'America' lives once more to tell her own victory story

"There is no second, your The letter was brought to ca" sailed for Cowes, Eng- Queen Victoria, aboard the story and her importance in memorial to her famed an-Majesty," . . . this reply, giv- the attention of John C. Ste- land, on the Isle of Wight, royal yacht, inquired which American history that he was cestor. en to Queen Victoria in 1851, vens, then Commodore of the Half a dozen miles short of ship was second. was to foretell a victory unpa- newly-formed New York Cowes, she was met by the The now classic reply ralleled in international yacht Yacht Club. Intrigued by the crack British cutter "Lave- "There is no second, your her story to the American ca's" keel was laid. The veswould echo through the cen- worthiness of American de- "Laverock" hung around "America" took about 101/2

turies and spawn the most signed yachts, Commodore her persistently to lure her, if hours to cover the 58-mile ON SEPT. 14, 1966, at a West Virginia Appalachian famous tradition in yachting Stevens formed a syndicate possible, into a trial of speed. course and finished eight press conference called at the white oak, was centered in to build a schooner yacht. With the honor of the United minutes ahead of her nearest Princeton Club, Mr. Schaefer the yard's quonset building. The occasion was a 58-mile They approached George States at stake, Captain competitor, the cutter "Aur- announced that his company In order to fully enclose the race around the Isle of Steers, a successful modeler Brown picked up the challora."

Wight. The contenders were of yachts and pilot schooners lenge. The ease with which With the return of the own. re-creation of the schooner. yacht it was necessary to 14 of England's finest cutters to design their boat. They "America" worked to wind-ers to the United States came | She would be built to star lengthen the shed five feet. and schooners and one entry contacted William H. Brown ward and ahead of "Lave- the 100-guinea cup. It was la- in an hour-long, color, tele- Setting the keel on its from a fledgling nation called to build the vessel in the lat-rock" stunned the English ter renamed the America's vision documentary, entitled blocks and then fitting to it the United States of America. ter's shipyard at the foot of yachtsmen. The prize was an ornate sil- 12th Street in New York.

wer cup valued at 100 The product of their ven- but to be beaten by an up- permanently competed-for in- America's Cup Races. guineas. Much more was in- ture was christened "Ameri- start American was some- ternational trophy.

THE STORY began in the She was appropriately the situation, the Times ques- "America" slowly faded with N.Y., whose forebears made keel. autumn of 1850. Great Britain launched on May 3, 1851, and tioning "the pitch and cour- the general public and was some of the sails for the orig- Planking was the next sigwas preparing for its first set sail for LeHavre, France, age of our men." At last, giv- primarily re-told only by the inal "America." great international exposi-approximately two months la-ing up all hope for a match yachting fraternity. tion. A London correspondent ter. Stevens joined her at Le- race, Stevens accepted an in- There was one yachtsman the highest quality of hand- "America" was wrote to a counterpart in Havre where she spent three vitation to the Royal Yacht who was keenly interested in craftsmanship, and chose planked of Oregon fir. From New York suggesting that in weeks refitting and getting Squadron Races. view of the fame of American into racing trim.

sent over as a representative REFITTED but still loaded was lined up in a double row, F and M. Schaefer Brewing No details were spared in were lengthened to meet the of American nautical skill. with her sea stores, "Ameri- the cutters in the first line Co., a member of the New authenticating the new ves-deadline."

and mackeral tail" of most Days passed. The London symbol of international yacht were to be made by Ratsey four white-oak, double-sawn press commented bitterly on racing. However, the story of and Lapthorn of City Island, frames were attached to the

and the schooners some 300 York Yacht Club, and for-sel. He commissioned the yards astern of them. The mer Commodore of the craftsmen at Mystic Seaport starting gun went off at 10 Larchmont Yacht Club. to carve her sternboard eagle a.m. and "America" was the Commodore Schaefer's life to exact dimensions.

last of the fleet to get away. long interest and favorite Nothing but the finest ma-However, within a few pastime is yachting. After he terials were to be used Matehours, the nearest British purchased a model of "Amer-rial from all parts of the boat was miles behind her. ica" from Arthur Henning, he United States was brought in At a key point in the race, became so intrigued with her to make "America" a fitting determined to "re-kindle the

Majesty," was pronounced people.

would commission a full-scale 104 foot overall length of the

Cup and presented to the "Sail to Glory," which would the gracefully curved stem Bad enough to be beaten, New York Yacht Club as a be aired shortly before the and horn timber gave hint of

Then she would visit every Construction proceeded on volved than the winning of ca." The hull characteristics thing to be avoided at all "America" was to continue major seaport along the east- schedule. "America" had to that cup. At stake was a carried further in "America" Commodore Stevens' chal- Yet, none of it ever was to eventual trip to England. | launch by May 3, 1967, the young nation's pride and the _ clipper bow, hollow for- lenge to British schooners match her brilliant perfor- To develop the construction 116th anniversary of her andetermination of a small ward waterlines, pared-away was posted on the bulletin mance on Aug. 22, 1851.

group of dedicated men to forefoot and the point of board of the Royal Yacht he engaged the noted pared. She began to take at he engaged the noted naval She began to take shape

prove the superiority of greatest beam well aft, in Squadron, it was left un THROUGH THE years the architectural firm of Spark- when the framing was com-America's Cup became the man and Stephens. Her sails pleted on Nov. 22nd. Fifty-

> the story of "America." He the shipbuilding firm of this moment on, construction was Commodore R. J. Goudy and Stevens in East assumed a more feverish ON AUGUST 22, the fleet Schaefer, president of The Boothbay, Me.

To build her, he insisted on took two months to complete.

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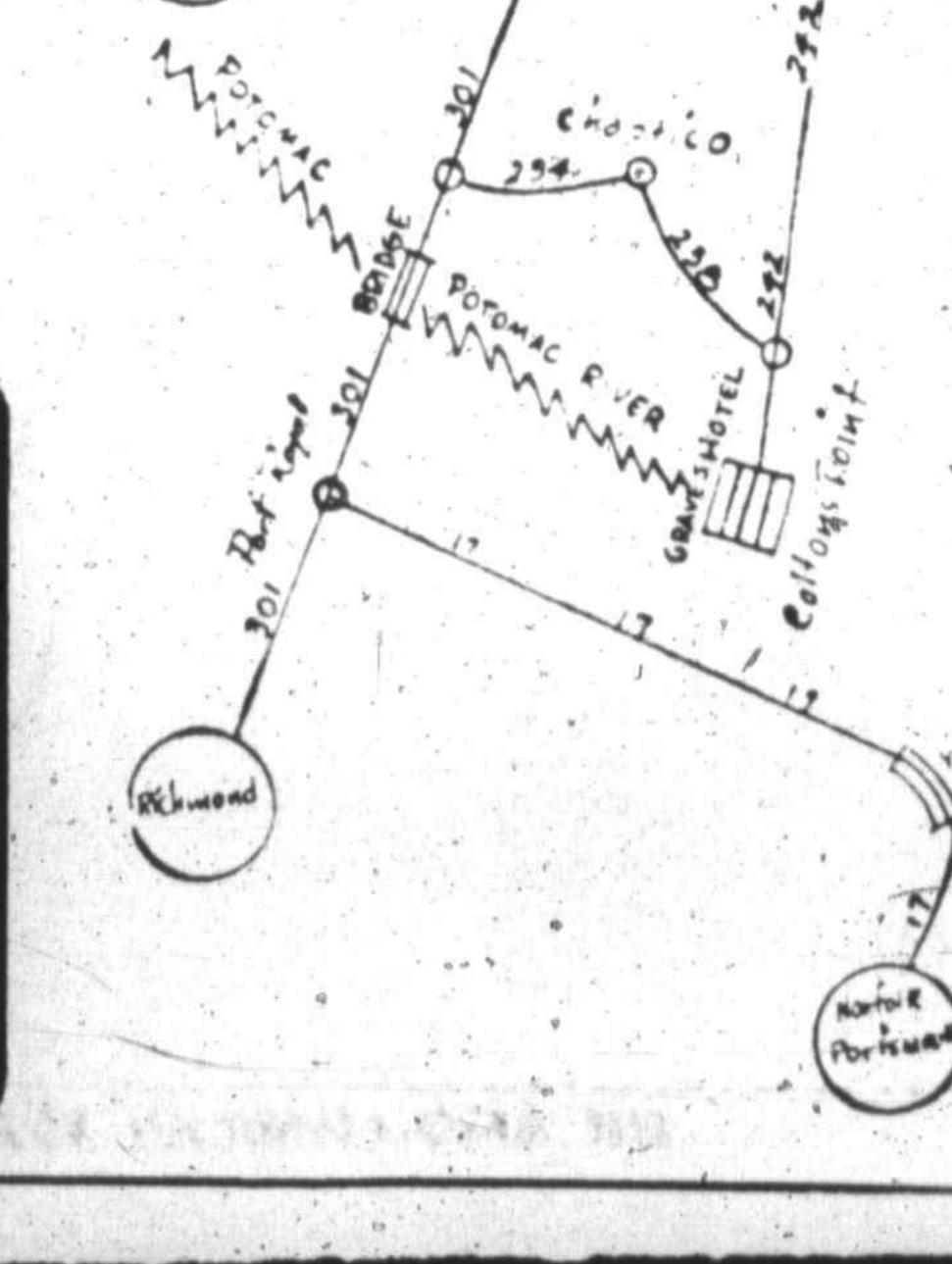
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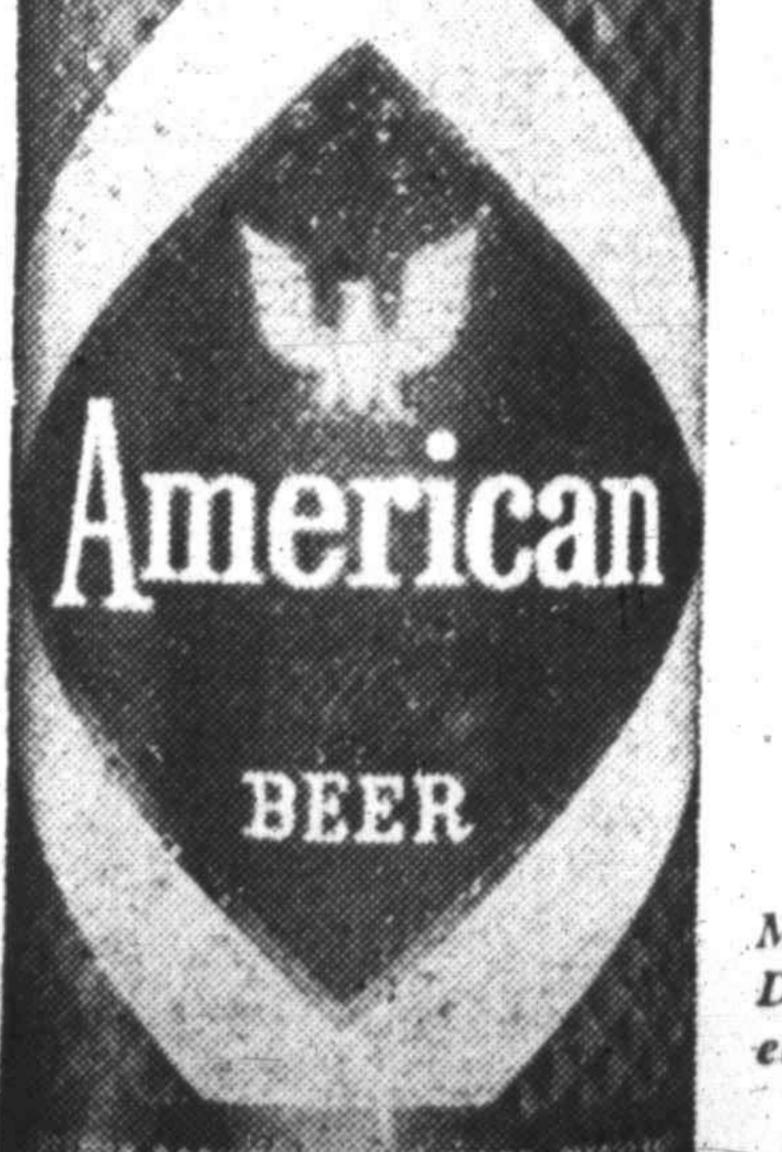
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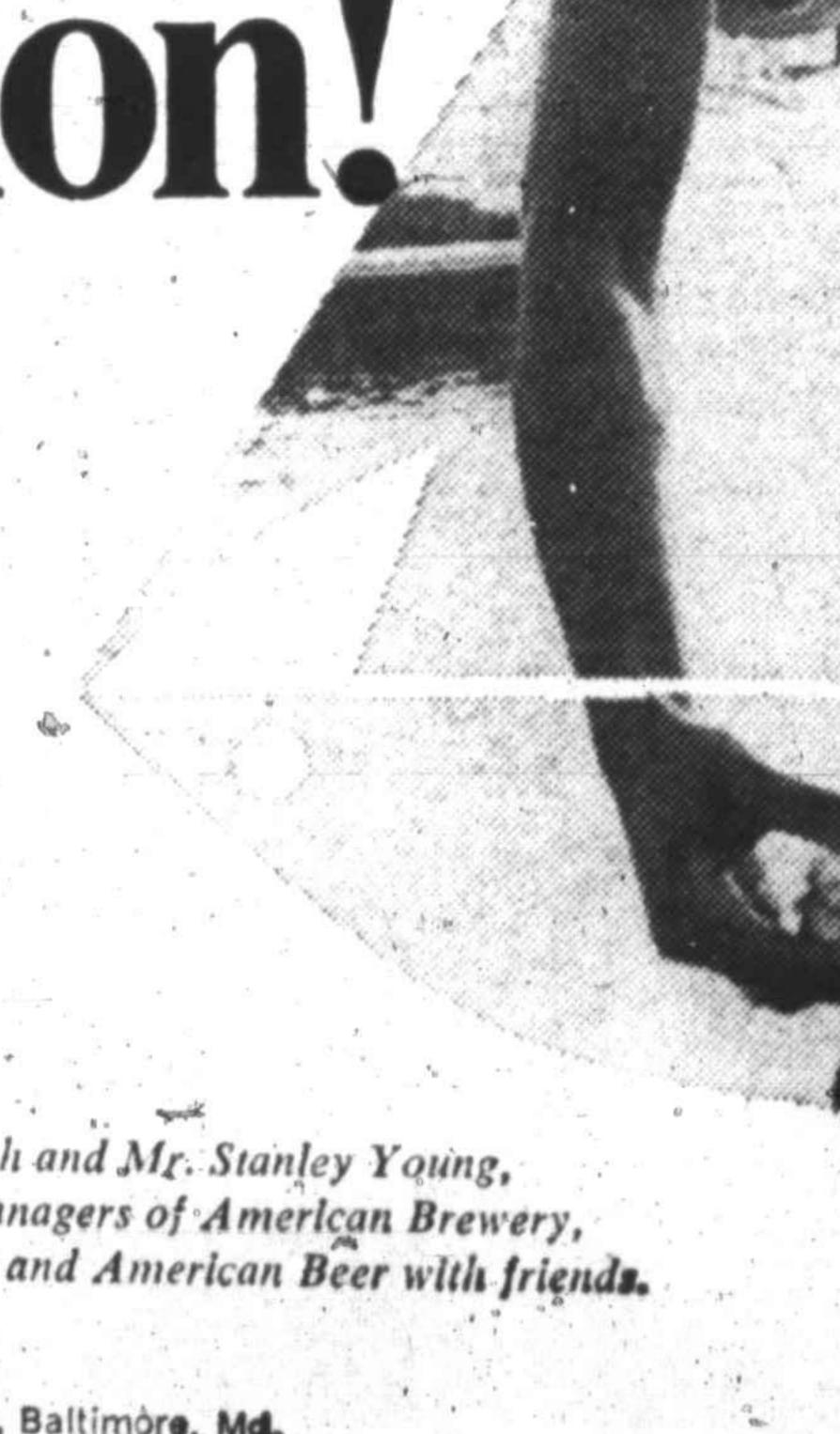
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