

Clyde Awaits U.S. Race Challenge

FROM OUR YACHTING CORRESPONDENT

The Royal Northern Yacht Club have announced that they are open to a challenge from America to race for the Seawanhaka Cup on the Clyde next year in international 6-metre one-design class boats.

It is practically certain that the Seawanhaka Corinthian Yacht Club of America will now issue a formal challenge. The Americans would willingly have raced for the cup on the Clyde this year, but, realising that British boats had suffered from a seven-year lay-up and that British crews were still on war service, they withdrew their challenge proposals.

Even as it is, the Clyde has never had to face a challenge with such a small selection of boats from which to draw. On the other hand, the standard, experience, and skill of helmsmen are as high as they have ever been. This is a queer anomaly and not the best circumstances from which to choose a defender.

The Americans' eagerness to take their own trophy home with them is obvious. In few sports have they been accustomed to leaving their trophies in "foreign" lands, yet since Clyde yachtsmen first raced for this cup, in 1922, the majority of challenges have had to come from the other side of the Atlantic.

NEW BOATS WANTED

What the Clyde requires at present is at least two new 6-metres to be ready for the 1947 season. The only two new boats which have been completed this year—Caprice and Mena—are owned in the South, and as their owners are not members of the Royal Northern Club they are unlikely to take part in any eliminating trials.

The present holder, Mr John H. Thom, who successfully brought the cup back from America in 1938 and defended it against the Norwegian challenger Noreg III. the following year, is at present without a boat. His cup-winning 6-metre

Circe, built by Robertson, of Sandbank, is now owned in the South.

This leaves only two suitable 6-metres on the Clyde at present—Mr J. Howden Hume's 1939 M'Gruer-built Johan and Mr R. M. Teacher's 1938 Nicholson-built Erica. The two "sixes" raced against each other throughout the Clyde season and also during Burnham Week.

Both owners are international helmsmen of repute, but the newer Johan proved herself superior to Erica in every point of sailing. Johan's five wins over the 1946-built Caprice at the Burnham racing was also heartening, as it proved that the Clyde-owned boat, though seven years older, had still the required sailing qualities.

It would, however, be more satisfactory, in view of the likelihood of the American challenger being a 1946-built boat, if Johan could test her qualities against a new Clyde-built and Clyde-steered "six" before racing for the cup should begin.

If there is an American challenge, the Clyde will feature next year the most important international yacht racing event, apart from the British-American Cup.

RACE RECORD

The Seawanhaka Cup contests began in 1895. The following is the record of races in which Clyde yachts have taken part:—

	Races.
1922—Mr F. J. Stephen's <i>Coila III.</i> beat Sakie (U.S.) in America	3-0
1923—Mr F. J. Stephen's <i>Coila III.</i> beat Lea (U.S.) on the Clyde	3-1
1924—Mr F. J. Stephen's <i>Coila III.</i> beat Unni (Norway) on the Clyde	3-0
1925—Mr C. H. Crane's <i>Lanai</i> (U.S.) beat <i>Coila III.</i> on the Clyde	3-1
1929—Mr W. F. Robertson's <i>Caryl</i> beat Gypsy (U.S.) in America	3-2
1931—Mr A. S. L. Young's <i>Saskia</i> beat Priscilla III. (U.S.) on the Clyde	4-1
1932—Mr J. S. Johnson's <i>Jill</i> (U.S.) beat Maida on the Clyde	3-0
1934—Mr R. B. Meyer's <i>Bob-Kat II.</i> (U.S.) beat Kyla in America	3-0
1938—Mr J. H. Thom's <i>Circe</i> beat Goose (U.S.) in America	3-0
1939—Mr J. H. Thom's <i>Circe</i> beat Noreg III. (Norway) on the Clyde	3-2

The races in 1929 and 1931 were between 8-metre yachts, the other contests being between 6-metres.

SEAWANHAKA CUP TRIALS

Racing Begins To-day

FROM OUR YACHTING CORRESPONDENT

The six British 6-metre yachts which will take part in the Seawanhaka Cup trials at Hunter's Quay on the Clyde to-day will begin racing at 10.30 a.m. All the yachts will be under the orders of the Selection Committee of the Royal Northern Yacht Club, the present holders of the trophy. Racing is expected to last until 4 p.m. The trials will continue to-morrow and Friday.

The yachts taking part are:—Caprice (Sir Frank S. Spriggs), Noa (Mr F. G. Mitchell), Kyria (Air Commodore J. C. Quinnell), Marletta (Colonel J. E. Harrison), Johan (Mr J. Howden Hume), and Thistle (Mr R. M. Teacher).

GOUROCK OCEAN RACING YACHT LAUNCH

Revolutionary Construction

The new seven-ton ocean racing yacht *Myth* of Malham, which will be launched to-morrow from M'Lean's Yard, Gourock, embodies a number of revolutionary features in yacht construction designed to make her easily convertible to ocean racing requirements on both sides of the Atlantic.

The boat has been designed by Laurent Giles, Leamington, for Captain J. E. Jllingworth, R.N., the well-known ocean racing yachtsman.

The *Myth* of Malham is fitted with a transom both fore and aft so that additional over-all length can be obtained by bolting on a longer bow and stern. In each case the extensions can be as much as four or five feet. The yacht at present complies with British ocean racing rules, but, with the additions, she will conform to American standards. While every care has been taken to ensure that the attachments are completely water-tight, as an additional precaution an air channel runs throughout the length of the ship with a metal intake right forward. Should any water gather despite this, a small outlet has been placed on the port side just above the waterline to allow it to drain away.

The most striking external feature of the yacht is her rounded prow, necessitated by the new construction. Below the waterline, however, the bow tapers to the conventional knifelike edge which will cut the water cleanly.

The *Myth* of Malham, it is hoped, will be ready in time to take part in some of the Clyde Fortnight races, and her first big contest will be the Fastnet Ocean Race next month.

COVE AND KILCREGGAN SAILING CLUB.—
Coulport Quai; off Cove village. Course:—Start opposite Cove village, marks at Ardentinn, Coulport Bay, and finish opposite Glenview, Coulport. Start, 3.30 p.m. Finishing times:—1. Ripple, No. 8—5hr. 3min. 21sec.; 2. Roma, No. 11—5hr. 3min. 51sec.; 3. Aerial, No. 6—5hr. 9min. 10sec.

Scots Defender Wanted

TRIAL races to select a defender of the Seawanhaka Cup—the most important international yachting event of the year—begin at Hunter's Quay to-day. The trials will continue until Friday night, but the name of the Clyde boat will not be made known until almost the eve of the contest, which starts on July 25.

The American challenger is Mr. Robert B. Meyer's six-metre yacht *Djinn* (pronounced "gin"), which is due to arrive in the Clyde by steamer from New York this week. The holder is Mr. Herbert Thom, who won the trophy in 1938.

The Seawanhaka Cup, which is the oldest international trophy for small yachts, is one of the few international championships still held by this country, and the contest has

therefore a wider interest than merely for yachting enthusiasts.

The trophy takes its colourful name from the Seawanhaka Corinthian Yacht Club of New York and although yachtsmen have been sailing for it for more than half-a-century, the competition has always been over-shadowed by the more spectacular America's Cup which was for large super-racers of a type now extinct.

Rising costs have made it impossible for even the wealthiest owners to maintain yachts of the Shamrock and Endeavour class and with the passing of the America's Cup, the Seawanhaka Cup has been elevated to pride of place in the yachting calendar.

PARTICULAR INTEREST

The Clyde has a particular interest in the Seawanhaka Cup. No English boat has ever won the trophy, but Clyde

yachts have been successful in seven out of ten contests since 1922. Five of these victories were gained against Americans and two against the Norwegians.

The series of races this year will be in the open waters bounded by Bute, Toward and Largs and may be over in three days as the cup will be awarded for the best of five performances and there will be one race per day.

SIX COMPETITORS

Six yachts are taking part in the trials to-day. They are Mr. J. Howden Hume's nine-year-old *Johan*; the Royal Northern Yacht Club's syndicate yacht club *Thistle*; Col. J. E. Harrison's *Marletta*; Sir Frank Spriggs' year-old *Caprice*; Mr. F. G. Mitchell's *Not*, and Air Commodore J. C. Quennell's *Kyria*.

Thistle Shows Her Paces

FROM OUR YACHTING CORRESPONDENT

HUNTER'S QUAY, Thursday

A great improvement in crew work and helmsmanship was the feature of the second day's British Seawanhaka Cup trial racing held over the actual Cup courses between Largs and Rothesay to-day.

In the strong southerly wind the new Clyde syndicate "six" Thistle (Mr R. M. Teacher) showed her true sailing qualities for the first time, and over the short one-round course in the second series defeated Mr J. Howden Hume's Johan by 53 seconds.

Perhaps Thistle is going to follow in the footsteps of her famous sister, Circe, and prove a fine windward boat. She certainly revelled in to-day's strong breeze both in the beat and the reach, and her crew were far more on their toes than yesterday.

Three short triangular courses were sailed involving a beat through the line, a reach, and a run. Three pairs races were sailed in the morning, but two were considered void because of mistaken courses. In the third and correct one Johan defeated Noa by 27sec.

Noa, Marletta, and Thistle all had good wins in the first of the two afternoon pairs matches, defeating Kyria, Caprice, and Johan respectively. Noa's success could be attributed to better windward work, Marletta's to a well-timed crossing, and Thistle's to superior beating.

QUICK THINKING

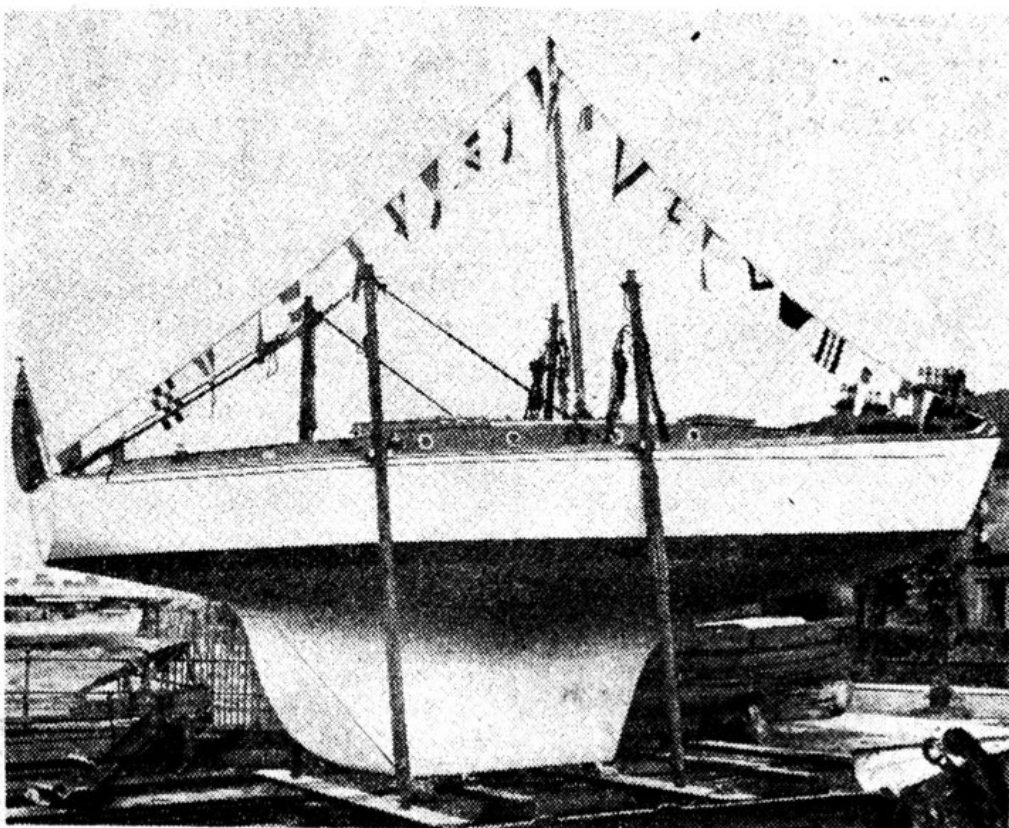
In the second series in the afternoon Mr Teacher and his crew handled Thistle in a masterly fashion against the English "six" Kyria. The two boats were beating to the line on the starboard tack. Thistle was unable to throw about with Kyria at her stern, and Mr Teacher had to cross the line a second ahead of the gun at the mark boat. He immediately gybed round the mark boat, however, recrossed, and came crashing through Kyria's lee to take the lead again. Quick thinking and good crew work gave him victory in this race.

In the same series Johan beat Marletta. Caprice broke her back-stay winch, and her race with Noa was cancelled.

The timings were:—

First series; start 12.30 p.m.:—			
	H.	M.	S.
Johan	12	56	28
Noa	12	56	55
Second series; start 2.45:—			
Noa	3	24	3
Kyria	3	25	39
Start 2.55 p.m.:—			
Marletta	3	34	20
Caprice	3	56	16
Start 3.5 p.m.:—			
Thistle	3	42	6
Johan	3	42	59
Third series; start 4.5 p.m.:—			
Johan	4	38	17
Marletta	4	40	2
Start 4.15 p.m.:—			
Thistle	4	48	30
Kyria	4	50	20

SCOTTISH-BUILT RACING YACHT



The new seven-ton ocean racing yacht Myth of Malham was launched yesterday from M'Lean's yard, Gourock. Captain J. E. Illingworth, R.N., the owner, was present, and the naming ceremony was performed by Miss Felicity Everard, daughter of Captain Everard, R.N.

TRIAL WINS FOR JOHAN

FROM OUR YACHTING CORRESPONDENT

HUNTER'S QUAY, Friday.

The three-day British Seawanhaka Cup trials ended here this afternoon with the two Clyde-built and Clyde-steered "sixes" providing all the excitement.

Mr J. Howden Hume's Johan yesterday was defeated in the trial for the first time by the Royal Northern Yacht Club's new syndicate "six," Thistle (Mr R. M. Teacher). To-day the boats were twice matched, and on each occasion Johan was the winner, although her task was not easy.

The spectators were treated to a display of helmsmanship and crew-work which has not been seen on the Clyde since Mr J. Herbert Thom piloted Circe to victory in the Seawanhaka Cup matches of 1939.

RESULTS ANALYSED

More important even than the result was the fact that in Mr Hume and Mr Teacher the Clyde has the two finest 6-metre helmsmen in Britain. Their crews were also without reproach and have come through the testing and exhausting three days' trial with credit.

On the first day I wrote that the trial would prove far more conclusively which boat should be chosen to defend the Cup against the American challenger Djinn than any preconceived convictions or "hunches." It is, therefore, only correct to analyse the result of the matches which took place—Johan 7 wins, Thistle 4, Noa 4, Marletta 3, Kyria 1, Caprice 1. Although Thistle and Noa tied, preference must be given to Mr Teacher's boat because of her win over Johan.

Everything would seem to point to Johan's being selected against Djinn. It is unfortunate that Thistle—and, for that matter, Noa, Marletta, and Kyria—is not yet properly tuned up, having been only four days in the water. Perhaps, however, the Selection Committee of the Royal Northern Yacht Club will take this into account and await the result of the "open sailing" during the Clyde Fortnight, which begins on Friday of next week. They will, in any case, not announce their decision until the day before the actual Cup contest.

Three series of one-round windward and leeward matches were sailed to-day in an ideal racing wind from the south-west.

Marletta returned to Robertson's yard in the afternoon for adjustments, and her match with Caprice was cancelled.

FINISHING TIMES

First series. Start 10.35 a.m.—Johan, 11h. 17m. 9s.; Kyria, 11h. 19m.; 10.40 a.m.—Thistle, 11h. 20m. 54s.; Noa, 11h. 21m. 36s.; 10.45 a.m.—Marletta, 11h. 28m. 25s.; Caprice did not finish.

Second series. Start 11.40 a.m.—Johan, 12h. 26m. 33s.; Thistle, 12h. 28m. 16s.; 11.45 a.m.—Marletta, 12h. 33m. 17s.; Kyria, 12h. 35m. 42s.; 11.50 a.m.—Caprice, 12h. 36m. 12s.; Noa, 12h. 37m. 4s.

Third series. Start 2.10 p.m.—Johan, 2h. 58m. 14s.; Thistle, 2h. 58m. 43s.; 2.15 p.m.—Noa, 3h. 5m. 1s.; Kyria, 3h. 5m. 33s.

Severe Test of Seamanship

FROM OUR YACHTING CORRESPONDENT

The weight of wind and water that was thrown up by a nor'-westerly summer gale reduced starters to a mere handful at the two Clyde yachting events which were held at the weekend—the Royal Western Yacht Club's regatta at Hunter's Quay and the Clyde Dragon championship for the Daly Trophy at Gourock.

Many yachtsmen were anxious to be out—especially in the "sixes"—but enthusiasm had to give way to cold reason with the International Clyde Fortnight only six days away. The dismasting of the English 6-metre Kyria at the lower cross-trees justified the majority's decision to stay at moorings.

The six Dragons which entered for the Daly Trophy competition at Gourock were pounded steadily by wind and sea, and had to fight their way round the seven-mile course. The result of the first heat left Pinta, Zorsay, and Svalan to race in the final.

The three boats were all within seconds of one another on the beat to Strone black buoy when Svalan had to retire owing to a carry-away. Rounding Strone buoy, Zorsay was 5sec. ahead of Pinta, but on the lurching run to Cove Mr Russell's boat overhauled Zorsay and just managed to hold the lead to the finishing line. Pinta thus regained a trophy which she lost last season to the Northern Ireland Dragon, Ceres, but held in 1939.

KYRIA DISMASTED

Only six boats—two "eights," two "sixes," and two Dragons—hoisted sail at the Royal Western's regatta at Hunter's Quay, and before long this was reduced to four with the return of the 8-metre Helen and the dismasting of Kyria. After Helen's retirement Mr A. W. Steven took Felma round the shortened course alone in grand style. In the "sixes" Johan had a similar sail-over after Kyria's mishap.

Mr Gunnar Jacobsen, who has brought his Dragon Cerberus to the Clyde for the International Dragon Gold Cup competition, had his first win when he defeated the Clyde Lassie. The two boats were the only entrants, and Mr Jacobsen, who sailed with his brother, proved his skill in weather which was a severe test of seamanship. Results:—

Daly Trophy for Dragons—Course from Gourock to Strone, Cove, and back; 7 miles. Final:—

	H.	M.	S.
Pinta (D/UK25), winner (Wm. Russell) ..	3	43	18
Zorsay (D/UK37), second (Col. K. Barge)	3	43	29
Svalan (D/UK16) (G. F. Schoelles)	Gave up		

Argee, Swona, and Flicka did not qualify for final.

Royal Western—8 metres—Felma (winner) (Mr A. W. Steven); 6 metres—Johan (winner) (J. Howden Hume); Dragons—Cerberus (winner) (G. Jacobsen), 4h. 57m. 31s.; Lassie (second) (G. T. and R. J. Dunlop), 4h. 58m. 51s.

U.S. Seawanhaka Challenger Arrives

FROM OUR YACHTING CORRESPONDENT

The international 6-metre Djinn, the American challenger for the Seawanhaka Cup, arrived yesterday on the Clyde on board the Anchor liner Elysia. The cup challenger, which had been carried as deck cargo, was immediately put into the water on arrival, and last night was on her way to Robertson's yard at Sandbank to have her mast stepped.

Her crew comprise her helmsmen, Mr Robert B. Meyer, Mr James D. Hurd, Mr Robert B. Meyer, jun., Mr P. James Roosevelt, and Mr David Clark.

Mr Meyer told "The Glasgow Herald" that he has full confidence in his "boys."

Nylon Sails

Djinn, as was expected, has a full set of nylon sails, but Mr Meyer indicated that he was as much "at sea" with the new material as our own 6-metre helmsmen. Whether to use nylons or Egyptian

cotton appears to be a problem which faces our own and the American helmsmen.

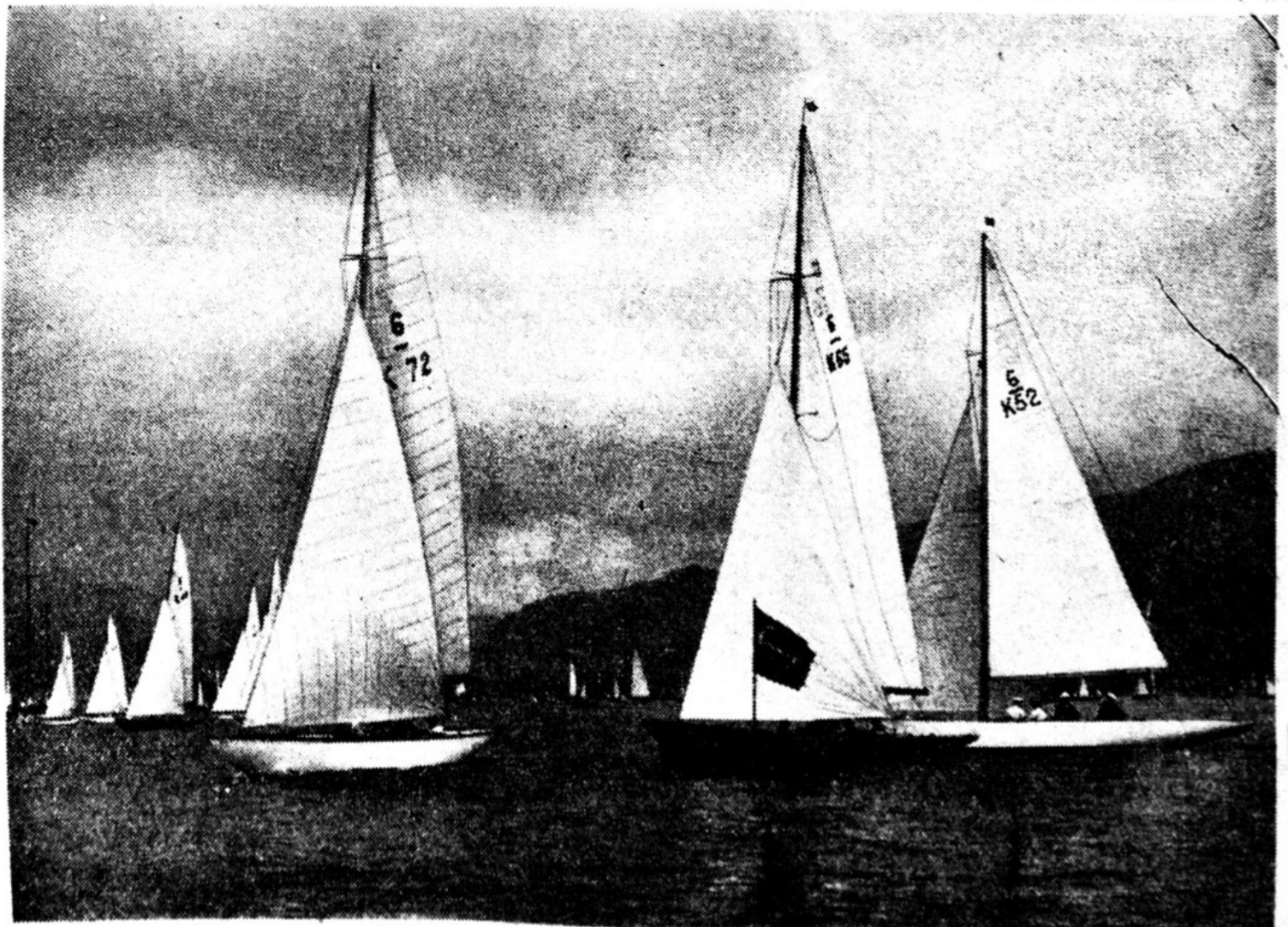
When told about the International Clyde Fortnight Mr Meyer said he hoped to take part and race for the Lord Provost's Trophy for international 6-metre yachts during the "Fortnight."

Djinn, built in 1938, is from the board of America's leading 6-metre designer, Mr Olin J. Stephens, and was one of the team of four American "sixes" which triumphed against Britain in the 1938 British-America Cup team races.

The name of the British defender, according to Mr John Dunlop, secretary of the Royal Northern Yacht Club, will probably be announced on July 19.

The Seawanhaka Cup is on exhibition for a short time at the Glasgow Art Galleries along with a half-model and two photographs of the 6-metre yacht Circe, which won the trophy last year for the Royal Northern Yacht Club.

HERALD, SATURDAY, JULY 12 1947.



Thistle (K 72), Johan (K 65), and Mena (K 52) during the race for the 6-metre class yachts yesterday at the opening regatta of the Clyde Fortnight.

SEAWANHAKA CUP

Sir,—Your Yachting Correspondent departs from his careful reports by the sweeping statements that:—(1) Recriminations on Johan's selection are ridiculous. (2) Johan steered by Hume is the best "Six" in Britain.

In American waters Goose proved better than Djinn. Goose was beaten by Circe, steered by Thom, in 1938. Circe and Thom are both in Britain still running to their old form.

We owed it to national prestige, and also to the Americans, to put up the best boat, steersman, and crew in Britain. Why were these not mobilised for the trials? As your correspondent observed, the sailing of Johan in the trials was faultless, and that was about all the trials established, for certainly there was no occasion to say the same of the other boats.

Provided the various owners were agreeable to their boats' being sailed by the most experienced men—and from all accounts that presented no difficulty whatever—all that was required was action by the organising body. Inertia prevailed, and the cup is gone. Clyde yachting is feeling the loss of the organising genius of the late Mr Maurice Clark.—I am, etc.

WATERFRONT OBSERVER.

SEAWANHAKA CUP

Sir,—Your correspondent "Waterfront Observer" is either unaware of or has forgotten certain facts, and it is only fair that these should be considered before too-hasty conclusions are drawn.

First, Circe was bought by a new owner in the South who for good reasons was unable to make her available for the Seawanhaka races. Anticipating this, a syndicate of members of the Royal Northern Yacht Club ordered a new yacht to be constructed by the designers and builders of Circe for delivery on May 1 with the intention of making her available to the best steersman and crew that could be found. Unfortunately, the yacht—Thistle—was not delivered until about 36 hours before the trials, and it was found impossible to tune her up in sufficient time to carry out the initial intentions of the syndicate.

One of the reasons for the delay in delivery was procrastination by a Government Department in Whitehall in granting a licence for the use of materials which were lying available at the builders' yard. The real qualities of the new yacht Thistle will remain uncertain until a further period of tuning-up has been completed.

If "Waterfront Observer" considers that it is a "sweeping statement" to say that "Johan, steered by Mr Hume, is the best 'six' in Britain," he must believe that there were other yachts and other helmsmen available who were not given an opportunity of taking part in the trials. The only boat which comes to mind is Circe, whose absence has already been explained, and the only helmsman I can think of is Mr J. Herbert Thom, who was invited to take part in the trials, but who, for personal reasons, declined. Mr Thom accordingly could not this year be considered a practising 6-metre helmsman—from the Cup point of view, at any rate—and his desire not to take part in the trials was regretted by everyone.

Every 6-metre yacht and every 6-metre helmsman available and willing participated in the trials, and the resultant selection of Johan was fully justified. It could, therefore, under the circumstances, scarcely be called a "sweeping statement" to name her as the leading 6-metre yacht in Britain under Mr Hume.—I am, etc.

YOUR YACHTING CORRESPONDENT.

SEAWANHAKA CUP

St Oswald's, Kilmacolm.

Sir,—Your correspondent on the subject of the Seawanhaka Cup, who writes under what would appear, from the conclusions at which he arrives, to be the very appropriate nom de plume of "Waterfront Observer," would surely have been better to have restricted his comments to such matters as came within the view provided by his binoculars. His suggestion with regard to "the organising body" that "inertia prevailed" is so wide of the mark as to disqualify, for not sailing the course, the other observations which he has to make.

The fact is, as any impartial observer of the activities in yachting circles in the past two months would confirm, that it would have been almost impossible to have given more thought, trouble, and expense to the job of bringing to the starting line the best boat and crew available. That an error of judgment was made is possible, but not probable.

Your correspondent in saying that there was inertia merely suggests that he must have allowed the languors induced by the sound of the waters lapping lazily on his waterfront to impose themselves on the picture he thought he was observing.—I am, etc.

D. S. CARSON.

Conditions Suit Djinn

One reason can be put forward in mitigation of Johan's poor showing, but it still does not detract from Djinn's win.

The course to-day should have been leeward or windward and return, which, in yachting parlance, means that the two boats should have had the wind dead astern, and then dead ahead or the reverse. Never once throughout the 14 miles of racing did this actually occur. The wind instead was continually on the beam, which meant that the two "sixes" did 14 miles of reaching with small variations of this point of sailing.

Windward work, with testing cross-tacking, was notably absent. The effect of this on Johan, a windward boat, can be realised by the result. The American "six," on the other hand, is at her best on a reach, and could have wished for nothing better than to-day's course.

When the Racing Committee, on board the commodore vessel Sterope, first arrived at Toward they appeared to decide that the wind was coming from the south-west, and consequently moved across to Skelmorlie to permit a beat to Ascog Point, off Bute, and then a run back to commodore.

This caused an hour's postponement, but, unfortunately, just as the two "sixes" were crossing the line to start the wind veered to the north-west and remained there. It was this sudden change of wind which spoiled the race, as a race, and left it simply a test of which boat could sail the better on a reach. Seldom have crews in a Seawanhaka Cup race had less to do.

Off Together

Johan and Djinn crossed the starting line widely separated, but in excellent unison to the gun. Both were on the starboard tack, and though sheets were hardened, they were nearer reaching than beating. As they moved across from Skelmorlie to Ascog, with Johan to weather, sheets were gradually eased until at the mark it was full reach. Djinn, sailing very well in the light air, was 33sec. ahead at the mark. Both boats made the first "leg" in a straight fetch. At Ascog the times were:—

	H.	M.	S.
Djinn	3	6	23
Johan	3	6	56

The return "leg" to the commodore off Skelmorlie was again a reach, although in the latter stage spinnakers were hoisted till the mark was rounded. Djinn continued to sail away from Johan in fine style, and at the mark was leading by nearly 2min. Commodore times:—

	H.	M.	S.
Djinn	3	49	15
Johan	3	51	8

Hopeless Pursuit

Mr Hume realised in the second round that it was a hopeless pursuit, and tried a long board out to mid firth with the intention of running more directly down to the mark at Ascog with, perhaps, the advantage of a stronger wind. In this he was unsuccessful, and at the mark the margin had opened to nearly 9min. Ascog times:—

	H.	M.	S.
Djinn	4	35	20
Johan	4	44	5

As this last gamble failed there was nothing Mr Hume could do but follow the American boat home, and that from more than a mile astern. Mr Hume has nothing of which to be ashamed. The American boat is faster on a reach, and there was no other point of sailing to counteract this advantage as there should have been. Result:—

	H.	M.	S.
Djinn	5	18	10
Johan	5	31	57

(Picture on Page 6.)

Thursday, July 24, 1947.

Dragon Gold Cup

CORRESPONDENT

ons—Gold cup (21 starters at 12 noon)—1. Vinga (W. H. Barnett), 2hr. 53min. 47sec.; 2. Vinga (E. D. Mitchell), 2hr. 53min. 48sec.; 3. Vinga (William Russell), 2hr. 58min. 45sec.; 4. Vinga (N. F. Wilkinson), 2hr. 59min. 30sec.

ons—Second heat (11 starters at 12.10)—1. Vinga (J. Crean and J. Jones), 3hr. 4min. 15sec.; 2. Arabis (R. Urrie and T. Lawson), 3hr. 4min. 46sec.; 3. Play (W. I. Douglas), 3hr. 4min. 18sec.; 4. Sirene II. (Major F. Bumpus), 3hr. 15min. 10sec.

er seven tons (four starters at 12.15)—1. Vinga (V. Robertson), 2hr. 45min. 22sec.; 2. Hervor (W. Caldwell), 2hr. 47min. 22sec.

h Longs (eight starters at 12.20)—1. Roma (Miss Mavor and J. McAdam), 3hr. 24min. 15sec.; 2. Roma (S. Napier), 3hr. 27min. 2sec.; 3. Maro (Robert Shaw), 3hr. 27min. 6sec.

in dinghies (four starters at 12.35)—1. Hoppity (D. Roberts), 2hr. 44min. 43sec.; 2. Tidapa (D. Roberts), 2hr. 51min. 24sec.

refly dinghies—Cleo (Lieut. F. A. Cleminson).

THE GLASGOW HERALD JULY 26, 1947.

CLYDE YACHT'S POOR START

Seawanhaka Cup Race Surprise

DJINN'S SUCCESS

BY OUR YACHTING CORRESPONDENT

ROTHESAY, Friday.

The first match of the Seawanhaka Cup series went to-day to the American challenger Djinn, which finished almost 14 minutes ahead of the Clyde Johan, the British defender.

It is doubtful if Johan, sailed by Mr J. Howden Hume, has ever suffered a greater or more humiliating defeat. After the first round the green-hulled Clyde boat was, to all intents and purposes, out of the race. She was visibly unable to hold the American "six," and could be seen dropping farther and farther astern.

The matches, which begin each day at 1.30 p.m. (except Sundays and Monday first) continue until one or other boat has won three races.

DJINN'S SECOND VICTORY

Wind Favours U.S. Yacht in Cup Races

BY OUR YACHTING CORRESPONDENT

The American six-metre yacht, Djinn, won the second* match of the Seawanhaka Cup series on Saturday in convincing style, beating the British defender, Johan, by just over three minutes.

A slightly stronger and steadier wind with five miles of beating enabled the Clyde "six" to reduce the margin to a reasonable length, but it is quite evident that Johan will never hold the American boat while conditions remain light.

The next race, the third of the series, will be held to-morrow over a windward or leeward and return course. The first boat to win three matches will take the cup, and the position at present is all in favour of the American, which leads by two straight races.

It has been disappointing from the Clyde point of view to find that Johan is quite outclassed in light weather, even when beating. There is nothing Mr Hume can do, the skill of helmsmanship having so far not entered the contest. The American "six" is undoubtedly a fast sailer, but she has still to prove her merit in stiff wind, and until this is done fortune can be considered to have smiled on Mr Meyer. Recriminations on the selection of Johan are ridiculous. Johan, steered by Mr Hume, is the best 6-metre in Britain, but has so far been beaten fairly and squarely by America's representative "six."

Mr Meyer is now in a position to repeat his victory of 1934, when he beat Mr William Russell's Kyla in three straight races at Oyster Bay, Long Island. Only once in the cup races between America and Britain has a boat in Johan's present predicament been able to retrieve her position, and that was in 1929 when Mr W. F. Robertson's 8-metre Caryl, after losing the first two matches, won by three races to two in America.

EXCITING START

Saturday's course was a triangle from Tomont End to Skelmorlie, Ascog, and return twice round (14 miles). The start was at 1.45 p.m. There was a steady though lightish breeze from the north-east as both boats beat through the line on the starboard tack. Johan made the better crossing in the lee berth, but before the "sixes" had travelled a mile Djinn had run through Johan's weather like a witch. Bouts of cross-tacking followed, but the American "six" had already taken a lead she was never to lose, and at the mark had two and a half minutes in hand.

	Hr.	Min.	Sec.
Skelmorlie	Djinn—2	21	7
	Johan—2	23	38

On the run to Ascog both boats hoisted spinnakers, the American crew carrying out this evolution with greater alacrity. Johan cut down her leeward considerably on this free sailing and was only 1 minute astern at the mark.

Ascog	Djinn—2	46	26
	Johan—2	47	52

Reaching across to Commodore, Johan held her spinnaker for five minutes in an endeavour to gain distance on Djinn, and did very well to drop only 14 seconds on this, the American's fastest point of sailing.

Commodore	Djinn—3	6	29
	Johan—3	7	49

Djinn again opened out on the beat, and at Skelmorlie was nearly three minutes ahead. The American "six" sailed beautifully in this windward work and Johan, by comparison, looked almost sluggish.

Skelmorlie	Djinn—3	41	52
	Johan—3	44	50

There was little change on the second run to Ascog, Johan knocking off only 18 seconds.

Ascog	Djinn—4	7	11
	Johan—4	9	52

On the final reach Djinn increased the margin to the highest of the match, finishing 3min. 7sec. ahead of Johan.

Result	Djinn—4	26	48
	Johan—4	29	55

Royal Northern Club Regatta

Up-arth at Hunter's Quay, the Royal Northern Yacht Club's regatta on Saturday attracted entries much smaller than the three-figure totals of the fortnight. Many starters gave up because of the lightness of the breeze from the north-east. In charge of the racing was the club's vice-commodore Mr A. M. MacGeorge, on his ketch Roska, assisted by Mr John Dunlop, secretary. Results:—
Eight metres—1 Helen (Peter Simpson); 2, Felm (A. W. Steven); 3, Saskia (Ian F. Marshall). Scot-
tish Islands—1, Fiera (A. R. K. Thomson); 2, Jura (Adam K. Bergius). Dragons—1, Ahto (D. R. Nisbet); 2, Argee (Mrs Leonard Hinge); 3, Pegasus (Miss L. S. A. Thomson).

SEAWANHAKA CUP RETURNS TO THE U.S.

Djinn Wins Third Successive Race

BY OUR YACHTING CORRESPONDENT

The American six-metre, Djinn, having won the third successive race against the British defender, Johan, yesterday, yet another International trophy will cross the Atlantic. This time it is the Seawanhaka Cup, the oldest and most famous small yacht trophy in the world, which has been held on the Clyde by the Royal Northern Yacht Club since 1938.

Mr Robert Meyer and his crew can feel very satisfied with their success. Most of the racing took place in light or medium weather, but this is as much a test of sailing and helmsmanship as any other. No excuses can be made, for Johan's performance throughout the racing was indifferent.

EFFORTLESS VICTORY

Seldom have the Americans had an easier victory. To win by three straight races is not unusual in the history of the Cup matches, but the effortless ease with which it was done this year was very disconcerting. Johan undoubtedly disappointed her many admirers. Not once in the three matches was the Clyde boat able to challenge the American "six," and yesterday, when she took the lead for two short periods, it was something of an occasion, but scarcely one for rejoicing.

Whether Johan would have won had the weather been heavy must remain a matter for conjecture, but she would

certainly have made a better showing. The American "six" showed herself to be very "tender" in even a medium wind, and this would not have been to her advantage in breezy Clyde weather.

JOHAN'S BAD START

Johan started yesterday's race badly, being nearly a minute astern of the American boat in crossing the line. A windward and leeward course took the two boats from Skelmorlie to Ascog, twice round, 14 miles. Half-way in the first leg Johan caught Djinn in the light and variable wind which came from every air. In five minutes, however, the American "six" sailed through Johan's weather with astonishing ease and led at the Ascog mark by almost two minutes.

Ascog—	H. M. S.
Djinn	2 50 41
Johan	2 52 31

On the run back to Commodore with spinnakers Johan again nosed in front, but this advantage was as short-lived as the first, and the Clyde "six" was still two minutes astern at the end of the round.

Commodore—	
Djinn	3 33 35
Johan	3 35 35

Mr Meyer skilfully watched Johan on the beat back to Ascog in a stronger breeze, and, though the Clyde boat knocked off 20 seconds leeway, it was not sufficient to improve her position.

Ascog—	
Djinn	4 23 32
Johan	4 25 12

Spinnakers were again hoisted for the final run home, but Johan's position was more than hopeless, and she finished 1min. 20sec. astern of the American "six."

Result—	
Djinn	4 56 30
Johan	4 57 50

Mr Meyer's helmsmanship yesterday was excellent and he quite overshadowed Mr Hume in his tactics. The American helmsman has now won the Seawanhaka Cup twice—this year, and in 1934 with Bob Kat II.

SANQUHAR WINNER

R. Park (Lochmaben), a former winner of the Ayr tournament and a Scottish Championship semi-finalist last year, won the Sanquhar bowling tournament last night, beating H. Lawson (New Cumnock) 21-12 in the final.

At the twelfth end Lawson led 12-10, but from that point onward Park took command, and his opponent failed to add to his score, Park scoring 3, 2, 3, 2, and 1. In the semi-finals Park beat J. M'Kendrick (Mount Florida) 21-9 and Lawson