

# Yachting Notes and Comments

## The International Conference on Yacht Measurement

AT THE International Conference on Yacht Measurement, which was held in London at the Royal Thames Yacht Club in October, no fewer than fifteen nations were represented, and, in addition, Mr. George Nichols acted as observer on behalf of the North American Yacht Racing Union. The main work of the conference was, naturally, devoted to the question as to whether any changes should be made in the International Rule for yachts of 14½ metres and under, but various other matters were also brought before the meeting for discussion.

Notice had been given by Norway and Denmark of a motion to terminate the International Rule as it stands at present, but it was pointed out by the French representatives that a change could not legally be made until the end of 1937. The Italians, while opposed to any change at the present time on account of world economic conditions, were in favor, in the event of this view not being accepted, of a new formula being adopted immediately. The Swiss and Germans were opposed to a change being made, but the latter were in favor of two additional small classes being adopted — say, 5-metres and 7-metres — to an entirely new rule which would produce boats with a relatively lighter displacement as compared with those of the present International classes.

It was stated by Prince Olav of Norway and Mr. Johan Anker, the Norwegian representatives, that, in their opinion, if no alteration was to be made in the existing rule, or no new rule adopted, practically no new racing yachts would be built and that the sport of yacht racing would undoubtedly receive a severe setback. The type of yacht evolved by the rule had become definitely undesirable and as a proof that this is so, particulars of "Sixes" recently built in Norway were given. One of the most recently built boats in this class has a length of 24 feet on load water line, a beam of only 5 feet 9 inches, and a displacement of no less than 4½ tons. It was argued that features which were proving successful in the 6-Metre Class would very shortly find a place in the 8-Metre, 10-Metre and 12-Metre classes, and that already one successful "Eight" had been built, which had only 7 feet 9 inches beam. It was further stated, in support of their desire for a change of rule, that these long, narrow, heavy displacement boats are both wet and uncomfortable sea boats and quite unsuitable for conversion into cruisers.

There was a good deal of opposition to the Norwegian proposals, which, incidentally were supported by Great Britain, Sweden and Denmark, and due consideration was given to vested interests, but, after a long discussion, it was decided to re-draft the formula by dropping the girth measurement and also to adopt a new method of taking the forward girth measurement for the purpose of computing "L" in the rating formula. There can, I think, be no doubt that the dropping of the girth measurement is a definite improvement. It tends to encourage an undesirable type of profile and it also, indirectly, puts a tax on beam. The new method of measuring the bow girth when estimating the sailing length of a yacht should be found equally satisfactory. The following is the alteration agreed upon: "The length 'L' for the formula is to be the length measured at a height of 1.5 per cent of the Class Rating above the load water line, plus one and one-half times the difference between the girth at the bow section, measured to points at 5 per cent of the yacht's rating above 'L' (i.e., 6.5 per cent above L.W.L.) and twice the vertical height to those points; plus one-third of the difference between the girth, covering board to covering board, at the stern ending of this length, and twice the vertical height of the yacht at this station. The minimum difference of girth at the bow station, as above defined, to be 30 per cent of twice the said vertical height."

The effect of this modification in the method of taking the bow girth measurement in the case of a 6-metre yacht is to free the topsides from a hampering tax at a point 15½ inches above the L.W.L., and to allow the sections forward to take a more natural form, and thus avoid the pinched in forward deck line

to be found on so many of the successful International Rule craft. The new rule is, therefore,  $\frac{L+2d+\sqrt{s}-F}{2.37}$  = Rating — the divisor having been reduced to compensate for the dropping of "G" from the formula. The old rule will remain in force until January 1, 1937, and, in the meantime, the two rules will run concurrently. Each national authority will decide for its own waters as to the rights of the two classes in regard to their racing together. On and after January 1, 1937, only the new rule will be in force.

It is interesting to note that, in spite of various definite faults, the International Rule has provided most excellent sport over a number of years on both sides of the Atlantic. It appears to favor undesirable proportions; it is unbalanced as to its taxation of "flare" forward and aft; it produces an unsatisfactory profile and a pinched-in bow section; and it allows an undue variation in sail area for a given change in length. But in spite of these defects, it has produced many remarkably good boats. The new rule is definitely an improvement on the old, but even now some of the undesirable features remain.

International status was given to the 12-Square-Metre Sharpie Class which, in view of the excellent racing during the last season between Dutch, German and British club teams, is well deserved. These little boats are 6 metres in length and are of the V-bottom type. Their light weight, small beam and depth and strength of construction make them easy of transport by steamer, rail, lorry, or trailer, and they are extraordinarily fast little craft for their sail area — all features which should make for increased popularity. They are gunter-rigged and their cost is limited to £50.

The German proposal that two small classes — built to a new rule and of relatively light displacement — should be established, was not agreed to, as it was thought the claim that they were wanted had not been proved. In spite of the rejection of this proposal, there appeared to be a very general feeling at the meeting that the 6-metre boats have too great displacement for their size. Had it not been for vested interests, a change in the direction of a lighter boat in this class might have been made, but the difficulty of bringing together old and new rule boats on terms of equality would have been altogether too great and, consequently, no change was made in the displacement formula.

M. HECKSTALL-SMITH

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Henry H. Hower

LIEUT. COMMANDER HENRY H. HOWER, a United States Naval Reserve officer, and long identified with power boating and yachting interests, passed away at Buffalo on November 5th, after an illness of two weeks following an operation.

Commander Hower was particularly prominent in power boat affairs, where he won national recognition as one of the leading authorities on all problems pertaining to lubrication, particularly in its application to marine engines. It was owing to his great interest in boating that Henry Hower entered the Naval Reserve Force on America's entry into the World War, during which he served as director of the Anti-Submarine Base at New London, Conn. Following the conclusion of the war he retained his commission as Lieutenant Commander and remained in close touch with naval affairs.

In 1920 Commander Hower moved to Buffalo where he joined his uncle, the late Commodore Frank B. Hower, in the management of the Enterprise Oil Company, founded by the latter in 1884. In 1922, on the retirement of his uncle, Commander Hower assumed the presidency of the concern.

Among other club and fraternal organizations Commander Hower was a member of the American Society of Naval Engineers, the United States Naval Institute, the United States Naval Reserve Officers Association, and the Yachtsmen's Association of America. He had many friends in the world of yachting affairs, and he worked untiringly in the best interests of the sport.





J. Seward Johnson, owner and skipper of "Jill," receiving the Prince of Wales Cup from the Governor of Bermuda

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Coming to the line for the second race of the Sound Interclub-Bermuda One-Design team match. The Bermudian sailors never gave the boats from the United States a "look-in" this year



April, the Editor of *YACHTING* shattered the illusion with the following note:

"How about that masterpiece on the Bermuda races? I suppose you, and the rest of the crews, are trying to hide your light under a bushel, in view of what happened."

Obviously, such a letter demands some sort of reply. So stand by while I attempt a sane version of the succession of three parades in every one of which the Bermudians sailed 1, 2, 3, 4. The Americans were just one jump ahead of the calliope.

The Bermuda team was comprised of *Longtail*, Teddy Gosling; *Flirt*, Roddie Williams; *Cardinal*, Bayard Dill, and *Starling*, Don Masters. Against this formidable array the Interclubs sent forth *Barbara*, Briggs Cunningham; *Triton*, Clarence Smith; *Thetis*, Chuck Gardner, and *Opal II* (since renamed *Old Pal*), Ted Alker. *Longtail* won the first two races and was third behind *Starling* and *Flirt* in the final event, thus accumulating enough points to make Gosling top skipper for the series. Roddie Williams, with three seconds, was runner-up.

The three straight victories gave the Bermudians their second series in succession in home waters after five years of chasing the Interclubs around, so now the score (including the two races held on Long Island Sound) stands as follows: Interclubs, 5; Bermuda, 4. The Bermudians are planning to come north late in the summer to tackle the Interclubs in their own back yard. And if the weather is anything like the brand which we found in Bermuda, *YACHTING* will be printing another story of another Bermuda triumph.

In making the statement which follows, I wish to disclaim any intention of establishing an alibi. The first two races were sailed in nice, polite Long Island Sound weather, and anyone will tell you that the Bermuda one-designs will leave the heavier, beamier Interclubs in that kind of going. But for the third race we had a breeze of about 16 knots and three of the Bermudians tied down single reefs. If the Interclubs were ever going to take a race, here was the chance, but it went by the board from the very beginning. Between the first boat and the last there was only a minute and a half — but the first four were Bermudians, and the series was over.

EVERETT B. MORRIS

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### "Jill" Wins Prince of Wales Cup

ALTHOUGH the Bermudian sailors thoroughly "sunk" the Interclubs in their team match with the Bermuda one-designs, they did not have such an easy time in the Six-Metre races for the Prince of Wales Cup which followed the first-named event.

The latter races were started April 19th, and the series went to five races before the American boat *Jill*, owned and sailed by J. Seward Johnson, won by a narrow margin in a sail-off, this boat and E. H. and K. F. Trimmingham's *Viking* being tied at

the end of the four scheduled races with 10½ points each. *Jill* was the only representative of the United States, the third boat in the series being J. E. Pearman's *Achilles*. *Jill* was designed by Sparkman and Stephens and built by Nevins in 1931; both the Bermuda entries were the product of the Norwegian designer, Bj. Aas, and were built in 1930. Last year *Viking* won, beating three American boats, including *Jill*.

All brands of weather except very light breezes were faced by the three "Sixes" in this year's match, the wind ranging from a moderate wind of 11 miles' strength to a heavy breeze of over 30 miles in the third race, which gave the skippers and crews all they wanted in handling their boats, and a thorough wetting besides.

When the three boats came to the line for the first race, they found an 18-mile southeaster blowing which held its strength throughout the race. The course consisted of a triangle with one leg to windward and two reaches, followed by another thrash to the windward mark and a run home, the total distance being about 12 miles. *Viking* got the best of the start, and she and *Jill* fought it out on the first windward leg with *Jill* slowly working into the lead, while *Achilles* split tacks and never figured in the result thereafter. *Jill* held her lead on the reaches and drew farther ahead on the second beat, to win by 1 minute and 42 seconds from *Viking*, *Achilles* being only 11 seconds behind the green Bermudian boat.

The second race saw *Viking* turn the tables on the American boat in the lightest breeze of the series, a moderate southerly of



some 11 miles' strength at the start. Starting with Genoa jibs, *Viking* again got the jump on her competitors at the start, and in the light going she and *Achilles* walked out to weather and both led *Jill* at the first mark. Johnson worked *Jill* into second place on the reaches, but could not close up on the leader, and *Viking* finished with plenty to spare, her margin in time being 3 minutes 52 seconds. *Achilles* was only 28 seconds behind the American.

The third race was sailed in a 30-mile nor'easter which kicked up a nasty sea in Great Sound and gave all hands a taste of brine before the day was over. All the boats carried a single reef, but this did not prevent their skippers using their parachutes off the wind, although in two instances the crews had much trouble with them. While *Achilles* and *Jill* stood over to the Somerset shore on the beat to windward, Trimmingham tacked over to the eastern shore where smoother water helped him, and by the time the weather mark was reached he had a commanding lead and was never in danger thereafter. On the reach, a fitting on *Achilles*' spinnaker halliard carried away and she was badly crippled for the rest of the race. Trimmingham kept *Jill* well covered on the second beat to windward; then, setting his parachute, he romped down to the finish with 32 seconds to spare on *Jill*, and the series was one up for the Bermudians.

But *Jill* came back the next day when the wind lightened to about 20 miles. She carried full mainsail and intermediate jib, while *Viking* had a single reef down. By the time the first round was completed the wind freshened, but *Jill*, with a slight lead,

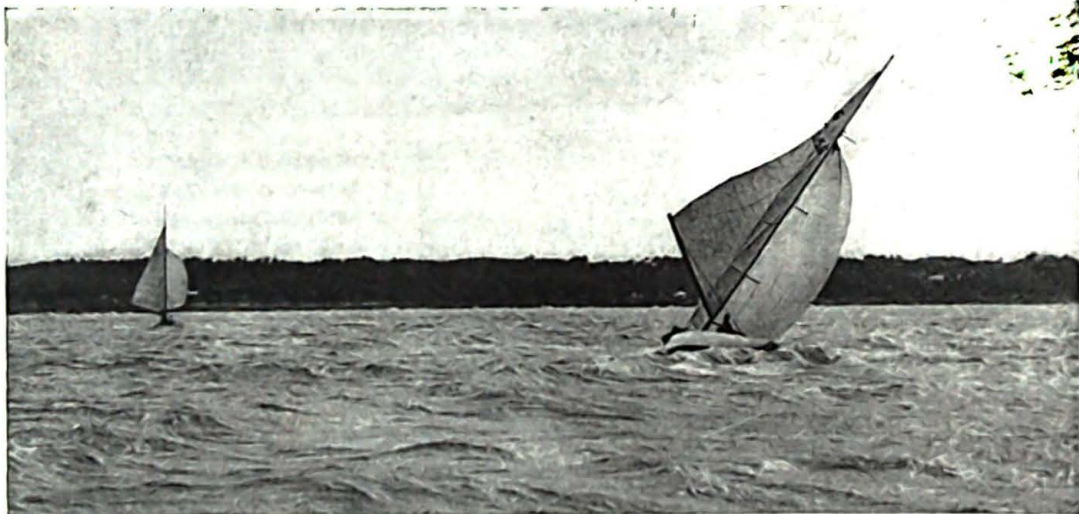
Santa Monica breakwater dedication, June 17th and 18th.

July 1st to 4th is reserved for the formal opening of the Catalina Island Yacht Club, while the power cruiser enthusiasts will observe the same dates for the fifth annual Long Beach to San Francisco race, a run of 374 miles on the open sea. Following the Palo Verde Trophy event around San Clemente Island, the racing squadron will gather at San Francisco for the annual Pacific Coast championships within the Golden Gate. This event will be featured by a match race for the San Francisco Perpetual Challenge Cup, as a result of a "defi" from the California Yacht Club naming *Angelita*, its champion Eight-Metre sloop.

From August 7th to 12th sailing championships of Southern California will be decided at Santa Barbara at the annual regatta of the Association. The fleet will then move on to Long Beach for the International Star Class regatta, following which practically all navigable craft in commission will point for the Catalina Isthmus to attend the annual Commodore's Cruise. The Santa Barbara Island Race, a "stag" cruise to Johnson's landing, and the Treasure Chest Hunt of the 45-Foot Sailing Association on November 11th complete the season's circuit. Special trophy races are scheduled weekly until the closing event.

The International Star Class Championships will bring a big fleet of Stars from all parts of the world to Long Beach, the dates selected being August 28th-31st. The courses will be laid out on open water off Long Beach, to the eastward of San Pedro breakwater.

C. G. MATSON



Bermuda News Bureau

Carrying a parachute under difficulties. The Six-Metres "*Viking*" (leading) and "*Jill*" running for the finish in the third race for the Prince of Wales Cup, sailed in a 30-mile wind

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Close hauled. "*Viking*" to windward of "*Jill*" on the first beat to windward in the fifth and deciding race

kept *Viking* covered throughout the windward leg and drew away all the time. As the windward mark was turned, she broke out a huge parachute and finished with a good lead of 1 minute and 48 seconds over *Viking*.

With the series tied, a sail-off was necessary between *Jill* and *Viking*. The wind was moderate from the northward as the two boats crossed the line, *Viking* in the lead. In a series of short tacks, Johnson eventually cleared his wind to take the lead at the weather mark. Then *Viking* forged ahead on the reach, only to drop back again later. On the second beat to windward *Jill* again opened up a lead of a minute or more. It wasn't much, but it was enough, as *Viking* could not catch her on the run. In fact, she lost a few seconds, and *Jill* got the gun 1 minute 25 seconds ahead of the Bermudian sloop. And the cup was hers. It was a close, hard fought series throughout.

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### A Full Southern California Schedule

OFFSHORE cruises, week-end races and special trophy events occupy the early portion of the summer program of the Southern California Yachting Association in order to allow for a continuous run of major fixtures from mid-season to late November. June features include the annual Christie Trophy race around Catalina Island, on the 10th and 11th, and the

