

BRITISH-AMERICAN CUP

By SAMUEL WETHERILL (Associate Editor of "Yachting")

By winning four out of seven races, the British team of Six-Metre yachts won the International Six-Metre Team Race for the third time, thus becoming permanent possessors of the International Six-Metre Trophy offered four years ago by the Seawanhaka Corinthian Yacht Club, of Oyster Bay, under whose auspices the present series was held.

The races this year were sailed, with two exceptions, in moderate to strong breezes, the wind in one race blowing a good 35 miles an hour, resulting in two British boats, Betty and Thistle, losing their masts, and a third, Zenith, cracking her boom. Unfortunately, there were fouls in three races, protests being lodged by boats of both teams, resulting in a disqualification on each side, affecting the status of the winner in both instances.

All the races were held under the auspices of the Seawanhaka Corinthian Yacht Club, over 12-mile courses, alternating between triangular, and windward and leeward. The windward and leeward courses were 3 miles to a leg, sailed twice over, and the triangular courses were 2 miles to a leg, sailed twice over. In every instance the course was set so that the first leg was to windward. All courses were laid off Oyster Bay, well out in Long Island Sound, so that possible flukes of wind and tidal eddies would be avoided as much as possible.

In scoring, points were awarded to each boat according to the number of competitors she defeated, plus a point for completing the course, a system in almost universal use in America. But, unlike previous contests in these races, the match was arranged so that the first team to score four victories was to be adjudged the winner, regardless of the total number of points scored in all races. The winning boat each day also received an additional $\frac{1}{4}$ point, in order to break a possible tie score.

The British team was made up of Zenith, designed by Fife, owned and sailed by Mr. J. Lauriston Lewis; Betty, also designed by Fife, owned by Mr. G. E. Haldinstein, and sailed by Mr. Colin Newman; Echo, designed, owned, and sailed by Sir Thomas Glen-Coats; Thistle, designed by Fife, owned by Lady Baird, and sailed by Mr. Granville Keele and Mr. Joseph Hannon.

The American team was comprised of Paumonok, designed by Gielow, owned by a syndicate from the Seawanhaka Corinthian Yacht Club, and sailed by Mr. C. Sherman

Hoyt; Lea, also designed by Gielow, owned by Mr. J. F. Birmingham, and sailed by Henry L. Maxwell; Heron, designed and owned by Clinton H. Crane, and sailed by Mr. C. F. Havemeyer; and Dauphin, designed by Gardner, and owned by Messrs. Harold Tobey and J. M. Hoyt.

FIRST RACE

The first race, over a windward and leeward course, was sailed in a fresh north-westerly breeze and lumpy sea, resulting in a win for the British team by the close score of 19 $\frac{1}{4}$ points to 17, and an individual triumph for Betty, which won a hard fought contest from Paumonok, the second boat, by 1 min. 16 sec. Both leaders, favoured by a shift in the wind, had a comfortable lead over Zenith, the third boat, with Heron, Echo, Lea, Dauphin, and Thistle straggling behind.

The story of the race may be quickly told. The American craft were slightly better to-windward, but the British boats more than offset this superiority by their wonderful work with lifted sheets.

SUMMARY, FIRST RACE, SEPTEMBER 6

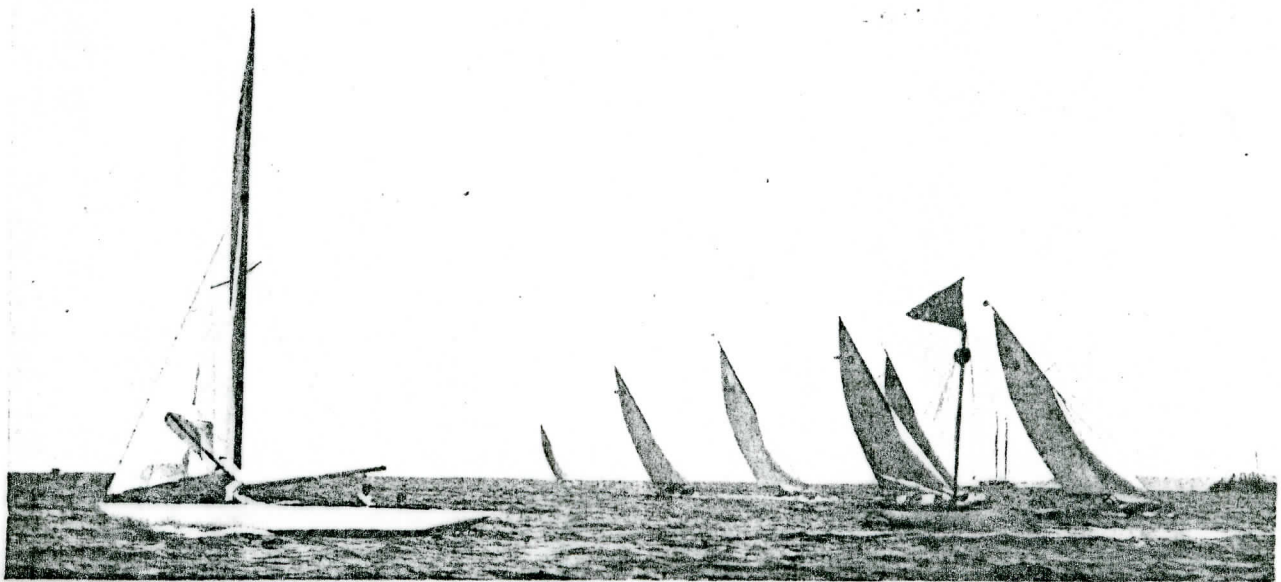
Boat	Elapsed Time			Points
	H.	M.	S.	
Betty (British)	2	21	28	8 $\frac{1}{4}$
Paumonok (American)	2	22	44	7
Zenith (British)	2	23	57	6
Heron (American)	2	25	41	5
Echo (British)	2	27	25	4
Lea (American)	2	27	29	3
Dauphin (American)	2	28	59	2
Thistle (British)	2	29	11	1

Total points: Great Britain 19 $\frac{1}{4}$; United States 17.

SECOND RACE

The second race was sailed in a fresh south-westerly breeze over a 6-mile triangular course, sailed twice over. Dauphin led the fleet on the first round, followed by Zenith, Betty, Heron, Lea, Echo, Paumonok, and Thistle. All the American craft again showed good form to windward, but were outclassed by the British boats on the leeward legs.

At the start of the second round the wind hauled southerly, making the windward leg a close fetch. On this leg Pau-



DAUPHIN LEADING FLEET ROUND FIRST MARK IN SECOND RACE, FOLLOWED BY ZENITH, LEA, HERON, ECHO, PAUMONOK, THISTLE

[Photo by ROSENFELD, New York]

monok, on the starboard tack, struck Echo, on the port tack. Echo, after proceeding a considerable distance, withdrew from the race when her helmsman saw a protest flag flying on Paumonok. Lea and Paumonok both passed Heron, while the others held their positions to the weather mark.

With spinnakers to port on the next leg, Zenith quickly drew up on Dauphin, secured the inside berth at the mark, and rounded with a lead of five seconds going into the last leg, a close reach to the finish. Zenith showed remarkable speed on this leg, drawing away from Dauphin and winning with ease. On account of the withdrawal of Echo, the race resulted in a win for the American team, giving them 19 points to 16½ points for the British boats.

SUMMARY SECOND RACE, SEPTEMBER 8

Boat	Elapsed Time	Points
Zenith (British)	1 52 32 ...	8½
Dauphin (American)	1 53 05 ...	7
Betty (British)	1 53 44 ...	6
Paumonok (American)	1 54 51 ...	5
Lea (American)	1 54 57 ...	4
Heron (American)	1 55 16 ...	3
Thistle (British)	1 55 44 ...	2
Echo (British)	Fouled Paumonok and withdrew	
Total Points: United States, 19; Great Britain, 16½.		

THIRD RACE

The third race of the series was sailed over a windward and leeward course in a 35-mile southerly wind and rough sea, which dismasted Betty and Thistle, broke Zenith's boom, and finally resulted in a win for the Americans by a score of 19 points to 16½. For the third successive time a British boat led the fleet home, despite the fact that two out of four were out of the running.

The race was entirely between Echo and Heron, so far as first place was concerned. Echo, the American craft, clearly outsailed her rival on the two windward legs, but the British flyer went past Heron on the leeward runs as though the American boat were anchored, finally leading her across the finish line by 1 min. 36 sec.

The dismasting of Betty and Thistle occurred on the second windward leg, when they were in fourth and fifth places respectively. Betty's crew pluckily rigged a jury sail, using the boom as a mast, and completed the course.

Echo protested Paumonok when the latter, on the port tack crossed Echo's bow, Echo's helmsman claiming that he was forced to bear away in order to keep clear. The protest was not allowed by the Committee.

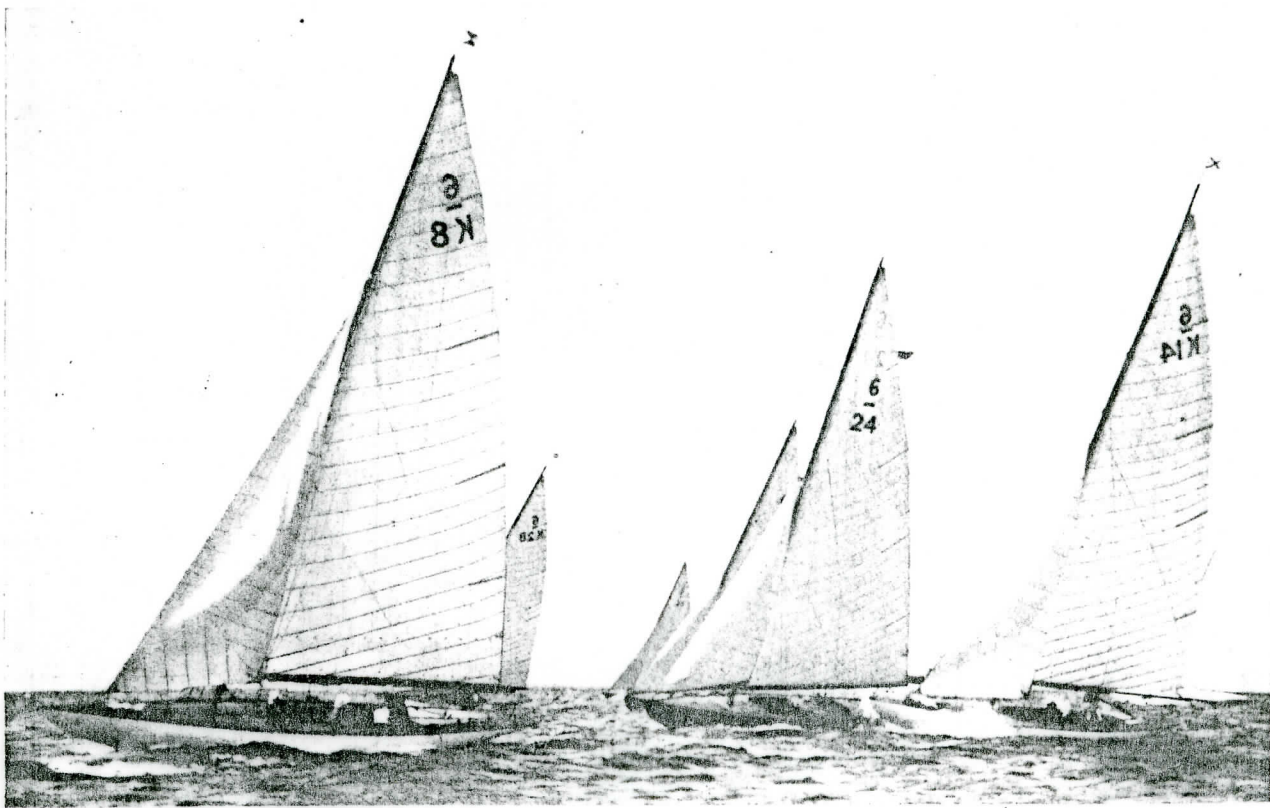
SUMMARY THIRD RACE, SEPTEMBER 9

Boat	Elapsed Time	Points
Echo (British)	2 18 17 ...	8½
Heron (American)	2 19 53 ...	7
Zenith (British)	2 25 27 ...	6
Paumonok (American)	2 26 10 ...	5
Dauphin (American)	2 28 43 ...	4
Lea (American)	2 36 48 ...	3
Betty (American)	Time not taken. Credited with finishing and awarded 2 points.	
Total Points: United States, 19; Great Britain, 16½.		

FOURTH RACE

A recess of a day was taken to allow the disabled boats to make repairs, so that the fourth race was sailed over a triangular course on Thursday, September 11, and resulted in a British victory by a score of 10½ points to 17, in weather which was considered favourable to the American team. The wind was from the west, varying in strength from six to ten miles at different stages of the race. The wind was of the flukiest variety, constantly hauling back and forth some three or four points, accounting in a great measure for the wide gaps separating the boats at the finish.

On the first leg, to windward, Heron, presumably a heavy weather craft, went out ahead of the fleet and rounded the first mark 26 sec. ahead of Betty, with Dauphin, Lea, and Thistle following close. On the next leg, a beam reach, Betty soon passed Heron, and was never headed thereafter. On the remaining legs Zenith outreached the fleet, working into third position, while Echo, in last place, and covered by an American boat, split tacks, picked up a favouring slant, and jumped from eighth to sixth place, these two performances virtually winning the race for the British.



START OF THE SECOND RACE:— ZENITH, BETTY, HERON, LEA, PAUMONOK, ECHO, THISTLE (left to right)

[Photo by ROSENFELD, New York]

SUMMARY, FOURTH RACE, SEPTEMBER 11

Boat	Elapsed Time		Points
	H.	M. S.	
Betty (British)	2 11	48	8 1/2
Heron (American)	2 12	59	7
Zenith (British)	2 13	14	6
Dauphin (American)	2 14	18	5
Lea (American)	2 15	13	4
Echo (British)	2 16	43	3
Thistle (British)	2 17	54	2
Paumonok (American)	2 18	10	1

Total points: Great Britain, 19 1/4; United States, 17.

FIFTH RACE

The American team triumphed in the fifth race of the series, sailed over a windward and leeward course in a light to moderate south-west breeze, by a score of 20 to 10 1/4 points. Once again a British craft finished in first place, but this time it was only by the scant margin of 1 sec. that Zenith nosed out Dauphin in one of the most memorable finishes ever known in 6-metre racing.

The start was to windward in light air and a bobble of a sea, Lea and Zenith having the best of it, with Dauphin and Paumonok moving well, and the others strung out. Echo quickly split tacks with the fleet, hit a soft spot, and was entirely out of the running from then on. The race developed into a fight between two pairs of boats, Lea and Betty, and Dauphin and Zenith. The first pair led on the first round, with Lea ahead, and Dauphin and Zenith close behind. The latter two boats got a slight lift of wind on the second round, and were the leaders at the end of the windward leg, Dauphin leading Zenith by 24 sec. at the turn. On the spinnaker run to the finish Zenith steadily closed the gap until a hundred yards from the finish the boats were neck and neck, Zenith finally pushing her slim bow across the line 1 sec. ahead of the American boat.

SUMMARY, FIFTH RACE, FRIDAY, SEPTEMBER 12

Boat	Elapsed Time		Points
	H.	M. S.	
Zenith (British)	2 21	9	8 1/2
Dauphin (American)	2 21	10	7
Lea (American)	2 24	2	6
Betty (British)	2 24	5	5
Heron (American)	2 25	5	4
Paumonok (American)	2 27	53	3
Thistle (British)	2 29	48	2
Echo (British)	2 30	25	1

Total points: United States, 20; Great Britain, 16 1/2.

SIXTH RACE

Entering the sixth race on Saturday, September 13, with the score 3 to 2 against them, the British boats put up a game, but, apparently, losing battle when the American craft totalled 19 1/4 points to their 17 in what was thought to be the deciding race of the series. But Betty protested Dauphin, the winning boat, for failing to keep clear of Betty when the latter was on the starboard tack. The testimony at the hearing of the protest was conflicting, and, rather than cause any hard feeling, the owner and skipper of Dauphin requested that their craft be disqualified. The disqualification of Dauphin reversed the standing of the boats, so that the British team eventually were declared the winners by 21 1/4 points to 14.

The race was sailed over a triangular course in a light to moderate south-west wind and smooth sea. On the first round Dauphin, Zenith, Betty, and Paumonok showed fine form to windward. There was some close work on the leeward legs, the British boats, as usual, having the best of it, so that they finished the first round in the following order: Dauphin, Thistle, Paumonok, Zenith, Lea, Betty, Heron, and Echo.

The wind freshened somewhat on the second round, Zenith passing Paumonok, the others holding the same positions, Dauphin leading Thistle across the finish line by 21 sec.

SUMMARY, SIXTH RACE, SATURDAY, SEPTEMBER 13

Boat	Elapsed Time		Points
	H.	M. S.	
Thistle (British)	2 1	41	8 1/2
Zenith (British)	2 2	8	7
Paumonok (American)	2 3	10	6
Lea (American)	2 3	49	5
Betty (British)	2 3	50	4
Heron (American)	2 4	54	3
Echo (British)	2 5	44	2
Dauphin	Disqualified		

Total points: Great Britain, 21 1/4; United States, 14.

SEVENTH RACE

With the series a tie at three races for each team, the seventh and deciding race of the series, sailed in a light easterly breeze and a sloppy sea on Monday, September 15, resulted in a clear-cut win by the British boats by a score of 21 1/2 points to 15. Zenith, winning her third race in the series, sailed like a witch in the light going, though hard pressed by Lea on both the windward and leeward legs. Dauphin and Paumonok, supposedly light weather craft, could do no better than fifth and sixth places, respectively, with Heron trailing the fleet. At no time were the American boats



ECHO, PAUMONOK, HERON, AND BETTY AT LEeward MARK IN SECOND RACE

[Photo by EDWIN LEVICK, N.Y.]

dangerous, the British craft clearly outsailing them on all points of sailing, with the exception of Lea, which surprised the experts by outsailing Zenith on the runs to leeward after being pocketed by British craft on the windward legs.

SUMMARY, 7TH RACE, MONDAY, SEPTEMBER 15

Boat	Elapsed Time		Points
	H.	M. S.	
Zenith (British)	2 45	19	8½
Lea (American)	2 46	41	7
Thistle (British)	2 47	29	6
Betty (British)	2 48	8	5
Dauphin (American)	2 49	16	4
Paumonok (American)	2 49	59	3
Echo (British)	2 50	37	2
Heron (American)	2 51	15	1
Total points: Great Britain, 21½; United States 15.			

TOTAL POINT SCORE FOR SERIES

British Team		American Team	
Zenith	49½	Lea	32
Betty	38½	Paumonok	30
Thistle	21½	Heron	30
Echo	20½	Dauphin	29
Total	129½	Total	121

OTHER CONTESTS

Following the British-American Cup contest several other races were sailed. On September 17 Lea, Mr. J. F. Bermingham's six-metre yacht, and supposedly a light-weather racing craft, sailed in fine form in a heavy north-east breeze on Long Island Sound, and captured the Lady Baird trophy from seven other American six-metre boats, finishing the twelve-mile course 22 sec. ahead of Grebe, sailed by Mr. H. B. Nevins, and a notable heavy weather performer.

Lea was sailed in the race by Mr. G. Sherman Hoyt and led practically from start to finish. The trophy offered by Lady Baird for competition by the American boats was an old silver tankard made in England in 1740.

The north-easter, which rose in strength in the afternoon to twenty-eight knots, was accompanied by a driving rain, which, with the flying spray, drenched the racing sailors. The easterly blow also raised a long, rolling sea in the Sound, into which the racing yachts plunged their bows.

There were three races sailed in all, one in the morning and two in the afternoon. The morning race was a contest for both American and British six-metres for the Noble

prize, and one of the afternoon contests was for the prize offered by Lady Baird, and the other a race for the British six-metre boats, the prize for which was given by the American team. The Noble prize and the second afternoon race were both captured handily by Echo, the British six-metre, owned by Sir Thomas Glen-Coats, which has established a reputation as a fine racing craft in heavy weather.

Because of suffering from a cold Sir Thomas Glen-Coats did not sail in either race, the helmsman on Echo being Joe Hannen.

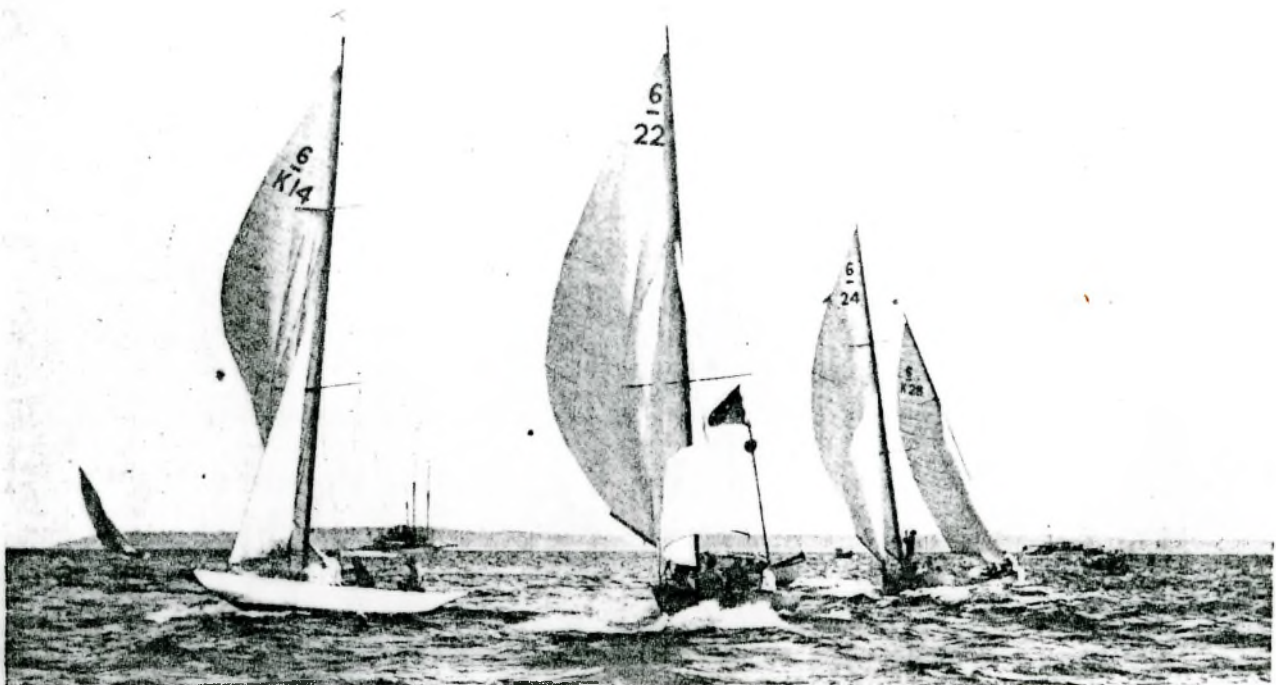
The course for the Lady Baird trophy race was over a triangle of six miles, sailed twice around, or twelve miles in all. The starting and finishing lines were between the committee boat and the Middle Ground buoy, with turning marks at Centre Island buoy and Lloyd's Neck bell. The first leg was a reach, the second a thrash to windward, and the last leg a run.

After getting free of the others soon after the start, Lea began to show her heels to the rest of the American six-metres, and finished the first round of the course 1 min. 3 sec. ahead of Commodore Stewart's Iris, with Grebe only 5 sec. astern of the Seawanhaka flagship. Heron was following Grebe closely, with Dauphin only 3 sec. astern, Paumonok and Clytie following.

Mr. Johnston De Forest's Priscilla pulled out her jibstay in the heavy seas, and withdrew from the race on the second leg of the first round. Iris held well up in the race on the next leg, but Lea was 58 sec. in the lead at the first turn, with Grebe 12 sec. astern of Iris. Grebe went into second place when Iris had some trouble with her boom, and gained on Lea on the wind. Lea rounded the windward mark 38 sec. ahead of Grebe, and ran down to the finish very fast, crossing the line 22 sec. ahead of the Nevins yacht, which had gained 16 sec. off the wind. Mr. C. H. Crane's Heron was third, 43 sec. astern of Grebe. The official times were as follow:

	Finish
	H. M. S.
Lea, Mr. J. F. Bermingham	5 14 38
Grebe, Mr. P. B. Nevins	5 15 0
Heron, Mr. C. H. Crane	5 15 43
Iris, Mr. W. A. W. Stewart	5 17 41
Dauphin, Messrs. Hoyt and Tobey	5 18 38
Paumonok, Seawanhaka Syndicate	5 21 37
Clytie, Mr. H. B. Plant	5 23 0

Echo, Sir Thomas Glen-Coats's boat, had things all her way in the second afternoon race for the Seawanhaka trophy, which was sailed on the same course, but only once around. After a poor start Echo speedily went into



ECHO LEADING HERON, PAUMONOK, AND BETTY

[Photo by ROSENFELD, New York]