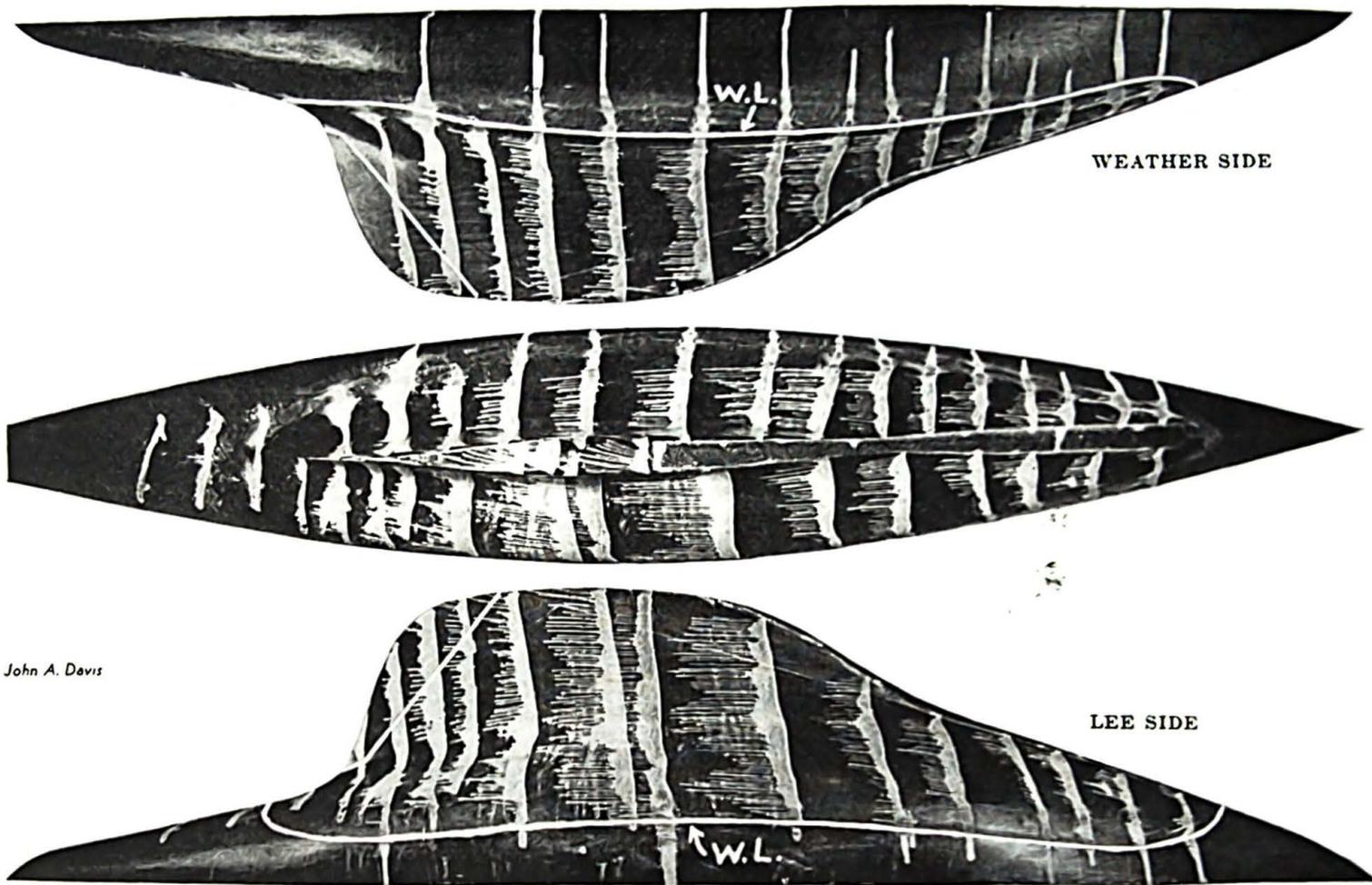




Rosenfeld

The Six-Metre "Djinn" has geared winches operated from under the deck, the winches alongside the main cockpit having large drums for Genoa sheet and spinnaker gear. Note the Genoa sheet lead blocks on the rail, the boom downhaul and the rod rigging



John A. Davis

Flow lines around the model of a Six-Metre yacht. These were obtained by painting stripes on the hull and towing the model while the paint was still wet

OLD AND NEW SHARE BERMUDA HONORS

"Goose" Wins Prince of Wales Cup, Loses
King Edward VII Trophy to "Achilles"

By EVERETT B. MORRIS

THE Royal Bermuda Yacht Club's annual Six-Metre racing fortnight in April produced off Hamilton a series of lively and interesting sailing contests from which the form chart emerged much the worse for wear.

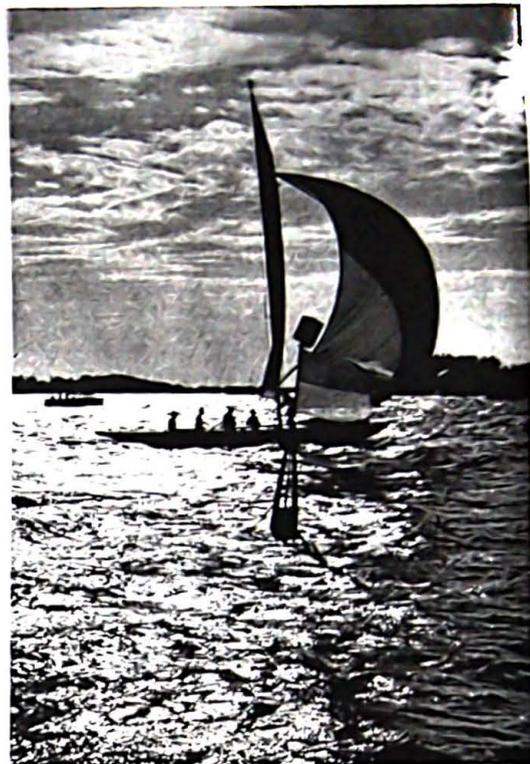
Before the proceedings began, it was pretty generally conceded that *Goose*, sailed by George Nichols and an afterguard that included two such distinguished internationalists as Briggs Cunningham and Bob Meyer, would clean up all the major prizes in sight. It was the consensus, furthermore, that *Goose* would encounter most of her trouble, if any, from the Trimmingham brothers' *Solenta*, which was runner-up to her on Long Island Sound last summer in the Scandinavian Gold Cup competition.

So much for predictions. Now let us see what happened. *Goose*, with two firsts, a second and a fourth, won the Prince of Wales Cup by a margin of four and one-half points — not over *Solenta* but over Henry S. Morgan's *Djinn*, one of her American team mates. *Solenta* gave *Goose* no trouble at all and finished fourth in the series, two points astern of *Achilles*,

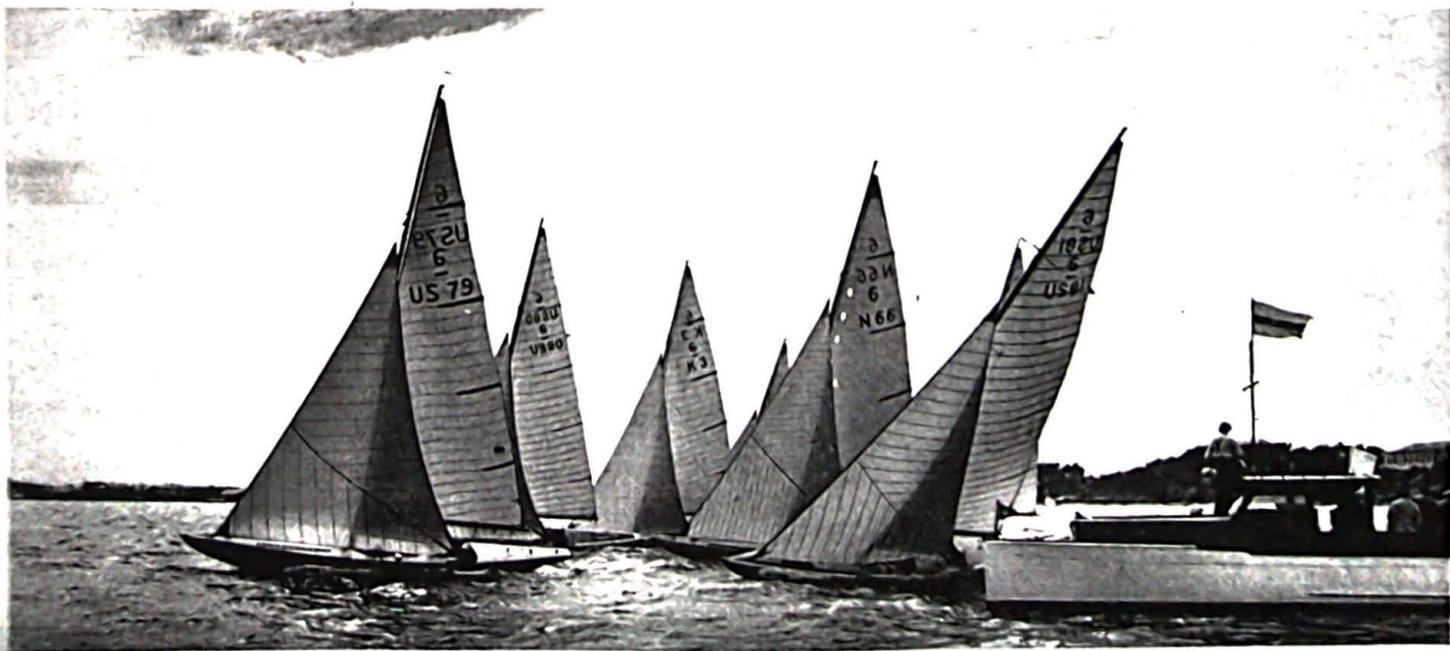
a boat which Bert Darrell rescued from the boneyard a few weeks before the Six-Metre racing began. Hence *Solenta* was not even the leading Bermudian contender.

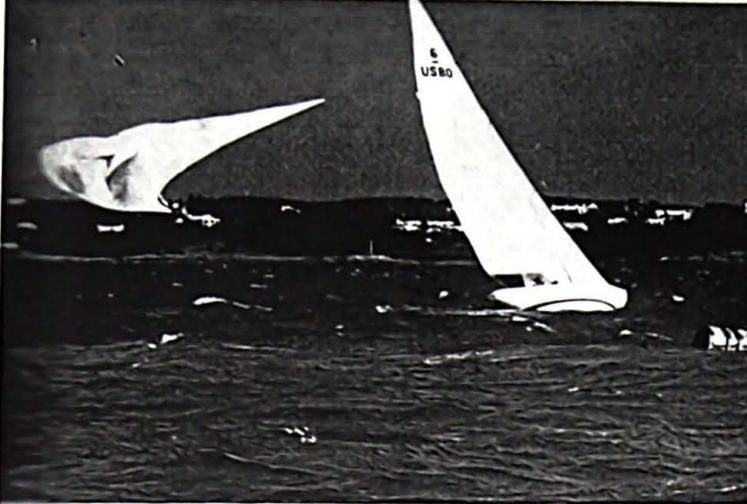
The next event on the schedule was a team race for the Cubitt Cup between the American boats *Goose*, *Djinn* and Herman Whiton's *Star Wagon*, and the Bermuda trio of *Solenta*, *Achilles* and William Miller's *Viking*. The American craft were all new last year and their known qualities in various sailing conditions provided the team with exceptional balance. The Bermudians had the two-year-old *Solenta* and the other two boats which came to the Islands ten years ago from the yards of Bjarne Aas, in Norway.

On the face of things, it looked like a breeze for the Yankee trio unless flukes played too strong a role. Well, the Americans won the cup in two straight races, taking both by identical scores, 11¼ to 10, in light weather. The heroine of the American triumph was *Djinn*, which simply plastered the daylight out of everything on the wind and led the fleet handily both times. *Goose*, playing team tactics, aided her



"Goose" gets the gun as she crosses the finish line a winner





"Goose," on the starboard tack, crosses the bow of the veteran "Achilles" in light going in the first race

team mate by sailing some of the competing team across the line before the gun in the first race and covering them whenever possible, and got no better than third in the point standing. But individual points don't mean much in a team match.

Thus the stage was cleared for the final act, a best two out of three match for the King Edward VII Gold Cup between *Goose*, as the best American yacht in the Prince of Wales series, and *Achilles*, as the top-ranking Bermudian. But despite expectations the Gold Cup is reposing on the buffet in the Royal Bermuda Yacht Club dining room. *Goose* won the first race, failed to keep *Achilles* covered in the second and was outsailed in the third, so the big golden jug stayed on the island.

Nothing but sheer skepticism would have greeted the statement a few months ago that the ancient *Achilles*, out of

gale two years ago, dismasted and badly damaged fore and aft, could beat *Goose*, presumably the fastest Six-Metre yacht in the world. But beat her she did and more's the credit to Bert Darrell, Jim Pearman and the other lads who sailed the old hooker for all there was in her, and more too.

Achilles came to grief two years ago just before the Prince of Wales series of 1937. For months, she lay at anchor in Hamilton Harbor with no stick in her and strips of canvas lashed over her damaged snout and stern section. This spring, Darrell bought her from the insurance underwriters for 50 pounds sterling, replaced damaged frames and planking and fitted her with a mast that *Bobkat II* discarded three years ago as sprung. With virtually no tuning up — she was put overboard two days before the series started — the revived *Achilles* plunged into red hot competition and startled everyone by the way she went.

She was a contender in every race, doing her best on the wind but losing ground to leeward because the only spinnaker she had was unsuited to running dead off or nearly dead off in light going. Never was this more evident than in the first Prince of Wales Cup race when she led the fleet at the weather mark first time up, was passed by *Goose* down wind before the end of the second round and lost two places on the final run to the finish. Thereafter, in this series, *Achilles* had two third places in light to moderate going and a second on the heavy day that *Star Wagon* outsailed them all.

After what *Achilles'* twin, *Viking*, did a year ago, it would seem that Bjarne Aas put a good measure of "go-fast" into these amazingly long-lived craft. Theoretically, they were outbuilt years ago but they are both still winning in fast company.

Viking won the first race of the Prince of Wales series with the help of a break from the wind gods. While *Goose* was concentrating on *Achilles* the second time up in a light southeasterly breeze, *Viking* stood in under Hawkins Island, caught a fresh easterly slant and stormed up from third

(Continued on page 127)



In the third race for the King Edward VII Trophy, the wind was howling and "Achilles" defeated "Goose" decisively



Jim Pearman and Bert Darrell, with the King Edward VII Gold Cup which was won by "Achilles"

Old and New Share Bermuda Honors

(Continued from page 53)

place to first at the weather mark. She had no difficulty widening her lead on the run home. *Viking* really can go down wind.

Goose got second place by overtaking *Djinn* on the last leeward tack and *Solenta* came up to fourth place while *Achilles* was trying to break through *Djinn*. The other starters, Georg Vetlesen's *Vema 4* and Whiton's *Star Wagon*, were eighth and seventh, respectively.

The next day, in a steady, moderate wind from the same quarter, *Goose* outsailed the fleet to windward but made the mistake of not tacking between *Goose* and the next mark on the spinnaker run home and was beaten out of first place by length when *Goose* jibed over, widened her sailing angle slightly and fairly flew the last 100 yards to the finish. *Achilles* was a good third behind *Star Wagon*, *Solenta* and *Vema* hung out astern. *Viking* got a bad tack and had to take a tow just before the race when a masthead boom stay parted.

The third race was the most ex-

citing and spectacular of them all, being sailed in a fresh, squally southeaster that at times exceeded 20 knots' velocity. *Star Wagon*, obviously improved by the winter alterations in lead, lateral plane and mast position, ate up the heavy going and won despite a series of mishaps that dumped her from first to fifth place with the race half sailed. *Achilles* and *Solenta* finished in a dead heat for second place, then came *Goose*, *Djinn*, *Vema* and *Viking*. *Vema* used her odd-looking Annie Oakley mainsail, which has a double row of perforations along the luff to offset the effects of back-draft from the Genoa.

Goose went into the last race with a three and a quarter-point margin over *Djinn* and left no doubt as to her right to the prize by beating Morgan out of first place as they turned on the wind the second time and pulling steadily away from him thereafter. *Achilles* clinched third place and the right to race *Goose* for the Gold Cup by passing *Solenta* on the final leg.



Three of the men who sailed "Goose" in the Gold Cup match: Paul Hammond, George Nichols and Robert B. Meyer

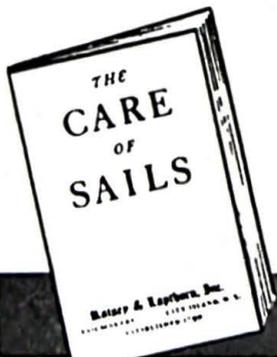
GOOSE

Winner: Prince of Wales
Trophy, Bermuda, 1939
Gold Cup, Oyster Bay, 1938

Owner: George Nichols, Esq.



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G. Unger Vetlesen's Six-Metre "Vema 4" and her "commuter's ticket" mainsail. The holes along the luff are intended to keep it from shaking in the back draft from the Genoa

planking is attached is rabbeted for the planking, which is set in glue and finally fastened down with bronze screws. The cockpit floors are of teak, and cockpit coamings of mahogany. When sailing, they leave no wake, and in their first trials they are said to have been faster than the other class boats at Marblehead, except the "30-Squares."

+ + +

Saw the "America" Win Cup

FOUR years ago *The Times* (London) published an article which began, "It is unlikely that any person now living saw the never-to-be-forgotten victory of the yacht *America* in 1851." Strange as it may seem, I enjoyed a talk early in May with an Isle of Wight fisherman, Jacob James Abbott, who, as a boy of nine, saw the famous race.

"She was a very smart little schooner, she was, that *America*," he said.



M. Rosenfeld



Photos by E. Levick



"Goose" leads the fleet in the first race. Left to right: "Iselin," Norway, "Twins V," Italy, "Wire," Finland, "Gustel VII," Germany, "Goose," U. S., "Sinkadus," Sweden

"GOOSE" RETAINS SCANDINAVIAN GOLD CUP

Handled by a Youthful Crew, She Takes Three Straight Races

"HELSINKI, FINLAND, July 16th. — *Goose*, the American defender in the International Six-Metre races for the Scandinavian Gold Cup, won the first race of the series today." So read a brief report appearing in the New York press a few weeks ago. There were no further details.

"Fine," thought American yachtsmen. "*Goose* must be going as well on the Baltic as she did on Long Island Sound." The next day's papers carried another three-line report; *Goose* had scored another victory. One more win and for the fourth straight year the United States would take the premier small boat trophy of the world.

But American yachtsmen at home, thirsting for details, couldn't help thinking how hard it would be to win a third straight race. They knew that only first place counted and that the first boat to win three races took the cup. From that, it was easy to infer that in the third race every one of her seven competitors would be sitting all over *Goose*. They knew she was fast and they knew that, in spite of their youth, her crew wouldn't let Skipper George Nichols down, but the Scandinavian Gold Cup series, often a five- or six-race affair, just couldn't end in three races in the strange waters of far off Finland. But, next morning, there was the same cryptic report: *Goose* had scored again and retained the cup. Three straight races, seven other nations completely shut out. It was almost unbelievable, yet that was the story, brief as it was.

But it wasn't the whole story — far from it. When the story arrived a week later in the form of letters from Henry and Walter Taylor, members of the crew, it was better still, and a great tribute to the peculiarly American system of teaching youngsters the fine points of sail handling and skippering. For *Goose*'s skipper in all three races was young George Nichols, Jr., seventeen years old, who had stepped into the helmsman's cockpit when his father was stricken with the flu. His crew

Roderick Stephens. The spectacle of four young people, one of them a girl, winning three straight races was evidently difficult for the Europeans to accept for, as Henry Taylor wrote at the conclusion of the third race, which was won only through superior spinnaker handling on the last leg, "We at last proved to these people that we could handle a boat, where previously they had merely said that the boat was superior to theirs. Up to then, they seemed to regard us as a bunch of kids. Over here, women and children just don't sail or, at least, don't race."

The freighter carrying *Goose* was late in arriving and there were less than three days in which to unload, rig, tune up and measure the boat, during all of which her owner was sick in bed. The youngsters and the paid hand, however, handled the job masterfully.

The letter describes the first race as follows:

"This morning we found that Mr. Nichols cannot possibly be aboard before the third race, so we started with George, Jr., at the helm, and Olaff, the paid hand, on the fore deck in a ten-knot easterly wind. The first leg was a broad reach with a spinnaker and, as we couldn't get our wind clear, we were ~~put~~ out of the eight boats at the first mark. The second leg was a beat and we passed every single boat. From then on, we held them, our only casualty being a not too badly ripped spinnaker. The German boat, a very fast one was 56 seconds behind us; then came Finland, Norway, Italy, Sweden, Denmark and France. It gave us no end of pleasure to win this race because last night everyone seemed a bit patronizing as soon as they heard the Mr. Nichols could not race."

Rod Stephens flew over from England

(Continued on page 104)



"Goose" Retains Scandinavian Gold Cup

(Continued from page 55)

time for the second race. There was a terrific mix-up at the start, in which *Goose*, the German, the Italian and the Norwegian boats were involved, and which resulted in the latter two boats sinking. *Goose*, however, got clear and, after luffing the Swede's spinnaker aback, took the lead and was never headed. She was not responsible for the unfortunate incident at the start.

As their friends at home had foretold, the third race was the toughest of all for *Goose* to win. Every boat in the fleet sat on her and she was unable to clear her wind for some time after the start. The Swede took her out to sea and kept her covered throughout the first windward leg and only the French boat was behind *Goose* at the mark. On the next leg, a run, she passed the

Swede but, at the end of the first round, there were still four boats ahead of *Goose*. On the second round, at first the Italian covered her, but later allowed *Goose* to split tacks and get clear, whereupon she proceeded to walk out and rounded the windward mark only a few seconds behind the leader, the German. The breeze had freshened to 15 knots and was directly abeam so that spinnakers could just be carried with careful watching. Her young crew had *Goose's* spinnaker working sooner and kept it from collapsing better, and eventually passed the German to leeward. That's all there was to it. The series was over and the Scandinavian Gold Cup was headed back toward Oyster Bay only six days after *Goose* had been unloaded from the steamer.