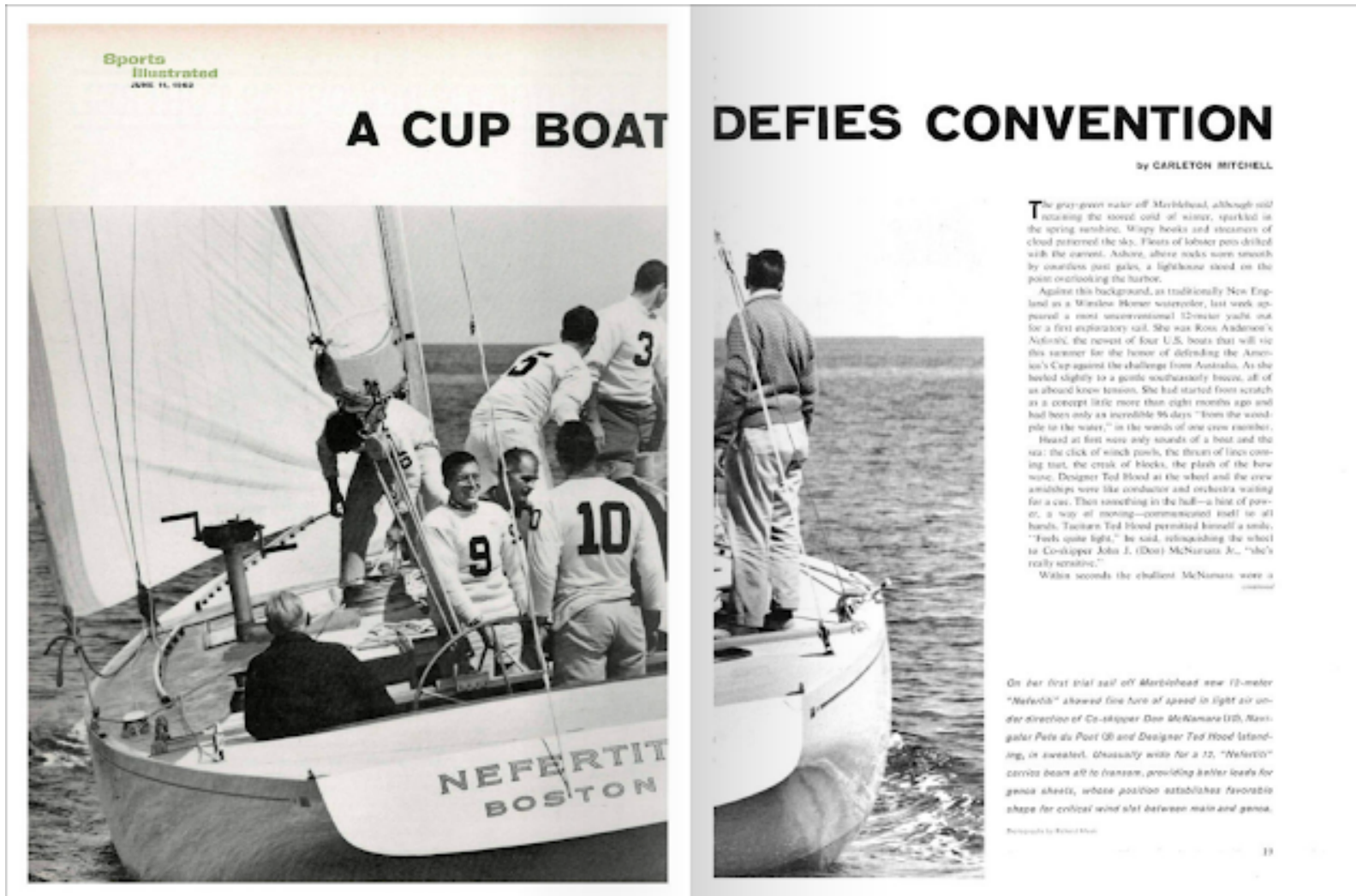
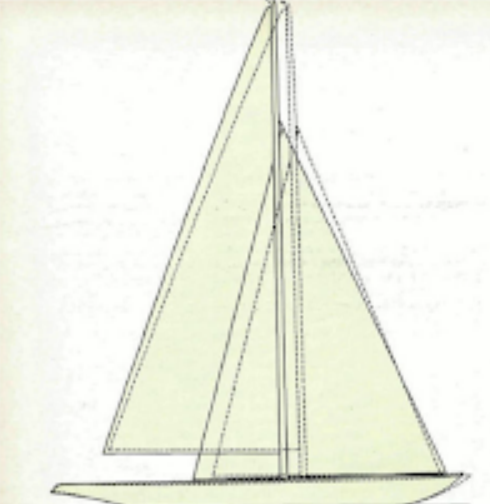


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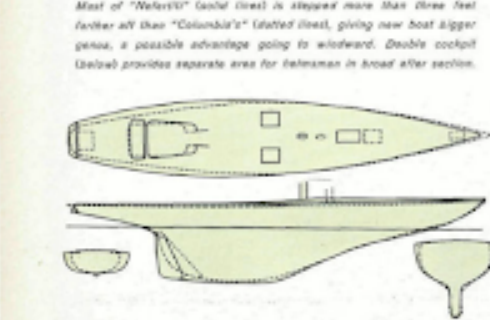
America's Cup 12 Meter Nefertiti - 1962

America's Cup Twelve Nefertiti in her heyday. You don't hear much about her as she never made it to the big leagues but she's still sailing in Newport RI. Another great article from the archives from SI.





Mast of "Neferiti" (solid lines) is stepped more than three feet farther aft than "Columbia's" (dotted lines), giving her boat bigger genoa, a possible advantage going to windward. Double cockpit (below) provides separate area for helmsman in broad after section.



Hull profile compared to "Vie" (dotted lines) shows high crown of deck, roller placed farther aft with maximum blade width at bottom where there is less water turbulence. Though beamier than "Weatherly" both at transom and midships sections (left and right), "Neferiti's" keel reaches down as deep as any of her rivals.

SHIP SHAY continued

grin the width of his face. "Still as a church!" he exulted. Everyone began to talk at once. Bubbles did seem to float a remarkably flat and clean wake. From the foredeck Fred Lenton, who has spent over 20 years sailing 12 meters, reflected the grin aft. Builder E. Schmitt Graves squirmed with obvious satisfaction at the passing water. Although all realized there could be no real measure of performance without competition, the conviction grew that here was a boat that would take some beating.

In Nyirini Frederick E. (Ted) Hood has achieved a new combination: beauty in an aerodynamic—even radical—break with convention. For she is like no other 12-meter yacht afloat. Rival naval architects often have stated that the stringent provisions of the rule governing design in the class allow little latitude. Columbia, the last cup defender, was only fractionally different from her 19-year-old sister, Fin, and the other defenders launched in 1958 adhered to the pattern, as did Britain's unsuccessful challenger, Sappho. But without throwing the book away—in fact, by studying it with the most imaginative viewpoint in recent history—Hood has come up with a boat that breaks the mold of convention.

According to Ted's father, Rudman Hood, who has a remarkable grasp of the electric mathematics of the rule, "The design began with Ted's idea of what the sail plan should be." Since Ted is a calculator turned naval architect without benefit of formal training, this was perhaps natural, but automatically required an entirely new approach. In effect, the hull was to be principally a platform for carrying sails. To achieve the desired stability and efficiency in sail trim, more beam was indicated.

Yet here the problem gets tricky: Beam adds weight and wetted surface, both detracting from performance in round-the-bays competition in light winds and smooth water. Even additional horsepower from the sails within the possibilities of the rule could not counterbalance a lumber schooner's hull. In Ted Hood's mind the challenge was "to provide beam without getting too heavy and to minimize and overcome resistance from more wetted surface."

The rule provides a minimum beam of 11 feet 10½ inches, but sets no upper limit. Columbia, Weatherly and Fin—over measure exactly the minimum. Hood began tank-model testing with 14

feet, prising it finally to 13 feet 3 inches, partially because sail-plan calculations showed he needed no more to achieve the desired platform. This increased width also permits more efficient trimming of headsails. The broader beam extends to the stern, which has the added advantages of providing even more stability and a longer waterline when heeled. But as the 12-meter rule is still a marker of compromise, Nyirini must pay for her gain by a slight reduction of overall length.

Again thinking of providing optimum drive from the sails, Ted Hood stepped Nyirini's mast more than three feet farther aft than usual practice, while moving the headstay as far forward as possible. This will provide bigger headsails than those carried by competitors. As an extra benefit the weight of the mast being more aerodynamic should reduce any tendency to hobbyhorse or plunge in a steep head sea.

BACK AS A BONE

Elimination of excess weight became the special case of Co-helmsman McNamara. As he points out, "The laminated frames have been rounded to the minimum requirements of the rule. But heads were cut off flush—we carried out 30 pounds of scrap. These aren't any doors on the galley bulkheads because the rule doesn't say you have to have them." Below, Nyirini is as bare as a well-chewed bone, the lightest boat of the quarter—37,300 pounds against a reported 39,200 for Columbia.

This same ingenuity extends throughout the design and construction. The deck has been given the maximum crease allowed by the rule, and as mast height is taken from the deck those few extra inches are added five to the sail plan. Down a slight kickup in the bows. Three hollow compartments covered by bronze plates were cast into the keel, so extra lead trimming ballast could be added down deep, if needed.

All these innovations add up to a harmonious whole. Nyirini has graceful ends and a pleasing profile. About her there is a look of power, a result of the effort to produce a boat that will be at her best when September winds freshen along 12 knots. Always in Ted Hood's mind were memories of Columbia sailing away from Fin in the stronger winds of the final trials. In fact, everything about Nyirini is well expressed in Don McNamara's description: "She is a speedy cutter and not a delicate sloop."

continued



CUP BOAT *continued*

Competitively, Nefzer will begin with the advantage of Designer Hood aboard to supervise tacking, carrying sails woven, cut and built by Saltmaker Hood. Not only has the Hood left produced more sails for 12s than any other, but the Shields clan paid Ted the complement of ordering additional sails for Columbia the day after it was announced he would design a rival candidate.

Meanwhile, there have been no many alterations to Columbia, and the other boats, including switches in crews and skippers, that there is truth in the remark by Eastover's owner, Chandler Hovey: "With all the changes all of us start out even again."

Columbia, in the forthcoming trial races, will have as skipper 20-year-old Cornelius (Gil) Shields Jr., who grew up racing small-class boats, but last summer got the feel of 12-meter competition. At his side there will be the formidable presence of Designer Glen Stephens, a veteran of the post-two-cup defenses. Hooky winch pumps are available in depth, while Gil's father, Conny, and

his uncle, Paul Shields, will always be on hand, watching from a launch as sailing Nydia, the trial horse.

As for the boat itself, on the basis of tank tests conducted by Glen Stephens during the past two years, Columbia has had her lead keel reshaped into a finer section, which Glen Shields describes as "like the bottom part of a naplane position, sharp forward and the V shape carried aft." A new mast has been stepped—the spare from earlier campaigns—which is slightly stronger aloft. Deck layout has been altered for more efficiency, and new winches added. Sails in use are mostly by Hood, and "we will go to Ted." Until proven otherwise, Columbia must still be considered the favorite 12-meter yacht in the world.

Eastover, the "V only" goat of the last trials, looks like she will again be unable to prove her full potential. Early in the season it was announced that Designer Ray Hunt and George O'Day, Olympic Gold Medal winner in 5.5s, and builder of many other titles, would jointly be in full charge throughout the campaign. Owner Hovey, 82, was reportedly willing to retire from participa-

tion, along with various members of his clan—ranging through grandchildren. Now it appears that the Hoveys will be back in force, with the same frugal policy of expenditures for sails and other gear. As dean of active American yachtsmen, Chandler Hovey harks back to the '30s aboard the J-class sloops *Wrennawee*, *Antebow* and *Tandee*, when there was less emphasis on equipment and yachting was a more leisurely sport. While it is his privilege to resist the undoubted over-emphasis in modern racing, and not fairly far ahead of efficiency, it isn't a philosophy likely to gain Eastover the coveted role of defender.

However, alterations are being made to the hull and rig of Eastover, which might increase her speed through the water, already impressive on occasion. Interior weight has been removed and returned as ballast. Following exactly the opposite path from Nefzer and Columbia, Designer Hunt is widening the lead keel over seven inches by means of a synthetic party. The trailer has been streamlined into the keel, and the mast has been shifted aft 18 inches.

The greatest change in *Wendoverly* will

be above decks, in the crew, although the box will have a new lead front. The new skipper will be Earl (Bert) Meibacher Jr., master tactician of *Fin* when she almost spurned Columbia. He was further sharpened by experience aboard Eastover during '86, which came alive under his touch to win the first races of her career (58, July 13, 1961). Bus has brought along from *Fin* the Matthews family. Don is alternate helmsman, Dick is navigator, and father Jack an adviser and expediter. As change of the foredeck will be Vic Romagnolo, who was awarded the unique tribute of being aboard Columbia for the cup matches after sailing the trials on *Wendoverly*.

More weight below

Wendoverly's problem has always been lack of stability as the wind freshens. New weight has been eliminated above the waterline whenever possible—over the stern has been cropped slightly—and added to a new keel. There have been minor changes in the rig, and new sails will be added—all from Toddy, we hope," says Bus.

Since I have now had the honor of

sailing on all four candidates for defense, the question naturally arises as to how Nefzer's seems in relation to the other boats. In the overall concept and layout of gear I agreed with Fred Lawton that "Ted Hood has done a fabulous job of creative thinking." Nefzer's genius is so much larger than those of the other 12s that it hardly seems intended for the same class. Spinnakers will be proportionately even bigger. It is possible that king-size handhoists could be a problem in a close tacking duel, but otherwise the advantages are apparent. Undoubtedly, on the day of the first trial sail, it was an enormous guess coupled with a light ball that made Nefzer's seem to go so well in regattas that never exceeded eight knots. There was no sea to stop her, but from my experience with heavy hulls I doubt if it will so long as there is wind to provide drive—her weakest point probably will be going to windward in the skip left over from a dying breeze. When it blows I believe she will be a real powerhouse. While a few minor bugs appeared on the maiden voyage, I am consoled with her builder, Gross, when he commented: "I don't see that there's

much to be changed, so far." The wheel of Nefzer is a deacon. Featherlight in turn, extremely sensitive and just a trifle of weather helm. Looking forward from the cockpit there is an amazing sensation of bigness, while the afterdeck is so spacious that Navigator Pete da Pont quipped, "We can paint some lines and play tennis when it's calm."

After the fiasco of the last challenge, when *Jesper* died so lamely off Newport, most people couldn't have cared less what happened to the cup. Now reports of the prowess of the Australian *Greiv* against known-quality *Fin* makes it appear that a serious threat to continued American domination is developing from Down Under. Meanwhile the scrambled boats and crews promise drama in the U.S. trials and possibly even better racing than four years ago. Bus Meibacher feels so: "We've learned from each other. Boats, crews and skippers will be improved." But then he goes on to say reflectively, "The big question may be whether Teddy Hood has produced another *Ranger*, a breakthrough 12. He's never been wrong yet." Only competition will tell. **END**



Designer Ray Hunt (left) and George O'Day, a former North American sailing champion, provide "Eastover" with brains and imagination, but Owner Hovey is not, alas, providing enough money. Aboard "Columbia" (center) 20-year-old Gil Shields is training his young crew under the experienced eyes of his uncle Paul,



(foreground), who owns the boat, and his father, Conny, who owns a nationwide reputation as a racing sailor. Bus Meibacher (right), final match-racing skipper in the history of America's Cup competition, has taken over the helm of "Wendoverly" and has brought with him foredeck expert Vic Romagnolo to handle spinnaker,



Posted 24th June 2013 by [The Rose](#)



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