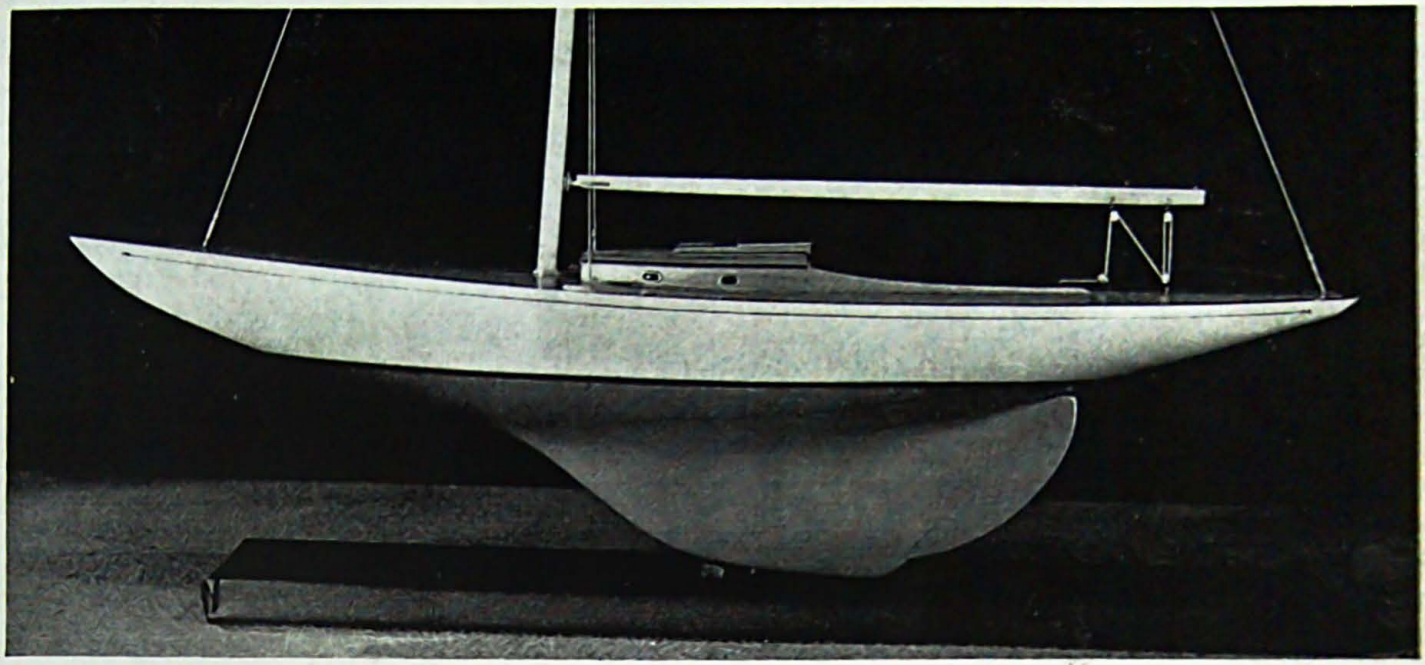
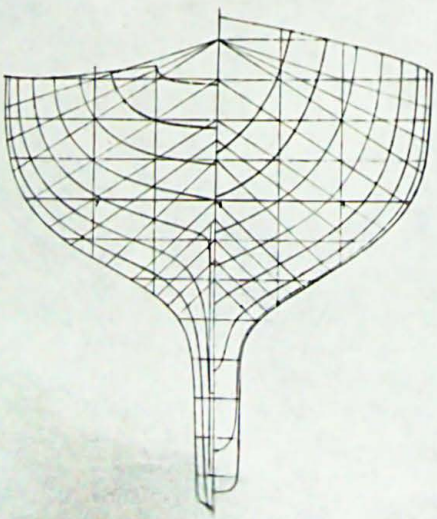


The model of the new class shows a boat of interesting type

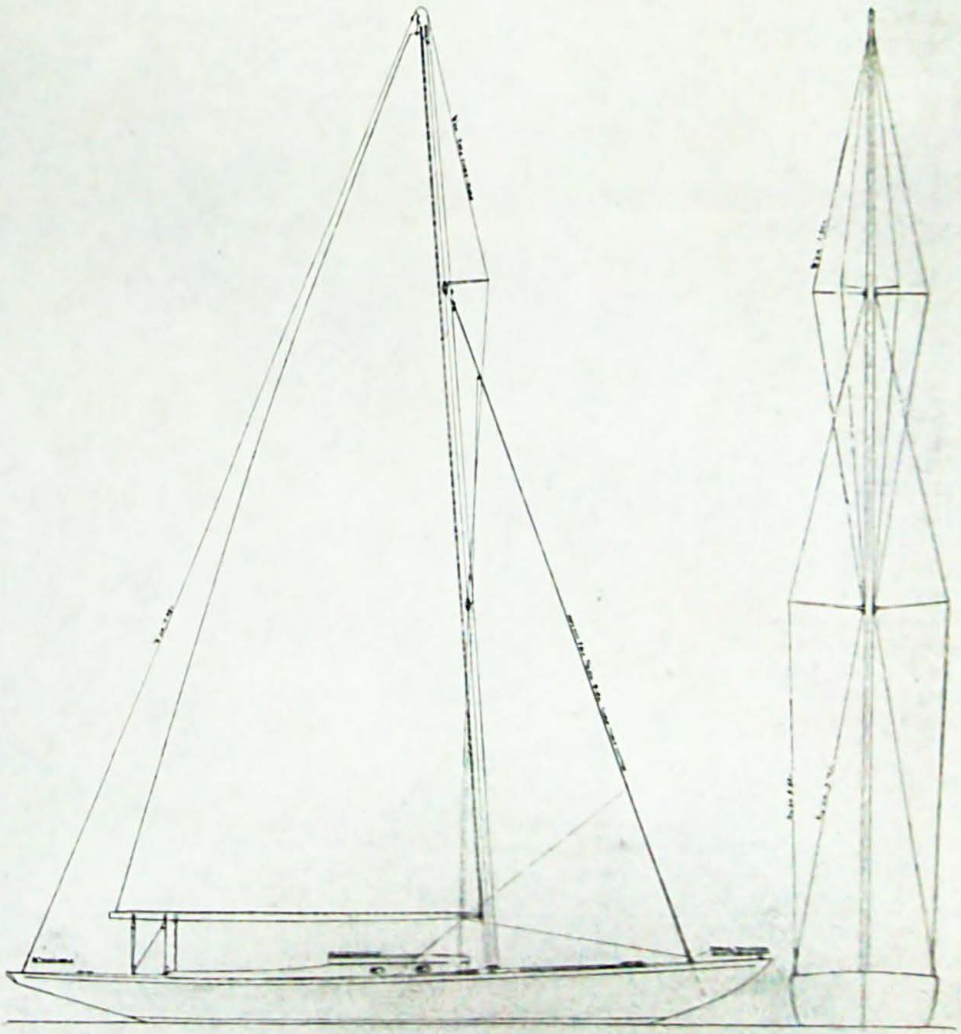
The New International One-Design Class

DESIGNED and built in Norway by B. J. Aas, these boats are 33′ 2″ in length over all, 21′ 5″ water line, 6′ 9″ beam and 5′ 4″ draft. The displacement is 6800 pounds and the sail area 426 square feet. The ballast is lead. The boats are framed with oak and planked with full length Oregon pine with glued seams. Deck and cabin top are of Norway pine, canvas covered, and coaming, cabin trunk, bulkhead and deck trim are of mahogany. All fastenings are of brass or bronze. The mast is hollow, of Oregon pine, and the standing rigging of stainless steel.

The illustration above is from a photograph of the model and, with the body plan below, will give a good idea of the boats' appearance.

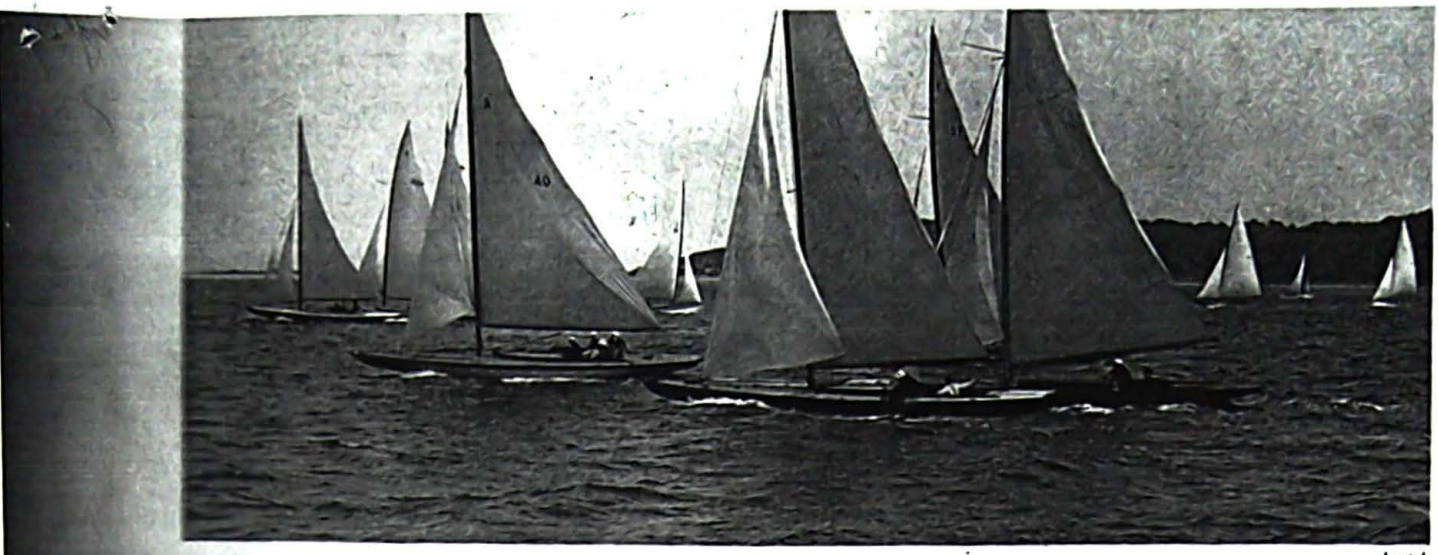


The body plan



Sail and rigging plan of the new boats

Y 12/36 73



Lovick

The "R" boats once made up a scrappy Sound racing class. Most of them have now migrated to the Great Lakes

LONG ISLAND SOUND RACING—WHAT NEXT?

By WILLIAM H. TAYLOR

WHAT'S happening to yacht racing on Long Island Sound? The question has been asked a good many times in the last two or three years and answered in a good many ways, by Jeremiahs, Pollyannas, and by persons of various shades of opinion between those two extremes. The Yacht Racing Association of Long Island Sound took the question seriously enough, a year ago, to appoint a committee to work out the answers, and its conclusions were interesting and helpful. But, after [illegible] years of close observation of the sport in these waters, during which period a tremendous change has certainly come about, I'm sure I don't know whether it's been a change for the better or worse, or where it's all going to end.

In those expansive days of a dozen or so years ago, when everybody was rich and getting richer; when you had only to suggest a new suit of sails, a swimming pool for the yacht club, or a whole new class of big, expensive yachts and, presto, they appeared, the Sound regattas almost approached the average layman's conception of them as spectacles in which great fleets of huge yachts, maintained at fabulous expense by incredibly wealthy men, were raced by phenomenally wise, daring and skilful skippers and crews. The schooners, former America's Cup yachts, "M's," "O's," "Fifties," "Forties," "Thirties," Twelve-, Ten- and Eight-Metre boats were the flesh and bone of the racing fleet. Six-Metres and "R's" were interesting toys. Interclubs and Victories were fun, but not important.

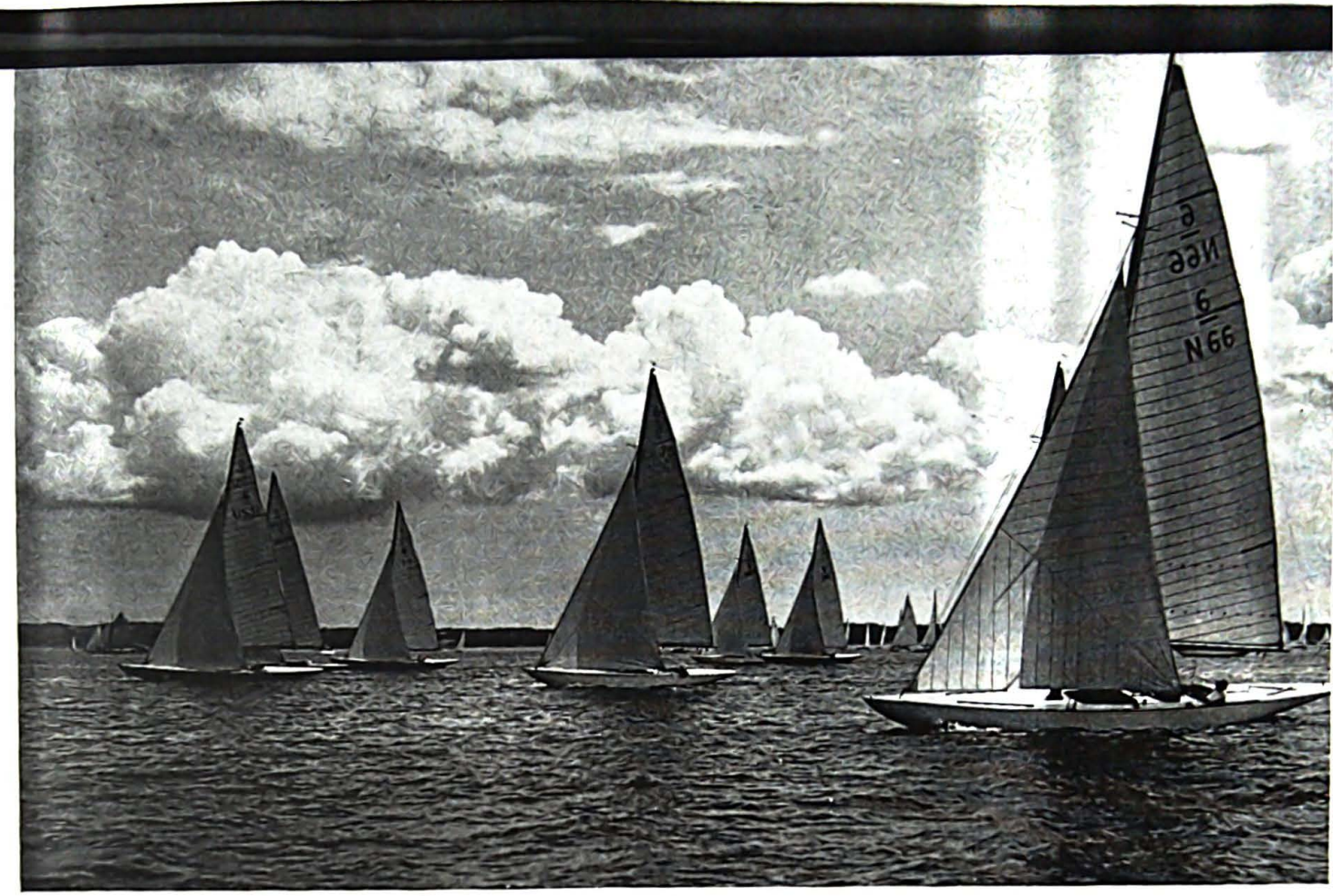
Stars were funny little boats that some queer fellows who might have been racing bigger craft sailed because they disliked international and intersectional competition. Nothing smaller rated even a glance.

Well, Sound yachting's descent (to call it that) from this magnificence to its present basis wasn't as abrupt a tumble as the financial and business collapse that made it inevitable, but it has been steady and inexorable throughout the past decade. What with war and taxes, it certainly hasn't hit bottom yet.

So where are we now? Internationals, Victories, "S" boats, Interclubs and Atlantics were the "big" classes of last season and, with the Stars, they were the classes that got the headlines. Even such waterbugs as Snipes and Lightnings come under the head of important business. A few larger boats, mostly of the ocean racing type, turned out last season but only one, *Avanti*, sailed enough races to qualify in the Y.R.A. series. There are more boats racing than in the old days, probably, and certainly there are a lot more skippers in proportion to the tonnage of the fleet. But that tonnage, and the expanse of canvas unfurled to the dubious breezes of the Sound on a race day, are hardly shadows of their former selves.

Aside from this shrinkage in the size of yachts racing, an outstanding development has been the rise of the fast cruising or "ocean racing" type of yacht and of the smaller auxiliary cruisers which race occasionally. Up to a year or two ago, these boats went a long way in balancing the shrinkage in tonnage of the class-racing types but, last year, with the few exceptions noted above, the larger handicap boats were laid up or, at least, they were inactive in a racing sense. National defense, shortage of crews with youngsters away in the service, taxes or the anticipation of them, and, in some cases, an illogical sentiment against "indulging ourselves in sport when millions are dying" account for that.

Another marked difference in the Sound fleets these days is the almost complete absence of open classes. Someone remarked last year that the Stars (theoretically one-design) were the only development class on the Sound. Twelve- and Six-Metres, "M's," "R's" and other class boats are gone,

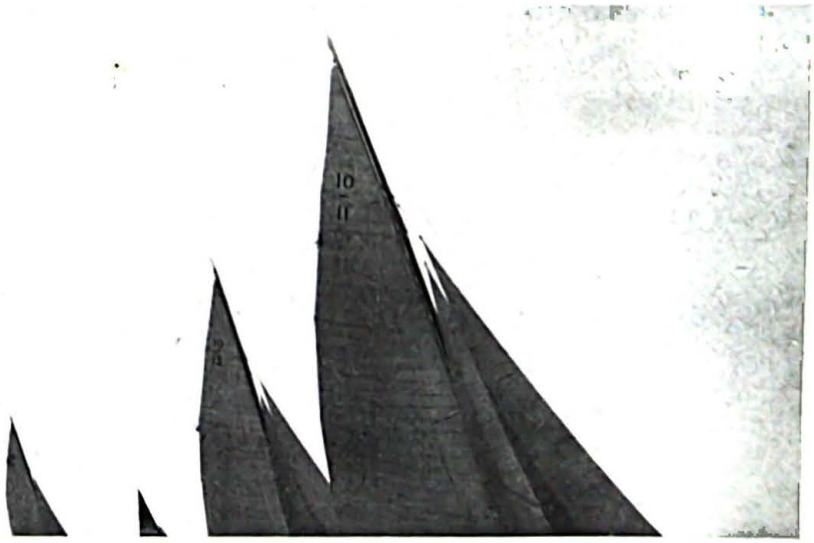


and there's no legitimate outlet, except in the "Cruising Rule" type, where naval architects, or owners of an experimental turn of mind, can exercise their tastes and talents. This naturally retards the development of yacht design. It has another unfortunate effect which has borne fruit in numerous squabbles over sails, gear and whatnot in one-design classes. A man whose primary interest is in improving the speed and efficiency of his boat is going to keep on trying to do that, even though he happens to be in a one-design class, and the other one-design owners naturally don't approve. The sport will never be in a completely healthy state on the Sound until there are again at least two or three classes, of different sizes, in which skippers with this inclination can try out their ideas and their gadgets without disrupting the one-design groups. A square-metre class, say, and a "suicide" class, would help tremendously.

Still another great change is to be found in the men who are sailing. Look through a Sound regatta summary and you won't find one name in ten that would have been in the corresponding list ten years ago. A few of the "old timers" (not necessarily old in years), you'll find up around the tops of the standings in some of the present Sound classes — men like Bob Bavier, Corny Shields and Frank Page. Others, like Harry Maxwell, Ab Brush, and Bill Swan, sail an occasional race in this, that and the other boat. For the rest, the years have taken their toll of the really old men, financial reverses have eliminated others from the yacht-owning ranks, and more than a few have dropped out because, primarily "big boat" men, they were not interested in racing the smaller boats of today even though the latter provide fully as keen competition in

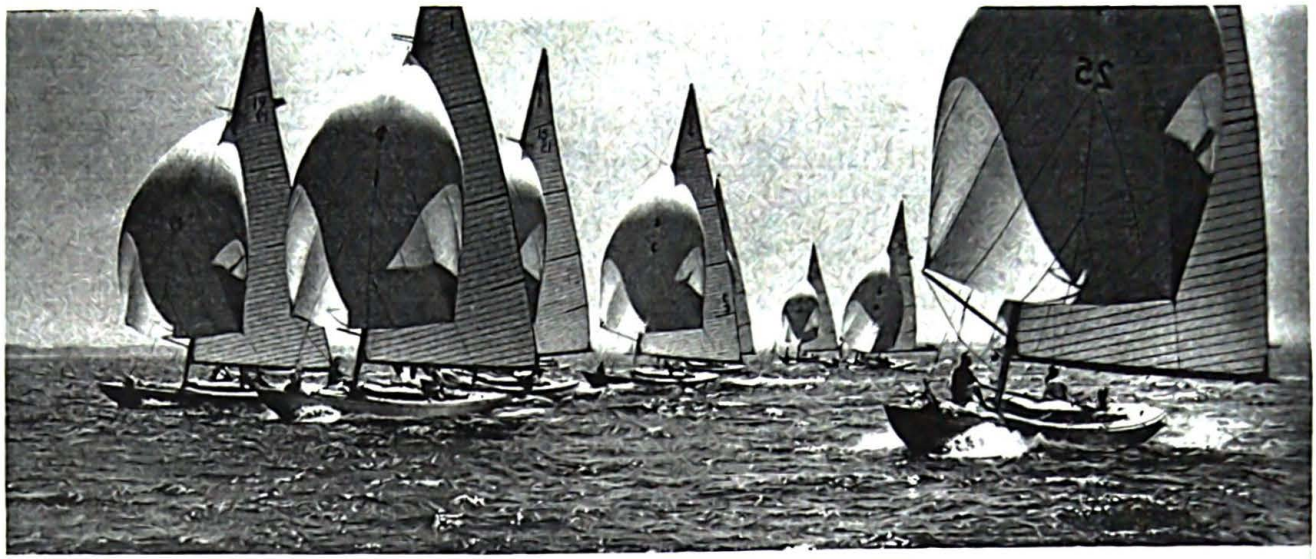
turned to ocean and coastwise racing in yachts of the Cru ing Rule type, large or small. Others have, for the time bei anyhow, gone into the small one-design classes. The ros of the 110-Square-Foot Class, for instance, contains su names as Bob Bavier, Ralph Manny, Jack Shethar, Ro Metcalf and Henry Sears.

The inability of Sound racing to support classes of l boats would be less upsetting if it were universal. But th there should be a ready market on the Great Lakes and t Pacific Coast for boats of classes that are too "expensiv to maintain on the Sound seems odd. The Six-Metre Cl is a case in point. It is flourishing in both those sections, y on the Sound is a thoroughly dead pigeon and has been fo long time, except during seasons when there was intern tional competition for the British-American, Seawanhaka,



... or the West ... Right, nowadays ... principal interest is ... in the Interna- ... the largest and ... one-design class ... regularly

... Rosenfeld



...candinavian Gold Cups. One thing that I think hurt the ... was that the class was more or less controlled by one ... and owners from other clubs were allowed to feel — ...ionally or not — that they were outsiders, especially ... it came to selecting boats for international events.

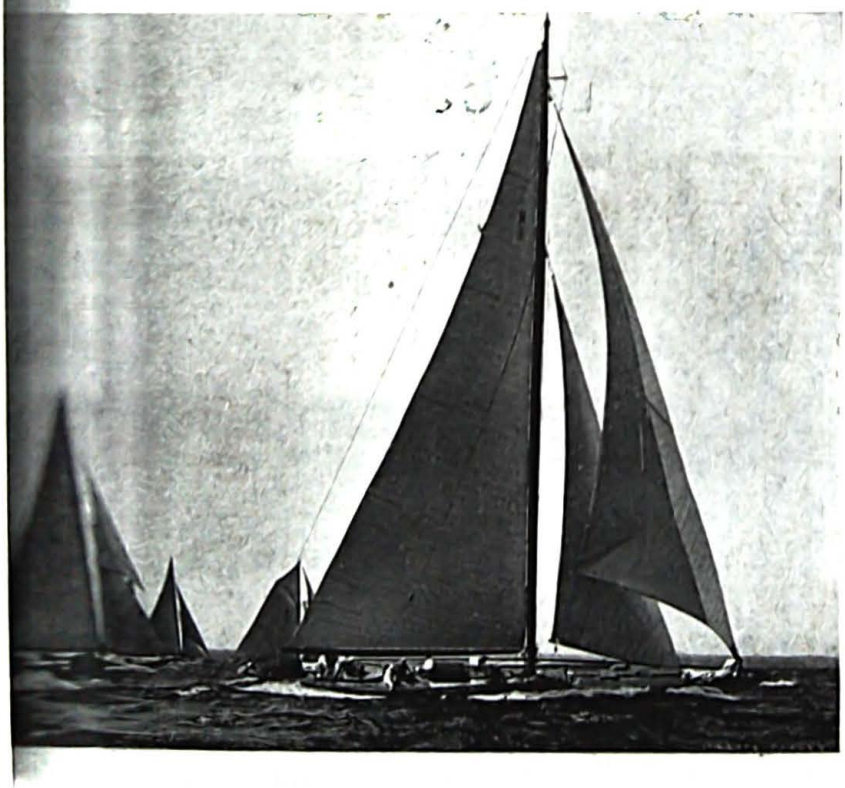
...nother and more important reason, however, may have ... that among the Six-Metre enthusiasts were a few men ... unlimited means and the will to have the fastest boats ... could be turned out and equipped, regardless of ex- ... All very admirable, when it comes to winning races, ... rather discouraging to the average man who might like ... in such a class but can't compete when the sky is the ... on sails, gear and boats. From what we gather, this and ... classes are raced on a less lavish and intense basis ... the Lakes and on the West Coast where they provide good racing for a lot of people and even the old boats have a sporting chance to win a race every once in a while.

The Six-Metres are only an example of the way boats have been moving west from the Sound. Lately, we have been having a regular mass migration of big cruising boats, including some of the fastest and biggest of the ocean racers, and the movement has swept along with it a large proportion of boats of the Thirty-two Foot Class, which started out so auspiciously here only six years ago. The worst of it is that, as the bigger boats move west, nothing comparable has been built here to replace them and, obviously, nothing will be, now, until the war is over.

The need for open or reasonably restricted development classes, in which designers and owners would have a legitimate outlet for their experiments in making boats go faster, inevitably brings up the Star Class. Under conditions such as are likely to prevail in the immediate future, the Star Class should be one of the Sound's outstanding groups. It long has been, and was last season, but there are bad signs, such as the splitting off of Eastchester Bay from the Western Long Island Sound fleet a year or two ago, and the fact that, last season, yacht brokers reported a hundred Stars listed for sale and no takers.

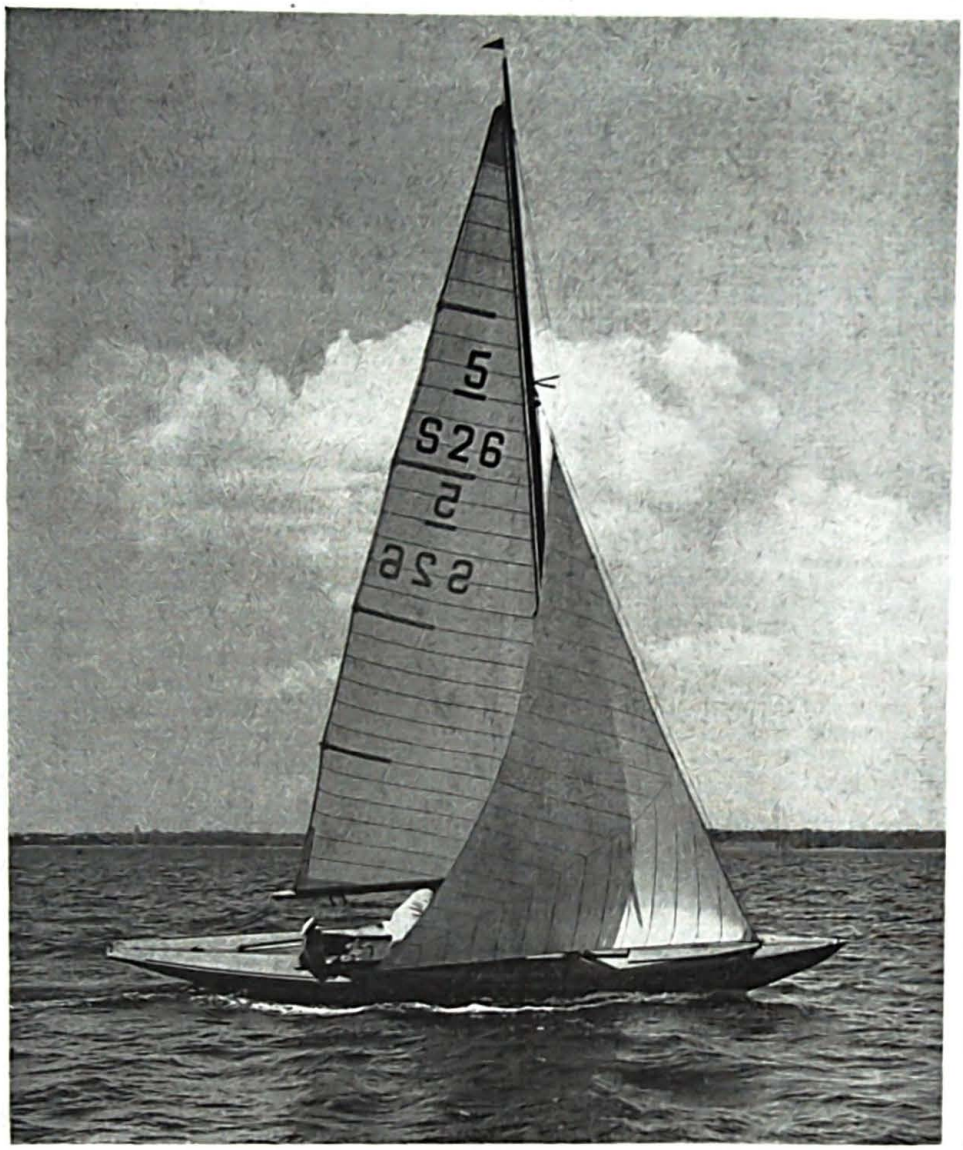
The Stars were launched as a "poor man's racing class" and tolerances in variations of hull form, weights and other matters were established for the laudable purpose of allowing an amateur to build his own boat and not have her thrown out of the class for some minor error in construction. The inevitable development, as Star championships grew more important in the public eye, was that the "wise guys" started monkeying with these tolerances to get a little extra speed. Many expensive gadgets, which reached their climax in the modern flexible-sparred rigs, were

(Continued on page 79)



Not so many years ago Class M yachts and N.Y.Y.C. "Fifties" were racing regularly in Sound regattas

"DIANA," A FIVE-METRE

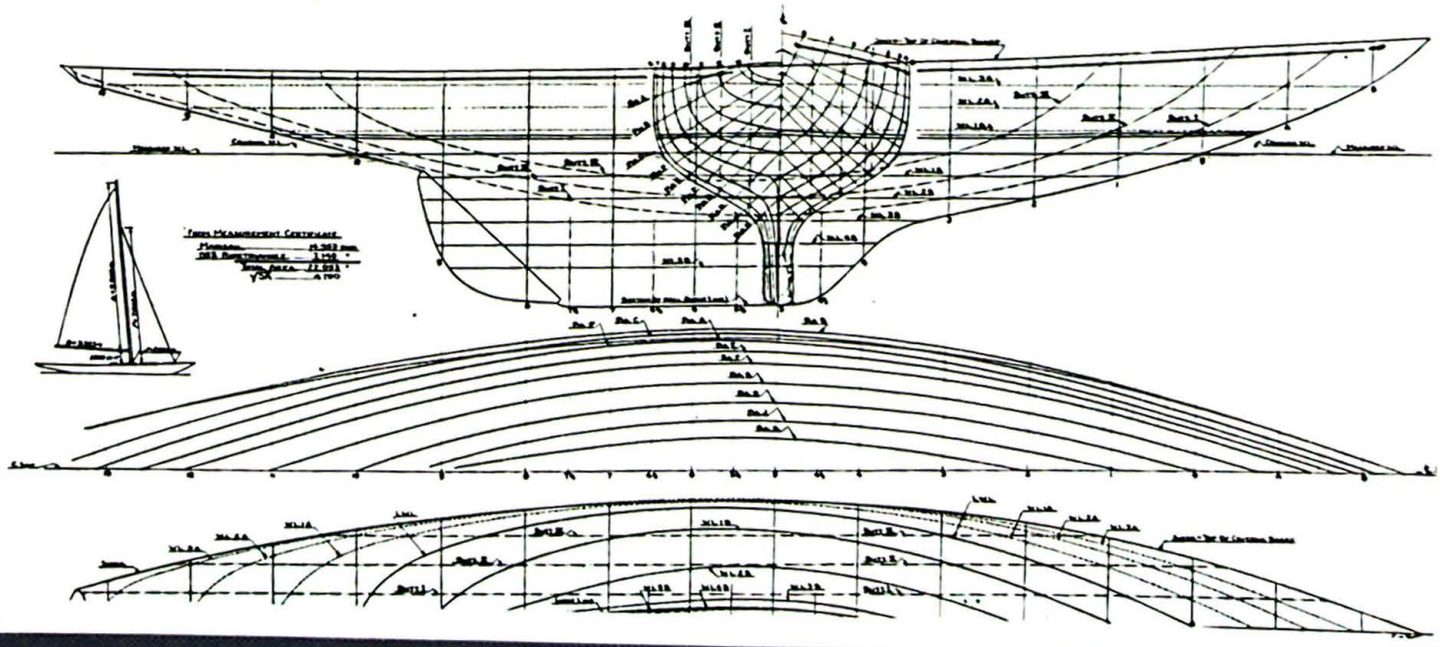


"Diana's" mainsail is tall and narrow and the Genoa comes well aft

FOR some time, yachtsmen have been thinking of a racing class which, while affording good racing and giving the naval architects an opportunity for new designs, would be less expensive to build and maintain than the Six-Metres. European racing men tackled the problem and produced the Five-Metre Class. This is a restricted class and its boats are smaller than the "Sixes" though they are smart racing craft. The class never caught on this side of the Atlantic though Linton Rigg imported one of the boats a few years ago.

This was *Diana*, designed by Tore Holm and built at his yard in Gamleby, Sweden, in 1937. She finally came into possession of an American naval architect, A. Mason, of New York, who took off her lines while she was hauled out in the yard of Stadel and Jenkins, on Five Mile River, Connecticut, early this year. These plans, reproduced herewith, show an extremely interesting type of racing yacht. Her principal dimensions are: Length over all, 30′ 0¼″; length on the measured water line, 18′ 6½″; draft, to that water line, 3′ 4½″; beam on deck, 5′ 8″. Her "cruising" water line is, naturally, longer, being 19′ 7″, the corresponding draft being 3′ 6½″. Displacement, to the measured water line, is 3748 pounds. The sail area, according to the rule measurements, is 237.8 square feet, taking .85 per cent of the fore triangle. She is beamier in proportion than the "Sixes" and of lighter draft, *Goose* being 6′ 0″ beam on an over all length of 37′ 0″ and 5′ 5″ draft.

As the photograph shows, *Diana* is attractive in appearance and modern in rig, with tall, narrow mainsail and good sized Genoa. The helmsman has his own cockpit.



THAT POST-WAR RACER

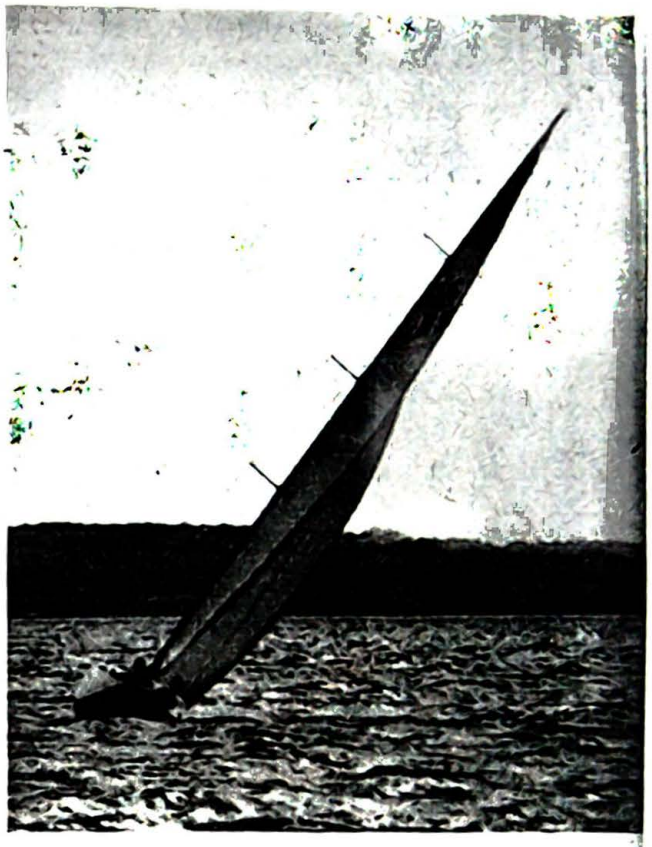
The Proposed Light Displacement Boat, To Be Built of Modern Materials, Has Been Slightly Modified in Both Plans and Construction

By A. E. LUDERS, JR.

SINCE the original plans of our proposed light displacement racing boat, of about the same dimensions as the present Six-Metres, appeared in YACHTING in April, 1943, we are glad to say there has been a great deal of interest and discussion which, we believe, has furthered the development of the modified plans appearing herewith. The interest manifested by the letters received from various parts of the country, as well as from Canada and Bermuda, indicated that a boat of this type would be well received. We have profited by the opinions of all those interested and, while no one ever wants all details the same, the consensus seems to be that we now have close to the ideal.

All those heard from seemed to like the lines but many suggested slightly more beam. The main change in the new lines is three inches more beam, somewhat less lateral plane and thinner keel and slightly less draft. In all, four different hull designs were drawn and the one decided upon is believed to be the fastest, based on opinion and model tests on similar hull forms. However, with a boat of this type, to prove that she really has "it" (meaning that she is a pleasant boat to sail), one should be built and well tried out to assure prospective owners that she has the qualities we believe she will show. It is hoped that such a boat may be built this winter.

Most yachtsmen seem to prefer some sort of shelter, so we show an alternate sail plan with conventional rig and cabin for comparison. Popular opinion was also against the curved mast which was originally selected to avoid the narrow ribbon of sail aloft. However, as we have now lengthened the foot of the mainsail, we believe the straight mast to be more practical. Also, it puts the center of sail area lower, making a stiffer boat. The stability compares to the average modern Six-Metre so that the genoa would, in effect, be

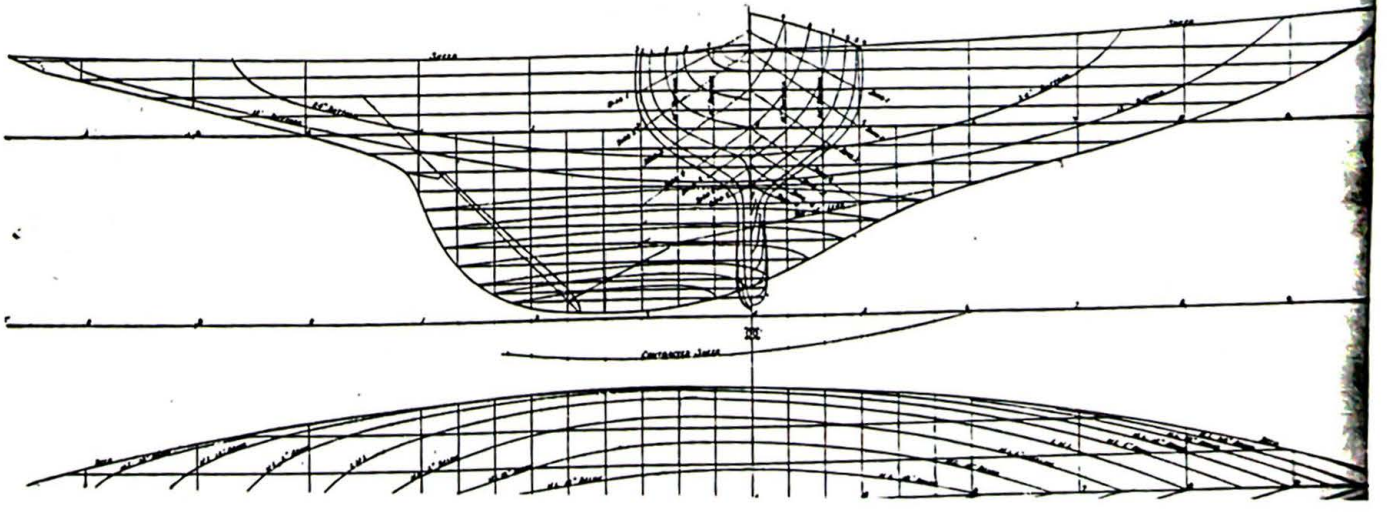


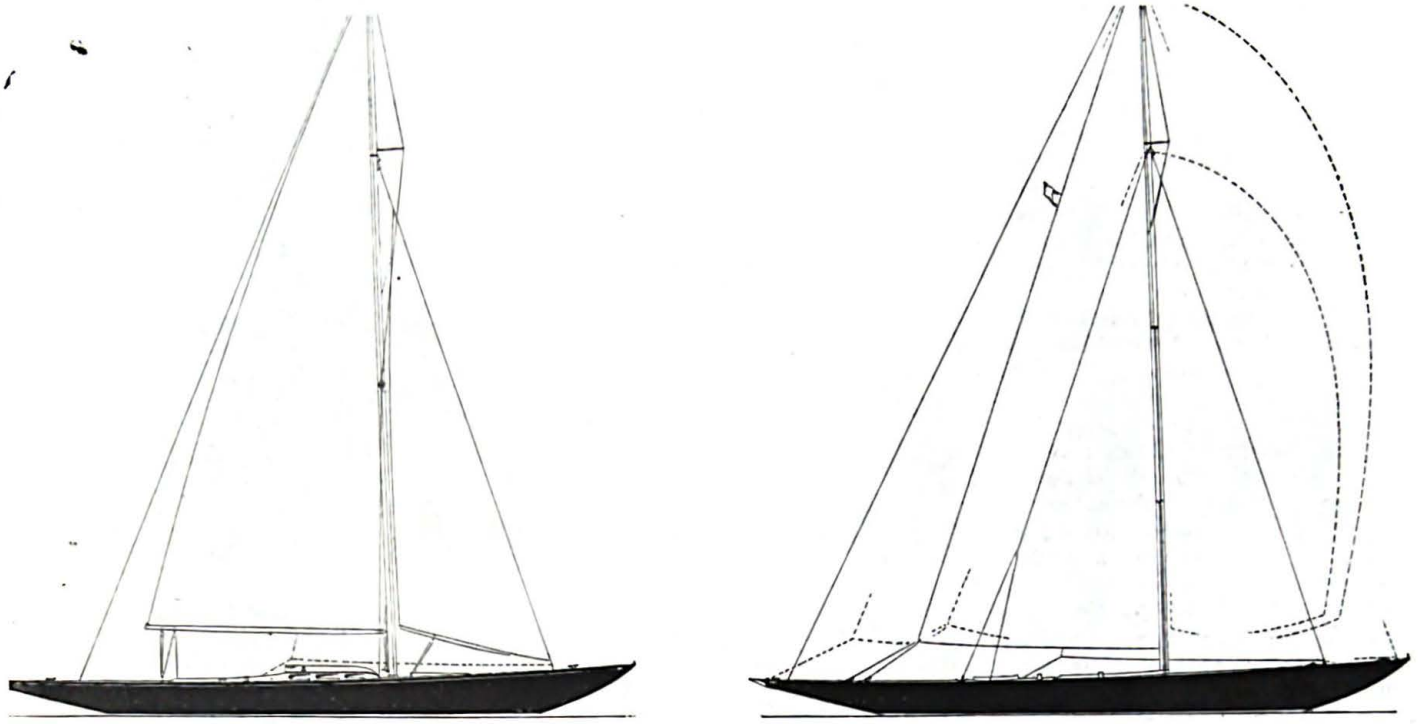
A "Six" strapped down. The lower part of the main is flat and lacks the natural curve and driving power which appear higher up

the working jib, except for day sailing when the small c jib can be set for convenience in tacking and handling.

The alternate light weather sails, for use in such places Long Island Sound, are again shown. Whether or not th sails would be desired in other localities would be a ma of choice, but we would certainly have them on the f boat to demonstrate the expected advantages.

We also believe that yachtsmen will like the certain vantages of the boomless mainsail but we will try both for comparison. If a good look is taken at any modern racing boat on the wind, it will be found that the boo usually trimmed in close amidships and the lower p the sail along the boom is flat and lacks the natural c and drive which appear in the middle of the sail higher With a boomless sail on the wind, this inefficient condi along the foot will be rectified. We admit that, in reach





Two alternate sail plans are offered, one for a cabin boat and the other for the out and out racer

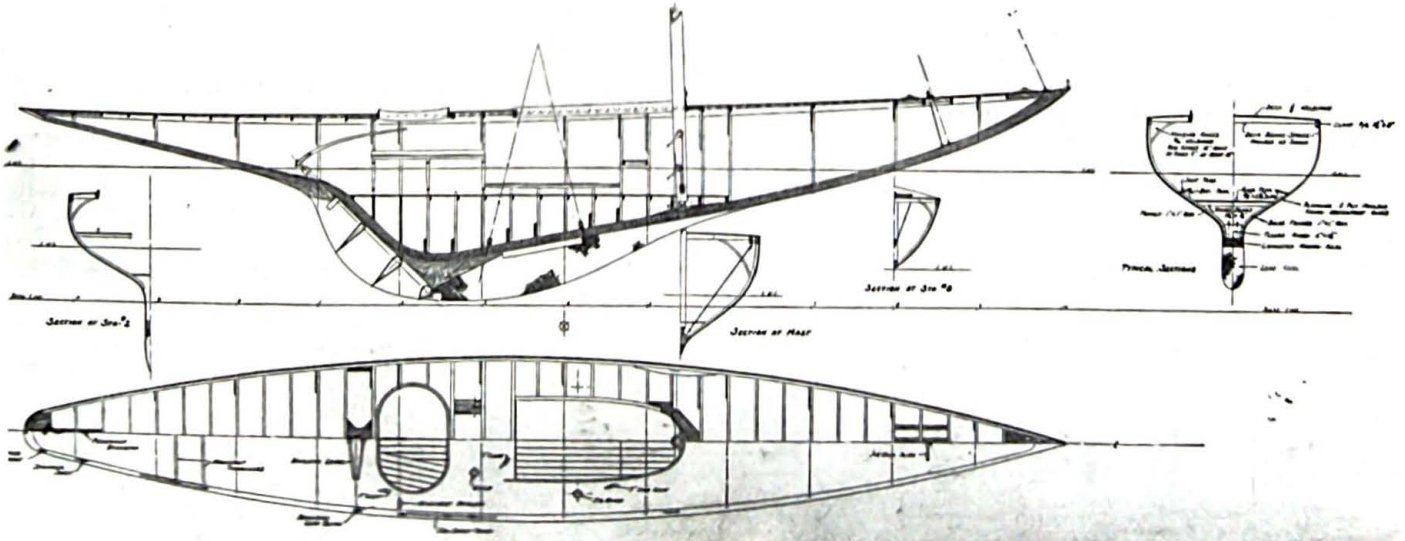
sail will curve more than the boomed sail and thus not quite so efficient, but the advantages gained on the wind, believe, will offset any disadvantages on a reach. The rm mainsail will also be a worthwhile addition for day ling under certain conditions. We have been asked how could restrict the use of light weather sails so that they uld not be used, with certain danger and risk, as it breezed The answer to this is that they would be unmanageable any condition except in light air, and would thus autotically limit their use. Also, the extra tracks on the mast w a quick change to smaller sails without loss of time, thus rcoming a skipper's reluctance to make a change during lose contest.

One addition to the sail plan is the sliding tack fitting for genoa which automatically shifts to leeward when tack-. With no rules to worry about, this should be an advane in windward work, opening up the wind slot between and main and thus tending to reduce backwinding. The construction plan does not differ much from the original one except that the keel is laminated to form one full length member; this was not contemplated at first.

Without repeating too much of what has been already written in the April issue, let us remind readers that one of the features of the boat is that the hull will be made of molded plywood, eliminating most of the usual framing and fastenings. Plywood decks will be used and, in the cabin boat, the house will all be molded. This new type of construction will be stronger and lighter than the conventional method, which, of course, results in a faster boat. Some thought is also being given to a removable cabin so that, by quick conversion, boats of this class can all race or cruise-race on equal terms.

We will still welcome any suggested improvement by YACHTING readers before any building has started.

The principal characteristics of the proposed boat are as follows: Length over all, 38′ 3″; length on l.w.l., 24′ 0″; beam, 6′ 3″; draft, 5′ 10″; displacement, 6350 pounds; sail area, 400 square feet.



The construction plan shows the backbone built of laminated mahogany plywood and a plywood deck

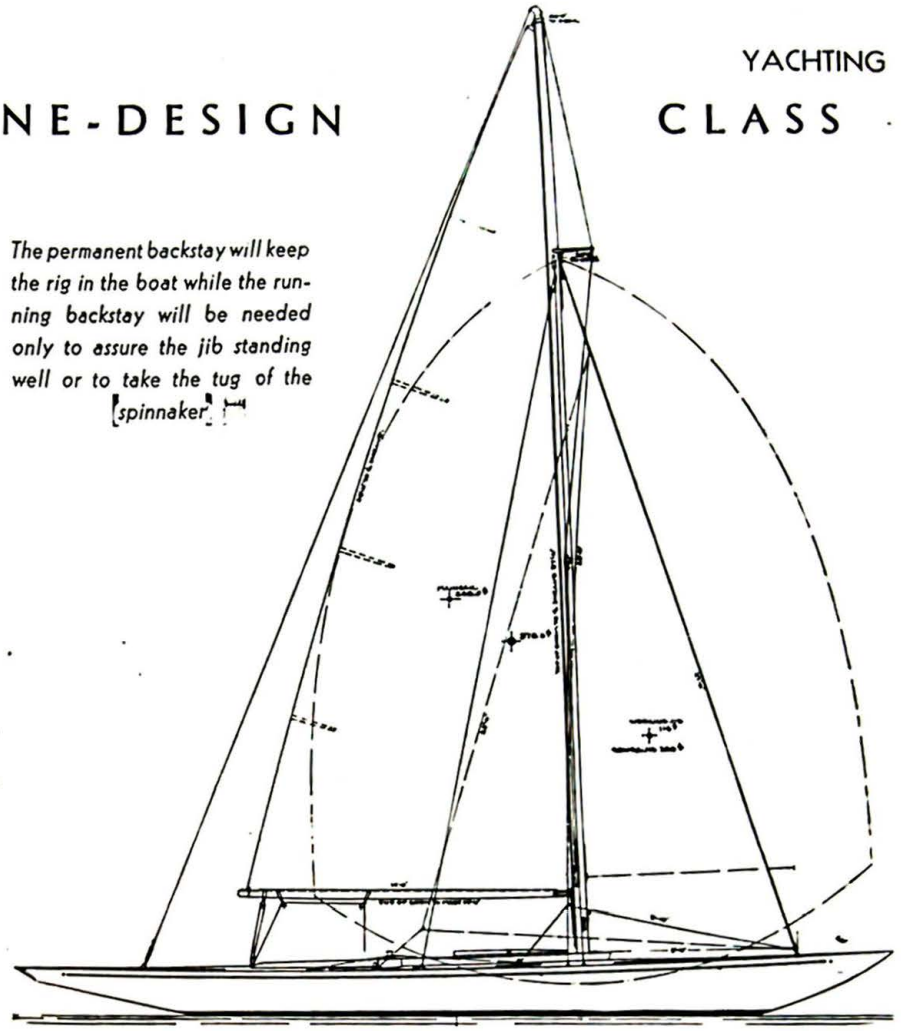
THE U. S. ONE-DESIGN CLASS

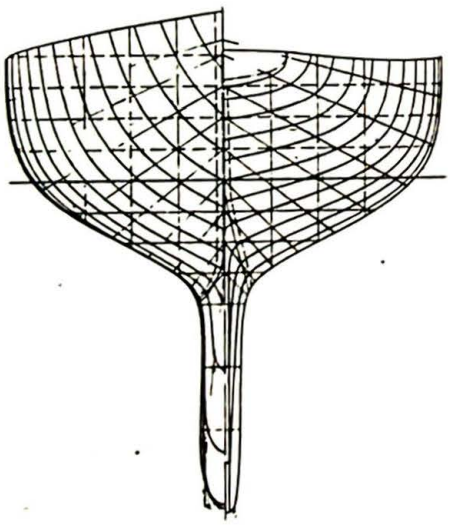
THIS ONE-DESIGN class, which is sponsored by a group of yachtsmen representing all three clubs at Marblehead, bids fair to become one of our popular racing classes. Developed on the boards in preliminary plans by Carl Alberg, of Marblehead, who is associated with the Alden office, the general dimensions of the new boat are: length over all, 37′ 9″; length on the water line, 24′; beam, 7′; draft, 5′ 4″; displacement is 6450 pounds. Her sail area is 378 square feet, of which 262 square feet is in the mainsail and 116 square feet in the jib. In addition, there is a genoa with an area of 200 square feet and a parachute spinnaker.

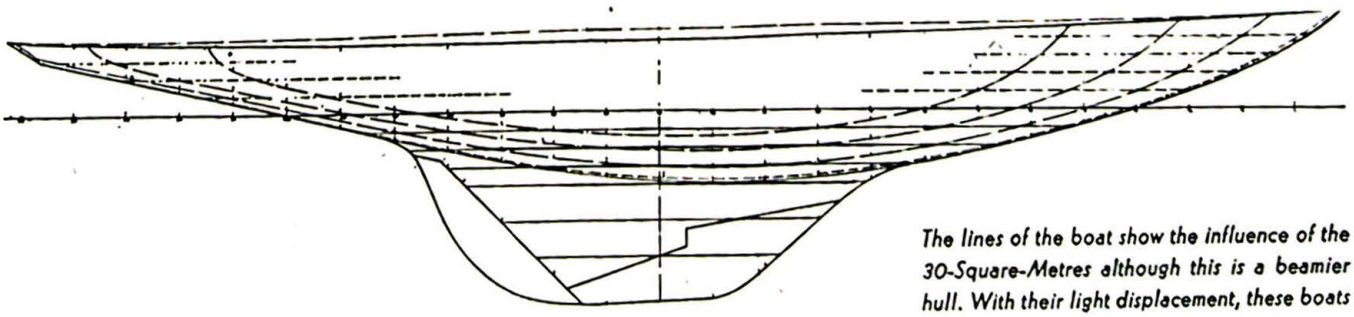
An interesting feature of the new boat is a light weight, portable cabin top which is made in two sections and may be carried in bad weather or for overnight cruising. The cockpit, with the cabin top removed, runs all the way forward to the mast to facilitate light sail handling without the necessity of going on deck. The helmsman is so placed that he will get no interference from his crew, yet he will be within easy reach of the sheets and backstays.

To be built to highest specifications and in the conventional manner, the new boats will be planked with Honduras mahogany. Fastenings will be made of bronze, the keel will be of lead and her hollow spars will be spruce. Fittings and rigging will be by Merriman Brothers. Ratsey & Lapthorn will make the sails for these boats. It is expected that the new boats will be somewhat less expensive than those of some of the comparable foreign-built classes.

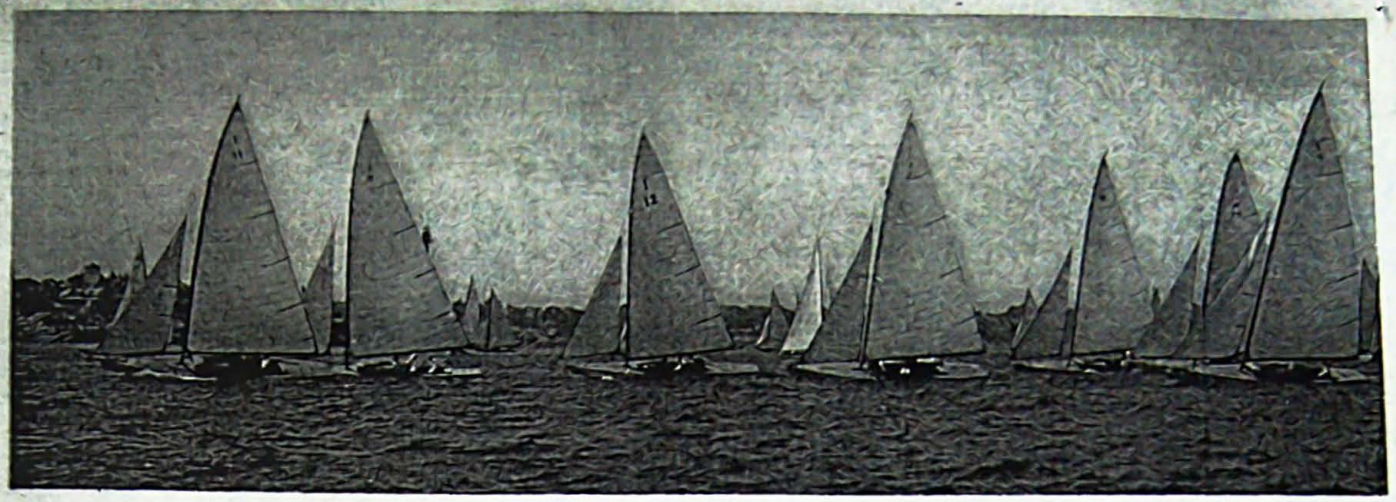
The permanent backstay will keep the rig in the boat while the running backstay will be needed only to assure the jib standing well or to take the tug of the spinnaker







The lines of the boat show the influence of the 30-Square-Metres although this is a beamier hull. With their light displacement, these boats should do well in moderate weather



Older yachtsmen will remember many restricted classes, like these 18-footers at Marblehead, that provided fine racing

A PROPOSAL FOR A RESTRICTED CLASS

Lighter and Less Costly Boats Might Supplant the Six-Metres

EVEN BEFORE the war, and the subsequent skyrocketing of yachting costs, many yachtsmen were discussing the need for a class which, while allowing a certain latitude for developments in hull design and rig, would produce a boat lighter, livelier and less costly than the Six-Metre had become; a class that would interest both the designer and the afternoon-racing skipper. The effort to found such a class is again under way, with Clinton H. Crane, president of the North American Yacht Racing Union and a designer and racing skipper of international fame for half a century, taking the lead.

The current project was started a year ago by the Seawanhaka Corinthian Yacht Club, with the idea of challenging in such a class for the Seawanhaka Cup, now in British hands. Since then, plans have been made for a Seawanhaka Cup race this year in Six-Metres, but many yachtsmen, at Seawanhaka and elsewhere, still feel that the Six-Metre, which today might cost more than $30,000 to build and campaign for a season, is no longer in the category of the small, light racing craft for which the Seawanhaka Cup was established in 1895.

Briefly, what Mr. Crane and the other yachtsmen interested in the matter have in mind is a boat somewhat smaller and lighter than the "Six," a boat which even today could be built and campaigned for under $5,000; which would be more lively and interesting to sail than the heavy modern "Sixes"; and which would give the naval architect the opportunities he needs to work out his ideas, without leaving a hole through which some undesirable freak boat might crawl into the class and make all her rivals obsolete in her first season.

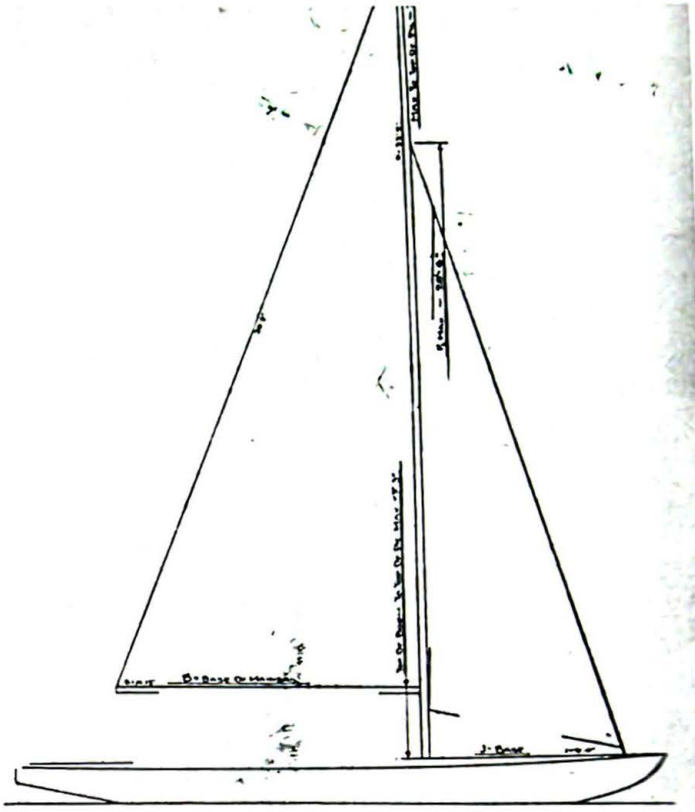
As an illustration of such a class, Mr. Crane cites the old knockabout and raceabout classes, which the older generation of yachtsmen will remember, such as the 21-foot water line class. With class rules which prevented the building of "extreme" boats, they gave good racing all up and down the coast in the late '90s and the early part of this century, until superseded by the Universal and later the International Rule classes. Mr. Crane believes that a class organized along similar lines and of about the same size as the old 21-footers, embodying, of course, the modern developments in hull, rig and gear, would prove popular today and might provide keen intersectional and international as well as local racing.

The arguments for such a class are familiar. In this country today there is practically no active racing class to which new boats are being built that is not one-design. And, while one-design classes provide the keenest of sailing competition and will always attract a majority of racing men, they do not satisfy everyone. The eventual result of racing only in one-design classes is stagnation of yacht design. The only chance the designer has today to develop his art is in the fast cruising yachts built to the Cruising Club and similar rules, and these boats are, in the main, big, expensive craft which race only in ocean and port-to-port events and compete on handicap, practically no two of them rating alike.

The proposed rule is aimed at the class-racing yachtsman who is interested in the design and equipment, as well as the actual sailing, of his craft and who wants to race boat-for-boat in something which won't cost him a fortune every time he tries out a new idea. The Six-Metres, and before them the R Class, once served that purpose but the cost of carrying on those classes, with new boats built every season by at least a few men, under present conditions is discouraging, not to say prohibitive, to even the relatively few who could afford them before the war.

With these facts in mind, Mr. Crane, with the assistance of Olin J. Stephens and others, has tentatively drawn up a set of rules for a restricted class whose principal limiting maximum dimensions would be 30 feet over all length, 400 square feet of sail and 2600 pounds of outside ballast, with a minimum displacement of 4800 pounds. The rules are so drawn that the boats should be easy to measure (no water line length specified, for instance) and so that once a boat is measured and accepted in the class she is always eligible to race in that class. Many Six-Metre and other class boats, as they are racing today, would no longer qualify in their original class if remeasured for, say, an international series.

These specifications, reproduced here, are not presented as a final set of rules. Mr. Crane and other yachtsmen who have been working with him feel that the next step toward the establishment of such a class is to put these suggestions before as many naval architects, and interested sailing men, as possible. They invite suggestions and criticism, and especially attempts to ferret out any loopholes in the rules which might defeat the object of the class by allowing in a freak or a costly boat. From such criticism, and with the coöperation of those who are interested in such a class, they hope to evolve a final set of restrictions which will accomplish the desired ends.



These sketches, prepared by Messrs. Crane and Stephens, show graphically the measurements to qualify a boat under the proposed rules

The suggested specifications follow:

LENGTH OVER ALL: Maximum, 30′.

BEAM: Minimum, 6′ 3″, taken at fore and aft point of maximum beam 18″ below top of deck at side.

BALLAST: Outside, minimum, 2500 pounds; maximum, 2600 pounds; to be weighed and certified by builder. Inside, none.

SAIL AREA: Maximum, 400 sq. ft. *Mainsail* area to be length of luff taken from top of boom to inside of black band, multiplied by length of boom, divided by 2. *Fore triangle* to be 125 per cent of base *J*, times height *I*, divided by 2. *Spinnaker*, maximum width to be twice *J;* maximum length of luff or leach to be 95 per cent of the square root of the sum of *I* squared plus *J* squared.

SHEER: To be fair, continuous, concave curve with minimum chord of 3″.

DECK CROWN: Maximum, 2½″.

DEPTH OF HULL: Under side of deck at side to top of keel, at right angles to line connecting stem and center of transom. Minimum at point of greatest depth, 3′ 4″. At a point 3′ 6″ abaft bow, depth must be not more than 22″ from top of deck at side to outside of stem at right angles to stem-transom line. At the same point a right angle template, in a plane normal to the bow-stern line, must not have its apex more than 26½″ below the top of the deck when fitted against the hull. The bow must be pointed and at no point in the forebody shall the half breadth be greater than the depth from top of deck to outside of stem or keel. Aft, at a point 3′ 6″ forward of the after end of the overhang, the maximum depth of hull from top of deck at side is limited to 18″. A 90° template, fitted as described for the forward point, must not have its apex more than 36″ below the top of the deck.

BACK RABBET IN KEEL: Not required. Top of keel at depth measurement point must be no lower than inside of planking.

WEIGHT: Minimum, 4800 pounds.

DEPTH OF KEEL APPENDAGE: Maximum, 3′ 0″, measured at right angles to the bow-stern line from the bottom of the wood keel to the intersection of the after side of the sternpost and the fair line of the keel bottom. At no other point may the keel be

(Continued on page 210)

A PROPOSAL FOR A RESTRICTED CLASS

(Continued from page 115)

deeper with respect to the bow-stern line.

HOLLOWS: None permitted in any part of the surface of the hull, including profile, except in the way of the keel appendage within 4″ of the vertical center plane of the hull. Any transverse fairing in this area shall be done on a radius of not over ¾″.

TUMBLE HOME: Maximum, ½″ each side.

MAST HEIGHT: Maximum, top of deck to underside of band, 37′ 0″.

BOOM HEIGHT: Maximum, deck to top of boom, 3′ 3″.

HEIGHT OF FORE TRIANGLE: Maximum above deck, 28′ 6″.

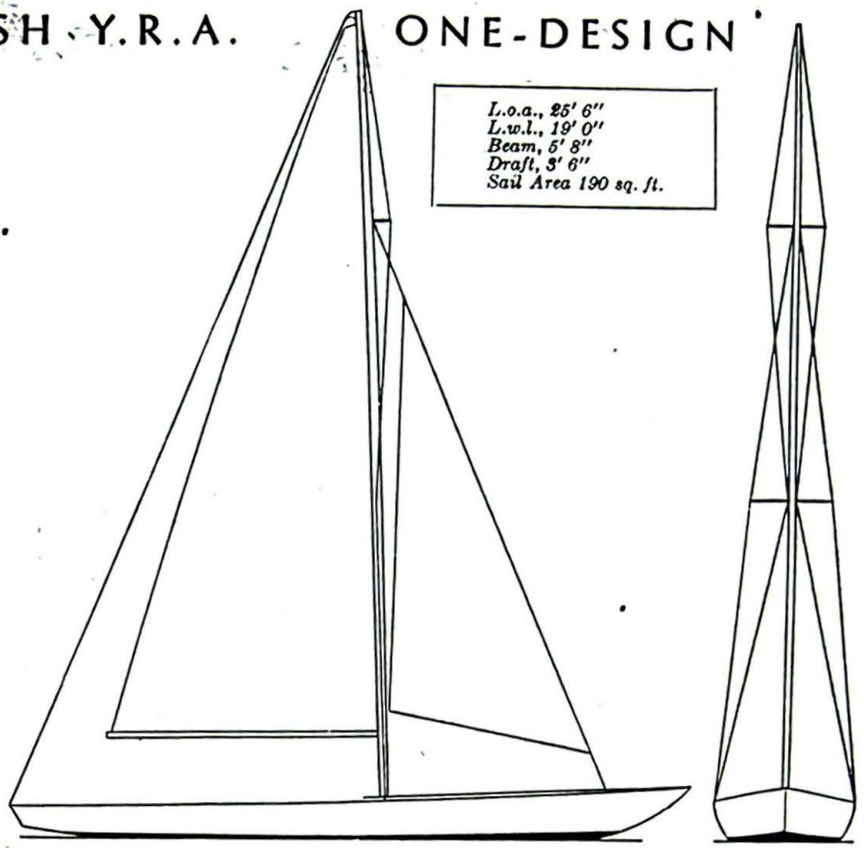
MEASUREMENT: A hull once measured and passed shall be acceptable for racing unless and until a structural change is made.

SPECIFICALLY BARRED: *Headsails* that overlap the mast when new. (All headsails to be checked by measurer.) The use of more than two *mainsails* in any one year. The use of more than two *spinnakers* in any one year. Geared *winches*. *Halliards* inside mast. *Rigging* set up below decks, with the exception of jibstays. The use of more than *one spinnaker* in any one race. *Jibstays* equipped with any means of adjustment other than turn-

buckles. Permanently *bent* spars. *Centerboards*. *Rudder blades* of material other than wood. *Double* planking.

SCANTLINGS: Rule as agreed later. Principal items approximately as follows: *Planking*, not less than 5/8" cedar. *Frames* to be not less than 1" square, spaced 8", oak. *Keel* to be not less than 1 1/4" nor more than 1 5/8" in depth, mahogany. *Decking* to be not less than 3/8" plywood, canvas covered. *Masts* to have minimum weight of 100 lbs., including fittings but without rigging, and to have rectangular section with corners rounded off on radius of not more than 1/2". *Clamp* to be 1 1/2" x 2 1/2" amidships, tapered to not less than 2/3 of area at ends, spruce.

THE NEW BRITISH Y.R.A. ONE-DESIGN

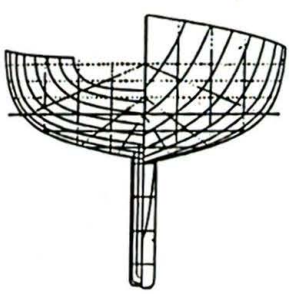


HERE IS the boat which the British Y.R.A. has chosen as its new official 200 square foot one-design racing class. The project of establishing such a class was decided upon in the British Isles in 1946 and 14 designers were invited to submit plans, the Y.R.A. specifications calling for a boat that would be fast and lively, easy to handle, cheap to build, and of about 200 square feet sail area.

Four designers — Tom Thornycroft, whose boat was eventually selected and is shown here, Uffa Fox, Morgan Giles and Robert Clark — entered the competition and a series of trial races was held early last December. Races and observation in a variety of weather convinced the selection committee that Thornycroft's *Toucan II* was the boat for its purpose. The Fox boat was the fastest of the quartet but unorthodox in type and in other respects failed to meet the Y.R.A.'s immediate requirements. The Giles boat filled up at her moorings in a gale, broke away and was damaged while the other two rode it out successfully. The races had shown the Clark entry to be not quite the match of the others in speed, the committee reported.

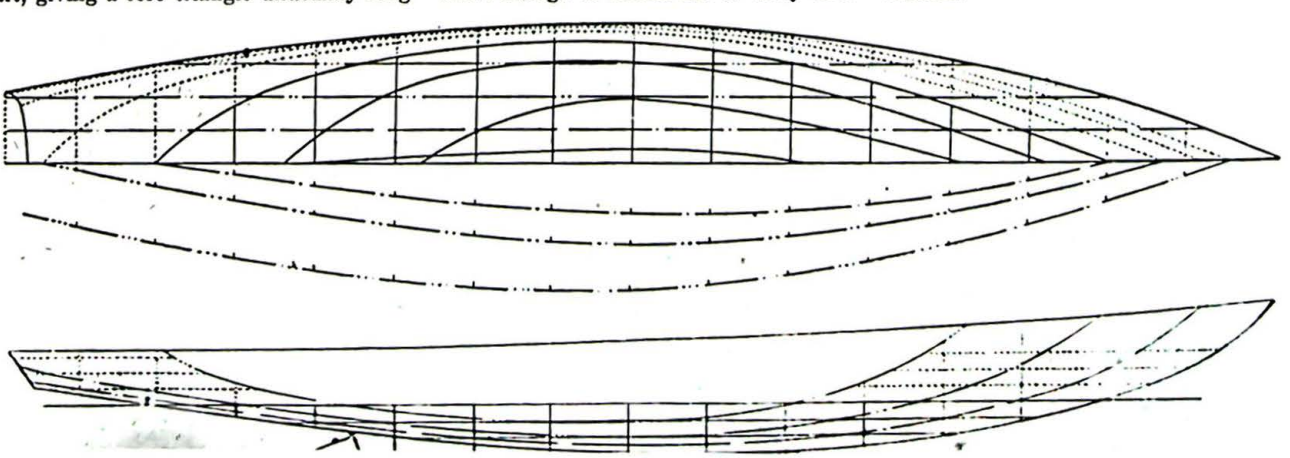
Of the Thornycroft boat, the committee's report said: "They [the committee] believe that in her they have a boat of outstanding capability. She is able in a breeze; beautifully balanced; capable of planing, or very nearly planing, on a reach. She can be sailed in comfort under very trying conditions and will, no doubt, give many hours of thrilling racing to the coming generation of helmsmen."

There is certainly nothing radical about the design, the hull particularly being a conventional light-displacement form with moderately long ends and a built-up fin keel, — a hull that would have appeared as normal a generation or more ago as she does now. She is rather narrow and slack-bilged, gaining stability from a heavy lead keel. As to the rig, the mast is rather far aft, giving a fore triangle unusually long on the base but by modern standards rather low, while the mainsail is correspondingly small with a 2.6 : 1 aspect ratio. The absence of an overlapping jib is noticeable, though the spreaders are short enough to enable her to carry one.



The boat is of double-skin construction over steamed timbers spaced 3" centers.

The British prohibition against the use of lumber for yacht building has prevented any extensive building to this class, so the test of her popularity will have to await better times. It is the Y.R.A.'s hope not only to promote the 200-sq. ft. class nationally throughout the British Isles, where it will supplement the various existing local one-design classes and encourage intersectional competition, but to further the spread of the class internationally. The Scandinavian countries have shown considerable interest in the boat, a British publication informs us, and it is hoped that international racing in this class may result within a few seasons.



"In 1941, still at school, I made up my mind to build her. I sold my old boat for $200 with which I bought lumber, sails and all necessary materials. They were already difficult to get hold of due to the German occupation, but after a long search I had everything but material for frames. I knew about a Nazi factory making skiis for the German army and from them I stole one big ash plank every night until I had enough to serve for the framing.

"The loftwork was all done on the floor of my room. After I had finished this, my landlady nearly had fits, finding hundreds of nail holes in the floor and all the paint on it ruined. The 772 lb. iron keel was the first part to be made. A shipyard in the neighborhood gave me permission to cast it in their foundry, providing I brought them some scrap iron and did the work myself. In the same place all deck fittings were made. All this cost me just a couple of dollars plus a few days' work and, in return, I got a lot of valuable experience.

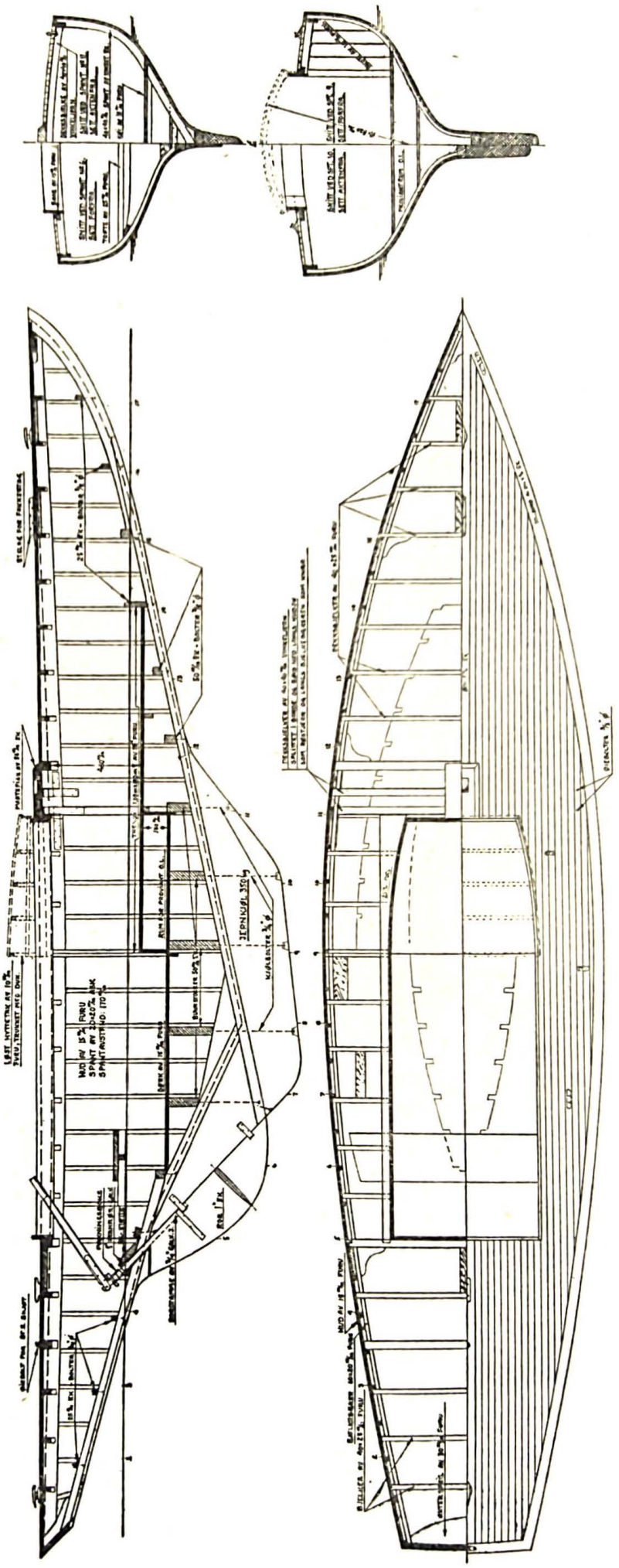
"In October, 1941, the actual building was started. Making molds, erecting them and the keel, stem, sternpost, etc., was easy work and didn't take long. Cutting the rabbett and starting the planking was really quite a job. I ran into unexpected difficulties because of my limited experience in boatbuilding, and I often had to go down to a boatyard nearby to ask for advice. That winter was a very cold one and, as the shed was not heated, progress was slow.

"Early in the spring of 1942 all schools in Norway were closed because the Germans arrested all the teachers, and from then on I really got going. The planking was finished in about two weeks, laying one strake each side every day, all seams glued and perfectly tight. To bend in all the 64 frames and fasten them with approximately 2500 screws was also a big job, but with help from a school friend we managed both this and laying the deck before May. Then the planking was planed and sanded until it was as smooth as a baby's bottom! While painting her, making spars and working on the rigging, we nearly got panicky. Time went so fast and the season had already started. Sometimes we worked up to 20 hours a day, and slept in the boat to save time.

"At last the job was completed, and early one June morning she was ready for transport down to the sea. All my friends had gathered to help me lift her on a truck I had hired. We carried her from the backyard, through the gate and down to the street, but, alas, we were not strong enough to lift her up on to the truck. People stopped to watch all our useless efforts, and when one of my friends got his foot nearly crushed under the boat, and was put out of action, the crowd took charge. After a few seconds the boat was safely secured on the truck and we were ready to go. The drive through town and the launching that followed were some of the biggest moments in my life. I was a bit scared when she took the water, but you can imagine how proud and happy I felt when she was floating just to her marks. I rigged her at once and in a nice southerly breeze we had our first sail—we two—The Boat and I!

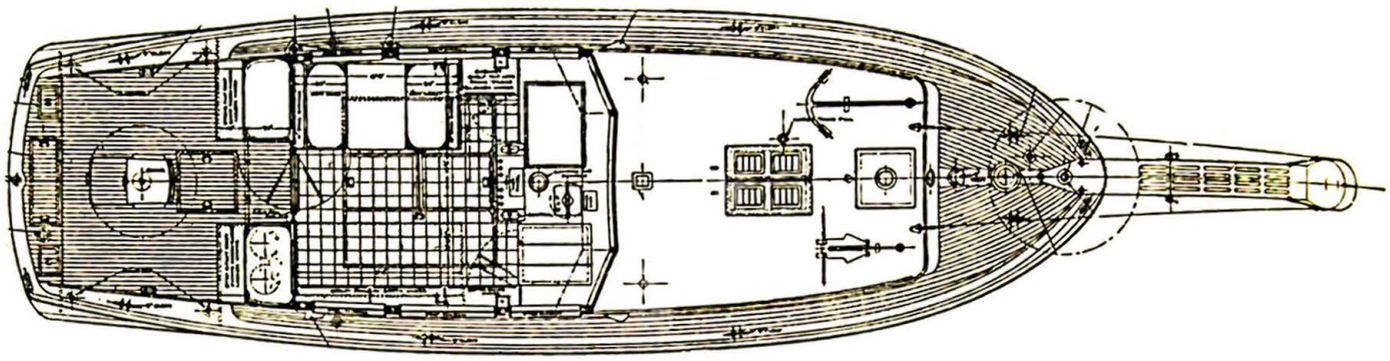
"In the following days there was little time for rest. I was sailing and tuning day and night to find out her sailing qualities, and soon understood that she was better even than I had dared

(*Continued on page* 88)



for a boat of this size, especially the two separate toilets, but she has a forecastle for two men, an owner's stateroom sleeping two, and convertible berths in the deckhouse for two guests. She has the double controls—deckhouse and flying bridge—typical of sport fishing cruisers, and all the paraphernalia of the fishing yacht, from the pulpit on the bow to the bait box in the stern. Propellers and rudders are fully protected by metal skegs, an important feature when a boat is used to handle fishing gear, and when operating in shoal or lobster-pot-infested waters.

Her equipment is unusually complete. There is an Onan water cooled 1500 watt, 32 v. generating plant; Everite water pressure pump, Adel isodraulic dual controls; electric refrigeration, Willard storage batteries and an Ideal electric capstan. She has an R.C.A. 30-watt radio telephone and a Kaar radio direction finder. There is a 3-burner Willis gas stove, with oven, and a Shipmate gas automatic hot water heater. She steers through a Columbian worm steerer. Two 5" Kelvin White Constellation compasses are mounted at the steering stations. A Tamm-built chair and outriggers and other fishing gear by Simms Brothers, are included in the yacht's working equipment.

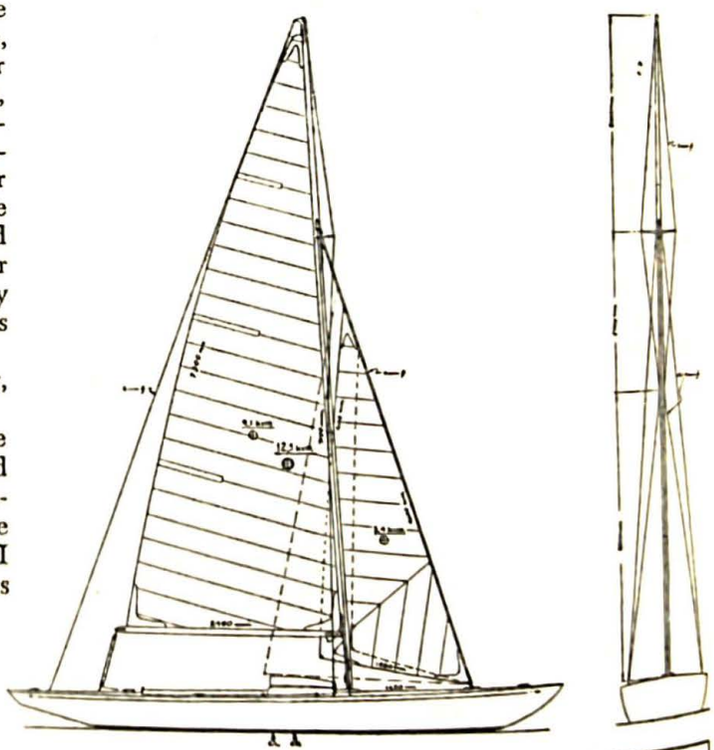


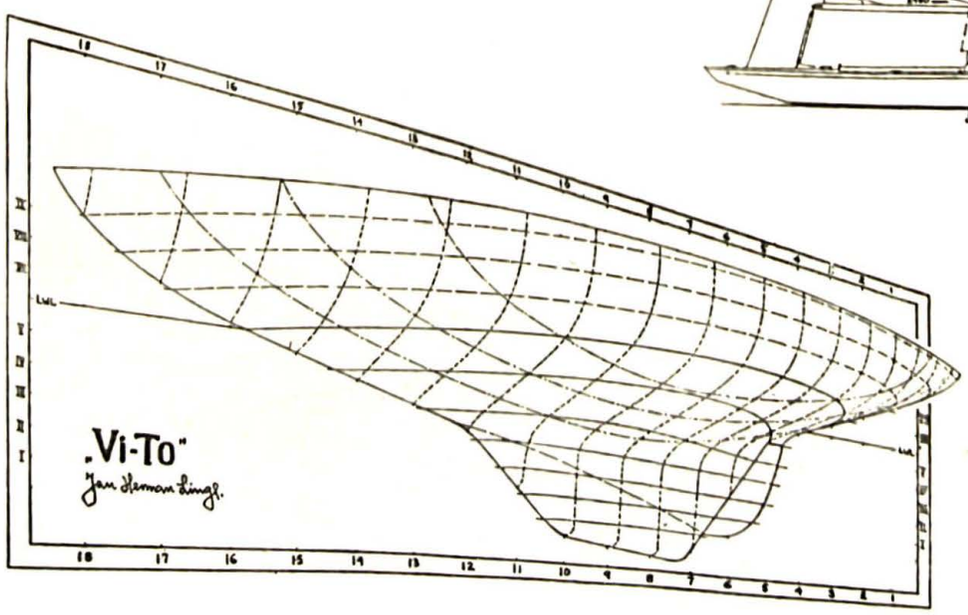
"VI-TO," A SLOOP WITH A STORY

THE TRIM sloop whose plans appear on this and the following page is from the board of Jan Herman Linge, a young naval architect of Oslo, Norway. She looks larger than her 22′ over all length and in many respects she is, having proved exceptionally seaworthy and even being fitted with snug but necessarily Spartan cruising accommodations. She is a type which should prove appealing for afternoon racing, particularly in areas of fresh winds and we could go on describing her interesting features. The real and fascinating saga of this boat, however, lies in the story of her conception, building and sailing by her designer in Norway during the German wartime occupation. The story in his own words follows:

"The name *Vi-To* is Norwegian and means 'We-Two' or, in other words 'The Boat and I.' Here is our story.

"She had grown in my mind for quite a long time before she got down on the drawing board. I had planned to build her in our shed in our backyard in Oslo, so one of the considerations I had to take into account was the size of the shed and how to get her out of it. Like all yachtsmen, I wanted a fast and good boat for a reasonable cost. This was





L.o.a., 22′ 0″ *L.w.l., 14′ 9″*
Beam, 4′ 11″ *Draft, 3′ 1″*
Displacement, 0.775 ton
Sail area, 135 sq. ft.

the answer: a light displacement hull with fairly long and easy lines, long overhangs and a high-aspect-ratio sail plan. Probably what you would call a Scandinavian Skerry cruiser type. To make cruising accommodation in a 22-foot boat the mast was stepped on deck and a sort of double berth was arranged from the midsection forward. Under this was stowage space.

Portuguese boats are first entries.

► Just completed in London is the Meeting of the I tional Yacht Racing Union that at long last made de on some points. Practically every sail racing nation, w exception of the U.S., was represented.

Most pleasing aspect of the new boats decided upo in the new International Meter Classes. Much more tion was paid to modern offshore racers as develo Europe than had been expected and so the new boa

larly to individual yachtsmen who first build to the new class. A man who builds a Nine or a Ten and is the only representative in his country could quite cheerfully go with the offshore fleet until there are enough boats for class matches.

As originally pulled out by Bjarne Aas with the assistance of such technical experts as Charles Nicholson and James McGruer, the rule tended to produce boats that most of us thought were too near the existing Scandinavian classes, with some unkind restrictions. The main rule still goes, but prohibition of a humpbacked sheer is off, the tendency to lighter displacement is not penalized too heavily and, most important, sail measurement conforms to R.O.R.C. practice. This means that one set of sails will suit all racing purposes.

Emphasizing the cruiser type, too, is the comprehensive list of what must be put in in the way of cruising fittings and gear—even for class racing there will be no skinning out.

Official title is the International Cruiser Racer Classes of Eight, Nine and Ten Meters. The name will represent actual measurement on the waterline. Propeller allowance will be entirely calculated under the C.C.A. rule and, in point of fact, the boats should measure quite nicely under that rule—at least as well as the average British offshore racer measures.

► With every country except Holland wanting more draft, the new 5.5 Meter boats brought some arguments and discussion. Holland's representative, Jan Loeff, swayed things finally by pointing out that shallow draft boats can race in deep water, but deep draft boats cannot race in shallow. Holland's racing is practically all in shallow water.

Our own Charles Nicholson has already designed and built, and, more important, raced a boat to this 5.5 M. rule. Performance of his boat, *Deb*, has led to considerable optimism about the class. It is hardly to be expected that they will be as fast as the current Six Meter Class, but, in races against our own Q class, which is composed largely of out-moded or converted Six Meters, *Deb* showed up very well indeed. She appeared to be as fast on all points of sailing as most of the old Sixes.

► This new Five and a Half Meter boat has been settled as one of the Olympic types for 1952 for all that the old Six Meter is to be included as a class, too. In Finnish waters and in Scandinavia generally, the old Six Meter Class seems to be going very strongly indeed. Whether America or Great Britain will build new Sixes remains to be seen. Over here, of course, we have yet to see how Uffa Fox's version of a Six Meter performs, but none of us can visualize another American boat to beat *Llanoria*.

In Europe generally Dragons continue to prosper. There are no fewer than fifty new boats building and it was inevitable that Dragons should be chosen as an Olympic type.

At the bottom end of the scale Finland is producing her own version of a one-man dinghy.

There remains one other class to decide. Although in the whole of the Baltic there is only one small bunch of Stars racing, Finland felt that with Stars so popular over nearly all the rest of the world, Stars should be included as an Olympic type. Most countries had agreed, but a suggestion was made that the new European Lake Class—yet another type approved by the I.Y.R.U.—should be adopted. This is an 18-ft. sharpie to be known as the *Tornado* designed by Uffa Fox—the first hard-chine boat with which that designer has ever bothered. She may take the place of Stars in Finland in 1952.