

The Great Six Meter Era: 1930 Decade

THE 1930 DECADE is notable for the marked improvement of United States Six Meters and their success in international racing. There were many thrilling matches and team races as well as class fleet competition. J. Seward Johnson of Seawanhaka became a convert to the class and built several boats. Herman F. Whiton collaborated with Olin Stephens to produce *Cherokee* in 1930, the first "Six" to carry a big parachute spinnaker. The British yachting writer, Hugh Somerville, records these sails as responsible for the great American success abroad in 1932. He calls it the beginning of the "Rod Stephens era" when dashing American amateur crews displayed marked superiority over the British, who were depending on "conservative paid hands."

Bermudian yachtsmen had become interested in the "Sixes" and sponsored a one-design class of them, very fine boats from the board of Norwegian Bjorne Aas. The Royal Bermuda Yacht Club invited the Americans to race for a cup in April 1930. The American team that was shipped to the island consisted of the veteran *Clytie*, owned by Seward Johnson and sailed by Sherman Hoyt, *Emerald*, ex-*Heron*, owned and sailed by Paul Shields with his brother "Corny" aboard, and *Thalia*, Olin Stephen's first Six Meter, owned by Louis G. Young and sailed by W. W. Swan. The Bermudian team of *Viking* (Eldon Trimingham), *Achilles* (W. J. H. Trott), and *Sea Venture* (Lloyd P. Jones), were described as not only good looking but slippery in any kind of weather. The Americans won the fluky first race after getting all the breaks, and took the second in a heavy breeze by a close margin, to lead by 23½ to 19 points. It was a three-race series and the Bermudians won the third with two boats after *Sea Venture* fouled a mark. The United States was lucky to win the series by the close score of 32½ to 30½ points. The British team had won the first match of the second series for the British-American Cup on the Clyde, as recorded in the previous Six Meter chapter, so it was arranged to sail the

second match off Oyster Bay beginning September 1, 1930. The twelve yachts that appeared for trial races in August were:

Sprig (R. B. Smith Syndicate)
Lucie (ex-*Akaba*) (Briggs Cunningham)
Rana (ex-*Frieda*) (J. R. Ward)
Emerald (ex-*Heron*) (Cornelius Shields)
Cherokee (Herman F. Whiton)
Totem (A. E. Luders, Jr.)
Aphrodite (J. S. Johnson)
Mars (Merle-Smith [Seawanhaka] Syndicate)
Ripples (J. B. Shethar)
Saleema (N. Doubleday)
Mist (J. K. Roosevelt)
Roulette II (ex-*Picaro*) (E. I. Cudahy)

Lucie, winner that year of the Riviera championship, Seawanhaka spring series, and Larchmont Race Week, was soon picked. After three days of generally fresh breezes, *Cherokee*, to be sailed by Cornelius Shields, the new Crane-designed *Mars*, sailed by Van S. Merle-Smith, and *Aphrodite*, sailed by her designer Sherman Hoyt, were also chosen by a selection committee headed by Percy Weeks. This year Whiton deemed it wise to have older veteran Shields at the helm, as he had not been pleased with *Cherokee's* performance.

The British team consisted of *Coral* (Major A. A. Stuart-Black), and *Fintra* (Evelyn S. Parker), from the Clyde, and from the Solent, *Prudence* (Kenneth S. Preston) and *Felma* (F. A. Richards). They were all designed by Fife, with *Prudence* the only new boat.

The series began on September 1st and was over September 4th, being a clean sweep for the Americans, as can be seen by the following place positions:

FIRST RACE	SECOND RACE
<i>Windward-leeward, 12 miles</i>	<i>Triangle, 12 miles</i>
<i>Wind—E x N to S,</i>	<i>W then SE x E,</i>
<i>smooth</i>	<i>10 to 7 k., smooth after squall</i>
<i>Mars—U.S.</i>	<i>Mars</i>
<i>Lucie—U.S.</i>	<i>Lucie</i>
<i>Cherokee—U.S.</i>	<i>Prudence</i>

Prudence—U.K.
Felma—U.K.
Aphrodite—U.S.
Fintra—U.K.
Coral—U.K.
 U.S.—25¼
 U.K.—12

Aphrodite
Cherokee
Felma
Coral
Fintra
 U.S.—24¼
 U.K.—12

THIRD RACE

NW wind increasing from 8 to 22 k.

Lucie
Coral
Cherokee
Aphrodite
Prudence
Felma
Fintra
Mars
 U.S.—20¼
 U.K.—16

FOURTH RACE

N decreasing from 10½ to 4½ k.

Cherokee
Mars
Felma
Lucie
Prudence
Coral
Fintra
Aphrodite (disqualified)
 U.S.—20¼
 U.K.—15

Thus an American boat as well as the team won every race, even the third when *Aphrodite* was disqualified for fouling *Prudence* in a starting line jam. The new Crane-designed *Mars*, steered by American captain Van Merle-Smith, with Phil Roosevelt as mate, was outstanding. She is described as a pinched-in stern version of veteran *Akaba*, which as *Lucie*, sailed by Briggs Cunningham, was the leading point winner for the United States. Evelyn Parker, the British captain, stated flatly that the Americans were superior in tactics and team work, as well as sail handling. British observers aboard the destroyer U.S.S. *Kane*, lent by the Navy, deplored the fact "there was water, water everywhere" but nothing else to drink. Olin Stephens' ingenuity was indicated by no less than ten winches aboard *Cherokee*, novel fittings in that era.

The Bermudian Six Meters *Viking* and *Achilles* were on hand and after the British-American Match they won a four-cornered team race over the United States, England, and Scotland, who finished in that order. Quite naturally, *Mars* and *Lucie* were the American team.

Three American Six Meters returned to race for the Royal Ber-

muda Yacht Club Cup in April 1931. They were all owned by members of Seawanhaka, two of them new boats. These were Briggs

1931 Cunningham's second *Lucie*, designed by Clinton Crane, and Bob Meyer's *Bob Kat II*, from the board of Olin Stephens. The third yacht was Seward Johnson's *Aphrodite*, built the year before. It was not a team race, but their Bermudian rivals were the same one-designs of the year before, *Achilles* (Eldon Trimmingham), *Viking* (K. P. Trimmingham), and *Sea Venture* (L. P. Jones). This year the Islanders turned the tables as the wind increased through the four-race series from light and fluky to a 25-knot easterly. Veteran Eldon Trimmingham won the Cup with *Achilles*, *Viking* was second, and *Lucie* led the Americans in third place. *Bob Kat* used one of the new "parachutes," considered enormous by the Bermudians.

In 1931 the Seawanhaka Corinthian Yacht Club challenged again for the Seawanhaka Cup, held by the Royal Northern Yacht Club of Glasgow. It was agreed to race for it again in Eight Meters on the Clyde, beginning June 15th. This was the last time that any yacht larger than a Six Meter has competed for this Cup. Johnston de Forest's *Priscilla III* was designated as the challenger. There is no mention of trial races in the Club records. However, as a new boat in 1929 she had done well in the trial races that year, although beaten by *Gypsy*. Crew members were Briggs Cunningham, Henry R. Hoyt, and two veteran paid hands. The Scottish defender was *Saskia*, ably sailed by owner Arthur S. L. Young, with *Coila* veteran "Wee John" Stephen in his crew. She was built especially for the match that year and was more powerful, wider, and longer on the waterline, although a little shorter overall than *Priscilla*.

The Scotch boat got the weather she wanted and won the match in four straight races. In the first race it blew 10 to 15 knots southerly, with rain; in the second another southerly gradually diminished from 18 knots at the start with a rain squall; the third was WSW 18 to 25 knots; and in the fourth a westerly blew half a gale. In the first race *Priscilla* managed to gain the lead on the second leg to windward, but lost everything when she failed to cover *Saskia*. Thereafter, because of superior windward ability in the prevailing windy conditions, *Saskia* was ahead around every turning mark in every race. Briggs Cunningham, in a report for *Yachting Magazine*, concluded: "*Saskia*

was faster under the conditions encountered—and that was that.” He had brought his Six Meter *Lucie* with him to the Clyde and subsequently won six firsts and three seconds with her in thirteen starts. *Priscilla* also won races and made a good record in moderate weather.

In the Club report, published through the courtesy of Captain Gherardi Davis, Johnston de Forest draws conclusions that are interesting today. I quote: “A heavy weather boat on the Sound is but a light weather boat on the Clyde.” “It is inadvisable to carry any jib running free in light weather with a spinnaker.” Undoubtedly he meant the new “parachutes.” “Wind above 14 knots is too heavy for a genoa”; and “Don’t use a wet genoa jib to windward if any short tacking or covering is in prospect.” Of course, genoa jibs were a new type of sail and made of cotton. Contemporary pictures of the “Sixes” show them usually carrying only medium overlapping jibs to windward. De Forest states that he failed to cover *Saskia* in the first race because he was unable to tack fast enough with a wet genoa.

It should be further noted that in 1931 *Cherokee*, chartered by Swede Whiton to the Cudahy family of Chicago, was runner-up for the Scandinavian Gold Cup in Norway. The Cup was won for that country by *Abu*, sailed by Magnus Konow, later of Seawanhaka.

Four Seawanhaka Six Meters returned to Bermuda in the spring of 1932 to compete for the newly instituted Prince of Wales Trophy. Three of these were built in 1931, being *Bob Kat* (Bob Meyer), *Lucie* (Briggs Cunningham), and *Jill* (Seward Johnson).

1932 The fourth was *Nancy*, a new boat built for a Seawanhaka syndicate headed by Van Merle-Smith and Phil Roosevelt. She was sailed throughout the season by her designer, Olin Stephens, as very depressed business conditions kept her owners ashore. In four races, sailed in conditions that varied from a light breeze to a southerly gale, the old Bermuda “Six” *Viking*, sailed by Eldon Trimmingham, easily won the Cup. *Nancy* showed promise, but unfortunately was disqualified in one race. She had been built for a British invasion the same year. After this poor showing, American yachting periodicals waxed very pessimistic about Seawanhaka’s chances abroad.

In spite of the business depression, the Club had challenged for the Seawanhaka Cup this year in Six Meters in an August match on the Clyde, and a British-American Cup Match had been arranged on the

Solent in July. Each nation had won one match in this second series. The same yachts that were in Bermuda were shipped to England with the same skippers sailing them. In their crews were Kenneth Tringham and Bayard Dill of Bermuda aboard *Lucie* and *Jill* respectively, Larry and Robert Reybine on *Lucie* and *Nancy*, and Seawanhaka member Philip LeBoutillier, also aboard *Nancy*. Finally, on this latter boat was Karl Konow, famous among old-time Club members as "The Leaping Dane."

The British team were: *Finetta* (ex-*Felma*), a Fife boat built in 1929, owned by J. S. Bacon, a member of the 1930 team at Oyster Bay; *Nada* (ex-*Dana*), a Fife boat built in 1930, owned by Commodore F. G. Mitchell of the Royal Corinthian Yacht Club of Burnham; *Vorsa*, a Scottish boat designed by Mylne in 1931, owned by G. H. Maurice Clark, the light-weather member of the team; and *Ancora II*, a new Fife boat owned by Cyril Wright and Cecil Dormer, considered a small edition of the great Eight Meter *Saskia*, which defended the Seawanhaka Cup in 1931.

The 1932 British-American Match was the first time an American team was able to win outside home waters, but this time the Seawanhaka sailors did a job of it by winning the match, series and Cup in four straight races. An Englishman, Hugh Somerville, wrote the British were "thrashed" because the American boats carried intermediate genoas, which they lacked, and also because they carried huge "circus tent" spinnakers which they handled with great skill, even when reaching. These results speak for themselves:

FIRST RACE

Windward-leeward
a shifting 25-knot northerly
made it a reach all the way

Lucie—U.S.
Bob Kat—U.S.
Jill—U.S.
Nancy—U.S.
Vorsa—U.K.
Finetta—U.K.
Ancora II—U.K.
Nada—U.K.

SECOND RACE

Triangle
Wind light and fluky WNW
Jill
Bob Kat
Nancy
Nada
Finetta
Vorsa
Ancora II
Lucie

U.S.—26¼

U.K.—10

THIRD RACE

NW wind increased from
5 to 18 knots

Nancy

Bob Kat

Lucie

Jill

Ancora II

Finetta

*Nada*¹

Vorsa (fouled and withdrew)

U.S.—26¼

U.K.—9

U.S.—22¼

U.K.—14

FOURTH RACE

*Very light westerly increased
but shifty and puffy throughout*

Bob Kat

Jill

Vorsa

Nancy

Lucie

Nada

Ancora II

Finetta

U.S.—24¼

U.K.—12

Thus the Americans finished first, second, and third in every race but one, when *Vorsa* was third. On two occasions they were in the first four places. In the windy first race, the United States team carried full mainsails and intermediate genoas, while the British were reefed with working jibs. *Bob Kat* was high scorer with 29¼ points, followed by *Jill* with 26¼. It is interesting that *Lucie* used a loose-footed main-sail successfully in light airs. Each nation had now won a British-American Cup Series. The third series began in 1934, but because of World War II was not decided until 1949. Although *Bob Kat*, sailed by Captain Bob Meyer of the American team, had been high scorer on the Solent, it was decided to send *Nancy* and *Jill* to Scotland, both possible challengers for the Seawanhaka Cup. Certainly *Bob Kat* was not considered a light-weather boat and heavy weather was expected, in view of the hard winds experienced the year before, when the Eight Meter *Priscilla* was defeated. It was for this reason that *Jill* was finally chosen over *Nancy* when they reached the Clyde. Both boats were designed by Olin Stephens, who, together, with Briggs Cunningham, Bayard Dill, and Phil LeBoutillier, were crew under skipper-helmsman Seward Johnson.

The Scotch defender has been described to me by Olin Stephens as a radical boat. She was designed by "Wee John" Stephen, who owned her together with Colonel C. G. MacAndrew and James

Napier. He had been influenced by 30-square meter boat designs in our *Yachting Magazine*, which he had tested with numerous sailing models. The result was *Maida*, with a short, full bow, long counter, mast far aft, and a vertical rudder post from the heel of which the keel made an almost straight line to the stem. Although not thoroughly tested, she was nominated as defender. Evidently, however, she was a good heavy-weather performer, as was *Jill*, and fate decreed that the match was sailed in light to moderate conditions which suited neither of them.

Although *Jill* won the Seawanhaka Cup in three straight races, the first two appear to have been very exciting. On August 18th, over a windward-leeward course in light airs, *Maida* led around the first mark. However, with her big spinnaker on the run, *Jill* made up a lead of over a minute and a half and passed the Scotsman to windward. She kept *Maida* covered on the next windward leg and gained more on the final run to win the first race by 2 minutes and 1 second. She was only 17 minutes within the time limit of 4½ hours.

The second race, over a triangle, was a really "ding dong" affair. On the first leg to windward, in light airs, *Maida* worked out to a 30 second lead at the first mark. On the reaching second leg of a triangle, *Jill* set her parachute, pole forward, versus a small spinnaker, for *Maida* and consequently gained an inside overlap at the mark. The third leg was too close for spinnakers and *Maida* gained six lengths, but on the second beat a flat spot enabled *Jill* to sail by her to leeward and lead by well over a minute at the windward mark, after the wind backed to make it a fetch. The wind shift made the next to last leg a dead run, when a freshening breeze astern brought *Maida* up even, but, when finally in the same wind, *Jill* pulled away to lead by a minute at the final turn. On the last leg, close hauled, she gained to win by 1 minute 42 seconds. The Scots now all prayed for hard winds in the rest of the match.

However, although there was somewhat more wind for the third race, the *Maida* crew is reported to have overestimated its strength and were over the line early at the start. The recall cost her about a minute and she was never able to catch *Jill*, although gaining slightly on the wind. *Jill* more than made up for this with her parachute off the wind and won the race and match by 4 minutes 17 seconds. The

Glasgow Herald congratulated the Americans on "a victory worthily won by the merits of their yacht and her skillful handling." It was generally agreed their proficiency with big parachute spinnakers had a lot to do with it. The Scotsmen bemoaned the lack of wind, but in a private race (reported in the papers) after the match, *Jill* defeated *Maida* handily, both on and off the wind, in a strong breeze. So the Seawanhaka yachtsmen brought home across the Atlantic for the first time both the Seawanhaka and British-American Cups, to be greeted by celebrating clubmates.

The records indicate an inactive season for the Six Meters in 1933. Seward Johnson took *Jill* to Bermuda in April, where he won the Prince of Wales Trophy in a most exciting series. *Jill* was the only
1933 American entry, with the veteran Bermuda yachts *Viking* and *Achilles* as opponents. After four races, sailed in strong winds, Johnson and Eldon Trimingham, skippers of *Achilles*, were tied in point score, with a sail-off necessary. On three previous days it had blown 18, 20, and 30 knots from the east. In their fourth and final meeting, the wind was moderate from the north. The lead changed several times, but Seward Johnson finally won decisively.

Six Meter activity had a big spurt in 1934. Three Six Meters, veteran *Lucie* (Briggs Cunningham), *Anis* (ex-*Totem*), (Clarence Smith), and the new *Jack* (Seward Johnson), went to Bermuda to
1934 race for the Prince of Wales Trophy in early May. They were easily beaten in four races, two in fresh breezes, two in light, by three of the old Bermuda "sixes," *Achilles*, *Viking*, and *Sea Venture*. *Viking*, sailed by Rear Commodore J. E. Pearman of the Royal Bermuda Yacht Club, won the Trophy with *Achilles*. Eldon Trimingham was second. *Lucie* put up a good scrap to take third place, but *Jack* and *Anis* were fifth and last respectively. Probably each year the Bermudian yachts were tuned up better than the Americans. Later in the season *Anis* did well.

A British-American Cup match had been arranged off Oyster Bay for September, to be followed by a match for the Seawanhaka Cup against a challenger from the Royal Northern Yacht Club of Scotland. As early as the Decoration Day series, we find some nine Six Meter boats in competition off Oyster Bay. These included the veterans *Jill*, sailed by "Bubbles" Havemeyer; *Lucie* (Briggs Cunningham); *Bob*

Kat II (Bob Meyer); *Silroc* (ex-*Comet*), designed by Stephens in 1930 (N. Weed); *Sprig*, designed by Crane in 1930 (H. S. Morgan); *Meteor*, Olin Stephens, 1930, owned by H. Havemeyer; Clarence Smith's *Anis* (ex-*Totem*), designed by Bill Luders in 1930, and *Mars* of the 1930 Seawanhaka team (L. G. Young). Swede Whiton raced his veteran *Cherokee*, but subsequently competed in a new boat of his own design, named *Erne*. Other new "Sixes" in 1934 were *Jack* (Seward Johnson), designed by Olin Stephens; *Swallow* (Seawanhaka Syndicate), sailed by Henry Anderson and designed by Stephens; and *Challenge*, designed by Bill Luders, owned by Paul Shields, and sailed by his brother "Corny." Considerable "talent" was involved. Havemeyer won the Decoration Day series with *Jill*.

The Six Meters were the most active class on the Sound in 1934, sailing no less than 78 races, excluding international events. They were reported as being very even, but after exhaustive trials between September 5th and 9th the following yachts were chosen for the British-American Cup team by the selection committee of R. N. Bavier, J. de Forest, E. T. Irwin, George Nichols, and Innis O'Rourke. They were:

Bob Kat II (R. Meyer)—also selected as Seawanhaka Cup defender
Anis (Clarence I. Smith)
Lucie (Briggs Cunningham)
Challenge (Shields brothers)

Challenge was the only new boat and it is interesting that *Anis*, unable to make previous teams, was chosen over boats that had. She was known as a "light-weather ghost."

With one exception, the British team were all new boats. These were:

Kyla (William Russell), designed by Mylne
Melita (R. M. Teacher), designed by Fife
Saskia II (Arthur S. L. Young, skipper of Eight Meter *Saskia*, Seawanhaka Cup Winner, 1931)

Vorsa, owned by J. H. M. Clark, designed by Mylne in 1931; had been about the best of the 1932 British team.

This was the beginning of the third series for the British-American Cup, which was not completed until after World War II. Condi-

tions were changed, making four victories, not necessarily consecutive, necessary for absolute possession of the Cup. Previously, the winning of two consecutive matches decided the series. The Trophy is the beautiful large silver model of a Six Meter boat which today stands out among other prizes on the display shelves at the clubhouse.

The match began late in the season on September 27th, following the completion of the *America's Cup Races* of that year off Newport. The American yachtsmen won three straight races and the match quite easily, although five starts had to be made, as on the first and fourth days there was not wind enough to finish the scheduled races. I quote from the report Everett B. Morris wrote for *Yachting Magazine*.

FIRST RACE: windward-leeward, an easterly wind diminishing from 10 to 5 knots. *Anis*, much improved by added lead and a lower rig, went like a witch and led throughout to win. *Challenge* was second, *Bob Kat* third, and *Lucie* fourth, with *Kyla* the leading Britisher. Score: U.S. 26¼, U.K. 10.

SECOND RACE: triangle, true southerly wind, 14 knots. *Bob Kat* first, *Challenge* second, in that order throughout. *Vorsa* just saved third place from *Anis* and *Lucie* barely staved off *Kyla* for fifth. Score: U.S. 24¼, U.K. 12.

THIRD RACE: windward-leeward, a wet southerly over 20 knots, with nasty sea. With superb sail handling, *Bob Kat* led at the first mark, after a downwind start, followed by *Vorsa* and *Saskia*. However, *Challenge* and *Lucie* passed the Britishers on the wind. The wind lightened to about 16 knots for the second round, but the order of the three leaders did not change. *Kyla* was fourth and *Anis* managed to work up from last to sixth place. Score: U.S. 24¼, U.K. 12.

Evidently the second race was most interesting, with the Americans displaying fine teamwork as the last six places changed frequently.

The Seawanhaka Cup match was scheduled to begin on October 2d, two days later, but lack of wind delayed the completion of the first race until October 4th. Morris wrote that *Bob Kat* seemed to be at her best in heavy weather and that the selection committee was almost clairvoyant in choosing her because of the weather conditions that prevailed. Her opponent, *Kyla*, was a good boat, especially to windward, and leading British scorer in the British-American Cup match.

However, in each race Bob Meyer got the jump on Russell and retained his advantage the rest of the way.

FIRST RACE: windward-leeward, blowing fresh easterly. Won and lost at the start. Bob Meyer, to leeward, seems to have carried the Englishman far to windward of the starting buoy after the gun and by his own adroit return established a long initial lead. Subsequently *Kyla* outsailed *Bob Kat* on both windward legs, but (as Morris writes) Meyer's grand demonstration of the "safe leeward position" and superior work to leeward caused him to win by 1 minute 13 seconds.

SECOND RACE: triangle, blowing even harder from the east. *Kyla* with a good-sized genoa, *Bob Kat* with an "intermediate." A tight first windward leg, with *Bob Kat* 14 seconds ahead at the mark. No change on the second leg, a spinnaker run, but for the third leg *Kyla* shifted to a genoa, while *Bob Kat* jibed her big spinnaker and carried it, boomed forward, thereby increasing her lead to 52 seconds. *Bob Kat* set a large genoa for the second beat, which set better than *Kyla's*, and, gaining thereafter, won again by 1 minute 13 seconds.

THIRD RACE: windward-leeward, northwester blowing 25 to 30 knots. Both boats carried reefed mainsails, small jibs, and took a fearful dusting. Meyer got a little the better of the start. *Kyla* went well to windward and might have gained the lead except for a foul-up tacking. A jibe was necessary down wind and she fouled her spinnaker, tearing it in two, and eventually coming head to wind to clear it. *Bob Kat's* crew executed the jibe neatly and went on to win by 10 minutes 51 seconds. This crew was composed of Rod Stephens, Briggs Cunningham, Bob Reybine, and Clarence Smith (Arthur Knapp subbing for him in the last race).

It would certainly appear that Bob Meyer and his crew, although they had a good boat in *Bob Kat II*, won this decisive Seawanhaka Cup victory because of superior tactics and sail handling. For the second time the Americans won both the British-American and Seawanhaka Cups in the same year, this time in home waters. It is recorded that at this point American "Sixes" had won 17 consecutive victories over their British rivals since 1930.

Three American Six Meters went to Bermuda in April 1935 to compete for the Prince of Wales Trophy and a new Cup for two-team races presented by Bermuda's Governor-General. They were *Swallow*, sailed by Seward Johnson, *Challenge*, owned by Paul Shields, and *Jill*, chartered by Chandler Hovey of Marble-

head and sailed by his daughter, Miss Elizabeth Hovey, a fine helmswoman. Pitted against them were the old one-designs, *Viking*, *Achilles*, and *Sea Venture*. In generally moderate weather the Trimmingham's *Viking* won the Trophy over *Achilles* by $\frac{1}{4}$ point. Miss Hovey in *Jill* was third, $1\frac{1}{4}$ points behind *Achilles*. Cumulative points in two races decided the Governor's Cup. After the first, in very light tricky airs, Bermuda led $14\frac{1}{4}$ to 8. The Americans made a gallant try in the second race, but lost by $22\frac{1}{4}$ to $20\frac{1}{4}$.

The Scandinavians entered the Seawanhaka Six Meter picture again in 1935. In April Commodore Sven Salen of the Royal Swedish Yacht Club suggested to the Club's International Race Committee that there should be informal Scandinavian-American Six Meter races on Long Island Sound that summer. The officers and trustees welcomed the idea and it was arranged to conduct three-boat team races in September, conditions to be decided after the Scandinavians arrived. Subsequently, a challenge for the Seawanhaka Cup was received from the Crown Prince of Norway, whose *Norna IV*, sailed by veteran Magnus Konow, was to be a member of the Scandinavian team. Under the Declaration of Trust this challenge was late in arrival and it was necessary to waive the time limit. Swede Whiton had taken *Bob Kat*, lent by Bob Meyer, to Norway that spring to compete for the Scandinavian Gold Cup and the French One Ton Cup. He was unsuccessful with her in both efforts, but handled the Seawanhaka Cup negotiations from abroad.

Less Six Meter competition than the previous year is recorded in the Club racing records for 1935. Only six yachts appeared in early September for trial races. There were no new yachts in competition, but some good veterans of previous years. They were: *Anis* (Clarence L. Smith); *Bob Kat* (back from Norway) (R. B. Meyer); *Cherokee* (H. F. Whiton); *Swallow* (Seward Johnson); *Jill* (Seawanhaka Syndicate), sailed by P. J. Roosevelt; and *Challenge* (Paul Shields), sailed by "Corny" Shields. Phil Roosevelt, who had headed the Club Syndicate which raced *Swallow* the previous year, had replaced her with *Jill*.

That year a change had been made in the girth measurement which permitted increased draft. Evidently new yachts with deeper keels had beaten *Bob Kat* in Norway, for Whiton wired back instructions to so change *Cherokee*. She was chosen for the American team to race the

Scandinavians, together with *Jill* and *Challenge*. *Challenge*, however, was best in the trials and selected to defend the Seawanhaka Cup. The first race of the match was on September 14. The challenger, Crown Prince Olav's *Norna IV*, designed by the great Anker, was fast indeed to windward. Magnus Konow, her skipper, had few equals.

This was a great match for the Seawanhaka Cup and well reported by W. H. "Bill" Taylor in *Yachting Magazine*. It was a battle between two master skippers, Cornelius Shields and Magnus Konow. The first race was a perfect sample of the series. A light easterly made a slow first leg of a windward-leeward course, with *Norna* ahead by over a minute at the first mark. However, *Challenge* caught and passed her before a spinnaker run was half over. Again *Norna* gained the lead on the wind and held it on a reaching final leg, to win by 45 seconds.

In the second race, twice around a triangle in a 14 knot sou'wester, *Challenge* led most of the way, but *Norna* caught her on the final reach and won by 10 seconds. *Challenge* had light sail trouble and a jib sheet jammed in a block.

Bill Taylor wrote that on the third day the champagne was on ice for the Norwegians, but it stayed there for two more days. Corny Shields set a bigger genoa and an untested mainsail and beat *Norna* by 40 seconds in a moderate westerly. However, the odds were still stacked against him.

The sail change aboard *Challenge* must have been paying off, because in the fourth race, twice around a triangle in a 10-knot nor'wester, she had everything her own way and won by over 4 minutes.

Norna came back strong in the final race, where over 100 spectator craft bothered the competitors. The wind was SW x W, 13 knots. The Norwegian was ahead at the first windward mark, but *Challenge* caught her off the wind to lead by a few seconds at the next turn. They rounded the second windward mark together and it was anybody's race at this point. However, the wind lightened and *Challenge* outran her opponent progressively as it decreased to win by 2 minutes 47 seconds. Bill Taylor wrote it was the most interesting match he had ever watched and certainly exploded the maxim that the fastest boat

to windward always wins. He thought *Norna* would have won in stronger winds. Certainly this match was reminiscent of 1929, when the Scotch Eight Meter *Caryl* lost the first two races to *Gypsy*, but finally won the Cup.

The team races started on September 22d over alternate windward-leeward and triangular courses. The conditions were left open to the Scandinavians and they elected to sail five races over five days, with accumulated points deciding the winner. Although the wind was light to moderate from the west and no'west throughout, it was a great series. Besides *Norna*, the Scandinavian team consisted of: *Do Do* from Denmark (William Vett), designed by Bjarne Aas in 1934. She was a big, powerful craft like *Norna*; *Ian III* from Sweden, owned by H. G. Turitz, sailed by Sven Salen, who had introduced genoa jibs at Seawanhaka in 1927, designed by Tore Holm in 1935. She was described as a dainty-looking splinter, carrying a big sail spread on a beam of only 5 feet 9 inches.

FIRST RACE	SECOND RACE	THIRD RACE	FOURTH RACE	FIFTH RACE
<i>Jill</i>	<i>Challenge</i>	<i>Ian III</i>	<i>Norna IV</i>	<i>Jill</i>
<i>Norna IV</i>	<i>Do Do</i>	<i>Cherokee</i>	<i>Ian III</i>	<i>Norna IV</i>
<i>Ian III</i>	<i>Ian III</i>	<i>Norna IV</i>	<i>Cherokee</i>	<i>Do Do</i>
<i>Cherokee</i>	<i>Jill</i>	<i>Jill</i>	<i>Jill</i>	<i>Challenge</i>
<i>Challenge</i>	<i>Norna IV</i>	<i>Do Do</i>	<i>Challenge</i>	<i>Cherokee</i>
<i>Do Do</i>	<i>Cherokee</i>	<i>Challenge</i>	<i>Do Do</i>	<i>Ian III</i>
			(disqualified)	
U.S. 11¼	Scand. 11	Scand. 12¼	Scand. 11¼	U.S. 11¼
Scand. 10	U.S. 10¼	U.S. 9	U.S. 9	Scand. 10
Final score: Scandinavia 54¼, U.S. 50¼				

Certainly this was a thrilling series of races. Bill Taylor comments that it was remarkable that the older American boats did so well against the much touted new ones from Scandinavia. However, all except *Jill* had been altered materially. *Jill* was the best of the American boats, only three-quarters of a point behind high scorer *Norna IV*. She was the only winner of two races and evidently Phil Roosevelt did a remarkable job the last day when he took *Ian III* out into the Sound to oblivion and then worked up through the fleet to win. *Challenge* never got going and was low scorer of the Americans. Taylor con-

cludes with the comment that perhaps the ultimate in hulls and rig had been reached with the Six Meters, because all the boats were so even.

The 1936 season may be called historic indeed because Seawanhaka yachtsmen made another major invasion of European waters and won the Scandinavian Gold Cup, a British-American Cup match on the Clyde, and various other races. Previously, however, no less than a half dozen Six Meters were shipped in early spring to Bermuda to compete for the Prince of Wales Trophy and the Cup presented by Governor-General Sir Thomas Astley-Cubitt for a four-boat international team race series. The American yachts were *Lucie*, true and tried (Briggs Cunningham); *Silroc*, ex-*Meteor* (Ray Hunt of Marblehead); *Challenge* (Shields brothers); *Bob Kat*, now sailed by John S. Lawrence of Boston; and *Cherokee*, now skippered by Chandler Hovey, also from New England. The sixth yacht was the new *Indian Scout*, now famous in Seawanhaka history. She was designed by her owner and skipper, Swede Whiton, but was just out of the builder's yard and far from being properly tuned. She was described as having a deep forefoot and a horizontal lead bulb reminiscent of the old fin-keelers, a novel feature in the class.

There was a very great new boat in the Bermuda fleet, too, which also included the successful old veterans *Viking*, *Achilles*, and *Sea Venture*, one-designs from the board of Norwegian Bjarne Aas. They had inspired Eldon and Kenneth Trimmingham to return to him for the new *Saga*, described as a very beautiful boat indeed. She also had a deep forefoot in contrast to a recent trend toward a straight line from the stem to the heel of the rudder post. She was very fast to windward in a breeze and that spring had five firsts, a third, and a fourth in seven starts. Cornelius Shields writes that this boat decided him to engage Bjarne Aas to design the great International Class, which he sponsored.

All the races but one of both series were sailed in fresh breezes. *Saga* won the Prince of Wales Trophy, being first in three of the four races, with a score of 37%. However, untried *Indian Scout* gave her a real battle, won the third race, and was second with a score of 31%. Her fifth place in the final race was unfortunate.

The Americans won the team races by the score of 57% to 49%.

points. Again *Saga* was high scorer and won twice, but her older team-mates were outclassed. *Lucie* had the best score of the American team, which included *Challenge*, *Silroc*, and *Indian Scout*, and won the second race by over two minutes in light airs. When the wind increased for the third and final race, *Saga* and *Indian Scout* led the pack.

Soon after *Indian Scout's* return from Bermuda, she was shipped to Norway, where the races for the Scandinavian Gold Cup began at Hanko on June 30th. There Whiton found yachts from four nations competing against him. They were:

Lully II, Norway, the latest creation of Bjarne Aas, sailed by Magnus Konow, his opponent in many past races.

Ian III, Sweden, designed by Tore Holm in 1935, sailed by Bink Gedda, a light-weather flier that raced at Seawanhaka the previous year. Now she had a steel mast.

Irmi V, Germany, sailed by Dr. Lubinus with an able crew. Adolph Hitler was encouraging yacht racing in these years.

K.D.Y., Denmark, sailed by Erich Ruben. Whiton called her the dark horse of the fleet.

It should be noted these races were sailed over what was then known as a Gold Cup, now an Olympic, course—a triangle followed by a windward and a leeward leg. However, the legs were sometimes reversed and the start was not always to windward.

In light conditions, *Ian III* won the first race, with *Indian Scout* second. In a sparkling sou'wester the second day, the *Scout* relished a slop and won over *Ian III* after a final tacking duel. In the third race, marked by a shifting wind with a squall in the offing, *Indian Scout's* crew had her in the lead with smart spinnaker work. When covering *Ian III*, she stuck hard on a rock, but finished second to *Irmi V*. Under the conditions, *Lully II* and *K.D.Y.* were now eliminated, as they had not won a race. The place positions had been:

FIRST RACE	SECOND RACE	THIRD RACE
<i>Ian III</i>	<i>Indian Scout</i>	<i>Irmi V</i>
<i>Indian Scout</i>	<i>Ian III</i>	<i>Indian Scout</i>
<i>K.D.Y.</i>	<i>Lully II</i>	<i>Ian III</i>
<i>Irmi V</i>	<i>Irmi V</i>	<i>Lully II</i>
<i>Lully II</i>	<i>K.D.Y.</i>	<i>K.D.Y.</i>

The fourth race was a thriller in a whistling sou'wester and steep

sea. *Ian III* lost her mast and the *Scout's* clew outhaul parted, but she finished second to *Irmis V*. Next day, the Fourth of July, she won as she pleased in a 20-knot sou'wester. It blew even harder on the final day and all the yachts were reefed and pumping. *Indian Scout* loved it and won again, with *Irmis V* behind her by 2 minutes and 39 seconds. Off the wind planing with her parachute, *Indian Scout* was immersed in flying spray from stem to stern. Whiton's able crew that set light sails that day were Seawanhaka members Townsend Weekes and Charlie Meyer, together with James Hopkins Smith, a great aviator, later Assistant Secretary of the Navy for Air. His father had been a leading Seawanhaka yachtsman in years gone by. So Whiton's wish, made after he won the Gold Cup in 1926, that he win it with a boat of his own design, was fulfilled. *Indian Scout* was quite a boat.

The British-American Cup races were scheduled to start on July 10th, and *Indian Scout* arrived just in time from Norway early that day. En route overland from Newcastle, she had run into a man on a bicycle. Her team-mates were *Jill* (Philip J. Roosevelt); *Lucie* (Briggs Cunningham); and Seward Johnson's new *Mood*, designed by Olin Stephens.

On the British team was the third great Six Meter built in 1936, in addition to *Indian Scout* and Bermudian *Saga*. This was *Lalage*, designed by Charles E. Nicholson and owned by a syndicate of Messrs. Belleville, Leaf, and Boardman. Among numerous other races, she won the Olympic Gold Medal this same year. Also new was *Nike*, owned by the Donaldson brothers, from the board of promising young designer James McGruer of the Gaerloch, his first attempt at a "Six." The others were *Melita* (Ronald Teacher), and *Vorsa* (J. H. Maurice Clark), both on the British team of 1934.

The American team won the match handily in four straight races, sailed in generally moderate to fresh northwesterly wind, although in the first race it breezed up to 28 knots, with a steep sea, after a calm start. The scores in their favor were 21½ to 15 for the first two races, and 20½ to 16 for the last two. *Mood* had the legs of the fleet in the light airs of the second race. The Americans cleverly took advantage of a wind shift early in the third race. In the last race, the British got much the best of the start, but the Americans worked by them to windward. It is notable that a United States yacht won every race,

although speedy *Lalage* placed second three times. Place positions were as follows:

FIRST RACE	SECOND RACE	THIRD RACE	FOURTH RACE
<i>Indian Scout</i>	<i>Mood</i>	<i>Lucie</i>	<i>Lucie</i>
<i>Lalage</i>	<i>Lalage</i>	<i>Jill</i>	<i>Lalage</i>
<i>Lucie</i>	<i>Lucie</i>	<i>Melita</i>	<i>Indian Scout</i>
<i>Jill</i>	<i>Indian Scout</i>	<i>Vorsa</i>	<i>Nike</i>
<i>Nike</i>	<i>Nike</i>	<i>Nike</i>	<i>Jill</i>
<i>Melita</i>	<i>Vorsa</i>	<i>Indian Scout</i>	<i>Vorsa</i>
<i>Mood</i>	<i>Jill</i>	<i>Mood</i>	<i>Mood</i>
<i>Vorsa</i>	<i>Melita</i>	<i>Lalage</i>	<i>Melita</i>

The British sporting press pronounced the match a brilliant victory for the Americans and complimented them on their fast yachts, tactics, teamwork, and sail handling. The yachting writers criticized the whole British effort severely, pointing out that the home team had failed to take advantage of their local knowledge of the tricky waters in the Solent and Clyde and failed to cover the Americans at critical moments. It was considered that the older yachts, *Melita* and *Vorsa*, should not have been on the team, as there were newer, faster boats available. In all four races, only once had a British yacht, *Lalage*, been first around a windward mark.

Swede Whiton shipped *Indian Scout* to Kiel in Germany, where he won some seven races in a row, including the Adolph Hitler Cup. He recalls the Cup was huge and magnificent, but he never received it, as the Nazis became aware he disapproved of Hitler and he left the country in disfavor. Among the old Club records is a formal engraved invitation from the flag officers to members, requesting their company at a September dinner at the clubhouse in honor of Captain Herman Frasch Whiton and the members of the crew of *Indian Scout*.

In the spring of 1937 there were no less than ten Six Meters competing in Bermuda for three different trophies. These were the Prince of Wales Cup, the Governor's Cup for team races, and a new one in 1937 those waters, the King Edward VII Challenge Cup, presented by Sherman Hoyt. It has previously been recorded in this history how he won this Cup, presented by the English king, with his Q-boat *Capsicum*, at the Jamestown Exposition of 1907. It had been sitting in a Tiffany vault ever since, but now Hoyt donated

it for match competition along the Atlantic Coast of North America or in West Indian waters only. There were two outstanding new boats in this fleet, *Lulu*, designed for Briggs Cunningham by Olin Stephens, and *Rebel*, Shields brothers, from the board of Bill Luders. *Lulu*, fresh from the builder's yard, showed herself to be a great boat when she won the Prince of Wales Cup in four races, two in strong winds, one in moderate, and one in light airs. She did not win a single race, but was second three times and third once, for a score of 34 out of a possible 40. The following score list indicates the stiff competition:

<i>Lulu</i> (Cunningham)—34	<i>Viking</i> (William Miller)—19½
<i>Indian Scout</i> (H. S. Morgan sailed by Sherman Hoyt)—27½	<i>Totem</i> (Luders)—19
<i>Saga</i> (Trimingham)—26½	<i>Light Scout</i> , a new boat designed and skippered by H. F. Whiton—18
<i>Rebel</i> (Shields)—21	<i>Silroc</i> (Ray Hunt)—14
<i>Bob Kat III</i> (ex-Mood) (R. Meyer)—21	<i>Marga</i> (from Finland) (Eric Ahlstrom)—8

In the two-team races for the Astley-Cubitt Cup, *Lulu* and *Rebel* divided the honors between them each day, being alternately first and third, with *Saga* second. Sherman Hoyt sailed *Indian Scout* on the Bermuda team and was handicapped by badly setting sails.

Lulu and *Saga* had a great race for the King Edward Challenge Cup in a 25-knot sou'wester, twice around a triangle. Cunningham got the start, but *Saga* worked by him on the first windward leg. On the second windward leg, with a bigger genoa, he tacked into smoother water under the shore and gained the lead again, held it, and won by 21 seconds.

The Race Committee Report for 1937 records "a splendid fleet" of "Sixes" in "keen and spirited racing," with 42 completed races, several called off. *Lulu*, back from Bermuda, won a race on May 29th over *Rebel* (Shields); *Lucie* (F. T. Bedford); *Totem* (C. Mallory); *Light Scout* (Whiton); *Bob Kat III* (Meyer); *Vigri* (W. Grosvenor); *Jill* (H. H. Anderson); *Circe* (L. Munroe); *Indian Scout* (H. S. Morgan); and *Race Idler* (C. Thorling), in that order. There had been challenges for the Scandinavian Gold Cup and the Seawanhaka Cup and it was decided "for the good of the sport" to defend them with different boats. Trial races were sailed between July 26 and 31, in which *Lulu* finally nosed out *Totem*, sailed by Bill Luders, and *Rebel*

(Cornelius Shields). Subsequently, a further series of "observation races" were held between the outstanding "Sixes" *Rebel*, *Totem*, and *Light Scout*, with *Rebel* the final selection for Seawanhaka Cup defender. Foreign challengers for the Scandinavian Gold Cup were:

Inga Lill, Finland. Owner—G. Kyntzell; helmsman—Sir Henrik Ramsay, K.B.E.

Buri, Norway. Owner—O. Ditlev-Simonsen; helmsman—owner.

Tidsfordrif II, Sweden. Owner—Ewald Elander; helmsman—Per Gedda.

Buri was also the challenger for the Seawanhaka Cup.

Lulu and Briggs Cunningham had begun the season with a victory in Bermuda and they finished it off on Oyster Bay with another in the Scandinavian Gold Cup series. The standard Gold Cup course was used in all five races.

FIRST RACE	SECOND RACE	THIRD RACE
<i>Wind ESE, 6¼ knots</i>	<i>Wind ENE, 9.6 knots</i>	<i>Wind ESE, 6.68 knots</i>
<i>Lulu</i>	<i>Tidsfordrif II</i>	<i>Inga Lill</i>
<i>Inga Lill</i>	<i>Inga Lill</i>	<i>Lulu</i>
<i>Buri</i>	<i>Lulu</i>	<i>Tidsfordrif II</i>
<i>Tidsfordrif II</i>	<i>Buri</i>	<i>Buri</i>

At this point, *Buri* had not won a race and was eliminated under the conditions for the series. In the moderate conditions so far *Lulu* had been at her best reaching and running, but on occasion unable to hold the others on the wind.

FOURTH RACE
<i>Wind ESE—4.4 knots</i>
<i>Tidsfordrif II</i>
<i>Lulu</i>
<i>Inga Lill</i>

The Swedish boat won as she pleased on account of her windward ability in the light airs. *Lulu* gained somewhat off the wind.

FIFTH RACE
<i>Wind SW x W—8 knots</i>
<i>Inga Lill</i>
<i>Tidsfordrif II</i>
<i>Lulu</i>

Rod Stephens and Arthur Knapp, just off the *America's* Cup defender *Ranger*, joined *Lulu's* crew. They got the start, but *Tidsfordrif* passed them on the wind. On the second windward leg, *Inga Lill* was far behind, but split tacks with the close-matched leaders, got a lift, and won easily.

SIXTH RACE

Wind SW x W—7½ knots

Lulu

Inga Lill

Tidsfordrif II

Again *Lulu* got the start and was passed by *Tidsfordrif* and again *Inga Lill* split tacks and gained the lead, this time on the first windward leg. However, *Lulu* passed the Swedish boat off the wind and almost caught the Finnish yacht. They were even at the second windward mark and *Lulu* ran away from her to win the race by 51 seconds.

SEVENTH RACE

Wind NE—30 knots

Lulu

Tidsfordrif II

Inga Lill

At last came a real breeze of wind, a strong northeaster, with a heavy sea. All the boats were reefed with small jibs. *Lulu* got a splendid start and was never in danger. At the first windward mark she was 27 seconds ahead and, reaching and running, she increased this lead to win by 1 minute 35 seconds. It was certainly a hard-fought series, with all three yachts tied with two wins each on the final day. For the first time, the Gold Cup was successfully defended by an American boat, and *Lulu* showed her greatness by her two victories in light weather. Of course, on the last day she came into her own in the heavy going. Briggs Cunningham was complimented for his uncanny skill for placing himself in the right place at the right time.

The Gold Cup races ended on September 6th and the Seawanhaka Cup Match began on September 7th. It is recorded that the race committee was hanging on the ropes by the time it was all over. However, "Corny" Shields made the second series as short as possible by winning three straight races with *Rebel*.

FIRST RACE: wind light northerly, 10 to 6 knots. *Buri* got the start, but *Rebel* passed her on the beat to the first mark. *Buri* closed up on a run, but lost again on the second windward leg. *Rebel* held her lead to win by 2 minutes 31 seconds.

SECOND RACE: wind E x N, 15 knots. This was a close, interesting race around two triangles, with the weather more to *Buri*'s liking. *Rebel* got a little the better start, but overstood the first weather mark and *Buri* led by 25 seconds. On the third reaching leg, *Rebel* finally passed *Buri* by hanging onto a spinnaker after her opponent shifted to a genoa. On the second round she went better to windward and won by 1 minute 5 seconds.

THIRD RACE: Wind E x N 8.4 knots. On the first windward leg, *Rebel* used a large club genoa and led by 29 seconds at the mark, increasing her lead on the run when *Buri* had spinnaker trouble. The wind freshened to 14 knots on the second round, but *Rebel* continued to use her big headsail, which caused apprehension among the spectators. However, all went well and she won by 1 minute 7 seconds. The club genoas are interesting historically. They were a development of the quadrilateral jibs then in use aboard the J-boats and other larger racing craft. Aboard the "Sixes," a light wooden batten ran between the two clews and a bridle attached to each end of it was trimmed by a single sheet instead of the two sheets used on larger yachts. Swede Whiton recalls they were horrible sails to tack and it was a wise move when they were finally prohibited. *Lulu* and *Rebel* displayed remarkable running and reaching ability and again demonstrated it does not always require great windward ability to win. The Scandinavians were not adept with their light sails and tore up several spinnakers. Certainly the 1937 season was a most victorious one for the United States sailors.

A fine fleet of Six Meters opened the 1938 season in Bermuda. *Indian Scout*, chartered by Ray Hunt, won the Prince of Wales Trophy over the following yachts listed in order of their standing in that four-race series. The first race was sailed in a fresh sou'-wester, the rest in moderate to very light conditions.

Viking, now an old boat, owned by Nova Scotian Bill Miller, with Bayard Dill in his crew.

Fun, F. T. Bedford, sailed by his son-in-law Briggs Cunningham, a new boat, designed by Olin Stephens.

Solenta, Eldon and Kenneth Trimingham, a new boat designed by Nicholson. Fast in light winds.

Djinn, H. S. Morgan, another new boat designed by Olin Stephens. A powerful boat that won the first race in a good breeze.

Lulu, defending the Cup she won the year before. Still owned by Briggs Cunningham, but sailed by Olin Stephens, her designer.

Star Wagon, a new boat owned, designed, and sailed by Swede Whiton.

Vema IV, from Norway, owned by George U. Vetlesen.

It was a close and exciting series, with *Djinn*, *Solenta*, *Indian Scout*, and *Viking* each winning a race.

Indian Scout and *Viking* were next paired for a two-out-of-three match series for the huge King Edward VII Challenge Cup (capacity 24 quarts of champagne). *Viking* won in two straight races. In the first, the light conditions suited her. In the second, *Indian Scout* somehow mixed up the starting signal and lost the race right there.

A so-called Bermudian team of *Viking*, *Solenta*, *Fun*, and *Lulu* won the three-race series for the Astley-Cubitt Cup. *Indian Scout* and *Star Wagon* of the American team were winners and *Solenta* won the third race for the Bermudians, with the final score 56½ to 51½ points. Certainly at this point of the season the older boats were giving a good account of themselves. I raced to Bermuda later that spring aboard *Highland Light* and when I returned was a crew member aboard *Djinn* in July and August. Probably there has never been greater racing off Oyster Bay than in those years and as I write these chapters about the "Sixes" I wish I had been more a part of it.

The Six Meters returned to Oyster Bay and active racing began on May 28th. There was a strenuous summer ahead as a British-American Cup match had been arranged and challenges received for the Scandinavian Gold Cup and the Seawanhaka Cup. On Sunday, June 26th, a new Six Meter raced for the first time, a boat that was to become immortal in Seawanhaka history. This was *Goose*, designed for George Nichols by Olin Stephens. She finished third to *Totem* and *Fun* that day and did not win her first race until July 10th, when she defeated *Totem*, *Djinn*, *Saga*, and *Star Wagon*. Johnston de Forest had bought the Bermudian *Saga*.

In trial races held in midsummer, *Goose* won three out of four and was selected to defend the Scandinavian Gold Cup over *Fun*,

Djinn, *Totem*, *Rebel*, and *Star Wagon*. In other trials *Goose*, *Djinn*, *Rebel*, and *Fun* were picked for the British-American Cup team. The large Selection Committee of Seawanhaka yachtsmen included: P. J. Roosevelt, W. A. W. Stewart, E. T. Irvin, V. S. Merle-Smith, and H. H. Anderson, all previous Six Meter skippers. The foreign challengers were:

Solenta from Bermuda, Trimmingham brothers, representing Great Britain.

Anitra II, Finland, G. Kyntzell, owner; E. Olofssen, helmsman.

Norna VI, Norway, Crown Prince Olaf, owner; Rolf Svinndal, helmsman.

Fagel Bla, Sweden, Sven Salen, owner and helmsman.

SCANDINAVIAN GOLD CUP SERIES

FIRST RACE

1. *Goose*
2. *Solenta*
3. *Anitra II*
4. *Fagel Bla*
5. *Norna VI*

The wind was all over the place in this race, moderate SW at the start, then a squall followed by a breeze out of the SSE at 17 knots. *Goose* dropped from first to last place in the squall and then worked back through the fleet to win by over two minutes from *Solenta*.

SECOND RACE

1. *Goose*
2. *Solenta*
3. *Norna VI*
4. *Anitra II*
5. *Fagel Bla*

A race the previous day was called off for lack of wind. *Goose* missed finishing first within the time limit by 3 minutes. In this one, the wind was easterly, 13 to 9 knots throughout. *Anitra* got the start, but 20 minutes later *Goose* was in the lead, never to be headed.

THIRD RACE

1. *Goose*
2. *Norna VI*

3. *Flagel Bla*
4. *Solenta*
5. *Anitra II*

The wind was southeasterly, between 5 and 10 knots throughout. *Flagel Bla* led on the first two legs with *Goose* a close second. On the second windward leg, *Norna* gained the lead for a short time, but as the wind freshened *Goose* worked by her and held her lead on the next two reaching legs, to win by 40 seconds over *Norna VI*.

One can only comment that this was a pretty impressive Scandinavian Gold Cup victory for George Nichols and *Goose*, the first to end after only three races.

Evidently British yachtsmen had taken the criticism of their 1936 British-American Cup defeat to heart, for they started their 1938 trials at Easter at Burnham-on-Crouch, subsequently moving to the Clyde. They had declared Bermudian yachts eligible for a place on their team and *Solenta* was selected. The other three "Sixes" on the team were all from the Clyde and included:

Vrana, J. H. Maurice Clark, designed by Mylne in 1937.

Erica, R. M. Teacher, a new boat designed by Nicholson.

Circe, J. H. Thom, designed by Alexander Robertson in 1937.

For the first time a yacht by the great Fife of Fairley was not included. The Gold Cup races had ended on August 30th and the team races began on September 8th, with the fall regatta and the Stratford Shoal Race intervening.

FIRST RACE

Windward-leeward, twice around

Djinn

Goose

Vrana

Rebel

Solenta

Erica

Fun

Circe

Score: U.S. 22½

G.B. 14

The wind was light, N x E, at the start, and shifted to NW x W, 15 knots. *Djinn* gained the lead on the first leg and held it throughout, winning by over a minute.

SECOND RACE

Twice around a triangle

Rebel

Fun

Djinn

Solenta

Erica

Circe

Goose

Vrana

Score: U.S. 23¼

G.B. 13

Wind from ESE, 10 knots. Again American yachts paired off, covered, and defeated British rivals. *Goose* had a bad day.

An attempt at a third race on September 10th had to be called off for lack of wind, when at 4:52 P.M. no yacht had completed the first round. However, *Djinn* had fouled *Circe* and was therefor ineligible to compete in the next race.

THIRD RACE

Windward-leeward

Fun

Rebel

Solenta

Goose (disqualified)

Circe

Vrana

Erica

Score: G.B. 18

U.S. 15¼

Wind SSW, 10 to 15 knots. The British got the start, but *Fun* soon worked into the lead and *Rebel* finally just nosed out *Solenta* for second. *Goose* was disqualified for fouling *Solenta*.

FOURTH RACE

Twice around a triangle

Goose
Djinn
Solenta
Circe
Fun
Vrana
Erica
Rebel

Score: U.S. 20½

G.B. 16

Wind easterly, 10 to 15 knots, moderating toward the finish. *Solenta* got the start, but *Djinn* was leader around the first weather mark. *Goose* passed her off the wind and their positions were unchanged to the finish.

FIFTH RACE

Windward-leeward

Goose
Erica
Solenta
Rebel
Djinn
Fun
Circe
Vrana

Score: U.S. 20½

G.B. 16

Wind was very light southerly in the first half of the race, but increased to around 10 knots S x W in the latter stages. *Solenta* and *Erica* were early leaders, but *Goose* passed them before the first mark by staying under the Long Island shore, where she got more wind. *Rebel* and *Djinn* ran by *Circe* on the first leeward leg and finally *Fun* passed her off the wind.

Thus the Americans won the match by four races to one and led

3-0 in matches for the third series of the British-American Cup. The fourth and final match was not sailed until 1949. The following point scores show how close the U.S. boats were: *Rebel* 26½; *Goose* 25½; *Djinn* 25½; *Fun* 24½. Actually, *Solenta*, who never finished either first or second, was high scorer with 27 points.

The first race for the Seawanhaka Cup was sailed on September 17th. At that time the light weather which had delayed the British-American Cup series suddenly changed when a typical northeaster struck in. It is a strong wind that frequently blows for three days, with rain. It is obvious why *Goose* had been designated as Seawanhaka Cup defender, but less so why her opponent was *Circe*, whose record in the previous team races was poor. Naturally, *Goose* was a heavy favorite. However, *Circe* had won twelve races in Scotland that season to nine apiece for *Vrana* and *Erica*, and it had been forgotten that the Clyde is a windier body of water than the Sound. It is of further interest that a young naval architect, David Boyd, had really produced *Circe*, as he was then head designer for Alexander Robertson & Sons of Sandbank, listed as her designers in *Lloyd's Register*. Years later he produced the less successful *America's Cup* challengers *Sceptre* and *Sovereign*.

FIRST RACE: It was blowing 18 knots from the east at the start and later piped up to almost 25, with showers of rain. *Circe* led from start to finish of a windward-leeward course, twice around, and won by 1 minute 44 seconds.

SECOND RACE: twice around a triangle. The wind was still blowing from the east up to 20 knots, still raining. *Circe* got the start and held her lead to windward, gaining in the rougher water on offshore tacks. *Goose* came up with her on the second reaching leg, but after a sharp luffing match the Scotsman-still was 21 seconds ahead as they came on the wind. *Goose* gained in smoother water under the beach, but fell back when they came into rough water off Lloyd's Point. She gained again off the wind, but *Circe* won by 26 seconds.

THIRD RACE: windward-leeward. Heavy rain, wind easterly about 7 knots at the start, then falling calm and hauling SW x W at the end. Although *Circe* got the start, the conditions suited *Goose* and she worked out a lead of over five minutes at the end of the first round. *Circe* had some bad breaks with a shifting wind that seem to come to

trailing boats. With a wind shift to the SW, the third leg had turned into a reach and *Circe* gained a little using a genoa instead of the spinnaker employed by George Nichols. However, she was still 4 minutes 22 seconds behind at the beginning of the last leg, now a windward one. Spectators retired below as the wind died in a torrential shower of rain. The race seemed over, when the impossible happened. Accounts differ, but apparently *Circe* worked close in under Lloyd's Neck beach, and *Goose*, caught further out in a flat spot, was unable to cover properly. Carrying a fresher breeze out of Cold Spring Harbor, *Circe* came abreast of her opponent and then passed her less than 100 yards from the finish, as the wind freed and Nichols set a spinnaker in a last desperate effort to stave off defeat. *Circe* won by 29 seconds and the Seawanhaka Cup went back to the Royal Northern Yacht Club of Scotland.

This was a surprising defeat, but much glory still lay ahead for *Goose*. In 1938 she seems to have been a practically unbeatable light-weather boat, with somewhat less heavy-weather ability. Olin Stephens has told me that the following winter her sail area was reduced by some ten square feet and additional ballast added, which helped her in a breeze far more than it probably hurt her ghosting ability. He also says she was the product of extensive tank tests, a scientific approach which had been developed by his work on the great America's Cup defender *Ranger*. Probably he was far ahead of the British in this department and, I might add, still seems to be as this is written. Stephens began seriously tank testing the "Sixes" with *Jack* in 1934, in conjunction with Ken Davidson, using only an upright position for the model. Of course, when *Goose* came along various inclined positions were used. Genoa jibs caused great changes of rigging in the 1930 decade and three sets of spreaders with jumper struts had become usual, replacing the wider one or two sets used in the 1920 era. Numerous winches had appeared where there were none before. At this point, it is interesting to compare the dimensions of various leading sixes that raced between 1930 and 1940. It might be noted that the hulls of *Goose* and *Djinn* are exactly the same, the only difference, according to Olin Stephens, being that *Goose* had a sharper keel below the mast step. These measurements are taken from *Lloyd's Register*:

The Early Twentieth Century: 1897-1940

	LENGTH OVERALL		WATER LINE		BEAM		DRAFT		SAIL AREA
	ft.	in.	ft.	in.	ft.	in.	ft.	in.	
<i>Lucie (ex-Akaba)</i>	37	6	21	9	6	9	5	1	475
<i>Cherokee</i>	37	3	23	3	6	4	5	5	—
<i>Aphrodite</i>	37	4	23		6	7	5	3	—
<i>Jill</i>	37		23	7	6	5	5	4	450
<i>Bob Kat II</i>	36	9	23	6	6	8	5	4	440
<i>Anis (ex-Totem)</i>	37		23		6		5		450
<i>Challenge</i>	37		23	5	6	4	5	4	451
<i>Swallow</i>	37	2	23	6	6	6	5	4	450
<i>Saga</i>	38		23.7		6.2		5.3		470
<i>Indian Scout</i>	36		23	6	6	2	5	4	465
<i>Lalage</i>	37.4		23.3		6.5		5.4		450
<i>Jack</i>	37	6	23		6	6	5	3	450
<i>Mood</i>	35	9	23	5	6	2	5	5	467
<i>Lulu</i>	36	9	23	4	6		5	4	475
<i>Rebel</i>	36		23		6		5	3	470
<i>Fun</i>	36		23		6		5	3	460
<i>Star Wagon</i>	36	8	23	6	6		5	4	476
<i>Djinn</i>	37		23	8	6		5	5	465
<i>Goose</i>	37		23	8	6		5	5	474 (464)

In the latter part of the 1930 decade, six feet was the minimum allowed beam under the International Rule and designers did not seem to be exceeding it. Six Meter boat design had certainly changed since the 1920 era, as is indicated when we look back, to find *Grebe* with a beam of 7 feet 4 inches and both *Grebe* and *Lanai* with a draft of 5 feet 1 inch, while *Lea* had a sail area of 518 square feet.

There is another interesting aspect of this 1930 decade Six Meter racing which is indicated in a letter report of costs from "managing owner" Phil Roosevelt to the members of the *Swallow* Seawanhaka Syndicate. The original subscription in 1934 amounted to \$8,900 and total cost at the end of the season was \$12,613.38, with Roosevelt and Henry Anderson making up the deficit. Probably this was justified, as they had been having all the fun racing the boat. *Swallow* was not very successful in 1934, and it was hoped to sell her for about \$4,000, but as the opportunity did not arise she was swapped for *Jill* on an even basis. *Jill* had a better record, but *Swallow* had more and

better sails. As the record shows, this was a smart swap. Roosevelt further reported that he was as economical as possible with *Jill*, but had to buy a new mainsail, jib, and spinnaker for \$781 altogether and pay a professional hand \$125 a month plus \$1.50 a day for board. He finally advised the syndicate as follows: "There is really no chance of your ever seeing any of your money again." Today \$8,900 seems a small amount of money to necessitate forming a syndicate to build an international cup candidate yacht. The men who built and raced the Six Meters might be called relatively affluent yachtsmen, but it must be remembered that the middle of that era was marked by a disastrous financial depression.

Philip J. Roosevelt became Commodore of Seawanhaka in 1939 and there is another interesting letter from him, written in June of that year to J. H. Maurice Clark of the British-American Cup Committee in Great Britain. I might note that Mr. J. Dudley Head, then very active in Six Meter racing and affairs, has made the Committee files available to me and I am greatly indebted to him. The subject of Roosevelt's letter was British-American Cup races in 1940, which of course World War II prevented. I quote: "The attitude which many American yachtsmen are taking toward the six-meter class has caused me many sleepless moments. The attitude over here, as expressed by Harry Morgan, Briggs Cunningham, and a number of others, is that six-meters have practically reached their ultimate development. Any further progress is likely to be microscopic and out of all proportion to the expense involved." Other letters in the British files indicate quite a "flap" over this American opinion, but in the end high expenses certainly killed the class.

The American Six Meters *Goose* (George Nichols); *Djinn* (H. S. Morgan); and *Star Wagon* (H. F. Whiton), were back in Bermuda in the spring of 1939, a year which terminated international Six Meter racing as far as Seawanhaka yachtsmen were concerned until 1947. Their local opponents were *Solenta* (Trimingham); *Achilles* (Bert Darrel); and *Viking* (William Miller), with George Vetlesen's *Vema IV*, from Norway, also taking part.

Goose won the Prince of Wales Cup with two firsts, one second, and one fourth in four races, sailed in moderate to fresh easterly weather. Her crew included Briggs Cunningham and Bob Meyer.

Djinn was second in point score with two seconds, one third, and one fifth. *Achilles* was third, just beating out *Solenta*. *Star Wagon* won the third race, sailed in squally weather with winds up to 20 knots, while *Achilles* and *Solenta* were in a dead heat for second behind her. *Star Wagon* had been improved by alterations during the winter. Old *Viking* won the first race.

Djinn was the hero of the team races for the Cubitt Cup, plastering everything on the wind and winning both of them handily in light weather. The score was 11½ to 10 points for the Americans.

The final series, two out of three races, sailed for the King Edward VII Challenge Cup, was sailed between *Goose* and *Achilles*, top-scoring Bermudian. Ten-year-old *Achilles* was the sensation of this affair. She had been out of competition for two years, after being blown ashore in a gale and literally smashed to pieces. Bert Darrel had bought her for fifty pounds sterling from the insurance underwriters. Many of us who race to Bermuda know what a fine sailor he still is. He patched her up, put her in the water two days before the racing started, and won the King's Cup. As might be expected, *Goose* won the first race in light conditions by over 2 minutes. In the second, she got the start and led the first round, but after a short tacking duel she finally let Darrel get away by failing to cover and thereby lost the race, sailed in fresher conditions than the first. It is recorded that in the rubber match the wind was really howling and the venerable *Achilles* simply sailed away from *Goose* and beat her a bit over 2 minutes. The Bermudians are good sailors, and ten years before Bjarne Aas had built them a pair of fine one-designs in *Viking* and *Achilles* that kept them "there or thereabouts" for the whole decade.

There was no international racing off Oyster Bay in Six Meters during the 1939 season, although Seawanhaka held the Scandinavian Gold Cup. Adolph Hitler had been making conditions difficult in the Baltic and it was hardship for the nations bordering it to ship their yachts to Oyster Bay. However, Seawanhaka suggested defending the Cup in their waters and the offer was gratefully accepted by the Scandinavian Yacht Racing Union, which designated Finland to sponsor the match. It should be recorded that Finland put up the Cup for competition in 1919, but had never won it up to that time. It is not surprising that *Goose* was sent to the Baltic to represent the Club.

Another historic match and victory for Seawanhaka resulted.

The freighter on which *Goose* was shipped in July was late and she arrived in Helsinki less than three days before the match was scheduled to start, leaving little time to tune up. Her opponents were: *Iselin*, Norway; *Twins V*, Italy; *Wire*, Finland; *Gustel VII*, Germany; and *Sinkadus*, Sweden. At this point George Nichols, Sr., owner, skipper and helmsman, came down with a bad case of influenza and it became obvious that he would be unable to take part in the Gold Cup series. Certainly the outlook was bleak for *Goose* and her crew. This crew consisted of George Nichols, Jr., his sister Jane, together with Henry S. (Stilly) and Walter Taylor, young sons of Henry C. Taylor of Seawanhaka. It was hurriedly decided that George Nichols, Jr., would take his father's place as skipper-helmsman and their professional hand, Olaf Kalgraf, was permitted to take his place on the foredeck. Normally Gold Cup crews were all amateurs, but Sir Hendrik Ramsay, Commodore of the Royal Finnish Yacht Club, kindly arranged this concession to the handicapped Americans. A telegram was also sent to Rod Stephens, who was racing in England aboard Commodore Vanderbilt's 12-meter *Vim* in the hope that he might be able to join *Goose* immediately. I am indebted to George Nichols, Jr., now Dr. Nichols of Boston, for his own account of the series and the written report his father made to the Seawanhaka members. In 1939 he was 17 years old and about to enter college that autumn. He tells me that all his opponents took a scornful attitude about *Goose* as a rival. Practically all his previous racing experience had been in the Cold Spring Harbor Atlantic fleet. It must have been a good tough school, because for the second year in a row *Goose* won the Scandinavian Gold Cup in three straight races, probably the greatest pair of victories in Seawanhaka history.

It was blowing about 12 knots from the east on July 16th, the day of the first race. The first leg was a spinnaker run. *Goose* got a fair start, but was bothered by opponents to windward and was sixth around the first mark. The older rival skippers did not consider *Goose* worth covering and she got clear to sail by them all on the wind. She held her lead thereafter and won by 56 seconds. As *Goose* crossed the finish line in first place, Olaf burst into tears. It was later discovered he had bets at long odds with every paid hand in the harbor.

Rod Stephens arrived in time for the second race next day and replaced Olaf. It had been suggested he steer, but George was the man for the job. George says Rod kept the pressure on that resulted in the great victory. It was blowing harder from the east, 16 to 18 knots, and there was a bad jam at the start, when the barging Italian yacht collided with *Goose* and was in turn hit by the Norwegian. The trailing German called for right of way and rammed a hole in the Norwegian, causing her to sink a few minutes later. Nichols cleverly got clear for a practically perfect start and led all the way, to win by 4 minutes 56 seconds. Swedish *Sinkadus* pressed *Goose* on the first weather leg, but lost her mast.

The wind was back in its normal sou'west direction, 12 to 14 knots, for the third race on July 18th. *Goose* got a mediocre start and everybody tried to sit on her. The Swede carried her out to sea, while the German worked into a good lead. Finally *Goose* got clear and came up with the German on the final leg, a spinnaker reach. Nichols was reluctant to pass to windward for fear of a luffing match that would allow the Swede behind to gain the lead. He says *Goose* was faster but unable to break through to leeward of the German for some time. Alternately luffing and keeping off to confuse him, Nichols finally caught a sea as his opponent's spinnaker collapsed, and *Goose* shot clear, to win by 16 seconds. So five days after she had been unloaded from the steamer, *Goose* had successfully defended the Scandinavian Gold Cup. Subsequently *Goose* sailed nine more races in Finland and at Sandhamn, Sweden. Competing in classes of as many as 29 starters and never less than 15, she had five firsts, two seconds, a third, and a fourth. George Nichols, Jr., writes: "It is hard to realize how much better *Goose* was than any of the other boats in that Match (the Gold Cup). She was 3 to 5 degrees closer winded than anyone else and probably 1 to 2 seconds per mile faster." His father reported to the Seawanhaka members: "Olin Stephens gave us a boat so much faster than her competitors that when we did nothing foolish, she won." The record indicates that he and his son seldom did anything foolish.

We now turn to the last international Six Meter match of the 1930 decade, sailed in August 1939, shortly before Europe was fighting World War II. I might note here that the war delayed the return of the Scandinavian Gold Cup to Seawanhaka and it was only through

the efforts of F. R. Coudert, Jr., and the State Department that it finally appeared the next spring. Norway had challenged again for the Seawanhaka Cup, held by the Royal Northern Yacht Club, and sent *Noreg III* to the Clyde, a yacht owned by the Rolf Svinndal Syndicate, of which Prince Olaf was a member. She represented the Royal Norwegian Yacht Club and Rolf Svinndal was her helmsman. She was a crack new boat, designed by Anker, and had recently won the One Ton Cup at Hankow. J. Herbert Thom's *Circe*, which had won the Cup off Oyster Bay from *Goose* the year before, was designated as the defender. So two fine yachts, with equally excellent skippers, faced each other. However, lack of wind stretched the series to ten days, as five races were needed to decide the issue. Indeed, at one point abandonment of the match was seriously considered, as war was imminent.

The first race was on August 14th, in light and calm conditions. It is recorded that about one thousand people lined the foreshore and no such scenes had been witnessed since *Britannia-Vigilant* days. Evidently the heavy weather *Circe* made a surprising performance and won by 21 seconds, only one quarter hour within the time limit, after both boats had been becalmed.

The race next day over a triangular course was again won by *Circe* in light conditions. It was a slow one, as indicated by the times:

Circe—5 hours 47 minutes 1 second.

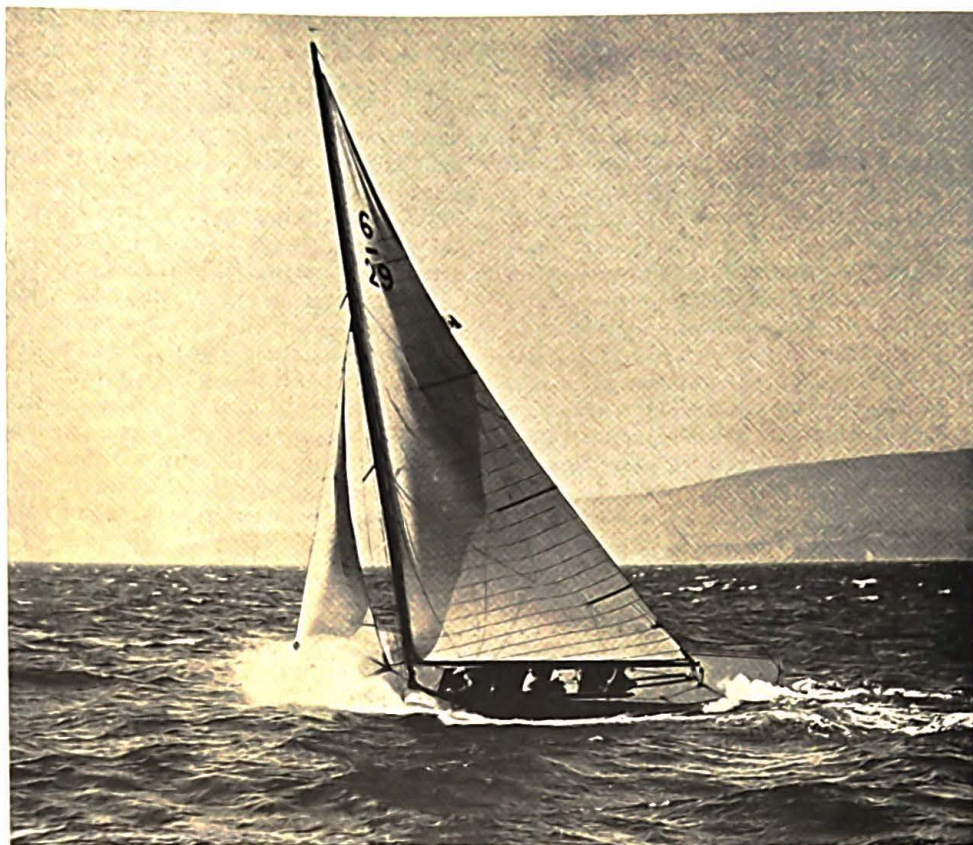
Noreg—5 hours 54 minutes 58 seconds.

There was a good westerly wind for the third windward-leeward race the day following. *Noreg* took the lead at the start and held it throughout, proving better to windward in both rounds. *Circe* had spinnaker trouble. *Noreg* won by 4 minutes 16 seconds.

It was not until August 21st, five days later, that there was wind enough to complete another race. However, this was a magnificent contest in a fresh northeaster. Both yachts displayed equal speed, both on and off the wind, and the lead alternated. On the last reaching leg, *Circe* was slightly ahead to leeward, but the finish line of the triangular course was not at right angles to the final course and *Noreg* on the inside won by one second in the fast time of 2 hours 20 minutes, in contrast to nearly 6 hours in previous races. Mr. Thom drew official attention to the finish line error, but did not protest. Undoubtedly he should have been the winner.

Again the wind failed and with the score tied at two all the competitors had to wait three days for the final race. A fairly fresh south-east breeze was blowing over the windward-leeward course at the start on August 24th. *Noreg* led by 34 seconds at the first windward mark, but *Circe* turned the tables down wind and was 3 minutes 9 seconds ahead at the end of the first round. The wind held fairly steady on the second turn to windward and *Noreg* went so well that she completely wiped out her opponent's lead and led by 30 seconds at the mark. However, on the last leg the wind failed almost completely and the time limit spectre appeared again. Both boats were several times becalmed, but in the end *Circe* was first to catch a better breeze, overhauled *Noreg*, and romped home the winner by 3 minutes 55 seconds, with only 7 minutes of the time limit unexpired. Perhaps the Scottish crew were lucky, but they had had a bad break with the finish line in the previous race. So like the fine *Coila III* before her, *Circe* successfully defended the Seawanhaka Cup she had originally won. The great trophy was stored away in the Royal Northern Yacht Club and its members went to war. Five years later, I escorted a convoy up the Firth of Clyde one moonlight winter night and thought of the great Six Meter racing there of which I had heard so much. I wish I had raced aboard a Six Meter in that beautiful body of water.

Here ended the great Six Meter era between the two World Wars. After the second conflict, this class racing began again and will be recorded in the third volume of this history. The Seawanhaka Cup was brought home by *Djinn* in 1947 and successfully defended in 1957 by *Goose*, the last Six Meter to race for it. However, in the post-war years exorbitant expense cut down the size of the class. It can certainly be said that between 1921 and 1939 the Seawanhaka Corinthian Yacht Club was the sole sponsor in the United States of international small yacht racing in the Six Meter class. Due to the size of the class and the excellence of the yachts and their crews, this was international racing of a calibre that had never been equalled before or since and may never be again. The terms "Six Meter" and "Seawanhaka" will forever be synonymous.



W. C. Sawyer

With the building of "Lanai" in 1925, from designs by Clinton H. Crane, the second phase of American Six-Metre racing began

Fifteen Years of the Six-Metres

By

DRAKE H. SPARKMAN



THE year 1936 will be the fifteenth anniversary of the birth of the International Six-Metre Class in the United States. It is, then, a fitting time to look back into the past, refresh our memories as to the different phases of development of the class and pay some small measure of tribute to these fine little boats, the men who designed them, built their hulls and rigs, and raced them with such enthusiasm that there is no International Rule class in the country that can match the "Sixes" for keenness and continuity of international competition.

From four boats, built in 1921 to fly the burgee of the Seawanbaka Corinthian Yacht Club at Cowes, in a team match with a quartet of English boats, the class has grown until no less than 65 racing numbers have been allotted in the United States. The most significant factor in the spread of the "Sixes" to nearly every racing center of importance is that only seven units of the Six-Metre fleet are foreign built. Fifty-eight were designed and constructed by Americans.

Many naval architects in the United States and nearly every racing sail boat builder has contributed to the development and success of this class which has come to be regarded as the aristocrat of small boat racing. There is hardly an "internationalist" of note on the Atlantic Coast who has not sailed a Six-Metre for some major trophy.

Take the builders, for instance. The name plates of

Nevins, Wood and Jacob of City Island, Luders, Herreshoff, and Lawley, appear on all except six of the American-built hulls. The remainder were molded and fastened in scattering, lesser known yards.

The list of Six-Metre designers reads like a "Who's Who in Naval Architecture" — Crane, Burgess, Gielow, Paine, Gardner, Herreshoff, Mower, Fred and Sherman Hoyt, Luders, and Stephens.

A by no means complete roster of expert helmsmen who have commanded "Sixes" in foreign competition includes Henry L. Maxwell, R. deB. Boardman, E. Townsend Irvin, Clinton H. Crane, C. D. Mallory, Cornelius Shields, Paul Hammond, J. Seward Johnson, Van S. Merle Smith, Briggs Cunningham, Sherman Hoyt, Robert B. Meyer, P. J. Roosevelt, Butler Whiting, Herman Whiton, W. A. W. Stewart, and "Bubbles" Havemeyer. That will give some idea of the sort of handling these high geared, sensitive racing machines have had.

With the country's ranking designers drawing the plans, the nation's best boat builders practicing their craft in the all-important matter of construction, the best sailmakers exerting their skill and imagination, and the most eminent small boat skippers handling the finished product, it is small wonder that the class has flourished in a country once thought to be irrevocably wedded to the Universal Rule of measurement. In this case, at least, it has been proved that more even racing from year to year has been possible under

"Lea," left, one of the early American "Sixes," built in 1922 from Gielow designs, was successful for many years. Below, "Cherokee," from a design by Sparkman & Stephens, Inc., is one of the modern successful "Sixes" which marked the beginning of the third phase of the class in the United States

Ed Levick



M. Rosenfeld



the International Rule than in Universal Rule open classes. There are ten-year-old boats still winning prizes on the Pacific Coast, and the latest Six-Metre team to represent the United States in an international test was made up of a 1930 hull, one built a year later, and a boat turned out in 1934.

Hardly a year has passed since the first "Sixes" were built here that the United States has not been represented in at least one international race or series of races in the class. Our Six-Metre owners have raced their craft in Denmark, Norway, Sweden, England, Scotland, France, Canada and Bermuda. Europeans and British Colonials have repaid these visits. The intrinsic and traditional value of trophies for which the Six-Metres have fought is well nigh incalculable. To name a few of the better known, we might mention the Scandinavian Gold Cup, the One-Ton Cup, Prince of Wales Trophy, Seawan-haka Challenge Cup, the George Cup, on the Lakes, the British-American Cup, and Santa Barbara's new Nahlin Trophy.

How did all this start? Who was responsible for giving the class its impetus in this country? What kept it

The Six-Metre team which invaded England in 1932 and won decisively. Left to right. "Lucie," "Bobkat II," "Nancy," "Jill"



Bermuda News Bureau

going? These are all pertinent questions that might be answered before we delve further into the activities of the class.

At the beginning of the last decade, American and British yachtsmen were able to turn their attention from the war to their favorite sport. The Seawanhaka Corinthian Yacht Club, that stronghold of international yachting in Oyster Bay, L. I., entered into negotiations with four English clubs, the Royal Yacht Squadron, the Royal Thames, Royal London, and Royal Victoria, for a team match. At first it was planned to race in the 20-rater Universal Rule Class R boats here and in Six-Metres abroad, but the idea had obvious drawbacks.

Paul Hammond, W. A. W. Stewart and Percy Chubb represented Seawanhaka in these negotiations and eventually it was agreed that the racing should be between four-

auspicious beginning in some respects, but from another point of view not at all disappointing considering our unfamiliarity with the rule.

A return match was scheduled for Oyster Bay in 1922 and the interest aroused by the inauguration of the British-American Cup series was reflected in the rush to build boats to try for places on the American team. No less than thirteen "Sixes" were built in this country in 1922, the greatest number in any single season in the history of the class.

In this boom year ten different designers went to work. Sidney Herreshoff, Charles D. Mower, Clinton H. Crane, Addison G. Hanan, Frederick M. Hoyt, W. Starling Burgess, Frank C. Paine, C. Sherman Hoyt, and John Alden toiled over their boards. Nevins, Wood, Lawley, Herreshoff, and Jacob put their best boat builders to work.

Grebe, a short-ended boat with good beam, experienced consistent success under the handling of Richard deB. Boardman and E. Townsend Irvin, and was for years the heavy weather "ace" of American teams. She made the team in 1922 when the fleet was enlarged by the addition of *Cygnat*, *Priscilla*, *Peggy*, *Ballyhoo*, *L'Esprit*, *Clytie*, *Ace*, *Mosca*, *Lea*, *Nanwa*, *Syce*, *Viva* and *Undertaker*.

Of this fleet, *L'Esprit*, the design of the well-known amateur sailor, Addison Hanan, *Clytie*, which as *Clio* is still carrying No. 9 in Pacific Coast racing, from Fred Hoyt's board, and *Lea*, designed by Henry J. Gielow, proved to be outstanding boats. *Lea* had years of racing success before she was outbuilt and is still in use on Long Island Sound for day sailing.

Mosca, a scow, and gaff-rigged instead of carrying her canvas in a jib-headed main, the rig which had become accepted as the most efficient for racing, never did well. *Nanwa*, a clipper-bow creation of an amateur designer, was slow. *Viva*, built for a Larchmont Yacht Club Syndicate, was an extremely narrow hull and a lovely looking little vessel, but unfortunately was not as fast as she was attractive. *Undertaker*, whose name was later changed to *Question*, took a while to get going. She eventually proved her worth by winning the Childs Cup on the Sound in 1925, her competitors including the successful British-built *Betty*, which

(Continued on page 174)



One of the latest "Sixes," "Challenge," from the board of A. E. Luders, Jr., shows the recent development in the class. She successfully defended the Seawanhaka Cup last summer.

Right, "Maybe," the Swedish "Six" which introduced the so-called Genoa jib to America in 1927. She is now owned on the West Coast.

boat teams made up of Six-Metre yachts from each country. The British-American Cup came into being. It was decided that the first country to win two matches in succession would take permanent possession of the cup.

Six-Metres were by no means new abroad. The class was well established over there but the only American boat fitting the rule was *Lady Betty*, built in 1915 by F. W. Stone, from designs of J. W. Dickie. Obviously, this would not do, so American designers, total strangers to the International Rule, were called upon to produce four boats to send to Cowes in 1921 to meet the pride of England's fleet.

The firm of Burgess & Paine turned out *Jean* and *Sakie*. The late William Gardner designed *Montauk* and *Grebe*. To England went these forerunners of our largest and most active International Rule class and absorbed a 117 to 88 defeat on points from the British quartet. Not a particularly



Fifteen Years of the Six-Metres

(Continued from page 64)

had been purchased by Henry L. Maxwell.

The improvement in the American boats was reflected in the results of the 1922 team race, which the Americans won, 111 to 104. Not an overwhelming margin, but enough.

After the feast of 1922, there was a famine in 1923, only two boats being built. Henry Plant's *Ingomar* eventually was sold to an English yachtsman, and *Hawk*, her contemporary, remained here to make a name for herself on the Sound.

At Cowes again, in 1923, the British had all the best of things. They defeated our team 129 to 86 and thus inspired American yachtsmen to do something about the situation before the 1924 match. Eight boats were built. Of these, Clinton Crane's *Heron* proved outstanding in heavy going and generally good under most conditions. She was a team member for several years. William Gardner's *Dauphin* worked out well and was a consistent performer. Other boats that came out in 1924 were *Madcap* and *Firefly*, both now on the Lakes, *Paumonok*, *Iris*, *Natka* and *Romany*.

Despite this effort in 1924 we could not save the first British-American Cup. Conditions of the competition were altered so that instead of adding up points for six races to decide the winner, the match went to the team winning four out of seven races. The Britishers did just that in the series off Oyster Bay and retired the trophy.

Thus ended the first phase of the Six-Metre Class in the United States. Twenty-seven boats had been built in the period from 1921 through 1924; four matches were sailed for the British-American Cup, and the new "Sixes" invaded the realm of Seawanhaka Challenge Cup competition. The Scottish entry *Coila III* had beaten *Sakie* for this trophy at Marblehead in 1922 and successfully defended it at Rothesay against the 1923 challenge of *Lea* and the 1924 invasion of *Unni*, a Norwegian boat.

The credit for introducing the Six-Metres in this country and their early development obviously belongs to the Seawanhaka Corinthian Yacht Club. Its energetic sponsoring of international small boat racing started things, and kept them going. The more recent history of the class reveals how diligently Seawanhaka has kept the light burning, even during the darkest depression years.

With the building of *Lanai*, from Crane designs, by a Seawanhaka syndicate in 1925, a new era began in American Six-Metre racing. *Lanai* was an unqualified success. She went to Scotland and beat *Coila III* in a four-race series for the Seawanhaka Cup in 1925. In 1926 she made a trip to Scandina-

vian waters and under command of Herman F. Whiton won the Gold Cup, something no other American boat has done since.

Lanai's triumph proved a bonfire in stimulating interest in the class. No "Sixes" were constructed in 1926 but with the Swedes, Danes, Finns and Norwegians coming over in 1927 to try for the Seawanhaka and Gold Cups, American yachtsmen built five new boats — *Frieda*, *Clytie II* and another *Priscilla* (later *Alerion*) from Mr. Crane's board; *Picaro*, designed by Fred Hoyt, and *Atrocia*, somewhat of a freak in rig, developed by Sherman Hoyt and Henry L. Maxwell.

Clytie was selected to defend the Seawanhaka Cup and was beaten in a five-race series by *Noreg*, owned by Crown Prince Olaf of Norway and sailed by Magnus Konow. The Swedish entry, *Maybe*, sailed by Sven Salen, won the Gold Cup. West Coast yachtsmen, beginning to take interest in the class, were so impressed that they bought *Maybe* and *Ay-Ay-Ay*. Obviously, the Scandinavians had learned something about Six-Metres which had escaped us. They made good use of overlapping jibs, which we now know as Genoas, but which are often called Swedish jibs.

In 1928 Clinton H. Crane took *Akaba* to Norway and with her won the Seawanhaka Cup, sailing against *Figaro V*. That same year the British-American Cup matches were revived, the Royal Northern and Royal Clyde Yacht Clubs of Scotland joining the original signatories. A new agreement provided for biennial races alternating between this country and Great Britain. In the first race for the new trophy, held off Hunters Quay, Scotland, the American team, *Akaba*, *Heron*, *Lanai* and *Redhead*, the latter a 1925 boat, was beaten three races to one by the British.

Wasp, the only double-ended "Six" built in this country, came out in 1928 from L. Francis Herreshoff's designs, and Sherman Hoyt produced *Salcema*, a good boat now racing on the West Coast as *Zoa*. Mark this down as the end of the second phase of the class. The picture changed again in 1930 and from that time on American "Sixes" proved superior to the output of British designers and virtually the equal of the best work of the Scandinavian naval architects.

With the beginning of the new decade, new influences came into the class and helped to shape its course through the next five years. J. Seward Johnson, of Seawanhaka, became an enthusiastic and generous convert to Six-Metre racing, and built one boat after another in his quest for perfection and the honor of places on our international teams. The Royal Bermuda Yacht

Club took up the class, instituted the Prince of Wales Trophy series, and invited American yachtsmen to come down and race against their Norwegian-built "Sixes." Year after year Long Island boats have squared off against the Bermudians and the resulting competition for H.R.H.'s prize has been hot enough to melt the lead from the keels of the contestants. And a young designer, Olin J. Stephens II, took a headlong plunge into what every knowing yachtsman considered the severest test of a naval architect's ability at that time—the International Six-Metre Class.

Late in 1929 young Stephens designed his first Six, *Thalia*, for Lewis G. Young, of Rye. She was raced in Bermuda the following spring against the Norwegian importations sailed by Hamilton's experts and did not distinguish herself. Neither did she discourage her designer. He turned out *Mist* in 1930, another boat that might have done better under more skilful handling. Even so, *Mist* had the distinction of being the first of our "Sixes" to use a loose-footed mainsail.

Stephens produced three other boats in 1930, *Comet*, *Meteor*, sister boats for Great Lakes yachtsmen, and *Cherokee*. The first two were tuned up on the Sound and did very well under varied conditions.

The team that year was made up of *Lucie* and *Mars*, two Crane boats; *Aphrodite*, designed and sailed by Sherman Hoyt, and *Cherokee*. This team defeated the British invaders in four straight races, and *Cherokee* won the Sound championship that season.

In this third five-year phase of Six-Metre building and racing in this country, twenty boats have been built. *Cherokee*, *Lucie*, *Bobkat II*, *Jill*, *Anis*, *Nancy*, *Challenge*, and *Meteor* have all been outstanding in this crop. *Cherokee* made the British-American Cup team in 1930, won the Y.R.A. title that year, was runner-up in the 1931 Gold Cup race, and made the United States team which faced the Scandinavians in 1935 on the Sound. *Bobkat*, *Jill* and *Nancy* teamed with the Crane-designed *Lucie* to make a clean sweep of the British-American Cup

races at Cowes in 1932. *Jill* won the Seawanhaka Cup from *Maida*, of the Royal Northern Yacht Club, on the Clyde later that season, and *Bobkat* defended the trophy against the Scottish challenger, *Kyla*, off Oyster Bay in 1934, after the American team, made up of *Bobkat*, *Lucie*, and two boats, *Challenge* and *Anis*, from the board of another young designer, A. E. Luders Jr., had beaten the invaders decisively in the British-American Cup series.

Jill has one leg on the Prince of Wales Trophy for Six-Metres in Bermuda, and *Meteor* won the George Cup for the Rochester Yacht Club on the Lakes last summer.

So, we find that since 1930, American "Sixes" have not lost so much as a race of any kind to British-built craft. With the Scandinavians it has been touch and go. Since 1930 our boats have repeatedly come close to winning their major trophies but have never quite succeeded. Last summer, *Challenge*, defending the Seawanhaka Cup against *Norna*, a Norwegian boat, won the series after losing the first two races. This match was followed by a team race between three American boats, *Cherokee*, *Jill* and *Challenge*, and three Scandinavians, *Norna*, and *Ian III* of Sweden, and *Dodo* of Denmark. On total points for five races, the visitors won by the slimmest of margins.

A study of the development of Six-Metre design would be too technical and too long for pursuit here, but the following table of comparative dimensions and sail areas of early boats and their outstanding successors will give the reader some idea of how the class has grown from a small, short water line boat with a big sail plan, to a long, narrow, deep hull with less measured sail area.

What will 1936 bring? We have a British-American Cup visit to pay to the Clyde, the Gold and One Ton quests to maintain in Scandinavia, and a part in the Olympic yachting program at Kiel. Then, too, Santa Barbara wants an Eastern team of "Sixes" to race their best for the Nahlin Trophy, and the Prince of Wales Cup will be in competition again in April when spring comes to Bermuda.

Year Built	Name of Yacht	Length		Beam	Draft	Sail Area in sq. ft.
		O.A.	W.L.			
1921	Montauk	33' 2"	21' 2"	7'	4' 11"	488
1921	Grebe	36'	21' 9"	7' 4"	5' 1"	479
1922	Lea	31'	22' 9"	6' 8"	5' 3"	518
1922	Cygnets	30'	22' 6"	8'	5'	510
1923	Hawk	32' 9"	22' 6"	7' 3"	4' 10"	495
1924	Heron	32'	21'	6' 10"	4' 11"	483
1925	Lanai	34' 6"	21' 9"	6' 9"	5' 1"	475
1927	Clytie	34' 7"	21' 9"	6' 6"	5' 1"	495
1928	Saleema	36' 9"	23' 6"	6' 4"	5' 3"	450
1930	Mars	36' 0"	23'	6' 3"	5' 3"	470
1931	Bobkat II	36' 9"	23' 6"	6' 8"	5' 4"	440
1931	Jill	37'	23' 7"	6' 5"	5' 4"	450
1931	Lucie	37'	23'	6' 6"	5' 3"	456
1934	Challenge	37'	23' 5"	6' 4"	5' 4"	451
1934	Erne	40' 1"	23' 9"	6' 9"	5' 5"	450

The above dimensions are from Lloyd's Register.

"Seaward" sprung a surprise by finishing ahead of the great "Diablo." The latter saved her time however, as did Milton Hesselberger's "Mollilou", which

was second. A. G. Maddock's husky schooner "Malabar" captured third place.

Summary of the race is as follows:

Santa Barbara Island Race

California Yacht Club

PAUL W. HILLER—ERWIN JONES, Committee

September 21-22, 1929—90 Nautical Miles

Start 11:00 A. M. off Buoy No. 2, San Pedro

RACING DIVISION						
Yacht	Owner	Rating	Allow.	Elapsed	Correctd.	Place
Clio	O. V. Dresden	18.0	6-02-07	24-20	18-17-53	1
Ahmeek	H. B. Warren	25.7	3-57-34	23-38	19-40-26	2
Babe	O. P. Churchill	23.9	4-21-13	24-17	19-55-48	3
Pandora	H. W. Rohl	35.3	2-23-47	23-19	20-55-13	4
Talayha	L. Lippman	65.1	Scratch	24-07	24-07-00	5
CRUISING DIVISION						
Diablo	W. W. Pedder	39.2	2-53-10	25-59	23-05-50	1
Mollilou	M. Hesselberger	31.7	2-54-44	27-37	24-42-15	2
Malabar	A. G. Maddock	27.8	3-34-33	28-56	25-21-27	3
Gloria	D. Victor Dalton	62.8	Scratch	26-02	26-02-00	4
Seaward	C. B. DeMille		Not measured		25-04-30	
Barbara	Jean D. Douglas	24.9				

Time not yet turned in



—Photo by W. C. Sawyer

H. W. Rohl's 66-ft. sloop "Pandora" was the first to finish in the Santa Barbara Island race. She was sailed by Ted Conant.

"YACHT HARBOR SURVEY"

THE NATIONAL Association of Engine & Boat Manufacturers has published a booklet under the above title, containing a complete report of what various cities are doing to provide adequate facilities for their pleasure fleets.

The most interesting fact brought out is that in both Miami and San Francisco the yacht basins are the most profitable municipal undertakings ever carried through by these cities. The berths provided are rented to yacht owners and both cities have large waiting lists, and it appears that the size of the profits is limited only by the number of berths that can be built.

The yacht harbor development at Chicago is probably the most extensive of all, the costs running into many millions, but here too the profits are excellent. Writing of this development in "Motor Boating", Richard R. Blythe of the National Association of Engine & Boat Manufacturers says: "Well developed shore lines are signs of progress and far-sightedness, which yield handsome returns in civic beauty and increased values." The photographs and architects drawings published in the "Yacht Harbor Survey" more than bear out this contention.

Yachting is attaining such a place in popular favor that civic projects such as yacht harbors receive the approval of the vast majority in most of our large seaboard cities, and it will not be long before this will be the case in those cities which are not directly on the ocean but which have harbors there.

CENTRAL ANCHORAGE AT LOS ANGELES HARBOR

THE HARBOR Commission of Los Angeles Harbor has become interested in the needs of yachtsmen and is showing a real desire to solve some of their problems.

The plan now under consideration involves a great deal of dredging in the outer harbor at San Pedro, which it is said will provide 112 acres for mooring purposes. The construction of T-head piers with many berths for yachts is also contemplated, and the necessary piers and breakwaters will break up the sweep of the wind so that no seas of any size can form in the anchorage area, no matter what the force or direction of a gale.

The entire project looks like a sincere attempt to do something worth while for the yachtsmen. All the details have not yet been worked out, but the work is proceeding satisfactorily under the direction of Emerson Spear of the Harbor Commission.

However, there are certain pre-requi-