



**RECORD OF MATCHES IN 1927**

**FOR THE**

**SEAWANHAKA INTERNATIONAL**  
**CHALLENGE CUP**

**AND THE**

**GOLD CUP OF THE**  
**SCANDINAVIAN YACHT**  
**RACING UNION**

**Held under Auspices of**  
**Seawanhaka Corinthian Yacht Club**  
**U. S. A.**

*Record of the Matches*  
for the  
*Seawanhaka International Challenge Cup*  
and for the  
*Gold Cup*  
of the  
*Scandinavian Yacht Racing Union*

held off

OYSTER BAY, NEW YORK  
U. S. A.

September 17th to October 1st, 1927,

MEASUREMENT CERTIFICATES OF THE CONTESTANTS

also

DEEDS OF TRUST

for

BOTH CUPS

REPORT OF THE RACE COMMITTEE  
on the Matches for the  
SEAWANHAKA INTERNATIONAL CHALLENGE CUP  
and the  
SCANDINAVIAN INTERNATIONAL GOLD CUP  
to  
*Commodore Clinton H. Crane.*

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THE RACE COMMITTEE submits herewith a record of the Match for the Seawanhaka International Challenge Cup, held on Long Island Sound off Oyster Bay, September 17th, 19th, 21st, 22nd and 23rd, 1927, also records of the Match for the Scandinavian International Gold Cup held on Long Island Sound off Oyster Bay, September 24th, 26th, 27th, 28th, 29th and 30th and October 1st, 1927, together with the minutes of the Special Committee in charge of the Gold Cup races under the Deed of Gift as well as the measurement certificates of all the competing yachts.

It should be noted that for the Seawanhaka International Challenge Cup a selection committee was appointed, to select the defender, consisting of Mr. J. Louis Stackpole, Beverly Yacht Club, Marion, Mass., Mr. Clifford D. Mallory, Indian Harbor Yacht Club, Greenwich, Conn., and Mr. Stuyvesant Wainwright, American Yacht Club, Rye, New York. There were twelve competitors for the honor of defending this cup and six races were held on Buzzards Bay off Marion, beginning August 27th and ending August 30th. As a result of these races the selection committee picked Clytie to defend the cup. These races were held under varying weather, three of them being held under breezes from ten to fifteen knots and three of them being held under breezes around seven knots. Because of the large number of entries the yachts were generally started in two divisions, the competitors in each division being varied from race to race. It is the belief of your committee that the decision of the selection committee was very broadly confirmed in the general opinion of all who watched the races as well as in the opinion of the competitors.

The races to determine the defender for the Scandinavian Gold Cup were held off Oyster Bay between September 5th and 10th. There were thirteen entries for this competition. The method determined upon for conducting these races was to have three preliminary races in which were two permanent divisions, the four leading boats in each division entering the final elimination which was conducted on the same basis as the Gold Cup Races themselves in so far as the selection of the winner was concerned. The Gold Cup elimination races were held largely under light breezes which at no time exceeded twelve knots. Lea was the winner and was accordingly named the defender of the

Gold Cup. It should be noted that in the Seawanhaka Cup Match the races were alternately windward and leeward and triangular with the first leg to windward but in the Gold Cup Match all races were triangular with the first leg to windward. It should be a matter of interesting study to all yachtsmen which of the two methods of racing is likely to prove the better test for yachts.

Under the Deed of Gift of the Gold Cup only the winner of any one race gains any points, the cup going to the first boat that wins a total of three races. No other boat however close she may be to the winner gets any credit for a well-sailed race and the series has very properly raised a question of a modification of the Deed of Gift so as to give a better chance to boats that have not been winners by adopting some form of point system in order to hold the interest and enthusiasm of the various contestants. This subject is well worthy the consideration of all yachtsmen whether in the United States or across the Atlantic.

In submitting the detailed reports herewith the Race Committee of the Seawanhaka Corinthian Yacht Club desires to express its deep appreciation of the hearty cooperation of the Special Committee appointed to conduct the Gold Cup Match as well as its appreciation of the unfailing courtesy and sportsmanship of the various contestants amid the difficulties that surround a contest such as this and the committee hopes that this contest between eight countries in American waters will stimulate the goodwill and good friendship between yachtsmen throughout the world.

Respectfully submitted,

**Howard C. Smith**, Chairman, Race Committee

**Samuel R. Outerbridge**, Secretary

# CIRCULAR

## SEAWANHAKA INTERNATIONAL CHALLENGE CUP MATCH

of not less than Three nor more than Five Races in

### SIX METRE CLASS

SATURDAY, SEPTEMBER 17th, 1927

and Following Week Days

OFF SEAWANHAKA CORINTHIAN YACHT CLUB — IN LONG ISLAND SOUND

**Challenger:** Noreg No. 6/N. 27      Crown Prince Olaf Syndicat, Owner  
Royal Norwegian Yacht Club  
MAGNUS KONOW, O. D. SIMONSEN, Jr., *Helmsmen*

**Defender:** Clytie No. 6/33      Vice-Commodore H. B. Plant, Owner  
Seawanhaka Corinthian Yacht Club  
C. SHERMAN HOYT, HENRY B. PLANT, *Helmsmen*

All Times given are Daylight Saving Time

#### Cup Committee:

Commodore Clinton H. Crane  
George Nichols  
C. Sherman Hoyt  
Howard C. Smith  
William A. W. Stewart, Chairman

#### Race Committee:

Howard C. Smith, Chairman  
Charles F. Havemeyer  
Bruno Tornroth  
James D. Hurd  
Samuel R. Outerbridge, Secretary  
30 Pine Street, New York City

Representative of Norway, Johnston de Forest

All races shall be sailed in accordance with the Declaration of Trust governing the Seawanhaka International Cup except as herein after modified by mutual consent.

### RACING RULES

The Racing Rules of the Seawanhaka Corinthian Yacht Club indential with those of the Y. R. A. of Long Island Sound will apply except as follows:

1. The crews of both contestants shall be amateurs.
2. The Measurement Rule and Instruction to Measurers of the International Yacht Racing Union shall govern.
3. There shall be no appeal from the decision of the Race Committee or measurer.
4. If in any race the first boat has not finished within four hours of the start and before 7.30 P.M. the race will be declared off.
5. Protest flags must be promptly displayed and all protests must be made to the Race Committee in writing before 10 P.M. of the day of the race in question, at the Club House. In order that all protests may be decided by the Race Committee before an ensuing race, captains of both contestants will report to the Race Committee for a hearing, at once after the filing of the protest.
6. A race may be ordered re-sailed when in the judgment of the Race Committee a contestant has injured her chances of winning through rendering assistance to any vessel or person in peril.

## Postponement

7. A start may be postponed at ten minute intervals at any time before the starting signal is given by hoisting Code Flag G on the Committee boat.

## TIDES

Predicted time of the tide off Center Island Point is given from Government tables.

	Daylight Saving Time	
	Low Water	High Water
Sept. 17	11.00 A.M.	4.53 P.M.
18	12.22 P.M.	6.13 P.M.
19	1.36 P.M.	7.37 P.M.
20	2.41 P.M.	8.21 A.M.
21	3.38 P.M.	9.21 A.M.
22	4.28 P.M.	10.11 A.M.
23	5.14 P.M.	10.54 A.M.

## COURSES

1st Race	Windward and Leeward	3 miles to leg twice round	Total 12 miles
2nd Race	Triangular	2 " " " " " "	" " "
3rd Race	Windward and Leeward	3 " " " " " "	" " "
4th Race	Triangular	2 " " " " " "	" " "
5th Race	Windward and Leeward	3 " " " " " "	" " "

Courses will be indicated from the Committee boat in accordance with the International Code Flags giving the magnetic direction of the courses to be sailed. For a windward and leeward course the direction only of the first course will be given. For a triangular course the direction of the first leg will be given on the forward hoist, the direction of the second leg will be given on the center hoist and the direction of the third leg will be given on the after hoist. Cards giving triangular courses for all the points of the compass, for both starboard and port turns, and cards giving the code letters for all points and half points of the compass will be furnished contestants.

Course signals will be hoisted at least ten minutes before the warning signal and hauled down thirty seconds before the same.

## START, FINISH AND MARKS

The start and finish line will be between the white flag on the Committee boat and a mark boat flying a red cylinder and a S. C. Y. C. Burgee.

Contestants will rendezvous near Center Island buoy S15 at least one-half hour before time scheduled for the start and in the event that the race is not started from that immediate locality the Committee boat will fly the code flag Y where upon contestants will immediately follow the Committee boat to the new starting line. The *first mark* will be a S.C.Y.C. fish boat flying a S.C.Y.C. Burgee and a red ball. In the triangular race the *second mark* will be a S.C.Y.C. fish boat flying a S.C.Y.C. burgee and a white ball.

## SIGNALS

White Ball—Warning.	1.30 P.M.
Code Flag P (Blue Peter)—Preparatory	1.35 P.M.
Red Ball—Start.	1.40 P.M.
Red Ball with horizontal white stripe—Recall.	

Code Flag G indicates postponement at 10 minute intervals.

" " H—Race off for the day.

" " J—Race declared off.

" " Y—Follow the Committee boat.

Intervals between signals—5 minutes except after postponement.

Attention to all signals will be called either by a gun or one long blast of the whistle from the Committee boat.

In the interest of good sport all vessels accompanying the race are respectfully urged not to interfere with the contestants by giving either one of them their wash or by cutting their wind in any particular and they are further requested to obey promptly the warnings of the U. S. coast guard and any other vessels which are acting as patrol boats.



## 17th SEAWANHAKA CHALLENGE CUP MATCH

### FIRST RACE

#### 6 Metre Class

September 17, 1927.

Course: 12 miles—Windward & Leeward—3 miles to leg—Twice around.

Start: From about 1 mile S by E of Cow Buoy—S S W and return.

Wind: S S W—10 knots.

Time: 2:00 P.M.

Racing No..	Name	First Turn	First Round	Third Turn	Finish	Elapsed Time
N 27	Noreg	2-40-55	3-17-56	4-00-00	4-33-02	2-33-02
6/33	Clytie	2-42-29	3-18-56	4-01-38	4-34-55	2-34-55

*Noreg wins first race by one minute 53 seconds.*

## 17th SEAWANHAKA CHALLENGE CUP MATCH

### SECOND RACE

#### 6 Metre Class

September 19, 1927.

Course: 12 miles—Triangular—2 miles to leg—Twice around.

Start: At Centre Island Buoy S15 N SE by E SW by W 1/2 W

Wind: N—7 to 10 knots.

Time: 2:30 P.M.

	Clytie	Noreg	Difference
1st mark .....	3-10-23	3-11-45	1 m. 22 s.
2nd mark .....	3-34-54	3-36-42	1 m. 48 s.
1st round .....	3-59-53	4-01-45	1 m. 52 s.
4th mark .....	4-41-49	4-44-28	2 m. 38 s.
5th mark .....	5-07-59	5-10-34	2 m. 35 s.
Finish .....	5-41-06	5-44-08	3 m. 2 s.
Elapsed time .....	3-11-06	3-14-08	3 m. 2 s.

*Clytie wins the second race by three minutes 2 seconds.*

SUMMARY— Noreg ..... 1 Race  
Clytie ..... 1 Race

# 17th SEAWANHAKA CHALLENGE CUP MATCH

THIRD ATTEMPT, NO RACE

6 Metre Class

September 20, 1927.

*Course:* 12 miles—Windward & Leeward—3 miles to leg—Twice around.  
*Start:* From about 2 miles E S E of Captain's Island Light—S W.  
*Wind:* S W Light.  
*Time:* 2:10 P.M.

	Noreg	Clytie
1st mark .....	4-19-51	4-23-22
1st round .....	5-06-57	5-07-00
3rd mark .....	5-47-21	5-47-40

*At 6:10 P.M. both boats were over one mile from finish and under the rules it was no race.*

# 17th SEAWANHAKA CHALLENGE CUP MATCH

THIRD RACE

6 Metre Class

September 21, 1927.

*Course:* 12 miles—Windward & Leeward—3 miles to leg—Twice around.  
*Start:* 1 mile N of Centre Island Buoy—N W and return.  
*Wind:* N W—10 knots.  
*Time:* 3:30 P.M.

	Clytie	Noreg	Difference
1st mark .....	4-18-37	4-18-23	14 s.
1st round .....	4-54-48	4-54-42	6 s.
3rd mark .....	5-41-29	5-42-21	52 s.
Finish .....	6-28-54	6-30-00	1 m. 6 s.
Elapsed time .....	2-58-54	3-00-00	1 m. 6 s.

*Clytie wins the third Race by one minute 6 seconds.*

SUMMARY:— Clytie ..... 2 races  
 Noreg ..... 1 race



17th SEAWANHAKA CHALLENGE CUP MATCH  
FOURTH RACE  
6 Metre Class

September 22, 1927.

*Course:* 12 miles—Triangular—2 miles to leg—Twice around.  
*Start:* From 2 miles N of Centre Island Buoy, SW NbyW ESE $\frac{1}{2}$ E  
*Wind:* SW shifting to NW.  
*Time:* 3:10 P.M.

	Noreg	Clytie	Difference
1st mark .....	4-16-00	4-19-32	3 m. 32 s.
2nd mark .....	4-47-15	4-47-54	39 s.
1st round .....	5-08-13	5-09-10	57 s.
4th mark .....	5-28-31	5-29-17	46 s.
5th mark .....	6-05-58	6-07-21	1 m. 23 s.
Finish .....	6-29-06	6-30-01	55 s.
Elapsed time .....	3-19-06	3-20-01	55 s.

*Noreg wins the fourth race by 55 seconds.*

SUMMARY:— Noreg ..... 2 races  
Clytie ..... 2 races

17th SEAWANHAKA CHALLENGE CUP MATCH  
FIFTH RACE  
6 Metre Class

September 23, 1927.

*Course:* 12 miles—Windward & Leeward—3 miles to leg—Twice around.  
*Start:* From about 1 mile N of Centre Island Buoy, S15 WbyN.  
*Wind:* W by N.  
*Time:* 1:40 P.M.

	Noreg	Clytie	Difference
1st mark .....	2-27-17	2-28-35	1 m. 18 s.
1st round .....	2-52-45	2-54-29	1 m. 44 s.
3rd mark .....	3-38-24	3-41-45	3 m. 21 s.
Finish .....	4-02-43	4-06-10	3 m. 27 s.
Elapsed time .....	2-22-43	2-26-10	3 m. 27 s.

*Noreg wins the Fifth Race by three minutes 27 seconds and the Match 3 races to 2.*

# DECLARATION OF TRUST

Governing the  
SEAWANHAKA INTERNATIONAL CHALLENGE CUP  
For Small Yachts.

The original Declaration of Trust was dated June 1, 1895. It was subsequently modified by instrument dated February 20, 1922, made by the Seawanhaka Corinthian Yacht Club and consented to by the Manchester Yacht Club, the then holder of the cup, by eliminating from the original Declaration of Trust "the provisions restricting the races to races between foreign countries and by so changing its terms that races for such cup may be held between American Yacht Clubs as well as with Foreign Yacht Clubs."

The Declaration of Trust was subsequently further modified by an instrument dated December 14, 1926, so as to reinstate the original Declaration of Trust in substantially its original language.

The present Declaration of Trust so amended follows:

This Instrument, dated the 14th day of December, A.D. 1926, made by the Seawanhaka Corinthian Yacht Club, a corporation duly organized and existing under and by virtue of the laws of the State of New York, hereinafter called the Seawanhaka Club.

## WITNESSETH AS FOLLOWS:

The Seawanhaka Club, having offered an International Challenge Cup for the purpose of promoting small yacht racing and developing the Corinthian spirit among yachtsmen, hereby sets forth and declares the terms and conditions which shall govern the tenure of the said Cup and the competitions therefor.

### ARTICLE I.

The Cup shall be known as the "Seawanhaka International Challenge Cup for Small Yachts" and shall be preserved as a perpetual challenge cup for friendly competition between foreign countries. The term "foreign" as used in this Instrument shall be between any country and its colonies and dependencies and between such colonies or dependencies themselves.

### ARTICLE II.

Any organized yacht club in good standing of any country, foreign to the country of the yacht club in whose custody the Cup may be, shall always have the right to challenge for the Cup and to sail a match therefor, provided that such challenge shall be made and such match be sailed in accordance with the terms and provisions of this Instrument.

### ARTICLE III.

Matches for the Cup shall be limited to yachts, propelled by sails only, whose racing measurement or size shall not exceed the **maximum** limit of the so-called "Twenty-five-foot Racing Length Class" or fall below the **minimum** limit of the so-called "Fifteen-foot Racing Length Class," of the Seawanhaka Club, as such classification exists at the date of this Instrument, or whose racing measurement or size, according to the rules of the Club having at the time of challenge the Cup, falls within limits of size substantially corresponding to the limits above specified.

#### ARTICLE IV.

All matches shall be sailed between a single yacht on behalf of the challenging club and a single yacht on behalf of the challenged club. Neither club shall be required to name its representative yacht in advance of the races, but the match shall be sailed to a conclusion between the yachts selected for or sailing the first race thereof, and no substitution of one yacht for another shall be permitted after the preparatory signal of the first race has been given.

#### ARTICLE V.

A match shall be constituted of not less than three or more than five races, and shall be awarded to the club whose representative yacht shall win a majority of such races.

#### ARTICLE VI.

The representative yachts of the challenging and challenged clubs must be constructed in the respective countries of such clubs; centerboards or plates or sliding keels shall always be permitted in construction and no restrictions shall be placed upon their use. All ballast must be fixed.

#### ARTICLE VII.

All challenges shall be in writing, signed by the proper officer or officers of the challenging club and shall be delivered at least six months prior to the date proposed for the first race of the match; a telegram duly confirmed shall be deemed to be a writing within the meaning of this Article. Unless the challenged club shall have previously announced the class in which challenges will be received, as provided in Article IX of this Instrument, the challenge shall state the maximum racing length or size, which the representative yacht of the challenger shall not exceed and which shall fall within the limits hereinbefore in Article III specified. As between two or more challenges, made in compliance with the terms of this Instrument, in other respects equally entitled to consideration, the one first received shall be accepted; provided, however, that no challenge shall be accepted during the period of thirty days next following the conclusion of a match; and the challenged club shall be at full liberty to accept any of the challenges received during such period, without regard to priority of time in the date or receipt thereof.

#### ARTICLE VIII.

The club having the custody of the Cup shall not be **obligated** to sail a match except during its usual yachting season, which for clubs situated in the United States, Canada, Great Britain, and Continental Europe shall be deemed to embrace the period from the first day of June to the first day of October.

#### ARTICLE IX.

The club having the custody of the Cup may for any yachting season specify the class or limits of size, within the limits hereinbefore in Article III fixed, in or within which challenges for that season will be accepted, provided that notice of such specification shall be given not less than six months before the beginning of such yachting season and for the season next succeeding the date of such notice. Such notice must be given in writing to the Seawanhaka Club and to one or more of the representative clubs in each of the following countries: The United States, Canada, Great Britain, France and Germany, or by publication in Yachting Journals of general circulation in such countries.

In case the club having the custody of the Cup shall fix a class or limits of size for challenges, as in this Article provided, its own representative yacht

shall be within the same class or limits of size. When no class or limits of size have been so fixed, the racing length or size of the representative yacht of the challenged club shall not exceed the racing length or size of the representative yacht of the challenging club, as designated in its challenge.

#### ARTICLE X.

The helmsmen sailing the representative yachts in the match must be amateurs and must be residents of the countries of their respective clubs. The challenging and challenged clubs must name in writing, each to the other, or to their respective representatives, at least twenty-four hours before the day appointed for the first race, the helmsmen who will sail their representative yachts, and such helmsmen shall sail such yachts in all the races of the match unless prevented by illness or other substantial cause, in which event substitutes will be allowed.

#### ARTICLE XI.

The challenging and the challenged clubs may by mutual agreement fix and decide all the terms and conditions of the match, whether relating to dates, courses, rules of measurement, sailing regulations, notices or any other matter whatsoever pertaining to the match or preliminary thereto, and may also by mutual agreement waive for such match such of the provisions of this Instrument as would otherwise govern the match or the preliminaries thereof, provided, however, that the limit of the racing length or size of the competing yachts shall in no event exceed the maximum limit as established by this Instrument in Article III thereof, unless the consent in writing of the Seawanhaka Club to so increasing such limit shall first have been obtained.

#### ARTICLE XII.

In case the challenging and challenged clubs shall fail to agree upon a modification thereof, the match shall be governed by the provisions of this Instrument hereinbefore set forth and by the following additional regulations:

(a) There shall be five races, to be sailed as far as practicable on succeeding days, until three races have been won by one yacht. The date of the first race shall be fixed by the challenged club and shall fall within the week next succeeding the date of expiration of six months from the receipt of the challenge.

(b) The races shall be sailed without time allowance.

(c) The start shall be a one-gun flying start, with a preparatory signal.

(d) Shifting ballast shall not be allowed. Weighted centerboards shall be considered as fixed ballast.

(e) No outrigger or other mechanical device for carrying live ballast outboard shall be allowed.

(f) The courses shall be as follows: For the **first** race, to windward or leeward and return; for the **second** race, an equilateral triangle; for the **third** race, to windward or leeward and return; for the **fourth** race, an equilateral triangle; for the **fifth** race, to windward or leeward and return. Courses may be sailed over twice or more and their length shall be determined by the challenged club, with due regard to the size of the competing yachts.

(g) All courses shall be laid out in waters of suitable depth for the competing yachts and of sufficient expanse to permit of each leg of each course being not less than three miles in length.

(h) The racing rules and rules of measurement of the challenged club shall govern.

(i) All other matters pertaining to the match and not hereinbefore specifically provided for shall be controlled and decided by the challenged club or its authorized officers, committee, or representatives.

ARTICLE XIII.

In case it shall hereafter seem desirable, the terms of this Instrument may be modified by the Seawanhaka Club while the Cup is in its possession, and, when not in its possession, may be modified by agreement between the Seawanhaka Club, and the club having custody of the Cup, provided, however, that no modification shall be made during the pendency of any challenge, unless consented to by the challenger.

ARTICLE XIV.

This instrument shall be executed in duplicate originals, one of which shall be preserved in the archives of the Seawanhaka Club, and the other shall accompany and be delivered with the Cup whenever won and transferred, and any club winning the Cup shall, upon receiving the same, duly execute and deliver to the Club from which the same is received, an acknowledgment substantially in the following form, namely:

"RECEIVED this.....day of.....A.D. from the.....Yacht Club, the Seawanhaka International Challenge Cup for Small Yachts, awarded to the undersigned as the result of a match, sailed at....., in..... on the.....days of.....which Cup is delivered to the undersigned in pursuance of the terms of a certain Instrument executed by the Seawanhaka Corinthian Yacht Club of New York dated the 14th day of December, 1926, and will be held by the undersigned subject to all the terms and provisions of the said Instrument.

.....Club  
By....."

ARTICLE XV.

In case the club having the custody of the Cup shall be dissolved, or cease to exist, the Cup shall thereupon revert to the Seawanhaka Club and shall continue to be subject to the terms and provisions of this Instrument. The Seawanhaka Club may, however, in any such event, designate some other club of the same nation as the Club dissolved or ceasing to exist, to receive and hold the Cup in its place and stead .

IN WITNESS WHEREOF, the Seawanhaka Corinthian Yacht Club has caused its corporate name to be signed hereto by its Commodore and its corporate seal to be hereunto affixed and attested by its Secretary. All done in duplicate originals as of the 14th day of December, 1926.

**The Seawanhaka Corinthian Yacht Club,**

**By William A. W. Stewart,**  
Commodore.

(Seal)

Attest: **Edmonds Putney, Secretary.**

# CIRCULAR

## SEAWANHAKA CORINTHIAN YACHT CLUB

Oyster Bay, New York

MATCH FOR THE GOLD CUP

of the

SCANDINAVIAN YACHT RACING UNION

SIX METRE CLASS

Saturday, September 24th, 1927

and Following Week-Days

OFF SEAWANHAKA CORINTHIAN YACHT CLUB ON LONG ISLAND SOUND

Challengers	Yacht	Number	Owner	Recall Number
Denmark	Lily	6/D 33	Royal Danish Y. C. Syndicate	1
Finland	Merenneito	6/L 22	H. A. Elfving, Esq.	2
Great Britain	English Rose	6/K 22	Morgan Giles, Esq.	3
Holland	DeRuyter	6/H 7	Syndicaat Seevanck	4
Italy	Mati	6/I 42	Com. Rolla Rosazzo	5
Norway	Noreg	6/N 27	Crown Prince Olaf Syndicat	6
Sweden	May-Be	6/S 2	Sven Salén, Esq.	7
<b>Defender:</b>				
United States	Lea	6/US 12	F. E. R. Nichols, Esq. Cornelius Shields, Esq.	8

### Conditions:

The races for the Cup will be sailed under the racing rules of the International Yacht Racing Union except as modified by the Deed of Gift under which the Cup is held.

### Management:

The races will be under the management of the Special Committee appointed in accordance with the Deed of Gift.

### Courses:

The course will be triangular and as far as possible equilateral. Each leg will be approximately two miles in length. The course will be sailed over twice.

### Time Limit:

The time limit for each race will be four hours from the starting signal.

### Determination of Winner:

The yacht which first wins three races will be declared the winner of the match. After three races, a yacht that has not won a race will not compete further.

### Rendezvous:

Contestants will rendezvous near Center Island buoy (S15) at least one-half hour before the time scheduled for the start and in the event that the race

is not to be started from that immediate locality, the Committee Boat will fly Code Flag Y whereupon contestants will immediately follow the Committee Boat to the new starting line.

#### **Time of Start:**

On September 24th, 1927, daylight saving time will be used and the warning signal will be given at 1:30 P.M. The preparatory signal will be given at 1:35 P.M. The starting signal will be given at 1:40 P.M. On September 26, 1927, and all subsequent race days Eastern standard time will be used and the warning signal will be given at 12:30 P.M. The preparatory signal will be given at 12:35 P.M. The starting signal will be given at 12:40 P.M.

#### **Postponement:**

Postponement of the start will be indicated by hoisting the Answering Pennant of the International Code. When postponement ceases two guns will be fired in rapid succession and the postponement signal hauled down. After a reasonable period two guns will be fired and the course signals hoisted. The warning signal will be given ten minutes after the hoisting of the course signals.

#### **Course Signals:**

Magnetic courses will be signalled by International Code Flags displayed at least ten minutes before the warning signal, and hauled down thirty seconds before the warning signal is given. The direction of the first leg will be given on the forward hoist, the direction of the second leg will be given on the center hoist and the direction of the third leg will be given on the after hoist. Cards giving triangular courses for all points of the compass, for both starboard and port turns, and cards giving the code letters for all points and half points of the compass will be furnished to the contestants.

#### **Starting Signals:**

The starting signals, to which attention will be called by the firing of one gun or by one blast of the whistle, will be as follows:

Warning. The hoisting of a white ball.

Preparatory. Five minutes after the warning signal, the hoisting of a blue ball.

Start. Five minutes after the preparatory signal, the hoisting of a red ball.

#### **Recall:**

Should any yacht be across the line at the time of the start the Committee Boat will blow one prolonged whistle and display her recall number.

#### **Race Declared off:**

In the event of a race being declared off for the day, Code Flag N will be hoisted.

#### **Start and Finish Line:**

The start and finish line will be between the white flag on the Committee Boat and a mark displaying a red cylinder and flying a S. C. Y. C. Burgee.

#### **Marks of the Course:**

The first mark will be a boat flying a S. C. Y. C. Burgee and displaying a red ball. The second mark will be a boat flying a S. C. Y. C. Burgee and displaying a white ball.

#### **Race Re-Sailed:**

Every yacht shall render every possible assistance to any vessel or person in peril, and if in the judgment of the Special Committee any yacht not respon-

sible for the accident shall have thereby injured her chance of winning a race, they will order the race to be re-sailed between such yacht or yachts and the winner of the race.

**Protests:**

Protests must be made in writing and must name the rule or rules alleged to have been broken. The protest must be signed by the owner or his representative and lodged with the Special Committee at the Club House within two hours of the finish of the protesting yacht or on her arrival at the anchorage should she not cross the finish line. A protest based on a breach of the rules occurring during a race must be signified by displaying a protest flag (Code Flag B) in the main rigging at the first opportunity when passing the Committee Boat, unless the competitor has no knowledge of the facts justifying the protest until after the conclusion of the race.

**Appeals:**

There will be no appeal from a decision of the Special Committee.

**Tides:**

Predicted Time of Tides off Center Island Point.

Daylight Saving Time

	<b>High Water</b>	<b>Low Water</b>
September 24	11:33 A.M.	5:55 P.M.
	Standard Time	
September 26	11:33 A.M.	6:09 P.M.
September 27	11:58 A.M.	6:41 P.M.
September 28	12:25 P.M.	7:09 P.M.
September 29	12:58 P.M.	7:35 P.M.
September 30	1:34 P.M.	8:09 P.M.
October 1	2:15 P.M.	8:49 P.M.

In the interest of good sport all vessels accompanying the race are respectfully urged not to interfere with the contestants by giving any of them their wash or by cutting their wind in any particular and they are further requested to obey promptly the warnings of the U. S. Coast Guard and any other vessels flying Code Flag S and which are acting as patrol boats.

**Special Committee:**

E. V. Eskesen, Esq.  
 Torsten Hedengren, Esq.  
 Major H. A. R. Norton  
 A. H. G. Fokker, Esq.  
 Duca di San Cesario  
 Johnston de Forest, Esq.  
 H. M. Curtis, Esq.

Clinton H. Crane, Esq.  
 Howard C. Smith, Esq.  
 W. A. W. Stewart, Esq.  
 Chairman

**Representing**

Denmark  
 Finland  
 Great Britain  
 Holland  
 Italy  
 Norway  
 Sweden  
 United States

**RACE COMMITTEE**

Seawanhaka Corinthian  
 Yacht Club

Howard C. Simth, Chairman  
 Charles F. Havemeyer  
 Bruno Tornroth  
 James D. Hurd  
 Samuel R. Outerbridge,  
 Secretary  
 30 Pine St., New York City



**MATCH FOR THE GOLD CUP**  
of the  
**SCANDINAVIAN YACHT RACING UNION**  
**SUPPLEMENTARY INSTRUCTIONS**

**Starting Line:**

As announced in the original instructions, the starting line will be between a white flag on the Committee boat and an outer mark displaying a red cylinder and flying a S. C. Y. C. Burgee. A second mark displaying a white cylinder and flying a S. C. Y. C. Burgee will, however, be placed about fifty feet from the Committee boat, between it and the outer mark of the starting line and as nearly on the starting line as practicable. This second mark must, in starting, be left on the same hand as the Committee boat. The attention of contestants is particularly called to the fact that, although in starting this second mark must be left on the same hand as the Committee boat, it does not mark the starting line which will remain the line between the white flag on the Committee boat and the outer mark of the starting line. The Committee boat, by agreement of the contestants, will be regarded at the start as an obstruction to sea-room.

## SCANDINAVIAN GOLD CUP MATCH

### FIRST RACE

#### 6 Metre Class

September 24, 1927.

Course: 12 miles—Triangular—2 miles to leg—Twice around.  
 Start: From 1 mile NNW of Centre Island Buoy—NNW SWbyS E½S  
 Wind: NNW Light.  
 Time: 2:50 P.M.

Racing No.	NAME	1st Mark	2nd Mark	3rd Mark	4th Mark	5th Mark	Finish	Elapsed Time
L 22	Merenneito .....	3-24-51	3-49-15	4-05-01	4-37-43	5-16-53	5-46-40	2-56-40
N 27	Noreg .....	3-29-07	3-58-50	4-16-54	4-58-50	5-20-13	5-48-06	2-58-06
H 7	De Ruyter .....	3-27-23	3-53-09	4-11-57	4-44-45	5-19-46	5-48-40	2-58-40
I 42	Mati .....	3-27-45	3-53-35	4-11-25	4-44-02	5-17-34	5-48-42	2-58-42
S 2	May-Be .....	3-26-42	3-52-09	4-09-01	4-43-24	5-17-18	5-48-43	2-58-43
D 33	Lily .....	3-25-20	3-50-16	4-06-52	4-37-52	5-17-15	5-48-53	2-58-53
K 22	English Rose .....	3-29-45	3-58-50	4-16-33	4-46-47	5-19-22	5-48-59	2-58-59
U.S. 12	Lea .....	3-26-05	3-51-10	4-08-39	not taken	5-21-25	5-49-00	2-59-00

#### ORDER OF BOATS AT MARKS

Finland	Finland	Finland	Finland	Finland	Finland
Denmark	Denmark	Denmark	Denmark	Denmark	Norway
U. S.	U. S.	U. S.	Sweden	Sweden	Holland
Sweden	Sweden	Sweden	Italy	Italy	Italy
Holland	Holland	Italy	Holland	Gt. Britain	Sweden
Italy	Italy	Holland	Gt. Britain	Holland	Denmark
Norway	Gt. Britain	Gt. Britain	Norway	Norway	Gt. Britain
Gt. Britain	Norway	Norway	U. S.	U. S.	U. S.

*Merenneito wins the first race*

## SCANDINAVIAN GOLD CUP MATCH

### SECOND RACE

#### 6 Metre Class

September 26, 1927.

Course: 12 miles—Triangular—2 miles to leg—Twice around.  
 Start: From 2½ miles NNW of Centre Island Buoy—WSW SEbyE N½E  
 Wind: WSW—7 knots.  
 Time: 1:00 P.M.

Racing No.	NAME	1st Mark	2nd Mark	3rd Mark	4th Mark	5th Mark	Finish	Elapsed Time
S 2	May-Be .....	1-34-00	1-59-35	2-16-38	2-41-31	3-00-21	3-14-56	2-14-56
U.S. 12	Lea .....	1-31-51	1-58-59	2-15-22	2-41-59	3-01-32	3-16-08	2-16-08
L 22	Merenneito .....	1-32-51	1-59-21	2-15-40	2-42-18	3-01-40	3-16-19	2-16-19
H 7	(Disq.) De Ruyter .....	1-35-00	1-59-37	2-16-01	2-42-50	3-02-01	3-16-37	2-16-37
N 27	Noreg .....	1-33-30	1-59-32	2-16-25	2-43-54	3-03-05	3-17-20	2-17-20
K 22	English Rose .....	1-35-20	1-59-44	2-16-12	2-44-24	3-03-32	3-18-14	2-18-14
D 33	Lily .....	1-36-15	2-00-09	2-16-49	2-44-20	3-03-35	3-18-29	2-18-29
I 42	Mati .....	1-36-35	2-01-28	2-17-35	2-47-05	3-07-30	3-22-01	2-22-01

#### ORDER OF BOATS AT MARKS

U. S.	U. S.	U. S.	Sweden	Sweden	Sweden
Finland	Finland	Finland	U. S.	U. S.	U. S.
Norway	Norway	Holland	Finland	Finland	Finland
Sweden	Sweden	Gt. Britain	Holland	Holland	Holland
Holland	Holland	Norway	Norway	Norway	Norway
Gt. Britain	Gt. Britain	Sweden	Denmark	Gt. Britain	Gt. Britain
Denmark	Denmark	Denmark	Gt. Britain	Denmark	Denmark
Italy	Italy	Italy	Italy	Italy	Italy

May-Be protested De Ruyter. Protest sustained. De Ruyter disqualified.  
 Lea protested the course (misplaced second mark). Protest denied.

*May-Be wins the second race.*

SUMMARY:— Finland ..... 1 race  
 Sweden ..... 1 race

**SCANDINAVIAN GOLD CUP MATCH**  
**THIRD RACE**  
**6 Metre Class**

September 27, 1927.

*Course:* 12 miles—Triangular—2 miles to leg—Twice around.  
*Start:* From 2 miles N W of Centre Island Buoy—E NWbyN SSW½W  
*Wind:* E—20 to 25 knots.  
*Time:* 12:55 P.M.

Racing No.	NAME	1st Mark	2nd Mark	3rd Mark	4th Mark	5th Mark	Finish	Elapsed Time	
N 27	Noreg .....	1-18-55	1-32-51	1-48-49	2-06-39	2-20-42	2-37-35	1-42-35	
S 2	May-Be .....	1-19-52	1-33-34	1-49-12	2-07-01	2-21-07	2-37-49	1-42-49	
K 22	English Rose .....	1-20-33	1-34-18	1-50-22	2-07-49	2-21-45	2-38-14	1-43-14	
L 22	Merenneito .....	1-21-48	1-35-19	1-50-57	2-09-02	2-22-42	2-39-14	1-44-14	
I 42	Mati .....	1-22-08	1-36-04	1-52-13	2-10-05	2-24-23	2-41-24	1-46-24	
U.S. 12	Lea .....	1-21-04	1-35-09	1-51-47	2-09-35	2-24-01	2-42-04	1-47-04	
H 7	De Ruyter .....	Dismasted at 1-05-30					D. N. F.		
D 33	Lily .....	Spreader Broken					D. N. F.		

ORDER OF BOATS AT MARKS

Norway	Norway	Norway	Norway	Norway	Norway
Sweden	Sweden	Sweden	Sweden	Sweden	Sweden
Gt. Britain	Gt. Britain	Gt. Britain	Gt. Britain	Gt. Britain	Gt. Britain
U. S.	U. S.	Finland	Finland	Finland	Finland
Finland	Finland	U. S.	U. S.	U. S.	Italy
Italy	Italy	Italy	Italy	Italy	U. S.

*Noreg wins the third race*

SUMMARY:— Finland ..... 1 race  
Sweden ..... 1 race  
Norway ..... 1 race

**SCANDINAVIAN GOLD CUP MATCH**  
**FOURTH RACE**  
**6 Metre Class**

September 28, 1927.

*Course:* 12 miles—Triangular—2 miles to leg—Twice around.  
*Start:* From 1 mile N of Centre Island Buoy NE WbyN SbyE½E  
*Wind:* NE—8 to 12 knots.  
*Time:* 12:40 P.M.

Racing No.	NAME	1st Mark	2nd Mark	3rd Mark	4th Mark	5th Mark	Finish	Elapsed Time
S 2	May-Be .....	1-10-08	1-26-10	1-43-41	2-12-07	2-30-25	2-47-16	2-07-16
N 27	Noreg .....	1-09-01	1-25-19	1-43-06	2-12-01	2-30-52	2-48-08	2-08-08
L 22	Merenneito .....	1-11-56	1-27-32	1-46-27	2-14-16	2-33-05	2-50-06	2-10-06

ORDER OF BOATS AT MARKS

Norway	Norway	Norway	Norway	Sweden	Sweden
Sweden	Sweden	Sweden	Sweden	Norway	Norway
Finland	Finland	Finland	Finland	Finland	Finland

*May-Be wins the fourth race.*

SUMMARY:— Sweden ..... 2 races  
Norway ..... 1 race  
Finland ..... 1 race

## SCANDINAVIAN GOLD CUP MATCH

### FIFTH RACE

#### 6 Metre Class

September 29, 1927.

*Course:* 12 miles—Triangular—2 miles to leg—Twice around.  
*Start:* From 2 miles N of Centre Island Buoy—WSW NbyE SE $\frac{1}{2}$ E  
*Wind:* WSW—6 to 8 knots.  
*Time:* 12:40 P.M.

22	Racing No.	NAME	1st Mark	2nd Mark	3rd Mark	4th Mark	5th Mark	Finish	Elapsed Time
L	22	Merenneito .....	1-18-01	1-47-47	2-09-06	2-30-34	2-50-06	3-08-24	2-28-24
S	2	May-Be .....	1-20-01	1-50-17	2-11-34	2-32-45	2-52-29	3-10-37	2-30-37
N	27	Noreg .....	1-19-40	1-49-39	2-11-08	2-33-26	2-53-07	3-11-30	2-31-30

#### ORDER OF BOATS AT MARKS

Finland	Finland	Finland	Finland	Finland	Finland
Norway	Norway	Norway	Sweden	Sweden	Sweden
Sweden	Sweden	Sweden	Norway	Norway	Norway

*Merenneito wins the fifth race.*

SUMMARY:— Finland ..... 2 races  
 Sweden ..... 2 races  
 Norway ..... 1 race

## SCANDINAVIAN GOLD CUP MATCH

### SIXTH RACE

#### 6 Metre Class

September 30, 1927.

*Course:* 12 miles—Triangular—2 miles to leg—Twice around.  
*Start:* From 2 miles N of Centre Island Buoy—SWbyW N SEbyE $\frac{1}{2}$ E  
*Wind:* SW by W—8 to 10 knots.  
*Time:* 1:00 P.M.

23	Racing No.	NAME	1st Mark	2nd Mark	3rd Mark	4th Mark	5th Mark	Finish	Elapsed Time
N	27	Noreg .....	.....	1-38-15	1-54-32	2-15-50	2-34-00	2-50-16	1-50-16
L	22	Merenneito .....	.....	1-38-45	1-55-07	2-17-40	2-35-22	2-51-31	1-51-31
S	2	May-Be .....	.....	1-39-10	1-55-35	2-17-45	2-35-29	2-51-45	1-51-45

#### ORDER OF BOATS AT MARKS

Norway	Norway	Norway	Norway	Norway	Norway
Finland	Finland	Finland	Finland	Finland	Finland
Sweden	Sweden	Sweden	Sweden	Sweden	Sweden

*Noreg wins the sixth race.*

SUMMARY:— Finland ..... 2 races  
 Norway ..... 2 races  
 Sweden ..... 2 races

SCANDINAVIAN GOLD CUP MATCH  
SEVENTH RACE  
6 Metre Class

October 1, 1927.

Course: 12 miles—Triangular—2 miles to leg—Twice around.  
Start: From 1 mile N of Centre Island Buoy—WbyS NNE SE½S  
Wind: W by S—light, variable.  
Time: 12:50 P.M.

Racing No.	NAME	1st Mark	2nd Mark	3rd Mark	4th Mark	5th Mark	Finish	Elapsed Time
S 2	May-Be .....	1-24-45	2-05-52	2-43-56	3-27-20	3-54-55	4-17-56	3-27-56
L 22	Merenneito .....	1-26-02	2-06-25	2-47-00	3-31-01	3-57-51	4-20-54	3-30-54
N 27	Noreg .....	1-27-28	2-07-01	2-45-20	3-33-01	4-00-41	4-24-12	3-34-12

ORDER OF BOATS AT MARKS

Sweden	Sweden	Sweden	Sweden	Sweden	Sweden
Finland	Finland	Norway	Finland	Finland	Finland
Norway	Norway	Finland	Norway	Norway	Norway

*May-Be wins the seventh race.*

SUMMARY:— Sweden ..... 3 races  
Finland ..... 2 races  
Norway ..... 2 races

*Sweden wins the Scandinavian Gold Cup Match of 1927.*

*Foreign Six Metre Yachts which competed for the Scandinavian  
Gold Cup in the United States in 1927.*

NAME	Designer	Builder	Built at	Year	Country
Lily .....	Arnold Jensen	Thornycroft	Kobenhavn	1927	Denmark
Merenneito .....	Zake Westin	H. A. Elfving	Hangö Biscuit Co.	1927	Finland
De Ruyter .....	G. deVries Lentcht	Amsterdamshe Scheepswerf	Amsterdam	1926	Holland
English Rose .....	Morgan Giles	Morgan Giles	Teignmouth	1927	England
Mati .....	Luig. V. V. Baglietto	Cautteri Baglietto	Varazse	1927	Italy
Noreg .....	Johan Anker	Anker & Jensen	Vallebukten	1927	Norway
May-Be .....	G. A. Estlander	Abrahamsen Borgessen	Ramisö	1927	Sweden

*American Six Metre Yachts that competed to defend the  
Seawanhaka and Scandinavian Gold Cups in 1927*

Clytie .....	C. H. Crane	H. B. Nevins, Inc.	City Island	1927
Lea .....	H. J. Gielow	Robert Jacob	City Island	1922
Frieda .....	C. H. Crane	H. B. Nevins, Inc.	City Island	1927
Priscilla .....	C. H. Crane	H. B. Nevins, Inc.	City Island	1927
Lanai .....	C. H. Crane	H. B. Nevins, Inc.	City Island	1925
Clio .....	F. M. Hoyt	H. B. Nevins, Inc.	City Island	1922
Heron .....	C. H. Crane	H. B. Nevins, Inc.	City Island	1924
Bally Hoo .....	A. G. Hanan	B. F. Woods Sons	City Island	1922
Hawk .....	H. J. Gielow	H. B. Nevins, Inc.	City Island	1923
Red Head .....	C. H. Crane	H. B. Nevins, Inc.	City Island	1925
Grebe .....	Wm. Gardner	H. B. Nevins, Inc.	City Island	1921
Atrocia .....	C. Sherman Hoyt	H. B. Nevins, Inc.	City Island	1927
Paumonok .....	H. J. Gielow	G. Lawley & Sons Corp.	Neponset	1924
Picaro .....	F. M. Hoyt	H. B. Nevins, Inc.	City Island	1927

Yacht	LILY	MERENNEITO	ENGLISH ROSE	DE RUYTER
Owned by	Konsortium, K. D. Y.	H. A. Elfving, Esq.	P. Morgan Giles, Esq.	Syndicaat "Seevanck"
Launched	1927			1926
Measured at	Glenwood Ldg.	City Island	City Island	City Island
When measured	Sept. 22, 1927	Sept. 23, 1927	Sept. 21, 1927	September 22, 1927
Signed by	Harold W. Webb	Harold W. Webb	Harold W. Webb	Harold W. Webb
Rating	19.68 feet	19.68 feet	19.68 feet	19.68 feet

Sail Area:	M E A S U R E M E N T S			
A	40.38 feet	41.00 feet	39.00 feet	40.08 feet
B	17.05 "	18.38 "	18.41 "	17.06 "
I	31.48 "	28.80 "	27.25 "	29.54 "
J	8.03 "	8.23 "	9.00 "	7.83 "
Spinnaker Boom	8.03 "	8.23 "	9.00 "	8.02 "
Mainsail	344.2 sq. ft.	376.8 sq. ft.	359.0 sq. ft.	341.9 sq. ft.
Foretriangle	107.4 "	100.7 "	104.2 "	100.7 "
Total Sail Area	451.6 " "	477.5 " "	463.2 " "	442.6 " "
Square Root	21.25	21.85	21.52	21.04

Overall Length	36.97	34.62	36.62	37.44
Overhang forward	4.72	4.86	6.33	6.49
Overhang aft	7.28	5.78	5.97	6.25
Total overhang	12.00	10.64	12.30	12.74
Measured length	24.97	23.98	24.32	24.70
Girth at Bow	5.23	5.33	5.77	5.96
Twice vertical height	4.35	4.43	4.59	4.72
O. at Bow	.88	.90	1.18	1.24
1 1/2 O. at Bow	1.32	1.35	1.77	1.86
Girth at stern	7.35	6.73	6.68	6.82
Twice vertical height	3.68	3.18	3.80	3.52
O. at stern	3.67	3.55	2.88	3.30
1/3 O. at stern	1.22	1.18	.96	1.10
Correct Length L	27.51	26.51	27.05	27.66
Chain Girth	14.85	15.10	15.59	14.93
Freeboard Port	2.12	1.96	2.26	2.10
Freeboard Starboard	2.12	1.96	2.26	2.10
Twice Freeboard	4.24	3.92	4.52	4.20
Girth G	10.61	11.18	11.07	10.73
1/4 Girth G	2.65	2.79	2.77	2.68
Skin Port	5.60	5.78	....	5.76
Chain Port	5.59	5.73	....	5.74
(d) Port	.01	.05	.05	.02
Skin Starboard	5.60	5.78	....	5.76
Chain Starboard	5.59 1/2	5.74	....	5.73
(d) Starboard	.005	.04	.05	.03
Add (d)	.015	.09	.10	.05
Twice (d)	.03	.18	.20	.10
Square Root Sail Area	21.25	21.85	21.52	21.04
Sum of Measurements:	51.44	51.33	51.54	51.48
Mean Freeboard Bow O. ...	2.47	2.51	2.58	2.65
Mean Freeboard Midship G.	2.12	1.96	2.26	2.10
Mean Freeboard Stern O. ..	2.13	1.88	2.19	2.05
Sum of Freeboards	6.72	6.35	7.03	6.80
1/3 sum of Freeboards	2.24	2.12	2.34	2.27
Total of Measurements	49.20	49.21	49.20	49.21

Divide by 2.5 = Rating = 19.68 feet      19.68 feet      19.68 feet      19.68 feet

