



ENDS HONG KONG-NEW YORK VOYAGE IN SCHOONER

A. Thornton Baker at the wheel of his boat as he docked at Seventy-ninth Street and the Hudson River yesterday.

SCHOONER RETURNS FROM EXOTIC TRIP

Princeton Business Man and Crew End 13-Month Cruise to Out-of-Way Ports

A. Thornton Baker, a Princeton, N. J., business man who turned skipper, brought his 72-foot schooner *So Fong* into port here yesterday after a voyage that lasted thirteen months and took him and his crew into some of the most exotic ports on the globe. The schooner, which docked at the new Seventy-ninth Street municipal anchorage on the Hudson, was built for Mr. Baker in Hong Kong and is gaff rigged, with a Diesel engine. She is made of teakwood throughout, even to the stateroom furniture. Two hundred and fifty Chinese worked on her over the seven months that she was building and Ted Kilkenny, the schooner's first mate, supervised her construction.

But those are the statistical points of the trip. The real story is hidden in pencil jottings in a logbook and in dozens of photographs of black and yellow and brown men and women. It is written in the lines that show in the faces of the voyagers when they smile and say something like:

"Ball? Oh yes, we spent a month there." Or: "I'll tell you something about a man I met in Alor—that's way out, far away in the Dutch East Indies."

Ted Kilkenny told that story and said the man's name was John. Kilkenny met John, who wore a Mohammedan hat and baggy native pants, in the market. John spoke English, French, Italian and several other tongues he had learned at Oxford, besides several native dialects. He had come to the Indies to hunt for pearls, and settled down. He did not see many white men.

The next time they saw John was in Singapore. John had decided to go back to England. He had come from Alor in a native, open boat, and brought copra with him. He was going to sell that and some tortoise shell, and go back home. He got a ride on the *So Fong* as far as Algiers.

Mr. Baker, who is slim and wiry, and browned from the sun, had Alex Osollins, a Latvian, as second mate. His sons, Hobart and A. T. Baker 3d, made the voyage, and Ho Su, a Chinese, was "the best cook that ever existed." They visited Borneo, the Celebes and the Philippines, and came back by way of the Suez Canal.

Crew of Eight Regulars Is Signed for America's Cup Defense Candidate Vim

2 SONS OF OWNER TO SAIL 12-METER

Don, Dick Matthews Named Vim's Helmman, Navigator
—2 Alternates Signed

By ALVIN KAPLAN

An eight-man crew of regulars and two alternates has been signed for the defense of the America's Cup 12-meter yacht defense candidate Vim. Donald Matthews, 31, and Dick Matthews, 27, sons of John N. Matthews of Cedar Grove, N. Y., who owns the boat, gave the names and their terms yesterday.

They will be the helmsman, and his 27-year-old brother, Dick, the navigator. Earl (Bud) Webster Jr. of Massachusetts, 27, will be the co-helmsman; Ted (Doc) Mankowski, 26, the sail trimmer; and Barbara Hartman, 24, will be the forepeak man.

The others will be John J. Brodwin, 26, of Boston; Don J. Bradley, 26, of New York; and Leo (Baldy) Rowland of New York. The alternates will be Arthur (Baldy) Maxwell, 27, of New York, and Daniel Webster of Dallas, Texas.

Four or "Tactical Board"

Must see and know regulations who may be entered upon to get everything done in one of the 15-year-old "Tactical Board" in time. The regulars Matthews, Brodwin and Bradley will take what the helmsman called the "tactical board" of the Vim team. The other, John Matthews, will not be allowed onto the ship to make the tactical board of the crew.

Vim is the white sloop and will sail with the helmsman of Newport to represent where she will sail in the 1938 America's Cup. She will have as crew Don, Dick, Brodwin, Bradley, Rowland, Maxwell, Hartman and Webster. She is being fitted out at the Harbortown Yacht Club in New York City.

The presence of Brodwin in the attempt to win the America's Cup is a notable experience at a sailing competition. Brodwin is the sailing skipper at the Harbortown Yacht Club in New York City. He has won the cup several times previously and has sailed with Don and Dick in the 1934 and 1935 America's Cup. He has been the skipper of the Harbortown Yacht Club.

In Chicago in 1936

They are Matthews, Brodwin, and the other three Americans making attempts to win the cup. A fourth regular, Webster, is an undergraduate and will sail with the crew in Chicago. Matthews, Brodwin and Webster will sail in the 1938 cup.

They want the skipper, saying that they will win the cup. They will sail in the 1938 cup. They will sail in the 1938 cup. They will sail in the 1938 cup.

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The other possible helmsman, Brodwin, will sail with the crew in Chicago. They will sail in the 1938 cup. They will sail in the 1938 cup.

World Voyage in 70-Foot Schooner Completed by Princeton Residents

They Reach San Juan After Sailing 30,000 Miles in 13 Months—Covered 215 Miles in Day—Vessel Built at Hong Kong

Special Cable to THE NEW YORK TIMES.

SAN JUAN, P. R., April 25.—After having sailed almost 30,000 miles in the last thirteen months, A. Thornton Baker of Princeton, N. J., took steps today to have his fifty-ton schooner yacht So Fong, built at Hong Kong, brought permanently under United States registry. This is the first United States port he has touched since he sailed out of Hong Kong March 16, 1937.

Registration became a legal formality on his entering a United States port. The So Fong, seventy feet overall, was designed by Olin Stephens of New York. She is rigged with a 100-horsepower Diesel auxiliary. She has a beam of sixteen feet and draws ten feet.

Her best day's sail was 215 miles, said Mr. Baker, who has skippered the vessel throughout the trip around the world.

The engines, masts, sails and fittings, all American-made, were sent

to Hong Kong in 1936 when Mr. Baker decided he wanted to sail round the world with his two sons, A. Thornton Baker 3d, who is listed as pilot in the ship's papers, and Hobart, who has been the navigator.

"I wanted to make the trip before I got too old to stay on deck," said the elder Mr. Baker. He declared that of the ten vessels he has owned this was the first he had built embodying many of his own ideas.

Mr. Baker still has aboard as cook his Hong Kong No. 1 house boy, Ho Su, who proved himself a master breadmaker, even on the high seas. Another of the original crew is the third officer, Edward Ozocins, a Latvian naval reservist.

The only serious accident at sea was the snapping of the main boom in a night storm in the Indian Ocean. Natives on a small atoll repaired this expertly.

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Schooner Is Queen for Day at Mystic

By JOHN C. DEVLIN

Special to The New York Times

MYSTIC, Conn., Sept. 22

—The schooner was queen here today.

And it was a sight to gladden the hearts of old salts—and young salts, too, as 29 of them slanted off in a bluster, rail-burying southeaster in the Mystic Marine Historical Association's sixth annual race exclusively for the gallant graceful two and three-masted vessels.

There were white schooners, black schooners, green schooners, ancient ones and at least one brand new and they ranged in length from 28 to 102 and spread up to 6,000 square feet of sail.

Some of the schooners were working and cruising class boats and some were basically sophisticated craft geared for racing. But mainly the sailing was all just for fun.

As Edward A. (Ned) Ackerman, an English teacher turned sailor, phrased it:

Right Place for Sailor

"My new boat is named Fiddlers' Green, you know, 'Sailors' Heaven.' That's where the sailor's credit is always good and where there is always a glass and a lass and a song."

Schooners, common in older days as coasting craft along the Atlantic shores, finally lost out to power and in racing to more efficient racing riggings that gave a boat more speed to windward.

But, said Robert D. (Pete) Culler, a renowned yachtsman who has been sailing since childhood:

"I am glad to say they do seem to be coming back. Schooners made American history and are still making it. It is one of the finest type rigs. They are easy handling. They are comfortable boats. They can be sailed with less effort and less money. That's why the old coasters were so popular."

He estimated today's wind to be about 25 knots and some thought it might be even more in gusts—"a real schooner day," Culler said.

The wind was strong enough to carry away the bobstay under the bowsprit of the pretty 33-foot schooner Agamemnon, and when Don Le Pasc, a 26-year-old member of the crew, climbed down over the plunging bow to make repairs, he was swept away.

His shipmates lowered all sail, turned on the engine and picked him up after he had been in the water about 15 minutes.

"I just kicked off my shoes, took off my foul-weather gear," Don said, grinning, "and treaded water till they picked me up. Actually the water was warmer than the air."

Another schooner, the

Whistler, with Perry Zeikel at the helm, was driving along like a race horse and looking like an almost sure winner, when he spotted a small outboard launch that had been capsized in the heavy seas. He interrupted the race to go to the rescue, helped save the five occupants and get them into a passing commercial fishing boat, and then resumed the race.

After crossing the finish line, the entire fleet of schooners returned to Mystic Seaport for a tall glass or a can of beer and a dinner at the Seaman's Inn for the awarding of prizes to the winners.

The chief winners were as follows: Sara B. the Brilliant Trophy for the best corrected time in all classes, Nylla gained the Soundings Award for the best corrected time in the working and cruising class, and Whistler, built in 1913, won the Director's Prize for the oldest schooner entered.

In Class A for large

schooners Puritan finished first, Brilliant second with When and If third. The big schooner So Fong was disqualified after a minor collision with another racer.

The racing committee said that Puritan covered the 16.1-mile course in 1 hour 37 minutes, averaging 9.9 knots. Most of the boats finished on corrected time within 17 minutes of one another.

The order of finish in Class B for racing schooners were Sara B. Malabar III, Talisman, Morning Light and Rebel.

After Nylla, in Class C for working and cruising schooners were Surprise, second and Aegir third. Seaward, Whistler, Sagamore, Fiddlers' Green, and Pisces followed in that order.

In Class D for small schooners, Outward Bound was the winner. Then came Anemone, Schar, Southwind, and Rebecca. Three that withdrew in this class were Foggy, Wild Swan and Agamemnon.