



RACES ABROAD

IN WHICH MEMBERS OF THE

SEAWANHAKA CORINTHIAN YACHT CLUB

PARTICIPATED

IN THE SUMMER OF

1928



RACES ABROAD

in which Members of the

Seawanhaka Corinthian Yacht Club

participated

in the Summer of

1928

for

The British-American Trophy on the Clyde

The Scandinavian Gold Cup off Sandhamn, Sweden

The Seawanhaka International Challenge Cup off Hanko, Norway

The King's Cup, Royal Danish Yacht Club off Copenhagen

The Olympic Championship on the Zuyder Zee

Printed through the Courtesy of
CAPTAIN GHERARDI DAVIS

Compiled by the
RACE COMMITTEE S.C.Y.C.

NEW YORK, Dec. 30, 1929

REPORT OF THE RACE COMMITTEE

IN the summer of 1928 a number of 6-metre yachts, owned by members of the Seawanhaka Corinthian Yacht Club, took part in five matches on the other side of the Atlantic Ocean.

The first match was for the British-American Trophy and took place on the Clyde July 13th-17th, four yachts making up the team for each competitor. The American competitors were:

AKABA,owned and sailed by Commodore Clinton H. Crane,
LANAI,owned by Commodore Henry L. Maxwell and sailed by
 Captain Harry M. Curtis.
REDHEADowned by Commodore Clinton H. Crane and sailed by
 Captain C. F. Havemeyer.
HERON,owned by Frank Hekma, Esq., and sailed by W. W.
 Swan, Esq.

This match was won by the British.

The second contest was for the Scandinavian Gold Cup, SALEEMA owned by Commodore Henry B. Plant and sailed by Captain C. Sherman Hoyt, was runner-up to the winner, FIGARO V.

The third contest was for the Seawanhaka International Challenge Cup beginning August 4th and was sailed off Hanko near Oslo, Norway. The Challenger was AKABA, owned and sailed by Commodore Clinton H. Crane, and the defender was FIGARO V, owned by Thomas Olsen and sailed by C. Frimann-Dahl, Jr.

The AKABA was the winner.

The fourth match was that of the Royal Danish Yacht Club for the King's Cup, sailed off Copenhagen. It was won by Saleema, owned by Commodore Henry B. Plant and sailed by Captain C. Sherman Hoyt.

The fifth match was for the Olympic Championship and was sailed in the Zuider Zee off Amsterdam. The American entry was FRIEDA owned and sailed by Captain Herman F. Whiton. There were seven races with:

NORWAY	as winner
DENMARK	second
ESTONIA	third
HOLLAND	fourth
BELGIUM	fifth
UNITED STATES	sixth
SWEDEN	seventh

As a result of these matches Commodore Clinton H. Crane brought home the greatly cherished Seawanhaka Cup, and Saleema, the King's Cup from Denmark.

BRITISH-AMERICAN MATCH

A full and interesting account of the British American Match has been written by Commodore Clinton H. Crane and published in Bulletin No. 7 of the North American Yacht Racing Union under date of September 10th, 1928. It is reprinted here.

"The map* and instructions which I am enclosing will be needed to understand the situation. The X's on the map, followed by letters are the possible locations of marks. The marks were not actually set until the race was decided on but owing to the depth of water had to be arranged in the location shown, although there was always some latitude in the placing of marks like K.F. and E. As you know, we arrived with what we considered a very good heavy weather team, but we really had but very little racing in weather such as we met on the Clyde.

"Friday's race, which we won, was a windward and leeward race, starting at F, turning at Q, back to F and repeat. The wind was a good whole-sail breeze for Heron and Redhead. The water was smoother along the Gourock shore and the breeze better, so there was no question at the start that the only thing to do was to stand in on the starboard tack for the Gourock shore. We were very fortunate in our start. Lanai was actually within six inches of the line at the extreme in-shore end, and as it happened the in-shore end was a trifle to windward of the Judge's boat. I was on Lanai's weather quarter but had been slowed up owing to Lanai's position. Naushabah was on my weather quarter and Heron and Fintra just to leeward, with the others well astern. With a whole-sail breeze and rather smooth water Lanai was in her element and quickly went to the front. We likewise pulled out ahead of Naushabah and Heron and Redhead were beating the other boats of the team. As we drew into the beach the wind freshened and we had rather more than we wanted. In this condition Naushabah was distinctly faster than any of us and although we were able to bother her some by short-tacking, she finally got up and was second boat to Lanai at the mark, but this race ended, as you know, by our beating all the British boats except Naushabah although I do not think we should have done so had it not been for our start.

Fintra in particular, which is a sister boat to Naushabah, was badly interfered with on both windward legs and could not show what was in her. We were likewise helped by the fact that we all had on our old sails which had gone rather flat, this because it had been raining and in fact it rained more or less all day, and we did not wish to spoil our new sails.

"Finvola was being sailed very badly and Fintra not too well and on Friday night we were feeling fairly happy. On Saturday the wind had gone a shade more into the South and was blowing very much harder. This course was a triangle A.M.J.A. twice round. About an hour before the race Naushabah, sailed by Sir Ralph Gore, stood out with a single reef and seemed to be making

* Map on page 10

excellent weather of it. Heron and Lanai reefed. Akaba and Redhead did not. As you know we have practically never reefed at home and as the wind was coming in puffs we felt we would be fit to lug in between and carry whole sail, but we had no vision at all of the kind of weather we were in for.

"The tide was ebb and all crossed on the starboard tack. Fintra this time pulled in to the line, coming up from under my lee and spoiling my start, which was all right as to time but I had no way on. Lanai, Heron and Redhead were all nearer the committee boat. As we stood in toward Cloch Point Tower it was perfectly evident that we had made a big mistake in attempting to carry full sail. The boat was down to her deck with only the after leech drawing and making very bad weather of it. Fintra was beating us badly and we were just able to hold our own with Finvola. As we got in toward Cloch Tower the breeze increased and after the Lighthouse the breeze was heavier and the sea much worse than for the race with Heron against Echo in '24. Heron with a single reef was doing well, but nowhere near as well as either Fintra or Naushabah. These are new Fife boats about 22'4 water line but much wider than anything Fife has done—beautiful to look at and apparently just suited to this kind of going. Redhead elected to work the Dunoon shore and in spite of her full sail did so well that she was right up with the leaders at the windward mark.

"It was a run from M to J with Spinnakers to starboard and I have never seen boats go before the wind as we did when the Spinnaker was actually drawing. Akaba was about five lengths astern of Lanai at the mark. Lanai having followed, Finvola hauled to allow us to come out and Akaba was about as many lengths ahead of Finvola. With Spinnaker set and coasting on top of the deep seas we went away from Finvola just as Echo went away from Heron at Oyster Bay and in one coast passed Lanai and ran out clear ahead of her. However, as the breeze hauled more ahead after rounding Cloch Point, the rope tack of the Spinnaker parted allowing Lanai to get by once more. Redhead, in the run down, had overhauled and passed both Fintra and Naushabah but was quite unable to hold her position after she got on the wind once more. I do not believe if she had been reefed she could have done so. As a matter of fact I think our sails were altogether wrong for this kind of weather. We were certainly greatly hampered in tuning up by not having enough heavy weather to prove the necessity of flatter sails.

"The second round was a repetition of the first, only worse. We were unable to stave off Finvola and we both finished pretty well in the rear.

"Monday's race was windward and leeward from J to D, the wind having shifted to the northwest with bright sunshine, a most delightful change. We were all ready to carry our Swedish jibs and feeling happy about the probable result, and there is no doubt we should have won this race. The conditions, however, were very spotty and just before the starting gun the wind shifted considerably further to the North. Boats which crossed near the port end of the line fetched the mark without a tack. Those of us not more than 50

feet to leeward fetched to leeward of Strone Point buoy and Lanai, the most leeward, fetched about the middle between marks E. and C.

"During the early stages, Akaba was going extremely well, Naushabah had crossed the line about 100 feet on our weather and before we got into our position at Strone Point buoy he had turned away to leeward. We carried this position until we had to tack to leave the Strone Point buoy on the proper side but from having been the leading boat at R the boats that had been on our weather quarter were now well ahead and all beating up the Holy Loch. By B, in the fresh conditions coming out of the Loch, we were passed by Naushabah as well. In the run from D to J, Naushabah, owing to better handling, increased its lead. In fact, Gore and his two professionals are a team that would be hard to beat anywhere. I have never seen a boat better sailed or better handled. On the second round we found it quite impossible to get by Naushabah, but Heron, Lanai and Redhead were doing very well with the different members of the British team. Redhead was beating Felma, which ultimately won the race, but allowed Felma to tack away from her feeling that it was necessary for the general team position to take the chance that she was on a better tack, an error of judgment as it turned out, but quite an understandable one. The final point score was very much helped by Lanai enticing Fintra into a luffing match and letting Redhead and Akaba through.

"In fact I think Fintra and Lanai sailed almost down to Dunoon before they finally squared away for the mark. Finvola went very much better in this run, as wee Johnny Stephen went aboard as a member of the crew. It was most amusing to all of us to hear him yelling advice at critical moments, but his presence certainly made a different boat of Finvola.

"The fourth race was a triangle, F, K, A, F, the wind not very different in strength from the first day's race, but unfortunately for us it had been lighter before the start and induced all of us to put on our light-weather sails. I think if we had carried the same sails as we had on Friday we would have done equally well. To show how badly off we were, Heron, which did so well on Friday, came in last, and Lanai and Akaba were not even able to beat Finvola on the wind. I do not think any of us really did ourselves justice as far as sailing judgment went. With a heavy-weather bunch of boats to beat, we should have certainly stuck to our heavy-weather sails. But that water is all under the bridge and the day following Tuesday's race it was blowing even harder so perhaps it was just as well to have the agony over."

The summary of the races thus described by Commodore Crane follows:

BRITISH-AMERICAN 6 METRE TEAM RACING

Result of Races on 13th, 14th, 16th and 17th of July 1928

Race	Name of Yacht	1st Round H. M. S.	2nd Round H. M. S.	Remarks
I.	Naushabah.	2 38 03	3 44 53	America 22 points. Britain 14 points.
	Heron.	2 38 20	3 45 24	
	Akaba.	2 38 15	3 45 45	
	Lanai.	2 37 59	3 45 51	
	Redhead.	2 39 14	3 46 24	
	Fintra.	2 39 13	3 46 54	
	Finvola.	2 39 55	3 47 39	
	Felma.	2 39 12	3 47 55	
II.	Naushabah.	2 55 46	4 21 53	Britain 23 points. America 13 points.
	Fintra.	2 55 59	4 22 38	
	Felma.	2 57 20	4 23 44	
	Redhead	2 55 56	4 24 23	
	Heron.	2 57 46	4 26 10	
	Lanai.	2 59 12	4 26 17	
	Finvola.	2 59 47	4 29 42	
	Akaba.	2 59 12	4 29 49	
III.	Felma.	2 37 16	3 49 40	Britain 21 points. America 15 points.
	Naushabah.	2 38 19	3 49 52	
	Akaba.	2 38 49	3 50 22	
	Heron.	2 36 40	3 51 02	
	Finvola.	2 36 01	3 51 12	
	Redhead.	2 37 50	3 53 24	
	Fintra.	2 37 27	3 56 03	
	Lanai.	2 39 13	3 56 08	
IV.	Naushabah.	2 43 05	3 53 42	Britain 25 points. America 11 points.
	Fintra.	2 43 01	3 54 35	
	Felma.	2 44 05	3 55 10	
	Redhead.	2 43 30	3 56 14	
	Finvola.	2 44 51	3 57 56	
	Lanai.	2 44 54	3 59 11	
	Akaba.	2 44 44	3 59 29	
	Heron.	2 45 58	4 00 47	

Total Points—Britain 83—America 61

American Crews of Races on the Clyde — 1928

AKABA	Clinton H. Crane Ben C. Riggs James Willard Ogden White
LANAI	Harry M. Curtis W. A. W. Stewart, Jr. Sheldon Stewart
REDHEAD	C. F. Havemeyer Wm. Appleton Philipse Robinson A. E. Luders, Jr.
HERON	W. W. Swan Barry Hekma Frank Hekma

British Helmsmen

NAUSHABAH	Sir Ralph Gore
FELMA	F. A. Richards
FINTRA	E. S. Parker
FINVOLA	R. M. Teacher

SCANDINAVIAN GOLD CUP MATCH

The story of Saleema's races for the Scandinavian Gold Cup, which she came so near to bringing back to Seawanhaka, has been prepared by C. Sherman Hoyt, who sailed her in the races. He writes:

"Saleema, owned by Vice-Commodore Henry B. Plant, was selected to represent America in the 1928 Scandinavian Gold Cup match in Swedish waters. Designed to the International Rule for the six-meter class by C. Sherman Hoyt, she was normally sailed by the latter and the other members of her crew aboard were her owner, A. D. Weekes, Jr., George Elliman and Henry B. Hollins, Jr.

The Gold Cup races were sailed in the open waters of the Baltic, off Sandhamn, the delightful summer station of the Royal Swedish Yacht Club, over excellent courses that were free from headlands and shoals, with no tide or currents and generally in remarkably true winds. The races were well managed, the courses, save on the first day, well patrolled, and all arrangements, both for the actual racing and for the accommodation and entertainment ashore of the large number of visiting yachtsmen were admirably handled by our most hospitable and delightful hosts.

"Ten nations were represented in the racing, as follows:

Boats	Country	Designer	Helmsman
Saleema,	U. S. A.	Hoyt	C. Sherman Hoyt
Figaro V	Norway	Anker	C. Frimann-Dhal
Ingegerd	Sweden	Estlander	Yugoe Lindquist
Merenneito II	Finland	Westin	H. Elfving
Fruits	Spain	Hermanos	de Galindez
Pan	Germany	Rasmussen	E. Laeisg
Lucile	Great Britain	Fife	J. B. Allan
Kemphann	Holland	Leutsch	H. J. Pluygers
K. D. Y.	Denmark	Dahlstrom	Meulengracht-Madsen
Twins II	Italy	Baglietto	Muscatelli

"All the boats were new in 1928 except Figaro V, built in 1927 and Twins II, built in 1926. The order above represents their standing in points at the end of the first three days' racing.

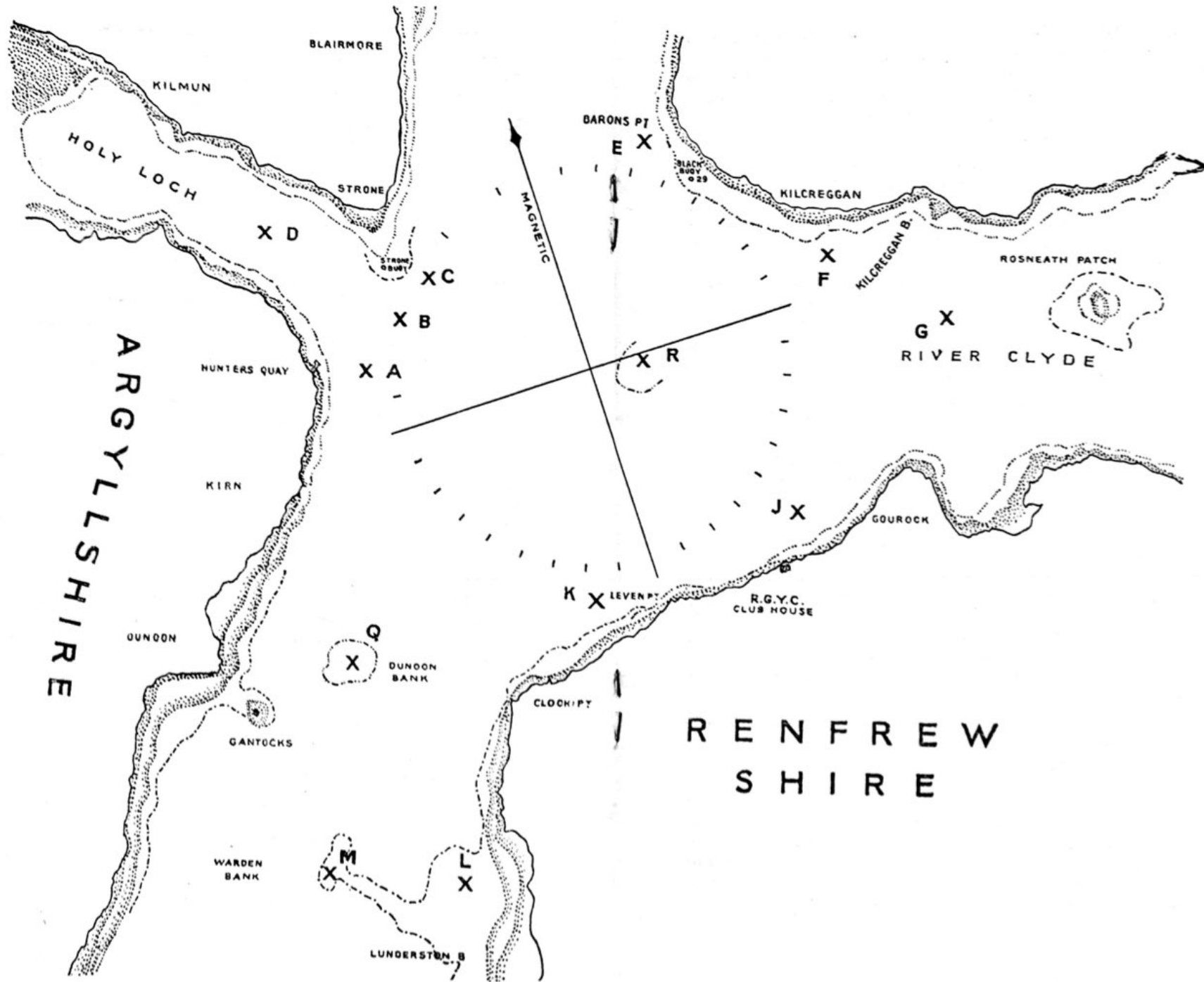
"The courses were triangular, sailed twice around, about twelve miles in length, and invariably the first leg was to windward and the other two broad reaches. So accurately were the courses set and so true the breezes that spinnakers were not used until the fifth and final race.

"The first race, on Sunday, July 8 was sailed in a light breeze but a confused sea caused by the large spectator fleet which charged around with about as little regard for the racers as is normally displayed by so many Long Island Sound motor yachtsmen. Immediately after the start the Dutch and Finnish boats made long boards out to sea and picked up a comfortable lead, due, apparently, to less interference from the spectator fleet which completely surrounded the other eight which, led by Saleema, stood inshore on a long starboard tack. When the two divisions met, the Hollander and the Finn crossed the others with plenty to spare. At the weather mark Kemphann led Merenneito by 38 seconds and the latter led Saleema by 19 seconds, followed in turn by Figaro, Ingegerd, Lucile, K.D.Y., Twins, Fruits and Pan.

"From there on to the final leg of the course it was a close fight between the two leaders, with Saleema, and Ingegerd always threatening. Just before the finish, due to several sharp luffs indulged in by the Hollander and the Finn and to excellent sail-trimming by Saleema's crew, the latter slipped through the lee of the two leaders to win in the last few yards by a few feet. Only seven seconds separated the first four boats at the finish, where the order and times were:

Saleema	U. S. A.	2:26:45
Kemphann	Holland	2:26:49
Merenneito II	Finland	2:26:50
Ingegerd	Sweden	2:26:52
Figaro V	Norway	2:27:49
K.D.Y.	Denmark	2:28:34
Fruits	Spain	2:29:31
Twins II	Italy	2:29:58
Lucile	Gt. Britain	2:32:02
Pan	Germany	2:32:30

(Continued on page 12)



"In this race Saleema was the only boat to carry a Genoa jib to windward and on this point of sailing she appeared a shade the fastest, but she was not quite the equal of the Hollander, Swede or Norwegian on the broad reaches. Her win was rather a lucky one and due primarily to good handling and to the bitter fight between Kemphann and Merenneito.

"The second race, on July 9, was sailed in a hard full-sail breeze in which some of the boats were reefed at times. It developed into a three-cornered fight between Ingegerd, Saleema and Figaro. Ingegerd led most of the way until about half way up the second windward leg, when in a series of short and false tacks Saleema got by, but only at the expense of letting Figaro pass both. In a gambling attempt to catch Figaro, Saleema was repassed by Ingegerd and the order of the leaders at the finish was Norway, Sweden and U. S. A. This race showed that in a stiff full-sail breeze there was little to choose among these three. The Hollander went well until disabled, the Dane also broke down soon after the start, the little Italian found the heavy sea too much for her and, half swamped and with a seasick crew, did not start. Lucile, which should have done well, was delayed, as one of her crew smashed his hand when transferring from her tender and had to be rushed to port for medical aid, and she could not get out again in time to start.

"The times were:

Figaro V	Norway	2:00:57
Ingegerd	Sweden	2:01:22
Saleema	U. S. A.	2:01:44
Merenneito II	Finland	2:02:47
Pan	Germany	2:06:42
Fruits	Spain	2:08:33
Kemphann	Holland	Disabled
K.D.Y.	Denmark	Disabled
Lucile	Great Britain	Did not start
Twins II	Italy	Did not start

"A protest of Ingegerd against Figaro for fouling the weather mark on the second round was not sustained on account of inconclusive evidence and the testimony by Saleema's crew that in their judgment Figaro had not touched the mark.

"The third of the qualifying races was held on Tuesday, the 10th, in a hard reefing breeze and heavy sea. All hands with the exception of Figaro and Kemphann had one or more reefs tied in. Kemphann was dismasted and Merenneito and Twins broke down and withdrew. This race developed into a duel between Lucile and Saleema, with Figaro and Ingegerd always pressing hard. It was Lucile's first chance in a real breeze and she showed us that the reputed speed of her sister, Naushabah, on the Clyde, was no myth. Lucile led until well along on the second windward leg, when Saleema, managing to lee-bow and backwind her, went into a lead which she barely hung onto on the two broad reaching legs to the finish, where the times were:

Saleema	U. S. A.	2:04:14
Lucile	Great Britain	2:04:40
Figaro V	Norway	2:04:44
Ingegerd	Sweden	2:04:48
Fruits	Spain	2:08:28
Pan	Germany	2:09:07
K.D.Y.	Denmark	2:11:22

"Under the Gold Cup conditions, Saleema and Figaro, as the only winners in the first three races, were now left to fight it out in the finals until one had secured three firsts. The racing, especially between these two and Ingegerd, had been extremely close, their total elapsed times for the three races being Saleema, 6:32:43; Ingegerd, 6:33:02; Figaro, 6:33:30. Merenneito, Kempmann and Lucile at times showed great speed and under certain conditions, if they did not break down, were fully as fast as the three leaders.

"The first final race was sailed on the 11th in a smart full-sail breeze and a sea which seemed to suit Figaro perfectly, for after a very poor start she worked into the lead before the end of the first leg and gradually pulled away thereafter to win by one minute, forty-five seconds.

"The last and deciding race was held the following day under light and fluky conditions which should, lacking a real hard blow, have favored Saleema. Frimann-Dahl, however, very cleverly eluded a trap set by Saleema just before the start similar to one into which he had fallen the day before, and this time got away nicely with Saleema safely tucked away under his lee bow. Try as she might, Saleema could not get clear, and eventually, after it had fallen dead calm, a feeble breeze came in from seaward and Figaro got it first and sailed away to a long lead before Saleema got going.

"At the end of the first round Figaro led by nearly four minutes and, while Saleema fought hard and in the fluky conditions prevailing always had a chance, she never could quite head the Norwegian. For a time it looked like no race within the time limit, but a true breeze eventually came in and Figaro, again getting it first, sailed away to win the race and the match by one minute, fifty-six seconds.

"Upon the conclusion of the Gold Cup series Saleema took part in three more races at Sandhamm against the general six-meter fleet in which entries ran from 25 to 30 boats. She won the first in a stiff blow after a hard fight with Ingegerd, Sven Salen's Ali Baba and Dana, the former English Rose. The following day, in a real gale of wind when the course was laid in one of the protecting fjords inside of Sandhamm, an unfortunate mistake as to the starting time caught Saleema still reefing and away from the line, so that she started five minutes late and trailed the rest of the class, or such ones of it as did not break down, and Figaro won. In the last race at Sandhamm, Saleema won a ninth prize out of twenty-eight starters!

ROYAL DANISH YACHT RACES FOR KING'S CUP

"From Sandhamn Saleema was shipped to Copenhagen for a three-day series given there by the Royal Danish Yacht Club, and she managed to win the series and the King's Cup with one first, a second and a third. Dana, Lucile, Windy and Rio Rita all pushed her hard, but it usually blew hard enough for her to get sufficient lead on the windward leg to finish near the front.

"The conditions off Copenhagen were quite different from those at Sandhamn. There is a fine open body of water to race in, with hardly any tide and only now and then any appreciable current due to the wind, but the prevailing winds encountered in this series, coming off shore, varied in strength and direction much like our northwesterners on the Sound. The club is a most delightful one and the general atmosphere of the place and the hospitality of the Danes charming.

"From Copenhagen Saleema was again shipped by train, this time to Gothenberg, for a final series of three more races. The first, a cruising race from Marstrand to Langedrag, some forty miles, Saleema lost by a few seconds to Rio Rita. In the second, off Langedrag, the instructions in Swedish were too much for us and after working out a good lead we went wrong on the course, and in a hurried jibe to get back on it again we carried away an upper spreader which left us pretty helpless on one tack, so that we were passed by two boats. In the last race, which was nearly all reaching, fourth was the best she could do.

"The racing in all three places was quite different, but normally the courses were excellent, the management good and the weather conditions fair and inclining to blow pretty hard. The sportsmanship, hospitality and arrangements made for the entertainment of Saleema's crew were almost overwhelming, but so delightful that all hands would like to repeat the experience."

SEAWANHAKA CUP MATCH

The races for the Seawanhaka Cup were most fully reported in "Seilas", a magazine of the Royal Norwegian Yacht Club. A free translation of this account follows.

"The challenger, Akaba, getting the weather conditions she liked best and wonderfully well sailed by Clinton H. Crane won three days in succession and took the cup back to America.

"Our intention was originally to sail the races for the Seawanhaka Cup jointly with the races for the Kattegat Cup, just before the Land's Regatta. However, the British-American races started July 13th, and as it was the intention of the Americans to first sail in these races and there choose the boat they would send to Hanko, the plan was changed to bring the Seawanhaka Cup races some time after those in Scotland.

"Americans had six six-meter boats in regattas here in Europe—four in Scotland, one in Stockholm, where Saleema competed for the Gold Cup, and Frieda, owned by Mr. H. F. Whiton, in the Olympic races. It was noticed that in the American newspapers the greatest emphasis was placed on retaking the Seawanhaka Cup.

"In accordance with the rules, the helmsmen in races for this cup need not be named until twenty-four hours before the races and the boat can be selected any time up to the warning gun.

"From their experience in previous races, the Americans did not wish to send a hard-weather boat to Norway. Therefore Akaba was chosen, though she had done nothing very conspicuous in Scotland, where the racing all took place in a heavy wind and sea. Many here (in Norway) believed that Saleema would be chosen for the races at Hanko, and deemed it good judgment to select Figaro V as her opponent. The races at Stockholm had indicated that Figaro was also a good "slack-weather" boat.

"Akaba, owned by Clinton H. Crane of New York, was designed by her owner and built by Nevins, City Island, 1928. Mr. Crane was helmsman and Alfred E. Luders jr., reserve helmsman.

"Figaro V, owned by Thomas Olsen, Oslo, was designed by Johan Anker and built by Anker and Jensen, Inc., Asker, 1927. C. Frimann-Dahl jr., was her helmsman and Eugen Lunde reserve helmsman.

"The following are the comparative dimensions of the boats as measured at Vollen on August 1, 1928. (in meters).

	Akaba	Figaro V
Over all length	11.13	11.19
Measured Length	7.56	7.53
Water Line	6.95	7.02
Beam	1.95	2.06
Calc. L. Correct length	8.23	8.37
1/4 Girth	0.83	0.80
2 d.	0.014	0.046
Mainsail	34.2	33.5
Fore Triangle	9.51	9.08
Sail area	43.71	42.13

"The judges were Captain H. Resch-Knudsen, A. Scott-Hansen and L. Sev. Skovgaard.

"The Americans arrived at Hanko a few days before the first race and utilized their time becoming familiar with the courses. The Frederiksstad Yacht Club aided them and arranged trial races.

"The starts were made at 12:20 P.M. each day at Garnholmene, and the races were alternately windward-and-leeward and triangular. In order to obtain the best possible windward legs, several new courses were laid out, among other windward-and-leeward courses to Riergrunnene and Osgrunnen.

"The first scheduled race, on August 4, was called off when it became obvious that the two yachts could not complete the course within the time limit.

It was started in a light southwest breeze, the course being to Riergrunnene and return. The spectators were impressed by Akaba's liveliness as the boats manoeuvred before the start, and when the gun sounded Akaba, on the starboard tack and to windward of Figaro V, beat her over the line by a second, ten seconds after the gun. They made a few short tacks along southern-Garnholmene, in which Figaro worked a little ahead of the invader, and then the breeze died to a practically flat calm. They kept on, with Figaro getting the better of what breeze there was and drawing ahead until 2:45 when the committee, seeing that even if it breezed up they could not finish in time, sounded the "Race off" signal.

"The committee scheduled a new start for 4 o'clock the same afternoon over the same course, as the breeze was coming in again light southwest. Again they both started on the starboard tack, Akaba three seconds after the gun with Figaro V on her weather quarter and five seconds later. Both tacked and stood west for Misigene. Akaba carried a genoa jib, while Figaro V used an ordinary working jib, and the former slowly but surely was outdistancing the Norwegian boat. Figaro tried to get the advantage of her small jib by short-tacking, but Commodore Crane, after following suit a couple of times, refused to be tricked further into losing time in tacking and went on, gradually and consistently gaining, towards Storegrunnen.

"When Akaba came about on the starboard tack, laying for the mark at Trekta, she was about a minute ahead of Figaro V which, finding that her short-tacking manoeuvre had failed, also set a genoa jib and did better with it. For the rest of the beat to Riergrunnene the boats held about the same relative positions, though Figaro, near the end of the beat, changed back to her working jib, the breeze having strengthened a bit.

"The times at rounding this mark were, Akaba, 5:17:03; Figaro V, 5:18:17, difference 1 min. 14 sec.

"On the run down wind Figaro gained steadily, shortening Akaba's lead to 1 min. 5 seconds at Trekta, half way to the finish.

"The time of finish was Akaba, 2:09:48; Figaro V, 2:10:31; difference 43 sec.

"The second race, on Sunday, August 5, was sailed in a southwest breeze of about $3\frac{1}{2}$ miles an hour strength, over a triangular course around Riergrunnene and Osgrunnen. Both crossed the line ten seconds after the gun, Akaba to windward, and stood south for some time. Akaba was pointing a little higher so that when Figaro tacked, off the southern end of Garnholmene, Akaba crossed her bow. Figaro headed west, toward Misigene, but Akaba did not follow her, continuing south instead. Had Frimann-Dahl known then, as he learned later, that Figaro could not beat Akaba to windward in the light weather, he would probably have held on for Misigene, as those who have raced here know that four out of five times such a course will pay.

"As it was, Frimann-Dahl did not dare split tacks with his opponent, and so soon came about again. Akaba, ahead and to leeward, was laying up close to the buoys off Lyngholmsflakket and Skaerekkrakken. When she tacked, Figaro stood on a little further than Akaba had and also tacked. At this point

the Norwegian boat was about two minutes behind, and on the remainder of the beat to Riergrunnene, Akaba gradually and surely drew ahead. The breeze was freshening to 10 Knots.

"Akaba rounded Riergrunnene at 1:41:24, Figaro V 1:45:12, difference 3 minutes, 48 seconds.

"With started sheets, Akaba gained further, rounding the Osgrunnen buoy at 2:26:01, with Figaro 4 minutes later, 2:30:02. Figaro cut 20 seconds from this lead on the run to the finish and Akaba crossed the line a winner at 3:10:38. The elapsed times were Akaba, 2:50:38; Figaro 2:54:19, difference 3 minutes 41 seconds.

"For the final race, on Monday, August 6, the wind was again light but this time was somewhat shifty, veering from northwest to north. They started with the wind on the starboard quarter, side by side with Akaba again to windward, on what was to be the closest race of the series. Figaro drew out ahead, and off the southern point of Garnholmene she crossed Akaba's course with a short lead. At Lyngholmsflakket they were again side by side, the breeze having freshened a little. Off Skaerekrakken, Figaro had again gained, but Akaba held on well until, nearing Osgrunnen, she doused her spinnaker a little too early and slowed down.

"The rounding times at Osgrunnen were Figaro, 1:03:40; Akaba, 1:04:33; difference 53 seconds.

"Figaro at first stood to the easterly after rounding the mark, but Akaba tacked immediately after rounding and Figaro at once followed her. Again Akaba was carrying a genoa jib and Figaro a working jib. Both boats were heading high enough to go close to leeward of Strutskrakkene, and at this point Akaba had come up very close to Figaro. Soon after, she passed the Norwegian boat to windward: Figaro now belatedly hoisted her genoa jib, but the manoeuvre cost her some time and Akaba rounded the Nebba buoy with a 37-second lead.

"The times at the end of the first round—Akaba, 2:03:50; Figaro V, 2:04:27.

"With the wind once more aft, Figaro started to come up and when they passed to windward of Skaerekrakken they were side by side again.

"By a masterly bit of luffing, Commodore Crane shook off Figaro to lead by a length and a half as they squared off on the course again. In a few minutes, however, Figaro V was alongside again and this time Frimann-Dahl had the better of the luffing match and got through. Akaba now gybed and Figaro V followed suit. Once more they were side by side, and they rounded Osgrunnen with Akaba ten seconds in the lead after a third luffing match.

"The times were Akaba, 2:48:50; Figaro V, 2:49:00.

"This time Akaba held on eastward from the buoy, but she tacked soon after Figaro had done so upon rounding the buoy. The breeze was slackening, and soon Akaba tacked back inshore, leaving Figaro to stand on further out. Akaba found a better breeze inshore and when, after a period of calm, the wind came in northeast she got it first and crossed the finish line for her third victory at 3:59:57, nearly five minutes ahead.

"The elapsed times for this race were Akaba, 2:39:57; Figaro V, 2:44:47, difference 4 minutes 50 sec."

Following this account of the races, "Seilas" describes in detail the dinner that evening at Hanko Baths, at which Captain H. Resch-Knudsen, vice-president of the Royal Norwegian Yacht Club, presided. Captain Resch-Knudsen presented the Seawanhaka Cup to the victor and Commodore Crane replied, with many expressions of mutual esteem and admiration for the sportsmanship and skill shown on both sides.

THE OLYMPICS

Of all the American yachting campaigns abroad in 1928 that at the Olympics was perhaps the least successful. In addition to the Seawanhaka six-meter sloop Frieda, owned and sailed by Herman F. Whiton, assisted by C. H. Olmsted, J. H. W. Thompson, F. W. Morris and J. W. Outerbridge, this country was represented in their respective classes by Owen Churchill's eight-meter sloop Babe, of Los Angeles, sailed mostly by Benjamin Weston, of the same port, and by a twelve-foot dinghy sailed by Gustavus Kirby and in no case did the American entry come close to the top of the heap when the standings were figured.

Yachting is a comparatively new feature of the Olympics and from the reports of J. W. Outerbridge, in *Yachting*, and of Mr. Churchill, in a letter published in a North American Yacht Racing Union report, it would appear that there was room for improvement in the conditions under which the Olympic races were held, though this does not altogether account for America's poor luck.

Mr. Outerbridge writes in *Yachting*, that the system of scoring is as follows—"The crew which at the end of the seventh race has won the greatest number of races will be declared the Olympic champion. In case of a tie, two or more crews having an equal number of firsts, the crew with the greatest number of seconds will be the winner, and in the improbable event that a tie still exists at this point the greatest number of thirds will decide. At the end of the fourth race any crew that has not placed first second or third in a race will be eliminated. This is admittedly a cutthroat system, for an all-round boat that can maintain a good average may be defeated by a possibly inferior boat that, through some fluke, wins a race. The Olympic Committee insisted on this method, arguing that the purpose of the Olympic Games was to pick winners and not general averages. Thus it may be seen that any boat sent to the Olympics should be supreme in one kind of weather.

"The races were sailed over a triangular course on the Zuyder Zee, two miles to a leg, the first leg always to windward. The eight meters were sent three times around, the sixes twice. Unless the wind shifted considerably during the race the second and third legs were always reaches with a gybe around the second mark. Never was there a run dead to leeward and

seldom could a boat carry a spinnaker, so the second and third legs usually took the form of a procession."

Some of Mr. Churchill's comments are even more pointed, for instance; regarding the scoring system, under which Babe finally finished fifth among eight boats, he says "France won three firsts, Sweden two firsts and Holland two firsts, but Sweden had more seconds. Sweden would have won easily had they counted points, for France didn't finish in two races and we beat her the day it blew thirty-five to forty.

"They started the races at 12:30, although it stayed light until 11 at night. We had to get up at 6 A.M., and be ready to tow out at 7:30. You go through the locks where it's every man for himself, and iron barges don't care for mahogany or paint. When they opened the gate every boat would make a dash for open water and you could hear swearing in eight different languages at once from eight different boats. Our instructions were in Dutch and French, but clear, but the course was laid out rotten—had a triangle six miles around, two miles to a leg and three times around a beat and two reaches that didn't give us a chance at spinnaker or light sails. Sailed the same course every day.

In the first race for the six-meter class, according to Mr. Outerbridge's story in *Yachting*, all thirteen boats started on the starboard tack, Frieda bearing off to leeward and taking the line on the gun with her wind clear. At the first mark Sweden had a substantial lead which the United States, second boat, could not overcome. Norway was a poor third on the first round, but a long tack to the northward on the second leg put her in the lead. A luffing match between Norway and Sweden near the end almost let Frieda through, but in the end they finished Norway, Sweden and United States, with but ten seconds separating first from third, with the rest of the fleet well behind.

In the second race Frieda, with a good start, led for a time but was passed by Norway before the first mark was reached, followed by Belgium Denmark and Estonia, which positions were held to the end of the first round. On the second windward leg Frieda took a gambling chance to catch Norway with a long tack northward, but instead of catching Norway she lost distance and Belgium took second place and Denmark third, leaving America fourth for the rest of that race.

The third race on August 4th was sailed in a howling northeaster and a nasty chop in which only the extreme heavy weather boats had a chance. The Norwegian boat was badly stove in when Hungary, ignorant of right of way rules, rammed her, but she was patched up that night. Frieda's mast went overside before she had reached the first mark, and there were other breakdowns and withdrawals. Denmark, first boat home, was eventually disqualified on Holland's protest and Holland, Estonia and Belgium were finally awarded first, second and third.

A full night's work in various shipyards had all the damaged and dis-

masted boats ready to race again at 9 o'clock next morning in another northerly breeze only a little less fresh than the previous day's. Norway and United States again got away to good starts and went out ahead with Frieda sailing a losing fight against the Norwegian boat, which footed faster and pointed better to windward. Realizing that Norway had the faster boat, Frieda again took loser's chance and again lost by it, Belgium, Estonia and Holland slipping through to finish between the winning Norway and Frieda.

Six of the thirteen entries in the six-meter class were now eliminated, leaving only Norway, Holland, Estonia, Denmark, Sweden, Belgium and the United States in the finals. August 6th was declared a holiday for racing and a busy day for the shipyard men, and on the 7th the fifth race was sailed in a moderate breeze but again in the short, sharp, shoal-water chop of the Zuyder Zee which made it very wet and uncomfortable. Estonia sprang a surprise by getting off to a perfect start and taking a lead in which she was never headed, despite Norway's desperate efforts which won her a second, with Denmark third. Frieda, with two men busy most of the time taking up the slack in her stretching new rigging, finished fifth.

The last race saw Estonia get away to another perfect start, closely followed over the line by Norway and the United States, in a very fluky northeaster. Belgium, after a very poor start worked up through the flukes into second place, with Norway a close third and Frieda next to the last at the end of the first round. Estonia's lead would have been a safe one in a steady breeze, but Denmark, by making the most of the puffs, went from fifth into first place on the second beat to windward, while Norway followed her home in a second place that assured the latter of the championship. Frieda, struggling against the handicaps of more rigging trouble and ill-fitting sails, managed to beat Sweden and Holland.

In the seventh and final race, with first place already decided, the fight lay among Denmark, Estonia and Holland for second in the series. Denmark got away worst of all the fleet but by some inspired sailing worked out a comfortable lead on the first leg and held most of it, while Frieda passed Estonia to finish second, twenty seconds after Denmark.

The final reckoning for the Olympic series in the six-meters made Norway first, Denmark second, Estonia third, Holland fourth, Belgium fifth, United States sixth and Sweden seventh.

In the eight-meter competition, which France won with Sweden second and Holland third after seven hotly-contested races, America did no better, as Messers. Churchill and Weston received Babe from her German builders but two days before the races, with rather unsatisfactory sails, and never had a chance to get her going.

The fight in the international twelve-foot dinghy class was among the Scandinavian countries, with Sweden emerging victorious and the United States down at the bottom of the list.