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## THE BRITISH-AMERICAN CUP

In other columns of our present issue we give the first complete report of the contests held for the British-American Cup, which have resulted in such a brilliant victory for the British team. The history of the cup is not a long one.



It was initiated in 1921, and under the conditions agreed upon—that the country winning two years in succession should retain the trophy—the victory of the British team, following their success at Cowes last year, brings this most sporting of contests to an end. We have learnt much from the four series of races held. We have had a thorough insight into the sporting character of the American yachtsman, the best of good fellows on land and a wonderful hand in a boat in all weathers. We have learnt that the terrible years of war have not wiped out the amateur yachtsmen of the Old Country. Though their numbers be few they can yet hold their own in the

hottest class of small boat racing. May it not be long before another contest of the same kind that has just taken place is arranged and the burgee of the Seawanhaka Corinthian Yacht Club be seen again flying at the masthead of small craft competing in the international regattas in English waters.

Where all have done so well it would be invidious to make comparisons, but as regards the merits of the British team two boats stand out as the principal factors in gaining the brilliant victory which has been so hardly earned. Fife's creation of 1924, Zenith, is undoubtedly the fastest boat of

her size in the world, and is wonderful in all weathers. She was most ably handled by her sporting owner, Mr. J. Lauriston Lewis, but we must give the highest praise to the helmsman, Mr. Colin Newman, and the crew of Betty, which consistently led the fleet, and whose tactics were hardly ever at fault. Her name has been made famous in the annals of small boat racing by the wonderful feat she accomplished in the third race, when, her mast gone and a heavy sea running, she managed to rig up the boom as a mast, and under jury rig completed the course, thereby saving the valuable two points for her team. Echo would not have been best suited by the weather that is generally prevalent in America during the month of September, but fortunately good breezes prevailed, and therefore our best hard weather boat was able to give a good account of herself, and wound up her American career by winning two private matches that took place after the cup races were over, in moderate and strong winds, a full report of which will be found in another part of the paper.

We cannot terminate these few remarks on the British-American Cup contest, 1924, without paying a high tribute to the sporting way in which Lady Baird sent Thistle across to complete the team in America, and although her form in the first five matches was not as good as the others she retrieved her reputation in the last two races sailed in weather more suited to her best capabilities.

We hope, in the interests of international sport, that it will not be long before the American nation and the other countries who adhere to the International Yacht Racing Union will come together and unite in a common rule of measurement that will continue to produce contests such as the British-American Cup.

## BROADENING THE CLYDE OUTLOOK

It is well in yacht racing to cultivate a broad outlook and not to confine interest and support to merely local engagements. Largely from circumstances beyond their control, Clyde racing men of recent years have not as a whole been so conspicuous in extending their patronage to fixtures outside their own immediate area as they were in former times. There were then always one or two Clyde-owned boats in the fleet which visited the regattas round the coast, and in addition a fair representation of the bigger boats was usually present at the Irish regattas. Apart from the 6-metre owners, who, it must be admitted, have taken a fair share in the international team races both in the Solent and in American waters, a policy of splendid isolation has characterised the Clyde men for some years back, and it is no secret

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