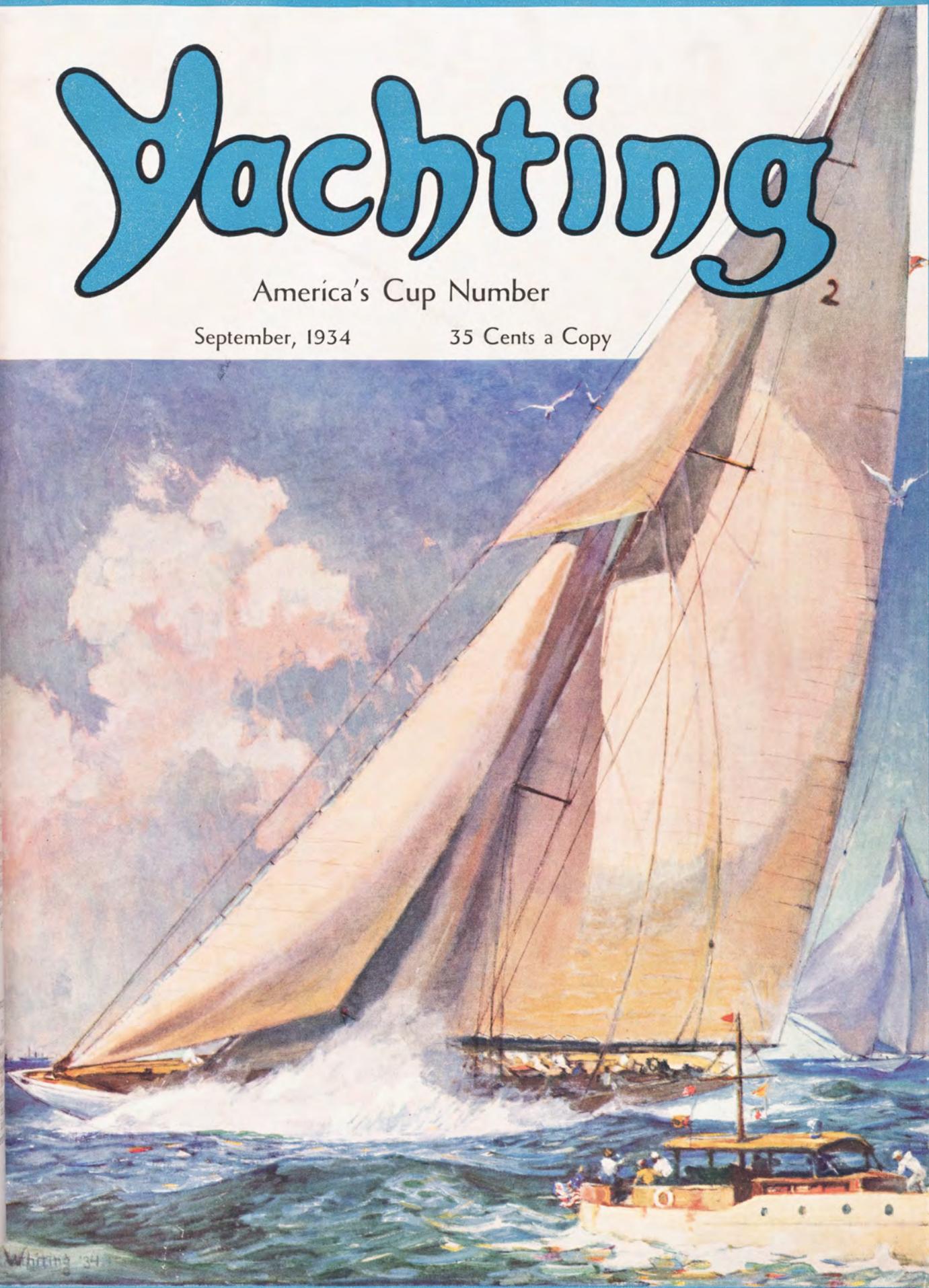


Yachting

America's Cup Number

September, 1934

35 Cents a Copy



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In the final race of the 1885 series, sailed in a 30-mile breeze on September 16th, "Puritan," after being beaten on the run down wind, fought her way to victory on the windward leg, defeating "Genesta" by less than two minutes. From a painting by W. F. Halsall

Record of Races for the America's Cup

1851. August 22nd. Cup won by schooner yacht *America*, owned by a New York Yacht Club syndicate headed by Commodore John C. Stevens, against a fleet of fourteen British yachts in an open regatta, sailed without time allowance, over a 53-mile course around the Isle of Wight.

The Defense

YEAR	YACHT	RIG	CLUB	RESULT	YEAR	YACHT	RIG	CLUB	RESULT
1870	<i>Magic</i>	Schr.	New York	First	1893	<i>Vigilant</i>	Sloop	New York	Won three
	<i>Cambria</i>	"	Royal Thames	Tenth		<i>Valkyrie II</i>	Cutter	Royal Yacht Squadron	
1871	<i>Columbia</i>	"	New York	Won two	1895	<i>Defender</i>	Sloop	New York	Won three
	<i>Sappho</i>	"	New York	Won two		<i>Valkyrie III</i>	Cutter	Royal Yacht Squadron	Withdrew, third race
	<i>Livonia</i>	"	Royal Harwich	Won one	1899	<i>Columbia</i>	Sloop	New York	Won three
1876	<i>Madeleine</i>	"	New York	Won two		<i>Shamrock</i>	Cutter	Royal Ulster	
	<i>Countess of Dufferin</i>	"	Royal Canadian		1901	<i>Columbia</i>	Sloop	New York	Won three
1881	<i>Mischief</i>	Sloop	New York	Won two		<i>Shamrock II</i>	Cutter	Royal Ulster	
	<i>Atalanta</i>	"	Bay of Quinte		1903	<i>Reliance</i>	Sloop	New York	Won three
1885	<i>Puritan</i>	"	New York	Won two		<i>Shamrock III</i>	Cutter	Royal Ulster	
	<i>Genesta</i>	Cutter	Royal Yacht Squadron		1920	<i>Resolute</i>	Sloop	New York	Won three
1886	<i>Mayflower</i>	Sloop	New York	Won two		<i>Shamrock IV</i>	Cutter	Royal Ulster	Won two
	<i>Galatea</i>	Cutter	Royal Northern		1930	<i>Enterprise</i>	Sloop	New York	Won four
1887	<i>Volunteer</i>	Sloop	New York	Won two		<i>Shamrock V</i>	Cutter	Royal Ulster	
	<i>Thistle</i>	Cutter	Royal Clyde						

Sailing In a Cup Race

The Log of the N. Y. Y. C. Observer in the Series of 1920 and the First "Move by Move" Story of the Handling of a Cup Yacht

By C. SHERMAN HOYT

QUITE recently, in overhauling some old papers, I ran across a battered and weatherbeaten notebook of 1920. In this, as the American representative sailing on *Shamrock IV* during the America's Cup match of that year, I had jotted down, every few minutes, the situation as it appeared to me at the time. I find it now both interesting and rather amusing reading. Although any review of old races is of little moment, yet during that series not only were several incidents misunderstood and misrepresented by the press and the public in general, but certain precedents were established so that even now the notes of an insider sailing in the series may prove readable to any yacht racing enthusiast.

I trust that it will be kept in mind that these notes were hastily jotted down, in pencil, and represented my impressions from moment to moment as events occurred. They appear exactly as written save for certain omissions of unimportant phases, and with a few fuller comments and explanations taken from my reports, written to the New York Yacht Club after the completion of each race. I also trust that any personal comments or implied criticisms of the individuals named will be forgiven in view of the lapse of time and, also, because later alteration of "on the spot" notes destroys any possible value they may possess. Especially is this applicable to the sportsmanlike gentlemen aboard *Shamrock*, all of whom I esteem highly as most valued friends. They seemed at the time rather amused and puzzled at my busy scribbling in the little black book; I trust they will not take amiss my making its contents public now.

Here follow the more important entries made in my notebook:

First Race. July 15th, 1920

9:05 a.m. Boarded *Shamrock* at mooring off Sandy Hook.

9:15. Left mooring under tow. Checked black band and tack of sail at mast in accord understanding with Webb [the Measurer]; counted number on board; noted that ballast, anchor, gear, etc., were stowed about as when measured.

10:37. Arrived at Ambrose Lightship, cast off tug and were hailed by the Race Committee to the effect that remeasurement had been requested on account of mast streamline "petticoat."

Comment: This was the first of several instances of hailing, which normally causes confusion and is a method of communication which should never be resorted to if its avoidance is possible. After the race the committee stated that they had hailed *Shamrock* with the best intention in the world, asking her to request a remeasurement on account of the fairing canvas around the mast in way of the luff of the mainsail, first "sprung" that morning, on the theory that had a protest been made and had the measurer decided that such a contrivance constituted an alteration and increase in sail area after assignment of measurement certificate, they, the Race Committee, would have had no option but to disqualify under Section 3 of Rule XX. My fuller note on this incident, written after the race and before hearing the committee's reason, represented the consensus on the *Shamrock* as to our understanding of the hail and was as follows: "*Shamrock* was hailed by the R. C. and informed that a verbal request for remeasurement of her sail area on account

of the fairing canvas around the mast had been received and that the committee had been advised that a written protest would follow. It was then within a minute or so of the preparatory signal and time did not permit unrigging the contraption before *Shamrock* would be amenable to the racing rules. I gathered that had time been available the gear would have been removed. They were a bit sore on *Shamrock*, apparently attributing the incident to a last minute effort on the part of *Resolute* to get their goat. As a matter of fact, it developed later that *Resolute* was as much at sea as we were as to what all the shouting was about, and that it was purely an idea of the committee's, well-intentioned but, to my mind, ill advised."

10:45. Preparatory.

11:01:45. Started, about 45 secs. after *Resolute*, on her weather quarter, both on st'b'd tack.

11:05. Both take port tack. Gaining rapidly on *Resolute*, but wind has been heading both to our advantage.

11:30. Well ahead on *R's* lee bow, then rain and flukes. Wind light and letting both boats up. *S* shifts to No. 1 jib topsail and *R* is now on weather beam and close aboard.

11:55. Both go on st'b'd tack, *S* on *R's* weather quarter. Squalls, rain, shifting winds with some fairly heavy puffs in which we were reaching most of the time. Crew cold, no oilers on board. Hand next to me, teeth chattering, blue of lip, aggrievedly asks: "An 'ooh the bloody 'ell ever said it was 'ot 'ere in July?"

12:30 p.m. Calm, little relative change in position.

12:40. *Shamrock* tacks inshore. Almost no wind.

12:47. Little puff off beach. Go back to st'b'd tack but have lost on hitch as *R* got air about same time.

1:15. Light air and gradually heading so that *R* is now on weather bow, about as far away as she was on lee bow at 12:47.

There then followed a series of short tacks, *Shamrock* initiating and followed by *Resolute*, gradually gaining.

Both yachts made several short tacks in the next 15 minutes in one of which *Resolute* got a good lift out to sea and gained considerably.

1:46. *Shamrock* returns to port tack as what looks like real afternoon southerly strikes in.

1:48. Something wrong forward!! *Resolute* in trouble too! We have overstood mark badly.

1:55. Something decidedly very wrong forward. *Resolute* about rounding mark now in a hell of a mess. Afraid of our topmast. Can't see from where I am parked just what is wrong but they are in a hell of a funk and everything has been eased, just jilling her along.

1:59. Reach mark, jibe and start home easy. Bowsprit cap has apparently come aft and slacked all head rigging. Seizings on several of the outer main boom sliders have also carried away.

3:10. Jibe and make out finish line. Take in club topsail in fear of another squall working offshore. Soon after rounding mark, passed *Resolute* close aboard, seemed to have carried away throat halliards. She soon took tow. There has been much discussion among afterguard whether to finish or not. Evidently have decided to finish. Quite right.

3:24. We finish.

My notes about the breakdowns and the latter part of the

race, written immediately after its completion, were in part as follows: "We overstood the weather mark badly. *Shamrock's* afterguard evidently never looked particularly for the mark after picking up the *Corsair*, and the latter was naturally considerably to windward of the mark tug, in turn to windward of the mark. The breeze hardened rapidly and at 1:50 *Resolute* was observed in trouble, probably with throat halliards, and at practically the same time the mate on *Shamrock* reported trouble forward and aloft. I had noticed shortly before that her headsails were sagging off worse than usual and after an examination by Nicholson she was luffed sharply, all sheets slacked well off, there was considerable excitement, almost approaching panic, and talk of instant withdrawal. But they nursed her along, well eased up. Had we had another mile to go, I don't think *Shamrock* could have made it, nor had *Resolute* attempted (perhaps I should say been able) to set spinnaker and balloon jib after rounding, and had shown any evidence of trying to complete the course, I doubt if *Shamrock* would have ventured light sails as those aboard her were thoroughly demoralized. On the run home I ascertained that the cap and ironwork at the bowsprit end had worked aft, slackening up topmast stay, jib and masthead, and the forestay either started to let go below deck or stretched badly. There was a lengthy discussion as to whether they should cross the finish line and take the race through breakdown of opponent and it was quite evident that they finally decided to do so only with marked reluctance.*

"In general, *Shamrock*, save in a head sea, impressed me as footing very fast; and she steered and handled well. Her rig, from lower shroud band up, and topmast rigging, is shaky. I gather that they have little confidence in holding masthead and topmast in her in any real breeze and that they will not start any race with club topsail set if it blows as hard as it did on the way home today. Hence in a breeze they will use

* We had no such scruples on "Enterprise" in 1930 and, I believe, correctly so. Failure of gear is just as much part of the racing game as judgment of weather, tactics, courses or skill in helmsmanship, sail handling, etc. Failure or mistakes on the part of one should never operate to the detriment of the opponent.

their alternate lower rating certificate. They admit *Resolute* was handing them a proper licking, but blame much of it to poor sails, which certainly were in vile shape after the rain. Turner relieves Burton much of the time at the wheel when the latter directs from the lee scuppers — if she has such. The crew, except when cold and wet (the boat is stripped to such an extent that they are not allowed to have oilers on board), worked well and smoothly."

Second Race. July 20th, 1920

8:45 a.m. Boarded *Shamrock* under sail inside Hook. Burton in charge, but a local pilot has been shipped in place of Nicholson. Burton states larger time allowance will apply today. Have on a different mainsail.

11:15. Start at weather end of line close to lightvessel. *S's* start, but balloon jib sheet is foul and sail is badly torn in trying to break it out. *Resolute* crosses 38 seconds late, on our lee quarter.

11:18. *S* sets spinnaker and takes down torn balloon.

11:22. *Resolute* has pulled up abreast to leeward.

11:25. *S* sets "Yankee" and takes in spinnaker. *R* now on lee bow.

11:31. *S* sets some funny jib and lowers regular jib.

11:53. *R* runs out of what little wind there has been and is headed. She should have kept up with us and stayed between us and the mark. We hold the breeze, heading high of course.

12:00 m. Have pulled up abeam of *Resolute* about one half mile to windward.

12:15 p.m. Running out of wind. *R* has about as much as we and is on our lee quarter about $\frac{1}{4}$ mile away. Funny jib sets flying, not on any stay and is a cross between a jib and a staysail, from bowsprit end to staysail halliards, as far as I can see. Topmast whipping like hell in the seaway.

12:25. Both practically becalmed. *R* crawling up a little.

12:44. Have picked up a little puff and are pulling away. *R* about 400 yds. astern. *S* slatting like hell.

12:55. Ought to have jibed at 12:50, are waiting for *R* to make the move.



Deck view of "Shamrock IV" going out to the starting line in one of the America's Cup matches of 1920 Underwood & Underwood



M. Rosenfeld

"Shamrock IV," with reefed main and small topsail set above it, scurrying back to port after the fifth attempt to sail a race was called off because of too much wind and sea

12:57. *R* jibes, we follow. Took them 30 seconds, us over minute.

1:00. Just about straightened out. *R* a bit abaft beam about 300 yds. distant.

1:09. Crew have at last picked up the mark. I saw it at 12:45

1:10. *S* pulling away, and *R* dropping down into our wake. No wind in sight for next leg.

1:15. *R* dead in our wake, distant about 350 yds.

1:28. *Shamrock* rounds mark. 1:32:30. *Resolute* rounds.

1:35. We take in funny sail and set staysail, shift "Yankee" to No. 2 or baby jib topsail, hard to see which. Just laying course.

2:00. *S* has been outfooting some but *R* is working out. Has been very light until the last five minutes when it has gradually hardened. *R* carrying No. 1 jib topsail, no jib but staysail. Don't think we are quite laying course.

2:10. Have been sailing into freshening breeze and are pulling away fast.

2:15. Have $\frac{3}{4}$ -mile lead. *R* just getting wind. About laying course.

2:45. Very flat. Have picked up mark about three miles ahead. *R* has pulled up a bit. Burton worried about not finishing within time limit.

3:00. Set "Yankee." I have been seeing southerly along-shore, nice breeze, for last half hour. They are just getting "hep." Dead becalmed, but so is *R*.

3:04. First breath of southerly. Three minutes later *R* gets faint air also.

3:17. *S* sets funny sail and breeze hardens. *R* still flattish.

3:23. Balloon thingamy halliard gives way but they gather in the sail just before we get to the mark.

3:27. *S* rounds and jibes.

3:30. *Resolute's* jib topsail hurting her, should get it in.

Shamrock is not awake, trimmed for beam wind when it is nearly dead aft.

3:36. *R* rounds mark 9:15 astern. Our main boom only halfway out. Have just set balloon jib topsail and are fussing with spinnaker.

3:45. Are about getting her properly trimmed now. *R* is tacking to leeward.

4:15. *R* is well out on our weather quarter but apparently not gaining to any extent. We take in balloon jib topsail, afraid of topmast, set "Yankee." *R* can't save her time, barring accidents.

4:25. *S* jibes. Takes about four minutes and almost loses topmast. *R* jibes smartly in the interim.

4:38. We finish. *R* follows 10:03 later. We allow 7:01 today, and *Shamrock* wins by 3 minutes, 02 seconds.

Third Race. July 21st, 1920

8:45 a.m. Boarded *Shamrock* under way inside of Hook. Same mainsail as yesterday. Nicholson on board, also pilot; have left off one of the hands.

10:20. Arrived at Ambrose. Very light southerly draft.

10:30. Race postponed.

11:15. *Shamrock's* afterguard are getting nervous about postponement, evidently want to start.

11:30. Committee has just set *S* by *W* course signal. Fifteen miles to windward. *S* was just on the point of hailing to ask reason for further postponement. *S* will carry small jib topsail.

11:56. Wind has shifted to east of south.

12:00 m. Start. *S* is 17 secs. ahead of *R*, but latter is well placed on our lee bow.

12:01 p.m. *S* tacks, followed at once by *R*, and both stand inshore on port tack.

12:08. Burton turns over wheel to Turner and rather

worries the latter with "too fine" or "too full," with the result that we are crabbing off badly. Heading a bit west of SW.

12:20. *R* working out nicely. We are outfooting her some, but not enough.

12:35. Have monkeyed with board several times but *S* is still crabbing off. *R* about $\frac{3}{4}$ -mile on our weather quarter. Burton and Turner interchange. Wind very light and all aloft but making about 6 knots through the water.

12:50. Breeze hardens and we trim main sheet. Temporarily we are heading higher than *R* and may be working out on her. *R* has shifted to baby.

12:52. *S* gets in to the beach south of the Highlands and has to take st'b'd tack. It is going to be fairly close.

12:56. *R* crosses, tacks on our weather and we go about.

12:57. *R* follows, is about 100 yds. away just abaft our weather beam. *R*'s jib is poor but ours is rotten.

1:05. We get too close to Sea Bright beach and have to tack. *R* goes on top of us and we lift sheets in an effort to get through her lee. We try a fake tack but *R* follows and gains.

1:15. *S* starts a series of short tacks but *R* follows carefully all fakes and gains consistently.

1:17. Settle down again on port tack with *R* to windward, just abaft beam, and about 150 yds. away.

1:25. We tack and *R* follows directly ahead, so we go back to port and jib topsail sheets unhook. Fix it smartly.

1:30. We take st'b'd tack as *R* has just gone to port. The latter follows us and is gaining slightly all the time. Think we are overstanding.

1:33. *R* now dead ahead. Nice breeze, about rail down.

1:44. Forward main sheet traveler has just let go below deck. Ease main sheet but keep going. A tie rod below deck gave way. Deck pulls up badly, but ought to hold.

2:00. *R* pulling away all the time and we have dropped down into her wake. Fine breeze, 16 to 18.

2:27. *R* rounds. 2:28:45 *S* rounds. *R* broke out spinnaker in 1:45, *S* in 2:06. Got balloon jib on *S* in a very leisurely fashion.

3:00. *S* surely gaining and ought to finish first.

3:15. *S* still gaining slowly. Two lengths astern and 200 yds. to leeward.

3:40. Picked up mark. Closer to *R*, which is about 100 yds. away, and a length ahead.

3:55. *S* passes *R* close aboard and to leeward. Will finish about a length ahead.

4:04. *S* finishes 18 secs. ahead of *R*. Have to give her 7:01. Shamrock sets "D" flag at finish, indicating unwilling to

race tomorrow on account of traveller and desired haul out. Burton had so notified me earlier in the race.

Fourth Race. July 23rd, 1920

8:40 a.m. Boarded *Shamrock* under tow inside of Hook. Same personnel as last race. Allowance today 6:40. Same sails as set yesterday, but new topmast.

10:30. Postponement on account of fog. Nice southerly, lumpy sea.

11:10. Fog lifts, wind more westerly, about 8 miles.

11:25. Course signals, SSW, E by N and NW 1/2 N.

12:00 m. Start. Both on st'b'd tack with *R* 25 secs. ahead and on our lee bow. Wind dropped just at start. We crossed at handi-cap or a few secs. later.

12:03 p.m. *S* tacks; has been dropping down on *R*. Wind very light and patchy.

12:14. *R* going away like hell into freshening breeze. Has good lead broad on our weather bow, about 400 yds.

12:35. *S* has been lifting up to *R* recently and is footing faster with better breeze. *S*'s new topmast better.

12:45. *S* surely gain-

ing. Have come up under *R* to a marked degree. *Shamrock* trimmed flatter than ordinarily and they have given her about the limit of her board, which was entirely forgotten at the start. Wind softening again and it looks as if Adams might be sailing *R* too full.

1:00. *S* still gaining but now through outfooting, not lifting up any more. Wind freshening and water smoother as we get inshore. Nicholson has been at the wheel the last half hour and he seems to get more out of her than any of the others.

1:07. *S* has to tack to clear Shrewsbury Reef and *R* crosses our bow and tacks right in our wind, distant about 250 yds.

1:15. Little more wind. Have overstood. They don't know it and can't understand why *R* is sailing so full and dropping down in front of us. We are outfooting her and gaining slowly.

1:25. I have picked up the mark. We are not more than barely fetching. We have gained slowly but consistently ever since Nicholson has had the helm.

1:32. Something wrong aloft and man goes up in chair.

1:35. *Resolute* just fetches and rounds mark.

1:37:15. We round mark and Nicholson whispers to me "the Cup is safe."

1:50. Our topmast showing signs of distress. Wind has increased to about 16. Distance looks about the same.

2:10. Freshening all the time. 18 to 20 now and steering hard. Think we are gaining some.

2:18. Mark ahead and hear heavy thunder in towards Hook. Getting hazy.

2:27. *R* jibes around mark followed by *S* at 2:28:27.

(Continued on page 114)



The afterguard of "Shamrock IV." William Burton is at the wheel and Nicholson beside him. Sherman Hoyt, New York Yacht Club observer, is at forward end of cockpit

M. Rosenfeld

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North East cor. Madison Avenue

9 rooms

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Sailing in a Cup Race

(Continued from page 70)

2:30. Topmast again giving trouble and we take in jib topsail. Orders are given to take in club topsail; probably going to gamble on squall.

2:49. Club on deck. Squall near and looks wicked.

2:52. *R* runs out of wind and tacks to try and head us off and we, holding old breeze, almost sail around her. Squall all splitting up.

2:54. *R* still has club, as it was on wrong side to get it down when we doused ours. She is better off now and has reset baby. Wind very light nor-west.

2:59. Doldrums and rain. We break out medium jib topsail. *R* on weather beam, about 100 yds. away. Both flopping around between old southerly and northerly squall. Puffs from all directions but practically becalmed.

3:04. Looks as if old southerly will win out. Squall apparently following Long Island shore to the eastward.

3:06. *R* goes on port tack; foolish. We cross her wake on st'b'd standing out to sea in light northwest air. Rag of a working topsail set on *S*, but not laced to topmast.

3:10. *R* shifts to No. 1 jib topsail and is just getting breeze. We are both high of course and if squared away would be about beam and beam. If wind holds, *R* ought to finish first and at least save her time.

3:15. Clearing, but there may be another squall from the northwest.

3:18. Finish line in sight, about 2½ miles away. *R* should barely beat us boat for boat if present air holds, as looks probable.

3:27. *R* is shifting, to balloon I suppose; yes. *R* breaks hers out; we are not ready yet and don't break out until 3:30. *R* will finish first easily.

3:40. *R* finishes, after jibing again at 3:39.

3:44:41. *S* finishes and makes signal assenting to race again tomorrow. Nicholson told me about five minutes before the finish that, in spite of bad bottom, it was no use to prolong agony any further and that they are willing now to start the next day.

Attempted Fifth Race.

July 24th, 1920

Too Much Wind

8:45 a.m. Boarded *Shamrock* at mooring. Clear, hard southwester, a bit better than 30 according to the weather station at the Hook. *S* has single ten-foot reef tucked in and working

topsail up in stops. Mrs. Burton, Nicholson and pilot not on board, replaced by other huskies from 23-Metre *Shamrock*. Crew grouty; one remarks to me: "She will never hold together to get around." Other remarks overheard: "ell of a note, three skippers," "never again," "thank God this will be the last day," and many others of a like nature.

9:15. *Shamrock* under way and breaks out a small rag of a working topsail. *Resolute* leaves moorings. She has full mainsail and that damned topmast bridle rigged which causes "Parky" so much worry. Ich auch, wish they had left the peak halliards down today.

10:00. Getting out near bar. Blowing like hell and nasty short sea. *S*'s crew evidently would be delighted if race is called off.

10:10. Diaper (mate) has just created near panic by demanding that boat should be turned around and gotten back under lee of land before she breaks up, claims making water fast. Crew's wind badly up! Hell of a performance. Burton asks me to accompany him below to make inspection. Find nothing much wrong; plenty loose water forward, shipped through fore hatch and deck leaks, but well almost dry. No possible grounds to ask postponement to repair any damage. Crew apparently divided whether to stick it out. She sure is pounding like merry hell, mast all over the shop, even when eased to all possible extent, and chucking pretty solid spray from one end to the other. Burton has made speech, bucked up crew and we will continue.

10:30. Race Committee hoist "F" (do you consent to postponement?). *Shamrock* assents, but can't make out what *R* replied. (Learned later that they were so full of their own troubles that they never saw signal, made no reply, so that R.C. assumed that they were not willing.)

10:35. Committee set course signals.

10:40. Committee haul down signals and recall tug trying to log the course and evidently making very bad weather of it, and reset "F." *R* this time is close at hand and promptly assents, as does *S* again.

10:45. Committee signal race off for day and we scuttle back to the Hook.

(An attempt was made to sail the fifth race on July 26, but owing to light, fluky wind it was not finished within time limit.)

Fill the cup

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Fifth Race. July 27th, 1920

8:30 a.m. Boarded *S* under tow inside Hook. Same sail and personnel as yesterday except some other mate in place of Diaper. Light clear northeaster about 10 knots.

9:25. Hit heavy piece of driftwood. Dragged whole length of bottom and came up astern; plank about 15 feet long. Nicholson jokingly asks if this can be considered sufficient cause for docking.

9:50. Arrive Ambrose and Burton and Niel take dinghy to board Race Committee to ask about lay day tomorrow if there is no race today.

10:50. Race postponed. Long wait. Burton and Niel report Committee say they are entitled to a lay day in the event of an uncompleted race but are not quite clear as to Committee's attitude in the event of no start.

12:45 p.m. Course signals, SSW. Light air, 6 knots, sea smooth with long easy swell. *R* has on *Vanitie's* mainsail again.

1:15. Start, both on st'b'd tack and late after handicap, *S* broad on *R's* weather and with much the best way. *R's* start one of the worst I ever saw Adams make. Both boats approached the line on the port tack. *S* was too soon and swung off at the light, *R* followed when she should have gone on. *S* then tacked and *R* wore, with the result that she could barely fetch the other end of the line.

1:18. *R* tacks, just clearing *S's* stern and the latter follows.

1:25. *S* lifting out and footing faster. Both are carrying No. 2 jib topsails. Tow ahead and *S* is being pinched to try to pass astern of it.

1:30. *R* tacks on account of tow. We will pinch by.

1:32. *R* comes back to port tack to windward of our wake. We have more breeze.

1:40. Wind has been freshening and letting both of us up, to *R's* advantage. Lucky that she had to tack for tow after all. Several tows around and worrying both boats equally.

1:45. *S* gets headed a bit and Nicholson takes wheel. Wants main trimmed but Burton argues, saying we are beating the other fellow and to leave well enough alone.

1:49. *R* gets headed also and we are well ahead, working into better breeze.

1:55. *S* is licking *R* all the time.

2:00. Little change last few moments. Nicholson still steering and Burton nervous, asking him to luff or keep away every few moments.

2:03. Think both yachts have been let up again. *R* looks better and *S* takes st'b'd tack. Jib top-

sail sheet comes adrift and sail has to be lowered but we will still cross *R*.

2:08. *R* tacks under our lee bow. Things looking much better.

2:15. Very even. Nicholson sailing her extremely well when left alone. Two feet more board on *S*.

2:20. *S* doing a shade better and working out slowly. Soon will be able to let her foot for it.

2:30. *S* doing wonderfully. Working out and outfooting. Now about beam and beam with possibly a bit more breeze.

2:35. Still working out but breeze has gotten very light last ten minutes. *B.* won't leave *N.* alone.

2:45. Have picked up another little puff first, and have taken another jump.

2:55. About the same, save that I think both have been let up a bit which may account for our gain. Often hard for me, on my belly, to see just how we are heading.

3:05. *R* much better off. Both have been headed and *R*, now on our lee bow, would be close up if tacked.

3:07. *R* tacks. Can't cross us and tacks again close aboard our lee bow. Just about where she was at 2:08.

3:15. *R* doing better this time. Wind is not letting us up any and *R* seems able to pinch more successfully.

3:25. *R* has tacked and is crossing us this time. She tacks to st'b'd on our weather beam.

4:00. *R* has been pulling away steadily. Both fetching comfortably. More breeze and *R* should round at about 4:15, or half time limit.

4:18. *R* rounds mark, jibes and breaks out balloonier.

4:22:05. *S* rounds, heads inshore on port jibe with small jib topsail.

4:37. *R* jibes and comes inshore, paralleling our course. Looks as if we have gained.

4:44. *R* looks OK but it will be a tight thing to finish inside the time limit. Ought to do it if this breeze holds.

5:00. *S* has more breeze and *R* is luffing up towards us. She still looks safe.

5:10. Nichols has been aloft on *R*. She has pulled out nearly ahead of us, there is a nice little breeze and the Cup is safe, odds on. *S* jibes and heads offshore and *R* jibes to cross us.

5:36. *R* jibes on our lee bow and will be at least 8 minutes ahead of us.

5:51. *S* sets spinnaker and steers course. *R* still reaching. *S* holding a little high of course but not gaining.

6:53. *Resolute* finishes.
7:06. *Shamrock* finishes 13 minutes and 4 seconds astern.

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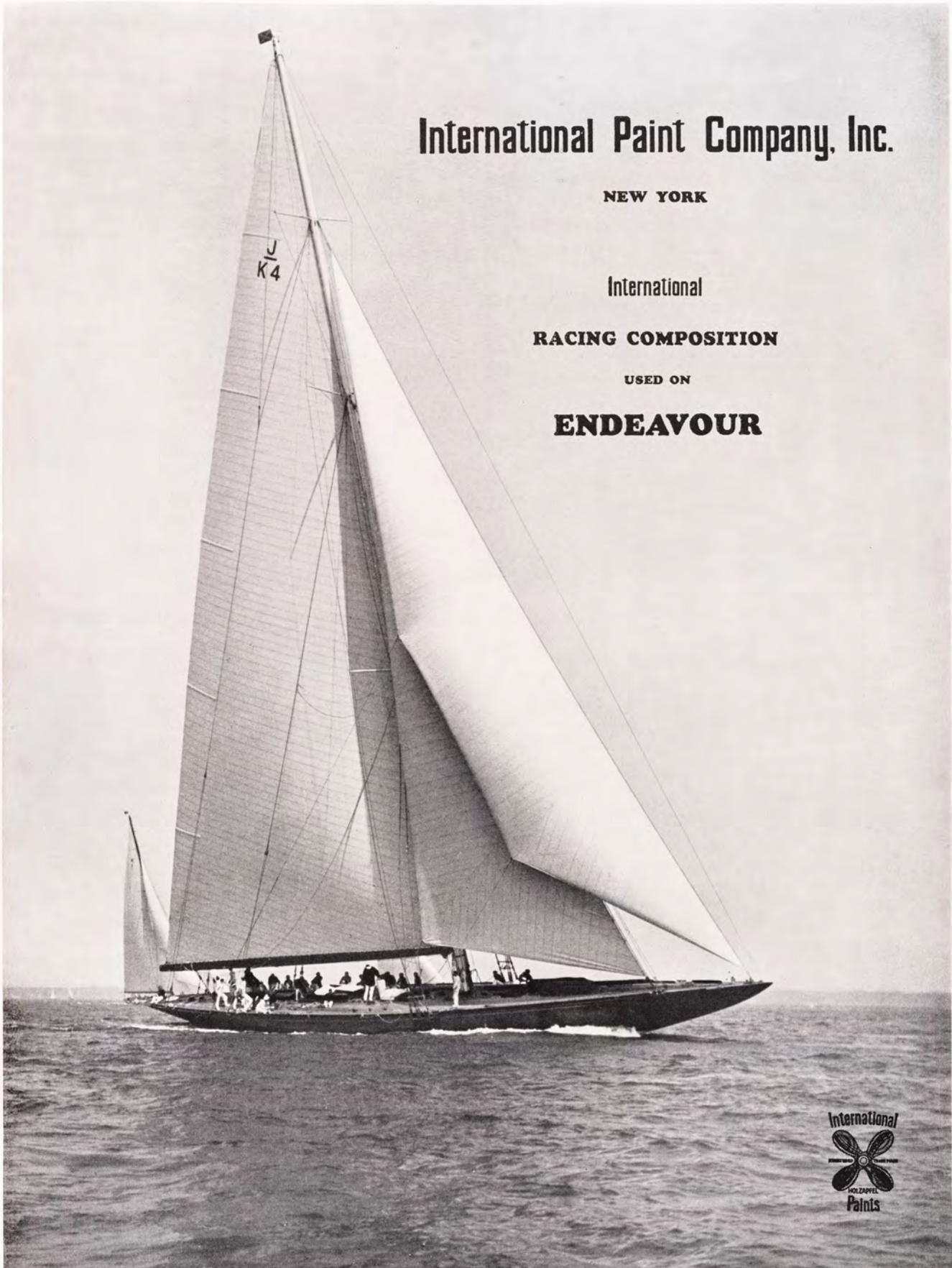
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