

A
PIONEER HERITAGE

BY

SAM T. CLOVER

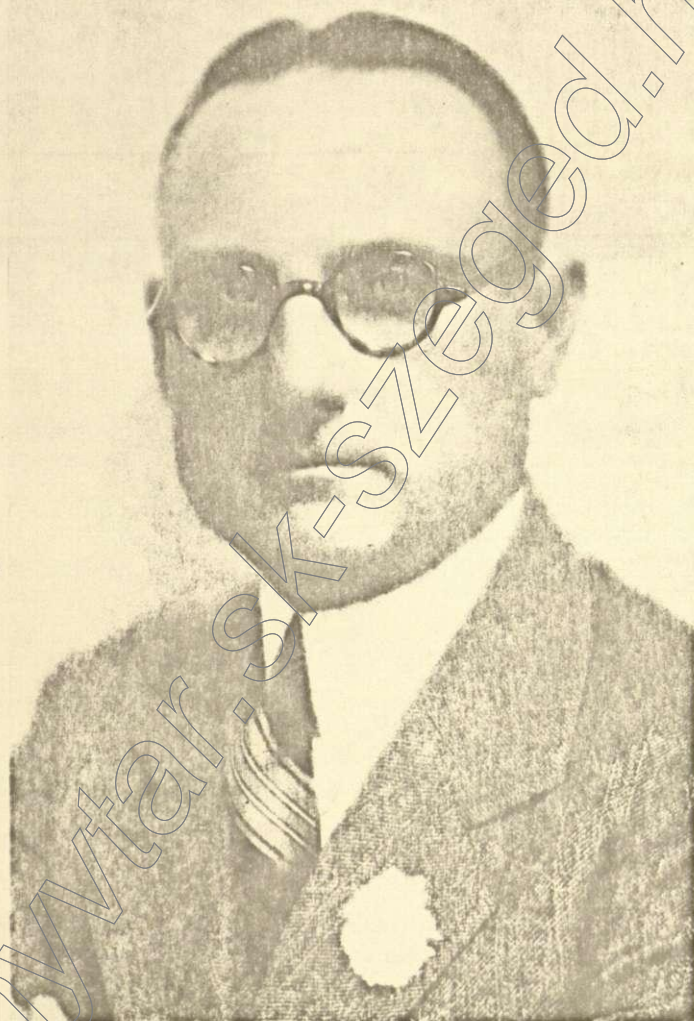
Dedicated to the Memory of Those Two Distinguished California Pioneers, Count Agostin Haraszthy and Major Henry Hancock



LOS ANGELES

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G. ALLAN HANCOCK IN HIS FORTIES



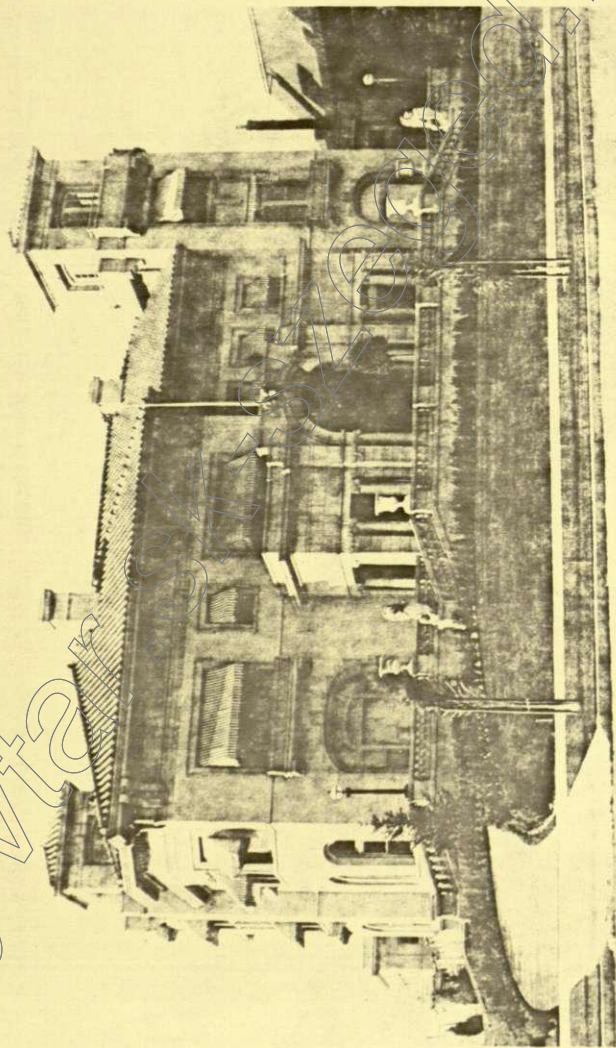
MADAM HANCOCK, WIFE OF MAJOR HENRY HANCOCK

Ida Haraszthy

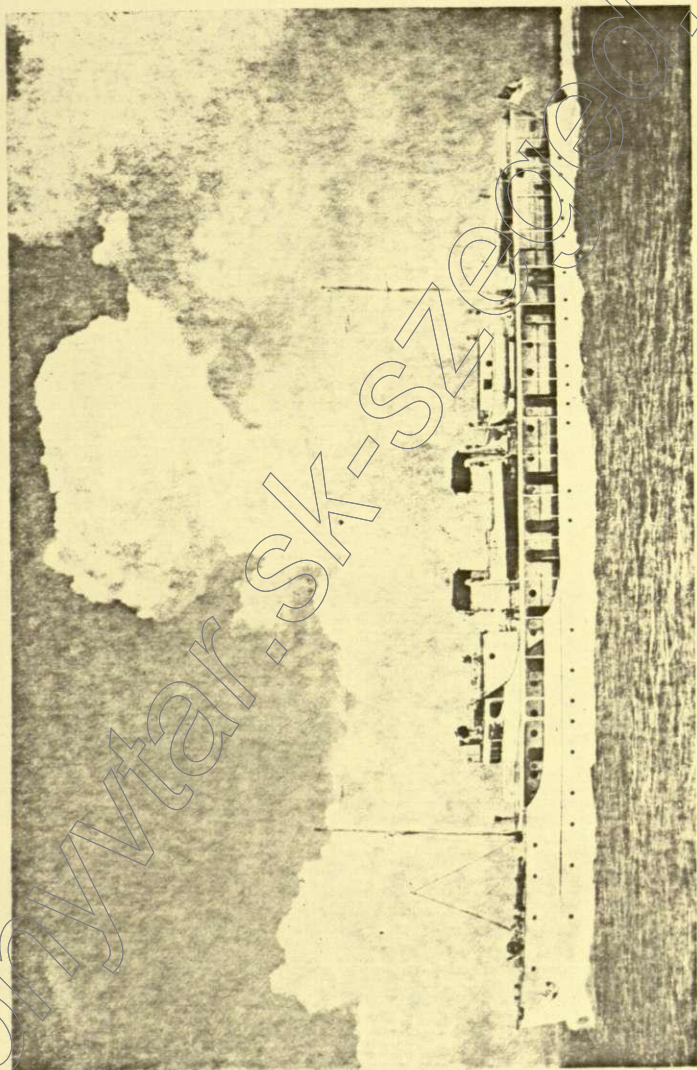


MADAM HANCOCK AND SON, ALLAN

Ida Haraszthy



MADAM HANCOCK'S ITALIAN VILLA (WILSHIRE AT VERMONT)



SUPER-CRUISER VELERO III. G. ALLAN HANCOCK, MASTER-OWNER

CHAPTER XVIII

BUILDING OF VELERO III

FOR many months before the keel of Velero III was laid, the plans for a new boat had seethed in Allan Hancock's brain, constantly improved, through mental experimentation. At every opportunity, following the Alaskan cruise, Allan and Charley Swett would get out their drawing instruments and sketch the designs that had taken shape mentally. What had particularly enlisted the captain's concentration in the building of Velero I was a novel type of stern which, he figured, would rise quicker to a following sea and which had been incorporated into Velero II and was to be a feature of Velero III. The design had been a radical departure from long accepted marine architecture and when Allan first exhibited his plan, shipping men were skeptical of its seaworthiness and said it was bound to prove a failure.

As this chronicler has shown, opposition of such nature in nowise discouraged Allan Hancock; indeed, the more he was repelled the harder he strove to prove that he was right, and far from admitting that his design was dangerous and certain to force the bow under, thereby sinking the ship, he was determined to prove to the contrary. Several shipbuilders, to whom he submitted his drawing of Velero I, having declined to carry out his detailed plans, Allan finally arranged with a marine draftsman, John Twigg, of San Francisco, to do the technical work for him, occupied the Banning Company's yard and began construction. When the new boat pattern was completed, however, the builder, William Muller, declined to ride out of the harbor on it unless a rowboat was in tow. Allan consented, and the Velero I acted beautifully, while, in a big storm, which was encountered on her first trip, at all points she met the expectations of her owner. Not only was the builder impressed, but all shipping men who had been watch-