

Letters and Correspondence

Applauding Mr. Loomis

Editor, "YACHTING":

IT IS seldom that I am so forward as to break into print, due not only to my natural modesty, but because of my fear that I will be called an Englishman of the type which is always "writing to the Times," or some other newspaper. But, Mr. Editor, I am asking your indulgence this time, and overcoming my natural modesty, for I feel such an overpowering urge to aid and abet Mr. Alfred F. Loomis in his fight for a simple measurement rule that I crave enough space in your valued magazine to add a few unimpeachable arguments to those which Mr. Loomis has amassed.

The rule which Mr. Loomis advocates so strongly is as follows: Mean of the overall length plus the waterline length. Old-timers will immediately recall what has become known as the Seawanhaka Rule, successfully used many years ago. To be sure, Mr. Loomis' rule neglects sail area completely, whereas sail area was an important factor in the Seawanhaka Rule. A strong point in favor of Mr. Loomis. The simpler the better.

How did the old Seawanhaka Rule work out? Of course, you, Mr. Editor, being an old-timer at the game, will recall perfectly how marvelous this rule was. The long-ended, flat-ended scows were triumphant. Suppose they did pound and thrash a bit in a head sea? Suppose they leaked? Suppose, even, that they were racked and ruined after a few years of racing? They beat the normal, dry, seaworthy boats with very little trouble — they beat them so badly that it took Nat Herreshoff himself to devise a rule — the Universal Rule — under which they rated so high that the normal boats could beat them, which the latter did. So, of course, people began to build normal boats to beat normal boats. Which is a shame in more ways than one, for the boat-builders lost a lot of business, inasmuch as they were accustomed to replace the "floating sidewalks" every year or two, whereas many of the normal boats which followed are not only still afloat, but are giving great pleasure to their owners as cruising boats instead of being burned up for firewood as were their predecessors. The trick of thrashing, banging and bailing your way to windward in a breeze was soon forgotten, for the new boats refused to pound, bang, or leak. What a pity!

Indeed, the New Rochelle Y.C. has done a brave deed in returning to an old, simple formula, which worked so well in the race which Mr. Loomis depicted so clearly. And there were other races, too — excuse me, Mr. Loomis, but this same club promoted a race some two years ago, under the same rule. What were the results? Why, even better than one could hope for. Out of twelve starters, eleven craft — e-leven, count 'em — were scored as absolutely even. Really, it is a matter of record, remarkable though it may appear. The twelfth boat won, because she completed the course — the other eleven failed to finish at all, so all were scored the same — D. N. F. Could there be a better example of how excellently a simple rule worked out? Not one second's difference between eleven boats!

Attacking the problem from the opposite angle, let us see how badly a complicated formula may work out in long distance racing. Take the 1932 Bermuda Race. In the good old days, back in 1923, the wise committee, unattached to any club, ran the race under a rule simpler, even, than the New Rochelle rule. The boats were rated merely on overall length. No measuring of waterlines, or sail area. Carry any sails you want, sheet them any old place. What happened? Why, John Alden won the race in the 47-foot overall schooner *Malabar IV*, another Alden schooner was third, and — well I forget just who came in next, but I seem to remember that there were about eight schooners designed by Alden in the race, and that all finished in the first half of the fleet. And not more than two days separated the first boat from the last. The results of this race were so unsatisfactory that the same rule was used again in 1924, except that the time allowance was changed a bit, in order to give the Alden schooners a better chance.

So far, so good. But now the picture changes. The Cruising Club of America, formed by an enthusiastic body of real cruising men to promote cruising, assumes control of the Bermuda

Race. Being cruising men, used to simple, go-as-you please cruising, they appoint a committee of charter members of the club, and this committee immediately scraps the simple overall length rule, and substitutes a complicated formula which neither they, nor Professor Einstein, could possibly understand, and which sent several measurers to sanitariums. Of course, the rule was ridiculous in its conception, and worse in its application and results. I do not recall just what the formula was. But no matter. No one could understand it anyway. But some of its objects were, to favor a boat of real, seagoing form and moderate rig, encourage freeboard, penalize the type of long flat overhangs which were so popular in the nineties, give the slow schooners and ketches a chance against the faster cutter-rigged craft, and so on. Of course, Mr. Editor, you and I know how ridiculous such ideas were — and are. And what were the results of races run under this complicated and ridiculous rule? My memory fails me as to the exact results of several races, but I happen to have a copy of your excellent magazine for August, 1932, at hand, in which there is a splendid account of the race to Bermuda that year, with a complete summary. I find that even the terrible rule could not prevent the cutter *Highland Light* from leading the fleet across the line and establishing an all-time record for the course for boats of the size allowed in the race. But the rule soon showed how unfair it was, when the corrected time showed John Alden's gaff-headed schooner *Malabar X* the victor by 3 minutes and 16 seconds over *Grenadier*, another schooner with jib-headed rig. Almost two hours separated the winner from the sixth boat, *Brilliant*. *Teragram*, taking fourth place, was 2 minutes 17 seconds ahead of *Highland Light*, and the latter beat *Brilliant* by 1 minute and 38 seconds. There were other huge gaps; in Class B, the third boat was only 46 minutes ahead of the sixth boat. These broad margins, in a race of over 600 nautical miles, are, of course, preposterous, and show quite clearly that a complicated formula is an uncalled-for encumbrance which can result only in discouraging entries for the 1934 event. No gaff-headed schooner should ever beat a jib-headed cutter — and she would not have done so had the simple "overall" measurement rule been used.

Mr. Loomis will doubtless be delighted to hear that the Cruising Club is seriously considering the adoption of another of those delightfully complicated rules which produce such disastrous results. Little is known about the rule as yet, nor just who is responsible for it, though rumor has it that Messrs. Bavier, Crane and Stephens are on the Rules Committee, and that, though not on the Committee, John Alden's advice was sought on numerous debatable points. It is said that, among other changes from the previous rule, rig allowances have been altered so that schooners will rate higher than in the last six Bermuda races. Even the uninitiated will see the Alden influence here — no longer will the schooners show the way, as the Alden-designed *Malabars* did in 1923, 1926 and 1932, not to mention other ocean races of lesser importance than the Bermuda event. The fine, seagoing cruising cutters, with snug, jib-headed mainsails easily handled in any weather by a man and a boy — such as *Highland Light* — will come into their own.

Why they insist on fostering these complicated rules is beyond my limited comprehension. Why not adopt the simple rule advocated by Mr. Loomis? There are a few of the old "scows" rotting away in out-of-the-way scrap heaps which might be resurrected and made reasonably watertight, or tight enough to suit a crew of old men, such as made that 200-a-day in *Brilliant* which Mr. Loomis wrote about. They would stand an excellent chance of winning, and relegating to the class of "also rans" the many fine, able, rugged craft which have been designed and built since the adoption of the senseless, baseless, and nefarious mass of complications under which the boats have been so poorly handicapped in recent years.

Would you be so kind as to let me know Mr. Loomis's address? I should like to thank him in a personal letter, and, if possible, shake the hand of so brilliant a crusader for the Simple Rule.

Your obedient servant,
BALDERDASH



BobKat II, Robert B. Meyer's three-year old 6 meter which scored a sweep in the Seawanhaka Cup match, revels in this kind of going

Six Meter Sloops Swamp Clyde Invaders

Photographs by Rosenfeld

THE completion of the international 6 meter matches held off Oyster Bay, September 25 to October 7, left unbroken the string of victories which American sixes have scored over the international rule sloops of the Solent and the Clyde since 1928. Scoring a clean sweep in the team race for the British-American Trophy, and putting on a similar performance in the match races for the famous Seawanhaka Cup, American 6 meter sloops emulated the example of our valiant J class representative which shortly before had successfully turned back the British invasion in quest of the historic America's Cup.

The Seawanhaka Cup, incidentally, can very properly be mentioned in the same breath with the ugly old ewer, as it is the oldest small boat trophy actively contested for today, and since it was originally donated in 1895 has been raced for twenty-two times. Unlike the America's Cup this prize has seldom rested for long in any club's vaults, having changed hands more often than any other trophy that comes to mind.

The British-American Trophy is a much younger prize, having been established for team racing in 1920. A peculiar feature of its deed of gift is that matches can

be held for it solely between England and the United States, and regardless of the winners, the contests held alternately in British and American waters. The prize has been won outright twice, once by each country. The recent battle of Oyster Bay, under the auspices of the Seawanhaka-Corinthian Yacht Club, involved the third trophy which has been offered to date. Both the Seawanhaka Cup and the British American Trophy matches are decided by three out of five races.

The invaders this year were all from the Clyde, representing the Royal Northern Yacht Club. The Seawanhaka team was composed of William Russell's Kyla, J. F. Clark's Vorsa (sailed by J. H. Hume, Jr.), R. Teacher's Melita and A. S. L. Young's Saskia II. In this group Kyla was picked for the attempt to collar the Seawanhaka Cup which Nancy brought home from the Clyde in 1932.

In the American team were R. B. Meyer's BobKat, the Sparkman & Stephens-designed six which starred in the Solent clean-up two years ago; Paul V. Shields' Luders-designed and built Challenge; Clarence L. Smith's Anis (ex-Totem) also Luders-designed and built; Briggs Cunningham's Lucie, from Sparkman & Stephens.

board. BobKat II, which led the fleet home twice in the British-American Trophy team races, was selected to defend the Seawanhaka Cup, which she did very easily. In the team races Challenge put on probably the most consistent performance, securing second place in all three races, which is a good record for a new boat tuned hurriedly and late in the season.

The team race series, beginning on September 25, started off just like the America's Cup races, with the first contest being declared off because of no wind. Challenge was leading at the weather mark of the windward and leeward course, with Kyla next, followed by BobKat II and the rest of the fleet.

The following day the contest began anew. In moderate airs, a windward and leeward course with six mile legs was sailed twice around. The yachts reached the line closely bunched. Saskia was over too soon and came back. The yachts paired off immediately, a member of the American team covering every one of the Clyde sailors. At the windward mark the order was: Anis, Challenge, BobKat and Lucie with Kyla leading the invaders. Except for BobKat passing Challenge on the second hack to windward there was little shift in the order throughout the rest of the contest. Challenge climbed into second place on the run home. The order of finish was: Anis, Challenge, BobKat, Lucie, Kyla, Saskia, Melita and Vorsa—a clean sweep for the defenders. The second race was sailed twice around over a triangular course in a spanking southerly of eighteen miles strength. Melita won the start, on the port tack, and covered Challenge while the remainder of the American team covered all the invaders. BobKat broke through and took the lead at the first mark, followed by Challenge, Vorsa and Lucie. Several shifts of position took place on the second round, both sides playing team tactics with a vengeance, but only Vorsa broke through at the finish in third place to save another four-boat sweep on the part of the Seawanhaka contingent. The order of finish was: BobKat, Challenge, Vorsa, Anis, Lucie, Kyla, Melita and Saskia.

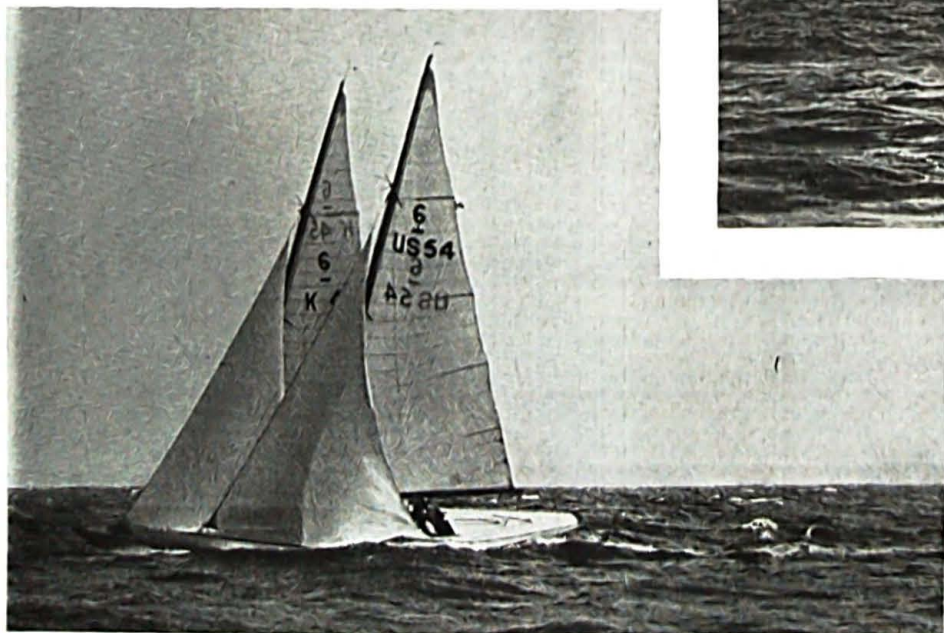
The third race, slated for September 28, was called off because of lack of wind, at the start of the second

round. The Clyde yachts, showing superior drifting ability, were leading, with Kyla, Melita and Anis heading the fleet.

Next day dawned with a 25 mile southwesterly booming across the Sound, kicking up a nasty sea which prevented the committee boat from anchoring in open water. They got under the lee of the land and signaled a leeward and windward course. Challenge and Vorsa led at the start. After the fleet straightened out their spinnakers BobKat had surged to the fore, a position she never lost. The first round saw BobKat, Challenge, Lucie and



Kyla, new Mylne six, sailed by William Russell of the Royal Northern Yacht Club, was fast but was outmaneuvered. Miss Judy Russell, daughter of the skipper, did all the light sail handling



BobKat carrying Kyla to weather of the buoy at the start of the first match race



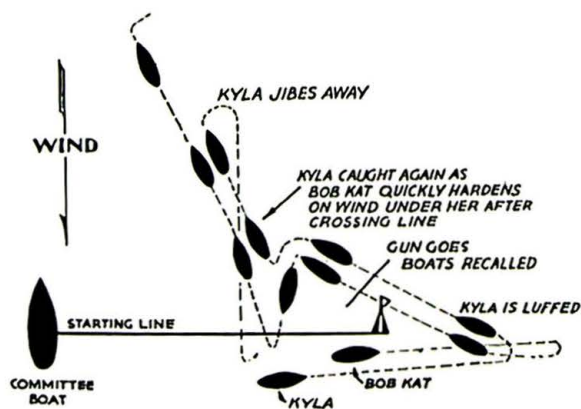
Start of the first team race for the British-American Trophy. Left to right are: Saskia, Anis, Melita, Kyla, Vorsa, Challenger, Lucie and BobKat.

Kyla leading. This order was maintained to the finish, with Saskia, Anis, Vorsa and Melita bringing up the rear. Better light sail handling and better team tactics told the story, throughout the series in which the Seawanhaka contingent scored by $74\frac{3}{4}$ points as opposed to 34 for the Clyde team.

The Seawanhaka Cup

The Seawanhaka Cup series, run immediately after the completion of the British-American Trophy team match, was a more decisive sweep than its predecessor. BobKat II, ably sailed by Bob Meyer and his expert crew of lightning light-sail handlers, scored a clean-cut victory over Kyla, best of the Clyde team. An ability to handle a parachute spinnaker with despatch and make it do business even with the wind pretty well forward had much to do with BobKat's outstanding performance.

As in the case of the British-American series, the first race for the Seawanhaka Cup, slated for October 2, had to be called off because of the breeze dying. BobKat was leading Kyla by a good margin when the race was declared off. October 3 saw even less wind and no race was started. On the following day a good breeze prevailed over the windward and leeward course but Kyla, though smart up wind, didn't have a chance to try conclusions with BobKat because of a "squeeze play" by Meyer at the start. BobKat and Kyla went away from



What happened in the first Seawanhaka Cup race

the line before the gun on the port tack. BobKat was a length ahead, gybed, and Kyla turned to windward, setting her abeam and to weather of Meyer. Meyer luffed Kyla past the buoy and both went up wind for some time after the gun. Then Meyer ducked down and crossed the line, hardening on the wind in time to meet the Clyde yacht swinging down. Meyer again carried Kyla off and the latter finally gybed away to get to the line. By the time she got across Meyer had a lead of an eighth of a mile. The rest was a parade.

In the second match, held over a triangular course in a strong easterly, Kyla hit the line slightly ahead of BobKat. She had a big Genoa and BobKat an intermediate headsail. The smaller canvas was more suitable to the blustery weather and BobKat held higher. At the first mark BobKat had the lead which she maintained throughout the double circuit. More generous use of a parachute by Meyer and too much reliance on a Genoa for the reaching legs by Kyla increased the defender's lead all the way around.

With two races safely tucked away, BobKat worked out a good lead in the third and final contest, and then played safe, not even using a spinnaker on the second run home over the windward and leeward course. The race was sailed in hard weather—a thirty mile northwester that fairly drowned the crews. Both boats came to the line under working jibs and reefed mains, Kyla winning the start, with BobKat on her weather quarter. On the beat to the first mark Kyla flopped over to cross BobKat's bow. She had some difficulty with her gear and did not complete the maneuver. BobKat gained at this time. At the weather mark Kyla hit a flaw that knocked her in the way of the mark. She had to take an extra hitch to get clear and BobKat made more money on this mishap. Getting her spinnaker in near the end of the first run home capped the thing for Kyla. The halliard jammed, the sail took charge and whipped itself to pieces. Kyla finally had to come head to the wind to clear the mess. Meyer by this time had a ten minute lead and he added one more during the second run home.

Though BobKat did get the best of the breaks throughout the match her win was thoroughly deserved. She was better prepared and better handled.

The Clyde contingent had good boats, for the most part, but it would seem that yachtsmen on the other side do not take their racing quite seriously enough.

News from Yachting Centers

Sound Waves

By LEE SCUPPERS

LONG ISLAND SOUND yachtsmen, always in the vanguard of racing men keen to improve the speed and efficiency of their boats, have equipped them with all manner of winches for hoisting and trimming sails and setting up backstays; they have played an important part in developing the versatility of the Genoa jib; they have been leaders in the design and use of that nightmare of all kites, the parachute spinnaker.

They have, in a word, acquired a not undeserved reputation for enterprise and eagerness to modernize. They have made their boats faster and easier to handle; made them veritable models of modernity. They are the best customers of such famed gadgeteers as Porthole Pete Chamberlain, an old shellback who lies awake nights devising things of metal, wood and hemp to lure dollars from the pockets of boat owners whose sales resistance is no match for the persuasive tongue and inventive genius of Le Bon Pierre.

We have, it seems, made our boats as up to date, if not more so, than ultra-modern penthouses. But we have overlooked what in this post-repeal era amounts to the most important piece of a racing yacht's auxiliary equipment — a bar.

This glaring deficiency in the layouts of our smaller racing boats was brought home to us in the recent British-American Cup series at Oyster Bay by Skipper William Russell of the Clyde Six-Metre *Kyla*. No truer Scot ever breathed the fragrance of purple heather, or thrilled to the skirl of bagpipes. Hence it is not surprising that he has gone Long Island skippers and designers one better in racing boat equipment.

On the under side of the deck between the steering cockpit and forward working space of *Kyla* is fitted a small, compact, well-stocked bar. Save on light days, when the afternoon grows long and weary, the bar remains closed until the race ends. But Captain Russell is authority for the statement that within thirty seconds after the finish of a contest his crew is raising full glasses to parched lips and crying: "Cheerio!"

It is significant to all save the disciples of Josephus Daniels that *Kyla* was the most successful of the British Sixes that

bowed to our team. The others had no bars and got nowhere. *Kyla* had a bar and annoyed the Americans in every race. You may draw your own conclusions.

In a rough sort of way the bar idea has been tried out on Sound Six-Metres and lesser craft with more or less success, but the fact remains that it took a Scotsman to develop it to the ultimate. Back in the prohibition days Billy Luders had a Six-Metre called *Tolem* that was the liveliest light weather boat in the class and one of the smartest handled. Luders is a strong believer in the ancient seafaring custom of doling out tots of rum to the foremast hands, particularly in bad weather or after a prolonged, wearying session with sheets and halliards on a light, fluky day. Members of the 1931 Larchmont regatta committee never will forget the picture *Tolem* used to present to their jaded eyes as she sped across the finish line far ahead of other aspirants for the Race Week championship. On the weather deck were arrayed jugs and bottles, obviously containing the requisites for the cup that cheers.

But *Tolem's* bar was of the most primitive sort. Paper cups and old glassware were stowed on shelves under the deck, mixed up with marline, shackles, spare line and old sneakers. Bottles of ginger ale reposed in the bilges in lieu of an icebox. Jugs and other vital containers were stowed for safety's sake in sail bags. Mr. Russell would have sneered at such landlubberliness.

M'sieu Gene Kelly, commodore of the Royal Bombay Cycling Club, has been visiting these parts this summer, observing the various international events as yachting expert for the *Royal Colonist and Daily Gazette* of Hamilton, Bermuda, his winter domicile. M'sieu Kelly, a pioneering Star boat sailor himself, informs this department that before he finishes his missionary work in the Onion Patch there will be a fleet of half a dozen Stars sailing on Hamilton Harbor.

H. Martyn ("Slim") Baker, who resigned as commodore of the Frostbite Yacht Club last winter to go cruising where there was no frost, apparently has



Photo by M. Rosenfeld

Roll and Go! "Bob-Kat II" sets her parachute on a breezy day during the Seawanhaka Cup series off Oyster Bay

The Seawanhaka Cup Remains at Home

"Bob-Kat II," the American Defender, Takes Three
Straight Races from "Kyla"

TWO DAYS after the British-American Cup series had run its brief course off Oyster Bay, Scottish-American Six-Metre rivalry was resumed in the same waters with the sailing of the twenty-second match for the Seawanhaka Corinthian Yacht Club International Challenge Cup.

This oldest of international small boat trophies (it was first raced for in 1895) brought together Robert B. Meyer's *Bob-Kat II*, as the Seawanhaka defender, and William Russell's *Kyla*, as challenger for the Royal Northern Yacht Club on the Clyde.

It required six days to complete the match. For a time it appeared that the weather would win. The first two days proved nothing except that Long Island Sound is the most perverse of all our bodies of racing water. On the first day, *Bob-Kat* and *Kyla* used up three and a quarter of the four hours allotted for the race in covering half of the 12-mile course. The second day was so flat that no attempt was made even to start the yachts.

Thursday and Friday were blessed with fresh easterly breezes and, in going that could not have suited her better, *Bob-Kat* won each of these starts by a minute and thirteen seconds. Saturday saw another race succumbing to the time limit. But it is always a feast or a famine on the Sound. Sunday it blew 25 to 30 miles an hour from the northwest and the boats took a fearful dusting. *Kyla* suffered a number of minor mishaps and these contributed to the margin of 10 minutes 51 seconds by which *Bob-Kat* won.

That gave the defender the series with three straight victories and assured for another year at least the presence in the Seawanhaka trophy chest of the big silver vase J. Seward Johnson's *Jill* brought back from Scotland in 1932.

The committee that picked *Bob-Kat*, outstanding member of the United States team that had beaten the Scots three straight the week before for the British-American Cup, must have been clairvoyant. *Bob-Kat* has shown a tendency to do her best in heavy going. The days on which she completed races were sailed found breezes varying between fifteen and thirty miles an hour and as much sea as one ever finds in the Sound under ordinary circumstances.

Kyla obviously is a good boat, particularly to windward, but Meyer got better starts in the races that counted and his crew of Bob Reybine, Briggs Cunningham, Rod Stephens, Clarence Smith and Arthur Knapp (the latter subbing for Smith in the last race) did a perfect job of setting and trimming light sails. In each of his victories, Meyer got the jump on Russell and then retained his advantage the rest of the way.

As a matter of fact the first race was won and lost at the start. With less than a minute to go to the windward start of a six-mile windward and leeward race, to be sailed twice around, Meyer found himself almost dead under Russell's lee as they headed for the buoy end of the line. Meyer was having none of this, so he hardened up and carried the Scot to windward of the mark and held on even after the gun had gone.

At just the right time, Meyer bore off, crossed the line in the proper direction and then came up under Russell again so quickly that *Kyla* had to sail away from the line once more. *Bob-Kat* carried *Kyla* up wind for nearly a minute before the Scot tacked, slacked sheets and ran back to the line. By the time he got sheeted down on the wind, Russell

was a good eighth of a mile to leeward of the defender.

Kyla outsailed *Bob-Kat* on both of the three-mile climbs up the breeze in a nasty slop of sea, but was unable to overcome the defender's superior work to leeward and the handicap imposed by Meyer's grand demonstration of the desirability — sometimes — of the "safe leeward position." *Bob-Kat's* elapsed time for the twelve miles was 2:10:27 and *Kyla's* 2:11:40.

The second race was sailed in somewhat more boisterous conditions, but *Kyla* carried a good-sized Genoa jib while *Bob-Kat's* was of intermediate proportions. *Kyla* was a bit early for the start and *Bob-Kat* was on her weather quarter at the gun. They had a close race all the way up wind with *Bob-Kat* pointing higher and footing nearly as fast as *Kyla*, whose head seemed to be pulled off somewhat by the larger Genoa.

At the weather mark *Bob-Kat* was only 14 seconds ahead and on the spinnaker run to the second mark there seemed to be no material change. It looked as though this were going to be a bang up race, but at the lee mark *Kyla* doused her kite and set a Genoa jib for the reach back to the starting point. *Bob-Kat's* agile crew jibbed their big spinnaker over standing, boomed it out to port and pulled away from the challenger until at the end of the first triangle she had a 52-second lead. That was that.

Bob-Kat set a large Genoa for the second beat. It appeared to set better than *Kyla's* and she added a few seconds to her lead and went on to improve it slightly on the next two legs, winning again by a minute and thirteen seconds. The elapsed times were *Bob-Kat*, 1:55:57; *Kyla*, 1:57:10.

Even under reefed mainsails and small jibs, the boats had their lee rails buried and the weather sides of their keels nearly level with the tumbling water during their windward work in the last race. This, too, might have been close had it not been for a series of misfortunes to the challenger.

Bob-Kat again had the edge of the start. *Kyla* drove off hard while *Bob-Kat* ate up into the hard puffs as they stood on a long board along the Long Island shore. *Kyla* appeared to be going well and when she came about might have been able to cross *Bob-Kat*. But apparently something went awry with the Scot's gear because Russell had to flop her back onto the starboard tack. By this time *Bob-Kat* had drawn up nearly abeam and from then all the way out to the mark, *Bob-Kat* was on top.

Here *Kyla* got another bad break. A sudden shift in the breeze nearly put her onto the mark. Russell had to take an extra hitch to get around and meanwhile *Bob-Kat* had gone roaring down wind. A jib was necessary halfway to the lee mark. *Bob-Kat* executed it neatly. *Kyla's* spinnaker halliard became foul aloft and, in attempting to clear it, the crew somehow got the kite caught on a spreader and it ripped in half, streaming out to leeward from the masthead like a bedsheet.

Eventually it was necessary for Russell to come up into the wind and cut the spinnaker away. By the time everything was straightened out, *Bob-Kat* was nine minutes ahead and at the finish the margin was 10:51. The elapsed times were: *Bob-Kat*, 2:16:12; *Kyla*, 2:27:03.

Thus ended another straight-race victory for an American Six-Metre, swelling to seventeen the number of consecutive races the British Sixes have lost to Long Island Sound boats since 1930.

American "Sixes" Still Supreme

By

EVERETT B. MORRIS

IF ANYTHING can be certain in the very uncertain sport of yachting, this much can be recorded as incontrovertible fact — American Six-Metres have it all over their British classmates.

The idea that we were definitely on our way in the development of these smart little racing machines began to take form in 1930 when the United States "Sixes" won four straight races from Great Britain's team in the British-American Cup match at Oyster Bay. It gained strength when the American quartet took another four in a row on the Solent two years later and retired the cup from circulation.

In September, in the week following the America's Cup series at Newport, the "Sixes" had it out again off Oyster Bay, this time for a new trophy — a handsome scale model, in silver, of a Six-Metre yacht. The result was the same. The series was sailed on a best three out of five basis and the Americans won three races in succession in a wide variety of conditions — light weather, moderate breezes and fresh winds, smooth water and rough. In the first race the Long Island Sound "Sixes" finished one, two, three and four. In the second they were one, two, four and five. In the last they were one, two, three and six. Out of a possible 78¾ points, the Americans scored 74¾ in the three contests. No British boat ever got above third place.

The American team was composed of one new boat, the Luders-designed *Challenge*, owned by Paul Shields and sailed by his brother, Cornelius; two units of the quartet that sailed on the Solent in 1932, Robert B. Meyer's *Bob-Kat II*, a Sparkman & Stephens boat, and the Crane-designed *Lucie*, owned by Briggs S. Cunningham; and a four-year-old boat that could not make the team in 1930, Clarence Smith's *Anis*, which used to be Billy Luders' light weather ghost, *Tolem*.

The British team, all from the Clyde fleet of the Royal Northern Yacht Club, included one old boat, the snub-nosed *Vorsa*, and three new craft, *Kyla*, *Saskia II* and *Melita*.

Taking into consideration the exigencies of team racing, perhaps it is significant that *Bob-Kat* won two of the three races and *Anis* the other. *Challenge*, which showed herself to be a grand all-round performer, was second on every occasion. *Kyla*, sailed by William Russell with Kenneth Trimmingham, of Bermuda, as chief sheet trimmer, was the outstanding Scottish boat. She had a fifth place in the first race, a sixth in the second (in which *Vorsa* was third) and a fourth in the last start. She appeared to be generally faster, more weatherly and better handled than her teammates. Then, too, she was the only boat in the fleet fitted with a bar. That might have had something to do with her performance. Whether the idea of fitting this accessory between her steering and forward cockpits was that of Mylne, her designer, or of Russell, her owner, does not matter. The fact remains that it was the one thing in which the Scottish craft were superior to our own.

Actually five starts were made in the series off Oyster Bay, but two races were not completed because of the absence of breeze. In the first one, the Americans had the edge when the race was called off before half the 12-mile windward and leeward course had been sailed. In the resail of this event, the Americans finished in the top four places in an easterly breeze that was ten knots at the start and half of that at the finish.



"Bob-Kat II" not only made the high score in the team races for the British-American Trophy, but won three straight in the contest for the Seawanhaka Cup

Anis, improved this year by added lead and a lower rig, went to windward like a witch on both the three-mile beats of the twice around course and led the procession throughout. The three other American boats finished in a bunch within a minute and a half of the leader. *Kyla*, the best of the Britons, was nearly two minutes astern of the last United States entry. *Vorsa*, the tail-ender, was ten minutes behind *Anis*.

The next race was by far the closest and most interesting of the series. Team tactics were stressed to the utmost and the big spectator fleet, shepherded by Navy and Coast Guard vessels in the manner of an America's Cup show, witnessed some keen sailing. The course was triangular, twice around, and the wind was a true southerly of about fourteen miles' strength.

Bob-Kat and *Challenge* paced the fleet all the way, but all manner of duels developed for the lesser places. *Vorsa*, well sailed by J. H. Hume, Jr., saved third place by less than a length from *Anis*; *Lucie* barely staved off *Kyla*'s attempt to get through her on the last leg, and *Melita* and *Saskia* were seventh and eighth, respectively. *Melita* had been fifth once but threw that place away by luffing *Lucie*' way out on the reaching leg in a vain attempt to let *Kyla* and *Saskia* move up.

There was only five minutes between the winner and the last boat and the impression grew that with another five-knot breeze the Scottish team would be dangerous indeed. This, however, proved to be a fallacy. After another abandoned race, due to a calm in which the Britishers outdrifted

the Americans surprisingly, the third race was sailed in a dripping wet southerly of well over twenty miles' velocity that kicked up a nasty jump of sea in Long Island Sound.

The course was three miles to leeward and return, twice around, and the down-wind start precipitated some fantastic and spectacular maneuvers. Booms and spinnaker poles alternately dipped into the seas and shot skyward. Avoiding unpremeditated jibes was something of a trick, a trick which not everyone was able to perform. Fortunately, though, no masts or spreaders were carried away and the boats were still intact, if somewhat shaken, by the time they completed the breakneck run to the first mark.

Bob-Kat, on which the sail handling evoked no end of superlatives from the watchers, flattened on the wind first. *Vorsa* and *Saskia* got to the mark before *Challenge* and *Lucie*, but got into difficulties from which they did not extricate themselves until the American boats had established themselves in second and third places. *Kyla* and *Melita* came next, and *Anis*, which had made a poor start and then gone all to pieces near the end of the run, was last.

In a breeze of wind and lop of sea, it was expected that the Scottish boats would begin to "walk," but only *Kyla* showed any disposition to do as well on the wind as the Americans. Consequently, at the end of the first round *Bob-Kat*, *Challenge* and *Lucie* were still leading, with *Kyla*, *Saskia*, *Vorsa*, *Melita* and *Anis* strung out astern. *Bob-Kat* had carried a small Genoa up-wind and *Challenge* and *Lucie* had done well with larger headsails.

The wind lightened to about 16 miles for the second round. No changes of importance took place, however. The leaders remained leaders, although *Kyla* might have caught *Lucie* had she not parted a jib halliard and then badly overstood the finish on the last leg. *Anis* passed *Melita*, which was carrying a reef, and *Vorsa*, and thus partially redeemed her earlier dismal showing. *Bob-Kat* sailed the first six miles in less than fifty minutes — marvelous speed for a Six-Metre — and covered the whole course in an hour and thirty-seven minutes. *Challenge* was a minute slower, *Lucie* more than two minutes astern and *Kyla* just under three minutes out of first place.

(Continued on page 87)



"Kyla," the best of the Scottish Six-Metre team that raced off Oyster Bay, was defeated by "Bob-Kat II" in the Seawanhaka Cup match races

Scottish and American Six-Metre yachts sailed an interesting series of races. Here are "Saskia II," "Anis" and "Kyla" leading the procession across the starting line



American "Sixes" Still Supreme

(Continued from page 43)

For all of its one-sidedness, it was a pleasant and interesting series, devoid of protests (although there were at least two occasions — one on each side — when claims of fouls might well have been made) and replete with the spirit of good fellowship which international events are supposed to foster, but so rarely do.

A brief summary of the boats' performances:

American —

Bob-Kat II, R. B. Meyer:
two firsts, one third, $22\frac{1}{2}$
points.

Challenge, Cornelius Shields:
three seconds, 21 points.

Lucie, Briggs S. Cunningham:
one third, one fourth, one
fifth, 15 points.

Anis, Clarence L. Smith: one
first, one fourth, one sixth,
 $16\frac{1}{4}$ points.

British —

Kyla, William Russell: one
fourth, one fifth, one sixth,
12 points.

Vorsa, J. H. Hume, Jr.: one
third, one seventh, one
eighth; 9 points.

Saskia II, A. S. L. Young:
one fifth, one sixth, one
eighth, 8 points.

Melita, R. M. Teacher: two
sevenths, one eighth, 5
points.

Race results —

First, U. S. $26\frac{1}{4}$, G. B. 10;
second, U. S. $24\frac{1}{4}$, G. B. 12;
third, U. S. $24\frac{1}{4}$, G. B. 12.

N. Y. Y. C. 30-Foot Class

	Starts	%		Starts	%
			<i>Juno</i>	9	.366
			<i>Maia II</i>	9	.298
<i>Oriole</i>	14	.727	Wee Scot Class		
<i>Alera</i>	14	.666	<i>Nandi</i>	11	.982
<i>Variant</i>	15	.636	<i>Wee Migs</i>	9	.789
8-Metre Class—O. D.			<i>Wee Budlet</i>	9	.727
<i>Valkyrie</i>	13	.850	<i>Ruth</i>	9	.519
<i>Roulette</i>	11	.622	Snipe Class		
<i>Jigtime</i>	9	.516	<i>Tyro</i>	12	.830
6-Metre Class			<i>La Petite</i>	12	.791
<i>Lucie</i>	11	.788	<i>Imo</i>	6	.759
<i>Silroc</i>	11	.676	<i>Marlen</i>	7	.662
<i>Erne</i>	7	.676	<i>Armada</i>	11	.564
<i>Jill</i>	11	.663	<i>Taeping</i>	6	.391
<i>Swallow</i>	8	.603	Handicap Class		
<i>Sprig</i>	9	.589	<i>Division 2</i>		
<i>Meteor</i>	10	.538	<i>Gamecock</i>	11	.741
<i>Anis</i>	10	.511	<i>Tien Hoa</i>	13	.544
<i>Bob Kat II</i>	12	.486	<i>Paumonok</i>	4	.385
<i>Jack</i>	9	.483	<i>Hawk</i>	6	.273
<i>Challenge</i>	8	.449	Handicap Class Division "A" 1, 3 and 4, Pequot Indian Class and Dinghy Classes "A" and "B" did not qualify.		
<i>Mars</i>	7	.282	+ + +		

Inter-Club Class

<i>Kenboy</i>	16	.896
<i>Aileen</i>	15	.778
<i>Blue Streak</i>	13	.758
<i>Nancy</i>	17	.755
<i>Susan</i>	21	.722
<i>Bozo</i>	12	.672
<i>Alberta</i>	19	.624
<i>Jester</i>	18	.581
<i>Scram</i>	11	.509
<i>Gull</i>	10	.500
<i>Grey Fox</i>	13	.483
<i>Ariel</i>	13	.463
<i>Picaroon</i>	17	.437
<i>Vision Jr.</i>	12	.402
<i>Opal II</i>	13	.391
<i>Wild Cat</i>	10	.337
<i>Wahini</i>	13	.274

Victory Class

<i>Black Jack</i>	13	.810
<i>Reveille</i>	15	.768
<i>Flapper</i>	16	.730
<i>Avanti</i>	11	.687
<i>Gopher</i>	13	.588
<i>Naviator</i>	10	.519
<i>Blue Jacket</i>	12	.474
<i>Nike</i>	15	.419
<i>Whisper</i>	14	.286

Atlantic Class

<i>Marianna</i>	12	.776
<i>Nereid</i>	12	.752
<i>Bobkat</i>	16	.686
<i>Salty</i>	12	.638
<i>Ranee</i>	9	.636
<i>Dione</i>	13	.631
<i>Hera</i>	17	.630
<i>Frolic</i>	14	.610
<i>Patty</i>	17	.608
<i>Petrel</i>	12	.608
<i>Rumour</i>	14	.589
<i>Clown</i>	12	.507
<i>Dawnell</i>	16	.435
<i>New Deal</i>	20	.424
<i>Orza</i>	12	.253

Star Class

<i>Jubilee</i>	15	.841
<i>Nereid II</i>	11	.820
<i>Lazy Bones</i>	9	.757
<i>Grey Flash</i>	12	.734
<i>Pearl III</i>	11	.722
<i>Lure</i>	14	.668
<i>Themis II</i>	13	.648
<i>Jay</i>	13	.606
<i>Sunny</i>	9	.594
<i>Shucks</i>	12	.535
<i>Alpha II</i>	10	.532
<i>Orion</i>	13	.479
<i>Ghost</i>	14	.411
<i>Luba</i>	16	.379

New London Opens Frostbite Season

ON Saturday, October 13th, the Frostbiters pried off the lid of their 1934-35 season, as guests of the Thames Yacht Club. With a twenty-knot breeze out of the northwest, New London harbor was in a fit mood for the ceremonies.

In the first race five "A" boats and three "B" boats faced the starter. But they had something else again to face once they were given the "go." That is why two "A" boats returned to moorings in tow, while no "B" boats finished at all, one of them being beached. The "A" boats to finish were *Vodka*, *Mothball* and *Kerchoo*, in the order given. That was all for Saturday. But Sunday brought perfect conditions.

The "B" boat races developed into an all-day's nip-and-tuck battle between *Jade* and *Mae West*. The former finally eked out a win by means of a sail-off after having been all-even with *Mae* at the end of the regular schedule. Sunday's summary follows:

"A" Boats

Boat	Owner	Points
<i>Liza</i>	Rowe	47
<i>Kerchoo</i>	Harrison	42
<i>Vodka</i>	Hart	37
<i>Twinkle</i>	Erdman	35
<i>Mothball</i>	Dodge	34
<i>Tadpole</i>	Alvord	27
<i>Banchee II</i>	Devlin	22
<i>Snowflake</i>	Hubbard	7
<i>Jade</i>	Smith	44
<i>Mae West</i>	Hill	42
<i>Bingle</i>	Townsend	28
<i>Ice Pick II</i>	Hall	23
<i>Beta</i>	Moody	17

HAROLD A. PRESTON.



Beken and Son

"Bob-Kat II" successfully defended the Seawanhaka Cup, beating the Scottish "Kyla" in three straight races

News from Yachting Centers

Sound Waves

By LEE SCUPPERS

IT SEEMS that Philip J. Roosevelt, the Old Man of Oyster Bay, wants to build a new boat. And because he nurtures such an idea there is every likelihood that there will be a new one-design racing class at the neighboring Seawanhaka Corinthian and Cold Spring Harbor clubs next season.

That may strike you as being pretty far-fetched and cause you to inquire in all pertinence: "Why, just because Phil has the new boat itch, should a new class pop into being?" Such a question merely reveals that you are not very well acquainted with the Roosevelt who sailed the Six-Metre (or should I say Six-and-one-half-Metre?) *Swallow* last summer, when he was not serving as bilgeboy on Spun Yarn's cerulean hued *Hot Cha*.

He has all the enthusiasm, suavity, argumentative ability and persistence of a life insurance salesman and none of this pest's less attractive attributes. He is thoroughly hiped on the idea of a new, moderate-sized, one-design racing machine and if you are so careless as to allow him to expound to you at any length the *whys* and wherefores of such a class, the next thing you know he has you infected with the bug.

A number of Oyster Bay yachtsmen, it appears, fell into his clutches and discovered, before they could escape, that they had agreed to build one of the Roosevelt boats. Such is the power of the man.

He concluded, after seeing what happened to the alleged Six-Metre boats built for the British-American Cup series, that he could write a better rule, or no worse, himself. Whereupon he drew up a measurement rule for what he calls a Five-Metre Class. He turned it over to numerous builders and designers and asked for plans and estimates. They were forthcoming with an alacrity that reflects the eagerness of these gentlemen for possible profits. Now the various designs are being studied by a committee made up of Seawanhaka and Cold Spring racing men. The next thing you know the new Rooseveltian yachts (they most certainly will not be called "Nude Eels") will be giving the Herreshoff "S" boats a battle for top rating on Oyster Bay.

Incidentally, here is a tip. Keep your weather eye on the Seawanhaka and Cold Spring situation. A merger of these organizations, which have virtually duplicate membership, is not beyond the realm of possibility.

Yachting Notes and Comments

An Englishman Looks at the British-American and Seawanhaka Six-Metre Races

THE RESULTS, both in the case of the British-American Cup series and of the match for the Seawanhaka Cup, must have been almost as disappointing to Long Island Sound yachtsmen as they were to their Scottish opponents. In sporting matches of this sort one always hopes for keen and close competition and a win for the better team or representative yacht by a reasonably narrow margin, with luck playing only a small part in the game. In this year's events, three straight races settled the matter in each match, luck played no part in the results, which could never for a moment have been in doubt and, in the case of the team races at least, the superiority of the winners was so marked that much of the interest which naturally attaches to such contests was lost before the match was half over. Disappointment must have been all the more keenly felt because the British team had a far better opportunity than the scratch team of 1932 to fit themselves to make a keen fight for the Cup, and yet failed so definitely to do so.

A somewhat curious feature of this year's British-American Cup Races is that, while the winning American team was composed of one new and three old boats, the British team was made up of one old and three new craft. One is almost forced to the opinion that no progress has been made in the design of "Sixes" in either country — especially in view of the fact that several new craft were built in America but evidently were not equal to the old boats which were selected to represent that country. Apart from the superiority of American design in this class, it is also obvious that the personnel of the winning team showed to greater advantage both individually and in team work. It is greatly to be hoped that, when the American team visits the Clyde in 1936, they will meet with a stiffer opposition than has been the case this year and in 1932 on the Solent.

+ + +

The Royal Corinthian Five-Metre Class

When, in the autumn of 1933, the Royal Corinthian Yacht Club decided to adopt a Five-Metre Class, it was hoped that, in spite of the lack of interest which had been shown in the national small classes promoted in the previous spring, it would find sufficient backing to be got under way during the summer. This hope was based on the fact that, before the scheme proposed by the Flag Officers was brought before the members of the club for their approval, it had been submitted for criticism to Charles Nicholson and also to several of the foremost designers in different countries. This being favorable, the club established the class, and it was thought that the measurement formula and tables of limits and scantlings adopted would tend to produce a fast, light and relatively inexpensive type of boat of healthy design. The formula was one of over twenty years' standing, and the method of measurement was based, in principle, on American practice as found in the Universal Rule, — that is to say, the load water line, or "established" load water line plane, and quarter beam length are measured and marked in exactly the same way as by the Universal Rule.

spects, however, the four boats vary only very slightly in their displacement and sail area are practically the same. Here the similarity ends, as in each case the designer interpreted the requirements of the rule in an entirely different direction.

Blackie, the first boat to be built, to the design of John Daniels, the leading British designer of model yachts, is a pretty little craft of about 18 feet on l.w.l. and, I think, has a beam of about 5 feet 9 inches, of the fin and she has a keel which has proved to be so successful in model yachting. She has moderate length overhangs forward and aft, with round ends. *Norma*, the second boat, from the design of John Anker, is a very different type, being a shade lighter than the load water line, flatter in her angles of profile forward and aft, and definitely fuller in her ends. I do not know the keel beam she has, but it appears to be about 6 feet. She is definitely the fullest boat of the four in her ends and has a very long actual sailing length. The third boat, *Pinkus*, is the work of that clever young designer, J. Laurent Giles, and is essentially from the first two in that she is about 10 inches on l.w.l. and has very sharp ends, which make the short quarter beam length demanded by the formula to balance the greater length on l.w.l. Her beam is approximately 5 feet, 6 inches. *Mutt*, the last of the four, signed by Charles Nicholson. She is one of the most interesting little boats I have ever had the good fortune to see. She was certainly the favorite with the leading critics of the ham-on-crouch. Her l.w.l. is, I am told, slightly over 18 feet, and her beam a little more than 6 feet. She has moderately full overhangs at each end, giving an elegant natural finish to her buttocks and diagonals. The arrangement of her above-water profile are not as flat as those of the other boats and her forward and after sections are not nearly so straight. The arrangement of her keel and rudder differs from anything I have seen before, in that the after part of her keel forms the rudder, the stock of which is so far forward in the boat that the helmsman has to sit amidships. This arrangement does not appeal to me, personally, but I have since been taught me to be slow to criticize things which are strange, and has driven home the unpleasant fact that, after a certain age, one's outlook becomes limited and one's mental attitude less capable of adjustment to new things.

Of the capabilities of the four boats it is probably early to say much, as the last pair only turned up at Burnham Week. *Blackie* appeared to be at her best when sailing to windward, but she seemed to be somewhat slower than the others on all round sailing. She is fitted with a "Burgess" boom, and on more than one occasion I have seen the foot of the mainsail taking its position on the weather side of the boom! *Norma* is stiff and very fast off the mark and also quite good to windward and, in their present form, I think she is probably the fastest all round boat of the class. *Pinkus* is the smartest light weather boat and very fast to windward under these conditions, but inclined to be slow to start on a fresh breeze. *Mutt* is probably the best boat to sail to leeward and is also fast dead before the wind, but from what I have seen of her during Burnham Week I should say that she is not yet shown her best form.

M. HECKSTALL

+ + +

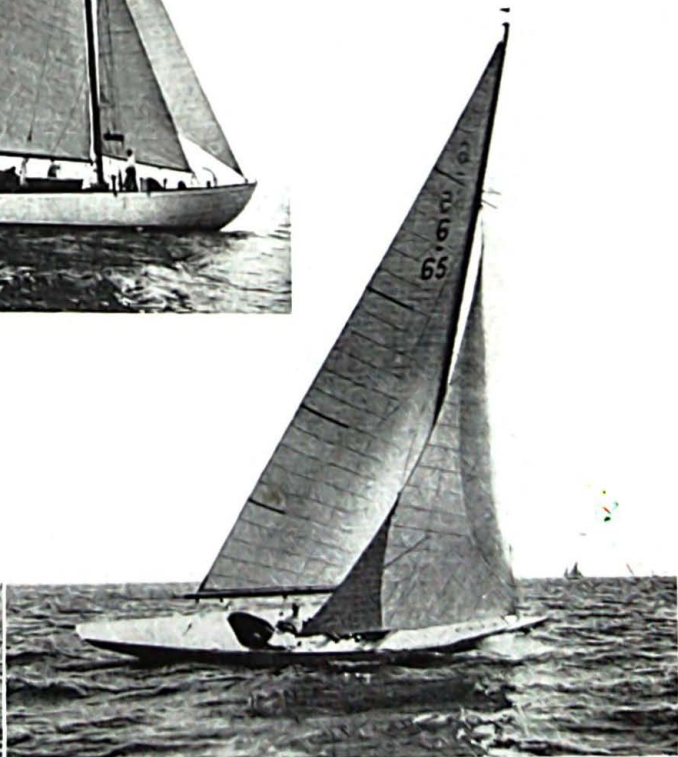
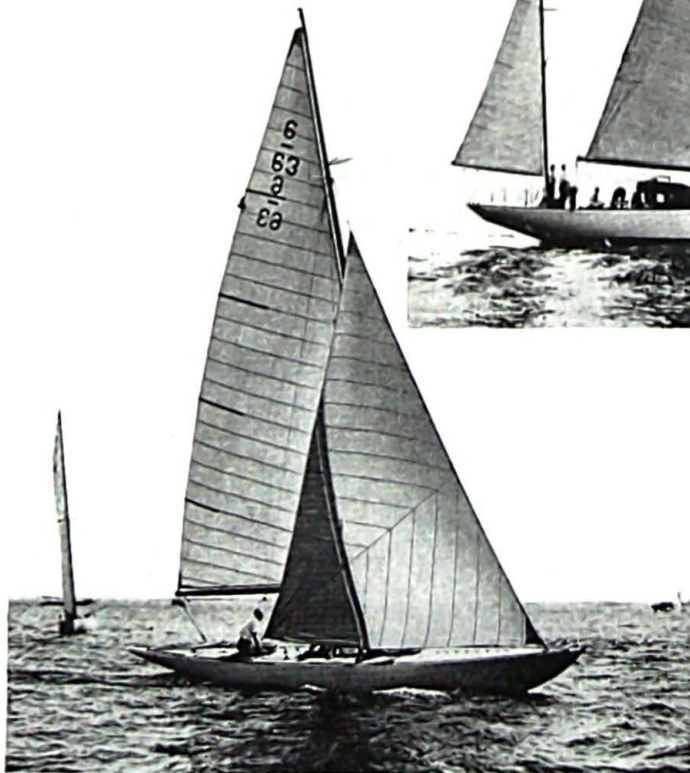
Starting Their First Season

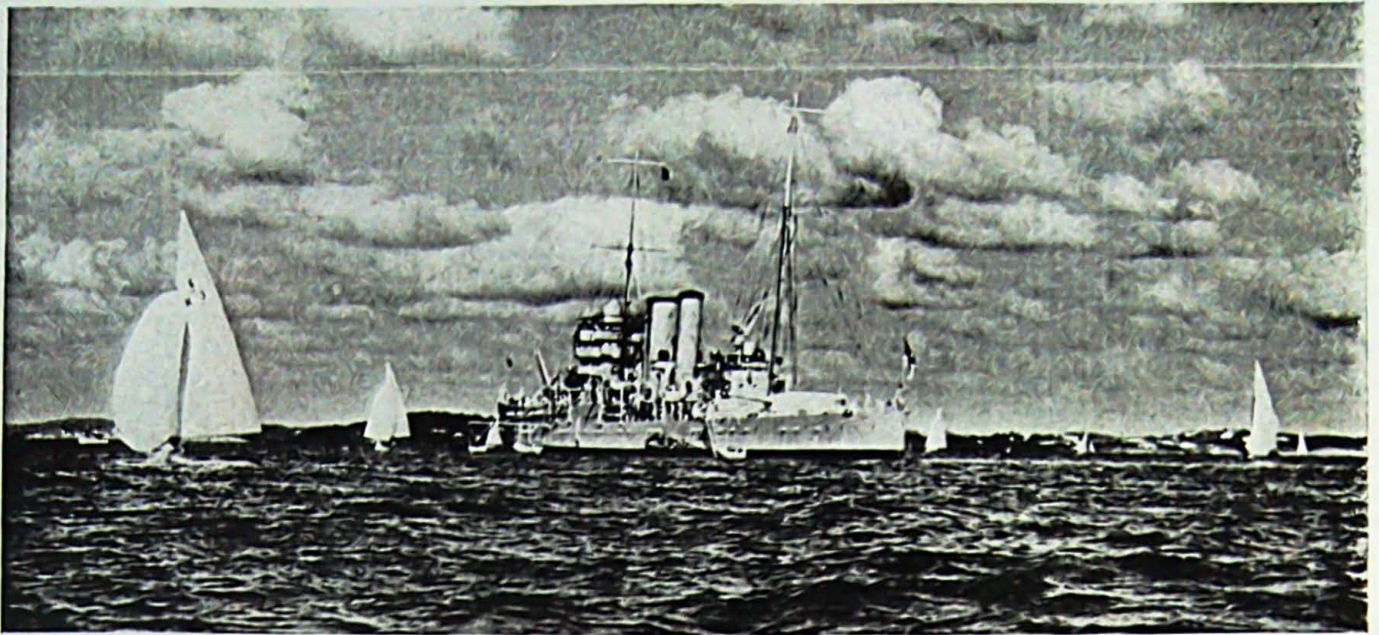


"Alsumar," a 70-foot yawl designed by Sparkman & Stephens for D. H. Morris, Jr. Auxiliary power is furnished by a Buda "Six"

Below, "Swallow," the new Six-Metre designed by the same firm and built by Nevins for a Seawanhaka syndicate. She has proven remarkably successful in her class

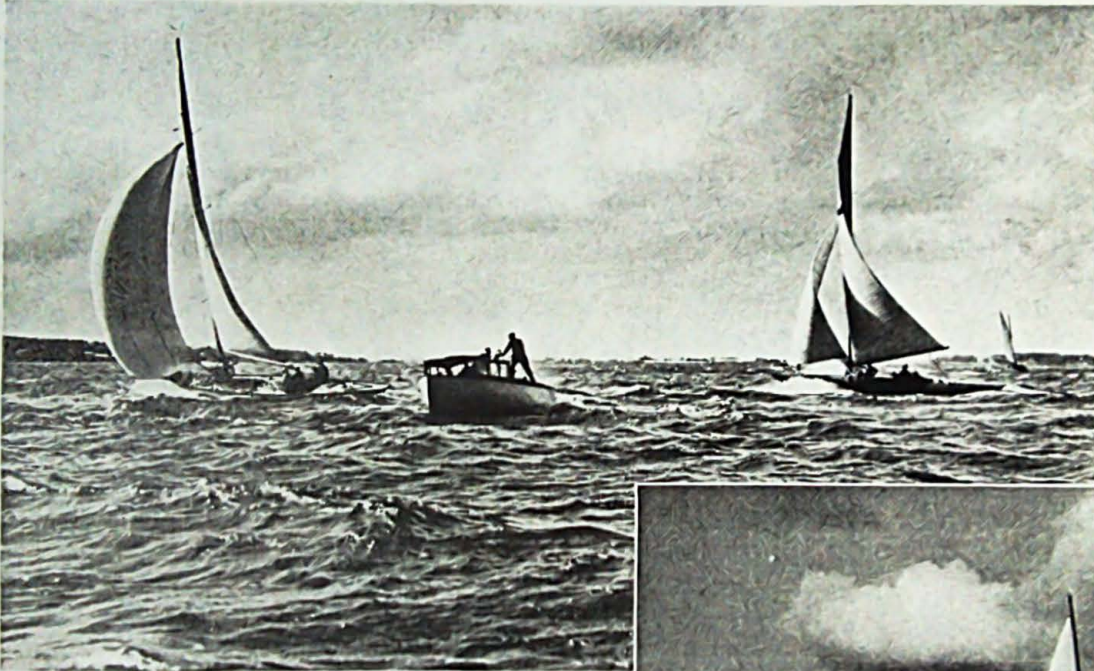
Another new Six-Metre is the "Challenge," owned by Paul Shields, of Larchmont. Designed and built by Luders Marine Construction Company, she joined the class only recently, but has been going well





Six-Metre yachts during the recent international races passing the British cruiser "York"

*Photos by
M. Rosenfeld*

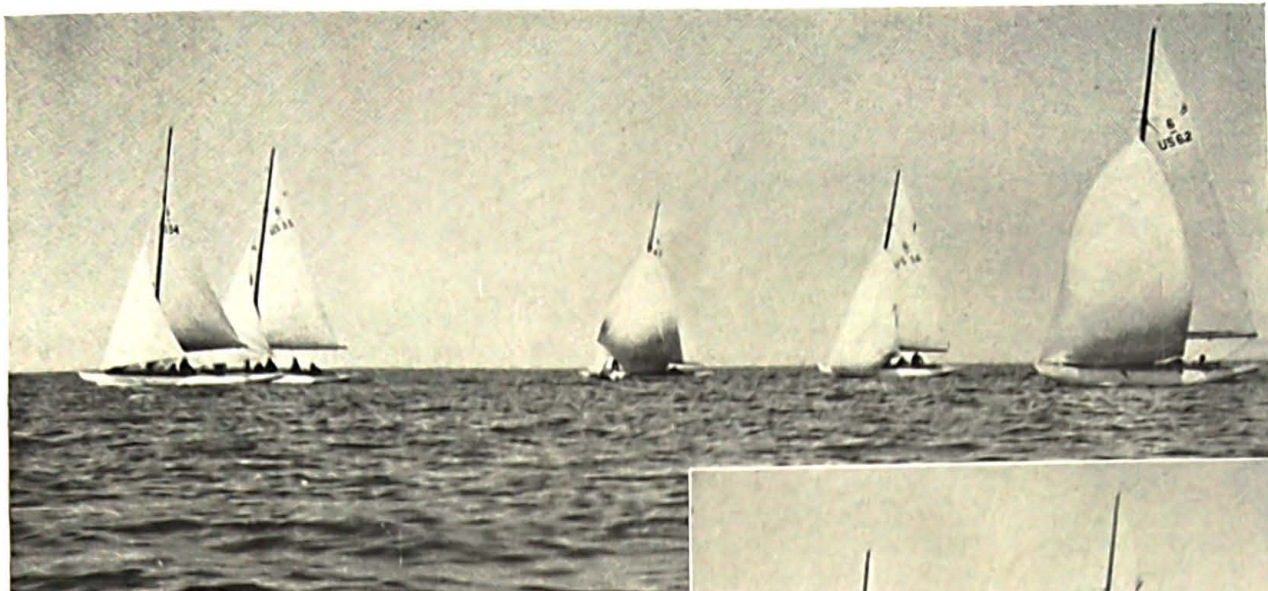


When a spinnaker is a handful. Six-Metres "Lucie" (left) and "Viking"

Neck and neck for the finish line



Y
7/34
p65



Photos by J. W. Outerbridge

"Bob-Kat" and "Lucie" fighting for the lead, with "Sprig," "Jill" and "Jack" trailing

Right. "Bob-Kat" and the new "Jack" in close quarters



"Sixes" Prepare to Meet Scottish Invasion



THE International Six-Metre team match, which takes place off Oyster Bay the latter part of September, ranks second in importance only to the America's Cup races, and promises to be as close and interesting an event as the numerous matches held previously both here and abroad. Inasmuch as the second British-American Trophy was won outright by the American team of "Sixes" which journeyed to the Solent two years ago, the present contest will be for the first leg on a new British-American Trophy, three wins being necessary for permanent possession.

The challenging craft this year will all be Scottish "Sixes," hailing from the famous Clyde. The make-up of the team is unknown as yet, but four new boats were built during the past winter, and as the Clyde fleet already included many fast "Sixes," the United States team is sure to meet with the keenest kind of competition.

Preparations are well under way to meet the Scottish invasion. We still have *Bob-Kat*, *Lucie* and *Jill*, members of the victorious American team of 1932. Then there are *Anis* (ex-*Totem*), *Sprig*, *Meteor*, *Comel*, *Cherokee* and *Mars*, all of which have a lot of go in them. And last but not least, we have four brand new boats, built under the slightly changed measurement rule, so that it looks as though the competition for a place on the American team might be almost as interesting and close as the final team matches.

Many of our existing boats have already made alter-

ations to rig or ballast, in accordance with the new rules, and several more will undoubtedly follow in their footsteps after some preliminary tryouts. The changed rules usually allow old boats a small increase in sail area, or an additional amount of ballast, or, perhaps, a little of both. *Anis*, for instance, has added lead to her keel, and the former Sound champion, heretofore a light weather boat, now stands up to her work in quite a breeze.

In the early racing, *Jill*, *Lucie*, *Cherokee*, and *Bob-Kat* have shown that they will take a lot of beating, *Jill* having won the Philip J. Roosevelt Trophy for a series of early-season races held off Oyster Bay, with the others right on her heels. *Jack*, the new boat designed by Sparkman & Stephens for J. Seward Johnson, has yet to find herself, but alterations being made are expected to inject a lot of life into her. The other three new craft have not been under sail long enough for us to form an opinion as to their capabilities.

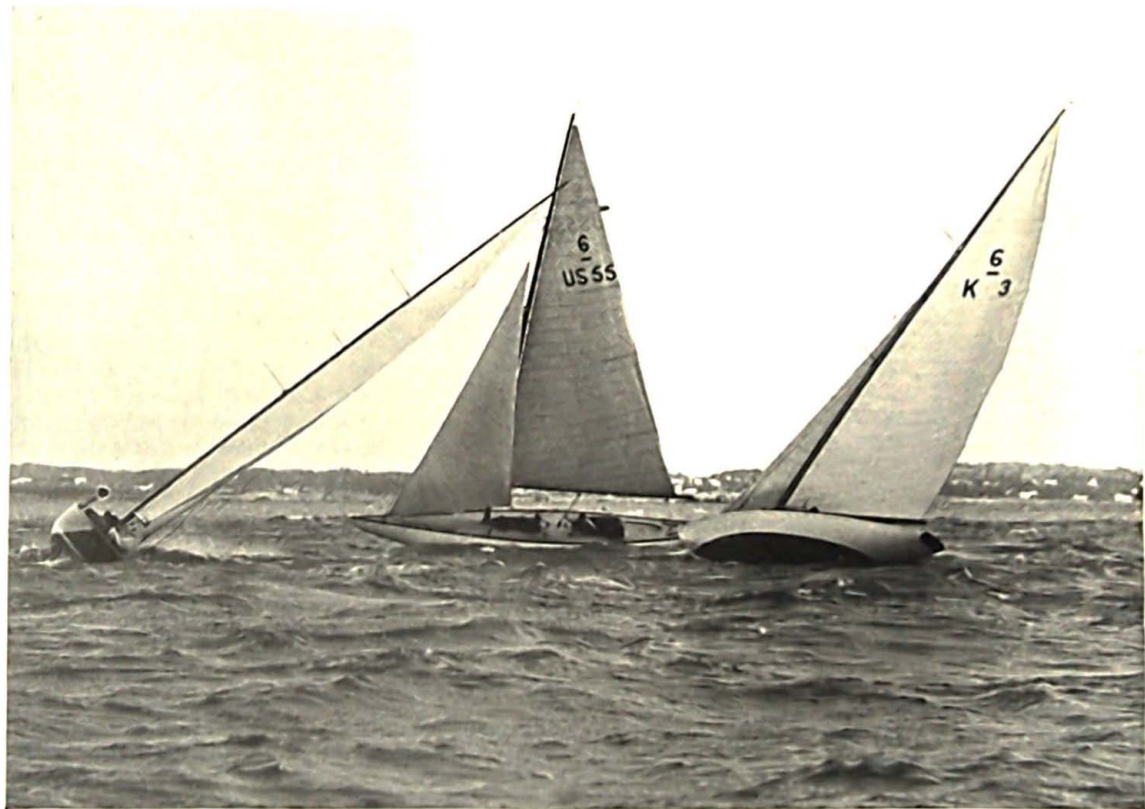
Below is a list of Six-Metre boats on the East Coast which will be in commission this year, all of which are eligible for the American team:

Jack. Designed by Sparkman & Stephens for J. Seward Johnson. Built 1934.

Erne. Designed by her owner, Herman Whiton. Built 1934.

Swallow. Designed by Sparkman & Stephens for a syndicate of Seawanhaka Corinthian Y.C. members. Built 1934.

(Continued on page 94)



*Approaching Squall.
Taken from yacht
"Cheerio," off Bimini,
Bahamas, by Dr. R. C.
Williams*

*In a Tough Spot. The
yacht on the port tack
actually put her helm
up and went astern of
boat on starboard
tack. Taken during the
Six-Metre races at
Bermuda in May*

"Sixes" Prepare to Meet Scottish Invasion

(Continued from page 49)

- Challenge*. Designed by Luders Marine Construction Co. for Paul Shields. Built 1934.
- Lucie*. Designed by Clinton H. Crane, owned by Briggs S. Cunningham. Built 1931.
- Jill*. Designed by Sparkman & Stephens. Chartered to C. F. Havemeyer. Built 1931.
- Bob-Kat*. Designed by Sparkman & Stephens. Owned by Robert B. Meyer. Built 1931.
- Anis, ex-Totem*. Designed by Luders Marine Construction Co. Owned by Clarence L. Smith, Jr. Built 1930.
- Sprig*. Designed by Clinton H. Crane. Owned by Henry S. Morgan. Built 1930.
- Meteor*. Designed by Sparkman & Stephens. Owned by Horace Havemeyer. Built 1930.
- Silroc, ex-Comet*. Designed by Sparkman & Stephens. Owned by Newell P. Weed. Built 1930.
- Cherokee*. Designed by Sparkman & Stephens. Owned by Herman F. Whiton. Built 1930.
- Mars*. Designed by Clinton H. Crane. Owned by Lewis G. Young. Built 1930.

According to reports from the other side, the team from the Clyde will probably be made up of the four new boats, *Melita*, *Saskia II*, *Kyla* and *Volga*, though *Vorsa* may replace *Volga*. *Melita*, owned by R. M. Teacher, is a Fife boat, as is A. S. L. Young's *Saskia II*. *Kyla* was designed by Alfred Mylne and owned by William Russell. *Volga*, owned by Robert Clark, is also a Mylne boat. As his son, J. H. M. Clark, is to be one of the Clyde helmsmen, he may bring over his own *Vorsa*.

No official selection has been announced at this writing but so far the new boats seem to have been having the best of the racing, though *Vorsa* has been no mean competitor.

The date for the match has been set tentatively for September 25th, the Seawanhaka Corinthian Y. C., under whose auspices the races will be held, reserving the right to set the final date in accordance with the date of the finish of the America's Cup match.



No Delay for Hauling

Nevins can and does haul and launch boats within sixty minutes. Fast commuters can come on the elevator at any time, with an entire disregard of the tide. Owner and guests may remain on board, as the boat comes out of the water perfectly level and remains level until launched.

For six, eight, ten and twelve metre boats, facilities are offered which permit an entire class to be hauled and launched within 24 hours, before important races.

Our men have had years of training in the rapid handling of every type of yacht. There is no safer, quicker or easier way to haul out than on the two elevators at Nevins Yard.

A highly efficient plant and organization brings about very moderate charges in every department.

It's real economy to deal with Nevins because they know "what to do and how to do it"

HENRY B. NEVINS, INC.

CITY ISLAND, NEW YORK CITY

A competent designing staff headed by George F. Crouch is at the service of individuals for designs, or for the carrying out of designs of any naval architect