

CLYDE YACHT CLUBS.

Report on the Seawanhaka Cup.

After the close of the British-American Races the Committee of the Manchester Yacht Club of Boston, U.S.A. made it known that they would be glad to receive a challenge from one of the British yachts for the Seawanhaka International Challenge Cup. This Cup was first presented to the Seawanhaka Corinthian Yacht Club through public subscription in 1895, as the result of a challenge sent by Mr. Brand of the Minima Yacht Club, England.

The Yachtsman
14th Oct.

To narrate the full history of the different contests which have taken place since that date would occupy more time than is available on this occasion; but I may quote the following remark from an article by Mr. R.C. Stevenson, published in the "Yachtsman" of 14th. October 1922:-

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"While this trophy is not as old or as well known as the America Cup, yet it has been raced for an equal number of times and keener competition and closer racing has resulted."

The Class of boat in the original racing was the 15 Feet Class under Seawanhaka Rules, viz: Water Line Length plus square root of sail area, divided by two. Since that time the Class of boats has been changed more than once, in 1897, 1900 and 1921; and, in the latest Deed of Gift, dated in February 1922, it is provided that the Matches for this Cup shall be limited to yachts whose racing measurement does not exceed the "25-foot racing Length Class" or fall below the "15-foot Racing Length Class" of the Seawanhaka Club, or whose size falls within limits substantially corresponding to those above specified. In the original Deed of Gift the competition was confined to yachts belonging to different countries; but this was modified in 1922 and the Cup is now "a perpetual challenge cup for friendly competition between Yacht Clubs whether of the United States or of other countries."

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Yachtsman
21st Oct. p. 24
28th " p. 36.
Seawanhaka Year
Book p. 73

A Match consists of not less than three or more than five Races, and must be sailed between a single yacht on behalf of the Challenging Club and a single yacht on behalf of the Challenged Club, the Cup to be awarded to the yacht winning a majority of such Races.

Many Contests have taken place since 1895. The Cup has been held by Canadian Clubs from 1896 to 1905, and by American Yacht Clubs since that year. But it should be mentioned that no racing took place between 1905 and 1910.

In/

Year Book
p. 74.

In 1895 the British Yacht "Spruce IV" competed, and in 1901 the "Greyfriar"; but neither of these boats was successful.

Pause much for the history of the Cup.
The British yachtsmen were quite inclined to meet the wishes of the Seawanhaka Committee; and, as "Coila III" had made the best record in the British-American Team Races, she was considered the best boat to go to Boston to race for the Seawanhaka Cup. Mr. Stephen agreed to take her there, and three of the other Clyde yachtsmen went with him to form a crew. These gentlemen have been described in an American Newspaper as "The four bonnie Scotchmen of the Royal Northern Yacht Club of Glasgow."

The yacht chosen to defend the Cup was the "Sakie", designed and owned by Mr. Frank C. Paine.

American newspaper Report.
The first Race, to lee-ward and return, twice round, was sailed off Marblehead on 25th. September 1922 in "a stiff north-westerly breeze". The "Coila" had the best of the start; but, owing to both yachts mistaking a tow boat on the horizon for the turning mark, the "Sakie" gained an advantage and turned the first mark in front. After turning this mark the course was a beat to windward, and, before they were half-way back to the line, the "Coila" had passed the "Sakie"; and she eventually won by 4' 40".

The second race was sailed on 26th. September over a triangular course in a South-west wind. On this occasion the "Sakie" had the best of the start, but "Coila" succeeded in passing her before the first mark. The next length of the course was to windward and the boats fell into short tacking. As "Sakie" appeared to gain at this, "Coila" gave up the manoeuvre and sailed in longer tacks, without letting "Sakie" get more than 150 yards away. With the wind increasing "Coila" increased her lead to about four minutes on a beat of five miles; and, as the last leg was a free run, there was no change in the relative positions of the boats.

In the Third Race, to leeward and return, twice round, on September 27th., sailed in a brisk breeze from the West, and a smooth sea, the "Coila" again beat the "Sakie" by about 4½ minutes, and this finished the Competition for the Seawanhaka Cup in favour of a Scottish ~~cup~~ yacht.

In conclusion let me quote a passage from "The Yachtsman"
"The winning of the Seawanhaka Cup by 'Coila III', representing the Royal Northern Yacht Club, Great Britain, from the defender "Sakie" of the Manchester Yacht Club near Boston U.S.A., marks another step in "the/

"the history of this famous international yachting trophy,
 "and there is no doubt that the victory of "Coila III"
 "will result in renewed interest in small yacht racing
 "on both sides of the Atlantic." (From "The Yachtsman")

On 6th November a formal challenge for the Cup was re-
 ceived from the Seawanhaka Yacht Club, to race in 1923
 or 1924 preferably the latter, the Class to be that of
 the International Six-Metres Yachts.

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