



THE MONTH IN YACHTING

Meet "Lulu," the New Queen of Bermuda

IF THERE was any doubt after the Prince of Wales series as to *Lulu* being the best of the spring crop of Six-Metre yachts blooming in Bermuda, it was quickly dispelled by her consistently top notch performances in the remaining events of the Royal Bermuda Yacht Club's racing fiesta.

Briggs Cunningham's new boat shared the starring role with *Rebel*, Paul Shields' latest pride and joy, in the American team's double conquest of the Bermudians in the Sir Thomas Astley Cubitt Cup match; she won once and finished second twice in three open races for special prizes, and then capped her array of successes by beating the Trimingham brothers' *Saga* in a gorgeous match race for the King Edward VII Cup.

Lulu is a lulu, make no mistake about that. She looks as though she is the best heavy weather Six-Metre that Olin Stephens has turned out. Because Bermuda specialized in wind and lots of it for the annual April yachting carnival, it is difficult to make any accurate observations on what may be expected from *Lulu* in the milder conditions characteristic of her home waters, Long Island Sound. But in the infrequent spells of light to moderate going she did encounter off Hamilton, *Lulu* showed no signs of sluggishness.

She has sweet lines, this boat; power without tubbiness. Furthermore, her sails were not as bad as most of those carried by the other American boats. You never saw so many cases of acute falling of the leech, chronic wrinkles and strategically placed hard spots. Then, too, the weather was hardly conducive to the gentle breaking in of new canvas. But, all this aside, *Lulu* in Bermuda was a good boat admirably handled.

Lulu and *Rebel*, the new Billy Luders creation, divided first and third places in the two team races held immediately after the Prince of Wales series. *Saga*, the best of the Bermudians, was between them both times. *Indian Scout*, sailed by C. Sherman Hoyt as a member of the R.B.Y.C. team, never was better than fourth, thanks to as wretched a suit of sails as you'd ever see on an International Six-Metre. *Viking*, one time ace of the Bermuda "Sixes," and *BobKat III* (ex-*Mood*) alternated in finishing fifth and sixth.

For the next three days the Six-Metres engaged in more or less informal racing with nothing particular at stake. *Lulu* won the first of these contests by nearly a minute over *Saga* in a 20- to 25-mile northwester, and *Rebel* was another minute astern of *Saga*. The second race was the craziest, topsy-turvy thing imaginable. Long Island Sound couldn't have been more fluky than Great Sound was that afternoon. *Saga*, at one point with a five-minute lead over the nearest boat, finally won by a length over *Lulu*, with *Rebel* another length back. Two hundred yards from home, *Rebel* was leading but fell into a hole and the other two got away from her before she could pick up way again. The last of the special races didn't prove much. *Viking* won it in fairly light going by taking advantage of a luffing duel between *Lulu* and *Indian Scout* on the downwind leg, sailing through them while Hoyt was unsuccessfully trying to protect his position against *Lulu*.

The match race for the King Edward VII Challenge Cup was a glorious climax to the protracted racing series. The trophy, won by Hoyt in the Class Q sloop *Capsicum* at the Jamestown Exposition regatta in 1907, and reposing in Tiffany's vault ever since, has been restored to competition by the veteran internationalist. He has deeded it to the Royal Bermuda Yacht Club as a perpetual challenge prize to be competed for on the Atlantic Coast of North America and the British West Indies, the idea being to keep the cup around where the Bermudians can get at it without too much difficulty.

Saga was chosen as the defender and *Lulu* was the challenger. The weather man dished up a blustery 25-mile southwester, clear skies and a lop of sea. Here was the sort of going in which the Norwegian-designed and built *Saga* used to kick up her heels and run away from all opposition. But it was the sort of going, too, in which *Lulu* had done well.

Saga, manned by the Trimingham, Eldon and Kenneth, Vincent Frith, Bert Darrell and Jim Pearman, bent on a small working jib. She couldn't carry a larger one because her topmast shrouds are not strong enough to keep the stick from tying itself in knots in a blow. *Lulu* had Cunningham at the tiller, Hoyt on the main sheet and Ducky Endt on the jib, with *Lulu's* two good paid hands. She carried a good sized Genoa.

Lulu got the weather berth at the start and

held the lead for two tacks. Over near the Somerset shore, *Saga*, unable to cross *Lulu* on the port tack, came about on her lee bow and proceeded to wriggle up across her, pour backwind into *Lulu's* big jib and open up a lead of 20 seconds before she turned the weather mark. *Lulu* halved the deficit on the run down to the hospital buoy, lost a length or two reaching across the Sound in the tumbling seas to the starting point and hauled on the wind for the second round twelve seconds astern.

Cunningham tried three short tacks in an ineffectual attempt to shake loose from *Saga*, but gave up these tactics when he found that the Bermudian gained each time. *Saga* was working out to windward of *Lulu* steadily as the American hammered around in the slop with her big jib occasionally breaking.

But, as they stood on a long port tack toward Somerset, *Lulu* began to go better. She was working into smoother water, her big jib was beginning to do its job and she began to foot like a race horse. *Saga* still had a good lead, though, as they got up under the Somerset hills and she tacked for the mark first. That may have been a tactical error, but in view of subsequent events it probably had little effect on the outcome, if any. *Lulu* held on across *Saga's* wake and came about several lengths to windward.

Lulu continued to gain on the starboard tack under the shore and *Saga* appeared to be headed off more than her opponent inshore. When *Saga* tacked for the mark, she couldn't quite get across *Lulu* and had to wipe off under her stern sharply. *Lulu* purposely overstood a little rather than run the risk of being put about by *Saga*, now on the starboard tack, and so rounded for the final spinnaker run a length astern.

Instead of trying to get up on *Saga's* weather side, *Lulu* went off to leeward, carried her spinnaker on the wrong jibe for 200 yards and then jibed over. *Saga* held on to the other tack for nearly two minutes before she jibed and when she came out on the proper course she found herself well astern of *Lulu* and dead in her wake. After that it was a procession and *Lulu* got the gun twenty-one seconds ahead of *Saga* after as keen, close and smartly sailed a match race as you'll ever see.

That *Lulu* was a going boat in Bermuda!
EVERETT B. MORRIS



Start of the 1930 series off Gothenburg, Norway, in which "Sixes" from Holland, Denmark, Finland, Sweden, Norway, France and the United States competed

The United States has taken part in the races for the Gold Cup seven times and in five of the matches has succeeded in getting into the finals. The seven American Six-Metres which have been entered in matches for the cup were designed by six different designers. The first time an American "Six" took part in a contest for the Gold Cup was in 1926 when Herman F. Whiton, then a mere youngster, sailed the famous Crane-designed *Lanai* to a hard fought victory, beating "Sixes" from Denmark, France, Holland, Norway, and Sweden. The 1926 match was held by the Royal Norwegian Yacht Club in the southern end of the Oslofjord, off Norway's famous yachting center, Hankø. It was a most interesting series with plenty of close racing. With the exception of the first day, when the weather was light and fluky, there was never as much as a minute between the winner and the second boat to finish. Herman Whiton and his crew had to work hard. According to the deed of gift, the cup goes to the yacht which first wins three races but the *Lanai* actually crossed the finishing line first in five races before she could claim the cup. She was disqualified in one race and in another she sailed a dead heat with the challenger from Holland.

In 1927, the Gold Cup races were held on Long Island Sound by the Seawanhaka Corinthian Yacht Club. This series also was full of excitement although the American defender *Lea*, sailed by "Corny" Shields, was followed by unusually bad luck. On the first day, in light weather, she was recalled by mistake, after a perfect start, and lost valuable minutes that she could not regain. On the second day, when she was leading the fleet, one of the racing marks was somewhat out of place and, in squaring away for it too late, she again lost ground that she could not recover. The challengers that year were Denmark, Finland, Great Britain, Holland, Italy, Norway and Sweden. The *Piri*, an extremely fast light weather boat, won the first race by a safe margin while the other seven came over the line in a bunch with only 54 seconds between the second and the eighth boat. The second race was won by the Swedish challenger *Maybe*, a victory in which her big genoa jib was an important factor.

This was the first time a "ginny" jib had been seen on this side of the Atlantic and thus it was that genoas in this country were called "Swedish jibs" for quite a while. In the third race there was one broken mast (Holland) and one broken spreader (Denmark). The race was won by Norway in a lively 25-mile easterly. With the other countries eliminated, Finland, Norway, and Sweden after three more races were again tied, with two races for each. The final race was won by Sweden's *Maybe*, sailed by Sven Salén, who led from start to finish, and the Gold Cup went back to Scandinavia. The *Maybe* is now owned on the Pacific Coast.

In 1928, *Salceema*, sailed by her designer, C. Sherman Hoyt, failed to win the cup after winning the first and the third race against "Sixes" from nine other countries. The other races and the cup went to the Norwegian *Figaro V*. Later, renamed *Mystery*, she won many races for William A. Bartholomae, Jr., Pacific Coast helmsman.

There was no American challenge in 1929, but in 1930 the *Ripples*, designed by Frank C. Paine and owned by Commodore John B. Shethar, of the American Yacht Club, tried her luck on the Dana Fjord off Gothenburg, Sweden. She was well handled by Ralph Manny, well-known Long Island Sound helmsman. *Ripples* won one race but was beaten in close racing by the Swedish defender *Ian* which kept the cup.

In 1931, the Stephens-designed *Cherokee*, owned by Herman F. Whiton, was the United States challenger at Gothenburg. She was well sailed by a young helmsman, Bill Cudahy, who won a race with her but was beaten in the end by Johan Anker, of Norway. Anker sailed the *Abu*, designed by himself, and took the cup back to Norway.

In 1935, Herman Whiton again tried his luck at Hankø with the *Bobkat II*, a Stephens-designed heavy weather boat. The weather was never on the heavy side during the first three races and, by the time it blew hard, *Bobkat II* had been eliminated, leaving Sweden and Norway to fight it out. The Norwegian *Vigri*, sailed by Magnus Konow, came out on top and Norway kept the Gold Cup. The *Vigri* is another

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U. S. "SIXES" KEEP INTERNATIONAL TROPHIES

"Lulu" Wins Scandinavian Gold Cup in Seventh Race. "Rebel" Makes It Three Straight for Seawanhaka Cup

By ALFRED F. LOOMIS

IF YOU mention Six-Metres to the race committee of the Seawanhaka Corinthian Yacht Club of Oyster Bay, L. I., they'll know what you're talking about at once, as the lively little buckets have occupied the major part of the committee's time since early in the season. Confidentially between you and me (and don't tell anybody I told you), the committee would have liked to see the Scandinavian Gold Cup go back to the country it came from and the Seawanhaka International Challenge Cup be on its way somewhere else. But a couple of American "Sixes" named *Lulu* and *Rebel* frustrated the secret hopes of the overworked officials, and next year Seawanhaka will have to defend again the two most coveted cups in small boat racing. Already the leading designers of the world, including the Scandinavian, are sharpening their drafting pencils in anticipation of some juicy orders.

Of the two events, racing for the Scandinavian Gold Cup came first on the calendar and first in dramatic appeal. In a way, the Gold Cup is the most interesting international trophy in competition, as a word of explanation will reveal. It was offered by Finland in 1919 and has never been won by the sailors of that country. It was first brought to the United States in 1926 when Herman Whiton won it in Norway with his *Lanai*. The following year Corny Shields defended it off Oyster Bay in F. E. R. Nichols' *Lea*, but lost it to the Swedish "Six" *May-Be*, sailed by Sven Salen. In that match of ten years ago Swedish supremacy was established largely with the aid of the first big overlapping jib used in this country. In the words of *YACHTING*, in November, 1927, "*May-Be*, then in sixth place, held on the port tack and, flattening down her reaching ballooner, made the eyes of the spectators pop as she walked through the fleet, sailing three feet to the others' two, and pointing just as high. It was the first real demonstration of the flat, overlapping jib advocated by Dr. Curry, and used in Europe in going to windward, and it was an eye-opener to the Americans."

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Photos by M. Rosenfeld

Briggs Cunningham's Six-Metre "*Lulu*" had a tough battle that went to seven races before she kept the Scandinavian Gold Cup in the United States. Below, left, Briggs Cunningham and crew of the winning "*Lulu*"



eyes, for the same Herman Whiton who had won the cup in '26 duplicated the consignment with *Indian Scout*. In returning the Gold Cup to Seawanhaka *Indian Scout* employed a mainsail whose boom swung so high above deck that her crew almost had to use a stepladder to reach it; and in fear that in future racing somebody would fall off a stepladder and be drowned the solicitous I.Y.R.U., which regulates such matters, last winter limited the height of main booms and made the ruling retroactive. This eliminated *Indian Scout* from further competition under her original sail plan, and it was lucky indeed for the United States that Olin Stephens was able to design, in *Lulu*, a "Six" which conformed to the new rule and was faster than the Scandinavian challengers. But here, I fear, we wander along the path of disputation and should return to factual reporting.

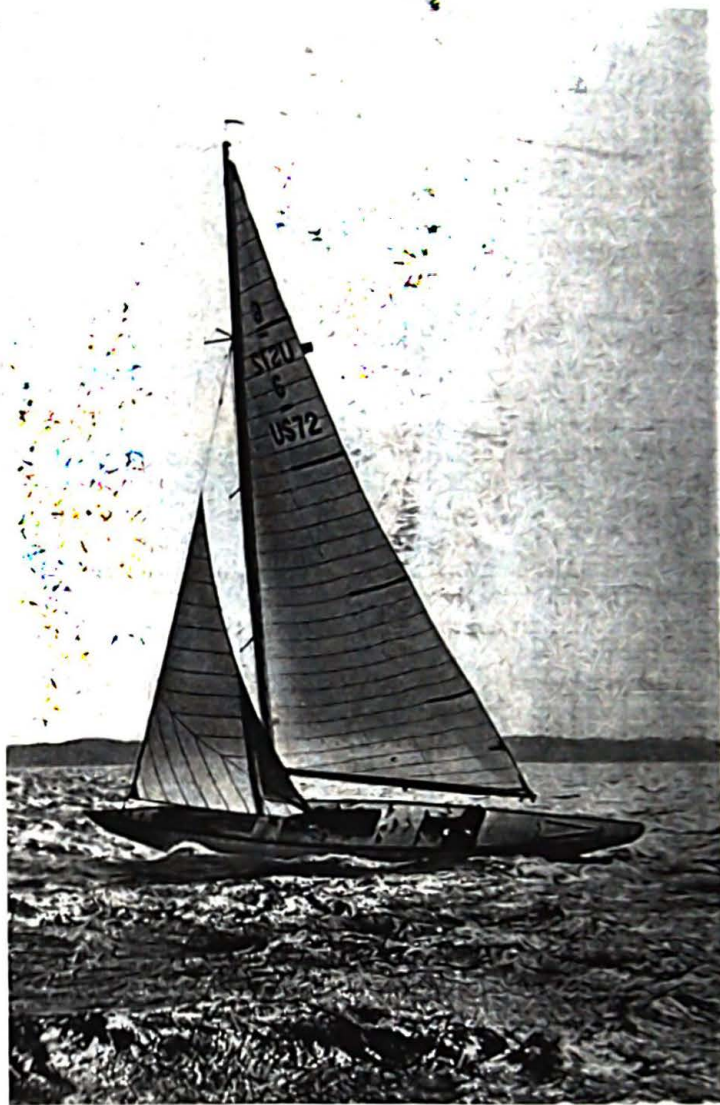
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on successive days, the deed of gift specifies a track which combines these courses. Thus each race consists of a windward leg, a leeward leg, the same windward leg a second time, and two reaches, and if the wind remains true each event gives spirited racing on every point of sailing. The length of each leg is $2\frac{1}{3}$ miles and so the total length of the course is $11\frac{2}{3}$ miles.

In still another particular Gold Cup racing is unusual and exciting. The point or percentage system does not enter into determination of the winner, and the only thing that counts is victory. Each entrant has three chances to win a race and if she doesn't come through in those three tries she is eliminated from competition. The cup is awarded to that boat which first wins three races, and thus if one boat is uniformly successful the series may end with the third race. But she has to be pretty good to clean up in such short order, as with one win to her credit she is vulnerable and is almost sure to be sat upon in the next race by another competitor with the result that still another boat wins and so prolongs the series. This is not exactly team racing, but the Scandinavians probably have a word for it. This year the series went the entire length of seven races before the winner was determined.

Lulu, owned and sailed by Briggs Cunningham, defended for Seawanhaka against the Swedish *Tidsfordrif II*, owned by Ewald Elander and sailed by 23-year-old Per Gedda; *Inga Lill XXVI*, owned and sailed by the Finnish yachtsman Sir Henrik Ramsay, K.B.E. (the title being English); and *Buri*, sailed by her Norwegian owner, Olaf Ditlev-Simonsen. All four competitors were new this year and were hot stuff.

There is no room here to give a detailed description of each heat, and as I missed seeing the first two I'd be rash to try it anyway. But the record shows that on August 28th, in a light easterly, *Lulu* won the first race by 3 minutes 36 seconds and that the order of finish after her was *Inga Lill*,



The Swedish challenger "Tidsfordrif II." She took two of the seven races. Left, Paul Shields' "Rebel" couldn't be stopped and buried the Norwegian "Buri" in three straight races for the Seawanhaka Cup



Buri, and *Tidsfordrif*. By winning in light weather, *Lulu* confounded some of her critics who had felt that our hopes for the defense should have been entrusted to a more slippery boat. Yet with one race sailed there was good reason to fear *Buri* because she had led on the first windward leg, and *Inga Lill* because she also had shown a burst of speed upwind which *Lulu* could not equal in light going. *Tidsfordrif*, the Swedish entry, was last around the course and couldn't have done worse if she had towed the One-Ton Cup (which she recently won abroad) all the way.

But the next day, with weather conditions similar, *Tidsfordrif* made the best of a spotty easterly and led the fleet home by 35 seconds. To do so she profited somewhat by tactical errors committed by the Finnish skipper, and by the fact that *Lulu* and the Norwegian boat paired off and sailed a long starboard tack toward the Connecticut shore in the first windward leg. There didn't happen to be enough wind in there for two boats, and when *Lulu* finally finished she was clocked more than twenty minutes behind the winner, with the Norwegian another couple of minutes astern of her.

After that there wasn't any wind worth using until Wednesday, although on Monday and Tuesday the competitors, the committee boat *Ilse III*, the Coast Guard cutter *Comanche*, the U.S.S. *Erie*, and a large

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Following upon eight 15-minute postponements on Wednesday, the third race began in a light east southeasterly which was the Finnish boat's meat, and she proceeded to gobble it up. She was first at the weather dory, third at the leeward mark, first again uphill, and first at the fourth dory and at the finish. In the meantime, *Buri*, the Norwegian entry, wandered into light airs and mental variables and was automatically omitted from the series for failing to finish first in any race.

Also, during the proceedings, Briggs Cunningham forced *Tidsfordrif* across the starting line and in so doing seems to have centered the attention of young Per Gedda upon himself. *Lulu* managed to hold *Tidsfordrif* on the first and second legs, but came up to the third mark (end of second windward leg) on *Tidsfordrif*'s lee bow, both of them sailing the starboard tack and to leeward of the mark. When *Inga Lill* (Finland) rounded and began her reach, Gedda carried his American competitor far enough past the mark to convert Finland's lead from seconds into minutes. Maybe the young man was getting back at *Lulu* for forcing him into a premature start or maybe he was giving the Finn a break by engaging in a little impromptu team work. Suffice it for me, who am always the reporter and never the critic, to say that

(1) the remaining two legs of the course were reaches, (2) that *Lulu* reaches like no Scandinavian's business, (3) that *Tidsfordrif* (Sweden) had already qualified for the remainder of the match, and (4) that if either she or *Lulu* had finished first *Inga Lill*, like the far-distant *Buri*, would have had to fold up her tents and silently steal away.

Whatever the occasion for overstanding, when *Tidsfordrif* finally tacked, closely followed by *Lulu*, and started sheets for the mark, *Inga Lill* was so safely away that she finished the race 2 minutes 25 seconds in the lead. On the fourth leg, a shift of wind to the south'ard gave *Lulu* a chance to jibe first and overtake the Swede, and the finish was in that order.

With *Buri*'s hopes lost in the ashes of three unsuccessful races, Sweden, Finland, and the United States came out for a fourth race which was bound to be interesting to the spectators, however unsatisfactory a three-boat race is to each competitor. Once more the wind was at east southeast and, at four knots, was as unenthusiastic as it had been since the beginning of the series. Seeming to carry the momentum of the third race, the Finn (*Inga Lill*) got the best of a starboard tack start and thereupon took over the duty (if I may attempt a witticism) of covering the American competitor. It began in this wise, if you want facts and times: The race started at 2:10. At 2:13 the Swede tacked to port and a minute later *Lulu* and *Inga Lill* did likewise. Thirty seconds later *Lulu* resumed the starboard tack and was immediately covered by *Inga Lill*. At 2:20 *Lulu* came about to port, once more covered by *Inga Lill* which by now had worked out a lead of several lengths. Not until 2:25 did *Tidsfordrif* take the starboard tack and when she converged with the other two her lead over both was well established. They were still to leeward of the mark, but when they rounded a quarter of an hour later, the Swede led the Finn by 1 minute 50 seconds and the American by 2 minutes 45 seconds.

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(Continued on page 114)



U. S. "Sixes" Keep International Trophy

(Continued from page 43)

half way to the leeward mark she went through the Finn's lee to second place. After rounding, *Inga Lill* went in toward the Connecticut shore on the off chance of picking something up in there, but when they all rounded the weather mark the second time the Finn was a hopeless third. So, for that matter, was *Lulu* a hopeless second, and in the two remaining reaches (the first of which was enlivened by a shift of wind which brought spinnakers in and made it a genuine Genoa reach) the order remained unchanged. Per Gedda sailed the *Tidsfordrif* across the line 54 seconds ahead of Cunningham's *Lulu* and 3 minutes 52 seconds ahead of *Inga Lill*.

The score now stood two for Sweden to one each for Finland and the United States, and Per Gedda needed but one more to take the cup to Gothenburg. And now, chil-

dren, did Briggs Cunningham give a tinker's dam if *Tidsfordrif* overtook the weather mark and let the Finnish boat gain the lead?

The wind for this fifth race was finally in the southwest quadrant, starting at eight knots and actually blowing up to twelve before the race was over. *Lulu* got the start, although nineteen competitors, if there had been that many, could have started ahead of her at one-second intervals and none of them beat the gun. Throughout the series all the competitors were as gun shy as a covey of quail, and what Rod Stephens and Artie Knapp, late of the *Ranger's* afterguard and both of them members of *Lulu's* crew, thought of such diffidence would be enlightening to learn.

The excitement did not start in this race until well on in the third leg, and it matters only to record

U. S. "Sixes" Keep International Trophy

(Continued from page 43)

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The excitement did not start in this race until well on in the third leg, and it matters only to record

that Sweden, the United States and Finland were one-two-three at the first and second marks. Half way to the third turn of this windward-leeward-triangular event, however, it became apparent that it was Finland's turn to win. And this, as you will see after a moment's study of the tally — two for Sweden, one for us, and one for Finland — was even more ardently to be desired by the crew of *Lulu* than by that of *Tidsfordrif*. So I shan't attempt to say whether *Tidsfordrif* or *Lulu* lured the other into overstanding the mark and giving *Inga Lill* the chance to turn a minute's loss into a lead of more than a minute and a half. When they began to overstand, *Tidsfordrif* was on *Lulu's* weather bow and so it looks as if the Swede took the initiative. But to offset that circumstance is the fact that *Lulu's* crew were praying that the next day would bring the wind that *Lulu* needs to make her show her stuff.

So Finland won the fifth race despite the fact that *Inga Lill* used up a couple of spinnakers on the broad reach home and lost a minute of her lead before she could get a small blue-and-white-striped affair to draw. She won by 29 seconds, followed by *Tidsfordrif* and *Lulu*.

The sixth race conflicted with Seawanhaka's fall regatta and the committee boat proceeded to the eastward to start it north of Eatons Neck. By so doing a thunder squall was evaded and the race was sailed in a south southwest wind which began at three knots, worked up to twelve and subsided to seven knots at the finish. It wasn't *Lulu's* weather, but it was her only remaining chance to remain in the running, and Cunningham cashed in on it by superior tactics, knowledge of the tides, and spinnaker work. At the outer mark in light going, *Lulu* was a poor third, 1 minute 45 seconds astern of *Inga Lill* and 26 seconds behind *Tidsfordrif*. At the leeward mark *Lulu* had overtaken the Swede and picked up all but 4 seconds of the Finn's advantage. And she was here even better than the time indicates, as Cunningham got the turn and was on Sir Henrik's wind when they hardened in sheets.

On the next windward leg the breeze freshened to 12 knots and although the Finn, splitting from the others, sailed fast, Cunningham was again able to take the inside berth at the mark, rounding with a lead of 6 seconds and followed 14 seconds later by *Tidsfordrif*. There ensued the two reaches to complete the course and in them *Lulu* consistently widened out her lead to win from *Inga Lill* by 46 seconds, *Tidsfordrif* crossing another 23 seconds behind the Finn. This patiently awaited and well deserved win of *Lulu's* made the tally even all around, but with the Weather Bureau rushing patriotically if belatedly to *Lulu's* aid. The W.B.

promised a hard northerly for that afternoon or night, and except that it came the next morning and was easterly the prediction was accurate. It was a right peart breeze.

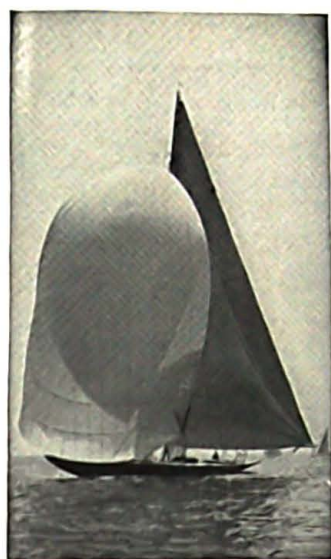
So the last heat was started from the big Coast Guard cutter *Comanche*, and in driving rain and jumping sea was raced under small Genoa's, reefed mains and whopping big parachutes. I don't doubt that Per Gedda and his crew of Swedes are even now swapping "if onlys" with Sir Henrik Ramsay and his crew of Finns. For if only one or the other of them had annexed the first or the sixth race it wouldn't have had to go to seven races. And the wind wouldn't have had to blow at 30 knots, which was decidedly *Lulu's* weather, and perhaps *Lulu* wouldn't have added Olin Stephens to the two other members of *Ranger's* afterguard who were included in her complement of five.

But the contest for the Scandinavian Gold Cup *did* go to seven races and *Lulu* won hands down. She started first, worked out to windward with as much *elan* as her competitors had previously shown in light airs, got her spinnaker set in shortest time at the outer mark (57 seconds in a 30-knot breeze), and for 1 hour 47 minutes and 12 seconds of a closely contested race slowly widened out her lead on her one effective rival. *Tidsfordrif II* was beautifully sailed and could only have been beaten by a stiffer boat more beautifully sailed. She finished 2 minutes 35 seconds astern of *Lulu* — which isn't a bad defeat in nearly half a gale of wind — and both of them lapped the overpowered *Inga Lill XXVI* which, as Sir Henrik regretfully stated before she went out to take the dirt, was not built for that kind of weather.

So, on September 5th, the Gold Cup was locked up again in Seawanhaka's trophy cabinet and on the seventh the club's own international challenge cup was once more put in jeopardy. And will you forgive me if I make the story of the Seawanhaka match extremely short?

Buri, the Norwegian challenger, which had been eliminated from the other race, competed against *Rebel*, designed by A. E. Luders, Jr., owned by Paul Shields, and sailed by Paul's redoubtable brother "Corny." They met four times in light to moderate winds from the northeast quadrant, and at the first meeting *Buri* was saved by expiration of the time limit.

In the first completed race, over a windward-leeward course, twice around, *Buri* did well up wind, and, setting an enormous parachute borrowed from George Vetlesen's *Vema IV*, had pulled abreast of *Rebel* down wind when the kite collapsed in a jibe and fell into the water. The time lost in recovering it in fragments from keel and rigging and in setting another spinnaker cost *Buri*



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her play for leadership. Dropping steadily astern in the next two legs, she lost by 2 minutes 21 seconds.

In the second race, over a triangular course sailed twice around in a 15-knot easterly, *Buri* led by 22 seconds at the first weather mark but took such an unconscionable time to break out her spinnaker in the first reach (4 minutes 20 seconds to *Rebel's* 70 seconds) that the American boat was only 7 seconds astern at the next mark. In the second reach *Buri* did not set her spinnaker at all, although *Rebel* did, and yet failed to luff *Rebel* when "Corny" sailed through her wind to establish a lead in the latter part of the leg. After the race I asked "Corny" why Ditlev-Simonsen didn't luff him until his 'chute was aback and

he replied, coyly, "I don't know. I didn't like to ask him."

Rebel began the second circuit of the triangle with a lead of 14 seconds and widened it to 1 minute 23 seconds at the weather mark. On the next reach *Buri* did better with her spinnaker and gained 13 seconds, jibed neatly around the last dory and picked up 8 seconds more on the final leg. Nevertheless, *Rebel* won by the comfortable margin of 1 minute 5 seconds.

The third and cup-winning race was sailed by *Rebel* with the usual faultless technique of her skipper and crew and was won by 1 minute 7 seconds. It was again a windward-and-leeward course, and *Rebel* led from start to finish. In short, she buried *Buri*.



Y 10/37
75

UNDER THE LEE OF THE LONGBOAT

By "SPUN YARN"

SOMEbody happened to call last month's YACHTING to my attention and I learned that my copy for this page had run a paragraph short. Chas. Hall filled the gap with an item which complied with all the canons of good taste except that he called me a loafer. In retaliation I wish to point out that I'm paid by the month and not by the paragraph, that the page is generally too long, that it's never timely, and that a conscientious associate editor should keep a couple of slightly shopworn paragraphs for an emergency.

A correspondent in Middletown, Conn., who forgot to sign his name sent me this exciting UP dispatch from Glassboro, N. J.: "A former U. S. Navy gunner's mate, 51-year-old Conrad Brangenberg, taught President Roosevelt sloop-rig sailing. Brangenberg instructed Mr. Roosevelt when assigned as a sailing master to him in 1913. 'He's among the best sloop yacht sailors in the country,' Brangenberg said." Our correspondent thinks we should get this man to comb Vamarie's whiskers. But I hear from another source that Vamarie is on the up-and-up and that she may be expected to go places next summer. (To be continued.)

Glancing through my favorite yachting paper (*The New Yorker*, of course) I was amazed to see *Buri*, the Norwegian "Six," referred to as "painted a sort of off-white." Well, Bosun, she may have looked off-white to you from your office down in 90 Broad, but when she passed *Hotspur* the other day on Long Island Sound I could have sworn she was another green boat. A Norwegian friend of mine said her crew looked the same color when it came to setting spinners, but I hesitate to repeat a crack like that.

Speaking of spinners, I wonder whether we oughtn't to revise our estimate of the relative importance of windward and leeward work in small boat racing. In the Scandinavian Gold Cup races, *Lulu* reached and ran like a fool and clinched her first win by so doing. In her second win, wise spinnaker work turned defeat into victory, while in the decisive seventh race she widened out her lead over *Tidsfordrif II* each time she put her parachute to work. My conjecture may, however, be entirely idle. Perhaps I should say that if the Scandinavians wish, another year, to benefit by the demonstrated windward ability of their "Sixes," they should take a few days off to watch Rod Stephens set and trim a spinnaker.

It must have been quite a breeze they had on Lake Michigan in the Mackinac Race, and I'm glad I wasn't there. Had

a letter from Bob Benedict, the old softy, in which he described how the wire jib sheet decapitated Charlie Noble, unbeknownst to anybody on deck, and how presently they had to drill holes in the cabin floor to let the water into *Southern Cross's* bilge and keep her from sinking — or something like that. He went on, "Funny part of it was that the stainless steel protection around the stove carried the water down through the old coal locker, so that water spouted almost everywhere in the galley, with nothing to show that the stack was gone. I watched the water come out of the little locker under the stove for a while and then decided water couldn't come out of there, so went back on deck again." It reminds me of the time I asked old Joey Chambers what he would do if a sea rambled aboard over *Hippocampus's* stern and Joey, after giving my question serious consideration, said, "I don't want to be aboard when it gets that bad."

Little by little all the offices in the Lee Rail Vikings are being filled. Not long ago a ten-year-old Marbleheader undertook to paddle out in his kayak in thick fog and show visiting racing yachtsmen the way to their moorings. One of them — and he's my newest Viking — offered the lad half a dollar to guide him to a certain yacht club float half a mile away and the youngster took him up. When they reached there the Viking walked off without paying and told the sailor on the float not to let the boy land. I'm trying to find out the Viking's name — not the one the eloquent young Marbleheader called him — and when I track him down I'll put him in charge of our Junior Department. The young can't learn too early the welcome art of welching.

In direct contrast is the manner in which the Royal Ocean Racing Club behaved toward the American yawl *Lizzie Mac* in the recent Fastnet Race. She crossed the starting line too soon, but did not see her recall signal and proceeded ignorantly and blissfully on her way. According to Uffa Fox, writing in that week's *Yachting World*, "... in future the R. O. R. C. will have to use the Y. R. A. starting rule for the Prince of Wales Cup. The committee can use their discretion as to whether they disqualify a yacht for being over the line at the start, whereas now the R. O. R. C. must disqualify the *Elizabeth McCaw*, and their rules have placed them in a rather stupid position, for this little vessel, having sailed across the Atlantic, must by the rules be disqualified." But when good sportsmen get together a way may always be found for jettisoning a stupid rule. *Lizzie* was not disqualified.

Hazard Standardizes Processed Yacht Fittings

Will Eliminate All Splices in Stainless Steel Rigging

the American Chain and Cable Company. This consists of a socket and eye of stainless steel into which the wire is inserted. Then by cold rolling under tremendous pressure the metal of the sleeve flows down into the interstices of the wire and the whole is bonded in one solid mass as shown in the accompanying illustrations. During the process the shank of the fitting is elongated about 22%.

Standard eye type fittings have been designed to take all diameters of 19 wire strand from $\frac{3}{32}$ " to $\frac{3}{8}$ " which fills the requirements of everything from Star boats to large ocean racers. In all cases the diameter and thickness of the eye has been calculated to take the pin and fit into the jaws of standard turnbuckles. The cost of rigging made up with these fittings compares very favorably with the cost of splicing the wire over a thimble.

First used on "Enterprise"

This type of cold rolled fitting was first developed about fifteen years ago. Since then it has been adapted to many large volume industrial uses. Millions of similar steel fittings are rolled on to automobile brake cables in the course of every year.

Its first application to yacht work was on the cup defender *Enterprise* in 1930. Much of her rigging was simplified by the use of these fittings with turnbuckles below and tangs on the mast aloft. When the Long Island Sound Interclub rigs were changed in 1935 Hazard processed fittings were rolled on to both ends of all pieces of standing rigging.

Used by airplane builders

The Navy and several airplane manufacturers are now using this type of fitting. Their specifications provide that in all pulling tests the wire away from the fitting must be the first to break.

The specifications, strengths, etc. of the various sizes have been worked out by the Hazard Company with Sparkman & Stephens and other leading naval architects. In all cases the necessary holding power of turnbuckles, fittings, and tangs have been calculated from the breaking strength of the diameter of 19 wire strand stainless steel wire being used.

There has been some hesitation about the use of tangs in place of spliced eyes which fit over the spar and against a shoulder on the opposite side. This has probably been due to a mistaken notion that the hole necessary to bolt

the tangs through the spar weakens it appreciably. Recalling that by far the largest part of the force exerted on any spar is compressive force it is obvious that a bolt which completely fills the hole drilled for it does not detract from the spar's ability to withstand compressive force. When a spar gives way at that point it is a result of the fact that the spar is held rigidly there while it is moving at some other point through failure of another part of the rigging structure.

Rod Stephens illustrates this action of a spar under compression with a light cane or yardstick. With one end resting squarely on the floor he presses down on the other. The entire length becomes a symmetrical curve without sharp bends anywhere. However, when either half is held rigidly as a properly stayed mast would be held the other half must do all the flexing and there is a sharp bend at the point where the rigid and curved parts come together. The stick will break first at this point.

Tang thoroughly practical

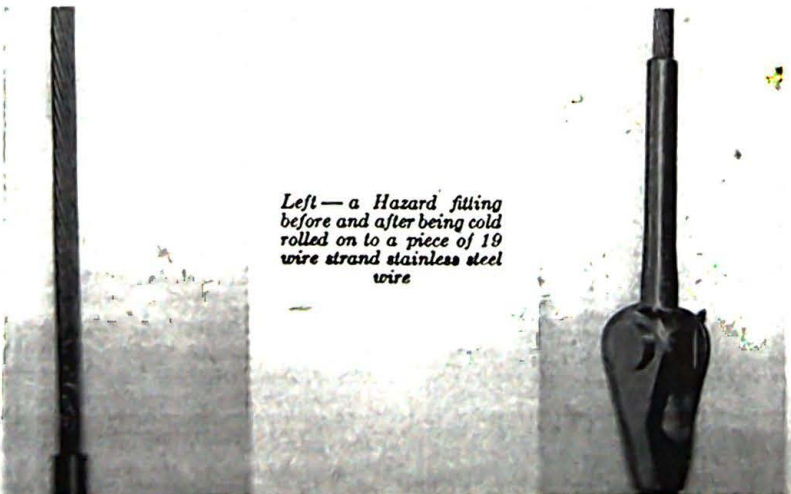
Various forms of tangs have been worked out in recent years, several of which are illustrated. The theory in all cases being to divide the strain over as much of the spar as possible. The through bolt which, to save weight, is often a piece of threaded tubing is, of course, necessary to take the outward pull of the shroud or stay away from the mast. Tangs are usually as light in weight or lighter than any other type of fitting.

Because of the large and expensive nature of the equipment necessary to attach the Hazard fittings all the work must be done at the Hazard plant. Exact measurements, of course, must be



Mast tangs and spreader fittings on a six-meter's mast. These are carefully calculated to carry a load equal to the breaking strength of the wire

provided as lengths cannot be changed once the rigging is made up. Though it may appear to be complicated this is actually no more than any builder would have to do in laying out the work for his rigger. In replacing old rigging, the new can best be made up by duplicating the old.



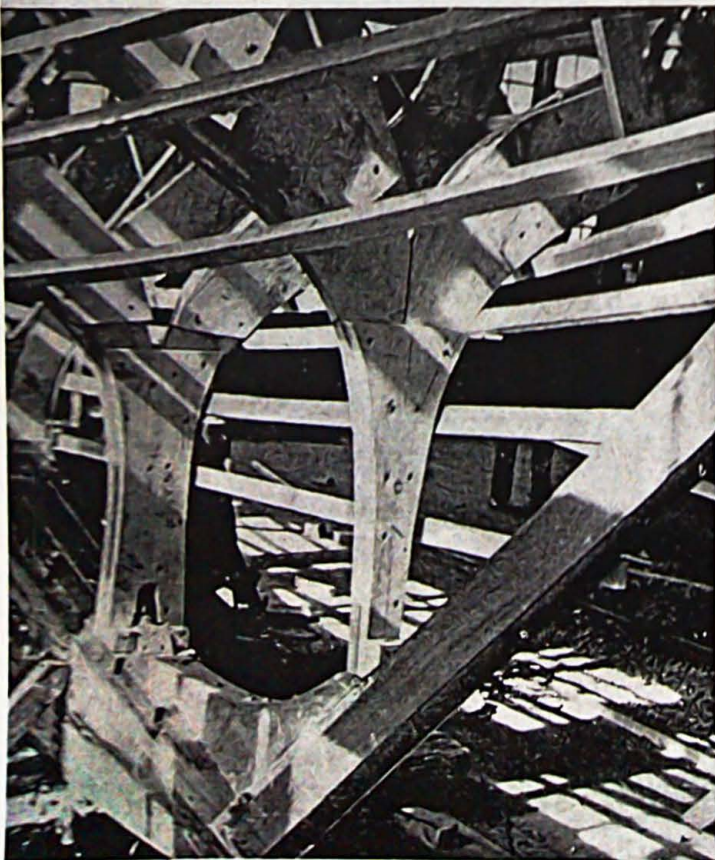
Left — a Hazard fitting before and after being cold rolled on to a piece of 19 wire strand stainless steel wire

The new "Six" for Briggs Cunningham, a
appeared about a month ago. Work on
was rushed so that she might be shipped
Bermuda to compete for the Prince of Wales
Trophy. She is from plans by Sparkman
Stephens, Inc., and has been named "L

At the left, the boat, almost "shut"
Below, notching the horn timber for the
of the frames. At bottom, the backbone
up, the molds are in place and the ribs
are being run, preparatory to framing

Building a Six-Metre

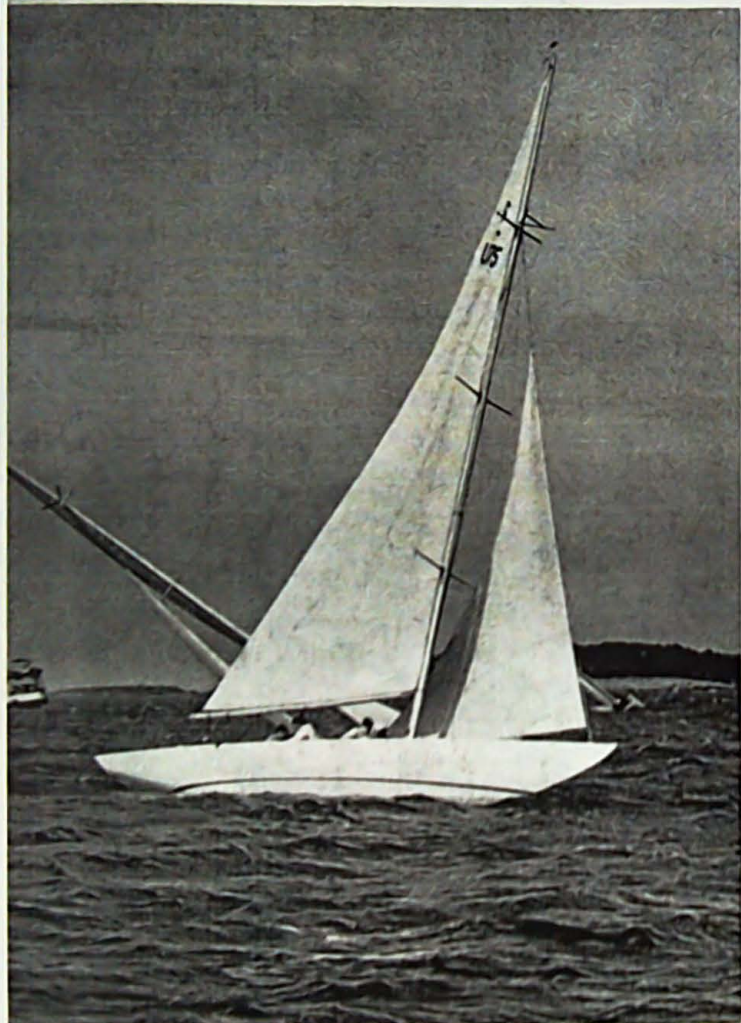
A New Boat Under Construction at Nevins' Yard



"Lulu" Wins Prince of Wales Trophy at Bermuda

By

EVERETT B. MORRIS



It blew hard in several of the races, as this picture of Herman Whiton's new "Light Scout" crossing two of her competitors shows

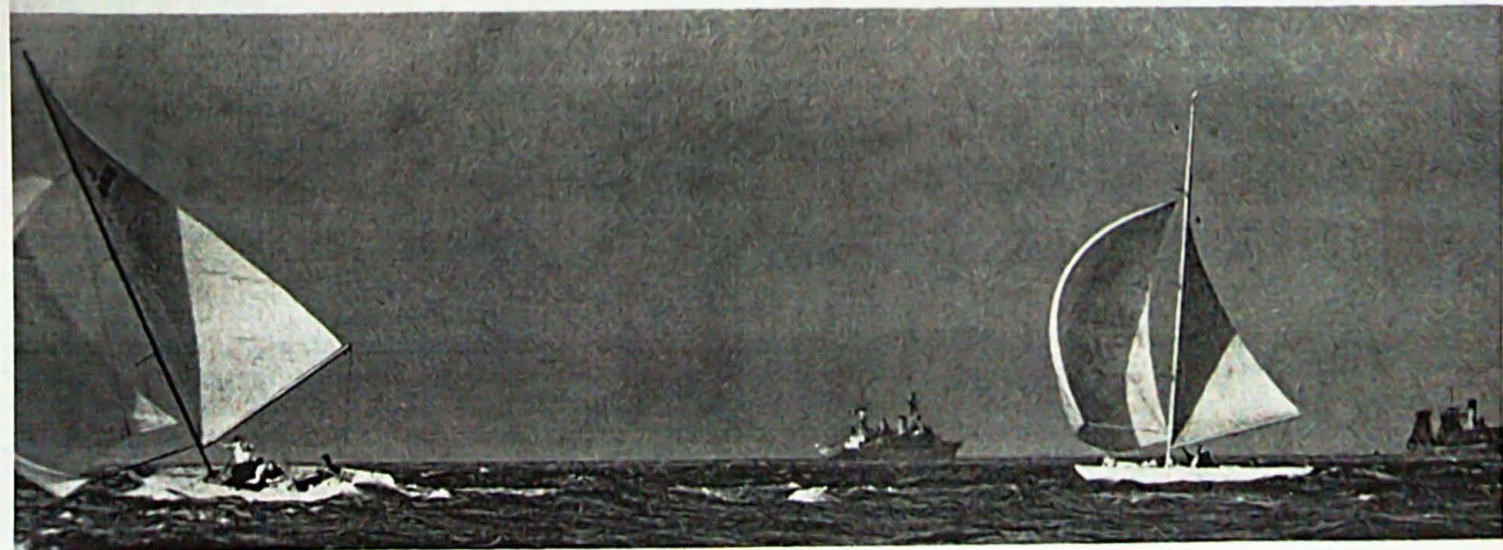
YOU can't tell about these Six-Metre yachts. Sometimes they slide down the ways, get under sail and proceed to step right out and win races. More often, though, they require no end of careful tuning and they dub around erratically until they find their groove.

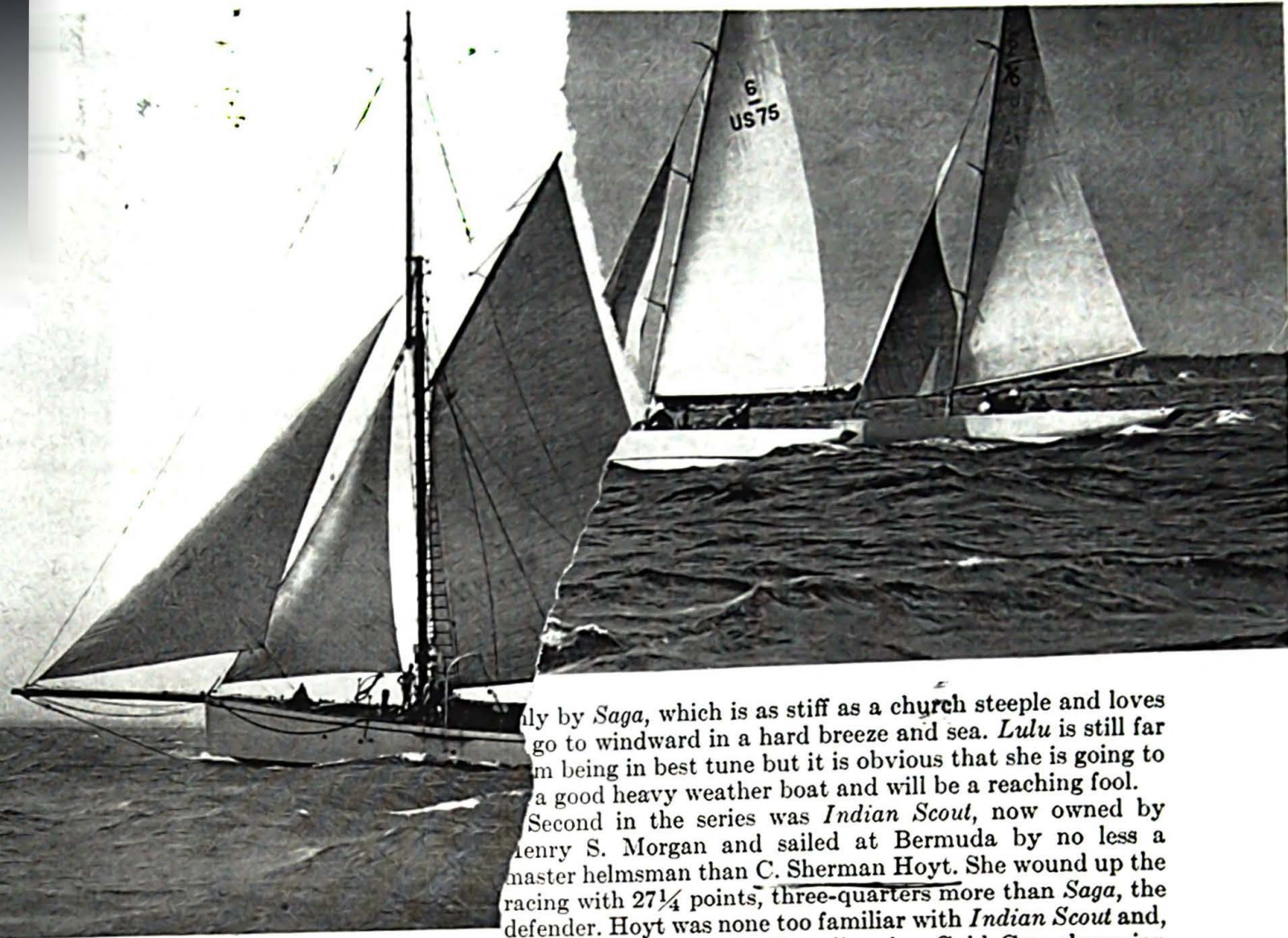
Take the case of Herman Whiton's *Indian Scout* last year, for instance. She was finished just in time to be shipped to Bermuda for the annual Prince of Wales Trophy series. Untried, untuned, and strictly an unknown quantity, she went well in streaks, poorly in others, and the trophy was won by Eldon Trimmingham's new Norwegian built and designed *Saga*. Later in the year, *Indian Scout* won just about every valuable piece of silverware for which she raced and cleaned up the finest Six-Metres abroad in major competition.

Now we shall consider the case of *Lulu*, built this winter for Briggs Cunningham, the young but experienced internationalist from the Pequot Yacht Club, in Southport, Conn., from designs of Sparkman & Stephens, Inc. With only a little preparation for a series of such importance, and racing in a high class fleet of ten boats that included, besides *Saga* and *Viking*, former winners of the trophy, two other new American "Sixes," *Lulu* went after the Prince of Wales Cup at Hamilton early in April.

Weather made no difference to *Lulu*. There were two days of strong breezes and heavy seas, one of moderate to fresh going, and another of drifting in cat's-paws and sailing in a light wind and smooth water. In these varied conditions, *Lulu* knocked off three second places and a third for a total of 34 points out of a possible 40 and won the competition that has been the high light of Bermuda's yachting season since 1931. Cunningham's pleasure over his victory was exceeded only by that of Olin Stephens, *Lulu*'s creator, who served as first mate in Cunningham's afterguard.

Lulu had to have a bit of luck in the final race of the series, but when she got the break that lifted her from a forlorn last place into the lead she was good enough to make the best of it. In heavy stuff, she was at her best, being beaten



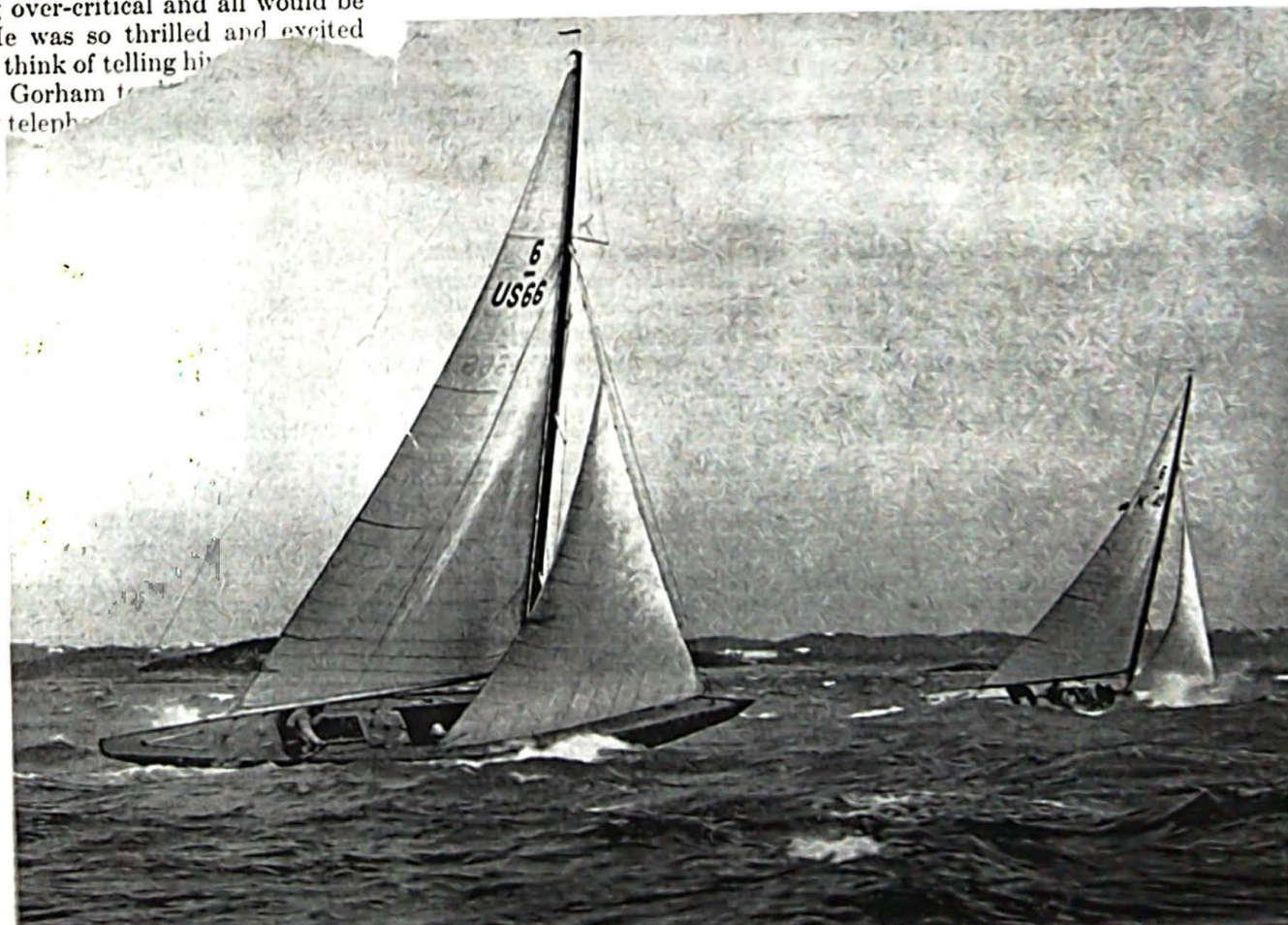


The auxiliary ketch "Vanora," built in 1903. She

only by *Saga*, which is as stiff as a church steeple and loves to go to windward in a hard breeze and sea. *Lulu* is still far from being in best tune but it is obvious that she is going to be a good heavy weather boat and will be a reaching fool. Second in the series was *Indian Scout*, now owned by Henry S. Morgan and sailed at Bermuda by no less a master helmsman than C. Sherman Hoyt. She wound up the racing with 27¼ points, three-quarters more than *Saga*, the defender. Hoyt was none too familiar with *Indian Scout* and, in consequence, got the Scandinavian Gold Cup champion in irons on the starting line the opening day as he shifted

(Continued on page 146)

In't a great deal of confidence in him as a fitter-out, I might perhaps I was being over-critical and all would be when we got to sea. He was so thrilled and excited at the trip that I hated to think of telling him. I thought I'd ask Mr. Gorham to go and spent all Monday telephoning him. *Cunha*, (above), winner of the Wales Cup. Launched a short time before the she found herself quickly in the weather made no difference in her speed;



Eldon Trimmingham's "Bob-Kat III" soaking out to windward and "Indian Scout," sailed by Sherman Hoyt to top position, in a hard wind and a lumpy sea

"Bob-Kat III" nearly lost her spinnaker out in the breeze that blew on the first day of the series

"Lulu" Wins Prince of Wales Trophy at Bermuda

(Continued from page 51)

from one side of the tiller to the other and caught it on the tail of his oilers. That mishap put *Indian Scout* so far behind that she finished seventh while *Saga* was winning, *Lulu* was taking second place and *Bob-Kat III* (ex-*Mood*), third.

It was really blowing that day, 25 to 30 and more in spots, and Great Sound was a lather of whitecaps. Down wind sailing was wild, woolly and wet to say nothing of spectacular, and spinnaker men aged ten years in two miles.

The fleet had a nice 12-mile southerly for the start of the second race and the wind piped up to an 18-knot strength on the second round. Hoyt got a perfectly timed start at the leeward end of the line, sailed up across the fleet in the first mile and remained on top the rest of the way through a run, a reach, another beat and a final spinnaker leg. *Lulu* was second the first time around, nearly catching *Indian Scout* on the short reach, but on the wind the second time up she was passed by Herman Whiton's new *Light Scout* and had to be content with third place. Because *Saga*, unable to extricate herself from a mess of backwind the first time up wind, finished with only four boats astern, *Lulu* assumed the series lead.

She held it the next day by finishing second to *Saga*, again in another whistling southerly. *Indian Scout*, unable to hold *Saga*'s line in the heavy going, took third place, and *Rebel*, the new Billy Luders boat owned by Paul Shields, took fourth. *Rebel*'s showing under the conditions was remarkable as she

(five feet nine inches beam) and appears to be potentially a "whiz" in light and moderate stuff.

The fourth race was postponed a day because at noon things looked as though another dusting was in the offing. Eldon Trimmingham made a fine sporting gesture in suggesting the day off because, obviously, things were just to the liking of his boat. His suggestion was greeted with cheers, for everyone appeared to be heartily sick and weary of the pounding they had been taking.

The final race, held on Sunday, the 11th, was a weird affair. It began in almost a flat calm with what air there was coming in dainty cat's-paws out of the west. It finished ten minutes inside the time limit in a six-mile easterly. In between times, all sorts of things happened.

Ghosting along with the slipperiness of an eel in a pan of grease, *Rebel* worked out a long lead in the hour that it took to cover the first mile of the drift to windward, and *Lulu* and *Viking* were so far to leeward that they looked hopelessly out of things unless the race were called off. *Saga*, not covering *Lulu*, was about in the middle. Suddenly a light breeze came in from astern. *Lulu* set her spinnaker, filled away from the doldrums and, with *Viking* just astern, sailed around the whole fleet. She rounded the outer mark half a dozen lengths ahead of *Viking*, and *Rebel* came up third, with *Marga*, the Finnish entry, in fourth place. The rest all piled around more or less together.

The next leg was a short, close reach on the port tack and then the

remained unchanged after the reach, on which *Rebel* lost her place to *Marga* by holding high for a shift that never came. *Viking* picked up on *Lulu*, though, and *Saga* climbed out of the ruck into fifth place as they started the last leeward-windward round.

Saga was too far behind to do anything about *Lulu* now and it made no difference to anyone except *Viking's* new owner, William Miller, that the green-hulled boat beat *Lulu* upwind in the light going to the finish. *Rebel* sailed away from *Marga* and gained on both leaders. *Saga* went from bad to worse and wound up in last place.

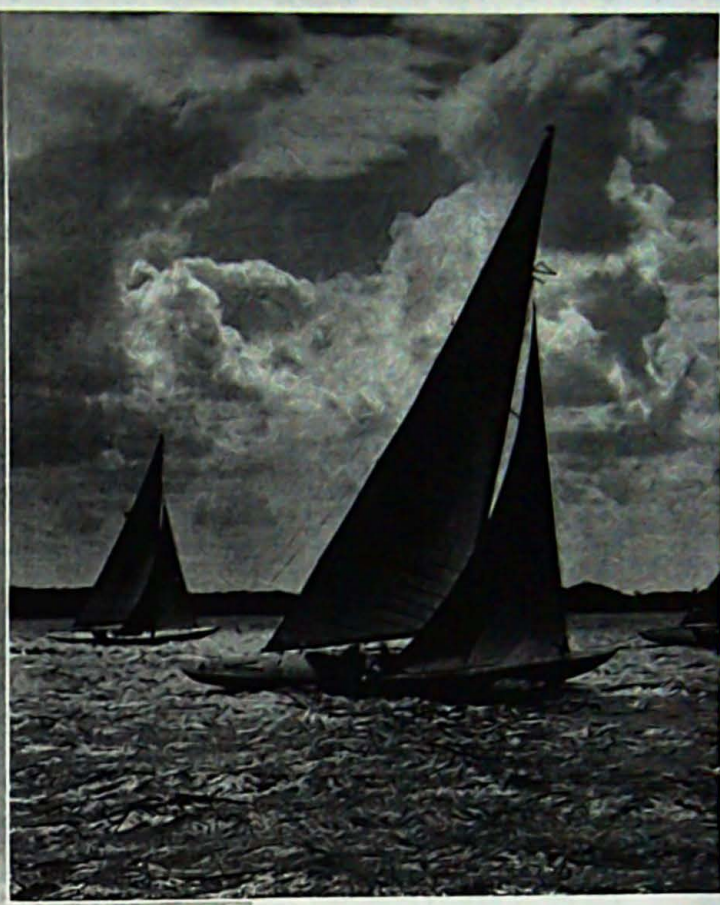
It was a good series and a most interesting one to persons watching the development of the American boats built to the new rule. *Lulu* is definitely the best of them in a breeze. *Rebel* seems to be on her way

which Herman Whiton designed as a successor to *Indian Scout*, has still to prove much of anything. She had her moments in all kinds of going but generally was erratic. Her best showing was on the second day when, on the second trip up wind in a freshening breeze, she got away from *Lulu* and finished second to *Indian Scout*. The old *Totem*, built as a light weather boat in 1931 and later modified, went amazingly well to windward in all sorts of weather, but had bad breaks and just about the worst spinnaker work possible. *Silroc*, another old boat, found the weather too tough for her. She likes it light and when she got that on the last day she was in the wrong place when the wind came in. Bob Meyer is still new to *Bob-Kat*.

The Prince of Wales series standing follows:

Boat	Owner	Points
<i>Lulu</i>	Briggs S. Cunningham (US)	34
<i>Indian Scout</i>	H. S. Morgan (US)	27 1/4
<i>Saga</i>	Eldon Trimmingham (Berm)	26 1/2
<i>Rebel</i>	Paul V. Shields (US)	21
<i>Bob-Kat III</i>	Robert B. Meyer (US)	21
<i>Viking</i>	William Miller (Berm)	19 1/4
<i>Totem</i>	A. E. Luders, Jr. (US)	19
<i>Light Scout</i>	Herman F. Whiton (US)	18*
<i>Silroc</i>	C. Raymond Hunt (US)	14
<i>Marga</i>	Eric Ahlstrom (Finland)	8

*Lost protest and six points in last race when she fouled *Bob-Kat* on port tack.



The "Sixes" at Berr

Above, Paul Shields' new "Rebel." Ahead Cunningham's "Lulu," while Eldon Tringian-built "Saga" is seen astern. "Lulu" divided first and third places in the two days, "Saga" finishing between the



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RB 11

Looking out over Hamilton Harbor from the

her play for leadership. Dropping steadily astern in the next two legs, she lost by 2 minutes 21 seconds.

In the second race, over a triangular course sailed twice around in a 15-knot easterly, *Buri* led by 22 seconds at the first weather mark but took such an unconscionable time to break out her spinnaker in the first reach (4 minutes 20 seconds to *Rebel's* 70 seconds) that the American boat was only 7 seconds astern at the next mark. In the second reach *Buri* did not set her spinnaker at all, although *Rebel* did, and yet failed to luff *Rebel* when "Corny" sailed through her wind to establish a lead in the latter part of the leg. After the race I asked "Corny" why Ditlev-Simonsen didn't luff him until his 'chute was aback and

he replied, coyly, "I don't know. I didn't like to ask him."

Rebel began the second circuit of the triangle with a lead of 14 seconds and widened it to 1 minute 23 seconds at the weather mark. On the next reach *Buri* did better with her spinnaker and gained 13 seconds, jibed neatly around the last dory and picked up 8 seconds more on the final leg. Nevertheless, *Rebel* won by the comfortable margin of 1 minute 5 seconds.

The third and cup-winning race was sailed by *Rebel* with the usual faultless technique of her skipper and crew and was won by 1 minute 7 seconds. It was again a windward-and-leeward course, and *Rebel* led from start to finish. In short, she buried *Buri*.