

For Club - F.O.V.

UFF Fox's Second Book 1935

Model. Training over the Bar

• 6 •

8 METRE

CONEWAGO

Length, overall - - -	48 ft. 8 in.	Length, water-line - - -	30 ft. 4 in.
Beam - - - - -	7 ft. 11 in.	Draught - - - - -	6 ft. 6 in.
Displacement - - -	8.3 tons	Sail area - - - - -	872.5 sq. ft.

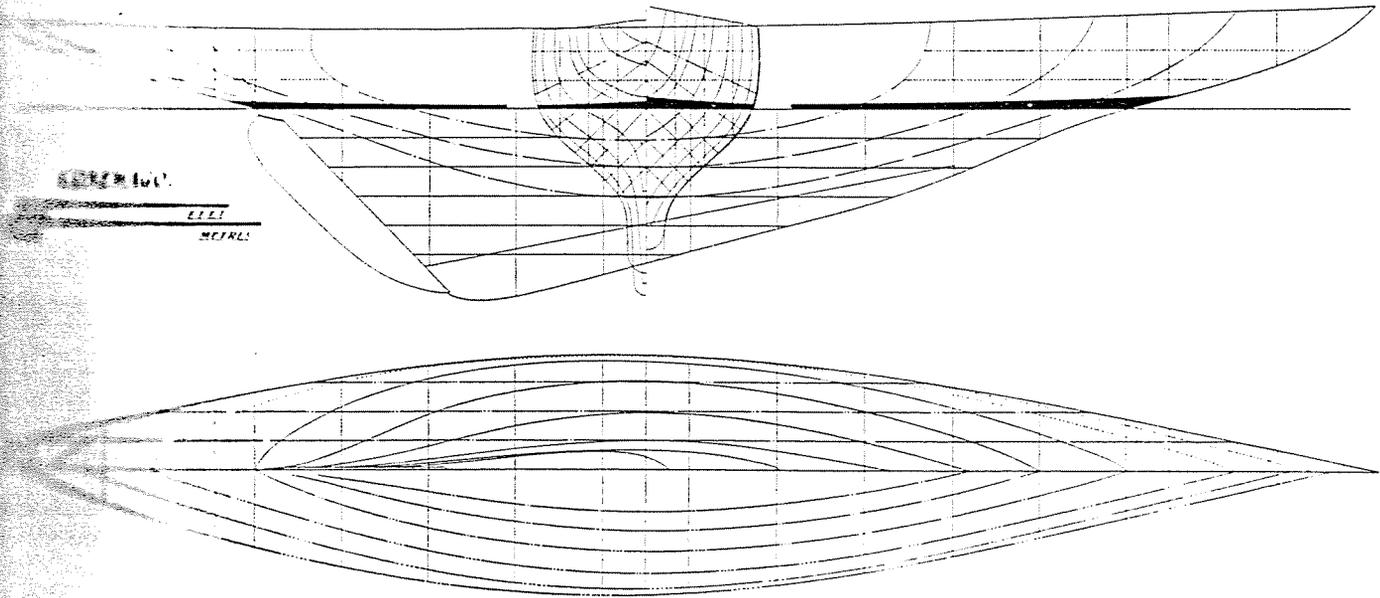
Owner, GEORGE H. CLARK Designer, OLIN STEPHENS Builder, ROBERT JACOB

By successfully defending *Canada's* Cup for America in the last two contests against Canada, *Conewago* has shown herself to be a good "Eight" in all weathers, for the 1934 series of races were sailed in three different kinds of wind and sea. The first day the wind blew 25 and then 30 miles an hour from the North-West, with the spiteful sea the Great Lakes produce. The second race was sailed in a light true breeze and smooth water, while the third race was in a shifting wind that blew and then faded away in fits and starts, and *Conewago* won all three races, the Canadian "Eight" being the *Invader*, designed and built by Fife of Fairlie, and steered by Tom Wade, who is one of the Royal Canadian Yacht Club's best helmsmen. He was assisted by a very fine crew, so Wilmot Castle should feel proud of his victory in three straight races, for he had a fine 8-metre and good helmsman against him.

Canada's Cup takes its name from the cutter *Canada* which won the Cup off the Americans in 1896, and so this Cup is in a way similar to the *America's* Cup, and exactly like it in the fact that America holds and seems likely to hold both, for she could sing Britain's old song if she felt like it, "We've got the ships, we've got the men, and we've got the money too."

LINES

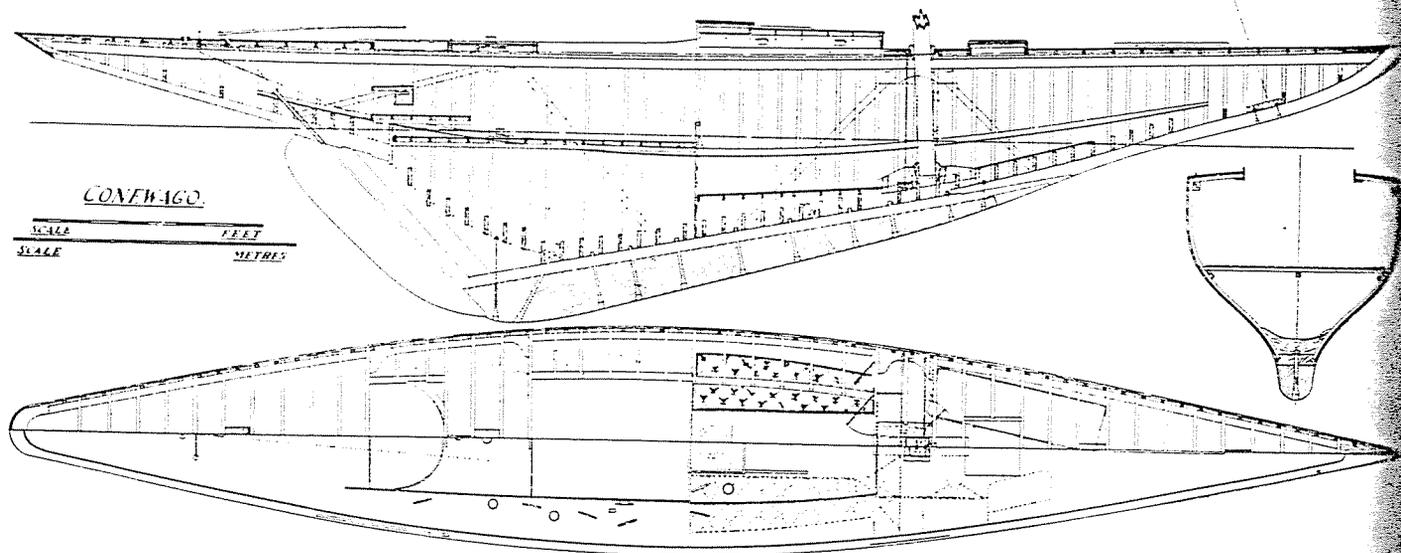
Conewago takes hardly any girth penalty at all, and though her lines are very kind to the eyes, it seems a pity that designers should be cramped, and have to study at all times the rules they are designing to, yet there



seems to be no help for this, as rules are very necessary, as the past history of yacht racing teaches, and it is only fair to say for the rule makers that never before have yachtsmen had such good vessels in all classes as they now race and sail, for they are not only of good proportions and shapes but they are also well built:

CONSTRUCTION

The two sets of diagonal bracing, one at the mast and the other at the runner, is the first thing that a Britisher notices, for though we here use this in our decks we seldom use it in a yacht's sides, though our farmers have for generations found it necessary for their five-barred gates. We are a very slow-moving nation, but in time our yacht designers, builders and owners will appreciate the reasons for which a farmer puts diagonal ties on his five-barred gate.



Conewago's planking is of $\frac{15}{16}$ in. mahogany (almost an inch thick) and her frames are $1\frac{5}{8}$ in. \times $1\frac{1}{4}$ in., spaced 8 in. apart. Her lead keel is fastened with ten 1 in. dia. bolts, and two $1\frac{1}{8}$ in. dia. bolts, these two larger bolts taking the wire slings, which are used for hoisting her on to a train or out of the water, and as two of her keel bolts alone are capable of lifting her bodily, lead keel as well, the margin of safety in her keel bolting arrangement is very high.

ACCOMMODATION

There is no doubt the small cabin on an 8-metre is useful, for in strong winds it forms a shelter, while on light days with strong sunshine it forms a fine place for lunch where the butter does not melt and run off the bread.

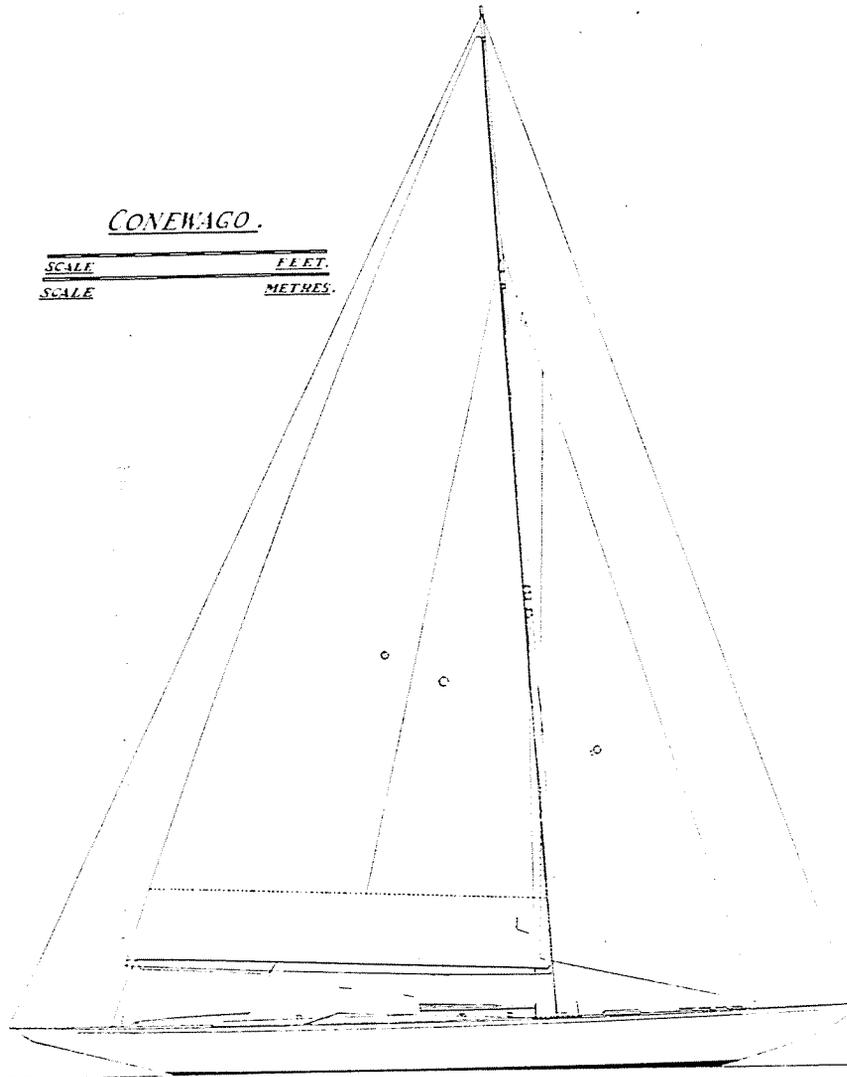
Conewago's mainsheet is double ended, one part leading down through the counter aft to a winch on the fore cockpit floor, while the other end comes down off the boom to the bridge deck, which divides the long cockpit in two, the after cockpit being for the helmsman, while the fore one is used by the crew.

SAIL PLAN

The sail plan is quite normal, for the mainsail luff is only just over twice the length of the main boom, though it goes to its full rule height of 17 metres or 55 ft. 3 in., and the height of the fore triangle is the 43 ft. above deck that it is allowed to be.

The mast has only two crossrees, one at the hounds and the other halfway between this and the deck. The runner holding up the head stay leads well aft where it can do its work well. On *Conewago* the topmast stay leads down to the stem head while the topmast backstay runs down to the end of the counter. Seven headsails are shown; the largest, reaching aft to halfway along the mainboom, is no longer than the largest shown on *Bob Kat*, the 6-metre by the same designer, and this brings up the thought I expressed in the chapter on two 8-metre races on the Solent, that is, that overlapping headsails are of greater value on the wind than they are off, for with the wind abeam half of the headsail is hidden behind the mainsail.

In looking over *Conewago* it will be seen that there is nothing startling about her excepting her phenomenal speed, which has enabled her to beat everything she has so far raced against (the best 8-metres of Canada and America) for in being twice chosen for America's defender of *Canada's Cup*, she is acknowledged as their best, and, in defeating the Canadian "Eight" in 1932 and 1934, she has proved herself better than any 8-metre in Canada.



Though these racers have cabins and are manly enough to take part in the Regattas round the coast, they do not do so, but confine their activities in British waters to the Clyde and the Solent, and so comparatively few people have the chance of seeing this fine little class.

On the Solent the *Wye* was top boat while *Saskia*, the old Clyde "8," won the Jubilee Cup, and was second from the top, and though *Violeta*, the top boat for last year, was generally in the picture, she did not do as well as she did the year before.

With a dozen racing in this class the sport was keen, and the speeds are so close that the slightest mistake gave the helmsman many places. So the racing in this class was keener than in the "12's" or the "J's," for the more there are taking part the keener and better a man has to be to win any game, whether it is running, boxing or hardling, for if any sport is confined to a very few, you do not have to be good to win in it, as you have only one or so to beat, so, generally speaking, the smaller and more numerous classes are better training grounds for helmsmen. However, this is not exactly true, as is proved by the Royal Yacht Squadron, for this Club is select and has really few members, and many thought, when the King's Cup race was opened to all British subjects,

"8" of the north and the champion of the south, the race being in the north one year and south the next. Such a race, as well as being worth watching, would keep a check on the helmsmanship, for now we do not know if the 8-metres are being sailed better in the north or in the south. It is probable that they are better sailed on the Clyde, for having no "J" class or 12-metres there, all their energies are thrown into the 8- and 6-metre classes, and this should bring the helmsmanship in these two classes above the southern level, where the energy is spread over "J's," "12's," "8's" and "6's."

Counting 4 points for 1st, 2 points for 2nd and 1 point for 3rd, we get the following positions for 1935:

8-METRE CLASS						
	Starts	1st	2nd	3rd	Points	
Fulmar, J. S. Aspin - - -	37	27	5	1	119	
Esme, I. F. Marshall - - -	37	3	18	8	56	
Amita, J. D. MacKechnie - - -	34	3	3	4	22	
Falcon, John Buchanan - - -	25	2	2	5	17	
Ailort, Geo. Jackson - - -	26	1	4	4	16	
Thora, J. W. Hamilton - - -	26	0	5	3	13	
Caryl, W. F. Robertson - - -	1	1	0	0	4	

Ailort won No. 1 Tarbert Cup; Caryl won the Bryce Allan Cup.

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Across the Atlantic the American "8" *Conewago* successfully defended *Canada's* Cup against the Canadian challenger *Invader*, who was a Fife boat.

The first of the three races was sailed in a hard breeze, as it was blowing 25 miles an hour. Both boats had a reef tucked in their mainsails, and even then did not like to sheet down hard and sail to windward.

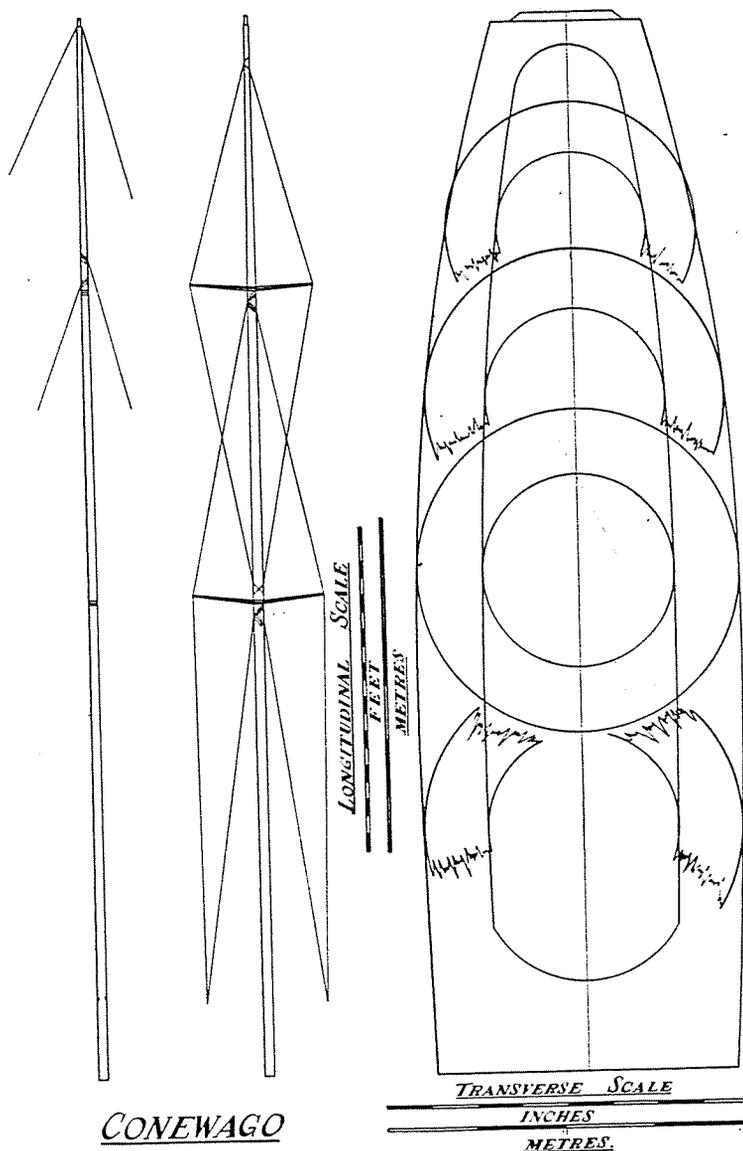
Until this race *Conewago* had been considered a light-weather boat only, but now she stood up well to the breeze, and pointing higher and footing faster, led at the windward mark by 2½ minutes. She did not set her spinnaker on the run, but Tom Wade, skipper of *Invader*, set his small spinnaker, and on this one run alone gained about 2¼ minutes, so that *Conewago* was only just ahead at the end of the run. The second beat to windward was harder than the first, for it was now blowing 30 miles an hour, and in this *Conewago* again opened up a lead of 4¼ minutes, and though she did not set her spinnaker on the run home, she won by 2½ minutes.

The next race was in a light wind of about 6 miles an hour, and *Conewago* won this race as well.

In the third race the start was off the wind, and *Invader*, the fastest boat down wind, took the lead, and might easily have won this race, but the wind faded away and dropped from 4 miles an hour down to 2 miles an hour. Then thunder squalls produced a lot of fluky winds, and in these flukes, Castle, one of Rochester's finest helmsmen, who was steering *Conewago*, caught and passed *Invader* and won the third and final race of the series by some 10 minutes, so as well as the International Cup for the "J" boats, America still has the equivalent of the *America's* Cup for the 8-metre class in her keeping, for *Conewago* had successfully defended the *Canada's* Cup.

Perhaps one of our 8-metres will challenge, and bring this Cup away from the States, for our strong fleet of good boats and helmsmen should be able to produce a challenger able to do this, since if that argument of mine, that greater numbers make greater competition and better helmsmen holds good, then we are in a strong position to challenge for that cup, for we have the finest fleet of 8-metres in the world.

A round spar is far better aerodynamically than a stream-lined spar, because, as masts do not revolve, the stream-lined mast sets up eddies about the luff of a sail as the sketch will illustrate, and so a designer has to choose between the steadier and more even flow of wind on to the mainsail the round mast gives, or the greater strength given fore and aft by the pear- or streamline-shaped mast.



Nowhere have the two schools of thought stood out more definitely and clearly than in the last *America's Cup* contest. In this the British boat had a small diameter round mast, while the American defender had an enormous streamlined mast. Our mast was the better, though the defender won the series. We had caught the Americans with their pants down, and *Endeavour's* mast should have brought back the cup, for it was stepped in a hull that matched the mast. The Americans admitted *Endeavour's* mast was the better, for Frank Paine put into *Yankee* a mast practically the same. So though this mast of *Conewago's* looks very ordinary and round, it should not be passed over lightly; it has won many races, some of them important International events.

At the jib halyards 43 ft. 6 in. above the deck is the upper crosstree, which is 40 in. long and spreads the top diamond shroud to that width. Twenty feet below this is the lower crosstree, this spreading the main shrouds 42 in. at this point, and these are the only crosstrees on *Conewago's* mast, for she has a topmast stay to the stemhead and

MASTING AND RIGGING

12 - METRE — MARINA

STANDING RIGGING

No.	
1	Upper
2	Interm.
2	Lower
2	Jumper
2	Jib Sta
2	Diamo:
2	Upper
2	Interm
4	Lower

ITEM	SIZE	CONSTRUCTION	BREAKING STRAIN
Upper Backstay - - - -	$\frac{1}{4}$ " dia.	6 x 7	2.2 tons
Jumper Stays - - - -	$\frac{1}{4}$ " "	"	2.2 "
Top Diamonds - - - -	$\frac{3}{8}$ " "	"	5.8 "
Forestay - - - -	$\frac{3}{8}$ " "	"	5.8 "
Top Shrouds - - - -	$\frac{3}{8}$ " "	"	5.8 "
Intermediate Shrouds - - - -	$\frac{3}{8}$ " "	"	5.8 "
Lower Shrouds - - - -	$\frac{3}{8}$ " "	"	5.8 "
Lower Backstays - - - -	$\frac{3}{8}$ " "	"	5.8 "

RUNNING RIGGING

No.	
1	Forest:
2	Main :
1	Topm:
2	Jumpe
6	Diamc

ITEM	SIZE	CONSTRUCTION	BREAKING STRAIN
Main Halyard - - - -	$\frac{5}{16}$ " dia.	6 x 24	3.4 tons
Topping Lifts - - - -	$\frac{1}{4}$ " "	"	1.9 "
Staysail Halyards - - - -	$\frac{5}{16}$ " "	"	3.4 "

8 - METRE — CONEWAGO

STANDING RIGGING

No.	
1	Main
1	Jib Ha
1	Spinn:

ITEM	SIZE	CONSTRUCTION	BREAKING STRAIN
Top Backstay - - - -	$\frac{1}{8}$ " dia.	19 strands	20 CWT.
Headstay - - - -	$\frac{3}{16}$ " "	"	45 "
Backstays - - - -	$\frac{1}{4}$ " "	"	90 "
Jibstays - - - -	$\frac{1}{4}$ " "	"	90 "
Diamond Shrouds - - - -	$\frac{3}{16}$ " "	"	45 "
Upper Shrouds - - - -	$\frac{9}{32}$ " "	"	90 "
Lower Shrouds - - - -	$\frac{7}{32}$ " "	"	55 "

6 - METRE — HAKAHALA

STANDING RIGGING

No.	
1	Fores:
2	Main
4	Diam

ITEM	SIZE	CONSTRUCTION	BREAKING STRAIN
Upper Backstay - - - -	3 mm. ; $\frac{1}{8}$ " dia.	19 strands	20 CWT.
Lower Backstays - - - -	5 mm. ; $\frac{1}{16}$ " "	"	60 "
Headstay - - - -	3 mm. ; $\frac{1}{8}$ " "	"	20 "
Jumper Stays - - - -	2 $\frac{1}{2}$ mm. ; $\frac{3}{32}$ " "	"	10 "
Jib Stays - - - -	5 mm. ; $\frac{1}{16}$ " "	"	60 "
Upper Diamond Shrouds - - - -	4 mm. ; $\frac{5}{32}$ " "	"	30 "
Lower Diamond Shrouds - - - -	2 mm. ; $\frac{5}{64}$ " "	"	10 "
Upper Shrouds - - - -	4 mm. ; $\frac{5}{32}$ " "	"	30 "
Intermediate Shrouds - - - -	6 mm. ; $\frac{15}{64}$ " "	"	75 "
Lower Shrouds - - - -	6 mm. ; $\frac{15}{64}$ " "	"	75 "

No.	
1	Main
1	Jib H