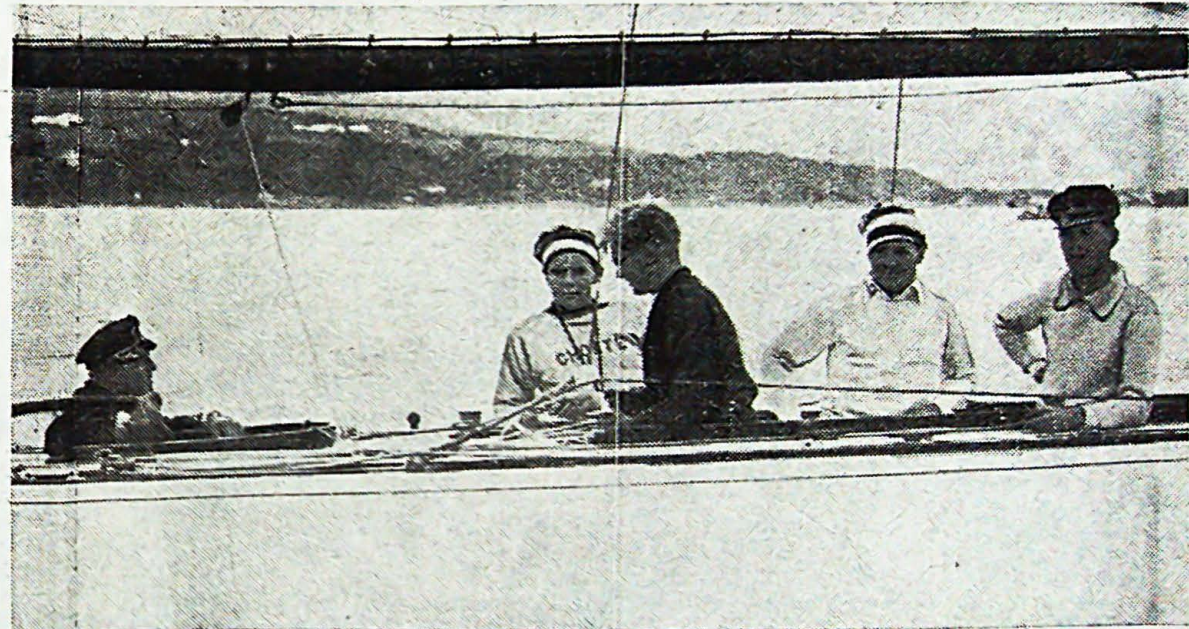
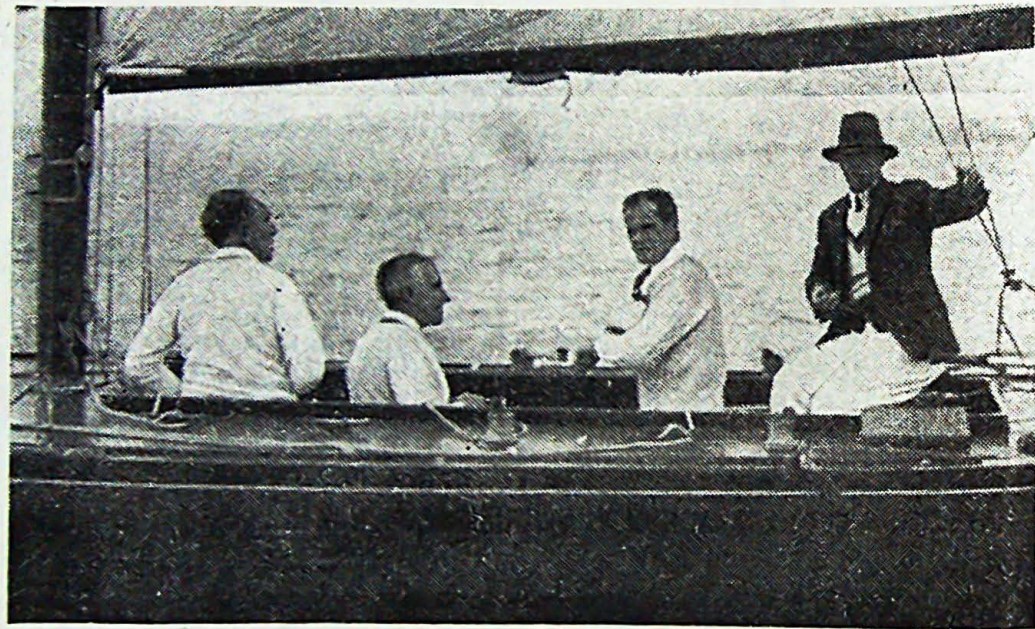


Two snapshots of the first of this year's Seawanhaka Cup races on the Clyde yesterday, showing Malda, the Scottish defender, leading the American yacht Jill (white hull) during the race. The challenger, however, made a good recovery to gain the lead before halfway, and finally won by about two minutes.



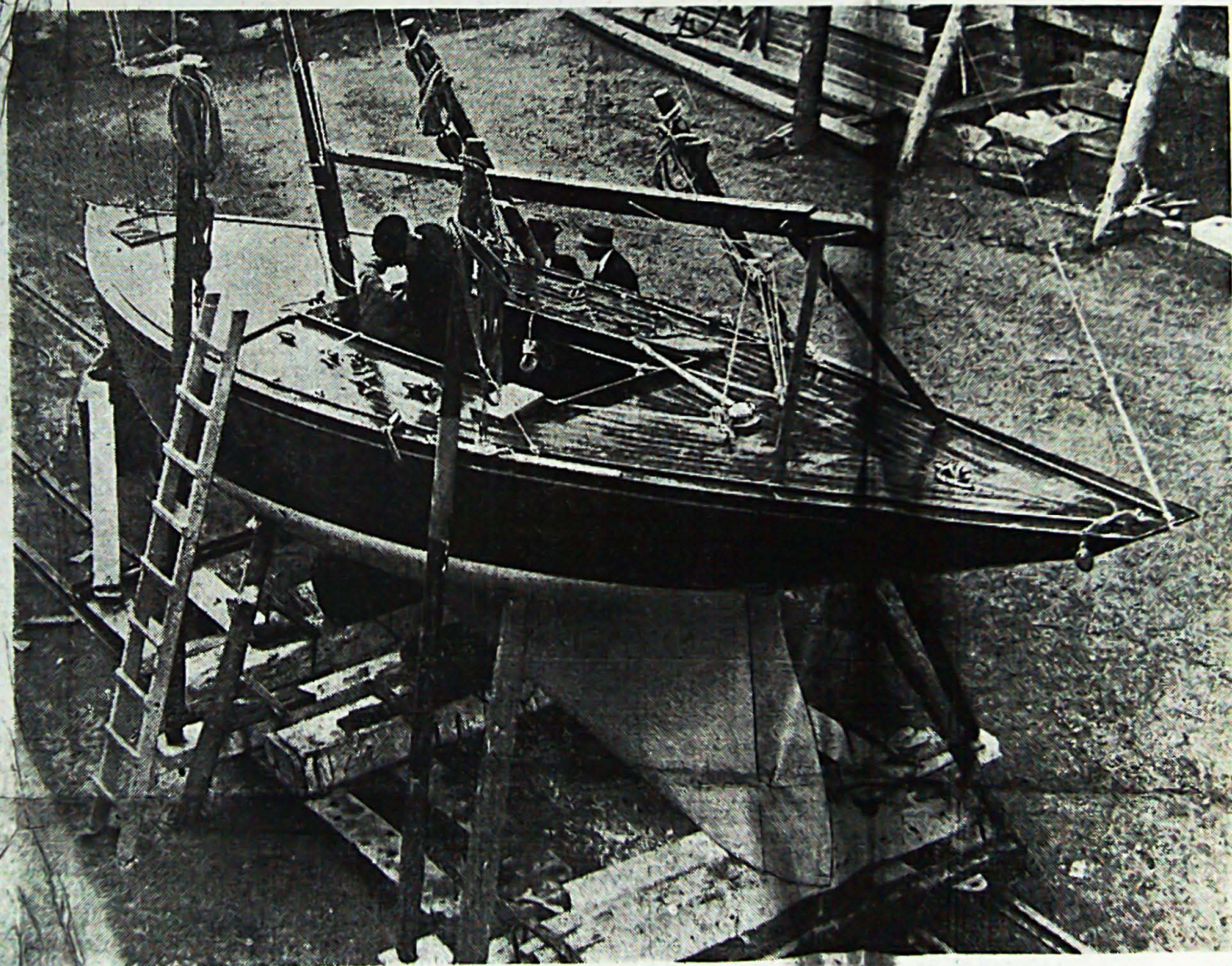
The crews of the rival boats. Left—Colonel C. G. MacAndrew, M.P., Mr A. Murray Stephen, Mr A. A. Stuart Black, and Mr John G. Stephen (helmsman) snapped on Maida. Right—Mr J. Seward Johnson (owner) steering Jill. The others manning the yacht are Mr Olin J. Stephens (the designer), Mr Briggs S. Cunningham, Mr Bayward Dill, and Mr P. le Boutillier.—“Bulletin” Photographs.

Evening

Citizen

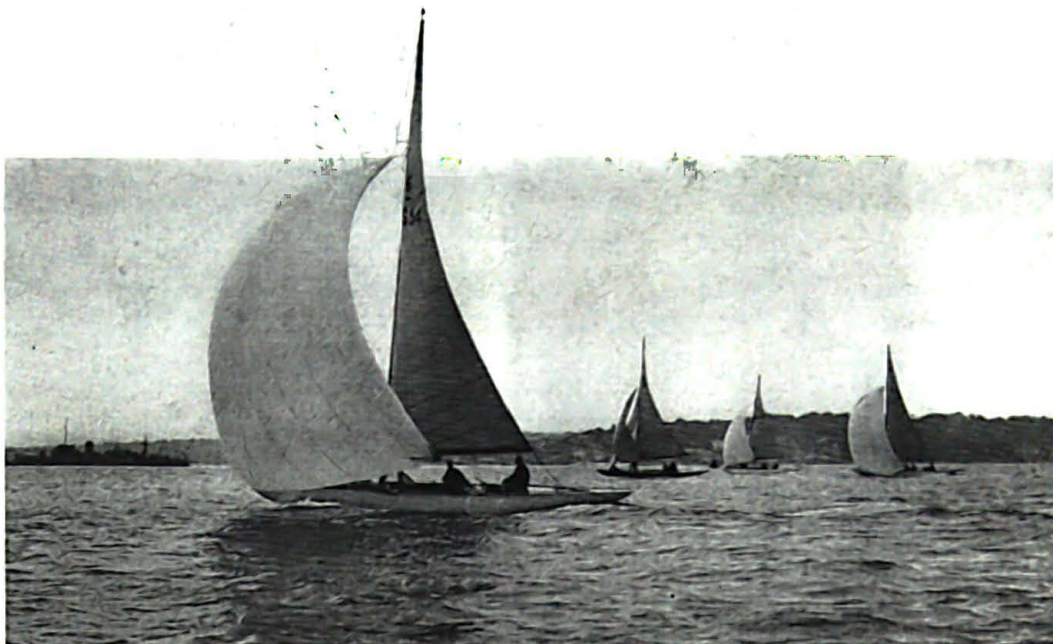
WEDNESDAY, AUGUST 17, 1932.

THE DEFENDER



This is a photograph of Malda, the Seawanhaka Cup defender, which is fully described in our article on page 2 today. The photograph was taken at Sandbank on Monday, and Malda is seen on the slip being prepared for the contest. Observe the curiously-shaped boom. It will be noticed that not only is it not round, but it is not of uniform shape or thickness. Observe also how full-bodied the yacht is on the waterline.

The counter is unusually long and tapered, and the stern post is almost vertical. This photograph may be compared with a normal six-metre yacht which is published with our article.



Belen & Son, Cowes

"Bob-Kat," in the foreground, spreading her parachute spinnaker, as are the other two American boats, in contrast to the dark-hulled British boat, which, like her team-mates, was not equipped with this valuable sail

United States Wins British-American Team Match

By BRIGGS CUNNINGHAM

FOR the first time since the contests began in 1921, an American team of Six-Metre boats has been victorious on the Solent. It was a sweeping victory, really, for the series was won in four straight races, while on two occasions the American team came home in the first four places. The winning honors were evenly divided between the American team, as each of the four boats won one race. The series proved to be a great tribute to young Olin Stephens, of the firm of Sparkman and Stephens, the designer of three of the boats, for only once during the four races did a British boat finish ahead of any of his creations.

From the time the American boats went overboard at Cowes on June 30th, until just before the first race on July 18th, Captain "Bob" Meyer had the United States team out every day for trial spins. The first day it was blowing a good, hard breeze and we had single reefs down. We used old sails and just took things easy. There was a nasty sea running, as the wind was against the tide, and from the descriptions we had heard, we judged it was typical Solent weather. We sailed informal races every day over both the Ryde course and the courses off Cowes. We also cruised up and down in a launch, sounding along the shore, locating rocks and learning all we could about the tricks of the tide.

The series consisted of the best four out of seven races, each team consisting of four boats. The American boats were *Bob-Kat II*, Robert B. Meyer, skipper, Charles Meyer and Karl Konow, crew. She was designed by Olin Stephens and built in 1931. *Lucie*, B. S. Cunningham, skipper, Kenneth Trimmingham and Larry Reybine, crew. Designed by Crane and built in 1931. *Jill*, J. S. Johnson, skipper, Bayard Dill, crew. Designed by Olin Stephens and built during the summer of 1931. *Nancy*,

Seawanhaka Yacht Club Syndicate, designed this year and sailed by Olin Stephens, with Robert Reybine and P. LeBoutillier, crew. All of the boats were built by Nevins and were designed especially for Solent conditions.

The British team consisted of the following boats: *Finetta* (ex-*Felma*), owned by J. S. Bacon. She is a 1929 Fife boat, and was a member of the 1930 team at Oyster Bay. She was the crack Six-Metre on the Solent last season. *Nada* (ex-*Dana*), owned by Commodore F. G. Mitchell of the Royal Corinthian Yacht Club of Burnham. She is a Fife boat built in 1930. *Vorsa*, owned by G. H. Maurice Clark, was the Scotch representative. She was built and designed by Mylne on the Clyde last year, and was counted upon to do best in light to medium weather. *Ancora II*, owned by Messrs. Cyril Wright and Cecil Dormer. Fife built her last winter and she is said to be a small edition of the famous Eight-Metre *Saskia*.

The First Race

The series began on Monday, July 18th, the first three races being sailed off Ryde, and the fourth off Cowes. There were four marks to the Ryde course, which was sailed twice around for a total of 16 miles. The chart shows both courses.

We towed down to Ryde from Cowes in the morning and at the time of starting the wind was squally, coming from north to north-northwest, and varying from 20 to 25 m.p.h. The tide was running strongly to the westward during the race. Unfortunately, with the wind where it was, there was no windward leg and the boats simply reached around the course.

The British boats came to the line with single-reefed

"Jill" Brings Seawanhaka Cup Home

Wins Three Straight Races on the Clyde

FOLLOWING their success in the team match for the British-American Trophy on the Solent, the American Six-Metre sailors went to the Clyde in an attempt to bring back the Seawanhaka Cup, which for three years had been in the custody of the Royal Northern Yacht Club, the Eight-Metre yacht *Caryl* having won it in 1929 in a series against the *Gypsy*, sailed off Oyster Bay. The Seawanhaka-Corinthian Yacht Club, the original owners of the cup, challenged for the trophy this year in the Six-Metre Class, and from the four "Sixes" that had raced in England, two were selected to go to the Clyde, *Jill* and *Nancy*, the final choice to be made there before the series started. Both of these boats were designed by Olin Stephens, of Sparkman and Stephens, and built during the last year. The final selection went to *Jill*, the main reason being that she was better in hard winds than *Nancy*, and stiff breezes had been the rule on the Clyde courses in our previous races there.

The Royal Northern Yacht Club selected the new "Six" *Maida* to defend the trophy. She was designed by John G. Stephen, was a most unusual boat, and had been very successful in her home waters. *Maida* also had the reputation of being at her best in a breeze. As it turned out, however, sailing conditions throughout the series of three races were light to moderate, and the contest thus saw two heavy weather boats racing under conditions for which they were not particularly suited. Throughout the series the Scottish boat seemed to have a slight edge on *Jill* on the wind, but off the wind and particularly in running, *Jill* was markedly superior.

Maida was sailed by her designer, "Wee John" Stephen, while on *Jill*, J. Seward Johnson, her owner, was at the tiller and his crew consisted of Olin Stephens, Briggs Cunningham, Bayard Dill and Philip LeBoutillier. The following account of the three races, August 18th, 19th and 20th, was supplied by Olin Stephens, the designer of the American challenger.

First Race

Course: $3\frac{1}{2}$ miles, windward and return, twice around.

The start was made in a light breeze which dropped before the gun, making both boats late. *Maida* had the better of the start, crossing the line on the starboard tack nearly thirty seconds late. She was close to *Jill*'s lee bow and soon backwinded her, forcing her to tack, *Maida* following on *Jill*'s weather quarter. In this position the two boats sailed for some forty minutes with practically no change in position. However, the breeze was letting them up, giving *Maida* the advantage due to her weather berth. The breeze also lightened and *Maida* came up until *Jill* had to tack to clear her wind. *Maida* came around and worked somewhat farther ahead, keeping *Jill*'s wind during two more tacks for the mark. *Maida* rounded at 2-45-58; *Jill* 2-47-33.

On the run down wind both boats set their large spinnakers, which we called "circus tents," although they are generally referred to as parachute spinnakers, to starboard. *Jill* went better and after gradually overhauling *Maida* luffed by her to windward about two-thirds of the way down the leg. *Maida*'s spinnaker did not seem to be as good to windward as *Jill*'s, so that she

lost enough way in the luffing to let *Jill* go clear ahead to round the mark 46 seconds in the lead.

The second turn to windward started with slightly more breeze. *Maida* tried several short tacks but could gain nothing. On a long port tack *Maida* dropped back, but on the starboard tack, nearly laying the mark, she seemed to gain by pointing very high as the breeze grew lighter. As the mark drew nearly abeam *Maida* was a little astern but not much to leeward of *Jill*, and when the latter tacked for the mark *Maida* came right about, hoping that *Jill* had overstood. However, the breeze held fairly true, though light, and *Jill* just fetched, rounding at 4-45-30, while *Maida* made an extra board to get around 45 seconds later.

On the run to the finish, with both boats carrying circus tents, *Jill* again sailed considerably faster than *Maida*. With the breeze still very light, there seemed some danger of not finishing within the time limit, but *Jill* finally got across the line at 5-42-57, with seventeen minutes to spare, to win by 2 minutes, 1 second.

Second Race

The second race was sailed twice around a seven-mile triangular course with the first leg to windward, and was started in an even lighter air than on the previous day. Both boats crossed the line on the starboard tack with the gun, *Jill* on *Maida*'s lee bow. *Maida* pointed high and soon worked up on to *Jill*'s weather. *Jill* tacked and *Maida* came around to cover. After a short time on the port tack, *Jill* tried a series of short tacks with *Maida* still covering. *Jill* seemed to have some advantage in this but it was not very great. *Maida* always held the port tack somewhat longer than *Jill*, giving her clear wind at times but always coming in with the right of way. The two boats were very close all the way to the weather mark which *Maida* rounded first with a 30-second lead.

The second leg gave a broad reach. *Maida* set a small spinnaker while *Jill* carried her circus tent with the pole well forward. *Jill* gradually closed up and established an overlap just before reaching the second mark, which was rounded at 2-29-12 with *Jill* inside. This put *Jill* in a very nice position, but *Maida* showed some really impossible speed on the third leg, which was too close a reach for spinnakers. She pulled out from *Jill*'s lee quarter into a position clear ahead in a very short time. *Jill* dropped into her wake and stuck close for about two-thirds of the way across, but as the breeze went very light *Maida* drew out a lead of five or six lengths, and tacked around the starting mark at 3-01-29.

As they started the second beat, *Jill* stood on through the line on the starboard tack. As *Maida* came about to cover, *Jill* went on to the port tack. *Maida* came back but seemed to be in a flat spot as *Jill* sailed through her lee and gradually worked up across her bow. During this time the breeze had backed several points into the west so that both boats were now holding slightly high of the mark, and as they eased sheets slightly it was *Jill*'s turn to draw away and round the mark with a lead of 1 minute, 16 seconds.

The westerly breeze made nearly a dead run of the second leg and both boats set circus tents to port. Under these conditions *Jill* continued to work away from *Maida*. However, about half way down the leg, *Maida*

came up with the first of a freshening breeze, for which both boats jibed, and passed *Jill* to weather, completely erasing what seemed to be a safe lead.

With the same breeze *Jill* pulled through *Maida's* lee, but again the latter closed up. *Jill* luffed but could not work out clear, and after dropping back across *Maida's* stern went by to windward and worked away several lengths before rounding the mark at 4-30-39 with a lead of one minute.

The third leg looked like a long and a short tack, with *Maida* following in *Jill's* wake and dropping back slightly. But the breeze hauled enough to make a fetch of it. As *Jill* approached the finish, *Maida* took a short hitch to the north, but *Jill* hung on and crossed the line at 5-01-30 with a lead of 1 minute, 42 seconds.

Third Race

Course: $3\frac{1}{2}$ miles, windward and return, twice around.

Although there had been a flat calm throughout the morning and early afternoon, the third race started after a 15-minute postponement, with a slightly better breeze than in either of the previous races. *Jill* carried her regular Genoa jib, while *Maida* set a considerably smaller Genoa than the one she had been using. *Jill* made a well-timed start on the starboard tack at the committee boat end of the line. *Maida*, on *Jill's* lee bow, was recalled for being over too soon and lost nearly a minute. This gave *Jill* a commanding lead and she kept

Maida well covered. *Maida* could gain nothing by short tacking, so the two boats sailed very evenly, tack for tack, to the weather mark, which *Jill* rounded with a 63-second lead. Both boats set circus tents to port. In the run down wind the breeze went somewhat lighter and *Jill* increased her advantage considerably in both time and distance, rounding the starting mark at 3-29-10 with a lead of 2 minutes, 40 seconds.

Jill stood on about a minute on the starboard tack and then came about to be on *Maida's* wind as she rounded. *Maida* stood on and *Jill* came back to cover. *Maida* tacked and *Jill* covered again. This time both boats held the port tack about twenty minutes, standing into a heading breeze. *Maida* pointed very high, working almost into *Jill's* wake, but gained little if anything, as *Jill* was footing fast. *Jill* tacked to get between *Maida* and the mark, and the latter followed soon after crossing *Jill's* wake. As both boats stood across on the starboard tack the breeze hauled still more, allowing them both to fetch. *Jill* rounded at 4-21-00, and *Maida* at 4-23-33.

Both boats set circus tents to port, *Maida* dropping back when hers failed to break out properly. *Maida* held high of the mark and *Jill* was forced to do likewise, but kept increasing her lead. When she reached a point when the line was about a quarter of a mile broad off her lee bow, she jibed and headed for the line, crossing at 5-12-47. *Maida* followed at 5-17-04.

Thus, the Seawanhaka Cup was brought back to its original home, the Seawanhaka-Corinthian Yacht Club.



The American challenger "Jill," winner of the Seawanhaka Cup on the Clyde. She is using a double or balloon spinnaker as a balloon jib, a new departure which proved markedly effective. In fact this sail was used with the apparent wind slightly forward of the beam

Beken & Son, Cowes

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Owner, Mr. Robert Meyer.
Designer, Sparkman & Stephens, Inc.
Sailed by Mr. Robert Meyer.
Captain of Team Mr. Robert Meyer.



JILL

Owner, Mr. J. Seward Johnson.
Designer, Sparkman & Stephens, Inc.
Sailed by Mr. J. Seward Johnson.
Winner of Seawanhaka Cup.

BRITISH-AMERICAN INTERNATIONAL SIX-METRE TEAM

The first American Team to be Victorious in British waters



LUCIE

Owner, Mr. Briggs Cunningham.
Designer, Clinton H. Crane
Sailed by Mr. Briggs Cunningham.



NANCY

Owner, Seawanhaka Syndicate.
Designer, Sparkman & Stephens, Inc.
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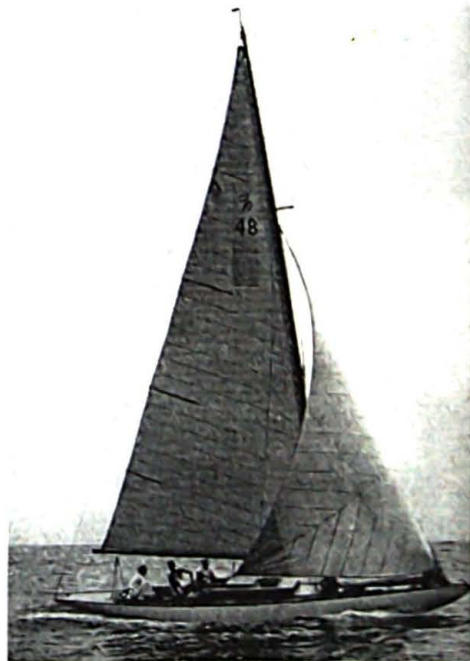
NO. 724-J (left) — FOR SALE — 8-Metre sloop, 47' 8" x 30' x 8' 8" x 6' 4". Sleeping accommodations for four, toilet, galley, pipe berth forward. Has had excellent care and aside from desirability for racing would be particularly desirable boat for cruising. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.

NO. 746 (right) — FOR SALE — Cabin 6-metre sloop, 34' 7" x 21' 9" x 6' 6" x 5' 1", built by Nevins from designs by Clinton Crane. Two berths in main cabin, toilet, galley. Ratsey sails. For further data, price and location consult SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.

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P 13

note - abia



The Parachute Spinnaker

A Solution of the Problem of How to Carry a Larger Spinnaker with a Shorter Boom

By DR. MANFRED CURRY

ALTHOUGH mainsails and jibs on yachts have undergone many changes in the last years, the shape of the spinnaker has remained unaltered. Practically all English or American spinnakers are made with parallel strips of cloth running either vertically or horizontally. (See sketches No. 1, 2 and 3.)

Cut in this manner the sail bellies out more or less according to the strength of the wind, and its size is determined by the length of the spinnaker boom. This boom, on the other hand, conforms to the measurements of the jib triangle, *i.e.*, its length bears a fixed relation

to the distance between the mast and the point where the jib stay touches the deck. Now, in modern boats the latest aerodynamic experiments have resulted in a shortening of the base of this fore triangle. This, in turn, has caused the spinnaker boom to be shortened by almost fifty percent.

This tendency has resulted in the desire to find some method of still using a large spinnaker in spite of short spinnaker booms, and is the direct cause of the development of the parachute and funnel spinnakers.

It was as early as 1925 that I first tried using a



Left. A parachute spinnaker which solves the problem of getting a large sail with the short spinnaker booms prescribed by the rules where the base of the fore triangle is short



Right. A parachute spinnaker on a 20-Square-Metre racer. It is effectively spilling the wind into a light, overlapping jib

spinnaker from a larger yacht on my little racers. I cut this big sail in two at half its height, discarded the upper part, and shirred the cut edge of the lower part. In the very first regatta my competitors were unable to keep up with me on the course before the wind. But in very light breezes this spinnaker hung as limp as a nightshirt, as it was too heavy for the wind.

In Germany, this idea was immediately taken up by the sailmaker who made my sails, and we improved the spinnaker by replacing the folds caused by shirring with spindle-shaped breadths of canvas. These meet in one point at the top, whereas they only approach one another at the foot of the sail. In order to make the head of the sail spread, a broad strip of wood or light metal takes the place of the small wooden block used universally today except in Germany. (See sketch No. 6.) The spindle-like cut of the canvas breadths produces a sail similar to a parachute, with a relatively short base. This is the solution to the problem of how to carry, with a short boom, a spinnaker formerly carried with a boom twice as long. (See sketch No. 5, with the corresponding spinnaker boom beneath it.) In other words, one can now carry a spinnaker almost twice as large as those formerly carried, with a boom of equal length. By using as light a material as possible the parachute-like opening and ballooning of these new sails is facilitated.

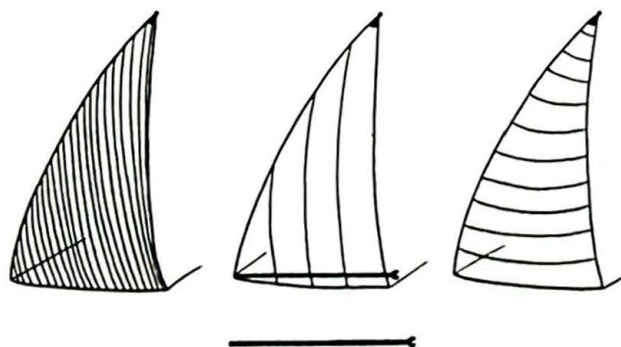
Even a light wind inflates this sail like a balloon, and it is easy to tell from afar which boats are using a parachute, and which a normal spinnaker. The former are much larger and swell in the slightest breeze, while the old-fashioned small spinnakers hang limp.

It is high time that Americans adopt this innovation,

which has been thoroughly tried out and introduced on all German yachts, both large and small. Otherwise, boats from the other side of the Atlantic may experience an unpleasant surprise in foreign waters when running before the wind.

One firm of American sailmakers, at City Island, has been coöperating in my experiments and has assisted me most energetically in improving this new type of spinnaker, and has adopted my idea of using the very lightest canvas. In the case of spinnakers for the larger yachts this is possible only by reinforcing the light weight material with a netlike construction, thereby obtaining an unusually light and at the same time strong enough sail to be of use in the larger sizes. The reinforcement can be woven into the material in the form of squares, or can be applied to the points of greatest pressure on the different parts of the sail. This idea (a patent for which I have applied) is absolutely new and is as yet unknown in Germany.

I may mention, also, that there is a way of improving an old spinnaker which is too large and heavy for a light wind and therefore flops about the deck or drags in the water, but which, on the other hand, fills out in a strong wind, under which conditions it might be even larger. A second hauling point (see sketch No. 7) is fastened in the head of the sail at a point which makes it the right height for a very light breeze. By this means one can hoist the sail in the normal way at the upper hauling point in a strong wind (making use of the full sail area), and in a light wind haul it up at the second lower point, thus reducing its size and preventing it from collapsing and dragging in the water.



Figures 1, 2, 3. Normal methods of sewing cloths in spinnakers with the strips running vertically or horizontally



Figure 6. In the parachute spinnaker a broad strip of wood or light metal replaces the small wooden headboard



Figure 4. Old style triangular wood headboard for spinnaker

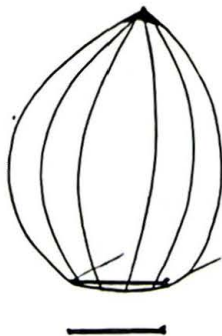
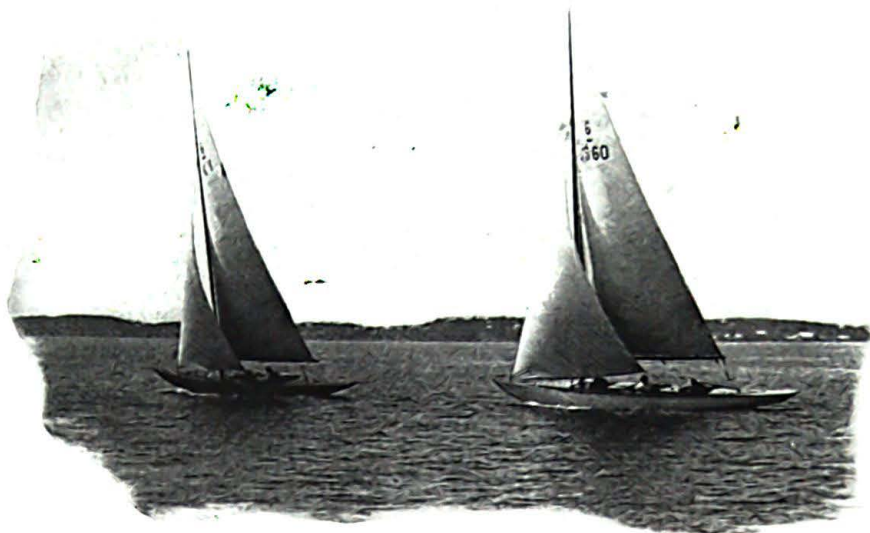


Figure 5. A parachute spinnaker, showing how it will fill and spread though only a small boom is used



Figure 7. Spinnaker, showing two hauling parts for reducing the size for very light breezes



"Viking" (left) and the new American Six-Metre "Nancy" turning to windward in light weather during the race for the Prince of Wales Trophy sailed at Bermuda

"Viking" Beats American "Sixes"

Six Yachts Sail Close Series for Prince of Wales Trophy in Varied Weather Conditions

FOR the past few years the American yacht racing season for Atlantic Coast yachtsmen has opened with the spring series at Bermuda, when the sailors from the "Onion Patch" do their best to show the American tars, who are lucky enough to make the trip, just how a boat should be sailed. In this praiseworthy desire the Bermudians were eminently successful this year, for they not only took the Long Island Sound Interclub team into camp for the first time in Bermuda waters, but with two local "Sixes" racing against four American Six-Metre yachts, they were successful in winning the Prince of Wales Trophy, first placed in competition this year.

Inasmuch as the Bermuda one-designs and the Interclubs have met many times before, and the relative merits of the boats are pretty well known, the greater interest this year is centered in the meeting of the "Sixes," particularly as one of the American boats, the *Nancy*, is a new craft, built by the Seawanhaka Yacht

Club to race in England this summer, and making her first appearance in this series. *Nancy* was designed by Olin J. Stephens, of Sparkman & Stephens, with a view to meeting the hard conditions usually found in British waters, and in the Bermuda series she showed great promise, although she did not win and had to be content with fourth place, this lowly position being due chiefly to an unfortunate foul, which caused her withdrawal in one race and the loss of all points. The winner of the series was the Bermudian *Viking*, owned by the Trimmingham brothers and sailed by Eldon Trimmingham, who has long been a hard nut to crack for Americans looking for sailing honors.

The Six-Metre series followed the Interclub-Bermuda one-design team match, and was sailed April 12th to 15th. Bermuda was represented by two of their Anker-designed "Sixes," built in 1929, the *Viking* and the *Achilles*, the latter sailed by J. E. Pearman. The four

(Continued on page 104)



Photos by Bermuda News Bureau

Start of the last day between the American and Bermuda "Sixes." "Lucie" first across

"Viking" Beats American "Sixes"

(Continued from page 70)

American boats were the *Nancy*, the *Bob Kat*, owned and sailed by Robert B. Meyer, the *Lucie*, belonging to Briggs S. Cunningham, and the *Jill*, belonging to Seward Johnson. They were thus, perhaps, the best of our Atlantic Coast "Sixes." The series was not a team match, the boats racing on the point system for the possession of the Prince of Wales Cup.

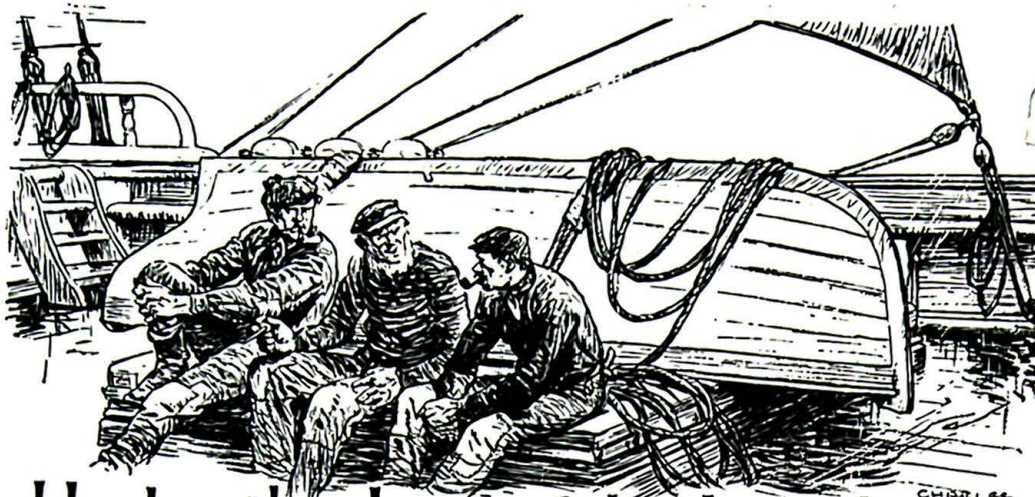
The weather for the four days of racing ran the whole gamut from a light breeze to a southerly gale, and thus offered an opportunity to try the boats under widely varying conditions. But through it all, there was apparently no chance of stopping Trimmingham and *Viking*. The course sailed was something of a novelty in racing courses and has much to recommend it, as it combines the merits of a windward and leeward course with a triangular one in each race. It consisted of a $2\frac{1}{4}$ -mile leg to windward and return, another beat back to the first windward mark, and thence around the rest of a triangular course, giving two reaches, the whole distance being about ten miles.

The first race was sailed in a southerly gale of about 40 miles straight, with blinding rain. The start found all the yachts reefed with the exception of *Bob Kat*, which came out with full mainsail and working jib. The wind was too strong for full canvas, however, and *Bob Kat* lost a spreader just after the start and had to return. *Viking* carried away her jib sheet block just before the start, which made her one minute and a half late getting away. *Lucie* also had trouble and was three or four minutes late in getting started, so that *Nancy* and *Jill* had a battle of their own in weather conditions which were trying alike to yachts and crews.

In hard going *Nancy* proved herself to be a very fast boat. Unfortunately, she overstood the weather mark and *Jill* rounded ahead of her, while *Viking* was thus enabled to work into second place. On the run down wind *Nancy* passed *Viking* and regained second place. On the second beat to windward the wind increased in force but the relative positions of the boats remained unchanged, although *Viking*, with her double reef, seemed to be going very well. *Jill* rounded the weather mark first, *Nancy* second, *Viking* third. Their positions remained unchanged on the two reaching legs to the finish. *Lucie* was fourth and *Achilles* fifth.

The gale blew itself out before the second race, which was sailed in a moderate to fresh breeze ranging from 13 to 18 miles' strength. *Viking* got the best of the start after Pearman, in *Achilles*, had forced *Nancy* over the line before the gun. *Viking* was having the best of it on the windward leg until the fleet split and Trimingham tacked to the westward to stay with *Nancy* and *Jill*. The boats on the other tack got the best of the breeze, and *Bob Kat* rounded the weather mark in the lead, followed by *Lucie*. Going down wind *Viking* used a new parachute spinnaker made on the Curry principle by George Ratsey and loaned for the occasion. This sail proved very effective and pulled *Viking* from fourth to second place on the short run, only a length behind *Lucie*. On the wind again, *Viking* went into the lead and kept her advantage on the two reaches, finishing thirteen seconds ahead of *Bob Kat*, which had been in the running throughout the race. It was in this race that *Nancy* fouled *Jill*, and Olin Stephens withdrew, getting no points in the scoring.

The third race was sailed in a light, spotty breeze. It was made to order for *Viking*, and Trimingham kept his rivals safely covered, winning by one minute and seven seconds. *Nancy* did well and again got a second place, with *Bob Kat* third. The result of these three races gave *Viking* a safe lead so that all she had to do in the fourth affair, which was sailed in a strong southerly of some 21 miles' strength, was to finish without being disqualified. So Eldon Trimingham cannily played it safe, keeping out of mix-ups and finishing last. She sailed with a single reef down while the American boats carried full sail and intermediate jibs or working jibs. The American skippers covered their rivals carefully in this race and *Bob Kat*, getting away to a fine start, was master of the situation and slowly but steadily worked into a safe lead on the wind, which she maintained on the run to leeward, although *Nancy*, using a parachute spinnaker, closed on her a bit down wind. The second beat to windward found Bob Meyer sailing his boat hard and he passed the weather mark with a safe lead. Unfortunately, the next marker of the triangle had gone adrift, so that *Bob Kat* lost considerable time looking for it, while the two yachts behind rounded a regular buoy which was in approximately the same position. This put *Bob Kat* back in third position, but all the skippers in the race requested that the yacht in the lead at the weather mark on the second lap should be considered the winner.



Under the Lee of the Longboat

by Cap Stan

FROM the account of the stranding and loss of the Norwegian cutter *Teddy* it appears certain that an auxiliary motor would have saved her quite easily. Offhand, I'd say that both *Shanghai* and *Direction* could have been saved by the use of auxiliary power, and Carl Weagant tells me that on at least two occasions in the Mediterranean Sea *Carlsark* was saved by her motor. Which is just one more argument against those of the die-hards who steadfastly persist in refusing to make their cruising simpler, easier, safer and more enjoyable in every way.

✂ ✂ ✂

Would you rather loan your boat to a perfect tyro, or to some one who has sailed for many years without getting into trouble of any kind? The answer is obvious. Yet the insurance companies make no distinction — the tyro gets the same rate as the experienced sailor. Surely more tyros make claims on the insurance companies than do experts. Which means that the experts, by paying the same high rates, are paying the bills of the tyros. Quite a few yachtsmen are getting fed up on this situation, and are going without insurance — it costs too much. If there is anything at all "moral risk," certainly the expert should be favored over the tyro. Why don't the insurance people get busy with this idea?

✂ ✂ ✂

I have read with great interest the comments of J. S. Barnes and "Dinghy Dan" on the different types of boats. In general, they're both right, though I fear that Mr. Barnes is a bit damp if he believes there is more life and feel" in his so-called International 14-footer than there is in a Frostbite Utility dink. More speed, less weight, but no more life and feel. If Mr. Barnes doubts this, let him come down and borrow my dink, and I think he'll change his opinion. Furthermore, judging from an article by G. I. Pout in the March 11th issue of *Yachting World*, the Lake Ontario 14-footer isn't the best 14-foot International dinghy at all — for several reasons. In commenting on Mr. Barnes's original article in *YACHTING*, Mr. Pout remarks, in part: "One of our modern 14-footers would beat the American fifteen minutes around the Prince of Wales Cup course in a breeze of wind! . . . Surely, then, if the

American writer has lost his heart to the 14-footers as he knows them, he would give his soul for the one such as we know, ten years ahead of the American design." The American 14-footer is undoubtedly a fine little boat, but our British cousins refuse to call it an International 14-footer, and insist it's antediluvian both in hull design and rig.

✂ ✂ ✂

A participant in the recent six-metre races in Bermuda seems to think I was a bit hard on the American boats in my criticism last month, stating that the Bermudians were sailing in their own waters, with thoroughly tried boats in the hands of experienced crews, whereas the Yankee craft were just being shaken down into some kind of racing shape, and that their crews were not expert in every boat. All of which is true. On the other hand, I have it on excellent authority that the skipper of one of the American boats became disgusted at a new parachute spinnaker and discarded it, finally loaning it to one of the Bermudians, who promptly went out and won a race with it. We were two or three years behind the Scandinavians and Germans in adopting the Genoa jib. We have something on the rest when it comes to knowledge about double and parachute spinnakers. Are we going to slap opportunity in the face?

✂ ✂ ✂

Restrictions on sails will be in force in the Bermuda Race and the Stamford-Vineyard affair, and the British are talking about adopting something of a similar nature. The idea seems to have struck a popular note all around. Of course, there will be some howling, but on the whole it is probably a move in the right direction. The Riverside crowd have increased the time allowance by half in their Stratford Shoal overnight race, to give the smaller boats a better chance, while I understand that the Bayside committee is considering reducing the handicaps, records in the Bayside Block Island Auxiliary Race having shown that the large boats never win. Of course, conditions differ in a race where power is used from one which is purely a sailing affair, which is probably why the two committees are proceeding in different directions. It will be interesting to see how these changes work out.



A quarter of a century of fine yacht building and designing furnishes a background of high purpose and accomplishment. "BUILT BY NEVINS" means much in a yacht. It is an identification of highest quality and a guarantee of superlative materials and workmanship. We give below a partial list taken from over three hundred and eighty yachts of all types "BUILT BY NEVINS" — a growing fleet, which typifies the best in yacht building of which the owners are justly proud.

CRUISING POWER YACHTS

80'	Elmarlu	James H. Ottley
75'	Analgra III	Lewis E. Pierson
41'	Snook	B. V. Norton
32'	Snap Shot	John Levick
54'	Novia	Harold Tobey
Hunting Boat		
45'	Knapp Island	E. H. Gold
House Boat		
60'	Dreamer	Charles W. Lee
Diesel		
110'	Nevada	DeVerH. Warner
120'	Analgra	Lewis E. Pierson

COMMUTERS

40'	MoMo	C. H. Crane
61'	Oheka	Otto H. Kahn
66'	Phantom	P. Grant 2nd
71'	Sazarac	G. H. Townsend
75'	Cigarette	L. G. Hammersly
81'	Sazarac	G. H. Townsend

CRUISING SAIL YACHTS

39' Yawl	Solita	Daniel Bacon
62' Yawl	Seamald	H. H. Childs
66' Sch.	Saona	C. M. Brooks
35' 6" Sl.	Dagomar	T. F. Humphrey
68' Sch.	Nirvana	H. Struckman
75' Ketch	Ventura	Geo. F. Baker
25' Sl.	Chantey	H. H. Larkin
92' Sch.	Amerind	W. Ackerman
31' 6" Sl.	Golliwog	Ernest Ratsey
62' Sch.	Brilliant	Walter Barnum
46' Yawl	Ayesha	John R. Hogan

INTERNATIONAL SIX-METRES

Grebe	E. T. Irvin &
	J. Saltonstall
Clytie	H. B. Plant
Priscilla	Johnston deForest

Viva
Ingomar
Hawk
Firefly
Heron
Madcap
Natka
Dauphin
Lanai
Red Head
Frieda
Clytie
Priscilla
Picaro
Atrocia

Akaba
Saleema
Thalia
Meteor
Comet
Mars
Mist
Cherokee
Sprig

THE ENTIRE AMERICAN TEAM RACING FOR INTERNATIONAL CUP AT COWES, ENGLAND, THIS SUMMER

Lucie	Briggs S. Cunningham
BobKat II	Robert E. Meyer
Jill	J. Seward Johnson
Nancy	Seawanhaka Syndicate

INTERNATIONAL EIGHT-METRES

Aleada	Harold Tobey
Priscilla III	Johnston deForest
Thilabe	Van S. Merle-Smith
Sally	E. Townsend Irvin
Mab	Robert N. Bavler
Muffet	H. B. Plant

Larchmont Yacht Club
H. B. Plant
W. A. W. Stewart
E. Townsend Irvin
Clinton H. Crane
H. L. Maxwell
Henry B. Plant
J. Mitchell Hoyt
Seawanhaka Syndicate
Clinton H. Crane
H. F. Whiton
H. B. Plant
Johnston deForest
Harold Tobey
C. Sherman Hoyt &
H. L. Maxwell
Clinton H. Crane
Henry B. Plant
Lewis G. Young
O. W. Johnson
J. P. Wilson
Van S. Merle-Smith
J. K. Roosevelt
Herman Whiton
Robt. B. Smith

CLASS "M" YACHTS

Windward	J. S. Morgan, Jr.
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CLASS "R" YACHTS

Four R Boats	Pequot One-Design
Hayseed II	H. L. Bowden
Ardette	Donald H. Cowl
Secret	Harold Tobey
Fifi	Henry L. Maxwell
Ardelle	Donald H. Cowl
Alert IV	C. Deere Wiman

GOLD CUP BOATS

Miss Columbia	Gold Cup Syndicate
Baby Bootlegger	Caleb S. Bragg
Greenwich Folly	George H. Townsend
Miss Philadelphia	John D. Shibe

The first three of the above boats won the Gold Cup.

HIGH SPEED RUNABOUTS

40'	Teaser	Richard Hoyt
34'	Arcadia	Galen L. Stone
34'	Sneeze III	Edw. S. Moore
37'	Janice III	Wilson P. Foss
40'	Typhoon	Edsel Ford

ONE-DESIGN CLASSES

10 Bayside Birds
10 Huntington Dancing Class
20 Southampton One-Design
20 Victory Boats
5 Star Boats
16 Fishers Island One-Design
28 Inter-Clubs
25 Sailing Dinghies — Ratsey & Lapthorn
1—11' 6" Sailing Dinghy—H. C. Hall
Thirty-Seven Power Tenders and Life Boats for Such Yachts as "Savarona," "Sumar," "Analgra III," "Nevada."

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A competent designing staff headed by George F. Crouch is at the service of individuals for designs, or for the carrying out of designs of any naval architect.

mainsails and working jibs. The American yachts all carried full mainsails and large intermediate jibs very easily. As the starting gun boomed at twelve o'clock the boats were away in a bunch on a close starboard reach, with *Finetta*, *Vorsa* and *Ancora II*, of the British team, leading. *Nada* was across too soon and had to return. *Jill* had the weather berth and gradually overhauled and passed *Ancora* to windward, while Bob Meyer sailed *Bob-Kat* through the latter's lee. *Finetta* rounded the first mark, the Peel Bank buoy, in the lead, but stood on close-hauled for a way before coming about, and lost ground, as the second leg was really a reach and all the boats could just about lay the mark.

Lucie drove off for the second mark with a strong lee-bowing tide, and, as the other three American boats, by good team work, held the leading British boats, *Lucie* was able to get through *Vorsa*'s lee and take the lead. *Lucie* thus rounded the second mark in the lead, followed by *Vorsa*, with *Bob-Kat* close astern of her, *Jill*, *Nancy*, *Finetta*, *Ancora II*, and *Nada*.

The third leg was a spinnaker run with the wind on the port quarter. *Bob-Kat* and *Jill* set their big "circus tent" spinnakers while *Nancy* and *Lucie* carried their parachutes. The first two named drove through *Vorsa*'s lee, and *Nancy* also gained rapidly on the run. Two of the British team held high along the beach with Genoas jibs set, to get out of the tide, but gained nothing. The

fourth leg was a broad reach back to the starting line and the first round ended with the boats in the following order: *Lucie*, *Bob-Kat*, *Jill*, *Vorsa*, *Nancy*, *Finetta*, *Ancora II*, *Nada*.

On the second round, the procession remained unchanged until the second leg, when *Nancy* drove through *Vorsa*'s lee to take fourth position as *Vorsa* shook out her reef. This order was held to the finish, with the U. S. team holding the first four positions. The finish times were:

<i>Lucie</i>	2:37:01	<i>Vorsa</i>	2:40:03
<i>Bob-Kat</i>	2:38:07	<i>Finetta</i>	2:40:37
<i>Jill</i>	2:39:08	<i>Ancora II</i>	2:40:51
<i>Nancy</i>	2:39:54	<i>Nada</i>	2:44:28

Points: U. S. 26½; Great Britain 10

The Second Race

There was no wind at all as the boats towed down to Ryde for the second race, but the sun was shining and it was quite warm. At starting time, noon, there was a shifty breeze from W.N.W., of about eight miles strength, but full of soft spots. In general, it was a fair Genoa jib breeze. The course was the same as for the first race.

This time the first leg was a dead beat to windward and the whole fleet crossed the line on the starboard tack, well bunched, *Jill* in the weather berth. All the Americans carried big Genoas and soon *Jill* walked out into the lead, a position she was to hold to the finish.

The Americans were covering the British boats carefully, but *Vorsa* finally worked clear and came over to cover *Lucie*, letting *Finetta* slip by, and forcing *Lucie* back to last place at the first mark, where *Jill* led, followed by *Bob-Kat*.

Jill increased her lead on the spinnaker run to the next mark, and the positions of some of the others changed somewhat, but without affecting the leaders. On the third leg *Bob-Kat* luffed *Ancora* into a position where *Nancy* was on the latter's wind, and finally sailed around her to windward. At the end of the first round the order was: *Jill*, by nearly four minutes;



Beken & Son, Cowes

The fourth and last race off the Royal Yacht Squadron Castle at Cowes. "Nancy," "Jill," "Lucie," and "Nada" are across the line while "Vorsa" is returning



Right. Soon after the start of the third race at Ryde. Left to right, "Jill," tacking, "Nancy," "Finetta," on the port tack, "Nada," "Vorsa," "Bob-Kat," "Lucie," and "Ancora II"



Copyright, Kirtz, Cowes

Bob-Kat, Nada, Nancy, Ancora II, Vorsa, Lucie and Finetta.

Jill and Bob-Kat continued to draw away on the second round and Nancy sailed into third place. On the third leg, Ancora II and Vorsa camped on Lucie, which was forced to luff first one and then the other, but could not get by, and had to give both room at the third mark, where she dropped back to last place.

The finish was as follows:

Jill	3:08:21	Finetta	3:22:32
Bob-Kat	3:11:46	Vorsa	3:23:34
Nancy	3:15:48	Ancora II	3:24:38
Nada	3:20:16	Lucie	3:25:05

By getting the three first places, the U. S. team took $22\frac{1}{4}$ points to 14.

Third Race

When the time for starting the third race at Ryde came along, there was a flat calm and the postponement signal was hoisted until 1:15 p.m., when a light breeze came in from N.W. with the turn of the tide to the westward. This breeze gradually increased during the race from about 5 to 18 miles in strength. There was a strong tide to buck on both the runs.

Jill again got the best start, but with the rest of the boats closely bunched on the line. The fleet soon split, some going offshore and some inshore, team tactics being much in evidence as the skippers covered their rivals whenever possible. The United States team all carried their light weather sails, Lucie using her loose-footed mainsail. Jill and Vorsa, on the offshore tack, soon worked out a lead, but Nancy and Ancora II picked up a good slant inshore and went for the first mark with started sheets. The others sailed a middle course. Jill and Vorsa were headed as they approached Lucie and Finetta. Jill crossed this pair and tacked on top of Finetta. Vorsa, on the starboard tack, crossed Lucie, and the latter promptly went about. Vorsa tacked again to cover her, and was on the port tack as the boats again converged. Just then Lucie got a lift while Vorsa was headed and could not cross the American. Lucie had to bear off to go under Vorsa's stern, and

seeing this, Maurice Clark, in Vorsa, very sportingly withdrew and the British team was thus reduced to three boats for the rest of the race.

Nancy had worked into the lead at the first buoy, followed by Ancora II. These two held their lead on the second leg, a spinnaker run, but with Lucie and Bob-Kat right on Ancora's heels. At the end of the first round, Nancy, Bob-Kat and Lucie were leading, in that order, followed by Finetta. Jill had dropped back to next to last.

The first leg of the second round almost turned into a close reach as the wind gave the boats a lift so that they almost fetched the mark on the port tack, and Bob-Kat sailed through Nancy's lee and led her team-mate around the buoy. On the run to the next mark, a tow interfered and Bob-Kat and Nancy both had to luff around the stern of the barge, Nancy again going into the lead as they jibed around the buoy.

On the third leg, Nancy kept her lead, followed peacefully by Bob-Kat and Lucie, while Jill, after a hot luffing match, went into fourth place. They finished in this order, the American boats being 1-2-3-4.

Nancy	4:34:38	Ancora II	4:38:16
Bob-Kat	4:35:58	Finetta	4:39:56
Lucie	4:36:34	Nada	4:41:52
Jill	4:37:34		

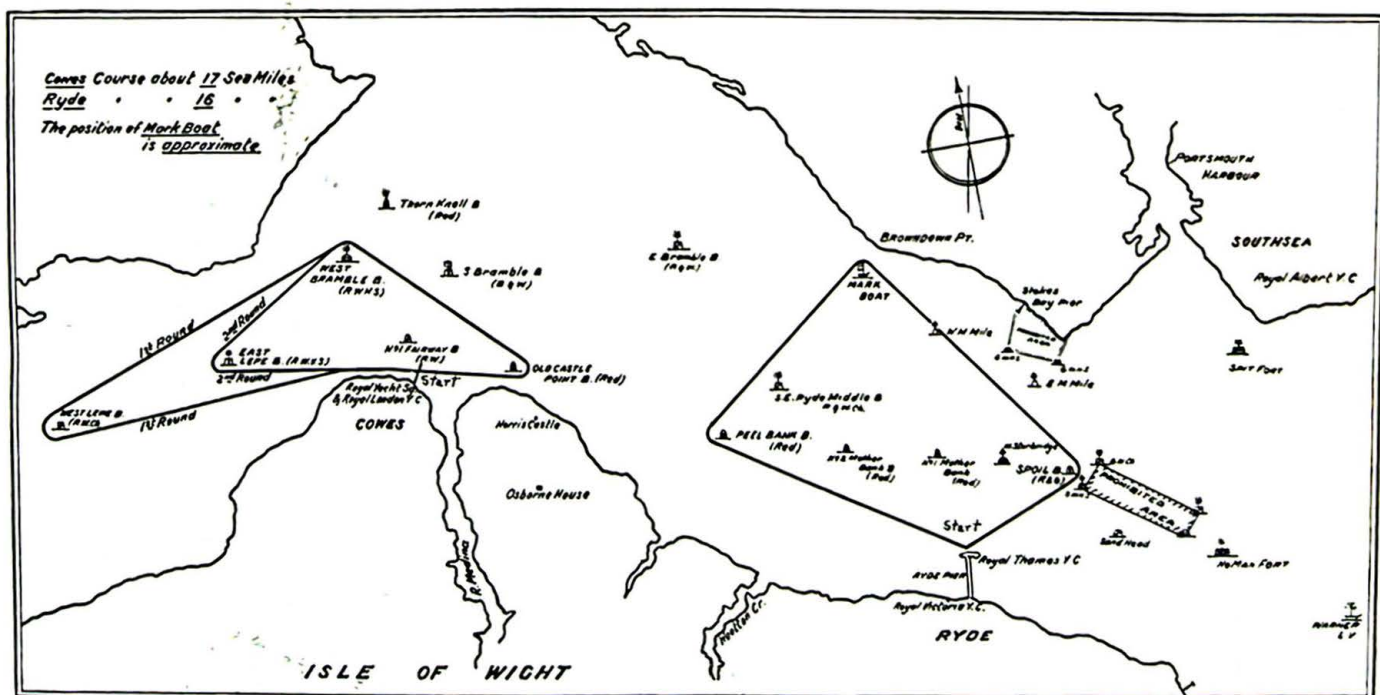
Points: U. S. $26\frac{1}{4}$; Great Britain 9

Fourth and Last Race

After a day of rest, the fourth race was sailed on Friday over the Cowes course, starting from the Royal Yacht Squadron. The course was 17 miles, with a long beat to the West Lepe buoy, a dead run to West Brambles buoy, a broad reach to Old Castle Point, and a beat back to the line. The second round was shorter, the first leg being only to the East Lepe buoy. It is a much trickier course than at Ryde, as one must go close inshore at three different points, with the possibility of going aground.

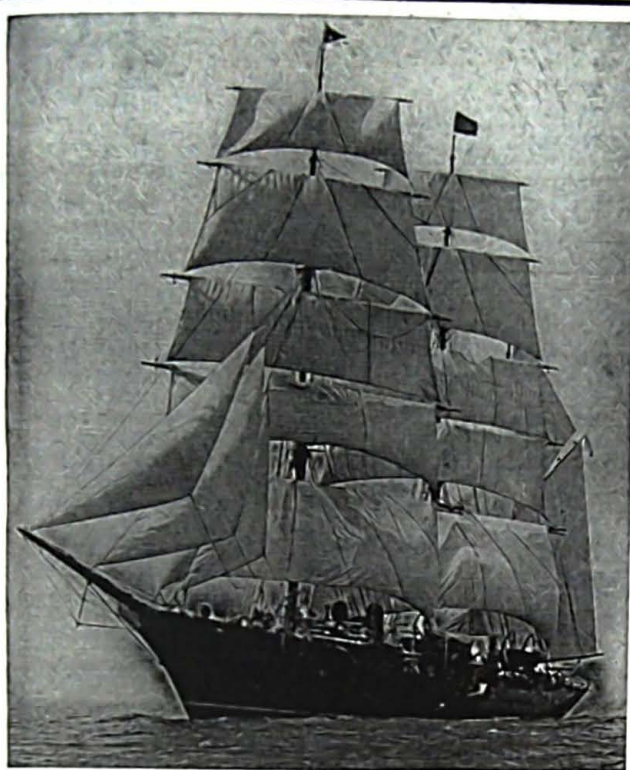
The day was squally, with practically no wind at the

(Continued on page 92)



The first three races were sailed over the Ryde Course and the final race was sailed off Cowes

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United States Wins British-American Team Match

(Continued from page 28)

start of the race, but it later steadied into a fair westerly, though it was shifty and puffy throughout. Every size of jib was used by the different skippers. Just before the start a rain squall broke, and then the wind dropped out, so the start was rather ragged. *Vorsa*, *Bob-Kat* and *Finetta* were recalled, while *Nancy* and *Jill* had the weather berth, close inshore. *Jill* soon took the lead, but *Vorsa*, after restarting, came from astern fast. *Ancora II* and *Lucie*, followed by *Bob-Kat*, stood across the Solent to the other shore, while *Finetta* went up into Gurnard Bay, got badly becalmed, and was minutes behind at the first mark, and, thereafter, throughout the race.

On the next leg, a run, *Vorsa* set a big spinnaker and drove off to leeward, where she carried a better wind all the way down, while the others held directly for the mark. The beat to the finish on the first round found the wind getting lighter and fluky. *Nancy* was first at the end of the round, with *Vorsa* second and *Jill* third.

The second round was marked by *Bob-Kat's* phenomenal sailing. After her late start she ended the first round in sixth place and on the last short round she sailed through the fleet, with her big Genoa jib lifting her along, to finish in first place by over a minute. Nothing could hold her back. *Jill* sailed around *Vorsa* on the third leg to take second place by a matter of 15 seconds, and *Vorsa* kept *Nancy* covered on the last leg to squeeze into third place with only two seconds to spare.

<i>Bob-Kat</i>	3:05:51	<i>Lucie</i>	3:07:24
<i>Jill</i>	3:06:54	<i>Nada</i>	3:07:50
<i>Vorsa</i>	3:07:09	<i>Ancora II</i>	3:08:36
<i>Nancy</i>	3:07:11	<i>Finetta</i>	3:15:26

Point score: U. S. 24½; Great Britain 12. *Bob-Kat* was high point boat with a total of 29½ points, *Jill* being next with 26½ points.

Yachting Notes and Comment

The British-American Cup from an English Point of View

IT MAY, I think, be of interest to my American friends to know how—in retrospect—the recent international matches for the British-American Cup appear to many Englishmen. The story of the races will have been told elsewhere, but there remains something to be said about the results and the causes which led up to these results. In marked contrast to any one of the previous contests for the Cup, the American victory was so complete and convincing, that one is forced to face facts and to try, if possible, to come to a definite conclusion as to the reason, or reasons, for the British team having failed to put up even the slightest vestige of a fight.

In the first place, I think one must realize that the attitude of mind of those engaged in organizing this contest and in selecting the teams is entirely different in the two countries. In America there has been, for the past two years, the steadfast determination to leave no stone unturned to produce the best possible team to cope with the conditions which would most probably be met with on the Solent. To this end, a team had been built up which, both from the point of view of personnel and from that of the boats themselves, was nearer the ideal than in the case of any previous combination. There was not an untried boat among the four and each had given a good account of herself on Long Island Sound and in the matches against Bermuda.

In contrast to this, the British team was chosen almost at the last moment, and it is a fact that one of the boats selected had not even been measured for rating within twenty-four hours of the first race for the Cup. Had the owners of two of the British boats known sooner that they were certain to take part in the match, they would most certainly have been more prepared than they were.

Quite apart, however, from the question of organization, I do not think our boats would, under any circumstances, have stood the faintest chance of winning the match. They were outclassed—hopelessly outclassed—as to personnel, sail plans and rigging, and, to a lesser degree, as to the design of the hulls. The fact must be faced that while, in this country, we have, for the past few years, been practically standing still in the matter of design, sail plans and rigging, a very definite advance has been made in America with each of these essential features. That this has been so is, perhaps, due to yacht design having practically ceased to be a competitive feature in the Six-Metre Class in this country, whereas, in America, the opposite has been the case. The older designers have been challenged by younger and extremely able brains, with the result that definite progress has been made in general design.

The inclusion of *Bob-Kat*, *Jill* and *Nancy* in the American team, illustrates my point as to this progress, and as to the necessity for younger men to take a hand in the game. In these three boats, the designer has shown that he has a grip of the requirements of the International Rule; that he is a master hand at the essentials of the effective rigging of a small racing yacht; and that he has a bold disregard for unessential features of design. *Lucie*, too, is a very able boat, and there is really very little in it between the four, but, to my mind, the Stephens boats are just that little better which can be detected by a careful observer.

I do not propose to describe in detail the four races for the Cup and, as it happens—mercifully, perhaps—I saw only three of them. But one could not help being struck by the fact that, in the first race—with a fresh whole sail breeze—while the American boats started with full canvas, the British boats had a reef down. The reefs were shaken out later, but the home team made a sorry show, especially down wind and under the conditions which were expected to favor them. On the second day, with lighter weather and a good deal more windward work, the three Stephens boats led the fleet home and it took three of the British team to keep *Lucie* in the last place. The third race I did not see, as I had to stand by, at Cowes, to measure yachts for the Cowes to St. Malo Race, but it was again a procession with only three of our boats finishing at the tail end. In the

fourth, and deciding, race, the new Mylne-designed *Vorsa* made a better show, and finished third, but the score of 99 points to 45 indicates fairly the relative merits of the two teams.

On July 26th, the day that King George arrived at Cowes, the Royal Thames Yacht Club held a regatta off Ryde in a strong westerly breeze. The three Stephens boats and three British boats started in the race for the Six-Metre Class. Sherman Hoyt, who had just crossed the Atlantic with Bobby Somerset in *Jolie Brise*, was sailing the new Fife boat *Ancora II*. On the first round *Bob-Kat* led *Nancy* by 2 min. 31 sec.; *Jill*, by 3 min. 14 sec.; *Ancora II*, by 8 min. 36 sec.; *Nada*, by 13 min. 22 sec.; and *Piccolo*, the other new Fife boat, by 48 min. 15 sec.; *Nada* and *Piccolo* gave up, and *Bob-Kat* won from *Nancy* by 1 min. 16 sec.; from *Jill*, by 4 min. 21 sec.; and from *Ancora*, by 10 min. 32 sec.

These figures speak for themselves, and it can only be said that the British boats made a relatively far worse show against the visitors in the hard weather than they did in the comparatively moderate and light weather of the Cup races. Sherman Hoyt told me, after the race, that *Ancora II*'s mast went all out of shape and that her rigging was hopeless, with the effect on her canvas that might be expected. In spite of this, she gave the other two British boats a square beating—or, maybe, it was Sherman who did! King George had an excellent view of the three American boats from his yacht *Victoria and Albert* on her way to Cowes, and he must have been deeply impressed by their capabilities under the hard weather conditions.

On July 28th, the big class sailed a wonderful race at the annual regatta of the Royal Albert Yacht Club, at Southsea. *Britannia*, *Shamrock V*, *White Heather*, *Candida* and *Astra* and the big Herreshoff schooner *Westward*, were the starters, and over the course of 44 sea miles, the schooner had to allow *Shamrock V* 2 min. 3 sec.; *White Heather*, 4 min. 20 sec.; and the others, 5 min. 39 sec. each. On corrected times, the race resulted in a dead heat between *Britannia* and *Westward*. At one time the King's cutter was making a shade over 15 knots through the water.

M. HECKSTALL-SMITH

+ + +

A New Book by Dr. Curry

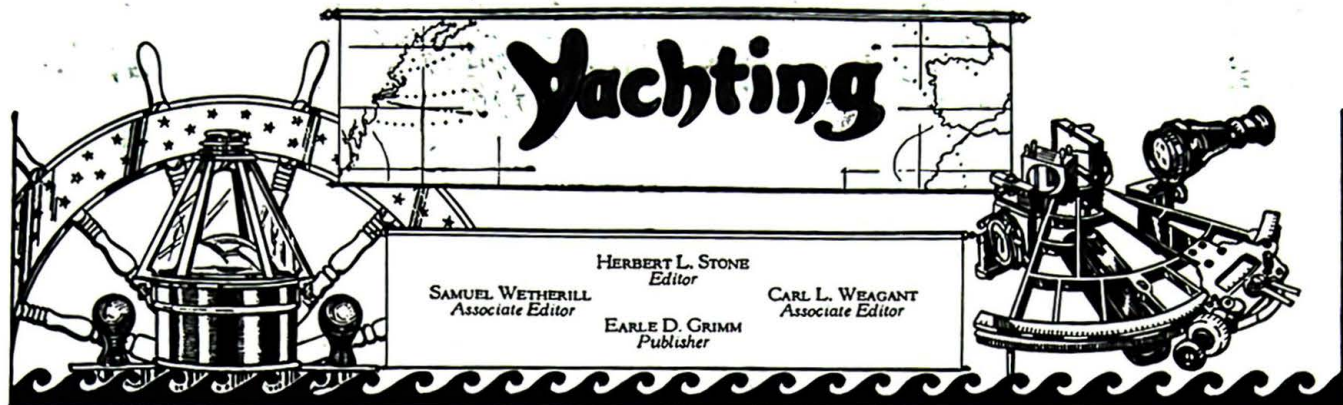
Racing Tactics, in Questions and Answers

(Charles Scribner's Sons. 1932. \$6.00)

DR. CURRY'S book on "Yacht Racing and the Aerodynamics of Sails" found so many readers in America, and taught us so much about air pressures, vacuums, and wind movements and eddies, that his latest volume is sure to find an eager audience.

This new book is devoted entirely to racing tactics, and the author has approached the subject in what is, perhaps, the most logical way, for he shows diagrammatically many of the intricate situations that may arise under the racing rules, and explains each as he goes along. The text, for the most part, is a series of questions and answers, each being as concise as possible, the diagrams enabling the reader to visualize the situation and thus get a better grasp of it than he could from cold type. For instance: two boats approaching a mark on converging courses, the question is "May boat A demand room?" The answer is to be found on the opposite page, both situations being clarified by excellent drawings. In addition to the 205 sketches there are 50 photographs on racing tactics involving two boats, or a number of boats in a fleet, with explanatory notes. A foreword outlines the general principles governing yacht racing and the racing rules, and outlines the essential qualifications of a successful skipper.

This is just the kind of a book that has long been needed and we venture the opinion that the experienced helmsman, as well as the novice, will find much of value in it, and much that will clarify certain situations that in the past have frequently caused doubt as to the proper procedure. With all of Curry's interpretations of the rules many skippers may not agree, but, on the whole, his findings are based on sound judgment.



EDITORIAL

Old Boats vs. New

TIME was when owners of yachts that did not win races, for one reason or another, took delight in tinkering with hull or rig, or in making drastic changes during the winter aimed at putting them "back in the running." Those were the days when a man kept his yacht more than a season or two, and long enough to become attached to her. With fertile ideas on what made a boat go, such changes often put a beaten boat back among the winners and we can recall certain pronounced failures that later in life proved successful prize gatherers. But the bull market of the late twenties, and the desire for quick results, changed all that, and a beaten boat soon went into the discard.

It is gratifying, therefore, to note a swing back to the former habit and to see owners using brains and ingenuity in bringing old favorites to life. This has been most apparent in the case of the Gold Cup power boats, three or four of which have been rescued from the oblivion of seven to ten years and made winners over newer boats embodying the last word in design and power. Gold Cup and National Sweepstakes winners of the past three seasons, such as *Holyst-Tolst*, *Delphine IV* and *El Lagarto*, are good examples of what may be accomplished with not too expensive hull changes and with old motors rebuilt and tuned up by expert hands.

Among the sailing yachts the case of *Vanitie* may be cited. Here was a boat eighteen years old, outbuilt and outriggered, which, in the hands of an owner who had faith in her, was re-rigged (although at considerable expense) and put back where she apparently has nearly an even chance with yachts built years after her. It must bring an owner keen satisfaction to see such results accomplished. Would that more owners cared to do the same thing.

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Too Much Conservatism

SEAFARING men are traditionally conservative. They look with distrust on anything new or unfamiliar. Probably the nature of their calling makes them unwilling to trust their lives at sea to anything untried or not proved by the test of time. But why yachtsmen should adopt this attitude is hard to comprehend, for yachting is supposed to be an experimental laboratory. Yet nearly every improvement in design, rig, or appliance for handling gear is first looked upon with distrust, then tried out in half-hearted fashion, and, later, like as not, barred by some special rule seeking to preserve the *status quo*.

It took several years and a good trimming by a foreign boat to convince us of the value of the so-called Genoa jib. The advantages of small sheet and halliard winches are still unappreciated by many yachtsmen, especially by the conservative British sailor, brought up on the supposedly superior merits of "beef and brawn." The latest example of this conservatism is the slowness to recognize the undoubted advantages of the big parachute or balloon spinnaker. Although we have been told of the value of this sail for over a year, we have only lately tried it out, and already the tendency is to restrict its use, rather than to improve upon the principle it embodies. A picture taken on the Solent during the recent Six-Metre team match shows all the American boats using this balloon spinnaker in one form or another, while all their competitors carried the small pocket-sized handkerchiefs supposedly imposed by the measurement restriction. The challenger for the Canada's Cup last month neglected to provide herself with such a sail, to her sorrow. Why, in the case of such important races, anyone should fail at least to test the merits of something that has proved itself elsewhere is hard to understand except on the grounds of excessive conservatism.

Undoubtedly, some restrictions will eventually have to be placed on this sail, as they have been in the case of Genoa jibs, winches, and other contrivances, but before this is done the full possibilities of the sail should be explored.

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British to Try Again at Detroit

ANY early doubts as to the probability of England trying again to wrest speed boat honors from us were set at rest when *Miss England III* broke all previous records in Scotland recently. The challenger and her pilot, Kaye Don, have both arrived here, and everything is set for another meeting between Wood and Don this month.

Since last year several changes have been made for the conduct of the event at Detroit which should insure a fairer race than the one of last September. These include a change of course. We understand, also, that *Miss England III* will be asked to meet only one boat owned by Wood, and not two, as she had to do last year. This latter was a feature of previous contests at Detroit to which we took exception, and which in the last analysis was the cause of the fiasco and the bitter controversy it engendered in the last match. May this year's event be as harmonious as the last Republican Convention, and may the fastest boat win.