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The crew of Crown Prince Olav's "*Norna IV*." Magnus Konow at the tiller

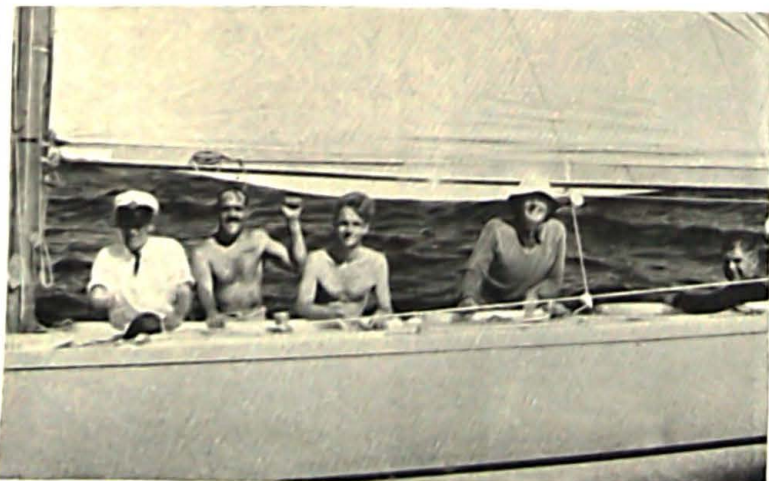
American boats, their only margin being the two quarter-points that *Jill* and *Challenge*, respectively, had gotten for winning the first two races. The third day was a drift in which the boats took two hours out of the four-hour time limit to cover the first three miles to windward, with the slim *Ian III* ghosting out a little lead. A good many of the spectators decided it would be no race, and went home. Then a sou'wester struck in and the Six-Metres went home, too, after going around the course again with *Ian* showing them the way and just making it under the time limit. That race gave the visitors their first real advantage in the series, and they hung on to it.

Next day they increased it, *Norna* and *Ian* leading the fleet home, and they went into the final day's race with a five-point lead of which they lost a point and a quarter when *Jill* won again and the other two American boats took fourth and fifth. The final team score was $54\frac{1}{2}$ for the Scandinavians, $50\frac{3}{4}$ for the Americans, which is a pretty even score for five days of racing.

Surprisingly enough in view of the Seawanhaka Cup match, *Norna* was the top-score boat of the whole fleet, while her old rival, *Challenge*, except in one race, never got going

and made the lowest score of any of the American boats. *Norna* piled up $22\frac{1}{4}$ points in the five races. *Jill*, sailed by Phil Roosevelt, was the best of the American boats, only three-quarters of a point behind *Norna*, and was the only boat to win two races. *Ian III* finished with $20\frac{1}{4}$ points, the others being *Cherokee*, 15, *Challenge*, $14\frac{1}{2}$, *Dodo*, 12. *Jill* did a particularly fancy job in the last race. On the first round she took *Ian III* out somewhere across the Sound and lost her, putting her eventually into last place. This job done, Roosevelt worked up through the fleet, took advantage of a shift of wind which fooled three of the others into overstanding, and came home first to take the extra quarter-point that might have given the American team the victory if the other two boats had been able to finish close enough up behind her.

The weather throughout the two series was light to moderate and a little fluky, as September weather on the Sound is apt to be when it isn't blowing half a gale. At times a wind shift spoiled a weather leg or turned a run into a reach, and the breeze seldom held at constant strength for a full race. On two days during the match series there wasn't enough wind to start, but they



"Corny" Shields sailed "*Challenge*." The others (left to right) are, professional, Gordon Raymond, Robert Baylis, and Paul Shields

WILSON SAILS

CHALLENGE

6 Meter Class

successful defender
of the

Seawanhaka Cup

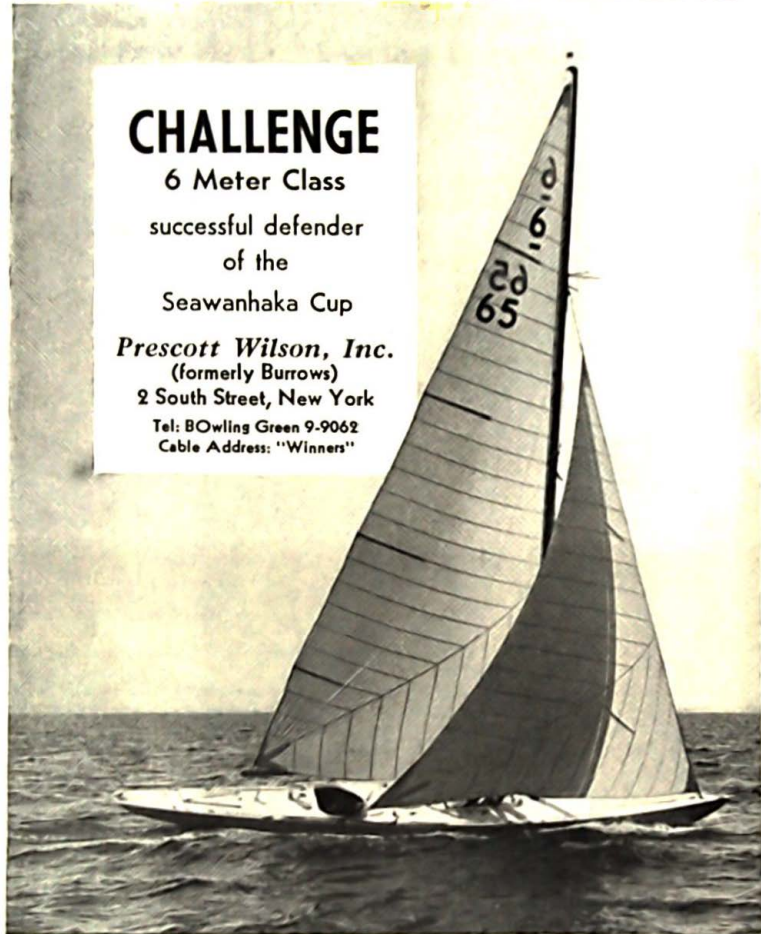
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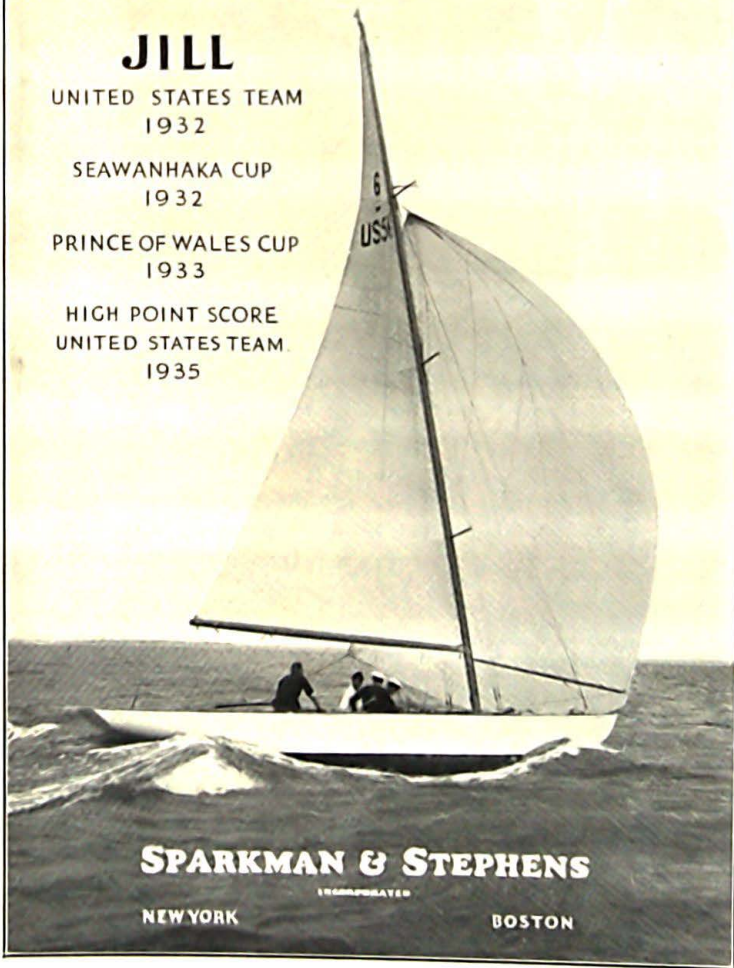
JILL

UNITED STATES TEAM
1932

SEAWANHAKA CUP
1932

PRINCE OF WALES CUP
1933

HIGH POINT SCORE
UNITED STATES TEAM
1935



SPARKMAN & STEPHENS

INCORPORATED

NEW YORK

BOSTON

Give and Take at Seawanhaka

By

WILLIAM H. TAYLOR



"Norna IV" (left) and "Challenge" in their first race for the Seawanhaka Cup. "Norna" went to windward like a witch, but was not the equal of "Challenge" off the wind

THE starting gun went off. The powerful cream-colored hull of Crown Prince Olav's *Norna IV*, plunging into an old sloop against a light head wind, pulled clear of the gray hull of Paul Shields' *Challenge*, and opened up a lead in the first two or three minutes. And we all looked at each other and said, "Well, that's that. But what could you expect?"

Well, whatever you expected, we were wrong. Because in five races *Challenge* defended the Seawanhaka Cup successfully, 3 to 2, and the following week the Scandinavian team of *Norna IV*, William Vett's *Dodo*, of Denmark, and *Ian III*, from Sweden, sailed by Sven Salen, just managed to squeeze out a victory over *Challenge*, Philip J. Roosevelt's *Jill*, and Herman F. Whiton's *Cherokee*. The American Six-Metres may be old, but they aren't anywhere nearly as outbuilt as they were supposed to be, considering the great fleet of "Sixes" that has been built and raced abroad this year.

Of the two series sailed off Oyster Bay the Seawanhaka Cup match was the more interesting — possibly because it is easier to keep track of a match race than of a team race in which boats run each other out of sight in all directions. The match series was a battle between two master skippers — Cornelius Shields in *Challenge* and Magnus Konow in *Norna* — two fine amateur crews that, barring occasional lapses, functioned splendidly, and two boats that were at once evenly matched and entirely different in their good and bad points.

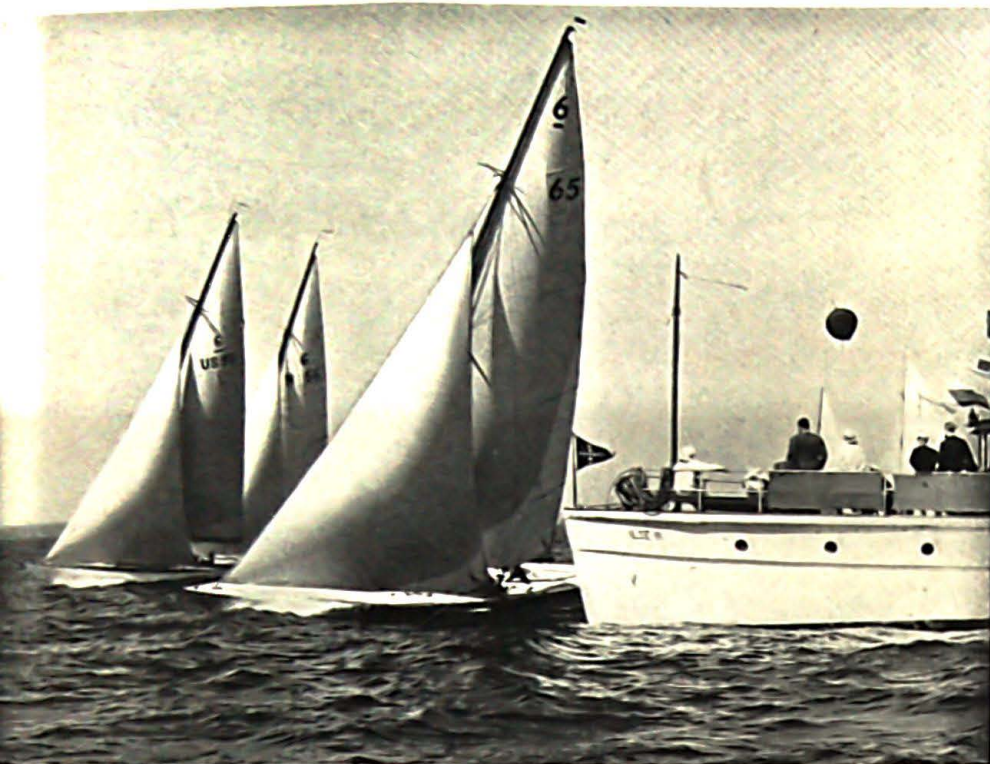
The first race was a perfect sample of the series. In that slow three-mile plug to windward against an old easterly, *Norna* worked out a lead of over a minute, and it would have been longer but for Shields' splendid handling of *Challenge*. At the weather mark almost anybody in the spectator fleet would have been willing to hand the cup to Konow and call it a day. But when they headed down wind under spinnakers the picture changed very suddenly. *Challenge* caught and passed the Norwegian in a little over half the distance, and rounded the leeward mark with a lead that, the spectators hoped, would allow her to cover *Norna* effectively on the second beat. No such luck. *Norna* just wouldn't be covered, and she came up to the weather mark the second time around with a lead of well over two minutes.

Obviously, *Challenge* could never make that up — but she did. Two-thirds of the way home she was up abeam of *Norna* and going through her to leeward. Obviously, now she couldn't lose — but she did. Just as they came abeam the breeze hauled two or three points and freshened. They could still carry spinnakers, guyed way forward, but they were reaching now and *Norna* was reaching a lot faster than *Challenge*. She won the race by 45 seconds. So if *Norna* could beat *Challenge* to windward and reaching there obviously wasn't much hope for us. (The trouble with most of us is not ignorance, but the things we are sure of that aren't so.)

In the next race, over a triangle — all the courses were sailed twice around — *Challenge* looked better. In fact, she led a good part of the way, and did practically everything but win, being passed by *Norna* near the finish, reaching home. If a jib sheet hadn't jammed in a block, and if *Challenge*'s crew hadn't had light sail trouble just when *Norna* was passing them at the finish, the story might have been different. Anyhow, it was two straight for *Norna*, and everybody agreed that *Challenge* had put up a better show than was expected. Next morning they had the champagne put on ice at the Seawanhaka Corinthian Yacht Club, in case they had to present the Seawanhaka Cup to the Norwegians that afternoon. It stayed on ice for three days (but tasted none the worse for that).

In the third race, when *Challenge* stepped out and won by forty seconds, when she even beat *Norna* up wind on one leg, things looked a little brighter. At least, it was nice that the defending yacht had won a race in the series, and Shields and his crew came in for some very fine compliments, all of which they richly deserved. It had to be admitted that the boats were pretty evenly matched. In thirty-six miles of racing there was a difference of only thirteen seconds in their elapsed times, in favor of *Norna*.

It was not until the fourth race that the die-hards admitted that we had a pretty good chance of keeping the cup here. That day, in light weather over a triangular course, *Challenge* had everything her own way, up wind and down, and won by more than four minutes. Things brightened up and on the last day, which was Saturday, the spectator fleet turned out more than a hundred boats strong (and, inci-



"Jill," "Norna" and "Challenge" shave the bow of the committee boat at the start of one of the team races

"Ian III," (below) the Swedish member of the Scandinavian team, sailed by Sven Salen, was a veritable sliver, having only 5 feet 9 inches beam. She was very fast in moderate winds. At bottom, rounding a mark in the first team race. Left to right, "Cherokee," "Jill," "Ian III," "Dodo," "Challenge," "Norna IV"



dently, did its best to put the whole race on the bum) to see the wind-up. They saw a race, too. *Norna* led up wind the first time, but lost her lead to *Challenge* very suddenly after rounding the weather mark. She was a few seconds astern at the leeward turn, and *Challenge* held her going back up wind. They rounded the weather mark next time almost together, and it was anybody's race for a few minutes more. *Challenge* was outrunning the Norwegian a bit, however, and outran her faster and faster as the wind lightened. She finally won the race by more than two minutes, but that generous margin was no reflection of the even race the two boats had sailed until the wind lightened toward the finish.

The series ranks along with the 1934 America's Cup match and the *Caryl-Gypsy* match for the Scawanhaka Cup of a few years ago as among the most

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M. Rosenfeld Photos

Give and Take at Seawanhaka

(Continued from page 35)

interesting your correspondent has ever watched. It certainly exploded the old maxim that the boat that is fastest to windward will always win the race. While there were exceptions on certain legs, *Challenge* was, on the whole, definitely better running and *Norna* better to windward, except possibly in very light going. The weather was consistently from light to moderate. In the occasional puffs of fresh breezes one got the impression that *Norna* might have won easily in a really hard breeze, such as they had in the 1934 Seawanhaka Cup, but that is pure conjecture.

The work of both skippers was of a caliber that left little to choose and little to criticize. Competent judges who have raced in the Six-Metres abroad consider that Magnus Konow is just about "tops" in the Scandinavian Six-Metre racing, and Corny Shields is generally admitted to have few peers and fewer, if any, superiors in these waters. In the matter of crews America had a little the edge. *Challenge's* crew — Paul Shields, Gordon Raymond, Robert Baylis and Edgar Whiting — handled the gear so consistently well that their few slips attracted astonished comment. The Nor-

wegian boat, sailing with only four men, was generally a shade slower, especially in setting their spinaker. This they usually set flying, amid some confusion, and when they did try setting it in stops they overdid the thing and had trouble breaking out the stops. Still, compared to the average crew on Long Island Sound, they were extremely good. And if there was any partiality in the breaks — the breeze did shift now and then — the Norwegians got at least their share.

The team races followed the Seawanhaka Cup match without even a day of rest between, and provided five more days of fine competition. The conditions had been left open until the Swedish and Danish crews arrived, and they elected to sail five races and settle the series on the accumulated points over the five days. The two later arrivals were a marked contrast, *Dodo* a big powerful craft like *Norna*, *Ian III* a dainty looking splinter which managed astonishingly to carry her big sail spread nicely on a beam of only 5 feet 9 inches.

The first two days of racing found the two teams on very even terms. The point score after those first two races stood 21½ to 21 in favor of the

never got the opposite set of conditions, a strong breeze and sea, which *Norna IV* and *Dodo* would probably have eaten up.

The showing of the American boats was remarkably good, considering how little had been expected of them against the much-touted new Scandinavian boats. *Jill*, a 1931 Sparkman & Stephens boat, was the only one of the trio that had not been altered, and she

made the best record in the team races. *Cherokee* (Stephens, 1930) had been radically altered and very much improved.

Considering the even showing of the old American and the new Scandinavian boats, it may be that naval architects have come very close to reaching the fastest possible combinations of hull and rig in the Six-Metres — until somebody stumbles on something brand new.

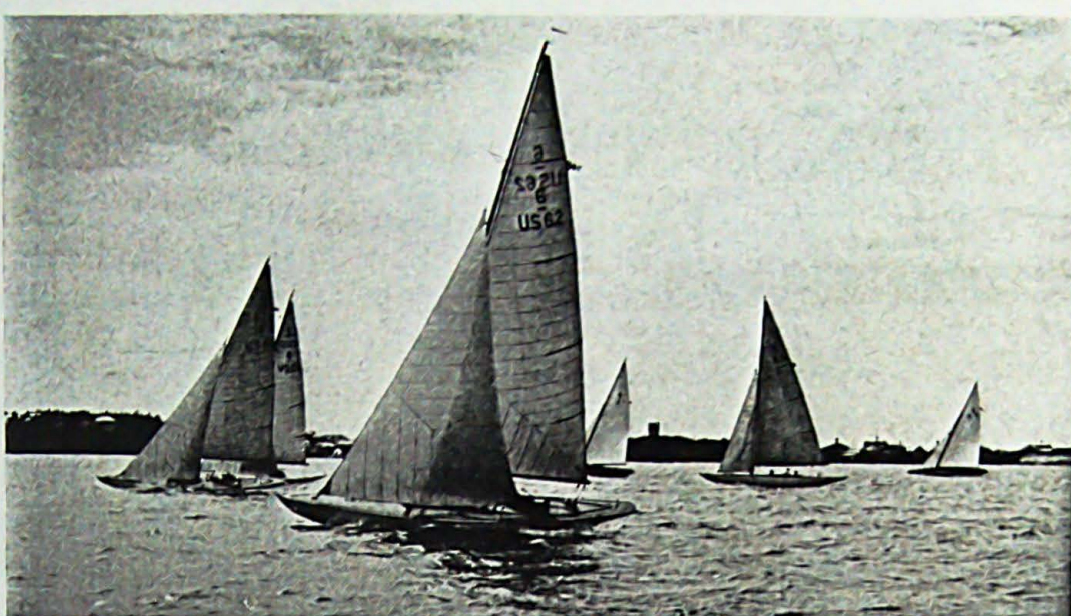


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YACHTING

On the Rocky Coast of Norway

Which American yachtsmen sailing in the Newport-Bergen race will visit. Already several entries for this long Transatlantic event have been received



M. Rosenfeld

The "Sixes" head for the starting line. "Jack," J. S. Johnson's new racer, is in the foreground

"Achilles" Wins Prince of Wales Trophy

ACHILLES, the smart Six-Metre yacht owned and sailed by James E. Pearman, Rear Commodore of the Royal Bermuda Yacht Club, triumphed in a series of races held in Bermuda for Six-Metre yachts, thus winning the handsome trophy sponsored by the Prince of Wales. Three American Six-Metres journeyed to the Land of the Lily in an effort to win the coveted prize, but three Bermudian "Sixes" met the onslaught of the Yankee craft and succeeded handsomely in giving the visitors a sound trouncing in the four races sailed early in May.

Besides Pearman's *Achilles*, Bermuda came to the line with two sister ships, Eldon and Kenneth Trimmingham's *Viking* and *Sea Venture*, the latter piloted by Lloyd Jones. The American craft were Briggs Cunningham's famous internationalist, *Lucie*, *Anis*, ex-*Totem*, now owned and sailed by Clarence Smith, and *Jack*, a new craft designed by Sparkman & Stephens for J. Seward Johnson. *Lucie* annexed third place in the series, while *Jack* and *Anis* trailed far in the rear.

Bermuda made a clean sweep in the first race, held on May 7th, Eldon Trimmingham, Bermuda's ace skipper, piloting *Viking* home a winner, followed closely by *Achilles* and *Sea Venture*. *Lucie* managed to come in fourth, followed by *Jack* and *Anis*.

Commodore Pearman took the second affair in *Achilles*, and *Lucie* worked up to second place, with *Viking* a close third. *Sea Venture*, *Jack* and *Anis* followed in order, the latter two apparently being outclassed by both the Bermudians and *Lucie*.

Sea Venture crossed the finish line in first place in the third race, but was disqualified when it was found that she had lost a man overboard and had not stopped to pick him up. This gave *Viking* first honors and put her in the lead on points. *Lucie* and *Achilles* came home in second and third places, respectively, while *Jack* and *Anis* brought up the rear of the procession.

In the fourth and deciding contest, Pearman triumphed once more, *Lucie* again coming second, and *Sea Venture* third. Fourth place was the best that Trimmingham could do with *Viking*, with *Anis* trailing and *Jack* not finishing.

Smart westerly breezes of 16 miles an hour or better made snappy racing in the first two affairs, while the weather was a bit lighter in the last two events. *Achilles* split her Genoa jib in the second event, but shifted to an intermediate and worked into a winning position. Several of the boats had trouble with their parachute spinnakers, but no casualties resulted.

The failure of *Jack* to make a better showing was undoubtedly due to the fact that she was fresh from the builder's yard and had never been under sail before the series started. When sails and rigging are properly stretched and the boat tuned up, she

will no doubt be heard from in the Six-Metre Class in the United States.

Following is the point score of the series:

Achilles, J. E. Pearman (Ber.), 21½; *Viking*, Eldon Trimmingham (Ber.), 19½; *Lucie*, Briggs Cunningham (U. S.), 18; *Sea Venture*, Lloyd Jones (Ber.), 11; *Jack*, J. S. Johnson (U. S.), 7; *Anis*, C. Smith (U. S.), 6.



M. Rosenfeld

James Pearman's "Achilles," winner of the series of races sailed between American and Bermudian "Sixes" in May

"Viking" Takes Prince of Wales Trophy

By

GLEN PERRY

FROM the standpoint of excitement, almost any series of races run on the basis of a cumulative point score offers more, both to spectators and competitors, than can a single race, no matter how closely contested it may be. The reason for this lies in the constantly shifting picture — the gradual sifting out of the slower boats in the fleet, and the accompanying increase in tension among the leaders.

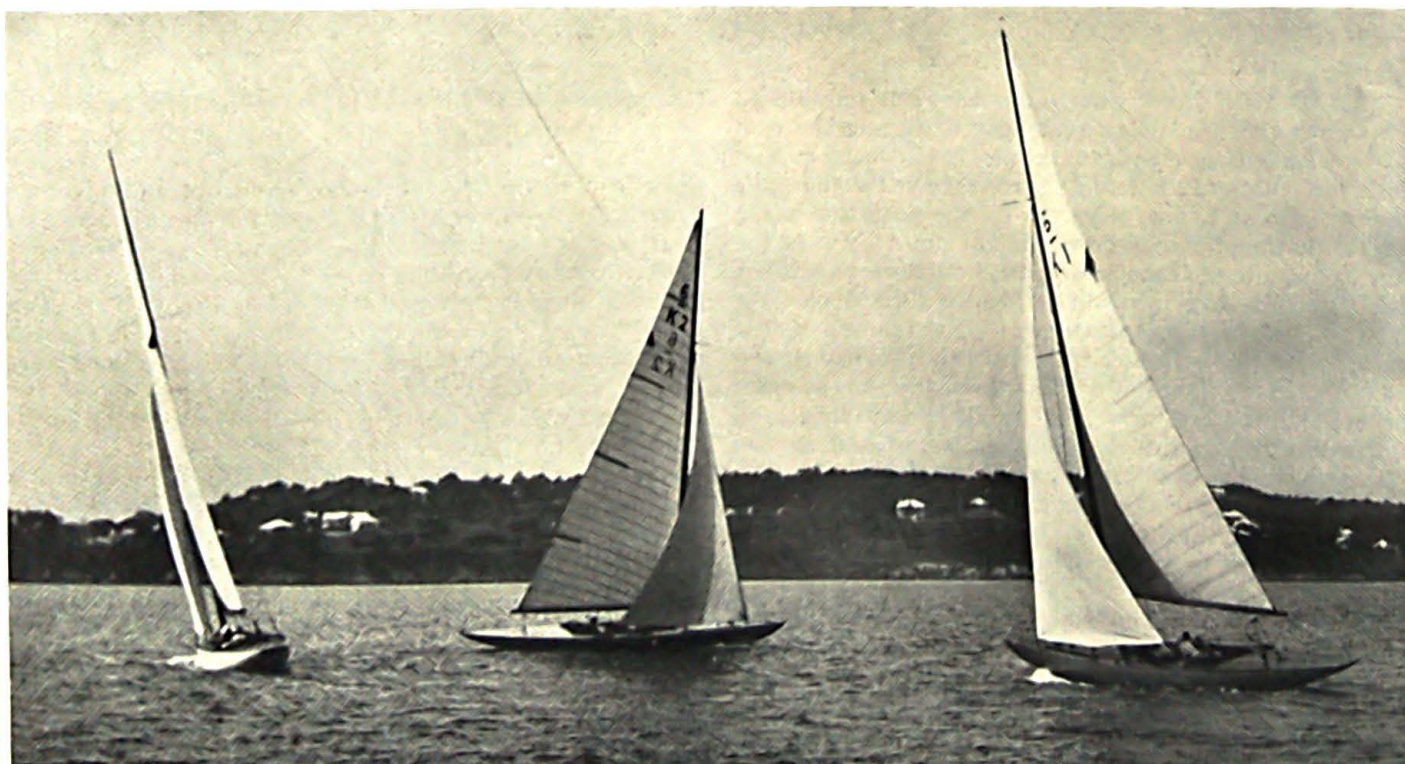
The regatta sailed late in April on Great Sound, Bermuda, for the Prince of Wales Trophy is a case in point. *Viking*, owned and sailed by Kenneth and Eldon Trimingham, finally came through to win from five other Six-Metre sloops, leading another Bermuda craft, *Achilles*, by exactly a quarter of a point. The first American "Six" was *Jill*, under charter to Chandler Hovey, and sailed by his daughter, Miss Elizabeth Hovey. She was third, a point and a half behind *Achilles*.

Four races were sailed, two being won by *Jill*, one by *Viking*, and one by J. Seward Johnson's *Swallow*. *Achilles* carried off three seconds and a third. *Viking* had, in addition to her one victory, a second and two thirds. *Jill's* failure to "come through" lay in the fourth and fifth places she tacked on to her two triumphs. *Swallow*, Lloyd Jones' *Sea Venture*, and Paul Shields' *Challenge*, never threatened the leaders in the point score, although the last-named, in spite of finishing last in the standing, held a strong position — first, second or third — at some

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"Jill," ably sailed by Miss Elizabeth Hovey, and Eldon and Kenneth Trimingham's "Viking," winner of the Prince of Wales Cup. Below is the Bermuda team of three "Sixes" which repelled the American invasion, "Achilles," "Sea Venture" and "Viking"



Bermuda News Bureau Photos

"Viking" Takes Prince of Wales Trophy

(Continued from page 47)

time in almost every race, only to lose out when the finish line was crossed.

So close was the final result that both *Viking* and *Achilles* had exactly the same average for the four races, 1.75, and the quarter point given to the winning boat in a race decided matters. Incidentally, the three leading yachts were never separated by more than two and a quarter points. That margin existed after the first and second races, following which it tightened up.

Weather conditions for the series varied from light and tricky winds to a fairly stiff breeze, and afforded a real test for the fleet. Great Sound is enclosed by land on three sides, and is protected by reefs on the fourth. It is spacious enough to allow of a good first leg to windward no matter what the wind direction, and furnishes a pictorial setting worthy of any yacht race.

The race committee used the so-called Swedish course exclusively, the distance each day being approximately ten miles. This course consists of a triangle (a beat, a close reach, and a broad reach), followed by a repetition of the windward leg and a run back to the finish. In a true breeze it gives the fleet a test in every point of sailing. In a shifting breeze it has the same defects as any other course.

While four races do not really afford sufficient data for the joining of definite conclusions, it appears that *Viking* is at her best in comparatively light air, although she can put up a good fight under any conditions. Throughout the entire Bermuda series *Jill* never found as much breeze as she could use. *Achilles* did not appear outstandingly good or bad in any particular kind of going. She is a good all round "Six," and takes a lot of beating. *Sea Venture*, the third Bermudian "Six," never approached the ability shown by her two sisters. As for *Swallow*, she got better and better as the series progressed, yet she seemed the least able of the three American entries. *Challenge*, designed by Luders, did not go consistently, due to various factors, but at times she gave the impression of having as much native speed as any "Six" ever put in the water.

In the Prince of Wales series the outstanding boat in turning to windward was *Jill*. Had she gone as well down hill she would have won her second leg on the cup. *Viking*, however, could show her heels to any of the other five dead to leeward or reaching. It was this ability that won for her, and it came within four feet of winning the first race for her, when she overcame a lead of at least two hundred yards on the run home and showed in front fifty yards from the line, only to have *Jill* regain the advantage when a shift of wind forced both sloops to jibe. This superiority in reaching and running enabled her to keep her lead throughout the second race, which she won easily, and in the final race it saved the series for her when it seemed sure that either *Jill* or *Achilles* was going to beat her out. Having watched cumulative point score events for some years, it occurs to me that sailing to leeward has been underrated as a factor in winning races. Last summer's women's championship illustrates this point. At any rate, *Viking* can attribute her success to that same speed down wind. She came through in one of the most exciting final races ever sailed. To begin with, *Jill* led after the third race, with 15½ points. *Viking* was second, with 15¼, while *Achilles* was third, with 14. This meant that one of the three boats would get a chance to sail the race unhindered while the other two fought, and *Achilles* seemed likely to be that one. And so it proved.

Jill climbed on top of *Viking* at the start, and gave her a good licking on the first windward leg, walking right past her to windward. She managed to hold her advantage all the way around the triangle, although *Viking* outran her and was close on her heels when she blocked down for the second thrash to windward. *Jill* doused her spinaker to windward of the jib, a dangerous piece of business had *Viking* tacked immediately upon rounding. As it was, the Bermuda boat tacked before *Jill* was ready to cover, and had clear wind. The two stood on a long starboard hitch

clean across the Sound, while *Achilles* left them.

And right there *Achilles* made her bid for victory. Both *Jill* and *Viking* overstood the mark, and when they finally reached the buoy *Jill* still led her opponent, but from first and second they had dropped to fourth and fifth positions while *Achilles* was in second place. Had they finished in that order James Pearman, sailing *Achilles*, would have led with 19 points, to $18\frac{1}{2}$ for *Jill*, and $17\frac{1}{4}$ for *Viking*. Nor did it seem unlikely that *Achilles* would catch *Swallow*. In that case, even though *Viking* went through both *Jill* and *Challenge*, *Achilles* would win by a point.

These might-have-beens did not come to pass, however. *Achilles*, her air broken up by *Challenge* and *Jill*, never could make up the lost distance on *Swallow*, being just out of effective blanketing range. And *Viking*, holding well down to leeward, where her wind was clear, slipped past both *Challenge* and *Jill* into third place, where she was safe by a fraction of a point. *Jill* did not succeed in passing *Challenge*, and ended up in fifth place. *Sea Venture* had blown out her good

mainsail just before the start, and was forced to use an old heavy-weather sail. She never figured in the race.

Following the Prince of Wales series, Lieut.-General Sir Thomas Astley Cubitt, Governor of Bermuda, put up a cup for a series of team races between American and Bermudian teams, *Viking*, *Achilles*, and *Sea Venture* opposing *Jill*, *Swallow* and *Challenge*. Two races were sailed, cumulative points again deciding things. In the first, meeting with airs of a trickiness that not even Long Island Sound has ever exceeded, the Bermudians came through $14\frac{1}{4}$ to 8, which put on the Americans the necessity of gaining first, second and third to win in the final event.

That race was sailed in a real breeze, and the Americans just fell short, taking first, second and fifth. It was a most interesting race, with 35 seconds covering the first four boats. The final score was $22\frac{1}{4}$ to $20\frac{1}{4}$, and was a fitting close to a series marked by keen competition and sportsmanship of a high order, and bore out Bermuda's claim to being the winter yachting capital of the Western Atlantic.

Six-Metres Out Again

THE DEFINITE possibility of a challenge for the Seawanhaka Cup caused a sudden revival of the Six-Metre Class. *Swallow*, J. Seward Johnson, *Challenge*, Paul Shields, and *Jill*, Seawanhaka Syndicate, sailed by Philip J. Roosevelt, were out the first day of Larchmont Race Week, following a cable from Herman S. Whiton in Norway, where he hopes to win the Scandinavian Gold Cup with *Bob Kat II*. It is understood that Crown Prince Olaf, Commodore of the Royal Norwegian Y. C., said that members of that club were much interested in a match for the Seawanhaka Cup in the latter part of September but, with plans incomplete, an actual challenge would have to be postponed. The trustees of the Cup cabled that they would welcome a challenge until July 20th. There is also a possibility of a team race including Swedish and Danish sloops.



Standing by for a squall. Six-Metres racing on the Clyde

Photo Ian G. Gulchrist