

# Yachting



May, 1937

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Courtesy Cleveland Press

## This Spring

"Star Dust" leaving Rocky River on the first sail of the season. (Photo by Herman Seid)

## "Lulu" Wins Prince of Wales Trophy at Bermuda

By

EVERETT B. MORRIS



It blew hard in several of the races, as this picture of Herman Whiton's new "Light Scout" crossing two of her competitors shows

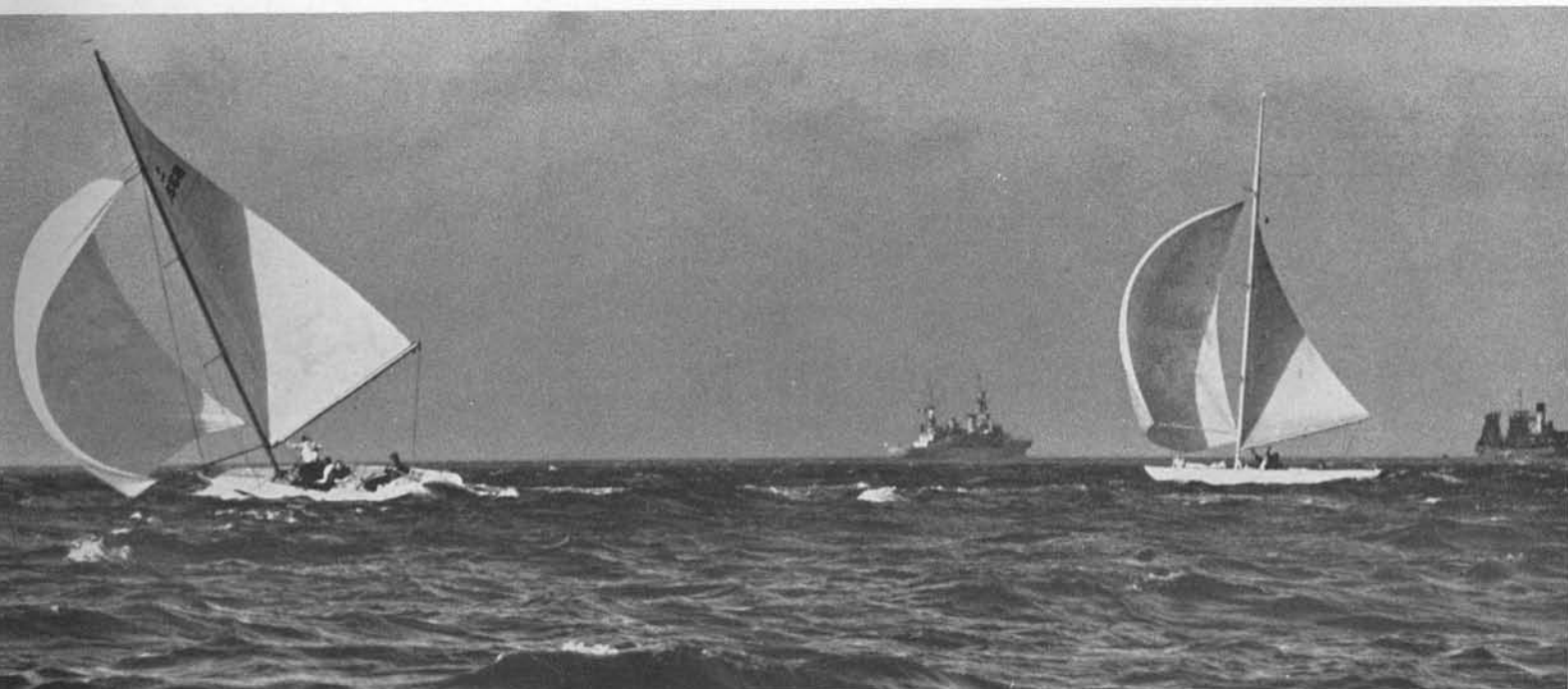
YOU can't tell about these Six-Metre yachts. Sometimes they slide down the ways, get under sail and proceed to step right out and win races. More often, though, they require no end of careful tuning and they dub around erratically until they find their groove.

Take the case of Herman Whiton's *Indian Scout* last year, for instance. She was finished just in time to be shipped to Bermuda for the annual Prince of Wales Trophy series. Untried, untuned, and strictly an unknown quantity, she went well in streaks, poorly in others, and the trophy was won by Eldon Trimmingham's new Norwegian built and designed *Saga*. Later in the year, *Indian Scout* won just about every valuable piece of silverware for which she raced and cleaned up the finest Six-Metres abroad in major competition.

Now we shall consider the case of *Lulu*, built this winter for Briggs Cunningham, the young but experienced internationalist from the Pequot Yacht Club, in Southport, Conn., from designs of Sparkman & Stephens, Inc. With only a little preparation for a series of such importance, and racing in a high class fleet of ten boats that included, besides *Saga* and *Viking*, former winners of the trophy, two other new American "Sixes," *Lulu* went after the Prince of Wales Cup at Hamilton early in April.

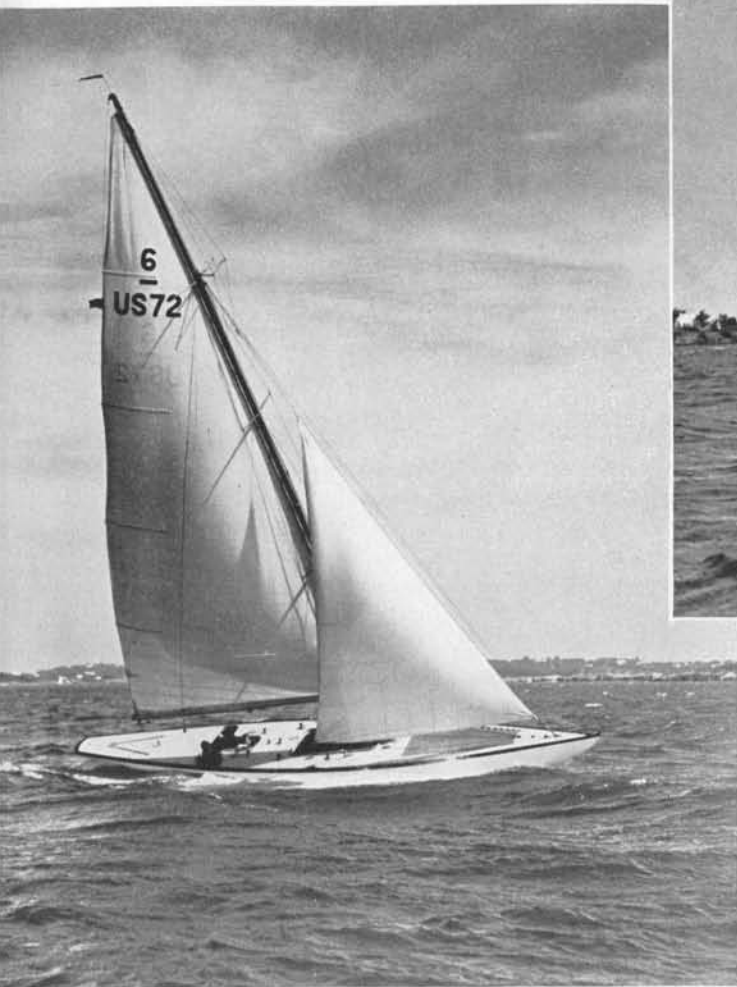
Weather made no difference to *Lulu*. There were two days of strong breezes and heavy seas, one of moderate to fresh going, and another of drifting in cat's-paws and sailing in a light wind and smooth water. In these varied conditions, *Lulu* knocked off three second places and a third for a total of 34 points out of a possible 40 and won the competition that has been the high light of Bermuda's yachting season since 1931. Cunningham's pleasure over his victory was exceeded only by that of Olin Stephens, *Lulu's* creator, who served as first mate in Cunningham's afterguard.

*Lulu* had to have a bit of luck in the final race of the series, but when she got the break that lifted her from a forlorn last place into the lead she was good enough to make the best of it. In heavy stuff, she was at her best, being beaten



MAY, 1937

At right, "Light Scout" and Paul Shields' "Rebel" at close quarters



only by *Saga*, which is as stiff as a church steeple and loves to go to windward in a hard breeze and sea. *Lulu* is still far from being in best tune but it is obvious that she is going to be a good heavy weather boat and will be a reaching fool.

Second in the series was *Indian Scout*, now owned by Henry S. Morgan and sailed at Bermuda by no less a master helmsman than C. Sherman Hoyt. She wound up the racing with  $27\frac{1}{4}$  points, three-quarters more than *Saga*, the defender. Hoyt was none too familiar with *Indian Scout* and, in consequence, got the Scandinavian Gold Cup champion in irons on the starting line the opening day as he shifted

(Continued on page 146)

Briggs Cunningham's new "Lulu" (above), winner of the Prince of Wales Cup. Launched only a short time before the series, she found herself quickly and the weather made no difference in her speed

Right, Eldon Trimingham's "Saga," soaking out to windward, and "Indian Scout," sailed by Sherman Hoyt to runner up position, in a hard wind and a lumpy sea

Left, "Bob-Kat III" nearly rolled her spinnaker out in the 30-mile breeze that blew on the first day of the series





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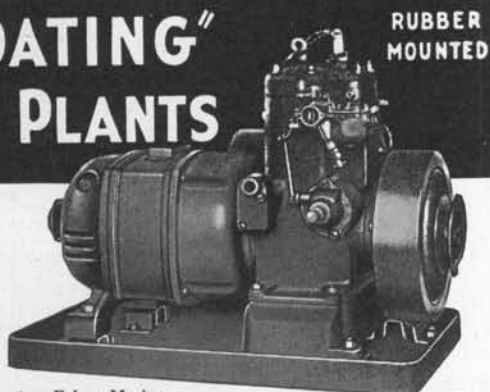
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hardly a night I go to bed that I am not grateful to have the pleasure of standing on a comfortable rug when undressing, instead of a wet deck. Most of the poor fellows that went through this kind of life are past and gone. There are few remaining.

My conscience is much better than that of the men who sent us to sea in the seventies and eighties. They were too mean to put a little washing soda aboard, which cost a couple of cents a pound. We had to clean all the white paint with sand and old canvas until our finger ends were raw. No running lights burning at night, to save the price of a few gallons of kerosene oil. Some ship owners bought stores which had been condemned by the British Navy. All stores are condemned by the Navy, good or bad, when three years old. This is the kind of food they bought and fed sailors, though not all shipowners did this. I think

somewhere in the latter part of the eighties a law was made that all food had to be inspected and dated; this put an end to feeding sailors on second hand goods. Some of the ship owners of the time died tremendously wealthy. I hope they are roasting in hell.

NOTE: Captain Roberts soon passed for his second mate's license and made several more voyages in sail. He then went into steam and rose to command before many years. He received Lloyd's Medal for rescue at sea and a gold watch and chain from President Theodore Roosevelt. Later he commanded a number of fine American steam yachts, including the old *Nourmahal*, the *Sultana*, the *Wakiva*, the *Noma*, the *United States* and *Manursing*. During the War he served in the Navy as Lieutenant Commander. He retired a few years ago.

EDITOR.

## "Lulu" Wins Prince of Wales Trophy at Bermuda

(Continued from page 51)

from one side of the tiller to the other and caught it on the tail of his oilers. That mishap put *Indian Scout* so far behind that she finished seventh while *Saga* was winning, *Lulu* was taking second place and *Bob-Kat III* (ex-*Mood*), third.

It was really blowing that day, 25 to 30 and more in spots, and Great Sound was a lather of white-caps. Down wind sailing was wild, woolly and wet to say nothing of spectacular, and spinnaker men aged ten years in two miles.

The fleet had a nice 12-mile southerly for the start of the second race and the wind piped up to an 18-knot strength on the second round. Hoyt got a perfectly timed start at the leeward end of the line, sailed up across the fleet in the first mile and remained on top the rest of the way through a run, a reach, another beat and a final spinnaker leg. *Lulu* was second the first time around, nearly catching *Indian Scout* on the short reach, but on the wind the second time up she was passed by Herman Whiton's new *Light Scout* and had to be content with third place. Because *Saga*, unable to extricate herself from a mess of backwind the first time up wind, finished with only four boats astern, *Lulu* assumed the series lead.

She held it the next day by finishing second to *Saga*, again in another whistling southerly. *Indian Scout*, unable to hold *Saga's* line in the heavy going, took third place, and *Rebel*, the new Billy Luders boat owned by Paul Shields, took fourth. *Rebel's* showing under the conditions was remarkable as she is a long, extremely narrow hull

(five feet nine inches beam) and appears to be potentially a "whiz" in light and moderate stuff.

The fourth race was postponed a day because at noon things looked as though another dusting was in the offing. Eldon Trimmingham made a fine sporting gesture in suggesting the day off because, obviously, things were just to the liking of his boat. His suggestion was greeted with cheers, for everyone appeared to be heartily sick and weary of the pounding they had been taking.

The final race, held on Sunday, the 11th, was a weird affair. It began in almost a flat calm with what air there was coming in dainty cat's-paws out of the west. It finished ten minutes inside the time limit in a six-mile easterly. In between times, all sorts of things happened.

Ghosting along with the slipperiness of an eel in a pan of grease, *Rebel* worked out a long lead in the hour that it took to cover the first mile of the drift to windward, and *Lulu* and *Viking* were so far to leeward that they looked hopelessly out of things unless the race were called off. *Saga*, not covering *Lulu*, was about in the middle. Suddenly a light breeze came in from astern. *Lulu* set her spinnaker, filled away from the doldrums and, with *Viking* just astern, sailed around the whole fleet. She rounded the outer mark half a dozen lengths ahead of *Viking*, and *Rebel* came up third, with *Marga*, the Finnish entry, in fourth place. The rest all piled around more or less together.

The next leg was a short, close reach on the port tack and then the fleet hauled on the wind for the



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beat back to the starting mark. The order among the first four boats remained unchanged after the reach, on which *Rebel* lost her place to *Marga* by holding high for a shift that never came. *Viking* picked up on *Lulu*, though, and *Saga* climbed out of the ruck into fifth place as they started the last leeward-windward round.

*Saga* was too far behind to do anything about *Lulu* now and it made no difference to anyone except *Viking's* new owner, William Miller, that the green-hulled boat beat *Lulu* upwind in the light going to the finish. *Rebel* sailed away from *Marga* and gained on both leaders. *Saga* went from bad to worse and wound up in last place.

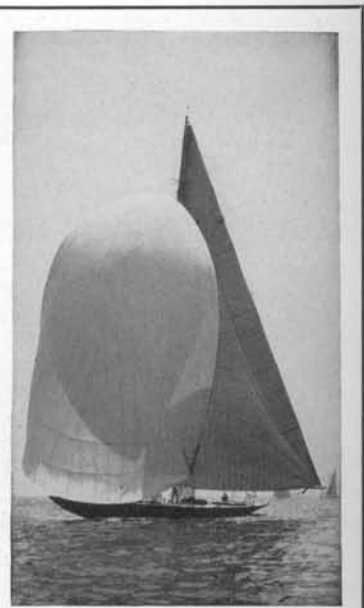
It was a good series and a most interesting one to persons watching the development of the American boats built to the new rule. *Lulu* is definitely the best of them in a breeze. *Rebel* seems to be on her way

to becoming a fast job in light and moderate going, and *Light Scout*, which Herman Whiton designed as a successor to *Indian Scout*, has still to prove much of anything. She had her moments in all kinds of going but generally was erratic. Her best showing was on the second day when, on the second trip up wind in a freshening breeze, she got away from *Lulu* and finished second to *Indian Scout*. The old *Totem*, built as a light weather boat in 1931 and later modified, went amazingly well to windward in all sorts of weather, but had bad breaks and just about the worst spinnaker work possible. *Silroc*, another old boat, found the weather too tough for her. She likes it light and when she got that on the last day she was in the wrong place when the wind came in. Bob Meyer is still new to *Bob-Kat*.

The Prince of Wales series standing follows:

Boat	Owner	Points
<i>Lulu</i>	Briggs S. Cunningham (US)	34
<i>Indian Scout</i>	H. S. Morgan (US)	27 1/4
<i>Saga</i>	Eldon Trimmingham (Berm)	26 1/2
<i>Rebel</i>	Paul V. Shields (US)	21
<i>Bob-Kat III</i>	Robert B. Meyer (US)	21
<i>Viking</i>	William Miller (Berm)	19 1/4
<i>Totem</i>	A. E. Luders, Jr. (US)	19
<i>Light Scout</i>	Herman F. Whiton (US)	18*
<i>Silroc</i>	C. Raymond Hunt (US)	14
<i>Marga</i>	Eric Ahlstrom (Finland)	8

\*Lost protest and six points in last race when she fouled *Bob-Kat* on port tack.



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(Continued from page 56)

install a blower, with a switch that prevents the engine being started until the blower is turned on.

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4. Some form of fire-fighting apparatus.

The question of speed has, obviously, to do with both the hull form, and the power installation. A number of stock models are offered with alternate power plants to give different speeds; and in "custom jobs" thought is usually given to cost, speed, and comfort with different horse power. But it is safe to assume that, in any instance, the designer will not recommend a speed beyond the limits of the hull form. This is a point which a good many yachtsmen seem to forget. Not infrequently one hears of someone who has yanked out his old engine and put in a more powerful one to procure more speed, only to be sadly disappointed in the result. The designer knows that every hull has a speed beyond which it is un-

economical, if not impossible, to drive it, no matter how powerful an engine you install and each hull should be designed for the speed at which it is to run.

While the hull and the power plant are the controlling factors of speed, safety and comfort of action at sea, the housekeeping department controls "living comfort." In rough going and/or in emergencies you must rely on the first two, and will probably forget entirely, for the moment, whether you have accommodations for two or ten, whether your galley is forward or aft, whether you have curtains or (heaven help us!) Venetian blinds over the windows. But for everyday running or cruising, the arrangement of the living quarters, the size of the cockpit or of the enclosed bridge, the dimensions of the bunks, the location and capacity of lockers and other storage space, the arrangement of the galley, will have much to do with the pleasure which may be enjoyed by yourself and your guests.

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