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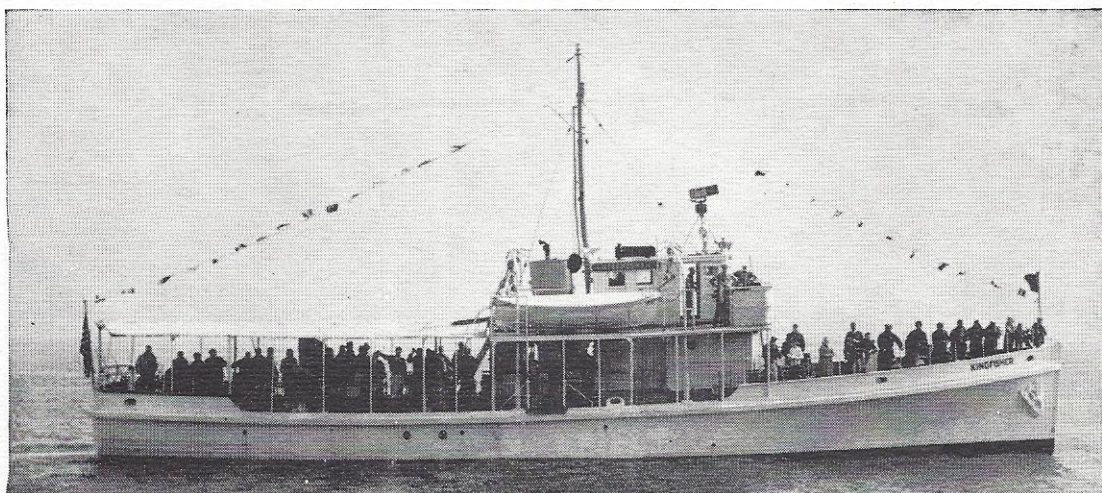
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*Newport, Rhode Island*



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# Comparative Statistics

The America's Cup contenders that met 21 years ago were of far greater physical stature than their counterpart today. The major factor in the trim down has obviously been money. How great was the difference in size. Here is a comparative picture.

## 1937 RACE

### CHALLENGER — ENDEAVOUR II

Designed by C. E. Nicholson and built by Camper & Nicholson Ltd. the Endeavour II was a magnificent display of marine design. Her demensions were: 135 ft. 10 in. overall. She was 89 ft. 7 in. on the waterline with a 21 ft. 7 inch beam, drawing 15 ft. Her net tonage was 136 tons. Her sail area 7,550 sq. ft. She was owned by T. O. M. Sopwith of Portsmouth, England.

### DEFENDER — RANGER

Designed by Starling Burgess, Sparkman and Stephens Inc. and built at the Bath Iron Works in Bath, Maine, the Ranger was 135 ft. 2 inches overall, 87 ft. at the waterline and had a 15 ft. draft. Her sail was 7,546 sq. ft. She was a mongrel with many of her parts coming from previous contestants, the Enterprise and Rainbow. She was owned by Harold S. Vanderbilt of New York and Newport.

## 1958 RACE

### CHALLENGER — SCEPTRE

Designed by David Boyd and built at Sandbank, Scotland in 1958 by Alex Robertson & Sons. Her demensions are approximately 70 ft. overall, 44 ft. on the waterline, a 12 ft. beam, a 8 ft. 11 in. draft, 68,000 lbs. and a sail area of about 2,000 sq. ft. The Sceptre is owned by the Goodson Syndicate.

### DEFENDER — COLUMBIA

Designed by Olin Stephens, Jr. and built at City Island, N. Y. in 1958 by Nevins Yard. Her demensions are 69 ft. 7 in. overall, 45 ft. on the waterline, a 12 ft. beam, a 8 ft. 11 in. draft, 51,520 lbs. and a sail area of 1,985 sq. ft. The Columbia is owned by the Sears Syndicate.

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#### SOUVENIR PROGRAM OF AMERICA'S CUP RACES

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WARD'S, NEWPORT, R. I.



# THE CREWS

## SCEPTRE'S CREW

LCDR Graham Mann, R. N.  
Frank Murdoch  
LCDR Joseph Brooks, R. N.  
Stanley Bishop  
David Boyd, Jr.  
Tim Langford  
Michael Tremlett  
Hamish Connell  
Charles de Selincourt  
Ian Lennox

## COLUMBIA'S CREW

Briggs Cunningham  
Rod Stephens  
Olin Stephens  
Henry Sears  
Fred Lawton  
James Haslam  
Robert Petway  
Wally Tobin  
Halsey Herreshoff  
Ens. Palmer Sparkman  
Colin Ratsey  
Cornelius Shields, Jr.

---

## *Rhode Island Weather*

Rhode Island certainly fits the shoe when it comes to that old axiom, "If you don't like New England weather, just wait a minute."

The climate in Rhode Island is for the most part temperate. There is a decisive variation of temperature between the Northern and Southern part of the State. It's also pretty hard to forecast a season in Rhode Island. Last year the citizens of the State felt the drought situation so acutely that Newport authorities hired a rain maker. This year, a continued deluge of rain has the same people wishing they could hire a rain stopper.

The prevailing winds in Rhode Island are northwesterly 10 months of the year and southwesterly in July and August. They usually blow rather gently with a mean speed of about 10 to 12 miles an hour. Weather conscious Rhode Islanders watch for the weather signals in the weather flags that are flown from the local federal buildings and coast guard stations.

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## AMERICA'S CUP RACE

## INFORMATION MAP

1958

MAP LEGEND

- 1—IDA LEWIS YACHT CLUB (NEW YORK YACHT CLUB STATION)
- 2—AMERICA'S CUP BUOY — STARTING LINE
- 3—THEODORE FRANCIS GREEN STATE AIRPORT  
AMERICAN, EASTERN, NATIONAL AND UNITED AIR LINES
- 4—NORTH CENTRAL STATE AIRPORT  
NORTHEAST AIRLINES
- 5—NEWPORT AIR PARK
- 6—WESTERLY STATE AIRPORT
- 7—BLOCK ISLAND STATE AIRPORT
- 8—UNION STATION  
NEW HAVEN RAILROAD (NEW YORK TO BOSTON)
- 9—SHORT LINE BUS TERMINAL - PROVIDENCE  
DIRECT SERVICE FROM BOSTON, HARTFORD, FALL RIVER, NEW BEDFORD, HYANNIS;  
INTERSTATE BUSES FROM ALBANY, SPRINGFIELD; GREENHORN FROM NEW YORK, AND,  
PORTLAND, MAINE, VIA PORTSMOUTH, N.H. AND BOSTON.
- 10—SHORT LINE BUS TERMINAL - NEWPORT  
CONNECTIONS FROM ALL ABOVE LINES.
- 11—BREKTON KEEL LIGHTSHIP

YACHT CLUBS, MARINAS, BOAT YARDS, YACHT HARBORS AND BASINS: SEE RECREATION INDEX ON  
PRINCIPAL SIDE OF ENCLOSED OFFICIAL HIGHWAY MAP OF RHODE ISLAND, ITEMS  
LISTED ON SIDE

EXCURSION VESSELS  
T/V ARGO STAR WILL BE MOORED IN NEWPORT HARBOR  
M/S BOSTON BELLE, BERTH AT CITY DOCK, LONG WHARF, NEWPORT  
M/V KELSICO II, BERTHED AT R.I. FISH COMPANY PIER, 515 SOUTH WATER ST., PROVIDENCE  
M/V TANKER, BERTHED AT NEW HARBOR DOCK, BLOCK ISLAND  
S/S HUSKIE, BERTHED AT PIER 9, FOOT OF SCHOOL STREET, NEW BEDFORD, MASS.

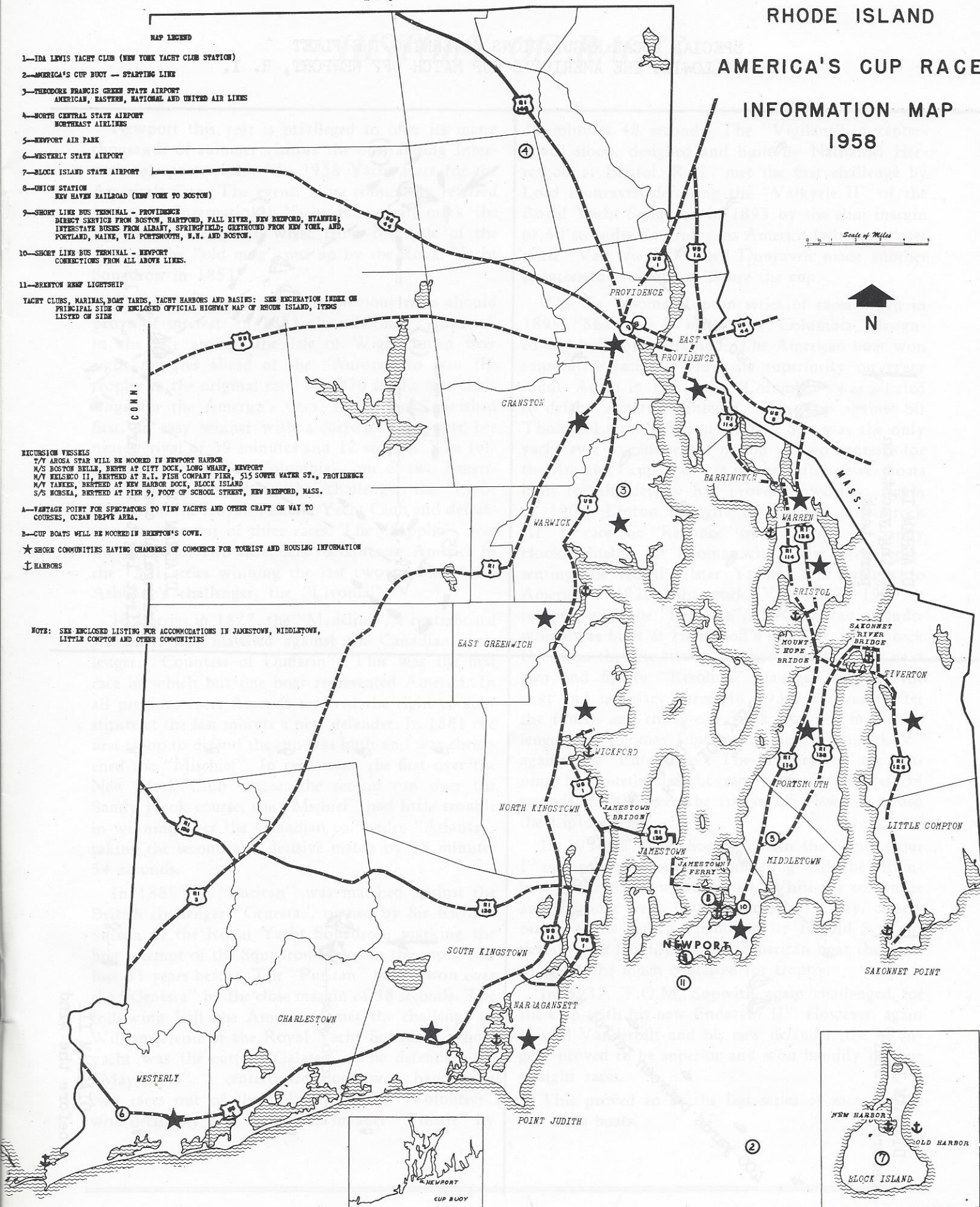
A—VANTAGE POINT FOR SPECTATORS TO VIEW YACHTS AND OTHER CRAFT ON WAY TO  
COURSES, OCEAN DRIVE AREA.

B—CUP BOATS WILL BE MOORED IN BREKTON'S COVE.

★ SHORE COMMUNITIES HAVING CHAMBERS OF COMMERCE FOR TOURIST AND HOUSING INFORMATION

† HARBORS

NOTE: SEE ENCLOSED LISTING FOR ACCOMMODATIONS IN JAMESTOWN, MIDDLETOWN,  
LITTLE COMPTON AND OTHER COMMUNITIES





SPECIAL LOCAL REGULATIONS GOVERNING THE FLEET  
FOLLOWING THE AMERICA'S CUP MATCH OFF NEWPORT, R. I.

DIAGRAM II  
competing yachts on  
port tack

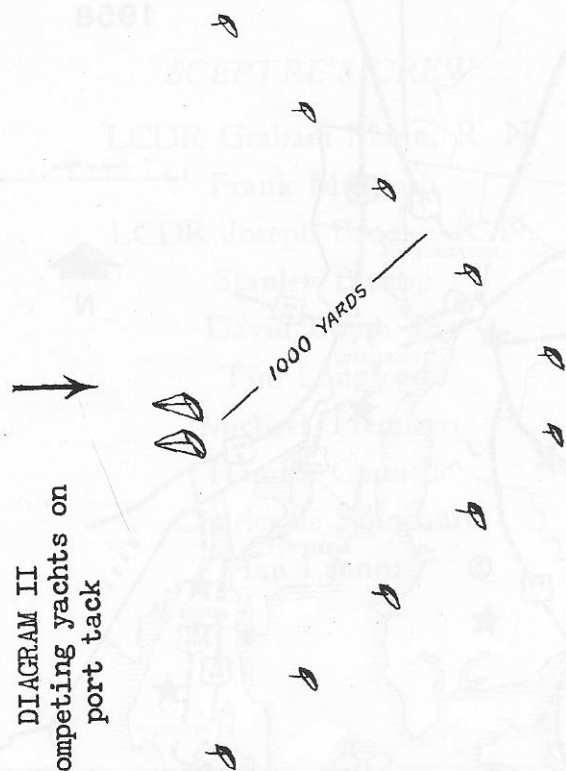


DIAGRAM I  
before the start

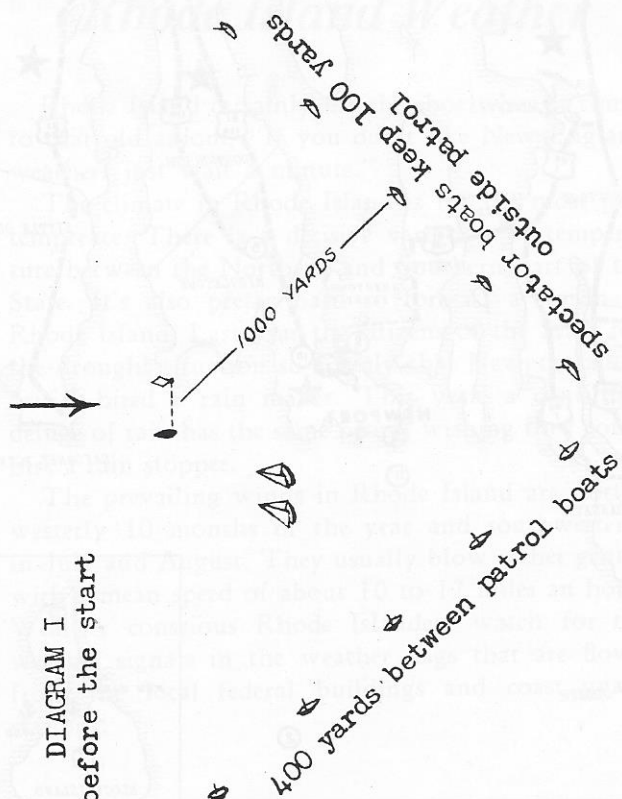


DIAGRAM IV  
triangular course  
first leg to windward

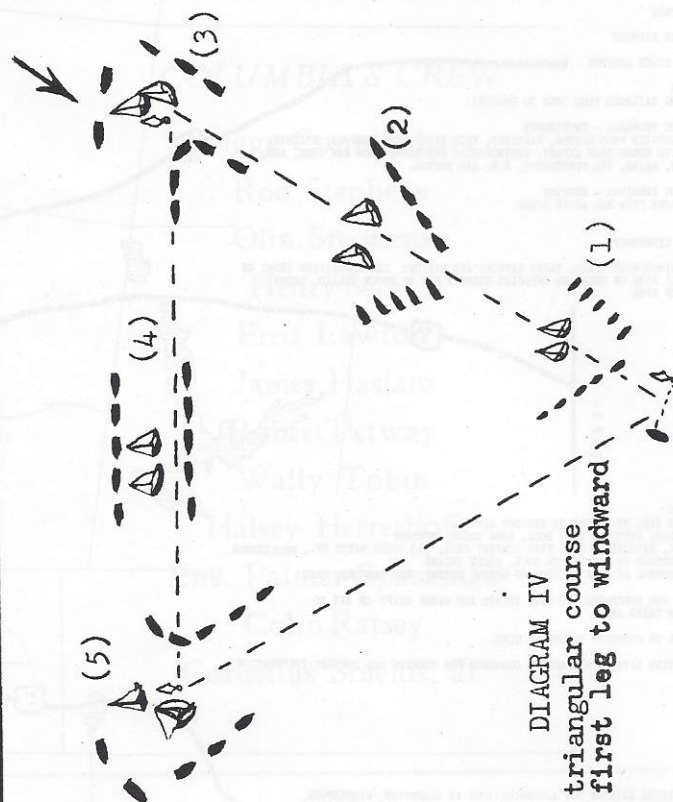
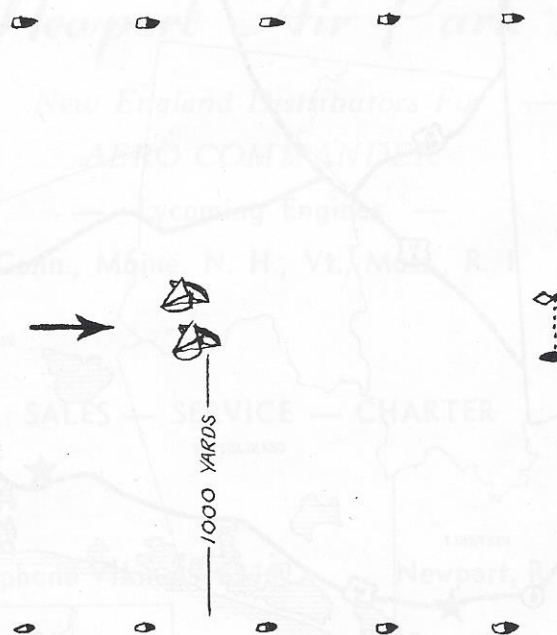


DIAGRAM III  
before the wind





# HISTORY OF RACES

Newport this year is privileged to offer its many thousands of summer visitors the outstanding International sports classic, the 1958 Yacht Race for the America's Cup. The event, more commonly referred to as the International Yacht Race, will mark the eighteenth attempt to wrest from this side of the Atlantic the "old mug" put up by the Royal Yacht Squadron in 1851.

A thumbnail sketch of the previous races should prove of interest. In 1851 the schooner "America" in the race around the Isle of Wight sailed over eight minutes ahead of the "Aurora" to win the trophy in the original race. In 1870 in the first challenge for the America's Cup, the "Magic" finished first, an easy winner with a corrected lead over her nearest rival of 39 minutes and 12 seconds. The following October the "Columbia", one of two American boats to race met another challenger, the "Livonia" from the Royal Thames Yacht Club and defeated it in two out of three races. The "Sappho", was the second of two defenders to represent America in the 1871 series winning the last two matches from Ashbury's challenger, the "Livonia".

In a series in 1877, the "Madeline", a centerboard schooner, was matched against the Canadian challenger, "Countess of Dufferin". This was the first race in which but one boat represented America. In all previous races America reserved the right to substitute at the last minute a new defender. In 1881 the first sloop to defend the cup was built and was christened the "Mischief". In two races, the first over the New York Club course, the second run over the Sandy Hook course, the "Mischief" had little trouble in winning over the Canadian contender "Atlanta", taking the second and decisive match by 38 minutes 54 seconds.

In 1885 the "Puritan" was matched against the British challenger "Genesta", owned by Sir Richard Sutton of the Royal Yacht Squadron, marking the first attempt of the Squadron to regain the cup it had lost 33 years before. The "Puritan" barely won over the "Genesta" by the close margin of 38 seconds. The following Fall the Americans met the challenge of William Henn of the Royal Yacht Squadron whose yacht was the cutter "Galatea". The defender, the "Mayflower", a centerboard sloop won handily in two races out of three. In 1887 the "Volunteer" won decisively over the Scotch invader "Thistle" by

11 minutes 48 seconds. The "Vigilant", a centerboard sloop, designed and built by Nathaniel Herreshoff at Bristol, R. I., met the first challenge by Lord Dunraven defeating the "Valkyrie II" of the Royal Yacht Squadron in 1893 by the slim margin of 40 seconds. Returning to America two years later with "Valkyrie III" Lord Dunraven made another unsuccessful attempt to secure the cup.

The Sir Thomas Lipton series of races began in 1899. "Shamrock I" met a new "Columbia", designed and built by Herreshoff. The American boat won consecutive races to prove its superiority on every count. Again in 1901, the "Columbia" was selected to defend America's interest in the cup against Sir Thomas Lipton's Shamrock II". She was the only yacht ever to represent a nation in two contests for the America's cup and was selected after newer boats built for the defense had proven unworthy. Again in 1903, Lipton brought to America "Shamrock III" to race the "Reliance" over a course off Sandy Hook lightship. Sir Thomas with a new threat representing the Royal Ulster Yacht Club brought to America in 1920 "Shamrock IV" built in 1919 to compete with the "Resolute", the American defender which was built at Herreshoff's in 1914. "Shamrock IV" won the first two races, the "Resolute" the next two and finally "Resolute" managed to take the next and necessary three. In 1930, ten years after the fourth and thirty-one years after the first challenge, Sir Thomas Lipton put his "Shamrock V" against the "Enterprize". The "Enterprize" by winning its fourth straight race with 5 minutes 54 seconds margin over the course off Newport ended the Lipton series.

In 1934, T.O.M. Sopwith with the "Endeavour I" opened a new series by competing with the "Rainbow" over the Newport course. While the contender and defender were, in the opinion of many, closely matched, the superior handling by Harold S. Vanderbilt won handily for the American boat the right to retain the much contested for trophy.

In 1937, T.O.M. Sopwith again challenged for the Cup with his new Endeavor II". However, again Harold Vanderbilt and his new defender, the "Ranger" proved to be superior and won handily in four straight races.

This proved to be the last series of races in the "J" class boats.



## *Abstract of the Rules*

Races begin September 20th, 1958, and the races will be sailed on every succeeding weekday, except that if a race is called off for the day, each contestant must be asked if they are willing to start the following day. If either contestant says no, one day shall intervene before starting the next race. A Sunday will not count as an intervening day.

Races will continue until one of the boats wins four races.

Races will start and finish at a buoy anchored nine miles S.S.E. of Brenton's Reef Lightship and will be sailed over alternating

windward and leeward and triangular courses of approximately twenty-four nautical miles in length. If run windward, 6 miles up and down twice; if triangular, 8 miles on each leg.

The warning signal shall be made at 11:00 A.M., and the starting signal at 11:10 A.M. No race will start later than 1:10 P.M.

Time limits are as follows: If any windward and leeward race is not completed in six hours or a triangular course in five and one-half hours by either yacht, such race must be re-sailed.

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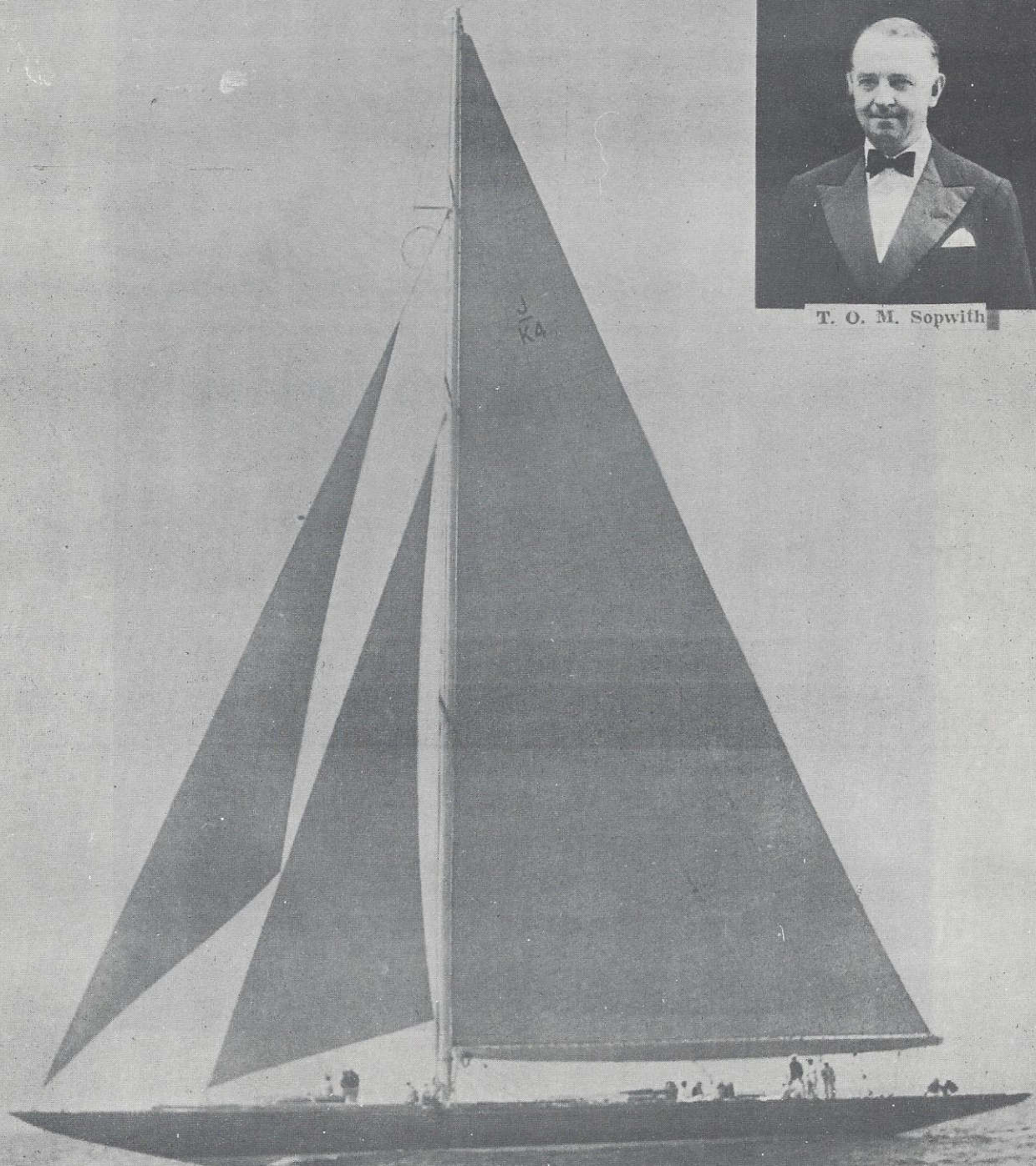
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T. O. M. Sopwith



ENDEAVOUR



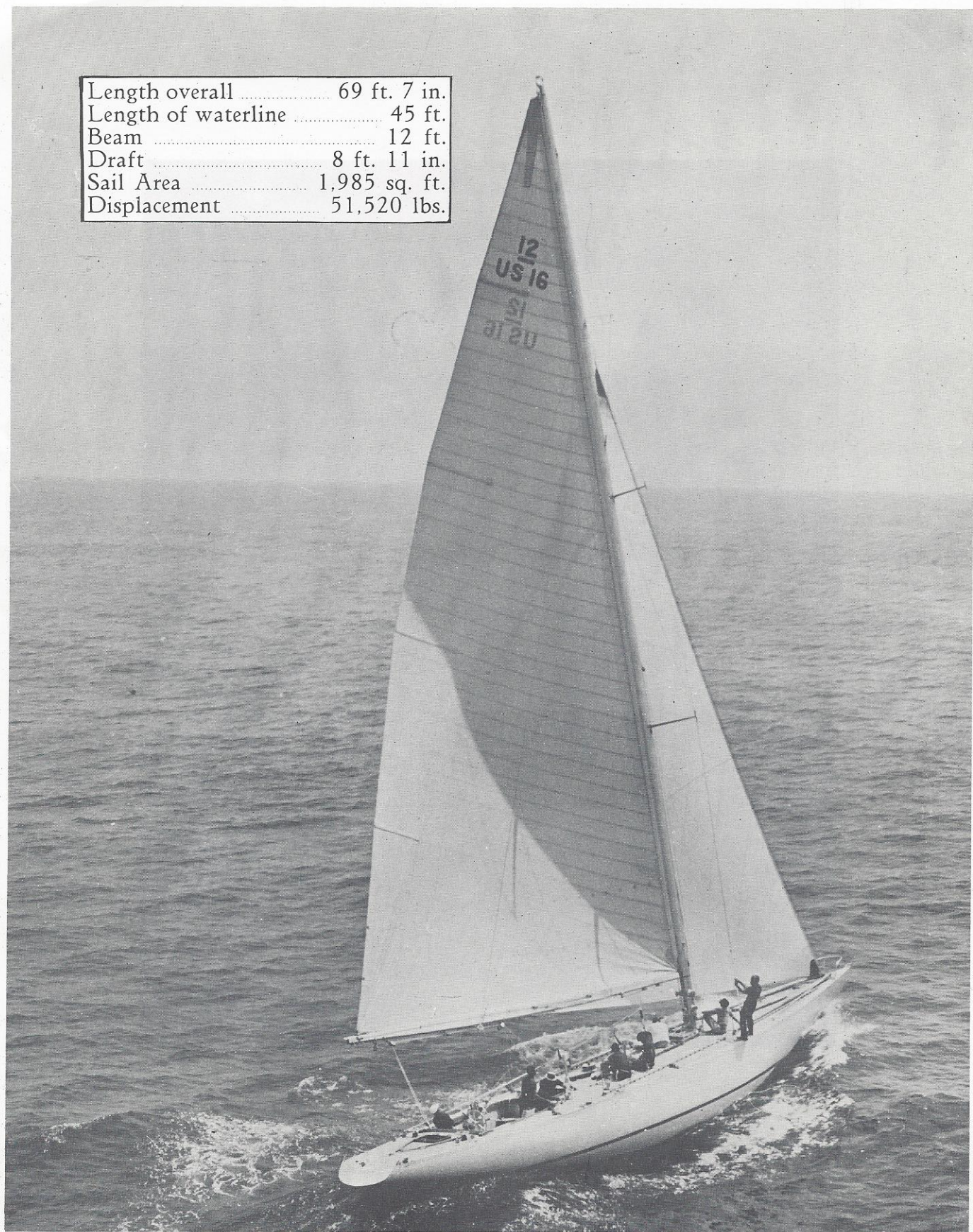






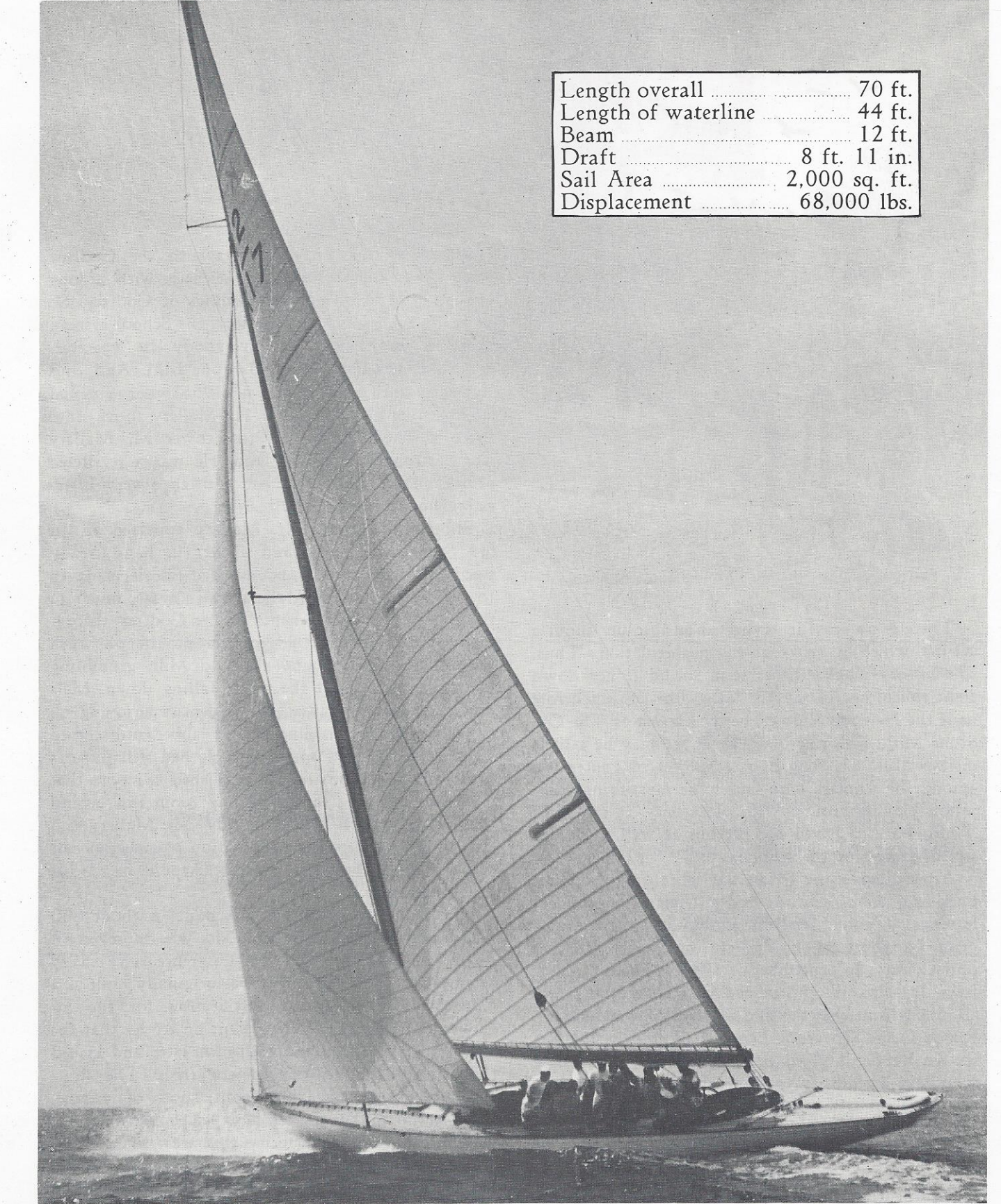


Length overall .....	69 ft. 7 in.
Length of waterline .....	45 ft.
Beam .....	12 ft.
Draft .....	8 ft. 11 in.
Sail Area .....	1,985 sq. ft.
Displacement .....	51,520 lbs.



*COLUMBIA, U. S. 16*

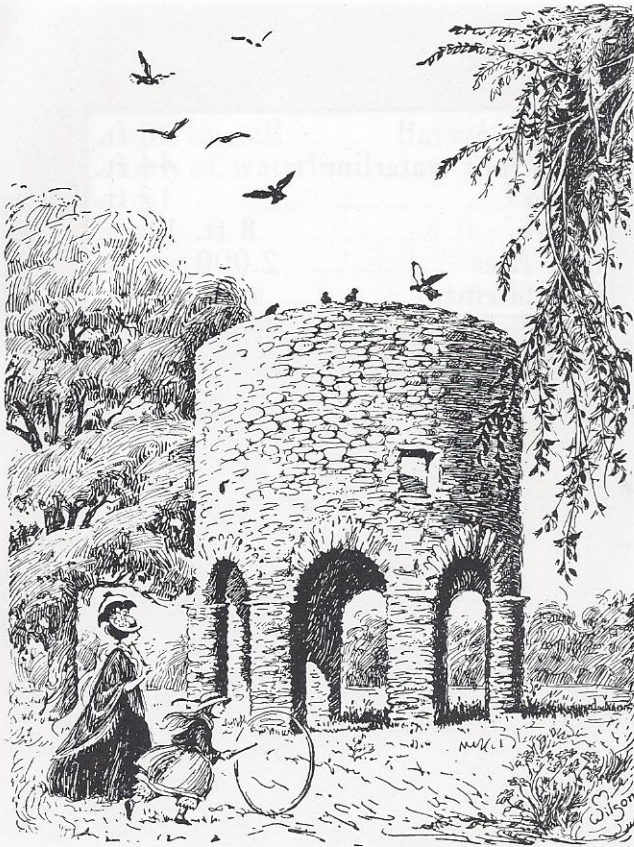




Length overall .....	70 ft.
Length of waterline .....	44 ft.
Beam .....	12 ft.
Draft .....	8 ft. 11 in.
Sail Area .....	2,000 sq. ft.
Displacement .....	68,000 lbs.

*SCEPTRE, K 17*





## Old Stone Mill

However, those who were against the Godfrey report were unable to find a scientist with a long enough title to dispute the findings of Godfrey. So as far as the Preservation Society, the School system, the advertising people and everybody else was concerned, it was Arnold's Old Stone Mill. And thus it stayed until the summer of 1955 when a genial scientist named Arlington H. Mallery hove into town to have a look at the stone tower. Mr. Mallery had a strong enough title too. He was a registered professional engineer and had written a very interesting book called *Lost America*.

Shortly thereafter, Mr. Mallery appeared at the old Stone Mill, pick and shovel in hand, ready to give it a try. Some underhanded rascals managed to get permission for Mallery to excavate, much to the anger of the proponents of the Godfrey theory. Godfrey's local scientific cohorts in the old rock business gathered around the Old Mill, grumbling in their beards about the tower falling down. Mallery stuck to his guns. Like a dentist enjoying an extra large cavity, he plucked and jabbed and scraped away at the base of the tower. He had still pictures made and took movies. He published a report that made the bear rug in the reading room run behind the bar and snatch a quick brandy. Mr. Mallery said that by no sense of the imagination was the ancient stone structure built by Benedict Arnold or any of his forebears.

The Mill, said Mallery, was built in about 800 A.D. and it was built by the Celts who moseyed on down this way from the St. Lawrence river valley around that time. He said it was originally built as a Christian Church and a fortification for the St. Lawrence Irishmen. Mallery went on to say that the Vikings moved in about 250 years later and kicked the living daylights out of the Irish. The stone structure stood rugged but gaunt, shorn of its auxiliary trappings until 1675 when apparently the weather bureau didn't notify this area in time and the big wind blew Peter Easton's Mill down. Easton borrowed the Old Stone mill from Governor Arnold and installed his mill equipment in it.

*That's the Mallery version.*

There is no sense in trying to be absolute about a subject which is better given to speculation. Thus, this history may at times seem sordid if not down right ridiculous, to say the least. The subject before us is the Newport Tower, better known as The Old Stone Mill. This pile of rocks, if we may be a little disrespectful, has long been a subject of contention among the scholars who find some mystifying edification playing around with old stones. It stands in Touro Park, a haven for pigeons as well as a subject of study for the scholars.

After digging the living daylights out of Touro Park in quest of artifacts and tell-tale archaeological leavings, a young Brown University archaeologist printed a report for the Preservation Society of Newport County. In September of 1948 William S. Godfrey, Jr., stoically proclaimed to Rhode Island and all its environs that the Old Stone Mill was built by Rhode Island Governor Benedict Arnold in the late sixteen hundreds. This seemed to satisfy the people who have a tendency to think there wasn't any history before 1639, but it tossed a lot of other people for a good long loss. Here we had been naming hotels, football teams, cocktail lounges and heaven knows what, "*Viking*". Now the only symbol of the Vikings turned out to be a modern stone structure built in the late sixteen hundreds. There was probably still a couple of mortgages on it.





*SIR THOMAS LIPTON*

*"And when the one great scorer comes to score against your name — it matters not if you won or lost but how you played the game."*

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SIR THOMAS LIPTON — MORT SULLIVAN

Lipton sold tea. Mort Sullivan sold Newport. The two stalwart citizens in the above photo were the trade mark of an era. Very little can be added to the praise that has been bestowed on Tom Lipton. No better sportsman deserves it more. Tom Lipton was also a businessman. And what could better ease the pain of nautical defeat than the profits booming into the Lipton Tea Co. They drank Lipton Tea from Maine to California. They drank it straight, with cream and sugar, with lemon and with utter abandon. When they finished drinking it, they had their fortunes read in the leaves that gathered in the bottom of the cup. While Coke was becoming the American symbol throughout the world, Lipton tea was the standard bearer for the forces of the Empire.

The debonair gentleman who is helping Sir Thomas hold down the ancient Stromberg-Carlson is Mortimer

A. Sullivan, Mayor of the City of Newport. Mort wasn't just a mayor. He was a hard working tenacious political mayor. He was never ashamed of the political tag. He wore it as a badge of honor. On him, it was. When Mort went cart-tailing it from ward to ward in the political campaign, he avowed that the ethnic groups would have ample representation in City Hall. They must have. They kept Mort in office for 12 years. It would have been a good deal longer had he not resigned to become a judge in the Superior Court of Rhode Island.

It was a reciprocal situation. Mort loved Newport. Newport loved Mort. He was their Mayor, their confidant and their ambassador of good will. Like Lipton, this bonvivant has joined the passing parade. What Lipton was to Yachting, Mort Sullivan was to a gracious Newport.





### CITIZEN'S COMMITTEE

Today's younger generation would consider this welcoming group somewhat pre-historic. Nautical squares, so to speak. The period is before the invention of the sports shirt and a Bikini was an island not a bathing suit. The only time a properly bred gentleman didn't wear a tie was with his pajamas. The properly

bred gentleman of 1930 are here presenting Sir Thomas Lipton with a silver replica of the Old Stone Mill, the emblem of the City of Newport. The loss of the original caption and twenty eight years of elapsed time have made the naming of this welcoming committee almost impossible. See how many you can name.

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## *SPECTATOR FLEET*

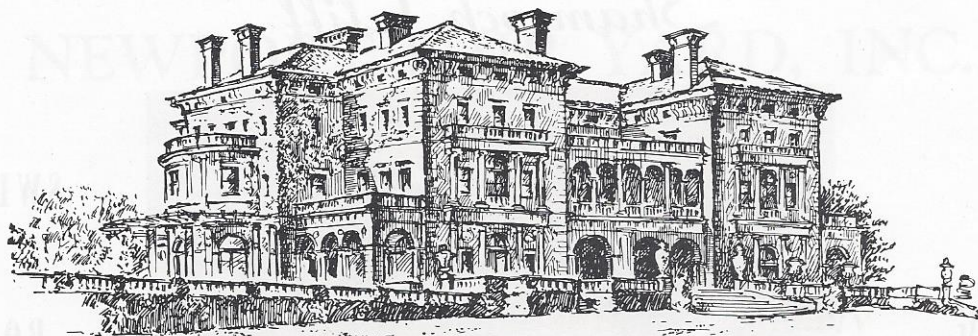
NEWPORT, R. I., BRIT\* — This magnificent group of yachts anchored in Brenton's cove just off Fort Adams was the last connecting link between the roaring twenties and the dim early thirties. It magnified the famous J. P. Morgan answer to a query about maintaining his floating palace, "If you have to worry about the cost of maintaining a yacht don't own one." This indeed was an era that is still confusing to the historians. Half the country was stumbling around half drunk from bath tub gin and yet the law of the land said it was unlawful to drink.

To those who are not too familiar with those halcyon times, there was another great activity taking place on the waters of Narragansett Bay. It was, so to speak, one of the community's larger industries—bootlegging. If daddy didn't make the stuff, he sold it. His best customers were the people who owned these gargantuan pleasure canoes in the above picture. For the custom of the day after a weary stint in the counting house was to rest the weary soul by washing down a couple of warm aspirin with some cool champagne.

When the sea fog rolled in at dusk, the citizens on Jamestown, the soldiers at the Fort and the thirsty yachtsmen, could hear the booming of the one pounder as the Coast Guard banged away at either the Mary Alice or the Mary Ann (no kin to the Barbara Ann). These were two of the fastest rum runners on the Atlantic Coast. They'd come roaring in past the dock at Fort Adams and scoot into a wharf near the Gas Company just to the left as you look at the above picture. Then the speedy cruiser would head out again to meet their pursuers coming in the East passage. The customary search, an exchange of pleasantries and coffee. Then off again to set up the stage for another chase. Contrary to the Wyatt Earp philosophy of today, the good guys didn't fair so hot. But after all who wanted to. They repealed the 18th amendment and the gin moved from hip pocket flasks back to the fancy bottle. Roosevelt started his graduated income tax and these fabulous yachts were swept from the scene as though blotted by a painter's angry brush. Millionaire Row is also a part of history.

\*—Before Roosevelt and Income Taxes.





*Ruth Roads Lippin*

*The Breakers - Newport, Rhode Island*

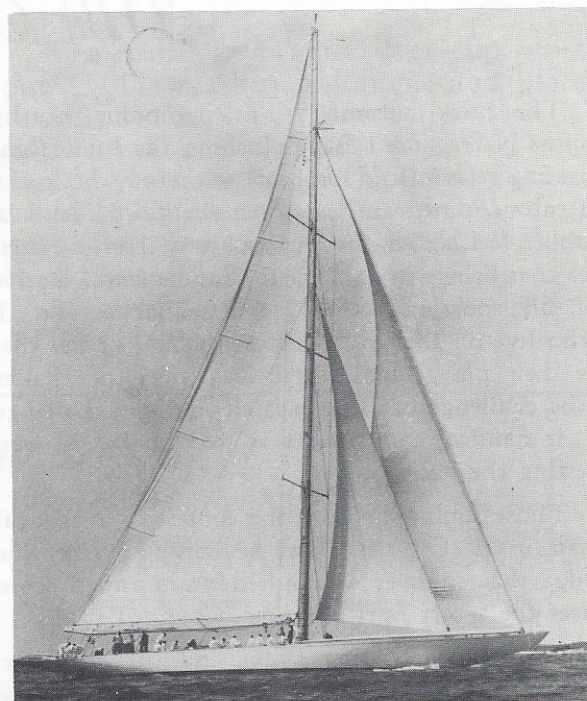
The most magnificent of all the Newport summer residences was built for the late Cornelius Vanderbilt. The house measures approximately 250 feet by 150 feet and contains approximately seventy rooms on four floors.

For a number of years it has been open to the general public under the auspices of The Preservation Society of Newport County, and yearly attracts over 50,000 visitors to Newport from all of the forty-eight states and many foreign lands.

#### HAROLD S. VANDERBILT

There is no place on the sea for a sissy. God help the man who dared imply that there was any soft characteristics about Harold S. Vanderbilt. This sailor's sailor can hold his head high among the hardest of the maritime world no matter what bracket of life they come from. Today this septuagenarian sailor will be on the sidelines watching the two contenders in competition. Were there a way to turn back the petty pace of time, he would probably be listed as the defending champ.

Gone are the billowing ballon spinmakers of the J boats of Vanderbilts time. Gone too, are the 30 man professional crews. The race, its meaning and the skill of sailing are still there. Harold S. Vanderbilt, the undefeated champ, will be among those spectators who only too well knows the meaning, the anxiety and the exhilaration that evolves about this competitive classic.



RANGER — 1937 DEFENDER



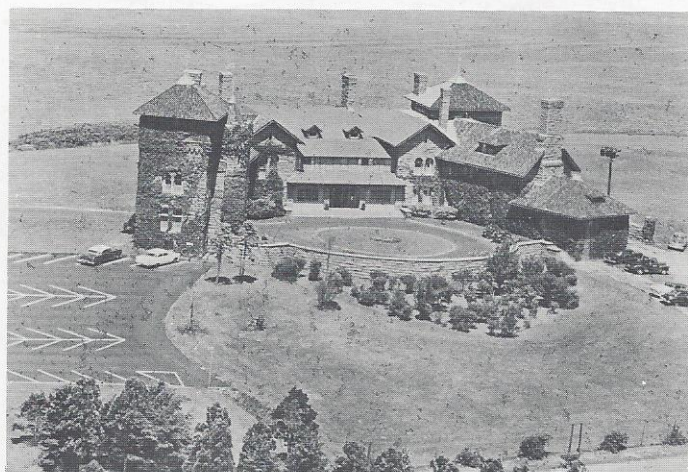
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## *THE CHALLENGE*

The brisk autumn winds, whipping northwest across Narragansett Bay, plucking the tops from the cresting waves and dashing them on the rocks at Brenton Point, can make even the most inland land-lubber feel a love for the sea. It is this love for the sea that brings to an apex the fundamental motivator of all sporting activity, the challenge. To those who live on the sea, work on the sea, or use the sea as their playground, there is always the challenge. The challenge of the sea itself and the challenge of their nautical compatriots as to who can be best at besting the sea.

Those souls who love the contest of man against man in clean quality can be happy in the knowledge that in over a hundred years and a score of races the worst hurt has been wounded pride.

America's defending yacht and the British contender represent the great wealth of these two powerful nations. We use the term wealth here not so much in a financial aspect but rather the wealth of culture, clean sportsmanship and National pride.

Unquestionably one of the best features about the whole event is the fact that the two great nations can mingle socially and sportingly without being smug about it.

Inasmuch as the owning and operating of the contender's is a wealthy man's privilege, the enjoyment of the contest is the property of all classes of life, financially or otherwise. There will be those who will watch the historic contest from their own yachts, others from the decks of large sea going liners and still others from the deck of a friendly lobster boat or fishing trawler.

The halyards slapping against the mainsail, staccato commands from the tilting cockpits, tooting whistles, snapping flags, the wind shrieking through the rigging and the cacophony of sounds from the spectator fleet all blend in to make this sea-going country fair one of the greatest enjoyments ever experienced.

May the best boat win.



# NEWPORT SHIP YARD, INC.

ESTABLISHED 1834

*Servicing America's Cup Contenders*  
*Columbia, Easterner, Vim, Weatherly*  
*and*  
*Royal Yacht Club Challenger*  
*Sceptre*

Telephone Viking 7-7480

379 Thames Street

Newport, Rhode Island



*The Cause  
of it all*

On August 22, 1851, the schooner America, owned by a New York Yacht Club syndicate, whipped 14 of England's fastest schooners and cutters in a 53-mile race around the Isle of Wight.

The prize, an ornate silver cup worth about \$500, was brought home and placed on a shelf in the N.Y.Y.C. trophy room. It's been there ever since.

In 107 years, millions of dollars have been spent in 16 challenges for the America's Cup. England has tried 13 times, Canada twice and Scotland once.

After the Races . . .

## CLIFF WALK MANOR

located at the start of the famous Cliff Walk  
overlooking the ocean on Memorial Boulevard.

STEAKS

SEAFOOD

BUFFET

COCKTAIL LOUNGE

For reservations call VI 7-1300

Entertainment nightly



## *PAST SCORE BOARD*

The AMERICA defeated THE ROYAL YACHT SQUADRON in 1851

The MAGIC defeated the CAMBRIA in 1870

The COLUMBIA and SAPPHO defeated the LIVONIA in 1871

The MADELINE defeated the COUNTESS DUFFEREN in 1876

The MISCHIEF defeated the ATLANTIC in 1881

The PURITAN defeated the GENESTA in 1885

The MAYFLOWER defeated the GALATEA in 1886

The VOLUNTEER defeated the THISTLE in 1887

The VIGILANT defeated the VALKYRIE 2nd in 1893

The DEFENDER defeated the VALKYRIE 3rd in 1895

The COLUMBIA defeated the SHAMROCK in 1889

The COLUMBIA defeated the SHAMROCK 2nd in 1901

The RELIANCE defeated the SHAMROCK 3rd in 1903

The RESOLUTE defeated the SHAMROCK 4th in 1920

The ENTERPRISE defeated the SHAMROCK 5th in 1930

The RAINBOW defeated the ENDEAVOUR in 1934

The RANGER defeated the ENDEAVOUR 2nd in 1937

## *1958 SCORE CARD*

### **COLUMBIA**

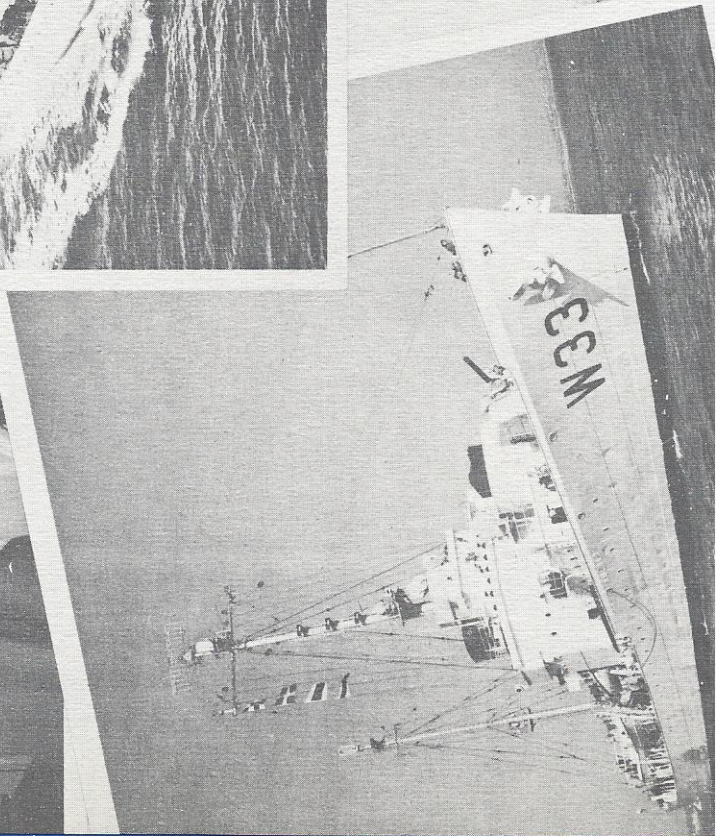
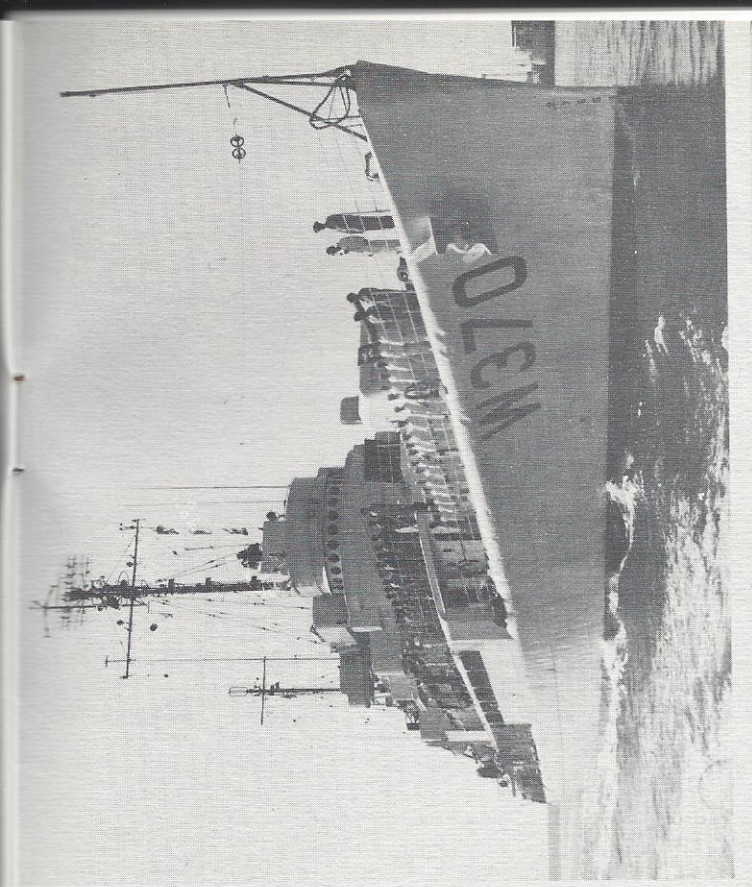
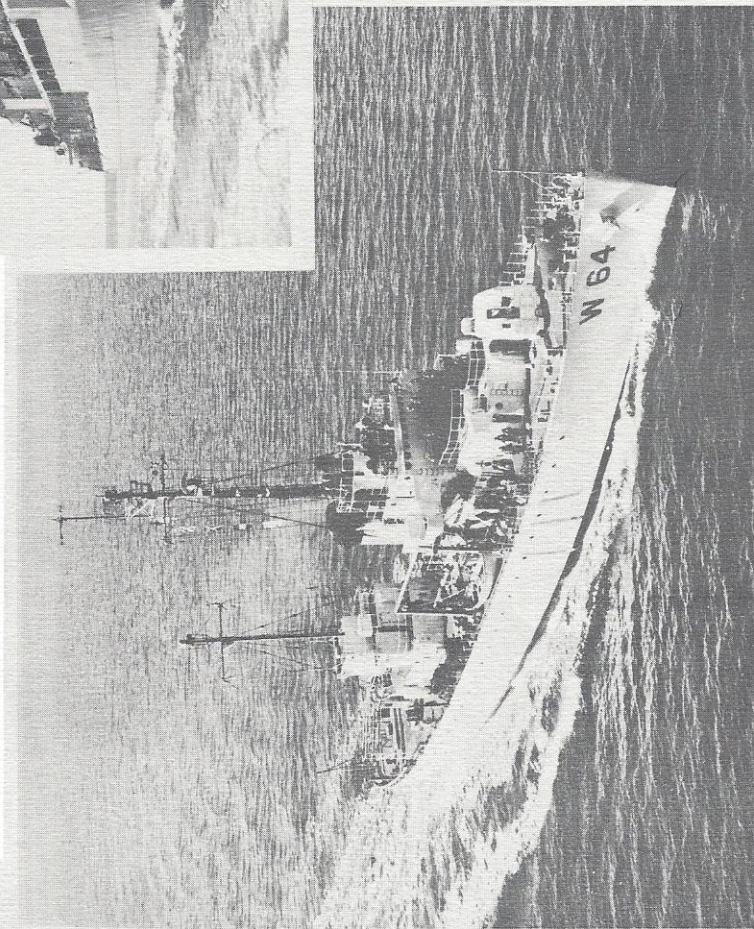
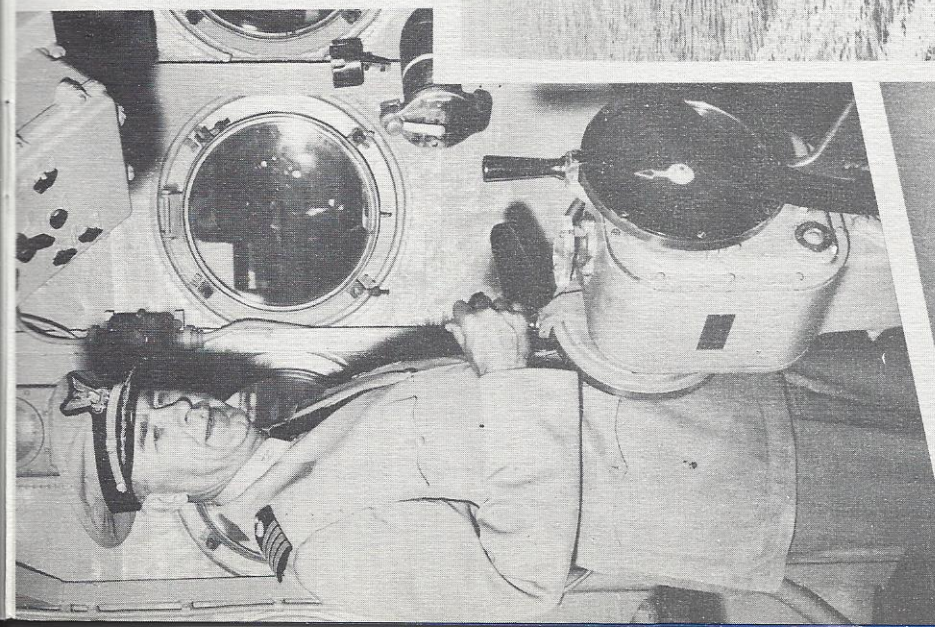
RACE	HOURS	MINUTES	SECONDS
1			
2			
3			
4			
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6			
7			

### **SCEPTRE**

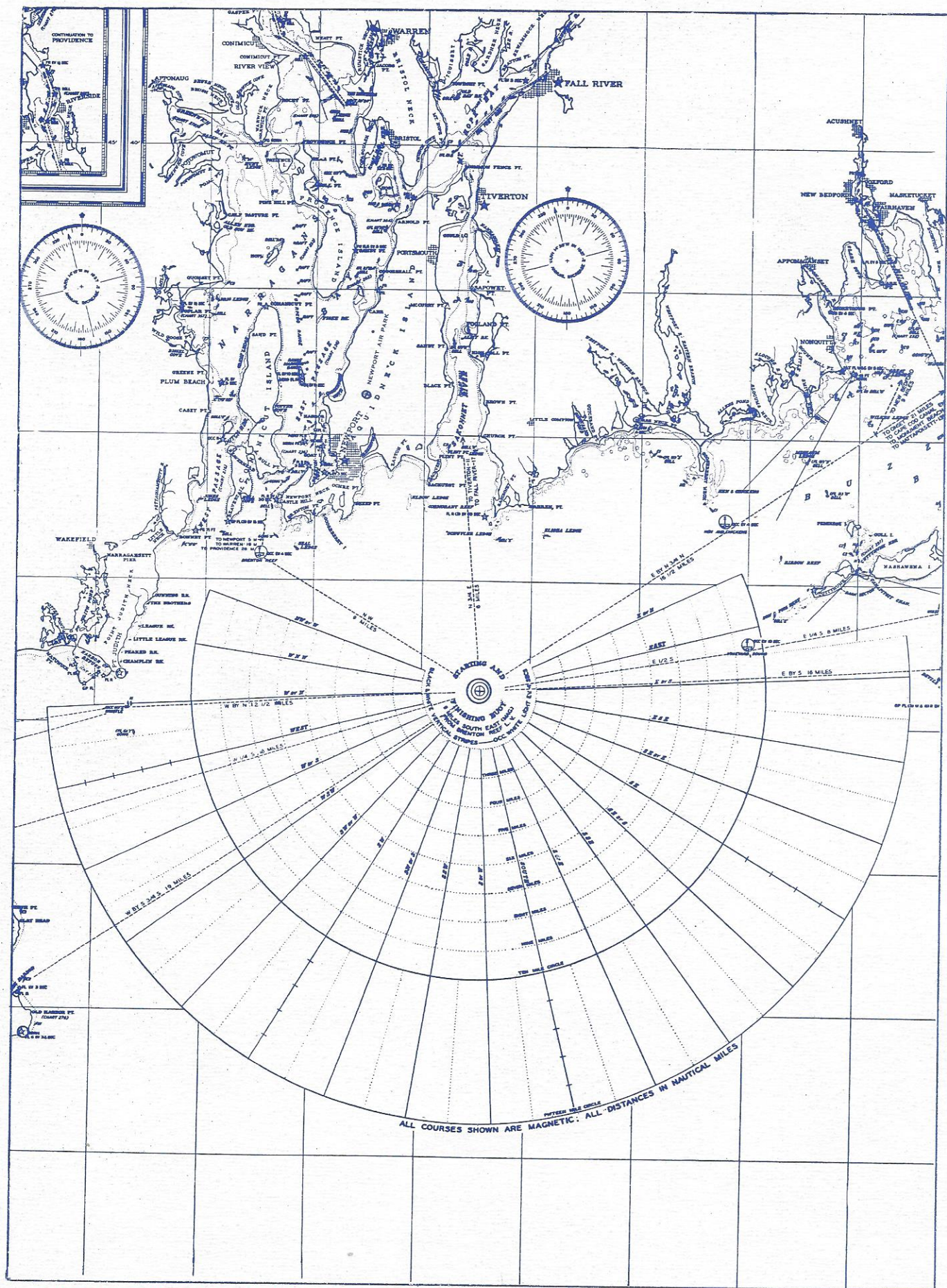
RACE	HOURS	MINUTES	SECONDS
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2			
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7			



**Capt. Victor F. Tydlacka**  
 U. S. Coast Guard, 1st District, Boston  
 Policeman of the course







THIS CHART IS NOT FOR NAVIGATIONAL PURPOSES BUT MERELY AS A GENERAL GUIDE TO THE RACE AREA