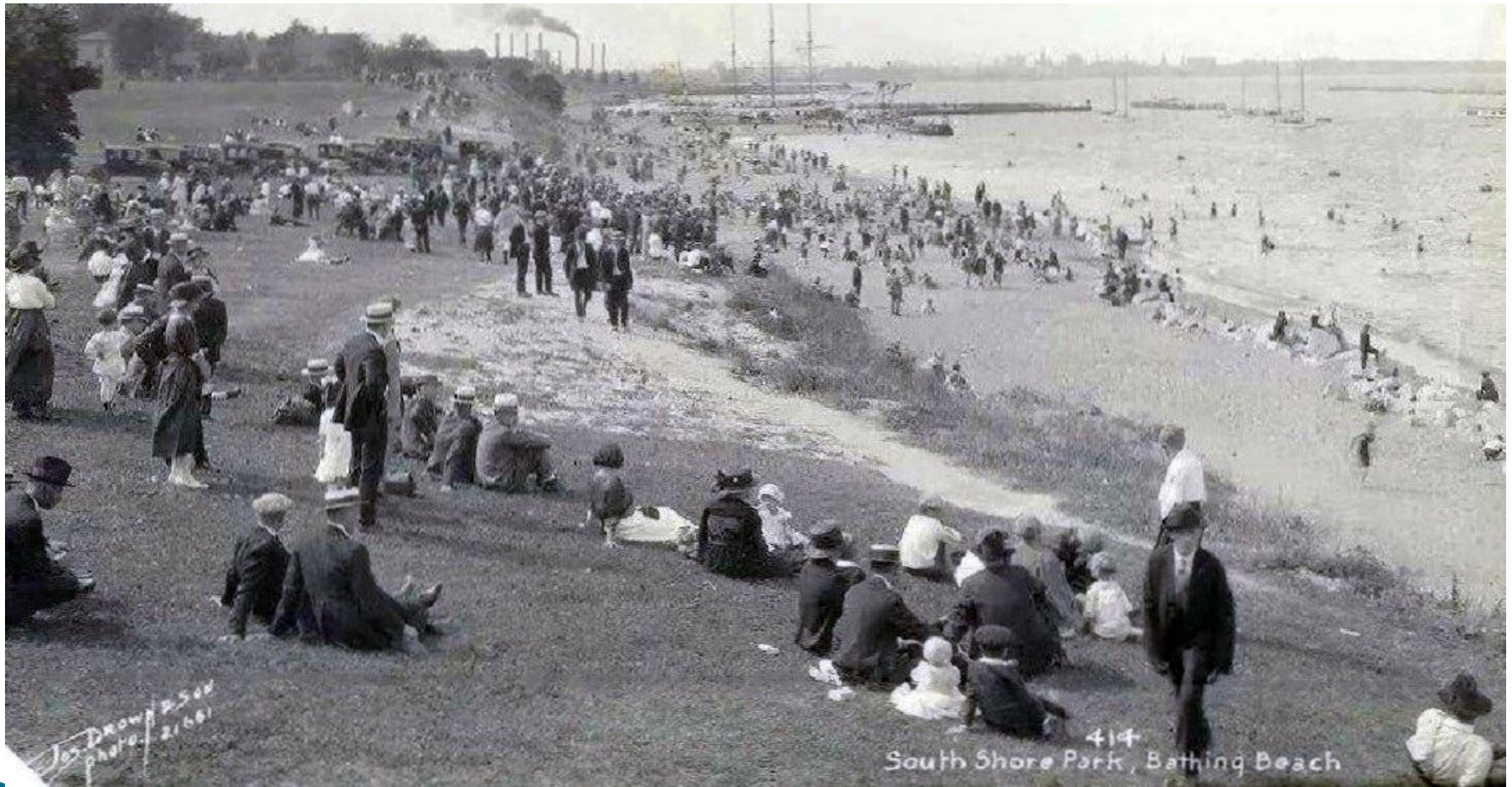
Questa

Stephia

The Lake Michigan Migration

- ▶ In the early 1920's the first wave of Q's came to Chicago – these were first generation Q's
 - Virginia (1913), Intruder (1910), Siren (1910)
- ▶ The next wave came in the early–1930's to late 1940's – these were all second generation Q's
- ▶ These Q's were attractively priced due to the depression and the increased popularity of the 8 meter class in New England.

Early 1920's photo of South Shore Beach – Lily E, Bird Sh*t Island, the Steel Mill, and Elijah Este's house are all visible. The first Q's were beginning to show up in Chicago and the Virginia Trophy was close at hand.



The Lake Michigan Q Class Fleet

- ▶ Quest* Q-2 Also Hawk Scrapped
- ▶ Hope* Q-3 Still sailing in Connecticut
- ▶ West Wind* Q-4 Also Stepia (Milwaukee YC) (whereabouts unknown)
- ▶ Virginia* Q-5 Still sailing in Nova Scotia
- ▶ Hornet* Q-6 Being restored – Naples, FL
- ▶ Lively Lady* Q-7 Originally Falcon Completely restored – Rockport, Maine
- ▶ Scimitar* Q-8 Also Cotton Blossom, Lenore – Completely restored Europe
- ▶ Capsicum* Q-10 Unknown
- ▶ Robin Q-11 Currently in Rockport, Maine awaiting restoration
- ▶ Spindle* Q-12 Also Gale, Gloriant, Nor'easter V and Dutchess II
- ▶ Questa Q-14 Restored and sailing with Q-12 on Flat Head Lake, MT
- ▶ Cara Mia* Q-15 Scrapped
- ▶ Falcon II* Q-16 Complete restoration – for sale in Europe as Jour de Fete
- ▶ Princes Q-22 Unknown – First generation Q
- ▶ Siren Q-48 Scrapped (first Q on Lake Michigan?) – First generation Q
- ▶ Intruder Q-61 Sunk off of Milwaukee – First generation Q

With assistance of Peter Reichelsdorfer

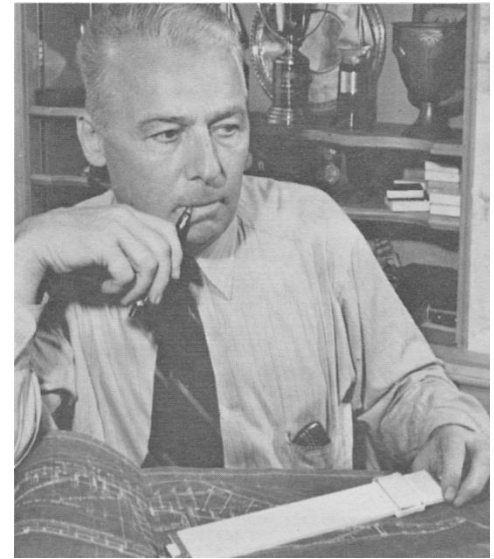
* From the 1946 LMYA Yearbook

History of the Half-Models



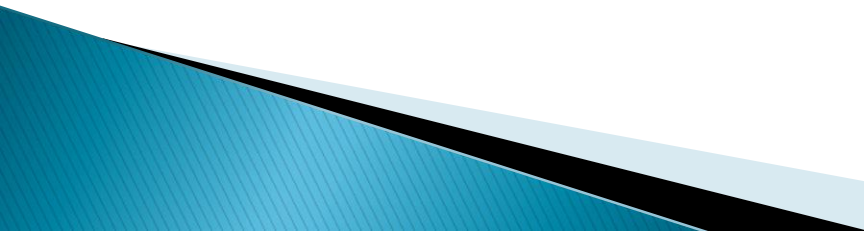
(110) Otto Dreher was influential in getting the Jones Island yacht club started.

A tribute to Otto Dreher

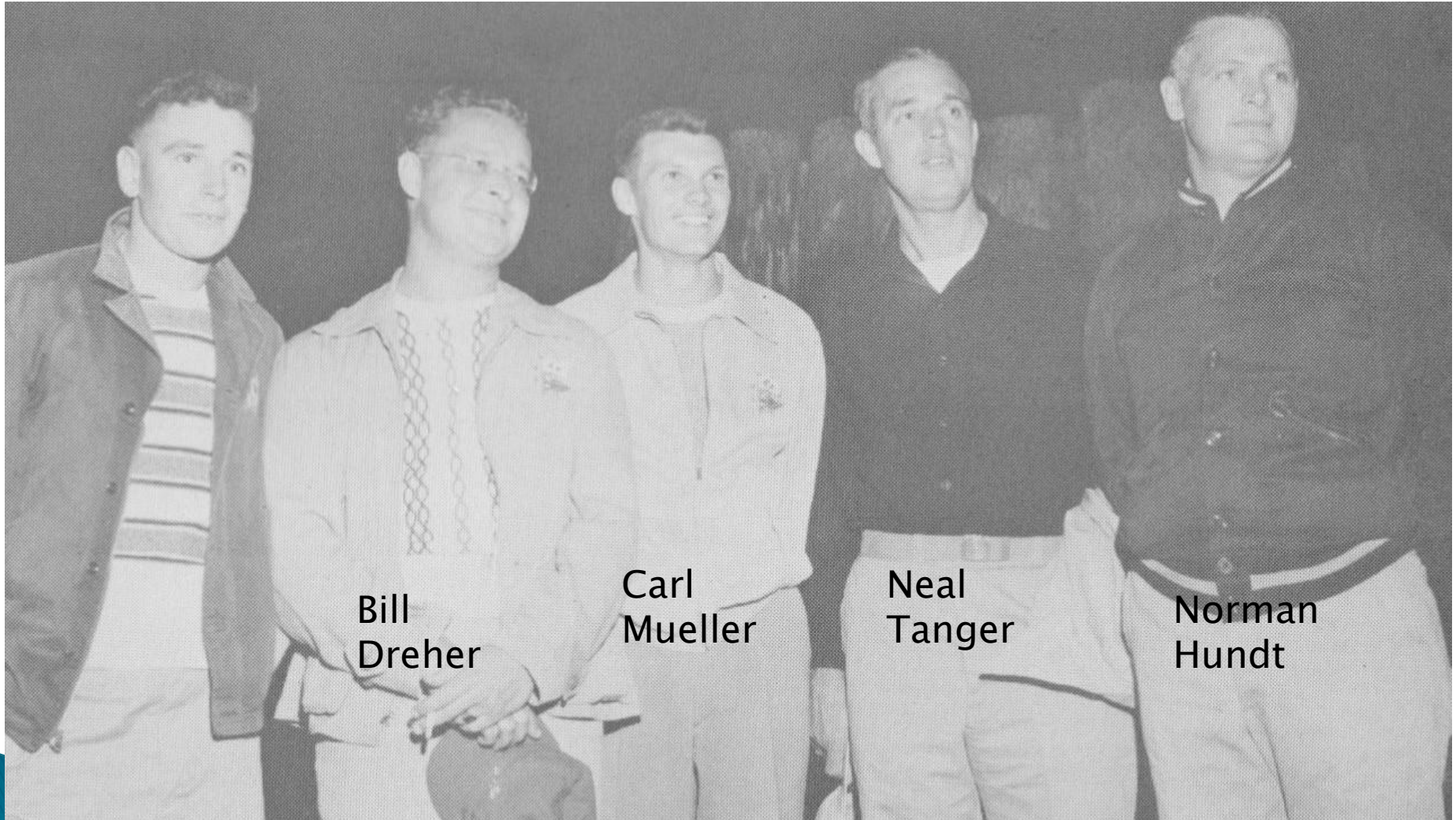


(108) Otto Dreher, son of Albert, lived in this house on the island.

Otto Dreher

- ▶ Otto was born on Jones Island in 1884.
 - ▶ At 13, after completing the seventh grade, he quit school (he was smarter than the teachers)
 - ▶ At 14 he took a full-time job at George C. Meyer Co.
 - ▶ Otto became an engineer, a machine designer, an inventor, and the company superintendent.
 - ▶ An SSYC member, Neal Tanger was a pattern maker that worked at Geo. Meyer - Neal made the half-models for Otto and Otto donated them to SSYC.
- 

Neal Tanger crewed on Lively Lady



Bill
Dreher

Carl
Mueller

Neal
Tanger

Norman
Hundt

Q-3 Hope



Built 1929

Designed by John Alden (for his personal use)

Hope was a WLIS boat and not part of the Marblehead fleet

Queen's Cup winner three years in a row - 1949 1950 1951 (Schoendorf's)

Chicago-Mac winner 1936 1938 (Karnstadt)

Herman Karnstadt brought Hope to SSYC in 1934 from Chicago!



Gillen's Point 1936 pre-SSYC clubhouse construction
Note "Bird Sh*t" Island - Hope was already here!

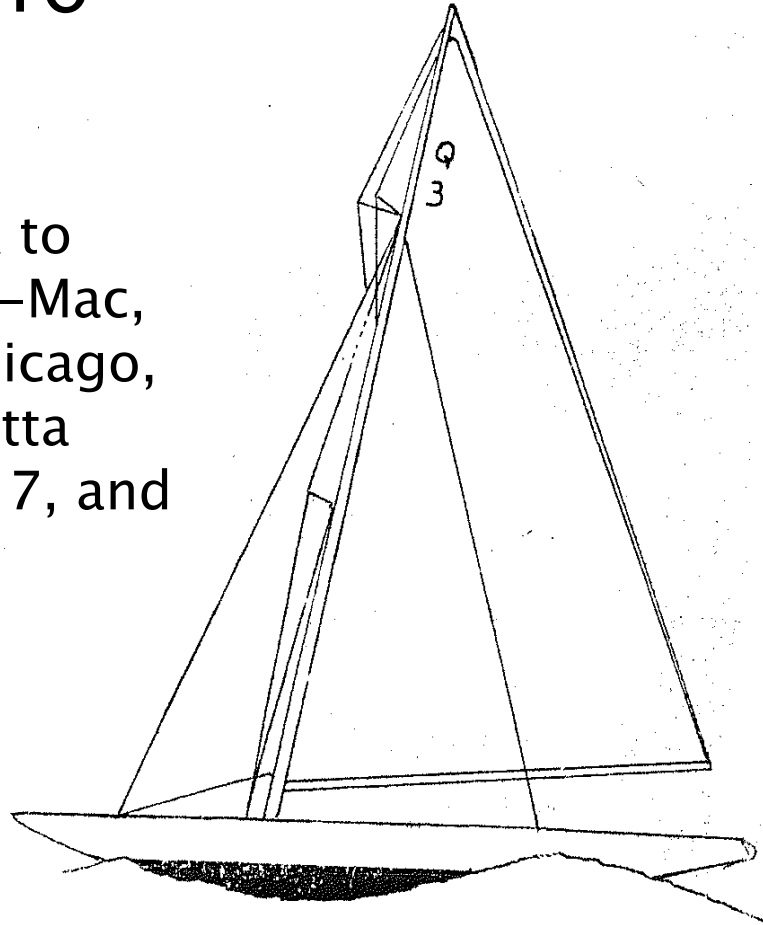
Early photo of Hope sailing
on Long Island Sound – John
Alden at the helm and Olin
Stephens at the spar.



Photo from Ray Scanlan Collection

Schoendorf's 1946 Hope Log

- Written by Ray Baty
- Details Hope's trip back to Milwaukee, the Chicago-Mac, the Virginia Series in Chicago, the Tri-State, Lutz Regatta
- Joe jr. was 21, Bill was 17, and Tom was 15



The Brian Galligan years at SSYC



Brian Galligan at 14 years old helped Karl Ebert with Hope. He then bought Hope from Karl.

David and Trina MacDougall in loving memory of David MacDougall

Brian Galligan in
typical Q boat owner
position.....fixing
something that broke



Shelly Galligan Photo

A Dedication to Royce Foley



Photo and information from Prof. David Coleman

- Owner of HOPE for 24 years
- Tireless proponent of wooden boat sailing/racing
- Started sailing at age 60 in Sunfish
- Moved to 'a bigger boat' at age 61 (HOPE)
- Raced many Chicago Macs, Queens Cup, etc.
- Trained Chicago youth to be crew (Columbia YC)
- Still single-handing HOPE at age 85
- Sold HOPE to Prof. David Coleman and returned to Sunfish
- Attempted a restoration of Cara Mia
- Passed away in Chicago at 94.

Prof. David Coleman – Detroit YC



Photo courtesy of Prof. David Coleman

Hope - Western Long Island Sound American YC - Rye, NY



Hope is in close proximity to Q-10 Nor'easter IV (ex. Taygeta)

A Hope Reunion



Shelly Galligan visits Ray Scanlan, Hope's current owner.

Q-6 Hornet



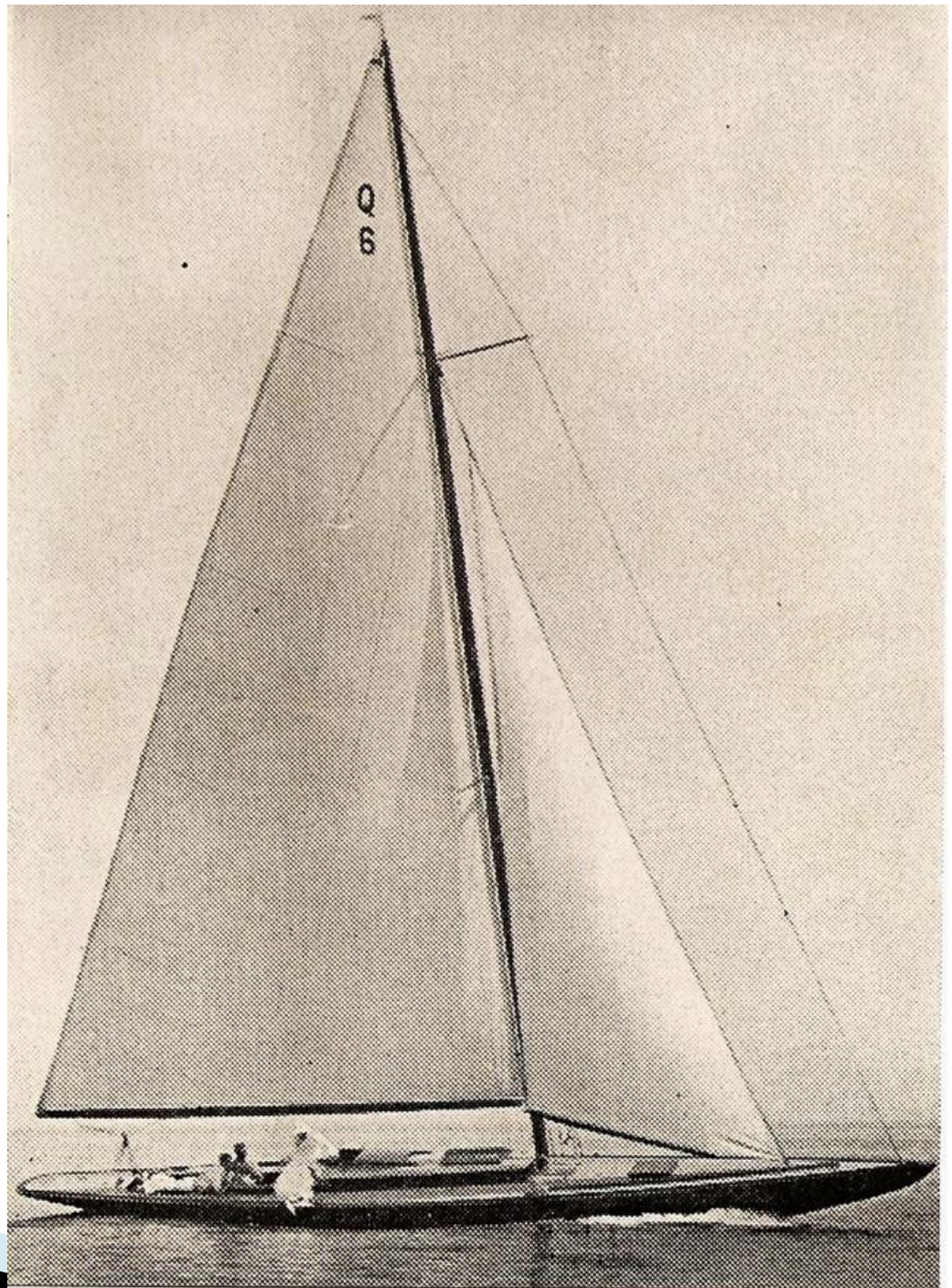
Built 1925

Designer - Frank Paine

Hornet was primarily a Chicago boat, but ended up in Milwaukee in the 70's.

- Hornet in 1927
- Note the small club footed jib. These were typical as winch technology was lacking.
- Overlapping jibs became prominent as winches became more powerful.

Joe Bonness III photo collection



1935



Hornet with C. Raymond Hunt at the helm?
Note the small winches on the dog house

In the 1950's racing in
Chicago
In Chicago she was owned
by Walter Heinichen



- Hornet was modified to rate better under the CCA Rule.
- The mast was cut down and made into a mast head rig.
- 9" was cut off the bottom of the keel & rudder to reduce weight and draft.
- Her spar step was never upgraded to handle the increased loads for large genoas or spinnakers.





1975 sailing off Milwaukee



Joe Bonness III buys Hornet after selling Hawk and transports to Naples, FL for restoration

Joe Bonness III photo



Restoration in process - Naples, FL

Joe Bonness III photo

Q-7 Lively Lady (Falcon)



Built 1926

Designer – Starling Burgess

Brought to SSYC between 1933 and 1938

Queen's Cup Winner 5 Times! 1948 1952 1953 1954 1958

Won Chicago–Mac 1940 1941

At SSYC owned by Otto Dreher, Bill Dreher, Warren Emery, and Robert Shoman

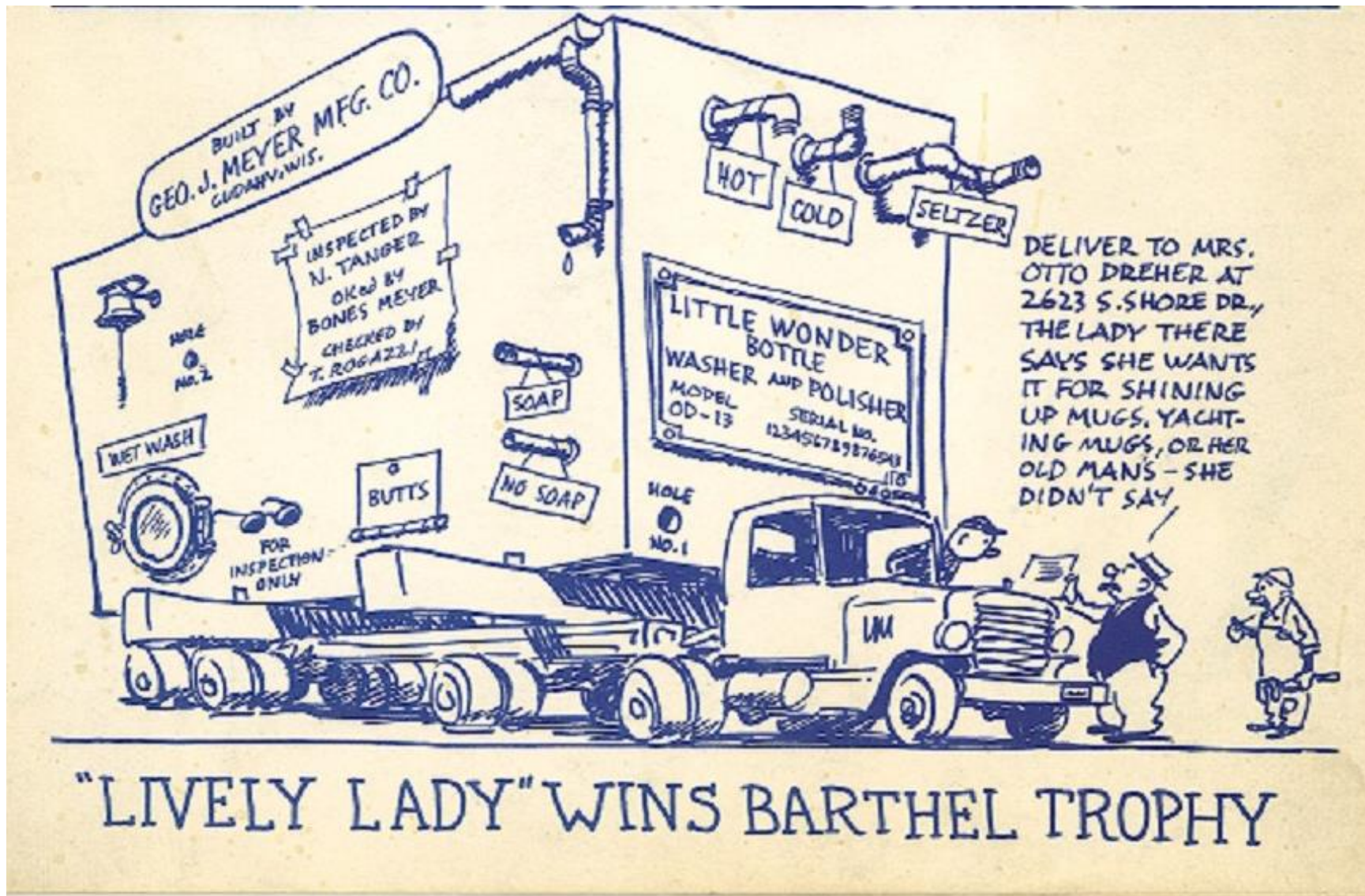
Lively Lady was painted red when Warren Emery bought her.

C. Raymond Hunt at the helm





THE HAPPY GROUP SHOWN ABOVE IS THE OWNER, SKIPPER AND CREW OF THE "LIVELY LADY" AT THE AWARD DINNER RECEIVING THE BARTHEL TROPHY AS THE L.M.Y.A. WINNING CREW.
(Left to Right) HAROLD TOBIN-OTTO DREHER-NORM HUNDT-KEN GRAETZ-CARL MUELLER
BILL DREHER (Skipper)-SONNY SORCE

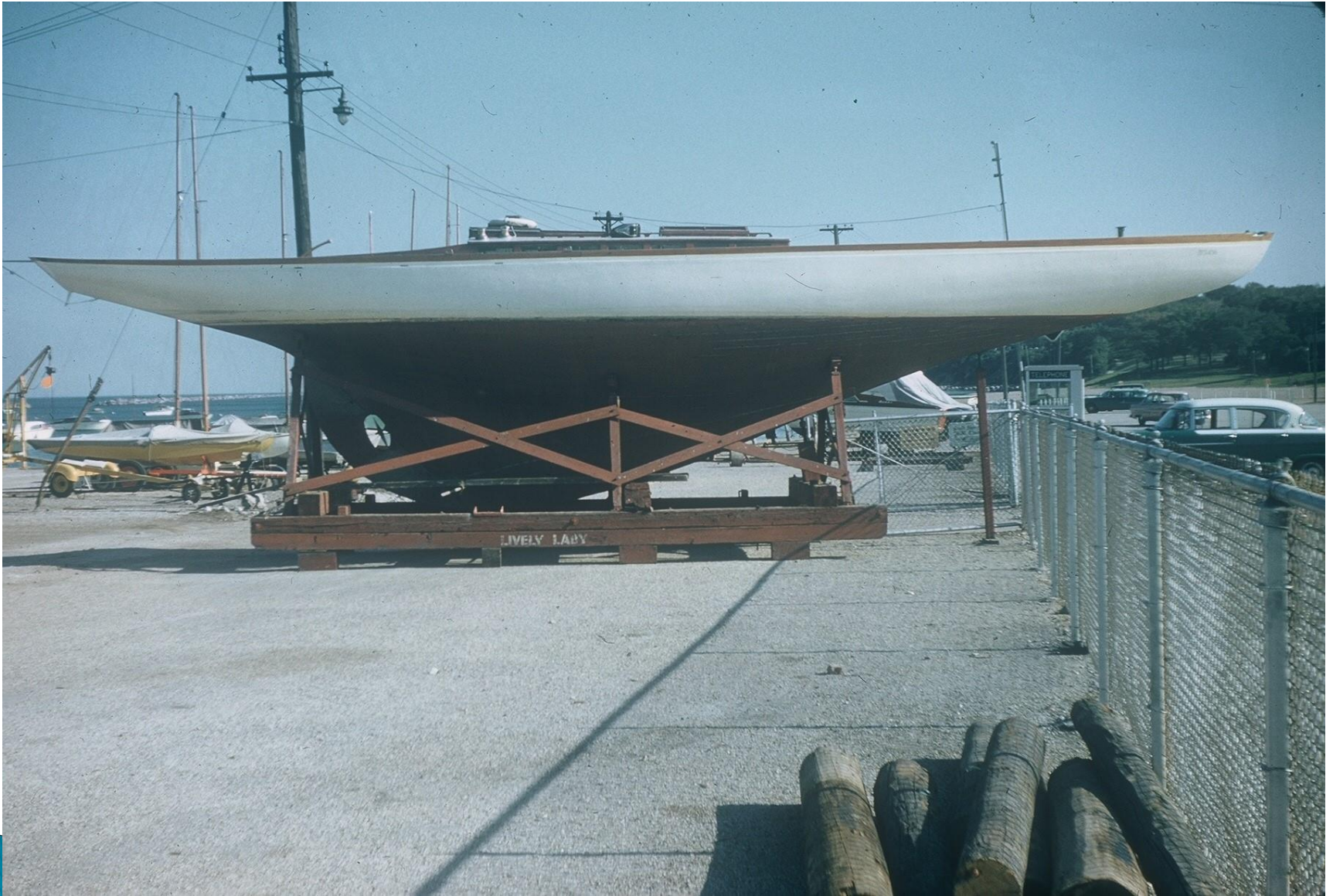


Ross Lewis cartoon from 1954 SSYC Compass

Watercolor
of Lively
Lady with
Otto's
yellow hull
and Bumble
Bee chute.



Lively Lady on the hard at SSYC – 1956



Lively Lady - mid-'70's at SSYC



David and Trina MacDougall in loving memory of David MacDougall

Lively Lady
today –
complete
restoration

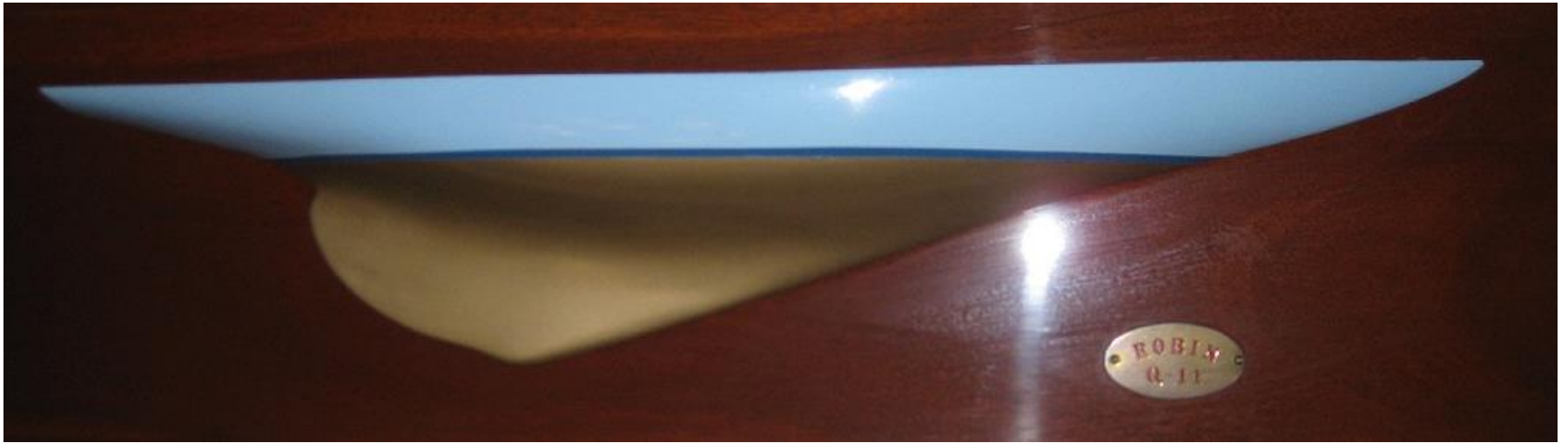


Lively Lady has been restored by John Anderson of Rockport, ME for Gerald Rainer



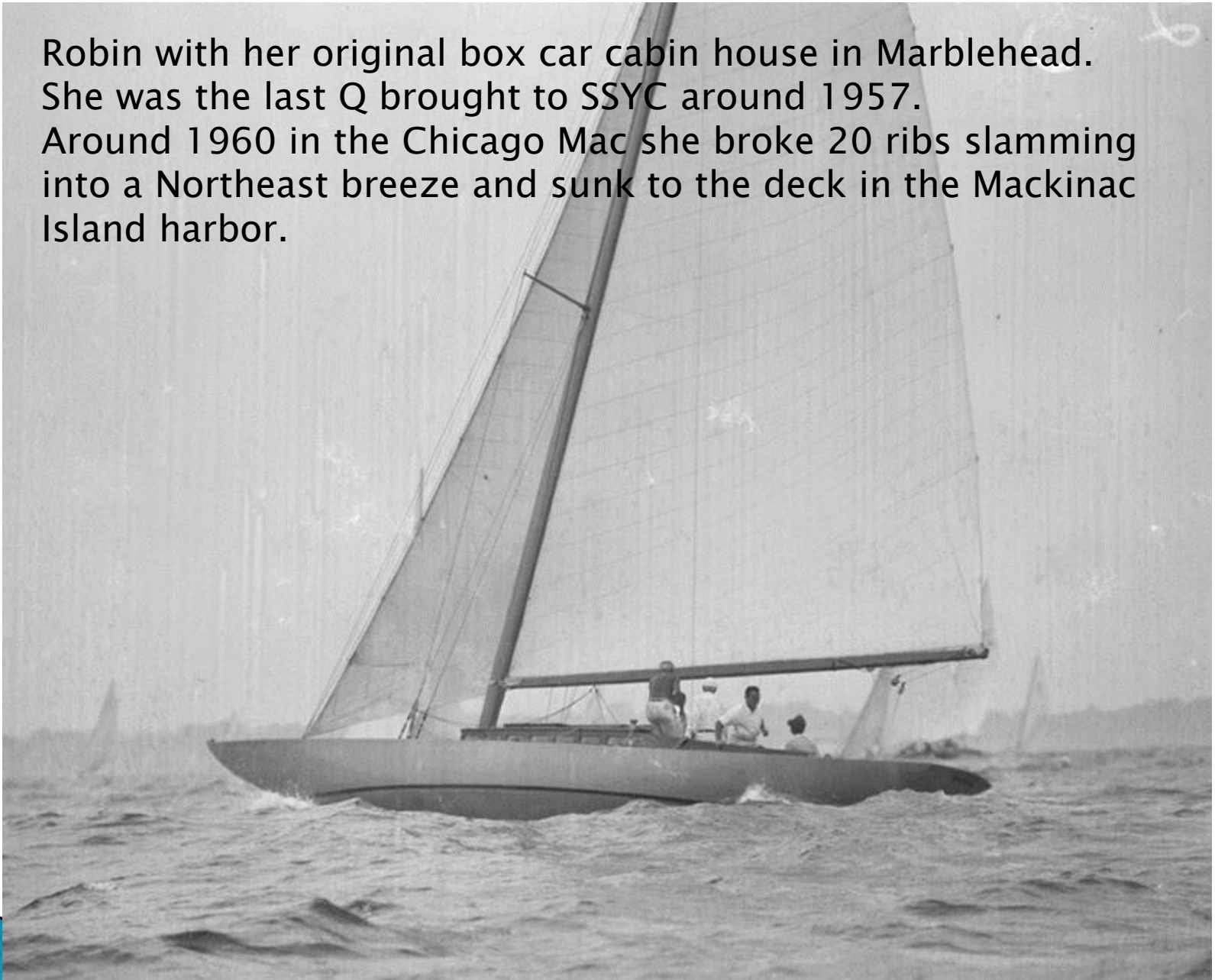


Q-11 Robin



Built 1929
Designer - Frank Paine
Owner - Chandler Hovey

Robin with her original box car cabin house in Marblehead.
She was the last Q brought to SSYC around 1957.
Around 1960 in the Chicago Mac she broke 20 ribs slamming
into a Northeast breeze and sunk to the deck in the Mackinac
Island harbor.



A cotton sail advertisement using Robin.

There have been numerous independent stories that Ted Hood, who grew up in Marblehead was inspired by (or sailed on) Robin whereas he used the name and color scheme for his sailboats.

Q-BOAT "Robin"

Her Wamsutta Mainsail proved "very satisfactory"

Q-Boat "Robin" had the following record last summer at Marblehead against the keenest competition:

*Season's Championship
Corinthian Yacht Club Championship
Eastern Yacht Club Championship
Eastern Yacht Club Mid-Summer Series
Eastern Yacht Club First Series
Boston Yacht Club Mid-Summer Cup*

Her Wamsutta mainsail, made from Wamsutta Egyptian Duck by Cousens & Pratt, was given the severest of tests and proved to be an excellent sail.

Mr. Chandler Hovey, her owner, says, "I used this sail in a number of races during the 1931 season and found it very satisfactory."

WAMSUTTA MILLS, NEW BEDFORD, MASS.
Howe & Bainbridge
220 Commercial Street, Boston

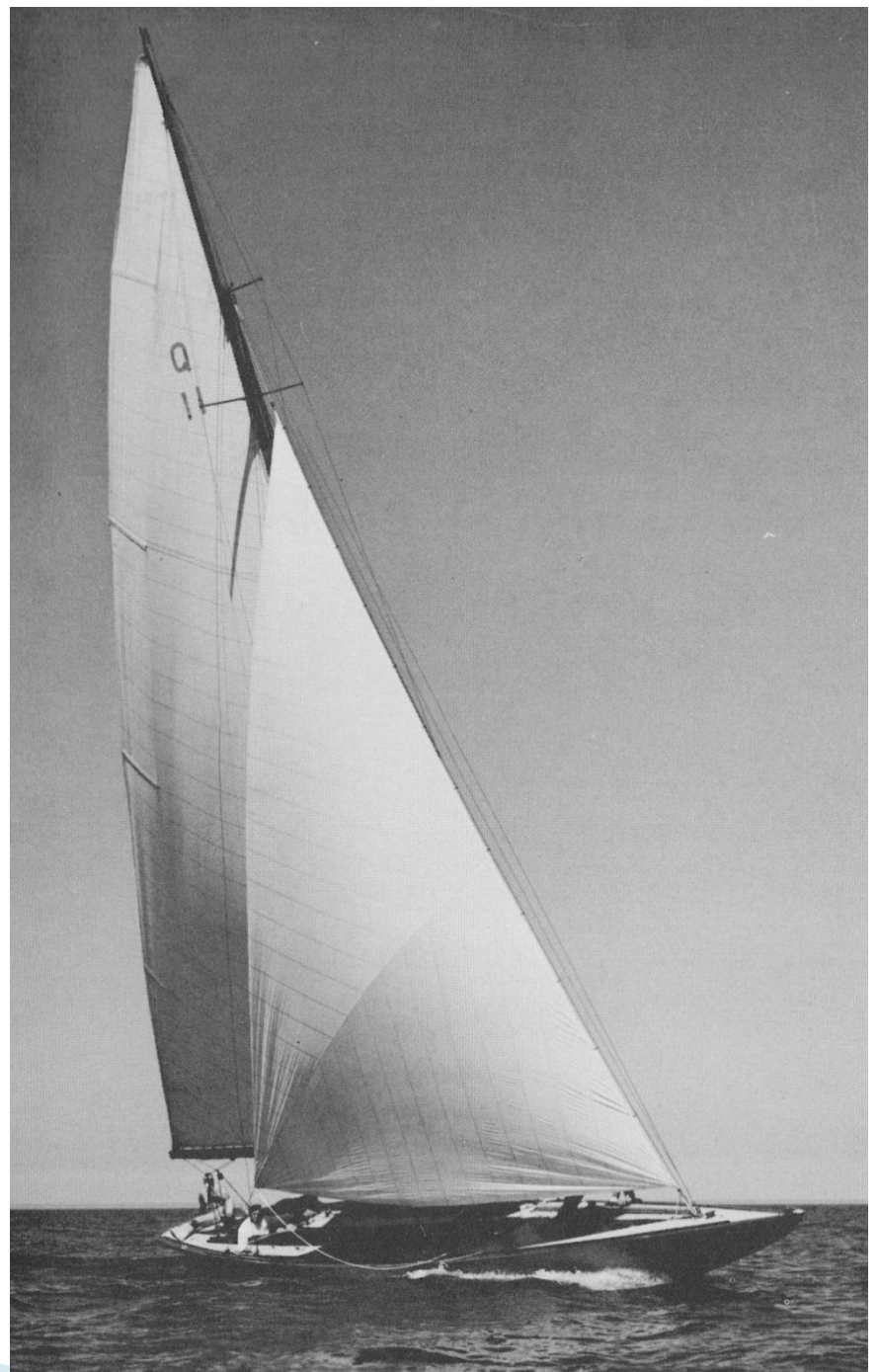
Sails made from the new Hydro-pelled Wamsutta Duck have a greatly increased resistance to water and mildew. We shall be glad to give you full information about this exclusive new Wamsutta feature.

"ROBIN"
Owned by
Mr. Chandler Hovey
Wamsutta Mainsail
by Cousens & Pratt



WAMSUTTA YACHT DUCK
Made Water- and Mildew-Resisting by the Hydropel Process

- Robin Q-11
- Photo taken around 1963 at SSYC
- Owned by Curly Pettinger
- Dr. Bob Blackwood would race Robin in the Q Series' during the 1970's
- Robin had a poor suit of sails, Dr. Bob would take Bobtail's headsails and spinnakers and race her with good results winning both the Silver Jubilee and Pettinger Series.
- Three to sail and four to bail was a common refrain on the Q's.



Robin in the mid-70's



David and Trina MacDougall in loving memory of David MacDougall



From Milwaukee she was sold to Chicago and then out to San Francisco. John Anderson purchased Robin on speculation and she is currently stored at his boat yard in Rockport, ME waiting for the next owner to 'pony-up'.

Q-12 Gloriant



Built 1928

Designer - L. Francis Herreshoff w/ Starling Burgess

Only double end Q built

Queen's Cup Winner - 1940 1947

Chicago Mac Winner - 1939 1943 1946 1950 1951

Brought to Lake Michigan by Tony Herrmann a Kashube from Jones Island.

She sailed out of Racine YC beginning in 1937

Also owned by Vitie Thomas (Racine) and Harry Nye (Chicago)

She was bought in 1991 by Doug Averill who found her in Seattle, with no spar and a hippie living on her.



Leslie Jones Collection

Starling Burgess as part of the design team also designed aircraft. You can see the bulkhead and stringer design more in line with aircraft than a sailboat.

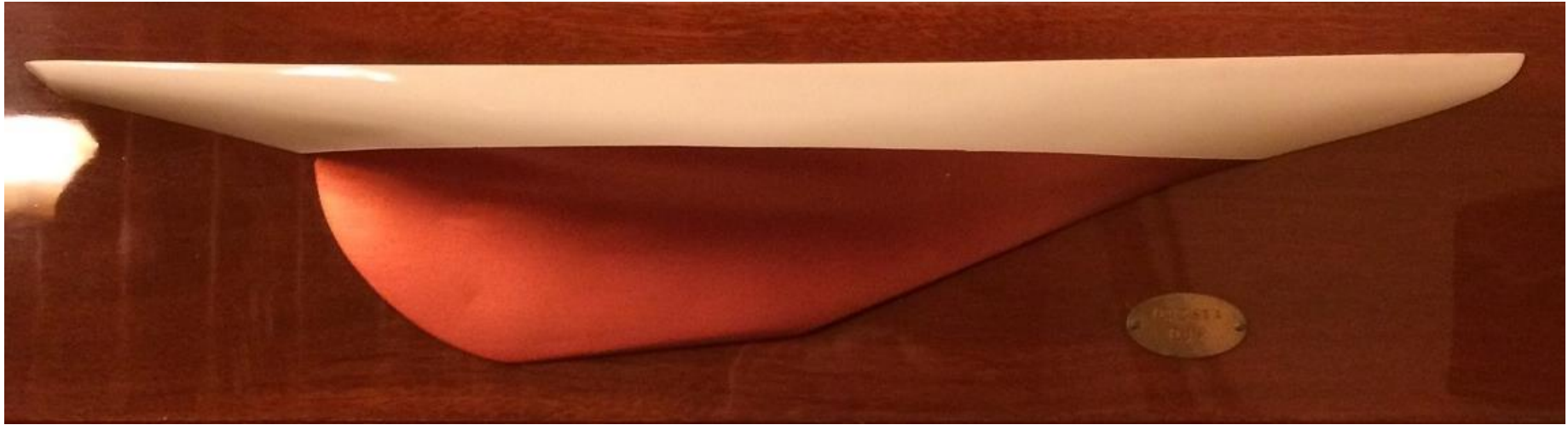




Questa and Nor'easter V on Flathead Lake, Montana



Q-14 Questa



Built - 1929

Designer - L. Francis Herrschoff

Questa was the second to last Q boat brought to Lake Michigan by Robert Strassman (late 1940's)

While at SSYC, Questa was owned by Robert Strassman and Dr. Roger Strube. Roger donated her to the Sea Scouts and was then purchased by Robert Shoman. A number of years later Shoman traded Questa for an Elk hunting vacation to the Averill's of the Flat Head Lake Lodge in Montana.

Questa drying out in Fayette, MI after a Chicago-Mac



Blackwood family photo

Racing in Milwaukee –
1970's



David and Trina MacDougall in loving memory of David MacDougall

Questa being re-built at the Flathead Lake Lodge



John Strassman, son of Robert visits Questa in 2016



John Strassman Photo



John Strassman Photo



John Strassman Photo

Q-15 Cara Mia



Built – 1929

Designer – Frank Paine

The longest of the Q's at LOA – 52'-9"

Brought to Chicago

Chicago-Mac Winner 1945 1947 1948 1949

Cara Mia was primarily a Chicago boat, but was part of the SSYC fleet in the 70's when she was owned by James Panetka.

She was also raced as a yawl in Chicago



Racing off of Marblehead

- Cara Mia racing in Milwaukee – mid-1970's
- Note the 'reverse' transom



David and Trina MacDougall in loving memory of David MacDougall



A valiant attempt at restoration that came up short by Royce Foley who also owned Hope - Scrapped in Chicago

Q-16 Falcon (II)



Built - 1930 - the final Q built

Designer - Frank Paine

Came to Chicago in 1941

Chicago-Mac winner 1942 1944

In Milwaukee she was owned by Norman Hundt and then David Pappas

- Falcon II made her way to Lake Michigan via Chicago
- Falcon II was brought to SSYC by Norman Hundt in 1950.
- Norman was married to Hildegard Dreher, Otto's daughter.
- Norman was SSYC Commodore in 1947, 1948, 1959, and 1960/
- Norman sold Falcon to Dave Pappas.



Completely restored by John Anderson







SSYC Q – After the Half-Models

- Hawk – 1925
- Designer – Starling Burgess
- Built for Dev Barker and sold after the first year. Then built Hornet.
- Brought to Chicago in 1942, renumbered to Q-2 and renamed Quest.
- Quest remained in Chicago and then Muskegon, MI.
- Joe Bonness and Steve Salwick bought her in 1979.
- Bonness and Salwick renamed her back to Hawk.



Hawk restored
Hawk was then sold to
Mike Kuptz - SSYC



She was then owned by Robert Shoman (Lively Lady and Questa) with a restoration in mind, but it never happened. Hawk was scrapped.



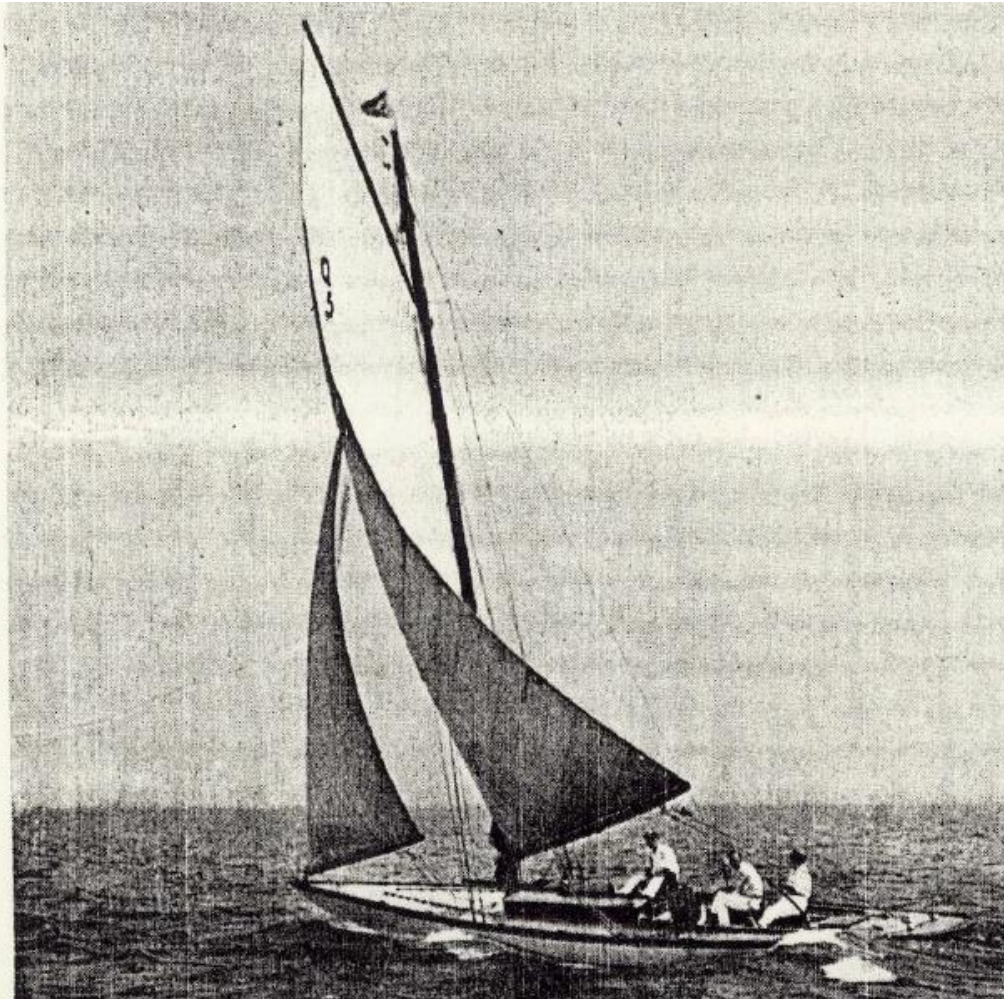
The end of an era – Robin, Lively Lady, Hawk, and Falcon in Chicago for the 1980 Hobleman Regatta



Joe Bonness III photo

Q-5 Virginia – Brought to Chicago in 1920

VIRGINIA had a large share of hard luck this season. Twice winner of the Mackinac Cup she was disqualified this year for carrying "water sails" and after the finish was dismasted while at anchor off Mackinac when the Manitou side-swiped her in going up to the dock in a blow. Mr. Hadwiger who owns Virginia thinks she is the smartest boat in the Q fleet. Two Mackinac Races entitle her to consideration.



Chicago-Mac Winner 1927 1928 1930 1931 1933

Information provided by Prof. David Coleman

The Virginia Trophy

- ▶ J.A. Hadwiger purchased VIRGINIA in 1923 and that year the boat again won the Chicago–Mackinac Race
- ▶ The Lake Michigan Yachting News reported that following the race, Hadwiger "...purchased a beautiful sculptured plaque by noted American sculptor Charles Haag as a permanent trophy for an annual race open to all Q–Class boats of either gaff or Marconi rig, an action which emphasized the sportsmanship of this popular yachtsman".
- ▶ The Virginia Cup race was held for the Q–Class championship of Lake Michigan in a three race series hosted by the Chicago Yacht Club.
- ▶ The Virginia Trophy would travel to the yacht club of the winning boat
- ▶ Stephia, Q–4 was the first Milwaukee (MYC) Q to win the Virginia Trophy in 1943
- ▶ Otto Dreher in Lively Lady won the Virginia Trophy in 1945 and it has remained at SSYC ever since.
- ▶ Lively Lady won the Virginia Trophy a total of 8 times!

Silver Jubilee Trophy

The Silver Jubilee Trophy was presented to SSYC in 1938 to commemorate the 25th Anniversary of SSYC



Pettinger Trophy

First raced in 1969 to
provide a third series for
the Q's
Donated by the Pettinger
family



Dreher Memorial Trophy

“Cock of the Walk”

- To win the Dreher Memorial Trophy a Q boat had to win all three regattas during a given year.
- Only two Q's were awarded the trophy:
- Questa–Dr. Roger Strube
- Falcon – Bookie Dreher



SSYC and the Q Class

- ▶ This presentation only scratches the surface of the information currently found.
 - ▶ This is a work in progress and any additional information or corrections would be helpful.
 - ▶ The Q's at SSYC are an important part of the club's heritage – it's something to be cherished.
 - ▶ The Q half-models are a reminder to the membership of the boats, their owners and crews, and the stories that are shared.
- 