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# Air Conditioned

BY FATHER NEPTUNE

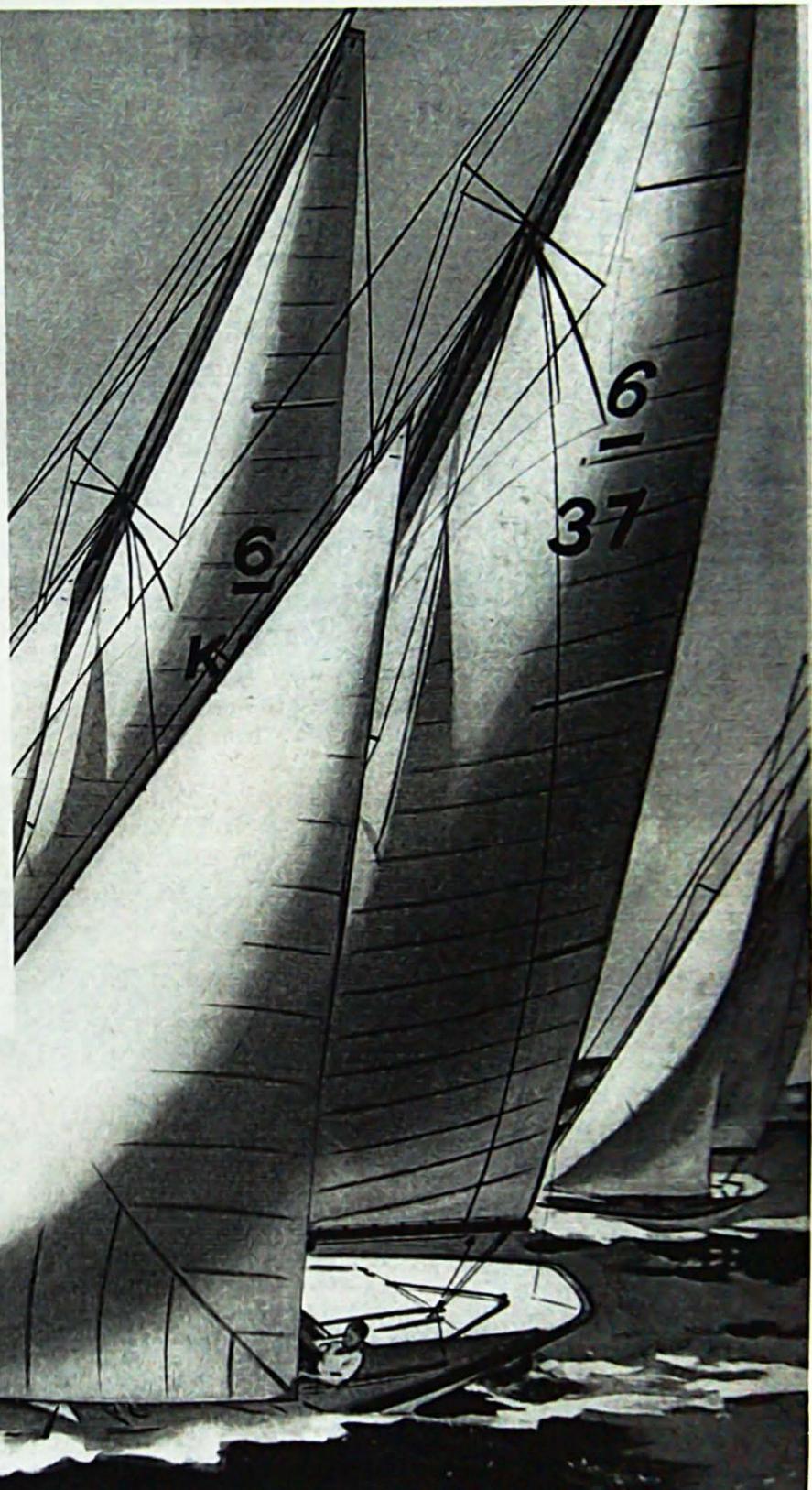
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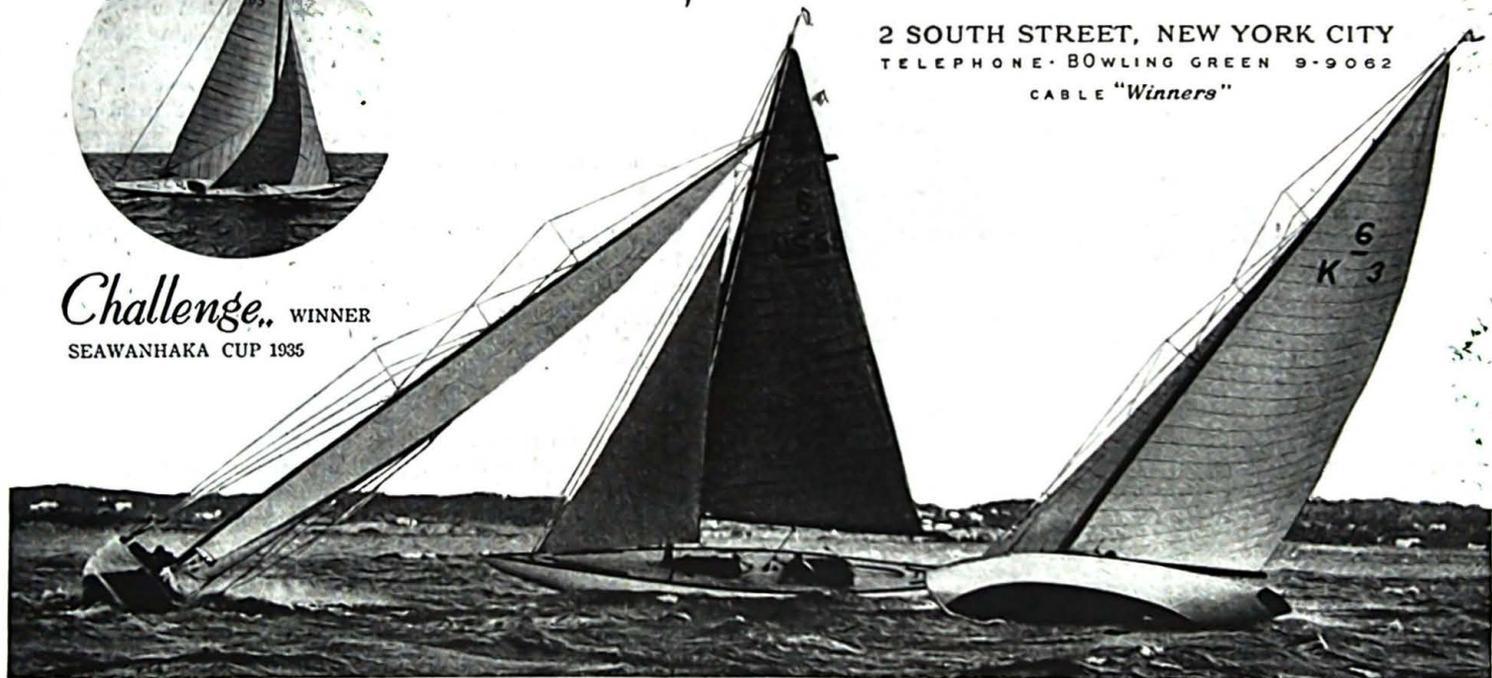
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## American Team Captures British-American Cup in Four Straight Races

By

JILL

"Indian Scout," Herman F. Whiton's Six-Metre, which went to the Clyde after her success at Hanko



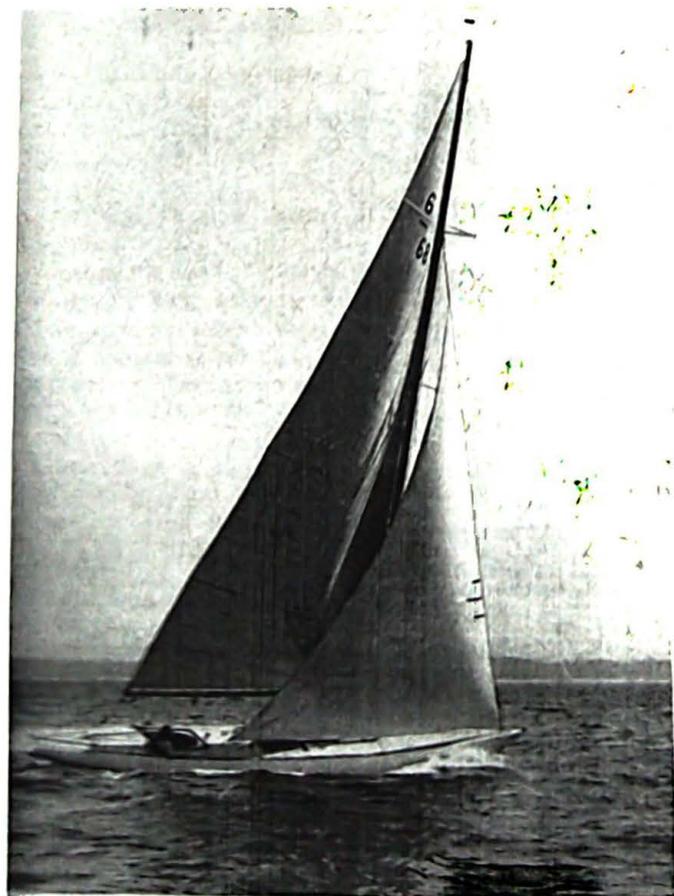
## Clyde Series for Six-Metre Trophy Won by U. S.

IN FOUR straight races sailed on the Clyde, the American Six-Metre team, Herman F. Whiton's *Indian Scout*, Philip J. Roosevelt's *Jill*, Briggs Cunningham's *Lucie*, and Seward Johnson's *Mood*, won the 1936 match for the British-American Cup.

The British team consisted of *Lalage*, owned by a syndicate of Messrs. Belleville, Leaf and Boardman; Ronald Teacher's *Melita*; *Nike*, owned by the Donaldson brothers and steered by James Hume; and J. H. Maurice Clark's *Vorsa*. *Nike* is a new boat this year, designed by a youthful designer, McGruer, of the Gaerloch, his first attempt at a Six-Metre and perhaps potentially the fastest boat on the British team! The score of the first two races was 21¼ to 15, and the last two races 20¼ to 16.

Fresh from her victory in the Scandinavian Gold Cup, *Indian Scout* arrived at Greenock at 2:00 a.m., July 10th. While being transported overland from Newcastle, the day before, she had an accident with a man on a bicycle. The first race for the British-American Cup was scheduled to start at 1:30 p.m., the same day. After a half hour's postponement, on account of a flat calm, the wind came out of Rothesay Bay from the NW, blowing 16 or 17 knots, and quickly kicked up a confused chop. The starting line was laid off Larg's. All eight boats hit the line close to the gun, and in this race, as in all others, everyone started on the starboard tack. The course was three and one-half miles to windward and return, twice around. Under the circumstances, the American boats were superior in working to windward. *Indian Scout* and *Jill*, footing as fast as *Nike* and *Vorsa*, worked out to windward of them and *Melita* soon found herself in *Jill's* back wind and had to go about. Because of the flat weather before the start, *Mood* was

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Designed by Sparkman & Stephens for J. Seward Johnson and built in 1935. She showed the way home in the second race of the series.

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using a loose-footed mainsail and was unable to hold *Lalage* in the breeze that had piped up after the course signals had been set. At the first mark *Jill* and *Lalage*, then leading, picked the wrong jibe for the run back to the starting line. It proved a bad mistake as *Indian Scout*, *Lucie* and *Nike* passed them on this leg.

Both this leg and the second run down wind were wild sailing. Spinnaker booms, set high on the mast and well cocked up outboard by their lifts, repeatedly rolled into the water. The sea was confused and the steering of the yachts was often controlled more by the elements than by the helmsmen. The wind had breezed on, perhaps to 23 knots, but there was a lot more sea than wind. On the second turn up wind *Indian Scout* and *Lalage* found smoother water than the other boats and beat them all handsomely, in spite of the fact that in making one tack *Scout's* jib sheet jammed and she got in irons. *Jill* worked past *Lucie* and *Nike* (which also had trouble with a jammed jib sheet), while *Mood* held *Vorsa* safe. On the second run down wind (it may have blown 28 to 30 in the puffs) *Nike's* spinnaker got away from her crew, ripped from head to foot and got under the boat. *Jill's* spinnaker caught on one of the jib's snaphooks and tore for about nine feet. *Lucie* passed *Jill* to leeward in that second run down wind, and the order of the finish was *Indian Scout*, *Lalage*, *Lucie*, *Jill*, *Nike*, *Melita*, *Mood*, *Vorsa*. This made *Scout* the only Six-Metre that ever injured a man on a bicycle one day and won an international yacht race the next.

The second race was triangular, fourteen miles in length. The starting line was laid off *Largs*, in about the same place as the day before. The wind was from the same direction, but this day it never got over 15 miles an hour, at times dropping to as little as eight. Under these conditions *Mood* had the legs of the fleet. Seward Johnson's start was delayed and he did not cross the starting line until seconds after the gun. *Indian Scout* and *Lucie* had quite a cross tacking match in covering *Nike* and *Vorsa* up the wind, while *Jill* and *Melita*, which had gone off together to the northward, found rather more sea and less wind than the rest of the fleet. *Mood* continued to lengthen her lead throughout and won the race by a handsome margin with *Lalage* second. *Lucie* nosed out *Indian Scout* for third place by one second.

After a Sunday of rest, if one can call acceptance of boundless Scotch hospitality "rest," the weather on Monday furnished a test of the judgment, cool-headedness and capacity of Mr. James Napier and his confreres on the Race Committee. When it came time to hoist course signals, a starting line was made close to Toward Point and a South course was signaled for a windward and leeward race — and then the wind began to haul. Just before starting time, the postponement signal was set and the course was signaled as "SW." Again all the preliminaries, with the exception of the actual start, were observed. Then came a further postponement and a "follow me" signal. The Clyde is a deep estuary and the committee boat was anchored in some 30 fathoms. It took quite a while to get her anchor and for her to steam clear across the Clyde to a point off the Renfrew shore. Here the race was eventually started on a course "West," three and one-half miles to windward and return, twice around, at 2:45 p.m. The wind varied in strength from about seven to 14 knots.

Apparently, the American skippers, having seen the wind shift from South to SW and then to west, decided the chances were good that it would continue to haul somewhat more to the northward; the British team realized that as the wind then was, the starting line appeared to favor the port tack and started as far from the committee boat and as close to the buoy end of the line as they could get. All four of the American boats were bothering one another and all four of the British boats were bothering one another. Because of interference of her team mates, *Lucie* tacked to port and *Melita* did so for the same reason. Due to their close proximity and the fact that *Indian Scout* was close aboard to windward of them, the other three British boats were unable to tack for some time. The American guess on the wind was lucky, for it shifted from West to WNW and the boats which were able to take the port tack early gained a distinct advantage. Though badly headed on this tack, they were soon able to lay the weather mark on the starboard tack. *Jill*, which had tacked to port at the same time as *Melita*, rather got the best breaks and was first at the weather mark, with *Lucie* second. On the run back to the committee boat *Lucie* caught *Jill* and these two leading yachts were timed in a dead heat at the

# "Indian Scout" Wins at Hanko

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now quite dark. Soon she was about with us after her, the wind beginning to freshen and head us. *Lully*, down to leeward, had tacked earlier. We had to tack several times to cover *Ian* while *Lully* was going like a train of cars. We rounded No. 1 just ahead of her, both boats making "conversational roundings" — meaning that plenty was wrong, at least in the opinion of the skippers.

On the run back we pulled away from *Lully*, then *Ian* came up and the two had a luffing match. We felt we had to cover them both as Sweden had already won a race, while *Iirmi V* went straight for the mark. On the reach to the finish, we brought up hard on Norwegian bed rock and Jimmy Smith raised the question as to whether five Americans could get credit for finishing a race by swimming across the line without their boat. The times were: *Iirmi V*, 2:20:16; *Indian Scout*, 2:21:38; *Ian III*, 2:22:35; *Lully II*, 2:23:00; *K.D.Y.*, 2:32:05. So Norway and Denmark were eliminated, and the three survivors each had a race to her credit.

The fourth race was sailed in a whistling southwester which raised a steep sea. *Ian* got the best berth at the start, with *Scout* just under her, but clear, and *Iirmi* to leeward. There was a heavy cross slop which seemed to bother the American boat less than the others. Soon we were all headed for Misingen, with *Scout* throwing the sea in the air and loving it. A few minutes after the start there was a sound like the rattle of tin cans and we saw *Ian's* mast crumple over her side and leave her wallowing. Then the wire on our outhaul let go and we lost six or seven minutes repairing it,

finally lowering the sail to do so. When we got going again, the German was a long way ahead. We gave chase but at the finish were 29 seconds astern, making the score: Germany, two races, U. S. one.

Next day was the Fourth of July and it blew about twenty miles an hour from the southwest with a little longer sea. This time the finishing times were: *Indian Scout*, 2:24:14; *Iirmi V*, 2:26:55; *Ian III*, 2:28:50.

On the following day it blew harder than ever and the sea was steep near the starting line and off Misingen. All the boats were reefed and we had not sailed far before the pump was put to work. Near Misingen the sea was so mean that we stood farther away and found the waves longer. We tried to protect our lead conservatively, and *Scout* was never headed. On the last broad reach, spinnakers were set and it was exciting to see the boat plane. Occasionally every inch of her length was immersed, from the stem to the tip of her stern, water being thrown up so high on each side that the crew could hardly see out. Charlie Meyer said that the skipper was paying too much attention to this performance and he was right; our competitors had cut closer to shore and were gaining.

The wind was blowing so hard that we could hardly hear the winning gun and the crew scarcely realized what had happened until *Scout* rounded up to her mooring, her rigging wet half way to the mast-head, and her competitors cheered her as a last gesture of the good sportsmanship which characterized the series. The times of the last race were: *Indian Scout*, 2:14:05; *Iirmi V*, 2:16:44; *Ian III*, 2:19:07.

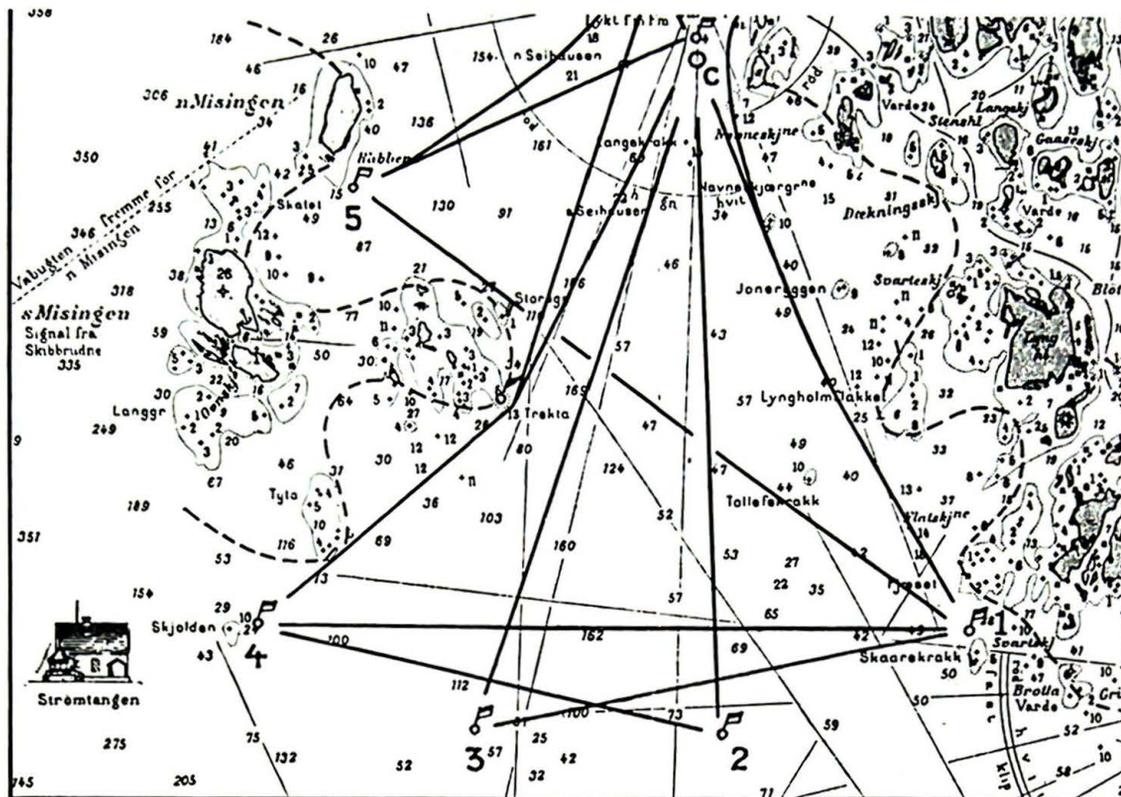
in an effort to have the spinnaker ready for breaking out after rounding the weather mark, *Mood's* crew hoisted it before rounding. It broke out of its stops and both clew and tack got away so that it flew from the masthead like a flag. On the run home the wind turned rather spotty, *Lucie*, in the lead, being practically becalmed, while *Jill* brought up a freshening breeze that seemed to favor her more than the others. At the finish she was only a half dozen boat lengths astern of *Lucie*. Then followed *Melita*, *Vorsa*, *Nike*, *Indian Scout*, *Mood* and *Lalage*.

At the start of the last race, the second triangular one, the British helmsmen plainly got the better of their American competitors. Five minutes after the start *Lalage* was covering *Lucie*, *Nike* was covering *Indian Scout*, *Vorsa* was covering *Jill*, and *Melita* was covering *Mood*. Struggle as they would, the Americans, except for *Mood*, could not get clear. *Mood* managed to work her way past *Melita*. At the first mark the British team was leading on points by  $20\frac{1}{4}$  to 16. The second leg was a broad reach with spinnakers. *Lucie's* running ability stood her in good stead and she passed *Lalage* to leeward, to take first place. *Indian Scout* got by *Vorsa*, also to leeward, so that the order at the second mark and also at the end of the first round, was *Lucie*, *Lalage*, *Nike*, *Indian Scout*, *Vorsa*, *Jill*, *Mood* and *Melita*, putting the Americans in the lead. Once more the windward leg gave an opportunity to all hands to show what they could do in handling Genoa jibs in a series of short cross tacks. The American crews proved slightly superior. *Lucie* kept *Lalage* thoroughly covered, while *Indian Scout* worked past *Nike* and *Jill* got away from *Vorsa*. *Mood*, which was sailing comparatively free from inter-

collared *Vorsa* at the last turning mark, *Vorsa* denying her an overlap by hanging on to her spinnaker until the very last instant; in fact, she held on so long that both tack and clew got away from the crew, as the *Mood's* spinnaker did the day before, and for a while on the close reach home it floated freely in the breeze. It is all very well for our British competitors to pay us the flattering compliment of imitating our technique, but the technique of a masthead spinnaker used as a flag is not recommended for future contests.

The American yachts showed no outstanding superiority over their competitors on any particular point of sailing but, rather, their success must be attributed to relatively slight superiorities which, combined, gave them the advantage. In so far as mechanical devices are concerned, the British have fully caught up with the Americans and *Lalage*, the new Nicholson-designed boat from Burnham-on-Crouch, had a few gadgets that may be ahead of anything that we can show. On the other hand, the British crews have not had as many years of experience in handling Genoa jibs with an adequate number of winches as have American crews and, in fairly hard weather, particularly, it seemed that the American boats gained half a length or so each time they tacked.

To summarize, the conduct of the series was such as to maintain the high traditions of sportsmanship which have been set in past races for the British-American Cup, and the handling of the series by the Race Committee was a model of its kind. The hospitality of our Scotch hosts could have been exceeded nowhere, and the members of the American team proved themselves fitting representatives afloat and ashore.



The Gold Cup course at Hango

## "Indian Scout" Wins at Hango

American Six-Metre Yacht Captures Scandinavian Gold Cup

By HERMAN F. WHITON



HE races for the Scandinavian Gold Cup were held in the open part of Oslo Fjord, about 45 miles south of Oslo. All but one were started at B, on the chart, the first race being started at buoy No. 1. As the boats towed down to Skaarekrakk for the first race on June 30th, there were five of

them: *Indian Scout*, representing the United States, sailed by the writer; the Norwegian entry *Lully II*, the latest creation of Bjarne Aas, sailed by Magnus Konow; *Ian III*, a 1935 Tore Holm boat with last year's helmsman, Binkkt Gedda, and his fine crew. She had a steel mast with only two sets of short spreaders and much less rigging than the other boats. The new German boat, *Irmis V*, handled by Dr. Lubinus and his able crew, and the Danish *K.D.Y.*, skippered by Erich Ruben, were the dark horses of the fleet.

The course was a beat to buoy 5, a run to 1, another beat to 6, a reach to 5 and a run to the finish at 1, twelve miles in all. We liked this method of sailing races as it gave every point of sailing in the same race. This day it was light, the wind being not over six miles an hour, and we crossed at the port end of the line with *Irmis* close to windward, then *Lully* and *K.D.Y.*, and *Ian* out by herself. Soon *Irmis* tacked under *Lully's* stern and *Scout* backwinded *Lully* and headed for Misingen. Frequently, going toward and staying near this barren group of rocks helps the leading boat or the one that first gets near it. By the time we got near Misingen, *Ian* was in the lead and, while we were having a series of short tacks with her, *Lully* slipped by. We passed *Lully* on the run. At No. 1 buoy, *Ian* was still clear and gave us a heavy dose of Swedish backwind as we rounded. Finally we tacked off-

shore into a better breeze but, when we headed for the finish, we ran into a soft spot and could not catch the Swede. The times were: *Ian III*, 2:56:20; *Indian Scout*, 2:59:05; *K.D.Y.*, 3:01:20; *Irmis V*, 3:01:42; *Lully II*, 3:03:35.

The second race started at B, in a sparkling southwester, typical Hango weather, with warm air and bright sun. The course was a beat to 3, a run to C, a beat to 3, a reach to 1 and a broad reach home. *Scout* seemed to relish the slop of a sea and the good sailing breeze. After a tack or two, Konow went over to the port tack and drove hard for Misingen. This was the maneuver which won him the cup in 1935. *Indian Scout* followed at once, out on *Lully's* weather quarter. *Scout* rounded first and covered *Lully* and from then on it was a tacking duel between the two. The times were: *Indian Scout*, 2:35:47; *Ian III*, 2:38:40; *Lully II*, 2:40:37; *Irmis V*, 2:41:28; *K.D.Y.*, 2:45:53.

The third race was a critical one as, after three races have been sailed, any boat which has not won one ceases to compete. The breeze was from the southeast and we had our only reaching start. Soon Norway, Sweden and Germany got into a luffing match while down to leeward we had a short and intense one with Denmark. We got by and then Townsend Weekes and the rest of our able crew did some smart work setting a little spinnaker that pulled *Scout* into the lead before any other boat had time to set one. As we neared buoy 5, a black squall was gathering in the southeast, the wind was getting lighter and the air heavy. *Ian* and the others came down toward us, close together. We broke out a light Genoa and headed for Misingen on the port tack, waiting for *Ian* to make the break for the other shore, which was

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