

# YACHTING

29/8/24

## THE SEAWANHAKA CUP

### COILA WINS FIRST RACE

FROM OUR SPECIAL CORRESPONDENT

Rothsay, Thursday Night.—Coila III. to-day defeated Unni, the Norwegian challenger, in the first of the five races for the Seawanhaka Cup. Coila won on her outstanding qualities of weatherliness, speed, and stability in a strong wind and sea; yet, to be perfectly frank, there was a bit of luck in the victory at a moment that proved to be the turning-point of the race. We make no mistake, however, in saying that Coila was the better boat in the day's conditions. The opening race was a windward and leeward one. The wind was southerly, with a point or more west, fresh to strong, wet and squally, with the heavier of the rain showers, a white, short sea breaking across the fairway between the Cumbrac and Bute—yet on the whole a fair day for sailing tests. The starting-point was Bogany Buoy, the weather mark off Mount Stuart (3½ miles distant), and twice round made a course of 14 miles. Unni had the whip hand of Coila as the result of the opening movements, although it was a narrow shave. The story of the race that followed can be plainly stated. Coila was held fast on the thresh to Mount Stuart. Unni weather-bound her in Ankers's most skilful way, and there never was a way out of it. The change came unexpectedly, and in Unni's trouble at the weather mark. It was Coila's opportunity, and was taken advantage of fully. The run home was slightly in favour of the challenger, but Coila got on the wind for the second thresh with a short but a free lead, and from this point gave one of the finest displays in her career of eating out in a strong wind and sea, leaving the challenger to leeward during every minute by the beat. The challenger is from the Royal Norwegian Yacht Club, and the receiving club is the Royal Northern. The yacht Unni is owned by Mr W. S. Skourguard, Christiania. The crew consists of Mr Johan Anker, the designer; Messrs Erik Anker, T. Coneliussen, and Bryn. The crew of Coila III. are Messrs F. J. Stephen, his sons John G. and A. Murray Stephen, and W. F. Robertson, of the six-metre Caryl. The steam yacht Romany (Commodore Andrew Bain) was flagship, and the racing was in charge of Mr John Downes, Mr A. Herbert Aspin, secretary, and Mr John Morton, Clyde official time-keeper.

#### THE RACE DESCRIBED

Coila was out of the bay into the open twenty minutes before the starting gun, and was shortly followed by Unni from the Ardmaleish yard, Port-Bannatyne Bay. On a first view the design of the challenger impressed one with a sense of power, a long, deep-sectioned boat, finely drawn out forward, with strong quarters and a fair overhang aft. In point of sail plan there seemed to be little difference, Unni having perhaps the slightly larger mainsail. Both stood well into the fairway to test the character of the wind and sea, and were back circling about the Commodore in good time for the preliminary jockeying. These movements were watched with intense interest by quite a crowd of excited enthusiasts. With a couple of minutes to go the boats were standing in to Bogany Point on the port tack. Coila, on staying, crossed the bows of Unni, and again on laying back on the other tack, but both were seconds too soon at the line, having to bear away, and out of this position Unni made the first strong point in the game, hauling into the wind on starboard close on Coila's weather. As they set out on a thresh for Mount Stuart mark they plunged about in the seas for a minute before settling into a steady speed, Coila making a show of working out from under the lee. Unni was first to stay round to port, and drew instant attention by the fact that she was on her winning tack. Four minutes after the start the challenger cast back to starboard, which brought Coila round, and the two stood on for about five

minutes on a very even match. Unni heaving with effect in the heavy seas, and Coila steadily keeping up an equal pace still not far off on the lee beam. Coila had to break away to clear her wind. Unni at once staying on the weather bow and then fetching clear out to windward. They were smashing through smothering seas as they fetched down towards Kerryeroy shore. Twenty minutes on the passage Unni put about again, but Coila held on farther, on the outlook, perhaps, for a westerly slant off the land. After another short shoreward board by Unni the two held far out into the fairway and were making a great race of it in close company, Coila still under Unni's lee quarter.

### UNNI IN TROUBLE

Once more Coila sought to clear her wind, but Anker was too watchful to let her go, and after another short tack on starboard they cast round for the weathering board. On opening out the tan the wind was still fresh and the seas breaking over the bows in sheets. Unni was at Mount Stuart Mark 22sec. ahead, but she made a wide turn of it and was in trouble at the gybe. She had, in fact, to gybe three times before being able to set out on the run, and then had difficulty in sheeting home the spinnaker. Coila took the mark in style, laying close round and gybing easily, and was off down wind while Unni was gathering herself together. The challenger was now in second place. Ten minutes from the weather mark she was 36sec. astern. For the greater part of the run it was an even match, but Unni was gaining as they came within hail of Commodore, and was only 6sec. behind as she hauled her wind to start on the second round. Coila had now Unni's wind, and made good use of the mastery. Within a minute or so Unni stayed, and Coila was on her top. They were back to starboard soon, and carried on the board into the fairway for about a couple of miles before Coila was cast round. Mr Stephen's yacht had been sailing a high wind, head reaching and eating out to weather of Unni, which had been going fast with a free sheet, but dropping to leeward Coila came about at 3-10-46 for a port tack, and stayed to starboard two minutes later, while the challenger held on to her fresh long board until she was able to look to weather of the mark. Coila had been gaining all the way, and she was in a clearly winning position as she came round far ahead to fetch for the rounding at Mount Stuart. She gybed here at 3-35-23, exactly 2min. in front. With a plain down wind sail under spinnaker of 3½ miles before them, the race was practically won and lost. Unni gained no more than a few seconds in the distance, the race finishing in the only dry spell of the day and in comparatively moderate conditions. Times:—

First Round			
	H.	M.	S.
Coila .....	2	47	29
Unni .....	2	47	35
Finish			
	H.	M.	S.
Coila .....	4	3	59
Unni .....	4	5	46

The next race is over a triangular course, and starts at half-past one o'clock to-morrow (Friday).

### DARTMOUTH REGATTA

Dartmouth is to wind up the regatta season, but yesterday's programme did not include racing for the principal yachts. To-day there will be the races of the Royal Dart Yacht Club, whilst on Saturday there will be further important racing under the direction of the committee of the Dartmouth Royal Regatta. Yesterday there was elaborate rowing performances, but the only sailing event of consequence was the six-metre race. The entries were Reg (Sir Ralph Gore), Ayesha (Commander Franklin Ratsey, Royal Navy), Maid Marion (Sir Gerald Fowler Burton and Mr Algernon Maudsley), and Rose (Mr F. A. Richards). Reg was an absentee, but the other three provided a most interesting race. Maid Marion won, while Rose and Ayesha had a hot contest for second place, which was secured by Rose one second. The finishing times were:—

	H.	M.	S.
Maid Marion .....	1	35	37
Rose .....	1	40	25
Ayesha .....	1	40	26

## YACHTING

30/8/24

### THE SEAWANHAKA CUP

#### COILA WINS SECOND RACE

FROM OUR SPECIAL CORRESPONDENT

Rothsay, Friday Night.—Coila III. to-day won the second race of the series in the competition for the Seawanhaka Cup. With one other win the cup will remain on the Clyde. On the previous day it turned out to be a case of the boat and the man; to-day it was the man who counted most. The start was perfect in position and timing, the issue following in course. Coila was in the weather berth on the wind to begin with. She withstood all the wiles of the challenger on this and the succeeding beat, when Anker stayed and camber-stayed in rapid frequency that might have lured a less wary opponent. Reaching distances followed. Number one had seen Unni with the wind abeam or on the quarter, and there was some apprehension that Coila might at this point meet with more than her match. The acts proved it otherwise. The yachts were as nearly as possible equal in speed going from Mount Stuart to the mark off the Ayrshire coast, and the challenger had no more than a gain of five seconds free reaching from there to Commodore to complete the round. The match repeated itself in the main particulars on the second turn of the course. The wind was light on the opening half of the beat, and freshening with a short sea nearer the weather mark, where Coila led by 36 seconds. It was slacker for a time off the Ayrshire coast and moderate on the finishing reach. Coila was never in any real risk of losing the lead. The Royal Northern Club officials, as on the previous day, carried through the arrangements with efficiency. Mr A. Herbert Aspin, secretary, was in charge, and amongst those on board were Mr John Downes, Mr John Morton, official timekeeper, and stewards. There were a numerous fleet of steam, motor, and cruising yachts following the race, and the interest of the general public was shown by the crowds of spectators on Bogany and the farther beaches of Bute.

#### COILA STARTS WELL

The flagship, Mr Andrew Bain's steam yacht Romany, was anchored to the east of Barnhill Buoy, and the course was laid from there to a mark off Kerryeroy, 2¼ miles, thence to a flagboat off Blackhouse on the Ayrshire Coast, three miles, and back to Commodore, 2¼ miles, twice round, in all 15 miles. With the wind well southerly, although lighter than on the previous day and not so constant, the race opened with a beat, and free reaching followed on the two succeeding distances. The yachts were reaching backwards and forwards along the line minutes before gunfire. At the starting signal Unni was staying to port close on the flagboat on the weather end. Coila fetched out from under the flagship on starboard, and was so well timed that she was able to cross the other's bows and take command of the thresh to Kerryeroy. She stayed quietly on Unni's weather bow, and the two carried on for several minutes on the port tack. Unni was making a brave effort at head reaching to get through the lee, and looked as if she might succeed, but when they threw round to starboard Coila was still in charge. For the next half hour or more the race consisted of an interesting series of short tackings and a display of subtle tactics on the part of the two steersmen. Unni was in nearly every instance the first to go about, and was followed by Coila as it suited, the weather bowing following as a matter of course. At length they had a long board that brought them not far under the lee of the mark, and with a short tack on starboard they bore round, Coila at 2hr. 10min. 34sec., and Unni at 2hr. 10min. 55sec. Sheets were slackened off for a free reach to Blackhouse flagboat. The wind was lighter on the Ayrshire side and drawing more southerly out of Fairlie Roads. The boats showed an equal speed on the plain sail, and the relative trimmings were identical to a second. The

light wind was on the port quarter coming home, and there was no incident of importance on the distance. Unni was just the better and no more as she hauled round at the end of the 7½ miles fifteen seconds astern.

#### THE SECOND BEAT

They started on the second beat in a less wind than before, and with more south in it, but it westered and strengthened on the way to Kerryeroy. It was now a repetition of the tactics on the previous thresh. Unni split tacks every few minutes, Coila never failing to see that she kept the weatherly grip, yet holding on or coming about in full command of the situation. The gain over all was on her side, as the difference on the weather mark this time was 36sec. The weather thickened on the free reach to Blackhouse mark, and the wind failed for a time off the Ayrshire coast, but the yachts came through with little change and raced home to the finish with booms on starboard quarter in a light, steady breeze from southerly that carried them without any failure to the finish.

#### First Round

	H.	M.	S.
Coila .....	3	0	58
Unni .....	3	1	13

#### Finish

	H.	M.	S.
Coila .....	4	37	17
Unni .....	4	38	8

The third race, a windward or leeward one and back, will be started to-morrow at half-past one o'clock.

### DARTMOUTH REGATTA

#### BRITANNIA'S EASY WIN

The Royal Dart Yacht Club was responsible for an interesting programme of sailing in Start Bay yesterday when there was a fresh breeze from the north-west and a smooth sea. Britannia won easily in the large class, whilst Noresca achieved an easy victory in the 12 metre race over Atalanta and Clymene. In the principal race the yachts were sent over a triangular course in Start Bay. They had a broad reach to the Skerries Buoy, then a reach up the channel to the eastern mark, and a dead beat home. Lulworth was first away, then White Heather, with Britannia in close attendance. The yachts were soon travelling at a high rate of speed. They presented a brilliant spectacle. The first round times were:—

	H.	M.	S.
White Heather .....	11	28	35
Britannia .....	11	29	5
Lulworth .....	11	30	15

As the wind increased in strength Britannia closed on the leader and threatened to overhaul her on the turn to windward. The second round times were:—

White Heather .....	12	24	24
Britannia .....	12	24	26
Lulworth .....	12	26	36

Early on the third circuit Britannia passed White Heather, and afterwards the royal yacht did grandly. She walked away from her opponents to complete the third round as follows:—

Britannia .....	1	21	38
White Heather .....	1	23	4
Lulworth .....	1	25	3

There was even more weight in the wind on the last round, and it admirably served the leader. The finish was timed:—

Britannia .....	2	18	22
White Heather .....	2	21	47
Lulworth .....	2	25	59

The twelve-metre race was won by Noresca at 1hr. 7min. 51sec., Atalanta being second at 1hr. 11min. 5sec., and Clymene third at 1hr. 12min. 15sec.

In the event for six-metre yachts Ayesha won at 1hr. 8min. 3sec., Rose being second at 1hr. 9min. 21sec., and Maid Marion third at 1hr. 9min. 54sec.

In the handicap class for yachts not exceeding 25 tons Dawn won at 2hr. 25min. 0sec., Lady Maud, which was timed 2hr. 9min. 44sec., being second, and Cynthia third. She was timed 1hr. 53min. 20sec.

## CLYDE CORINTHIAN CLUB

The closing matches of the Clyde Corinthian Yacht Club will take place to-day. The programme is on the familiar lines of the season. Hunter's Quay is usually the headquarters, but on this occasion, as last year, the venue is changed to Rothesay Bay, where the yachting fraternity are gathered in support of the Seawanhaka Cup races. The matches are timed to start at half-past ten o'clock in order to avoid any clashing with the cup races, and all the courses are laid inside Rothesay Bay from Craigmore Pier to Toward Buoy, Ardma-leish, and back.

## YACHTING

1/9/24

### THE SEAWANHAKA CUP

#### VICTORY FOR COILA

FROM OUR SPECIAL CORRESPONDENT

Rothesay, Saturday Night.—Coila III. to-day won the third successive race against the Norwegian challenger Unni, and thus retains the Seawanhaka Cup for the Royal Northern Yacht Club. The final triumph was a very narrow one of five seconds, and was witnessed with intense excitement by the crowds of spectators on shore and on the scores of yachts of every description that were in the neighbourhood. It has been a remarkable contest in a number of ways, not least for the nearly matched qualities of the boats and for the masterly handling by the steersmen and crews. Coila's triumph over all on her three wins looks, in minutes and seconds, an astonishingly small one. In the first race it amounted to 1min. 47sec., in the second to 49sec., and in the last to 5sec., a total of 2min. 41sec. on 45 miles. The feature of the racing was undoubtedly the windward sailing, on which was the real struggle for supremacy. Coila was the better here, and looked more surely into the eye of the wind, yet so good was Unni, and so watchful Mr Anker, that one slip would have made all the difference. Mr Stephen was not making the slip, and, indeed, the matches will be long remembered as displaying tactics of the highest kind by the masters of the game. Where Unni excelled was down the wind, and with this in mind one wonders what would have happened had she got away from the weather mark with a lead. This she did not succeed in doing, although on the first day, after having kept Coila under her lee on the thresh, she might have been in a position to do so. The challenger was not seen in a beam wind. The nearest to it was on the triangular course of the second day, when, however, on the two reaches—first from Kerryroy to Blackhouse and thence to commodore—the wind was chiefly over the quarter, and the yachts sailed a very even match on both distances.

Congratulations to Mr Stephen and his crew will come from every quarter of the Clyde and from admirers everywhere, and amongst the most generous are the acknowledgments of the opponents that not only is the owner-designer a great yachtsman, but that Coila is a wonderful boat. Mr Anker has no reason to feel deeply discouraged at the result. His greatest disappointment is likely to be the loss of to-day by so very little when a gain appeared imminent. He will come back to the Clyde, probably next year, with an even faster boat than Unni, and perhaps give himself longer time to get the vessel and her crew into their stride before entering upon the contest.

American yachtsmen also will be having something to say on the subject of a challenge for 1925, so that the Royal Northern Yacht Club will have a busy time. The whole arrangements, carried through by the officials of this club, have been perfect in detail and result. It may be regretted that they had no controlling authority over a number of the vessels that hung too closely about the competitors, or were unable to prevent a river steamer from passing just ahead while the race was near a finish. Commodore Andrew Bain's steam yacht was flagship. Mr A. Herbert Aspin, secretary, was in charge of details, and was assisted by Mr John H. Downes and stewards.

## THE RACE

The course was a windward and leeward one, starting from a point eastward of Barnhill Buoy to a flagboat off Mount Stuart, and back, twice round, a distance calculated at 15 miles. The weather of the morning was unpromising, the sky heavily overcast, the atmosphere thick with a drizzling rain, and hardly a breath of air. It cleared up before noon, and just before the signal guns were firing a gentle breeze came up from southerly, and enabled the race to start under fair conditions. Unni had been early out of the bay drying sails, and Coila was towed out at one o'clock. The five minutes' gun went at 1.25 p.m., when both yachts were reaching around commodore. They finally fetched along the line on starboard until close on the flagboat at the weather end, and passed over the line with Coila clear to windward. This tack they held on to for a couple of minutes, Unni then staying to port and Coila coming at once on her weather bow. Unni made another tack very shortly, with a like result, and still another, and then the pair stood on a long board on port past Ascog right into Kerryroy Bay. The wind was now moderately fresh and true, with smooth water all over the fairway. They came out unchanged from the Bute land, Coila off to windward and pointing high, while Unni was being romped on the greater tacks on the chance of head-reaching through. This starboard leg lasted well over towards the Greater Cumbrae, Coila making a steady pull out from her opponent. Unni held on further than Coila, which had a short tack on port, but soon came back, and there followed a board that carried them past under the lee of the weather mark, which they fetched with a hitch thus:—Coila, 2h. 25min. 39sec.; Unni, 2h. 27min. 5sec., a difference of 1min. 26sec. Spinnakers were smartly set to starboard, and the run was much in favour of the challenger, which gradually reduced the lead in a breeze that was not equal over the distance, but kept the boats sailing at a fair speed. By the time the line was reached Unni was only 16sec. astern. They gybed to go round the flagboat, and then hauled their wind on port tack. It was easier on the beat to begin with, but the wind was no stronger than before. With little in the way of short tacking they stood together for Bute land beyond Ascog, and had next a long tack on starboard across the fairway, Unni again head-reaching a good deal, and Coila holding a high wind. The short cross-tacking began as they came back from the Cumbrae side, and continued right to the weather mark. It was the most interesting of the day's sport, Unni's game alternately romping off and enticing Coila about in the hope of catching her in an unwary moment, and either fetching past or reaching through the lee. The game failed, as it had on previous days, and Coila, taking all the precautions taught by experience, held to a strong position up to the mark, where the timings were:—Coila, 4h. 11min. 46sec.; Unni, 4h. 12min. 48sec.

With a lead of 1min. 2sec. there was a down wind passage of 2½ miles to sail. The breeze began to drop soon after leaving the flagboat, and what little fresher puffs that came along did some service to Unni, which was pulling down the lead most of the way. A slight wind check westerly sent the booms across and the spinnaker to port, and not long after the light breeze was again drawing southerly, and there was a gybe back over. Unni was at this point becoming really dangerous. Within half a mile from the finish she was forcing Coila to a luff, and was actually ranged alongside in a puff of wind, but fell back as Coila's spinnaker filled and carried her forward. With 20 to 30 yards to sail the challenger was no more than her own length astern, when Mr Anker made his last great effort by cutting under Coila's stern and trying to blanket her on heading for the mark to the westward of commodore, to be taken on the port hand. The manoeuvre was cleverly conceived, and for a moment or two seemed likely to succeed. Coila's bow was then seen to draw into view slowly and the headsail to show with enough breeze to haul the boat round with a winning position and nothing to spare.

	First round.		Finish.			
	H.	M. S.	H. M. S.	H. M. S.		
Coila (winner) ...	3	11	53	5	4	59
Unni .....	3	12	9	5	5	4