



Stewart Morris, sailing his "Swift" (left) with a touch of dinghy technique, won a gold medal for Great Britain in the Swallow Class

T. Thorbaldsen in "Pan" (right) won a hard fought series for Norway against 11 other competing countries in the Dragon Class



case brought its own punishment. On what seemed good grounds, MacDonald of Great Britain, sailing in the Fireflies, protested Sarby of Sweden. By way of ripost Sweden filled in the form for a counter-protest, and handed it in only to find that the Briton had not proceeded with his. Too late Sarby would have withdrawn, but he had set the machinery in motion and the result of deliberations was disqualification of Sweden on her own counter-protest.

This crop of protests brought to light one angle surprising in experienced racing men. Anybody tied up with racing knows the number of minor troubles that arise simply because competitors don't take the trouble to *read the instructions*. It was evident at Torquay too.

It has long been the habit in all small boat sailing circles for a handkerchief in the rigging to be accepted as a protest flag. That's the handiest flag most dinghy sailors can carry. This time they were told specifically that a flag must be flown. Yet the handkerchief appeared here and there and, quite rightly, the protest it indicated was "Not Allowed."

As for the grounds of protests, these were mostly concerned with giving or not giving room at marks or with tacking too close ahead of another boat, though there was a normal crop of protests concerned with overtaking, luffing

and the old rule that a yacht with the wind free must keep clear of a yacht close-hauled. There was only one concerned with the port and starboard tack business under which we still race in Europe.

#### Six Meters

Among the Sixes in the whole series there was little doubt about *Llanoria's* superiority, but with this class each country has managed to produce boats so near perfection that their performance is very close indeed. *Llanoria* generally seemed to point just a little higher yet go as fast, and sometimes a trifle faster, than the rest of the fleet. She won the second, third and sixth races. *Lalage*, Belgian, built in Britain, won the first race, but *Djinn*, for Argentina, by winning the fifth and seventh races, and *Ali Baba II*, by winning the fourth race and being well up in the running on every other day, were her closest competition. Weather throughout the series, except the last race, was fluky and on the light side. For the seventh race it really blew, *Johan's* weather, or so we thought, but even on that day with really exciting racing, the order of finish was *Djinn*, *Llanoria*, Norway's *Apache*, and *Johan* sixth.

Final points on the best six of the seven races were: U.S.A., *Llanoria* (Sparkman & Stephens), sailed by Herman Whiton, 5472 points; Argentina, *Djinn* (Sparkman & Stephens), sailed by E. Sieburger, 5120; Sweden, *Ali Baba II* (designed and sailed by Torre Holm), 4033; Norway, *Apache* (Bjarne Aas), sailed by K. Konow, 3217; Great Britain, *Johan* (James McGruer), sailed by J. Howden Hume, 2879; Belgium, *Lalage* (C. E. Nicholson, 1936), sailed by Col. L. Franck, C.B.E., 2752; Switzerland, *Ylliam VII* (T. Sunden), sailed by H. Copponex, 2594; Italy, *Chiocca II* (Olin Stephens II), sailed by G. L. Reggio, 2099 points; Finland, *Raili* (G. L. Stenbach), sailed by E. T. Westerlund, 1691 points; Denmark, *Morena*, sailed by T. M. LaCour, 1648; France, *La Bandera*, sailed by A. Cadot, 1280 points.

#### Dragons

Among the Dragons, which are as near alike as one designs built in different countries and allowed some mild latitude in rig can be, the final placings gave a fair enough indication of performance right through the series. *Pan*, the Norwegian boat, picked up two firsts, whilst *Slaghoken*, the Swedish boat, won the seventh race, the greatest race of all, and managed to be second on two other days. The British boat *Ceres II* also took two firsts, Italy's *Ausonia* one first place, and Finland's *Vinha* one. The Danish boat *Snap*, by persistent high placing, came out third in the final

(Continued on page 85)



Graphic Photo Union  
P. B. Elvstrom (486), Denmark, (above) nosed out the American entry, R. L. Evans, in the 21-boat Firefly fleet

Hilary H. Smart walloped 16 other Stars in "Hilarius" (left) to win a second gold medal for the U.S.A.

NEW YORK Y. C.

CRUISE

New York Yacht Club's annual regatta, brought together a fleet of large and medium size yachts assembled since the war, and many more.

Worldwide Photos



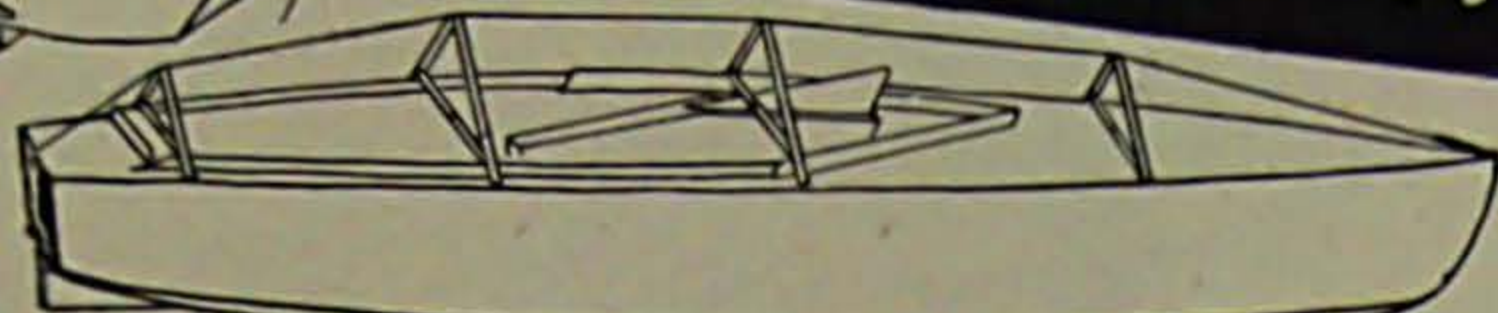
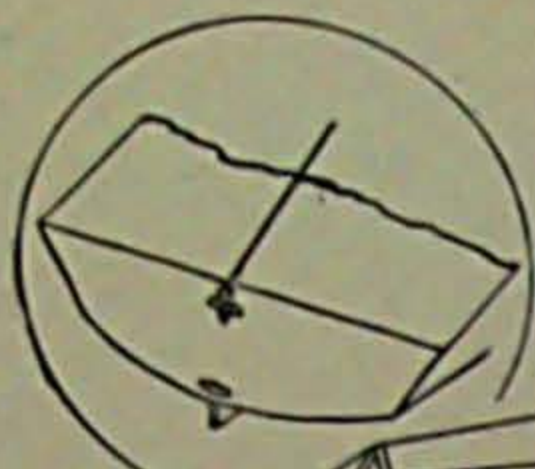
Vice Commodore Henry S. "Djinn" (above) both the K. Astor Cup regular race during the

Commodore Sey Fales' (left) was the



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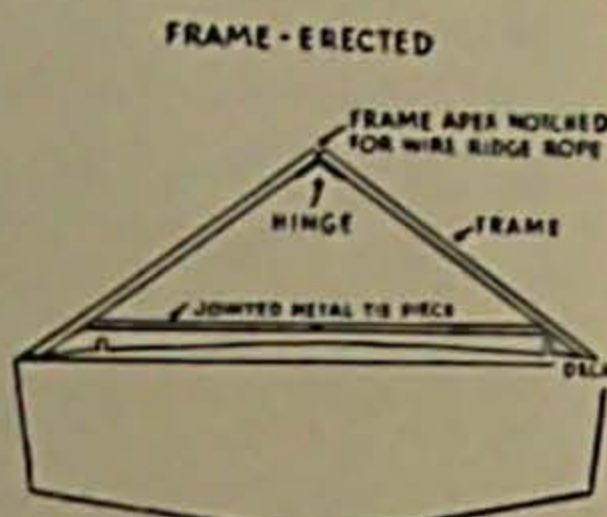
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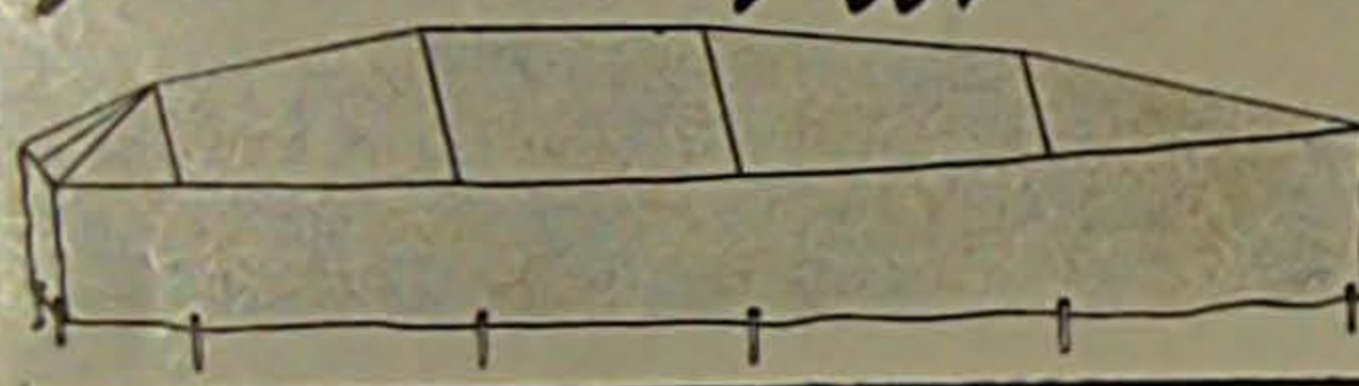


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"Llanoria's" crew wearing victory smiles after the last race. They are (left to right) J. H. Smith, A. L. Loomis, H. F. Whiton (skipper), J. H. Weekes and M. Mooney

*Symphony* seemed to be his closest rival, for she had placed first in the first race and then fifth, while *Swift* won the second and fourth. Then came the day of harder breezes and the last race. If Portugal had the luck to pick up a first again, Great Britain had to finish not lower than fourth to win.

Portugal took the lead early and it looked as though she would hold it, while Stewart Morris, right up to the last reach, was in fifth place. Then, in a strong puff, Stewart Morris shot ahead in a near plane to fourth position which he held to finish. Denmark was first in the third race and the U.S.A. first in the sixth.

Final results of the Swallow Class were: Gt. Britain, *Swift*, sailed by S. H. Morris, 5625 points; Portugal, *Symphony*, D. Bello, 5579; U.S.A., *Margaret*, L. Birie, 4352; Sweden, *Chance*, S. G. Hedberg, 3342; Denmark, *No Name*, J. F. Rathje, 2935; Italy, *Enotria*, D. Salata, 2893; Canada, *Scaup*, J. Robertson, 2807; Norway, *Nora*, O. Christensen, 2768; France, *Red Indian*, J. Lebrun, 2729; Brazil, *Andorinha*, V. W. Reis Ferraz, 2630; Holland, *St. Margriet*, W. de Vries Lentsch, 2494; Uruguay, *Nortazo*, C. A. Saez, 2208; Eire, *The Cloud*, A. F. Delany, 1500; Argentina, *Antares*, J. G. Cibert, 1336.

#### Stars

In the wind conditions of the first six races the Stars were at their best. They looked exciting, their quick reactions to slight changes of trim and sail setting, their shark-like hulls and their tendency to bunch all put the emphasis on high speed racing. However, the hard winds of the last day and a freshening wind on the sixth day took a toll of six by dismasting. This confirmed the more stolid of English sailing onlookers who had always held that Stars, with their general gimcrack-bag-of-tricks air, and dangerously big sail plan, were not suited for the rough and tumble of British sailing, although British sailing this time only produced one day in seven of real rough and tumble.

The U.S.A. entry *Hilarius* won both the second and fourth races and was always well up. The Italian boat *Legionario* won the first race, would have won the sixth but for disqualification, and then on the last day lost her mast, again when she was going exceptionally well and leading the fleet. As a result of disqualification of the Italian boat, the Cuban boat *Kurush III* rated as winner of the sixth race, while *Moorina*, the Australian entry, obviously enjoyed the hard going and kept the lead once the Italian was out of the last race. Portugal's *Espadarte*, which won the third race with *Hilarius* only eight seconds behind her, put up a fairly consistent performance throughout.

Final standings were: U.S.A., *Hilarius*, H. H. Smart, 5828 points; Cuba, *Kurush III*, Carlos de Cardenas, 4849; Holland, *Starita*, A. D. J. Maas, 4731; Great Britain, *Gem II*, Durward Knowles, 4372; Italy, *Legionario*, A. D. Straulino, 4370; Portugal, *Espadarte*, J. de Mascarenhas Fiuza, 4292; Australia, *Moorina*, A. S. Sturrock, 3828; Canada,

...already been hinted.  
the Firefly fleet of a  
Even in the lighter  
of Austria had pur-  
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a capsized, al-  
to get right side up  
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De Jong  
but managed to carry on  
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and then rolled  
A. J. Mooney, sailing for  
the race.  
He showed  
and won both the sixth and  
of the series. Sarby of Sweden  
the second and fourth races.  
the fifth race, Switzerland the  
of Denmark, and J. J.  
the first race after leading all  
P. B. Elvstrom, 5543 points;  
J. H. H. J. de Jong,  
Canada, Paul McLaugh-  
4079; France, J. J. M.  
3456; Switzerland, A. F.  
2904; Norway, M.  
2503; Italy, L. Spang-  
2396; Eire, A. J.  
2276; Australia, R.  
1829; South Africa,  
H. Musil, 627.

#### POWER BOAT RACING

...from page 39)  
that Bobby Fritch did an  
act with the Thunderbird.  
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to keep her from sinking. Near  
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the second stanza  
The B Stinker  
The B Stinker



# Yachting

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OCTOBER : 1948

NUMBER 4

## SAILING THE OLYMPICS

By BILL SMART

(The author is YACHTING's British correspondent and is editor of "Yachts and Yachting" and "Sail."—Ed.)

T'S A matter of record that the U.S. invasion of Great Britain was worth the effort, for American helmsmen came out on top in two of the five classes which raced during the 14th Olympiad at Torquay, England, on August 3 to 6 and 10 to 12. In the Six Meter series the Herman Whiton-Lee Loomis' *Llanoria* put up a consistently good show and won outright three of the seven races. Next in line was *Djinn* with two firsts to her credit and, in her quiet way, she too brought kudos to the U.S. for, although this time she was sailing for Argentina, we know her of old as an American boat that licked our best Sixes.

In the Star Class the U.S.A.'s *Hilarius*, sailed by the Smarts, father and son, finished first with a lead of over 1,000 points more than the second boat, Cuba's *Kurush III*. Over here, we had had some hope ourselves in the Star Class, since Durward Knowles was sailing *Gem II* for Great Britain. However, he had some bad luck, losing his mast early and never afterwards getting that last "turn" in tuning so necessary in a Star.

In the Dragons, Norway, Sweden and Denmark finished the series first, second and third respectively, with only 100 or so points between them. The British boat, *Ceres II*, hailing from a hotbed of Dragons, Belfast, did no better than fourth.

Great Britain won a gold medal in the Swallows, the new keel boat class. She was sailed by Stewart Morris, an outstanding dinghy man. He has been racing hard in Swallows since they first came out and has proved that they go best if a touch of dinghy technique is applied to sailing them.

In the only single-handed dinghy class, the Fireflies, a young man from Denmark won the gold medal, with the U.S.A. representative, R. L. Evans, second. Great Britain's A. W. B. MacDonald placed ninth. A bit disappointing this, since, over here, we hoped that Britishers had developed the *only* right technique for sailing this boat single-handed.

So much for the record of winners. How they made their wins is something else again.

Racing at Torquay amounted to a three-ringed circus with two shows going on at the same time in two of the rings. There were three courses, a special little one for Fireflies in one corner of the Bay and two bigger ones further out. In the two big rings there

were two classes racing at a time. Dragons and Sixes raced one course, Swallows and Stars the other. Since the faster classes were started first and the others 15 minutes later, there were no incidents between one fleet and the next. But there it was, five races going on at the same time and seven days of it.

Being easily convinced that one pair of eyes could see very little of the whole picture I browbeat, cajoled or bribed additional eye witnesses. By dint of winnowing, checking and throwing away much of the evidence, what remained seemed to tally and agreed with the results.

Now if I had so much to untangle, think then kindly of the International Jury of Appeal who had to sort out protests. If comparatively disinterested observers, standing side by side, coolly watching the same boats, could give two versions of the same incident, imagine what could happen between two keyed-up and possibly excited protesting helmsmen in the turmoil and flurry of a close fleet all going for a mark—to say nothing of hails, suggestions and comments offered in any two or three of sixteen languages—seventeen if you give the Irish their due.

Thus, it must not be taken as an indication of active ill will between nations, so much is human frailty common to all, that most of the protests developed into a real "jury job" of deciding matters of fact between two individuals both certain of their own powers of observation and the other fellow's blindness, and both certain their case was good.

I suppose really that the number of protests was reasonable, just about one for each of the thirty-five races. Unfortunately, national honor being presumed to be at stake, there were many counter-protests. Just for the hell of it many competitors protested back however poor their case. This routine was frowned upon and discouraged and in one

"*Llanoria*," America's newest "Six," shown leading the 11 boat field, was sailed by Herman Whiton to win the Olympic Six Meter title for the U.S.A.

Beken & Son photos



### Making Knots

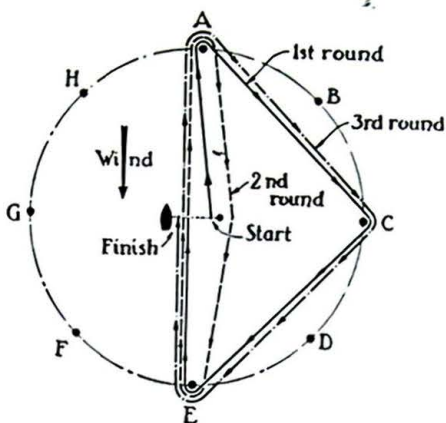
John N. Matthews' big yawl "Manxman" doing better than 10 knots on the wind



## OLYMPIC CLASSES AND COURSES

► When the 1948 Yachting Olympics get under way on Aug. 3, at Torquay, Devonshire, England, five classes will be on hand. The largest boats competing will be Six Meters. The U. S. has one new "Six" now building for Herman Whiton and Alfred L. Loomis, Jr., from designs by Sparkman & Stephens. It is hoped that George Nichols' *Goose* will be put in commission, at least as a trial horse for the new boat. James R. Sheldon has bought *Star Wagon* and plans to race her in the trials which will commence June 1 at the Seawanhaka Y.C. Dr. Carlisle Wilson, of the Bayview Y.C., Detroit, plans to enter his *Solenta*.

Some of the keenest competition will occur in the Dragons, light displacement keel sloops which are extremely popular abroad. Their dimensions: 29' 2" l.o.a., 18' 8" l.w.l., 6' 5" beam, 3' 11" draft and 235 square feet of sail. At present, there are few of these boats in this country and therefore no elimination races have been scheduled. If interest warrants it, however, these can be arranged, possibly in boats of a different class. Yachtsmen interested in



The course consists of three rounds, one windward-leeward, two triangular

representing the United States in this, or any of the five classes, should make contact with the North American Yacht Racing Union, 37 West 44th St., New York City.

The third class is the Y.R.A. Swallow, a new boat, already popular abroad, which has not yet made her appearance in this country. She measures 25' 6" l.o.a., 19' 0" l.w.l., 5' 8" beam, 3' 6" draft and carries 190 square feet of sail in main and jib. No eliminations have been scheduled for this class, but can be arranged by the N.A.Y.R.U. A British firm has offered to build a Swallow for the American entry in this class.

Surely one of the most popular classes will be the well-known Star, which will conduct its own elimination races to select the U. S. representative.

Smallest of the lot is the 12' Firefly dinghy. She measures 12' 0" l.o.a., 4' 7" beam, 3' 8" draft and carries 90 square feet of sail in a sloop rig. She will be raced by a crew of one. Final elimination races (following district eliminations, where necessary) to select a U. S. representative for this class will be sailed in Interclub dinghies on June 1

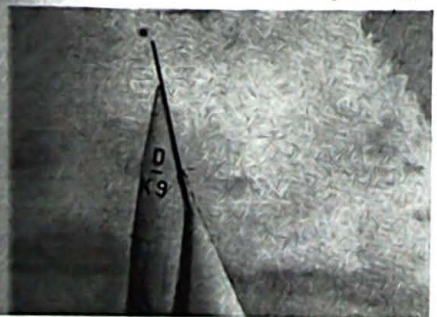
at the Larchmont Y.C. Fireflies will be provided in England for all competitors.

E. F. Haylock, Gp. Capt., R.A.F., ret'd, writes us from Great Britain about the type of courses to be sailed. He advises: "A new symmetrical course has been devised for the Games with the object of reducing the advantage of local knowledge. It consists of eight buoys (A to H in the accompanying diagram) only three of which will be used at one time, arranged around a circle with the start and finish in the center. The line, whose length is one-twentieth the diameter of the circle, to be laid out normal to the prevailing winds. Each buoy is differently marked. The course varies in diameter for different types of craft, ranging in length from 13½ miles for the 'Sixes' down to 5½ for the Fireflies. The full course will consist of three rounds, two will be triangular, one windward and leeward. Any objection to the short initial beat could be overcome by moving the committee boat to the lee buoy, thus giving a full length beat on the first leg of the course."



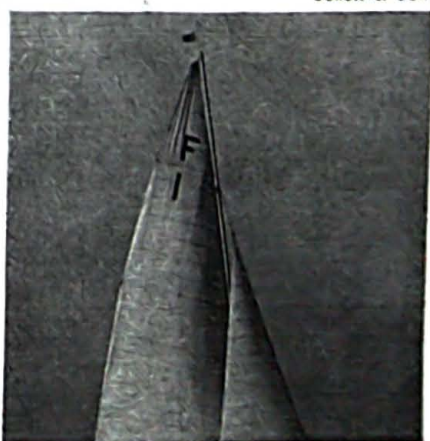
Rosenfeld

Douglas Went



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► Olympic trials for Six Meters were held after this issue went to press but, in preliminary races, the new boat *Llanoria*, owned by H. F. Whiton, A. Lee Loomis, Jr., and C. Douglas Dillon, looks like the ultimate winner, particularly since George Nichol's *Goose* will not compete in the official trials. The perennial campaigner, *Star Wagon*, now owned by James Sheldon, seems to be sufficiently outclassed to assure *Llanoria's* selection. *Goose* competed in the tune-up races and at present appears to be a bit faster than the new boat in a fresh breeze to windward, while *Llanoria* seems faster in light air to windward and in all weather down wind.



"Llanoria," the new Sparkman & Stephens-designed and Nevins-built Six Meter, is owned by H. F. Whiton, A. Lee Loomis, Jr., and C. Douglas Dillon. The first "Six" to be built in this country since 1938, it appears likely that she will represent the United States in the Olympics



*Rosenfeld*