

BRITISH-AMERICAN

VICTORY FOR



CUP CONTEST

VISITING TEAM

According to a telegram received in London early on Tuesday by Mr. Algernon Maudslay, honorary secretary to the British-American Cup Committee, our team has been successful in winning the Cup, thus creating a record in being the first visiting team to win the trophy. Details of the racing are appended (the first three races were dealt with last week):

FOURTH RACE

In the fourth race, sailed off on Thursday last week, the British team won by 19½ to 17, and evened up the series, the score on the races now standing at two all. Not only did the British team win, but for the fourth consecutive time a British yacht led the fleet home.

This time it was Betty, owned by Mr. G. E. Haldinsein, sailed by Mr. Colin Newman, the yacht which was dismasted in Tuesday's race, and whose crew so gamely rigged a jury mast and continued. This makes two wins for Betty and one each for Echo (Sir Thomas Glen-Coats owner) and Zenith (Mr. J. Lauriston Lewis). Mr. Newman, who sailed Betty, is a stranger to racing on Long Island Sound, and he gave as excellent an exhibition as a helmsman who had been over this course many times before. He never overlooked an opportunity to better the position of his boat, and played the tides and winds, which were tricky, to say the least, in a masterly way. The race was sailed under ideal yacht-racing conditions except for unpardonable interference from the following fleet of yachts with spectators aboard.

It was Britain's day, but her yachtsmen had no easy time of it, for at the end of the first round of the six-mile triangular course the American team led them by a score of 19 points to 17. On the second round the British craft, by working the shifty wind slants to the limit, by excellent team work, and with a little luck in getting breaks in the wind, pulled through on the reaching and running legs, and won a close, hard-fought battle. The wind was westerly and of fair strength at the start, but lightened during the second round, and was full of spots. It was apparently weather more suited to the American boats than the British, yet the former were outsailed whenever the yachts that were together got the same strength of wind. In this respect the series has been full of surprises, for it will be remembered that in the hard blow on Tuesday the American team came through in perfect condition in weather which it was supposed just suited the visitors.

The American boat Heron gave Betty the closest race in the event, but the British boat led her by 1 min. 9 sec. at the finish. The rest of the fleet strung out owing mostly to the fluky winds, so that 7 min. 22 sec. separated the first and last yachts at the end. The order of the finish was as follows:

	Points	
	Brit.	Amer.
Betty (British)	8½	—
Heron (American)	—	7
Zenith (British)	6	—
Dauphin (American)	—	5
Lea (American)	—	4
Echo (British)	3	—
Thistle (British)	2	—
Paumonok (American)	—	1
Totals	19½	17

FIFTH RACE

At the time of going to press no details of the fifth series of races had come to hand. Apparently the American team was successful by a majority of points.

SIXTH RACE

The sixth race was sailed on Saturday, and while the American boats won a close, hard-sailed race with a score of 10½ points to 17, the race was given to the British when Dauphin,

the leading American boat, withdrew as a result of protests lodged against her by two British helmsmen. Dauphin's withdrawal cost the Americans 8½ points. As the American team won Friday's contest with a point score of 20 to 16½, the matches now stand three to three, and the deciding race will be held on Monday.

The race was sailed in light to moderate winds from the southwest, and smooth sea conditions, which exactly suited the American yachts. The course was triangular, two miles to a leg, sailed twice round. The first leg was to windward, all the boats crossing on the starboard tack, and Echo, sailed by Sir Thomas Glen-Coats, in the windward berth. It was on this leg that the two protests arose. The American boat Dauphin soon worked out a lead as the fleet split up, and a little later, while on the port tack, she met Betty, sailed by Mr. Colin Newman, on the starboard tack. Dauphin crossed the British boat, but it was a close shave and Betty luffed, although she did not touch Dauphin. Betty at once hoisted a protest flag.

The other point in dispute involved a matter of an overlap with Zenith at the mark. On the second leg, a spinnaker-run, Lady Baird's Thistle passed Paumonok and Zenith, and took the second place, a position which she held until the end. She pushed Dauphin hard on the last leg of the race, closing up on her fast, but finished 21 sec. behind the American boat. It was the first time Thistle had shown anything like form in the series. She was sailed by Mr. Grenville Keele, but she had different paid hands aboard. Zenith, sailed by her owner, Mr. J. Lauriston Lewis, passed Paumonok on a close reach to the windward mark the second time round, and took third place. The wind had freshened considerably and had backed to the southward, so that the yachts could lay up on their course close-hauled on this leg. Echo was never in the running and did not seem to like the light wind. The boats finished in the following order:

	Elapsed time			Points	
	H.	M.	S.	Brit.	Amer.
Dauphin (American)	2	01	20	—	Retired
Thistle (British)	2	01	41	8½	—
Zenith (British)	2	02	08	7	—
Paumonok (American)	2	03	10	—	6
Lea (American)	2	03	49	—	5
Betty (British)	2	03	50	4	—
Heron (American)	2	04	54	—	3
Echo (British)	2	05	44	2	—
Totals	21½			14	

DECIDING RACE

In the seventh and deciding race sailed on Monday the British boats scored a victory, defeating the American team by 21½ to 15 points.

It was the most decisive victory of the whole series, barring the one sailed in a gale of wind, in which two of the British yachts lost their masts. The chance to race came after the American team had apparently won the series in the race of Saturday. However, the American boat Dauphin was protested against in that race, and was subsequently disqualified. This gave the race to the British, and made the score three races to each team.

The race was won by Zenith, owned by Mr. J. Lauriston Lewis. In the seven races sailed the British team won four races and the American team three, but in all seven races it was a British boat that came home first. Zenith won four times, Betty twice, and Echo and Thistle each once. The race was to windward and leeward, twelve miles in length, and was sailed in a light to moderate wind from the north-east. The British boats had it pretty much their own way, and Zenith led at all stages. The American yacht Lea pressed her at

times, but finished 1 min. 22 sec. behind her. Then came two British boats, Thistle and Betty. The order of the finish was:

	Elapsed time		Points	
	H. M. S.		Brit.	Amer.
Zenith (British)	2 45	19	8 $\frac{1}{4}$	—
Lea (American)	2 46	41	—	7
Thistle (British)	2 47	29	6	—
Betty (British)	2 49	08	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
Totals	21 $\frac{1}{4}$		15	

The British-American Cup thus goes to Great Britain, as, by winning this series, they took three out of the last four matches.

We hope to print full reports of the racing from our own correspondent in our next issue.

INTERNATIONAL 12-LITRE CLASS

It is stated, we notice, in a French contemporary that an order has been placed in France for a racing motor-boat answering to the restrictions (or, rather, the restriction, for there is only one) of the I.M.Y.U. International Unrestricted 12-Litre Class. If this be so, and we have no reason to doubt it, it is an exceedingly welcome piece of news. The 12-Litre Class is the biggest class which has any chance of consistent success in Europe at the present time of economic depression. A 12-litre racer with a speed of over 40 knots can be obtained, we are told, in France for a matter of £1,500 to £1,800 all complete. Not the least attractive feature of the class is that it is yet another link between the United States and all those countries in Europe which are affiliated to the I.M.Y.U., inasmuch as it includes the American 725 cubic inch class. It was in a race for the 725 Class that the highest officially-timed speed for a pure motor-boat with one single engine is stated to have been recorded when Mr. W. B. Wilde's Meteor VI. attained 52.37 knots in a "free-for-all" single-engine race in America under the auspices of the Mississippi Valley Power Boat Association.

Higher speeds than that have been recorded in unlimited power contests, but over 52 knots from less than 12-litres capacity is a very pretty speed. There is only one restriction in the class—that the total cylinder volume of the engine or engines shall not exceed 12 litres; there are no restrictions on hull dimensions or form. There is complete freedom in every respect. A Spanish correspondent writes us that this class is likely to become very popular in Spain, and, as a result, in the Mediterranean. We may, therefore, hope to see some excellent racing in this class next year. The class has not had time to develop very much since it was only adopted by the I.M.Y.U. last February. The reports of the meeting at which it was adopted state that the principal reasons for its adoption were to provide a chance for European-American contests at a lower cost than those for the B.I. Trophy, and also because it was considered to be more generally suited for international racing in Europe than the corresponding Monaco "Racing-Cruiser" Class, with its cumbersome and out-of-date restrictions on beam, freeboard, displacement, and seating capacity. There appears to have been complete unanimity in the voting which brought a third I.M.Y.U. Unrestricted Class into being. It may be objected that some other figure than 12-litres would better have suited possible British competitors, but it must be remembered that an International Class exists for the purpose of international racing, and that, in consequence, the wishes of the majority must settle the choice of a cylinder volume limit.

The 12-Litre Class is not without having a practical side; quite a number of exceedingly fast single-step hydroplanes with engines of about 12-litres cylinder volume have been built in British yards for delivery overseas—a good many to South America—for commercial use on some of the immense rivers which are to be found there. In many outlandish places waterways offer the most practicable means of transit, and where distances are immensely long and streams run fast, a light displacement high-speed craft is the most practical solution of the traffic problem for busy men. Sport and business have no direct connection, but motor-boating history has proved that the two act and react upon each other—and to their mutual benefit. From this point of view the 12-Litre Unrestricted Class offers attractions which the smaller Unrestricted Classes, such as the 1 $\frac{1}{2}$ and 3-litre, cannot offer.

YACHT'S DECK SEAMS.—Specify Jeffery's No. 1 Marine Glue. It is cleanly, elastic, and insoluble. No. 7 used for Waterproof skins between plankings of diagonally built boats, pinnaces, etc.—ALFRED JEFFERY AND CO., Marshgate, Stratford, London, E. Telegrams: "Marine Glue, London."—(ADVT.)

PORT OR STARBOARD TURNS?

AND SOME REFLECTIONS ON RACING

By JOHN W. WARD

A large number of important international meetings and motor boat races for special prizes which are being planned for next year has naturally enough attracted attention to the thousand and one little problems connected with the organisation and the practical management of international races in general, and has raised discussion upon several interesting and important points. An analysis of the programmes and racing instructions of the most important international meetings which have taken place of recent years, such as those of Monaco, Cannes, Ghent, Torquay and Herblay, provide data which are both interesting and, in connection with one or two questions, rather curious. Now that there is a properly constituted and well supported international board of control in the shape of the International Motor Yachting Union, there is uniformity pretty well everywhere in the principal classes for which races are given in international meetings. There is also a fair measure of uniformity in racing methods so far as starting signals and such things are concerned. But there still remain questions upon which divergent views are held by the organisers of international races.

The most important of these is the question of marks. Should marks in a race be left to port or to starboard? One asks the question from the point of view of any principle which may be involved. In the great majority of races, and in a majority of countries the racing instructions provide that marks shall be left on the starboard hand—which is but logical considering the direction of rotation of most engines, and the fact that most racing craft have their propellers directly coupled to the engines. This is a question upon which a good deal of discussion is proceeding at the present moment. At the Monaco meetings buoys were always left to port; there was a very sound reason for doing so because if starboard turns had been insisted upon and a vessel's steering gear had gone wrong in rounding the home marks the boat would inevitably have been wrecked on the rocks under the *Tir aux Pigeons*. But that was the only reason for leaving marks to port. The result was that builders of fast boats designed their steering gear and fixed the position of the rudder specially in order to be able to turn to port more easily. British competitors who were accustomed to starboard turns not infrequently altered the position of their rudders in order not to lose speed or stability when turning to port at Monaco.

Last year when the centre of international motor-boating activity in the Mediterranean was shifted from Monaco to Cannes the old rule of leaving buoys on the port hand was maintained, presumably from the force of habit. As a result the same rule was adopted at the Lake Maggiore Meeting in Italy and that at Barcelona in Spain. This year, again, the advance programme of the Cannes Meeting, which will take place next spring, states that buoys will have to be left to port. This has raised quite an interesting discussion in certain European yachting journals, and the balance of the opinions expressed is that, first of all, there should be uniformity everywhere on this question, and, secondly, that buoys should be left on the starboard hand, and not upon the port. The matter is one of real importance, and especially to British competitors in foreign races. In home waters turning to starboard is the universal custom in races for fast boats round a closed course. If they are required to turn to port in foreign events our competitors have either got to alter their rudder gear or be placed at a disadvantage. It is absolutely essential that there should be a uniform rule on this point.

A *confrère* in Spain, Senor José Astell, who has done a good deal of racing both in sailing and motor craft, writes that before the programme of next year's principal Spanish meetings are drafted, a settlement of the question of port or starboard turns will be attempted. This is a very wise decision, and one upon which the *Federacio Catalana de Motorisme Maritimo* and the recently-formed *Federacion Espanola de Motorismo Maritimo* are to be congratulated. If a plebiscite were taken amongst racing owners and clubs throughout the world there is no doubt that there would be an overwhelming majority in favour of making starboard turns obligatory for fast boats.

Last year there was great discussion on the question in America, and sheaves of letters appeared in the various journals dealing with the sport of motor-boat racing. In the end it resulted in a formal decision that "right-hand turns" would be insisted upon in all races in the waters of the United States. It may appear rather surprising to some people that left-hand turns will be prescribed in Mediterranean racing next spring, but the reason for this has already been explained. There is a possibility that this will be changed, but as the programme has already been issued and circulated all over the world, it would