

## THE MONTH IN YACHTING

SEAWANHAKA CUP RACE NEXT  
SUMMER

► The Seawanhaka Corinthian Y.C.'s challenge for a race for the Seawanhaka Cup in 1947 has been accepted by the Royal Northern Y.C., of Scotland, and plans are going ahead for a series to be sailed on the Clyde in late July or early August. The Six-Metre Class has been named by the Royal Northern for the event, to which Seawanhaka agreed although there is a movement afoot to establish a smaller and less expensive class which, it is hoped, may take the place of the "Sixes" in future years.

A special committee consisting of Walbridge S. Taft, Commodore George T. Bowdoin, George Nichols, Henry S. Morgan, A. Lee Loomis, C. F. Havemeyer, Herman F. Whiton and Arthur Weekes is handling the arrangements for Seawanhaka and will shortly announce conditions for the trials, which probably will be held at Oyster Bay, L. I., early in June. While no new boats have yet been ordered, some are being considered. Meanwhile George Nichols has bought *Goose*, newest and probably fastest of the prewar American Six-Metres, back from her West Coast owner, as has Herman Whiton with *Star Wagon*, and *Djinn*, formerly owned by Harry Morgan, has been repurchased from Great Lakes owners by a syndicate among whose members are Commodore Morgan and Commodore Bowdoin. Among the British prewar "Sixes" available is *Circe*, with which J. H. Thom beat *Goose* in the last Seawanhaka Cup match in 1938.

Seawanhaka has also received a challenge for the Scandinavian Gold Cup, which *Goose* won in 1939, from the Royal Norwegian Y.C. Other challenges are expected and the series will be held at Oyster Bay in September.



# THE "GOOSE" FLIES HIGH AGAIN

George Nichols' Veteran Six-Metre Defends  
Scandinavian Gold Cup Against Five Challengers

By WILLIAM H. TAYLOR

Dr. George Nichols, Jr., won the Gold Cup with *Goose*, in Finland in 1939 when his father was taken ill. Rod Stephens and Bob Bavier, Jr., need no introduction, and Dan Blagdon, who substituted for Bavier in the second race, is another fine light-sail man. With such a crew any good "Six" would be hard to beat — *Goose* was unbeatable.

The selection of *Goose* to defend the Gold Cup was one of those rare events in yacht racing that turned out to be as much of a foregone conclusion as predicted. Both *Djinn* and *Star Wagon* gave her a little trouble at times, but never much trouble, or for very long. In the Seawanhaka Cup trials in June, *Goose* had taken four straight races in spite of all that *Djinn* and Bob Meyer could do. *Star Wagon*, refitted for a Seawanhaka syndicate by A. E. Luders, Jr., and sailed by him with a top-notch crew, was a dark horse in the August trials, as she had been extensively rebuilt and somewhat altered.

The trials were held under Gold Cup conditions as to courses and scoring, and there was never a doubt of the outcome once the boats had met. *Goose* won in three straight races, the last of which was typical. In a moderate easterly and slight chop, Cunningham elected to cover *Djinn* on the first beat and walked away from her. Meanwhile Luders split tacks, took *Star Wagon* in under the Long Island shore and found a slant that put him around the weather mark half a minute ahead of *Goose*. Running back to the starting buoy, *Goose* clipped 10 seconds off that lead, and within 15 minutes of the time they hauled on the wind again she had knifed out to windward and ahead of the red boat. From then on she just sailed away from both of them. *Star Wagon* took second in two of the three trials, but it is depressing to contemplate how many hundred dollars per mile her 36 miles of racing cost her backers. *Djinn*, at least, had the Seawanhaka Cup to show for her season.

The Seawanhaka Corinthian Y.C., of Oyster Bay, L. I., leading sponsor of Six-Metre international events in this country since 1923, was again the scene of the races, and the five visitors did their tuning up there. The Scandinavian Gold Cup goes to the yacht which first wins three races, and after the third race all those who have not won a race are eliminated, making possible a seven-race series. Three was plenty this year. The courses over which the Seawanhaka race committee sent the boats were approximately  $2\frac{1}{2}$  miles to a leg, consisting of a beat, a run back to the starting point, a second beat to the weather mark and two reaches around the two remaining sides of a triangle, for a total of just under 12 miles.

## First Race

The spectator fleet watched intently, silently, as the six sloops started, in a light easterly air that gave them little better than stateragway. The boats were well spread out along the line and *Goose*, starting by herself down toward the port end, was slipping along. Within 15 minutes she'd shown her heels to the fleet, tacking to the southward across all their bows. The Swede was closest to her; Norway and Finland still in the race. The British and Italian boats never figured seriously.

But *Goose* held her inshore tack too long, so that when the breeze temporarily backed a couple of points to the north of east it let her up. That made her sail the long outside track while *Maybe VI*, formerly well back on *Goose*'s weather quarter, now had the shorter distance to sail and was able to lay the mark. *Maybe* led *Goose* by about 35 seconds at the turn, with the Finn another minute back and well ahead of Norway.



Rosenfeld Photos

The Norwegian "Apache" (right) overhauling "Goose" in the first race, a few minutes before their grandstand finish

**T**HE POWDER and shot that will bring down the *Goose* hasn't been made yet, as that venerable Six-Metre sloop demonstrated to five foreign rivals for the Scandinavian Gold Cup off Oyster Bay, L. I., September 8th-10th. She squeezed out victory by a stemhead in a thrill-packed opening race, and then won the next two by such margins that the spectators got bored after the first legs.

Built for George Nichols from Sparkman & Stephens designs by Nevins in 1938, *Goose* had proved herself, in winning the Gold Cup Races of 1938 and 1939, the fastest thing of her kind afloat, but three of this year's challengers were new boats. Even after *Goose*, repurchased and refitted by Mr. Nichols, won the trials, it was hard to believe that some foreign designer hadn't produced her match in nine years.

The new boats were the Swedish *Maybe VI*, owned and sailed by Sven Salén, a leading Six-Metre skipper for more than two decades; Finland's *Violet*, with Eric Tallberg at her helm, and *Marletta*, the British entry, sailed by Col. J. E. Harrison. The other two were, like *Goose*, of just pre-war vintage; *Apache*, sailed by the Norwegian veteran Magnus Konow, arch rival and contemporary of Salén; and *Gianna*, the Italian entry sailed by Agostino Straulino.

Judging by the three races of the series, in which the wind never blew over 15 miles an hour and the sea was never rougher than a small easterly slop, *Maybe VI* was the best all-around boat among the visitors, with *Violet* her equal or a shade faster in extremely light going and *Apache* right up there with any of them, particularly in a breeze. Whatever *Marletta* and *Gianna* might have done in a hard breeze, they were obviously out-classed in the existing conditions.

In any case, none of them was a match for *Goose*. Thoroughly reconditioned this spring under Mr. Nichols' direction, she proved as fast as ever and she had a crew of topnotch sailors with ample Six-Metre experience, any one of whom might well have sailed her to victory. Briggs Cunningham, selected by Mr. Nichols as skipper, has owned several "Sixes" and sailed them in international competition, as has "Bubbles" Havemeyer.

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"Goose" had an all-star crew. Left to right are Robert N. Bavier, Jr., Dr. George Nichols, Jr., Roderick Stephens, Jr., Charles F. Havemeyer and her skipper, Briggs Cunningham

On the leeward leg *Goose* couldn't cut *Maybe*'s lead appreciably. Once more on the wind, Salén covered *Goose*, but the latter, footing faster and pointing as high, worked out onto the Swedish boat's lee bow. *Goose* might have taken her then had not the wind again shifted — south of east this time — and again put *Goose* on the outside track. The same shift put the Finnish and Norwegian boats, which had stood to the southeast, into the lead as the four boats converged. The order stood Finland, Norway, Sweden, America, closely bunched a half-mile from the weather mark, when a sharp easterly puff came out from under a bank of squall clouds. *Violet* caught it first and was on her way to round the mark nearly 40 seconds ahead. *Goose*, fairly flying once she got the wind, rounded a bare length ahead of Norway, and *Maybe* was equally close up in fourth place as all broke out spinnakers for the broad reach to the next mark.

*Goose* had trouble setting her spinnaker and *Apache* was abeam before she got squared away. *Violet* held all her lead until, for reasons not apparent to the spectators, her skipper hauled down his parachute and set a genoa. They jibed around the last turning mark with the Finn in a 15-second lead, *Goose* and *Apache* beam to beam with the former inside, and *Maybe* a length or so back.

That final reach in a 15-mile easterly was a thriller. *Violet*, under her genoa, lost her lead slowly, and for the last mile she, *Goose* and *Apache* roared down the wind like a team of fire horses, with *Maybe* not over a length behind them. It was anybody's race right to the gun, and you had to be exactly on the line to see that *Goose* was the winner by little more than the thickness of a mast over *Violet*, which had *Apache* by the length of her forward deck, while *Maybe*'s stem was abreast the Norwegian's counter. *Marletta* and *Gianna* trailed far astern.

One up for *Goose*.

### Second Race

The second race started in a ten-mile ENE breeze which freshened up to about 14 miles before the end and, unlike the previous day's flukes, held steady. Again the six boats gave each other plenty of elbow room at the start. *Marletta* led, for a few fleeting seconds, and Tallberg had the Finnish boat on the line and going, too. Cunningham started *Goose* a few seconds late, but at the weather end of the line and moving fast. They all held the starboard tack for some time and, inch by inch, *Goose* edged out to windward and ahead of them, slicing neatly through the chop. She pulled away slowly but steadily, and when she finally tacked — last of the fleet to come about — she was definitely in command of the situation.

*Violet* split and stood well over toward the Long Island shore, where she did better than any of the

seconds. Sweden and Finland, another round of their two-decades-old racing feud, were close up astern of *Violet* and the Italian and British boats were far back.

Running back to the starting buoy, *Goose* stretched her lead to 2½ minutes, the order astern of her remaining unchanged. For all practical purposes, since only first places count in the Gold Cup, they might as well have stopped the race there. *Goose*, covering the Swedish boat most of the way up the middle of the Sound, stretched her lead to 4 min. 25 sec. at the second weather turn. The Norwegian and Finnish skippers gambled on a long tack to the northward which didn't pay off, and the order at the weather mark was *Goose*, *Maybe VI*, *Apache*, *Violet*, *Gianna* and *Marletta*, the latter a depressing 11½ minutes astern of *Goose*.

The two reaching legs produced no changes in the order of the widely-spaced sloops, nor did it inspire *Goose*'s crew to any superhuman efforts. They coasted the first reach under genoa jib and the last leg under spinnaker, letting their lead dwindle to a mere 4 min. 2 sec. at the end.

There is no point score in the Gold Cup, but as a matter of interest the three Scandinavian boats stood all even, with 8 points each to *Goose*'s 12, at the end of the second race, with Italy and Britain tied at 3 points each for last place.

### Third Race

As far as *Goose* was concerned, the third race was pretty much like the second. She started at the weather end of the line on the starboard tack, in a light easterly breeze, and steadily edged out to windward of the boats that elected to stay on that tack with her for the first few minutes. She rounded the weather mark with a 2¼ minute lead over *Apache*, stretched it out to 3½ minutes on the run back to the starting buoy and, covering the widely spread out field on the second beat, turned the weather

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Still the fastest Six afloat after nine years, "Goose" showed them her tailfeathers



## THE "GOOSE" FLIES HIGH AGAIN

(Continued from page 61)

mark again 3 min. 20 sec. ahead of the Swedish boat, which had climbed into second place. The two remaining legs saw no change in positions in spite of the fact that, half-way on the last leg, the wind hauled into the south, making it a beat to the finish. The breeze was light throughout, never up to more than 9 m.p.h.

Magnus Konow, after holding second place on the first two legs, sniffed the southerly already pushing the easterly out of Oyster Bay and stood away inshore on a long-shot gamble that, had the shift come earlier, might have given him a race. The southerly stayed in the bay too long and so did *Apache*, which finally got out to the weather mark 20 minutes after *Goose* and in uncontested possession of last place.

The Swedish and Finnish sloops had a nip-and-tuck battle on the first round, but Salén's *Maybe VI* was a shade the faster boat on the wind and on the second beat she tacked up the middle, where the breeze was best, taking second place and actually gaining a little time on *Goose*, which had, for tactical reasons connected with *Apache* and the impending southerly shift, stood much farther inshore than was profitable.

The order at the finish was *Goose*, *Maybe VI*, *Violet*, *Gianna*, *Marletta*, *Apache*. The spectator fleet, among which the four-masted barque *Sea Cloud* towered above some 70 smaller craft, cut loose with all the whistles and bells it could muster as *Goose* went over the line, a winner of the Scandinavian Gold Cup, top trophy of international Six-Metre racing, for a third time.

## Post-Series Races

An informal three-race series held the week-end after the Gold Cup, September 13th-14th, produced some upsets, partly perhaps because of substitutions among the skippers and crews. *Djinn*, the Seawanhaka syndicate boat sailed by Bob Meyer, which *Goose* had beaten every time they met in the two trial series, beat them all, ending the series with  $17\frac{1}{4}$  points. *Maybe VI* was second with  $16\frac{1}{4}$  and *Goose*, the hitherto unbeaten, third with 13. Could it be they were all laying for her? Salén and Konow staged one of their better battles, in which the latter wound up with fourth place and a point score of  $12\frac{1}{4}$ , having won one race and been disqualified in another. Italy got 8 points, Great Britain, 6; and Finland, 5. Needless to say, the series results perked up Meyer and his crew and the 14 members of the syndicate which had purchased and refitted *Djinn* for the season's campaign. *Star Wagon* was unable to compete because considerable of her gear had been loaned to some of the foreign "Sixes."

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One result of the series was that the Italians have placed an order with Sparkman and Stephens for the design of a new "Six," to be built in Italy where they expect a revival of activity in the class, an encouraging development in view of the dubious prospects of the class here.

## The Fate of a "Six"

Editor, YACHTING

► In your article in the June YACHTING on the "Sixes," you mention Henry Plant's *Ingomar* which was taken to England in 1923. You might be interested in some of her subsequent history and eventual fate. She was sold in England and, having been de-rated by the new measurement rules, she was bought by the late C. B. Blaikie, of the R.O.R.C. and Shanghai Y.C.

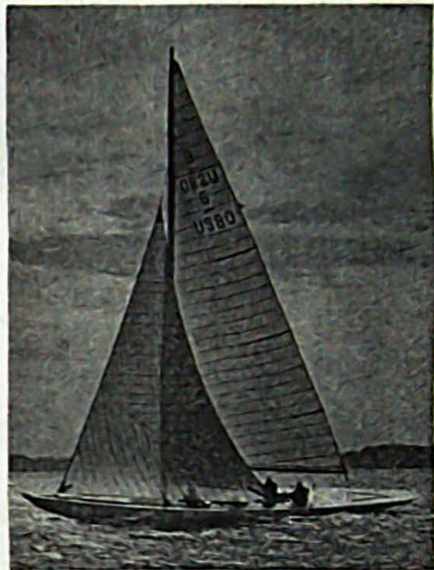
Blaikie brought her out to Shanghai where I had the pleasure of being his sailing partner during the season of 1938. As business occupied most of his time, I sailed her every week-end, racing one week-end and cruising on the Yangtse the other. She was out in all weathers and held her own against the fleet, the only serious competition being Sir Victor Sassoon's 30-Square-Metre *Evelyn* which, though she had the legs of *Ingomar* on a beat was nowhere near her when it came to running. She was 16 years old but sound as a bell, and in a week, I doubt if half a bucket of water would be taken out of her; an example of fine building.

In 1939, J. Hart bought *Ingomar* and sailed her up to 1941. The Japs grabbed all the boats and when I was in Shanghai last year none had been traced. It is a shame to think of the many fine boats throughout the East being manhandled as I saw them in Tsingtao in 1942. The Japs gleefully claimed having captured more than 300 British ships in Shanghai but, as every British-owned yacht of five tons carried Admiralty warrants, it is not hard to understand how they managed to capture 300 odd.

In Tsingtao, in 1942, I had the somewhat mixed pleasure of watching, from my place of confinement, staunch Japanese yachtsmen capsizing the small centerboarder I had there with great frequency. Numerous short prayers, the gist of which you can guess, were offered to Davy Jones, but whether they were answered I never knew.

C. MACPHERSON

New York City



*Rosenfeld Photos*

*"Star Wagon" (left), "Goose" (center), and "Djinn" (right), built in 1938, are being groomed for the 1947 Six-Metre trials*



## NO NEW "SIXES?"

**I**T WILL be a sad commentary on the state of competitive yachting in this country if, with races for both the Seawanhaka Cup and the Scandinavian Gold Cup to be sailed this season, the Seawanhaka Corinthian Y.C. has to go after the one, and defend the other, with boats the newest of which will be nearly ten years old. In fact, it may turn out to be the next thing to letting those races go by default.

To be sure, *Goose*, one of the Six-Metre sloops that will be entered in the trials, was the fastest "Six" built anywhere up to 1938-9. Her racing record is outstanding, but in actual speed she had only that infinitesimal edge over her competitors which allowed her to get out in front and stay there. Now word comes from abroad that Sweden will have at least four new boats, Great Britain at least three, and that even war-ravaged Norway has managed to build a "Six." If at least one or two of these much newer boats aren't as fast or faster than *Goose* at her best, then the Swedes, Norwegians and British aren't much account as yacht designers — and that would certainly be a reversal of form.

The Seawanhaka Corinthian Y.C. has invited clubs and individuals known to be interested in the "Sixes" to participate in the trials, and is making plans to insure an equal chance of selection for any and all boats in the trials. The best estimates of what it would cost at today's prices to build a new "Six" and campaign her for a season on the lavish prewar scale which included many sails, a tender, paid hands, and a great many incidentals, is around \$30,000 which, there is no denying, is a lot of money to spend on a season's racing in a boat of that size. But there are men who could do it, just as there were men who spent many times that on the defense of the America's Cup.

The Seawanhaka Cup and Scandinavian Gold Cup are among the great, traditional, international symbols of the sport. If American yachtsmen can't scare up a couple of new boats for this year's Six-Metre competition, either we'd better admit we have to let our position in international yacht racing go by default, or else it's time a new and less costly class than the Sixes was agreed upon for international racing.

Such a new class is a definite possibility, but from the discussion at the International Y.R.A. it will be at least three years before it can be adopted and another three years during which the present classes will continue internationally active, so a new "Six" would have a long and useful racing life.





Levick

*The Ten-Metres are fine racing and cruising sloops*

**A**S POINTED out in last month's article, one-design racing was firmly established before World War I put a temporary crimp in yachting in 1917. It was still overshadowed by the interest in the big schooners and sloops, and the rating classes like the Rs, Qs, and Ps, but one-designs made up a substantial part of the racing fleets, at least along the northeastern seaboard where a large percentage of the sport was still concentrated.

Between World Wars I and II, one-design racing rocketed into a predominant position and today it overshadows every other form of racing in this country. Nobody knows just how many one-design classes are now racing the country over but their numbers are up in the hundreds. Picking up three regatta circulars of the 1946 season at random, one sees that on Long

# MORE ABOUT THE ONE-DESIGN CLASSES

Part II — 1920 to the Present

By WILLIAM H. TAYLOR

Island Sound 18 out of 26 classes listed on a regatta starting schedule were one-designs; at Edgartown, Mass., it was 13 out of 17, and at Marblehead, 6 out of 9. That's roughly two-thirds of the classes, but this is only part of the story, for most one-design classes number several times as many boats as the average rating and handicap classes competing in the same regattas. Just as a wild guess, perhaps 85 per cent of the yachts actively racing in matinee regattas — leaving out ocean and long-distance racing in which individual boats predominate — are one-designs.

Even in the long distance events, boats built to one-design classes are numerous though they compete on rating against the rest of the fleet. For instance, you will find Eight-, Ten- and Twelve-Metre sloops, New York 30s and 32s, Paine "36s," Seawanhaka schooners, Week-Enders, Coastwise Cruisers, Rhodes "27s," Off Soundings Yawls, Voyagers, Farallone Clippers, Pilots, Hinckley 24s, and many other one-design classes represented in the summaries of the important cruising races of 1946.

Among the first one-design classes built after 1918 were the Victories and S boats, both built in 1920 and both, incidentally, still among the outstanding classes in last summer's Long Island Sound regattas. In some ways these two classes typify the history of one-design groups. They are of approximately the same size; of entirely different hull form and rig, yet so well matched in speed that they still hold interclass team races and the record stands about even. More than a score of Victories, designed by William Gardner, were built by Nevins in 1920, most of them for Sound owners but some for the Great Lakes, and for several seasons team races were held in the class between the fresh and salt water sailors. The class has not been added to but many are still racing.

The S boats, designed and mostly built by Herreshoff, are considerably more numerous, and their habitat extends from Mount Desert Island, in Maine, to New York, with a tendency



J. Walter Collinge



Kent Hitchcock

*The Pacific Coast is home waters for many fine one-design classes. The Rhodes 33-footers (left) constitute one of several popular classes, while the Island Clippers (above) are typical of the fast cruising types*





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Bermuda News Bureau



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*The Internationals (left), Luders 16s (center) and the Week-Enders (right) are popular classes in many widely scattered yachting centers*

in recent seasons to concentrate on the Sound and in Narragansett Bay. Unlike the Victories, the class remained open for building, and S boats were built by Herreshoff as late as 1941. The general size and type of both these boats has stood the test of time and is still popular for afternoon racing classes of decked one-design boats. The S boats are 27' 6" l.o.a., 20' 6" l.w.l., 7' 2" beam, 4' 9" draft; the Victories 31' 6" by 20' 8" by 7' 0" by 4' 10". Sail areas are respectively 425 and 450 sq. ft. Allowing for the modern trend to somewhat smaller sail area and greater length in boats of comparable tonnage, accommodations, speed and utility, many popular classes built since 1920 fall into this general category, such as the Sound Interclubs, Atlantics and Internationals, Marblehead's Triangles, US one-designs, and M-Bs, and the West Coast's PCs, Pacific Interclubs, Rhodes One-Designs, and many others.

Numerous well-known classes of smaller boats were also started in the early years following the first Great War. Marblehead's famous little Brutal Beasts were flourishing by 1920, as were the Manchester 17s of the New England Coast, and in 1921 the Beetle Cat, the Herreshoff Fish boats (15' w.l.), the Alden Indian and O Classes, and others joined the procession.

To attempt to catalogue the one-design classes is hopeless. Not only does each locality have its own indigenous types, but some classes are spread around the country under different local names; while some class names such as Interclubs, Indians,

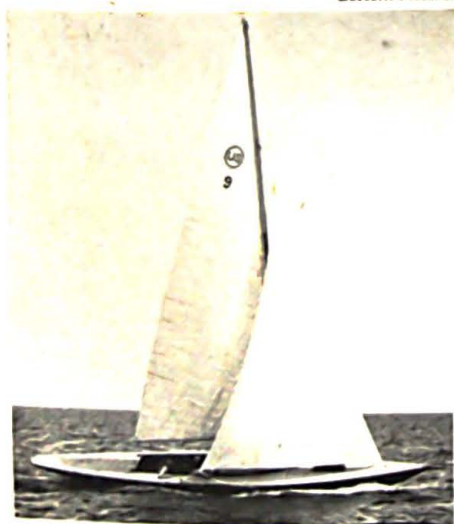
Rainbows, Arrows, Clippers, Fish and Pirates may be used to identify half a dozen entirely different types and sizes of one-design boats in a dozen different yachting centers from coast to coast and from Great Lakes to the Gulf.

One gloomy prediction that accompanied the rise of one-design racing, to the effect that yachting would descend to a dismal "dead-levelism," with every yachtsman in the world sailing a boat exactly like every other yachtsman's boat, has proved groundless. As long as there are sailors and local conditions, there will be different kinds of boats.

Get a dozen men together in a yacht club for the purpose of establishing a one-design class and you will get a dozen conflicting and hotly-advocated ideas of what the class should be and who should design and build it. It's apt to wind up with five of them starting their own class, five building to a nationally organized class, one building an individual boat to his own ideas and the twelfth getting sore at all of them and taking up golf. Add this to the natural desire of every naval architect and yacht builder to inject his own ideas into the picture and get his share of the business, and you have one-design classes of just about every size and description. It would be a difficult yachtsman indeed who couldn't find some class, somewhere, that filled his requirements pretty neatly.

On the other hand, a number of classes have spread virtually from coast to coast, including many of the smaller lakes, natural

Eastern Pictures



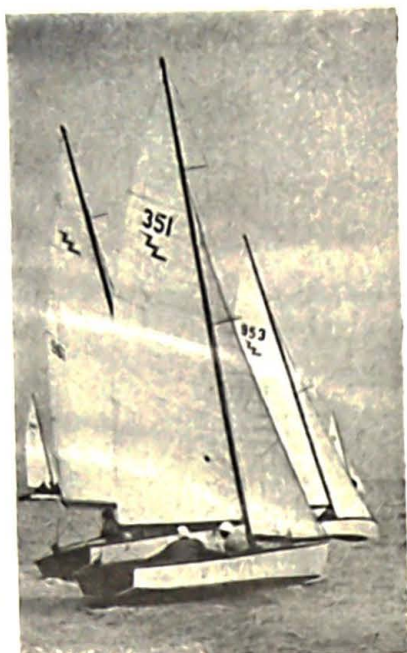
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*The US one-designs (left) were first raced last year at Marblehead. The Victory (above) and S (right) classes were built in 1921*



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Marion L. Bernhardt



Rosenfeld

Among the big classes of little boats, raced almost everywhere, are the Lightnings (left), One-Tens (above) and Comets (right)



Rosenfeld

and man-made. Most of them are small craft, and some are known by one name in one port and another name a few miles away. Among such classes are the Wee Scots, Beetle Cats, Cape Cod Knockabouts, Wood Pussies, Herreshoff 12½s and Fish boats, the Stars, Rhodes 18s, Snipes, Comets, Lightnings and Hunt-designed 110s, and even newer classes of which more seem to spring up and spread out every year.

The rise of the Star Class and its growth into a world-wide organization was noted in last month's article. Other classes are following in the Star's footsteps, most of them smaller boats than the Star, designed to be built cheaply by either professional or amateur, and easy, economical, yet sporty to race. Among those that long since passed the four-figure landmark in numbers, and are spreading beyond the national boundaries of the United States, are the Snipes and Comets, both centerboard chine boats of about 16 feet length, and the newer Lightning, of similar type but enough larger (19 feet over all) to make them comfortable afternoon sailers for a party of half a dozen. The four classes named, Stars, Lightnings, Comets and Snipes, probably total up, among them, close to 14,000 boats, yet they are only four of hundreds.

While on the subject of small craft, don't overlook the sailing dinghies. Frostbite dinghy racing started with a mixed bag of craft but soon settled down into one-design racing. At last account there were around 600 Class D dinghies, well over 1000 Penguins, and lesser but still substantial numbers of one-design B, X, Interclub and other types, all under 12 feet in length. In addition, the International 14-foot Class is on a semi-one-design basis, with several one-design groups coming within and conforming to the specifications of the open design international class.

In a way it is difficult to draw the line between the true one-design classes and boats that are essentially of one design but not organized as classes. In the latter category came such early stock auxiliary cruising craft as Alden's original Malabar Juniors, 43-foot schooners, and some of the larger types, such as a number of duplicate hulls to *Malabar VII*. These boats were not organized as one-design classes for racing, and some individual boats deviated in rig and equipment from the basic specifications, so in a strict sense they do not belong in this story, yet they are essentially one-design boats.

On the other hand, such standardized cruising yachts as the

Alden Coastwise and Off Soundings; the Sparkman & Stephens Week-Enders and Pilots; the Rhodes 27s and Bounties, the Hinckley 24s and similar craft do race in certain localities as organized one-design classes conforming strictly to class rules. The general experience has been, however, that yachts that are essentially cruisers, with comfortable accommodations and auxiliary power, tend to be used principally for cruising and occasional long-distance races and only infrequently appear in the regular racing summaries, week after week, as active one-design racing classes.

Though the great majority of one-design boats built in the past quarter of a century have been under 40 feet in over all length, there have been a number of classes of big yachts built to race as one-designs. One such was the Seawanhaka Schooner Class designed by Cox and Stevens in 1925, which raced for a number of years, though after the first season or two they ceased to be strictly one-design in rig. The New York Yacht Club 32-footers, 45 feet long on deck, designed by Sparkman & Stephens and built in 1936, furnished some fine racing and, though they rarely race as a class now, several individual boats have piled up outstanding records in ocean and coastwise racing. The slightly larger Paine 36s, built the same year, were another example of the sea-going cruising-racing sloop, as are the Island and Farallone Clippers of the West Coast and the Mackinac Class on the Lakes.

In the lush days of 1927-9 there was a rush of American yachting funds across the ocean to take advantage of lower building costs in

Germany, which brought forth some of the biggest one-design racing yachts built since 1914. W. Starling Burgess, of New York, was the designer of most of them and the builders were Abeking and Rasmussen in Germany. The Ten-Metre sloops, nearly a score of them, 59 feet over all and 36 feet water line, were built in 1927 and made a fine racing class on the Sound for several years, as well as giving the old Forties and other yachts a hard time in long distance races. The next year two classes were imported, more than a score of one-design Eight-Metres and half a dozen Twelve-Metres, the latter 69 feet on deck and approaching the old Fifties and Class M sloops in size and speed. All three classes were of the type produced under the International Rule of Measurement, though one-design boats and not quite up to open-design racing craft of the same rating in

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Avery Lord

The class D "Frostbite" dinghies provide fun for young and old



# MORE ABOUT THE ONE-DESIGNS

(Continued from page 74)

speed. The "Twelves" varied slightly in rig and accommodations, but not enough to prevent their racing equitably together.

Last of the German-built classes were the Atlantics, a round 100 of which were built by Abeking and Rasmussen in 1929 and most of which are still racing on Long Island Sound and elsewhere. They are half-decked fin-keel type sloops of about 30½ feet over all and 21½ feet water line length.

The experiment of building in Germany, for a lower first cost than American builders could bid on similar yachts, turned out to be not altogether a success financially in the long run. Some of the boats had to be rebuilt, involving scrapping a lot of foreign hardware and equipment. Before they were through, the American yards that got the rebuilding work made more money than the original owners had saved by going abroad.

This is by no means universally true, however. One of the outstanding one-design classes on the northern Atlantic Coast has been the Internationals, designed and built in 1936 by Bjarne Aas of Norway. The Internationals are one of the classes which have demonstrated the feasibility of international and intersectional one-design racing. From their first season, there have been frequent and spirited home-and-home series between the Internationals of Bermuda and Long Island Sound. Last season saw a New York-versus-Maine team match on Blue Hill Bay, Maine, and this season an American-owned International will be campaigning in Norwegian waters.

The quest of economy in construction has been an important factor in one-design yacht development, particularly since the end of World War II. The 110 and 210 square foot (sail area) one-design classes designed by Raymond Hunt have proved a highly successful experiment in this line, being built of sheet plywood and designed for economy as well as speed. Molded plywood construction has been found successful (though not particularly cheap) in such small racing yachts as the Luders 16-foot water line Class, the Thistles, and numerous other small classes, including dinghies. Other experiments are being or have been tried in the use of glass and other plastics. This type of construction, calling for expensive forms and equipment before actual production can be begun, is practicable only in one-design boatbuilding and depends on a large volume of production to write off the first cost and bring out the economies it promises.

All the better known naval architects have had their shares of one-design classes to build. In some cases, classes have been initiated and promoted originally by a designer, builder, or both, the class rules and conduct generally being turned over to an organization of owners after it has gained impetus enough to carry on by itself.

Some clubs have been especially active in promoting one-designs, among them, on the East Coast, being Seawanhaka, which as noted last month was the first American club to build a one-design class, and the Fisher's Island Club, which originally sponsored such classes as the Herreshoff 31-foot water line cruising-racing sloops in 1927, the Luders 16s, in 1933, the Herreshoff 23-footers about 1935 and the Quincy Adams knockabouts in 1946. At least one class, the popular Yankee One-Designs of New England, is a composite design in which a



committee selected features of designs submitted by several architects and worked them into the final boat.

Sectionally, the East Coast built the first one-design classes and has probably initiated more than has any other part of the country. The West Coast's widely scattered sailing centers each has its own classes, such as the Farallone and Island Clippers, the PCs, Pacific Interclubs, Rhodes 33-footers (over all) South Coast 32-footers (water line), the Bears and Hurricanes of San Francisco Bay, the little Snowbirds and Pacific Fourteens, and the Evergreens recently built in the Northwest.

Until quite recently, the Great Lakes area has shown less enthusiasm for one-design racing than either coast, and has been the stronghold and refuge of the rating classes: Qs, Rs, Sixes and Eights. The Lakes have produced some crack Star sailors, however, and today one-design classes are growing in those waters, among them the Mackinac Class, suitable for long distance racing, the Scandinavian-type Tumblaren, Toronto's Maple Leaf Class, the Great Lakes One-Design, Thistles, and numerous others. In the lakes and rivers of the central section of the country, and on the Gulf Coast, nationally organized classes are the most popular but there are local classes as well.

One trend noticeable in one-design classes in the past year or so has been the combination racing-cruising one-design, with the emphasis on racing. In the past, most of the one-design classes around 35 feet top measure have either been out and out racing craft, perhaps with cabin trunks but without any real accommodations, or heavy displacement cruising types in which the racing factor was strictly secondary to cruising.

A number of new classes have come out recently in which the boats are of light displacement type suitable for afternoon racing even in light weather localities, yet have enough accommodations below to make week-end cruising practicable, and auxiliary engines big enough to get them home in a calm yet not big enough to slow them down appreciably under sail. Such a class is the Evergreen of the Pacific Northwest; the Eastern Interclub, of Connecticut; the new Maple Leaf building for Toronto owners; and the West Coast's PCs. The latter is a

cruising conversion of the popular PC Class and, surprisingly enough, has proved able to hold its own in open competition with its less comfortably equipped (hence considerably lighter) sister ship.

We have barely skimmed the surface of the one-design subject but ten times as many words wouldn't suffice to get to the bottom of it. It is the dominating factor in sailing competition and in point of numbers will probably always be so. The danger is that the pendulum has swung too far in that direction and that yacht design will suffer from too much one-designitis. Of yachts built in the last few years, the ocean racing type, necessarily bigger and costlier than the average yachtsman can afford, is the only one in which competition in design has been kept active in this country. Witness the failure to build a new Six-Metre sloop this year to challenge for the Seawanhaka Cup or defend the Gold Cup. Lacking the incentive to produce a racing boat with the last infinitesimal fraction of speed for her rating, American designers can hardly be expected to maintain the superiority which has kept them in the forefront of world yachting for close to a century.

## "AND THEN I BOUGHT A BOAT"

*(Continued from page 56)*

drick, of Cleveland, who was a grand host. It is about 20 miles northwest of Little Current on the way to McBean Channel. His dock is ample and sturdy, well lighted, and protected from all winds. All facilities are conveniently arranged. He has even provided an electrically operated ice crusher and shaver in the dock house. Bass fishing is so good that one can catch the limit fly-fishing with light tackle merely by casting from the rocks.

Some of the boats remained longer at Little Current, others went west along the North Channel to Mackinac Island, and the last of the fleet returned to Cleveland by Mid-August.

In general, examination of our logs showed rather disagreeable weather, mostly high winds and rough seas, except at Barren Island, Stokes Bay, and Killarney. But it was a grand trip from the standpoint of a newcomer to power boating.



## NEWS FROM BRITAIN

By Bill Smart

► This month we got a little break in the security silence of the I.Y.R.U. Technical Committee — just enough to indicate the way the pundits want things to go. Biggest shock, particularly for the offshore crowd, was an apparently unanimous six-nations move to abolish genoas and the masthead rig for headsails. Some sort of tax on overlap was expected but their idea is that no headsail must exceed 90 per cent of the area of the fore triangle or go higher than three-quarters of the way up the mast.

The Technical Sub-Committee's decisions have yet to be approved when the I.Y.R.U. meets later in the year but the general line is obvious: easier rig and slower boats.

Among the younger and younger minded who accept "guinies" and such as desirable and normal, opinions vary only as to the cause of this change — which they do not like. One idea is that the reactionaries never did like headsails and — whisper it gently — were never really happy about the staying problems involved, and so are trying to foist their ideas on everybody disguised as an attempt to reduce the expense of yachting.

Others say that sheer idleness on the part of "class racing men" is the root cause. Paid hands being rarer and more expensive than before the war, owners and friends racing in regattas now have to "crew" in earnest. Working up forward is all right for paid hands and such rough customers as the amateur crews of offshore racers but, gentlemen, that is not really yachting.

► The technical experts having discussed new rating formulae seem to have got a bit mixed among themselves. Jan Loeff, from Holland, has told his people that one factor of the suggested British formula for "Sixes" takes into account the square root of sail area while at the time of writing the British experts are of the opinion that full sail area is what counts. This quite important difference apparently arose when the original British formula suggested by Malden Heckstall-Smith was modified after discussion. It's all confusing.

► The change in rating rules for "Sixes" seems now definite enough to warrant the Scots' canniness which has produced one new "Six" shared by thirteen owners on the Clyde. Rumor has it that the new Nicholson "Six" *Kyria* for Air Commodore Quennell is likely to fit the new conception of this class well. Incidentally, in three races to date against old "Sixes" she has achieved nothing better than a third. If she emerges from the preliminary trials as one of the Seawanhaka challengers, that should encourage American boats.



## "GOOSE" WINS SEAWANHAKA CUP TRIALS

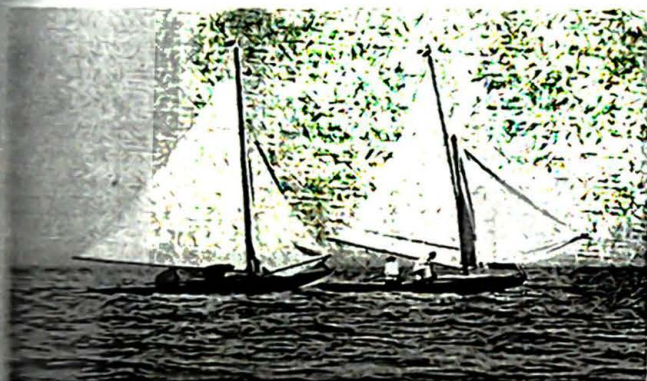
► In the Six-Metre trial races held at Oyster Bay, L. I., on June 14th and 15th to select a challenger for the Seawanhaka Cup, George Nichol's *Goose* won four straight races from the Robert B. Meyer syndicate's *Djinn*. Upon conclusion of the series, it developed that *Goose's* skipper, Briggs Cunningham, and several members of her crew were unable to go abroad, and hence it was *Djinn* instead of *Goose* that raced against the defender from the Northern Y.C. on the Clyde in the last week of July (not yet sailed as we go to press).

In the first two trial races, both boats had clear winds at the windward start, with *Goose* on *Djinn's* weather quarter. In each case, *Goose* had gained the lead inside of a mile or two, covering *Djinn* thereafter and winning by approximately 2½ and 3 minutes respectively. In the last two races, *Goose* was on top of *Djinn* at the start and gave her a clear wind only after she was too far ahead to cut her rival. *Djinn's* crew put up an able fight but their boat was unable to match *Goose's* speed. Up wind, Briggs Cunningham had his boat pointing higher and footing equally well. On the leeward legs, both running and reaching, *Goose* continued to widen her lead.



...tended to just plain "golly." Mae West was born on board *Enterprise* when in drying on deck an over-size balloon on two large deck winches made certain protuberances in the sail suggestive to one of our hands of certain physical characteristics for which Miss West was famous. "Annie Oakley" I think also came from *Enterprise* when *Shamrock V* broke out a spinnaker full of holes. A "Genoa" or "Ginny" jib was so christened at Oyster Bay when Sven Salen astounded us by carrying to windward on *Maybe* what we have termed a balloon jib. Admittedly it was cut differently but we referred to it as a "Maybe" or "Swedish" jib and were promptly corrected by Sven, who assured us that he took no credit for it. He had run across such sails when racing in Italian waters the previous winter and he called his a "Genoa" jib. A "quad" is of course short for a "quadrilateral" jib. A "Yankee" to the British is what we still rather lengthily term a "No. 1 jib topsail." A "chute" in turn is short for a "parachute spinnaker" and so on along the line.

Nautical language, its origin, abbreviations and applications, is to me most fascinating. Origin is frequently difficult to trace.

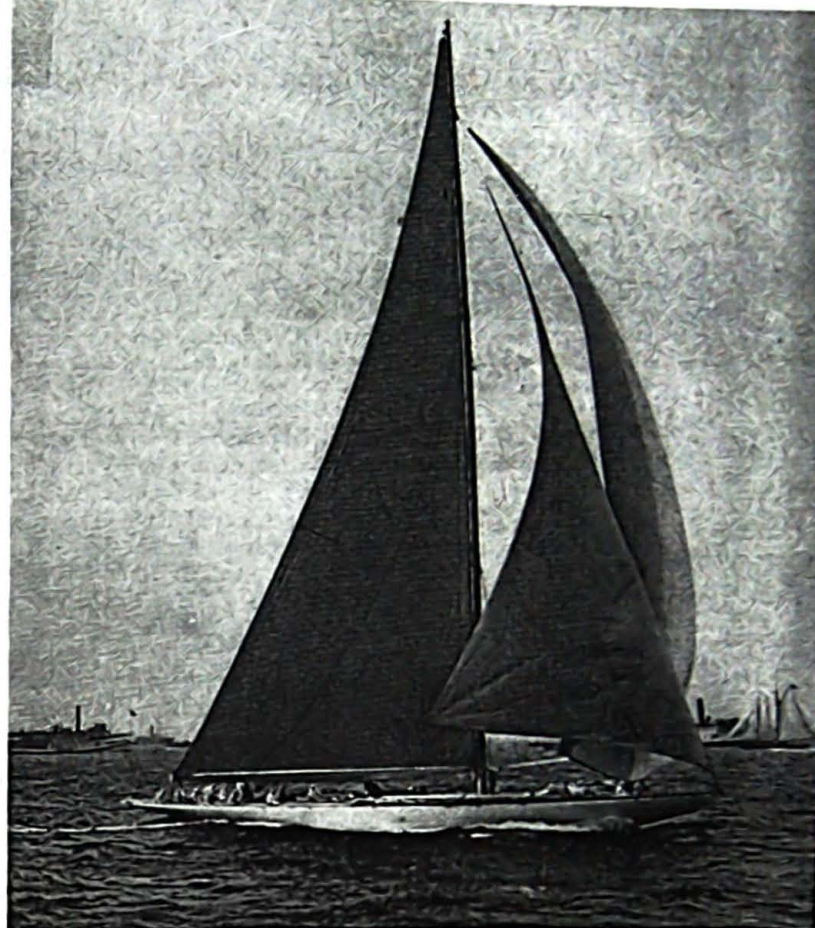


*"Enterprise"* (above, left) raced in 1895 under a "leg o' mutton" rig, the term "mar-  
can" being unknown then. The Swedish Six-  
Metre "*Maybe*" (right) was the first to carry  
a "genoa" or "ginny" jib, so named because  
of its Italian ancestry

To know why marine toilet facilities are referred to as the "head" is simple, for in the earlier days of sail the forecabin head was utilized for such purposes, at least for seamen or foremast hands. Then the forecabin head, in turn abbreviated to focus-head, was basically a grating under the bowsprit and forward of the forecabin proper. Plumbing in those days even on shore was at best most primitive, even if not entirely lacking, and the grating was the place to do it. The long cumbersome term of forecabin-head was soon dropped and nowadays, no matter where located on shipboard or how modernized and sanitized, one simply goes to the head.

The English language, as that of a seafaring people, has often quite unconsciously absorbed certain terms. Few know where the "devil" is on shipboard. In the early days of wooden ships the deck seam between the covering board and the deck plank-  
ing which nibbled into it was apt to give trouble and was called the "devil." Hence the expression "between the devil and the deep blue sea" meant a somewhat precarious position at the deck's outboard edge. Similarly we are in a predicament when "the devil to pave (pronounced for no valid reason by our British forebears as pay) and no pitch hot." This is frequently misquoted and even meticulous authors like Kenneth Roberts

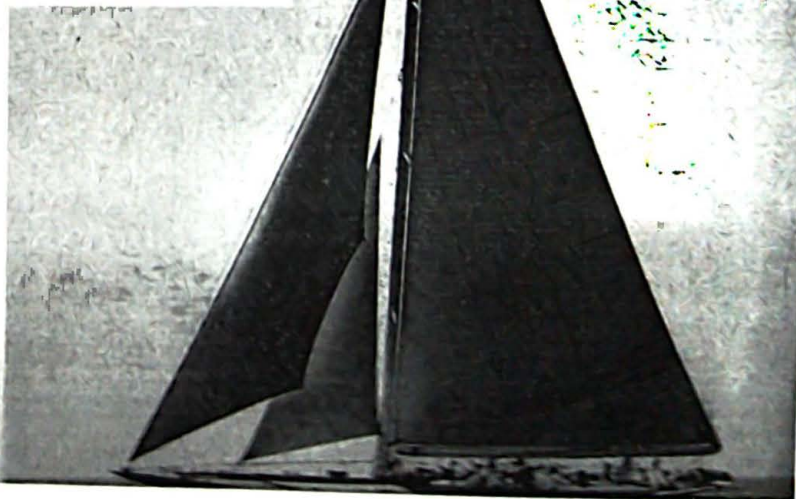
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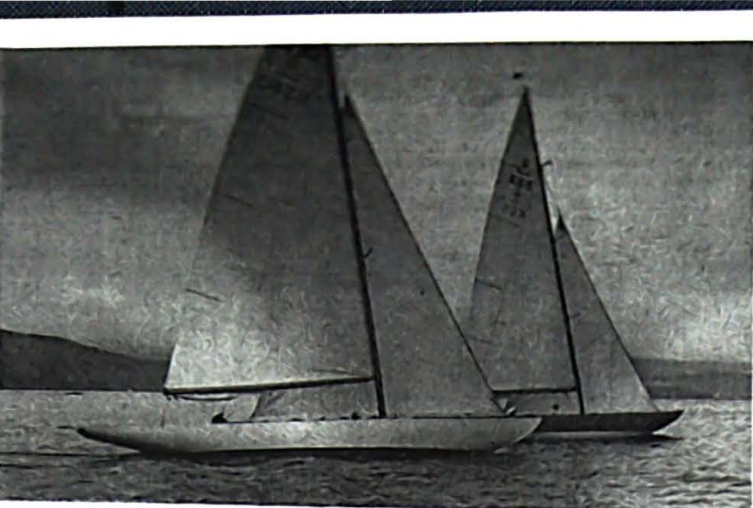
Rosenfeld Photos

Sherman Hoyt explains tactfully why  
"*Enterprise's*" reaching jib (above) was  
termed a "Mae West"

"*Rainbow's*" quadrilateral jib (below)  
was known as a "Greta Garbo"







Glasgow "Bulletin"

"Djinn," to windward, won three straight from "Johan"

THE SEAWANHAKA CUP is now back on Long Island Sound, thanks to Robert B. Meyer and *Djinn*, 1938 Sparkman & Stephens-designed "Six," the underdog challenger which captured it in three straight races on the Firth of Clyde, commencing on July 25th. *Johan*, the defender for the Royal Northern Yacht Club, sailed by J. Howden Hume, entered the races with a record of five firsts and three seconds in eight races during the Clyde Fortnight, while *Djinn* invaded Scotland only after having lost four straight elimination races to the American *Goose*. *Djinn* gave an indication that she would be no pushover by doing well in tune-up races in Britain, but as the Seawanhaka Cup Six-Metre series commenced, the impression was general that *Johan* would take her measure — and a highly erroneous impression it proved to be.

It so happened that the first race, sailed July 25th in light airs off Rothesay, was a reach. The race committee (or the Commodore, as the British generically call the controlling body and its boat) meant it to be a windward and leeward race twice around a seven-mile course. But the wind disobligingly hauled a few seconds after the start, *Djinn* sailed briskly through *Johan's* lee on the starboard tack and both "Sixes" reached around the course in a procession, with *Djinn* finishing in a slackening wind 13 minutes and 47 seconds in the lead.

The second race was sailed the following day, with everybody, whether afloat or ashore, hoping that there would be some honest windward work. There was a little more weight to the northerly than there had been in the westerly hauling out of the Lochs of Argyll the day before. There was rain in it, too. But the direction was constant enough to give a fair beat to the first mark of a seven-mile triangular course which was to be sailed twice around. And at that weather mark, near the Skelmorlie Buoy, the American led the Scot by a minute and a half. Your correspondent, who observed the proceedings of the second day from a shore point several miles away, last saw *Djinn* widening out her lead on the spinnaker run to the second mark near the Barnhyld Buoy, but he has it from official sources

## "DJINN" WINS SEAWANHAKA CUP

that *Djinn* continued to gain and scored her second victory of the three-out-of-five match by the tidy margin of three minutes and seven seconds.

[Alf Loomis, being unable to report more than the first two races, turned over the job to the British yachting authority, John Scott Hughes, who describes the last and final race as follows. — Ed.]

The third race, sailed on July 29th over a 14-mile windward-leeward course reestablished *Djinn's* slight but unquestionable superiority, at least in the light weather which prevailed in all three contests. J. H. Hume at the helm of the defender made what must surely be the worst start of a distinguished career. So badly did he tie up *Johan* that she was the better part of a

minute late crossing the line. *Djinn* in the meantime, was traveling so effortlessly in the light wind that in a quarter of an hour there was a quarter-mile of blue water between the two boats.

About this time, both of them sailed into the same calm patch. Then *Johan* seemed to catch a zephyr of her own, floated up on *Djinn*, overhauled her and then, unbelievably, gained the weather berth. But for all that, when a line breeze began to breathe over the glassy waters, *Djinn* ghosted steadily from under *Johan's* lee, took the lead at the weather mark, and lengthened it out slightly on the run. On the second round in a stronger breeze, *Johan* gained 20 seconds but still finished one minute and 22 seconds behind the victorious *Djinn*.

And so, for another stay of indefinite duration, the old trophy will now be cared for by the Seawanhaka Corinthian Yacht Club at Oyster Bay. ALFRED F. LOOMIS

## Racing Calendar

### SAIL

#### Atlantic Coast

September 2-4 — Massachusetts Bay 210 Championships, Lipton Trophy, Corinthian Y.C., Marblehead.  
September 2-5 — National Women's Championships, Edgartown Y.C., Mass.  
September 3-5 — Mrs. Charles Francis Adams Cup Series, Edgartown Y.C., Mass.  
September 3-7 — Fall Series, Manhasset Bay Y.C., Port Washington, N. Y.  
September 6-7 — Regatta, Maryland Y.C., Baltimore.  
September 6-7 — Jeffreys Ledge Race, Cruising Club of America, Manchester Harbor, Mass.  
September 7 — Distance Race, Rhode Island Y.C., Pawtuxet, R. I.  
September 7 — Boston Bay Chowder Race, South Boston Y.C., Mass.  
September 8 — Scandinavian Gold Cup Race Seawanhaka Corinthian Y.C., Oyster Bay, N. Y.  
September 9 — Gay 90's Regatta, Ida Lewis and Newport Y.C., Newport, R. I.  
September 12-14 — Dinghy Series (Canada, Bermuda, East Coast, West Coast), Essex Y.C., Conn.  
September 13 — Stratford Shoals Race, Manhasset Bay Y.C., Port Washington, N. Y.  
September 13-14 — President's Cup Regatta, U. S. Steel Trophy, Washington, D. C.  
September 13-14 — National Wood Pussy Championship Regatta, Orienta Y.C., Rye, N. Y.  
September 19-20 — Day Races, Off Soundings Club, New London, Conn.  
September 24-27 — Chesapeake Bay Fall Rendezvous, Annapolis to Gibson Island, Cruising Club of America, Philadelphia.  
September 28 — Fall Series, Annapolis Y.C., Md.  
October 10 — Stratford Shoals Race, New Rochelle Y.C., N. Y.  
October 17-19 — National Moth Regatta, Pasquotank River Y.C., Elizabeth City, N. C.  
November 8-9 — Dinghy Regatta, Essex Y.C., Conn.  
November 14 — 125 Mile Race, Davis Island Y.C., Tampa Fla.

#### Y.R.A. of Long Island Sound

September 1 — Larchmont; 6-7, Manhasset Bay; 13, Bayside; 14, Indian Harbor; 20-21, Horseshoe Harbor.

#### Central States

September 5-7 — Comet National Championships, Cayuga Lake, Ithaca, N. Y.  
September 6-7 — Lutz Trophy Series, Jackson Park Y.C., Chicago.  
September 9-13 — International Lightning Regatta, Toledo Y.C., Ohio.  
September 13 — Bayview Y.C. Night Race, Detroit, Mich.  
September 14 — Comdr. Sheldon Clark Regatta, Chicago Y.C., Ill.  
September 14 — Wind Point Race, South Shore Y.C., Milwaukee, Wis.  
September 20 — Bluenose Distance Race, Grosse Pointe Y.C., Mich.  
September 27 — Cat Boat Championships, Class C Distance Race, "Top Dog" Series, Metre boats, DRYA.  
October 4 — "Top Dog" Series, Metre boats, DRYA.

### Pacific Coast

September 7 — Ship Rock Race, Hollywood Y.C., Los Angeles Harbor.  
September 13 — Craig Trophy, Island Clipper Series, Long Beach Y.C., Cal.  
September 13-14 — Regatta, Los Angeles Y.C., Cal.  
September 13-14 — Vashon Island Race, Seattle Y.C., Wash.  
September 14 — Coronado Island Handicap Race, San Diego Y.C., Cal.  
September 14 — Island Clipper Series, Long Beach Y.C., Cal.  
September 14-21 — Regatta, St. Francis Y.C., San Francisco, Cal.  
September 14, 28 — November 2, Race Days, Cabrillo Beach Y.C., Los Angeles.  
September 20 — 45' Class Race to Catalina, Los Angeles Y.C., Cal.  
September 20 — CCC to Catalina, West Coast Y.C., Los Angeles Harbor.  
September 21 — Island Clipper Series, Long Beach Y.C., Cal.  
September 27 — Santa Barbara Island Race, Los Angeles Y.C., Cal.  
September 27-28, October 4-5 — Elliott Trophy Series, Corinthian Y.C., Seattle.  
September 28 — Jones Cup Race, Corinthian Y.C., Belvedere, Cal.  
October 4 — Santa Maria Trophy Race, Los Angeles Y.C.  
October 11-12 — Treasure Chest Race, Los Angeles Y.C.  
October 18-19 — Regatta (Sail & Power), West Coast Y.C., Los Angeles.  
October 26 — Point Fermin Race, Cabrillo Beach Y.C., Los Angeles.  
November 9 — Handicap Race, San Diego Y.C., Cal.  
November 11 — Regatta, Newport Harbor Y.C., Cal.  
November 15-16 — Turkey Day Regatta, Alamitos Bay Y.C., Cal.  
November 27 — Thanksgiving Series, Newport Harbor Y.C., Cal.  
November 29-30 — Thanksgiving Series, Los Angeles Y.C.  
December 26-28 — Christmas Regatta, Newport Harbor Y.C., Cal.

### POWER

September 1 — Silver Cup Race, Detroit Y.C., Detroit, Mich.  
September 6 — Sweepstakes Regatta, Detroit Y.C., Detroit, Mich.  
September 20-21 — President's Cup Regatta, Washington, D. C.  
September 20-22 — National Outboard Championships, Southwest Boat Racing Assn. & Brownwood Chamber of Commerce, Dallas, Tex.  
September 23 — Predicted Log Race, Riverside Y.C., N. J.  
November 2 — Pacific Inboard Championships, Fred. Log Cruiser Race, Lido Isle Y.C., Newport Harbor, Cal.  
November 14 — Power Cruise (Inland), Davis Island Y.C., Tampa, Fla.  
A.P.B.A. Regattas: (O) Outboard (I) Inboard  
September 6-7 — Baltimore; 7, Cincinnati; 14, Long Beach (O); 13-15, Brownwood; 28, New Martinsville; 27-28, Lake Mead, Nev. (O&I).  
October 3 — Long Beach (I&O); 10-12, Salton Sea, Cal. (I&O).  
November 2 — Newport Harbor, Cal. (I).