

Family Matters

Six Degrees of Integration

An Inventory of International Rule Yachts
Owned and Sailed by
James Lauriston Lewis (1864-1947)

[The Lewis Family](#)





The Zenith (6 K 8), sailing off Cowes, 1928. Commissioned from William Fife and Son in 1924, the Zenith was taken immediately to New York where it took the British-American Cup in a heated series of races. From the collection of Katharine Lauriston McLean (née Lewis).

Contents:

Section One: The Call of the Sea

Section Two: The 12-Metre Class

Section Three: The 8-Metre Class

Section Four: The 6-Metre Class

Section Five: Obituary for James Lauriston Lewis



James Lauriston Lewis aboard the Margery, a friend's yacht, July 1935, with his daughter Katharine Lauriston Lewis (later McLean) seated far left. From the collection of Katharine Lauriston McLean (née Lewis).

Section One: The Call of the Sea

*I must go down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and the sea-gulls crying.*

John Masefield, "Sea Fever"

My maternal great grandfather James Lauriston Lewis was born in 1864, the eldest son of a hosiery manufacturer James Winterbotham Lewis (1825-1902) of Nottigham. He inherited a substantial share in J. B. Lewis & Sons, Ltd., and actively ran the company until his retirement around the age of 50, ostensibly to rear Red Devon cattle at his estate of Coombe Cross, Horsington, Somerset. He was also a passionate sportsman, engaging in horse-riding, shooting, fly-fishing, and hunting - rather fitting when you consider that J. B. Lewis & Sons ran a line of athletic undergarments under the moniker Meridian. Definitely a "man of action", as one of the company's advertisements puts it!



James astride his hunter, at his estate, Coombe Cross, Horsington, Somerset, circa 1940s. From the collection of Katharine Lauriston McLean (née Lewis).

Among the sports in which James Lauriston Lewis (1864-1947) indulged his energy and not a small portion of his fortune was international rule yachting, and during the twenties and thirties he owned at least five racing yachts which he sailed around Cowes, the Solent, the Isle of Wight, and even as far away as New York. The purpose of this monograph is to inventory the yachts that are known to have been commissioned or owned by James Lauriston Lewis.

During the Great War, James Lewis served as a lieutenant in the Royal Navy Volunteer Reserves, overseeing marine transport at Calshot. James's interest in the sea may well have begun with service to his country.

Support for Sport



That's why men of action wear Meridian Jockey Shorts

THESE are the Shorts for 'sports,' the athlete's need. They are cut to be completely unobtrusive beneath any kind of sportswear and to give support where support is necessary, yet the softness and elasticity of the Meridian fabric prevents any feeling of restriction. Combined with the specially designed Singlet they make you feel more sprightly and at the same time give greater freedom and comfort whatever you play, besides which they wash and wear so well.

THE PERFECT FABRIC FOR SENSITIVE SKINS



M.2
Jockey
Shorts
and Singlet

M.18
Foot and
Trunks

M.2
Singlet
M.24
Pants

The range of Meridian Underwear for men is described in an interesting FREE Booklet—ask your nearest outfitter for a copy or write to Meridian Publicity Department, 156, Gray's Inn Road, London, W.C.1

Athletic Singlets or Trunks . . . from 2/11
Jockey Shorts or Singlets . . . from 2/11
Vests, Pants or Trunks . . . from 3/6
Combinations . . . from 5/11

Sizes range from 32 in. to 48 in. Chest or Waist measurement.

J. B. Lewis & Sons, Ltd., Meridian Manufacturers, Nottingham
Suppliers to the Wholesale Trade

An advertisement for Meridian, the line of mens' sportswear dating from 1939.

Regardless of when and how James became fascinated by sailing, he seems to have commissioned his first yacht in 1924. This was the 6-metre *Zenith*, designed by William Fife III, and constructed at the yards of William Fife & Son at Fairlie, Scotland. He took his new yacht to New York the same year and together with his daughter, Elizabeth Lauriston Lewis (later Deane 1902-1983), crewed the vessel to a hard-earned and controversial victory.

The *Zenith* was followed, in 1927, by the first of James's 8 meter yachts, the *Nona*, and in the same year, James commissioned William Fife to construct the first of his two 12-metre yachts, the *Rhona*. He sold the *Rhona* in 1929 and commissioned the ill-fated *Lucilla*. This time, James chose Charles E. Nicholson to build his new yacht at the yards of Camper & Nicholson Ltd., Gosport, near Portsmouth, England. The *Lucilla* collided with the cutter *Lulworth* in its maiden season in 1930, sinking rapidly with the loss of one of her crew. Perhaps this tragedy dampened James's enthusiasm for the 12 metre class, for he did not replace the *Lucilla*.

In 1934, when James was 70 years old, he commissioned the second of his 8-metre yachts, the *Carron*. This was the last yacht he owned, so it is fitting that he should return to the man who constructed his first yacht, William Fife. Despite having a reputation of being very fast, James does not appear to have held on to the *Carron* for long, and it was refitted and renamed the *Carron II* the following year. This yacht changed ownership frequently and little is known of its early years.

During the latter half of the thirties James was obviously feeling his age, and the photographs from the mid to late 1930s portray an older, more staid man perhaps more interested in the social than the competitive aspect of British yachting.



James Lauriston Lewis catching forty winks aboard the Carlina, July 1939, with Mrs. Ford and Gilpie looking on. From the collection of Katharine Lauriston McLean (née Lewis).

In conjunction with the table below of yachts commissioned and sailed by James Lauriston Lewis, a word or two concerning the designers and builders is in order. It will not surprise persons familiar with classic yachts that James should chose William Fife III, OBE (1857-1944), to design and build four of his five yachts as the reputation of this man was unparalleled during his long tenure at the helm of William Fife & Son. French yachtsman Éric Tabarly has this to say about him: “the great designers of the period were Herreshoff, George Lennox Watson, Charles E. Nicholson and William Fife. Amongst these, Fife has acquired a particular reputation thanks to the sheer artistry and balance of his designs. Furthermore, those of his designs which took shape in his yard were of unmatched construction.” The secret of a superb yacht, Fife used to claim, was that she be “fast and bonnie”, a sentiment with which James would have concurred.



William Fife III (retrieved 20 Dec 2015 from https://en.wikipedia.org/wiki/William_Fife)

James Lauriston Lewis's own connection to Scotland was via a hunting and fishing lodge called Gruinards, which sits on the Strath Carron in Sutherland. It is not clear whether James ever owned the lodge, but he and his family went up yearly during the twenties and thirties. James's last yacht *Carron* was almost certainly christened after the glen in which he passed so many pleasant seasons shooting, riding, walking and fly-fishing.

James's fourth yacht, the ill-fated *Lucilla*, was commissioned from Camper & Nicholson, Ltd., of Gosport, England. As with William Fife, its designer Charles E. Nicholson (1868-1954) was well-regarded in the yachting world. However, when one looks at the following table, what stands out is that the only yacht *not* designed and built in Scotland is the one designed and built on the doorstep of Cowes. Ironical, perhaps, that *Lucilla* should sink beneath the waves so very near to the place of, and so soon after, her birth.



Charles Ernest Nicholson (retrieved 20 Dec 2015 from https://en.wikipedia.org/wiki/Charles_Ernest_Nicholson).

The table below provides the inventory of yachts covered in greater detail later in this monograph. From it, we can see not only the logical progression from 6-metre through 8-metre to 12-metre and back to 8-metre, but also James's obvious preference for Fife designs. There is evidence from newspaper reports in the late thirties that James Lauriston Lewis also owned a 30 square metre skerry cruiser called Sunmaid, and was racing this in 1938. But that is a story for another time!

Yacht	Class & Sail	Year Acquired	Year Sold	Current Status	Designer	Builder
Zenith	6-metre 6 K 8	(1923) 1924	Unknown, but after 1928	Birtherd Penryn, Cornwall 2007	William Fife III	William Fife & Son, Fairlie, Scotland
Nona	8-metre 8 K	1927	1929	Unknown	William Fife III	William Fife & Son, Fairlie, Scotland
Rhona	12-metre 12 K	1927	1929	Now <i>Golum</i> ; poor condition; was for sale Spain c.2013	William Fife III	William Fife & Son, Fairlie, Scotland
Lucilla	12-metre 12 K 17	1930	1930	Sank 6 Aug 1930	Charles Ernest Nicholson	Camper & Nicholson Ltd., Gosport, England
Carron	8-metre 8 K 2	1934	1935	Last reported sailing on Lake Geneva 2007	William Fife III	William Fife & Son, Fairlie, Scotland

Section Two: The 12-Metre Class

Introduction

Around one hundred and seventy 12-metre yachts were designed and constructed between 1907, when the class was first defined, and 1987, when the last America's Cup was sailed on 12-metre vessels. More than a hundred of these magnificent craft are still in existence. Roughly fifty of the 12-metre yachts were built in the United Kingdom, of which only twenty-four are known to be extant (<http://www.12mr.de/Twelves.shtml>). The most reliable and detailed resource is said to be the book *The 12 Metre Class* (ISBN: 0713661798) by Luigi Lang & Dyer Jones, but it is currently out of print and has proven difficult to obtain.

James Lauriston Lewis is known to have owned *Rhona*, which he sailed from 1927 through 1929, and *Lucilla*, which he commissioned to replace the *Rhona* after her sale. However, *Lucilla* was not destined for an illustrious career as she sank in her maiden season in August 1930 with the loss of one life. Following this tragedy, James appears to have lost interest in the 12 meter class. The data on these two yachts has been collected from numerous sources, including the Lloyd's Register, various yard construction lists, regatta result lists, archived articles of yachting magazines, and notes found on various web sites.

YACHTS CRASH AT COWES.

King Witnesses Distressing Accident.

[FREE PRESS SERVICE—COPYRIGHT.]

London, Aug. 6.

A distressing accident occurred during yacht racing at Cowes to-day, with fatal consequences. The yacht Lulworth crashed into a new 12-metre yacht, Lucilla, which sank like a stone. William Saunders, a steward on the Lucilla, was drowned.

Britannia was leading in the opening race, with Lulworth fifth, when the latter crashed into the Lucilla, which was preparing for the start of the twelve metre race. The King was on board the Britannia and witnessed the accident.

Rhona

Year Built: May 1927

Builder: William Fife & Son, Fairlie, Scotland

Designer: William Fife III, OBE (1857-1944;

http://en.wikipedia.org/wiki/William_Fife)

First Owner: James Lauriston Lewis (1864-1947)

Length Overall: 19.86 m.

Length at Waterline: 12.95 m.

Beam: 3.76 m.

Draft: ? m.

Sail Area: 190 sq.m.

Construction/Hull #: ?

Original Sail Number: 12 K 7 (N-10)

Rig: Bermudan cutter

Original Home Port: Greenock, UK

Alternative Name(s): Hei II; Frisco VI; Golum

Current Status: Refitted, but in poor condition at Port Roses

The original owner of the Rhona, a 12-metre racer built according to International Second Rule, was James Lauriston Lewis, and it seems likely that he commissioned it to be built. It was built at Yard 748 in

Fairlie, and the original curves of area are reputed to still be on file. James sailed the *Rhona* from 1927 until 1929, when it passed into the ownership of the Earl of Essex and was birthed at Greenwich. Algernon George de Vere Capell, the 8th Earl of Essex (1884–1966), was evidently an enthusiast racer: “The annual Regatta of the Royal Western Yacht Club is always the high spot of the sailing year. The year 1930 was no exception, it had many distinguished yachtsmen competing, including T.O.M. Sopwith, in the Yachts of the 12-Metre Class with his yacht 'Mouette', also the Rt. Hon. The Earl of Essex with his yacht 'Rhona', and C.R. Fairey sailing 'Flica', The String Band of H.M. Royal Marines (Plymouth Division) played a lively programme of music” (retrieved 16 Dec 2015 from http://www.europese-bibliotheek.nl/de/Bucher/Plymouth_in_old_picture_postcards/100-137110/Artikel/4#fragment).

James achieved good results with the *Rhona*, and the 12 Metre Class archive notes that the yacht “... had good results in the 1929 Cowes Week with a third overall placement (first *Mouette*, second *Moyana*) and 1 first in one of the six races” (retrieved 16 Dec 2015 from <http://www.12mrclass.com/yachts/detail/273-itemId.511707045.html>).

The Earl of Essex owned the *Rhona* from 1930 through 1932, and birthed it at Greenwich until he sold it to Arnfinn Heje, a margarine manufacturer from Oslo, Norway, who renamed it the *Hei II* with the sail number of 12 N 10. Heje raced the *Hei II* in the KNS Jubileums regatta in Hanko in July 1933 where she was first in one race, but failed to placed in the subsequent four races. The heirs of the late Heje were registered owners of the yacht in 1959-60, and an engine was installed in 1960.

Between 1961 - 1969, the yacht was owned by Jan Arthur Iversen, who renamed it the *Frisco VI*, and birthed it at Sarpsborg (Norway). He had the yacht restored in 1961, at which occasion he added a large doghouse and converted her into an auxiliary yawl. In 1969 the yacht changed hands yet again, and this time the owner was an artist who specialized in compositions of tin on black oak by the name of Urban Strom. It appears that he wished to use the hapless vessel as a studio, and in 1971 he transported the yacht to a place near Gothenburg. In 1971, the yacht disappeared from the Lloyd's Register.

Frisco VI was rescued in Jan 1971 when it was purchased by Stig Westberg and several friends. She appears to have been renamed the *Hei II*, and she was taken to the Broderna Jacobsson yard in Drasgmark on the west coast of Sweden where she underwent a complete refit, including the installation of a new engine, a new iron structure under the mast, and new sails from Bruce Bank Sails. For four years, until September 1974, she sailed in Scandinavia and in northern Germany.



Gloom in rather poor state and awaiting purchase circa 2013. Photograph supplied by Lars Hassler, personal email 16 Dec 2015.

In 1975, the Hei II got new Swedish owners, Lars Hässler and four of his friends, who renamed her the *Golum*, and birthed her at Stockolm. Hässler and his friends sold *Golum* to Spanish owners in 1977, and according to the archives at 12 Metre Class, the latest news as of May 2013 is not so rosey: "... she is ashore in not very fine conditions [sic] in a yard close to Cadaques (Spain); her mast was broken in 2011 and her owner does not even know who is William Fife [sic]; a big cockpit has been added on deck and the hall [sic] has been partially coated with polyester" (retrieved 16 Dec 2015 from <http://www.12mrclass.com/yachts/detail/273-itemId.511707045.html>).

Plymouth Regatta, 1927:

The Glasgow Herald (Sat 23 Jul 1927; p.23 c.5):

"FINISH OF PLYMOUTH REGATTA WEEK

Plymouth Regatta Week concluded on Saturday with racing controlled by the local division of the Minima Yacht Club. There was again a fine sailing breeze from the north-west and the weather was fine. A good programme had been arranged, and although there was no event for the big yachts, prizes were offered for boats of the 12-metre class. Unfortunately only three entries were attracted, and with Modesty again an absentee it was left to Rhona and Iyruna to ave a well fought-out duel.

The boats were sent three times around Knap, East Pinker, and Mallard Buoys, a distance of about 18 miles. Iyruna had a single reef, but Rhona started with full mainsail. Receiving their gun at 1 o'clock, the two yachts effected a good start, Iyruna being the windward, with

Rhona one second ahead of her ice. Rhona led round the Mallard, and maintained her position on the reach out across the sound. On the beat home Iyruna overhauled her rival, and was 40 seconds ahead at the end of the first circuit. When rounding the Mallard for the second time Rhona fell further astern, and was an appreciable distance behind when the pair reached out to the western mark. The first round was timed-

H. M. S.

Iyruna... 1 52 46

Rhona... 1 53 24

Iyruna further increased her advantage on the beat home during the second round. There was no further change in the positions, and the race ended:-

H. M. S.

Iyruna... 3 27 54

Rhona... 3 29 17

The race for 18ft. jollyboats was won by Echo, with Mona second and Westward third.

Sunbeam was the winner of the cruiser handicap, Florence second, and Sperm third."



Gloom on a long reach. Photograph supplied by Lars Hassler, personal email 16 Dec 2015.

Extract from Lars Hässler's *Occupation Circumnavigation*:

In 1975, *Hei II* was purchased by Lars Hässler and four friends and renamed *Golum*. Here is an account taken from Hassler's book: "THE 12M INTERNATIONAL RULE YACHT GOLUM. When I was older my

brother, two friends and I bought an old 12m International Rule yacht that we christened *Golum*. She was built in Scotland at the famous Fife Shipyard in 1932, was 65ft (20m) long and weighed about 30 tons. We had often sailed together on small sailboats but we decided that we should get our own boat. We had no idea what we were getting into. We started by making repairs and equipping her properly, a gigantic job that used up all of our free time and money. But for three summers in the mid-1970s we were able to enjoy our beautiful boat as we sailed around Sweden, Finland, Norway and Denmark. I was able to get time off work to be on board for 7-8 weeks every summer. I was very happy with sailing life - planning routes and organizing crews. We could accommodate up to twelve people on *Golum*, but it could get a little crowded. But we had a lot of fun, and we were the obvious centre of attention in every harbour we visited. In the 1970s there weren't very many large sailboats around... We sold *Golum* in 1977..." (Hässler, Lars (2009). *Occupation Circumnavigation: Sailing Around the World*. Foreword by Jimmy Cornell. Translated by Katarina Smith. London: Adlard Coles Nautical; pp.2-3).

Web Resources for Rhona:

12 Metre Class archive (<http://www.12mrclass.com/yachts/detail/273-itemId.511707045.html>)

British National Yachting Archive entry on Rhona

(<http://www.britishyachtingarchive.org.uk/wiki/tiki-index.php?page=1652%3AFrisco+VI&highlight=j.%20auriston%20lewis>)

Basic data (<http://www.12mr.de/Twelves/>)

Restoration brochure of the *Golum*

(<http://www.infoseanautic.com/barcos/golum/Golum.pdf>)



*And far, far away. Photograph supplied by Lars Hassler,
personal email 16 Dec 2015.*

Lucilla

Year Built: 1930

Builder: Camper & Nicholson Ltd., Gosport, England (<http://vancouver-webpages.com/N32/cnhistory.pdf>)

Designer: Charles E. Nicholson (1868-1954), Gosport
(http://en.wikipedia.org/w/index.php?title=Charles_Ernest_Nicholson&redirect=no)

First Owner: James Lauriston Lewis (1864-1947)

Length Overall: 20.15 m.

Length at Waterline: 13.68 m.

Beam: 3.55 m.

Draft: 2.68 m.

Sail Area: 184 sq.m.

Construction/Hull #: 372 (wood on steel frames)

Sail Number: 12 K 17

Home Port: Portsmouth

Fate: Sunk, 6 Aug 1930

BEKEN LTD

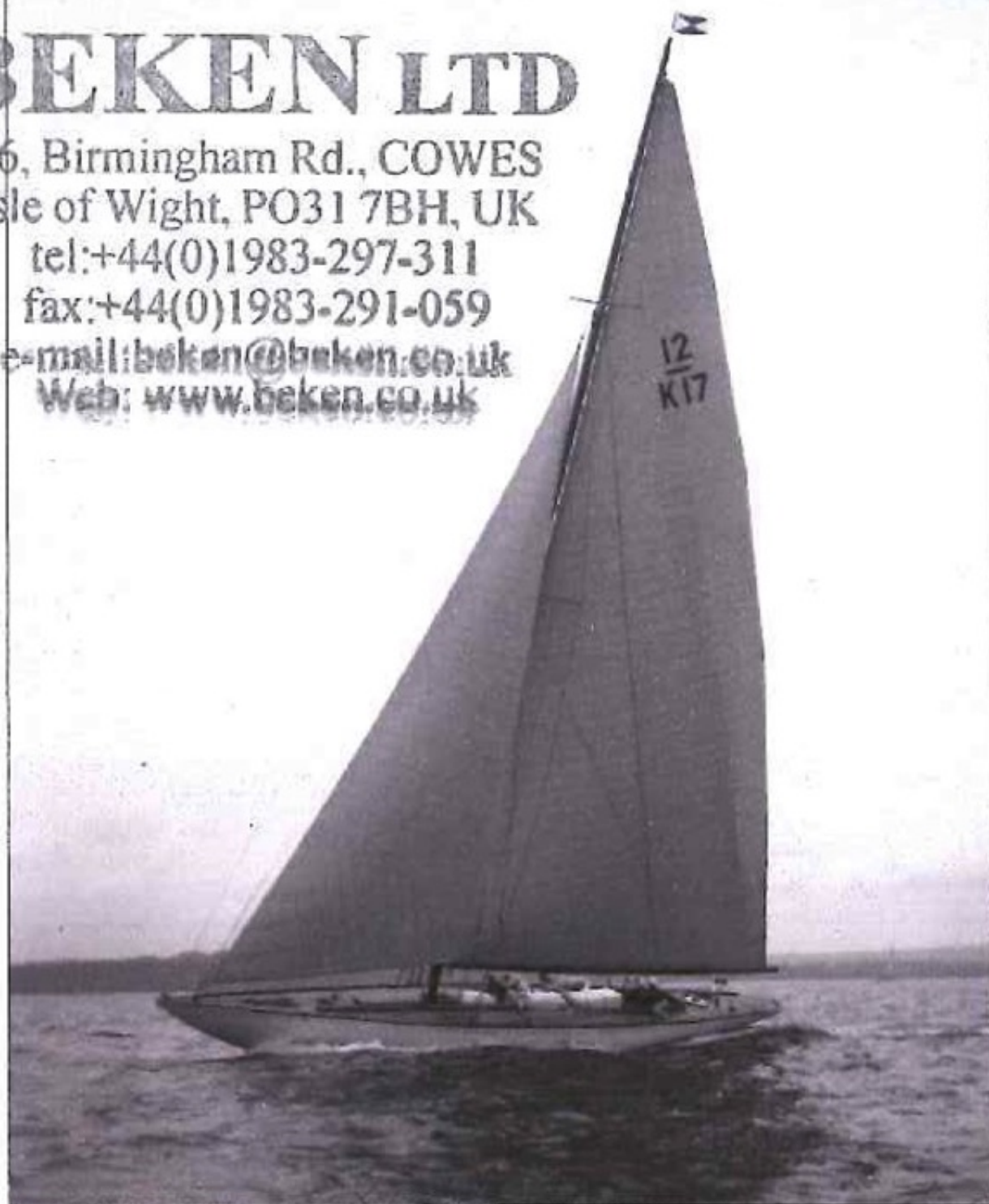
16, Birmingham Rd., COWES
Isle of Wight, PO31 7BH, UK

tel: +44(0)1983-297-311

fax: +44(0)1983-291-059

e-mail: beken@beken.co.uk

Web: www.beken.co.uk

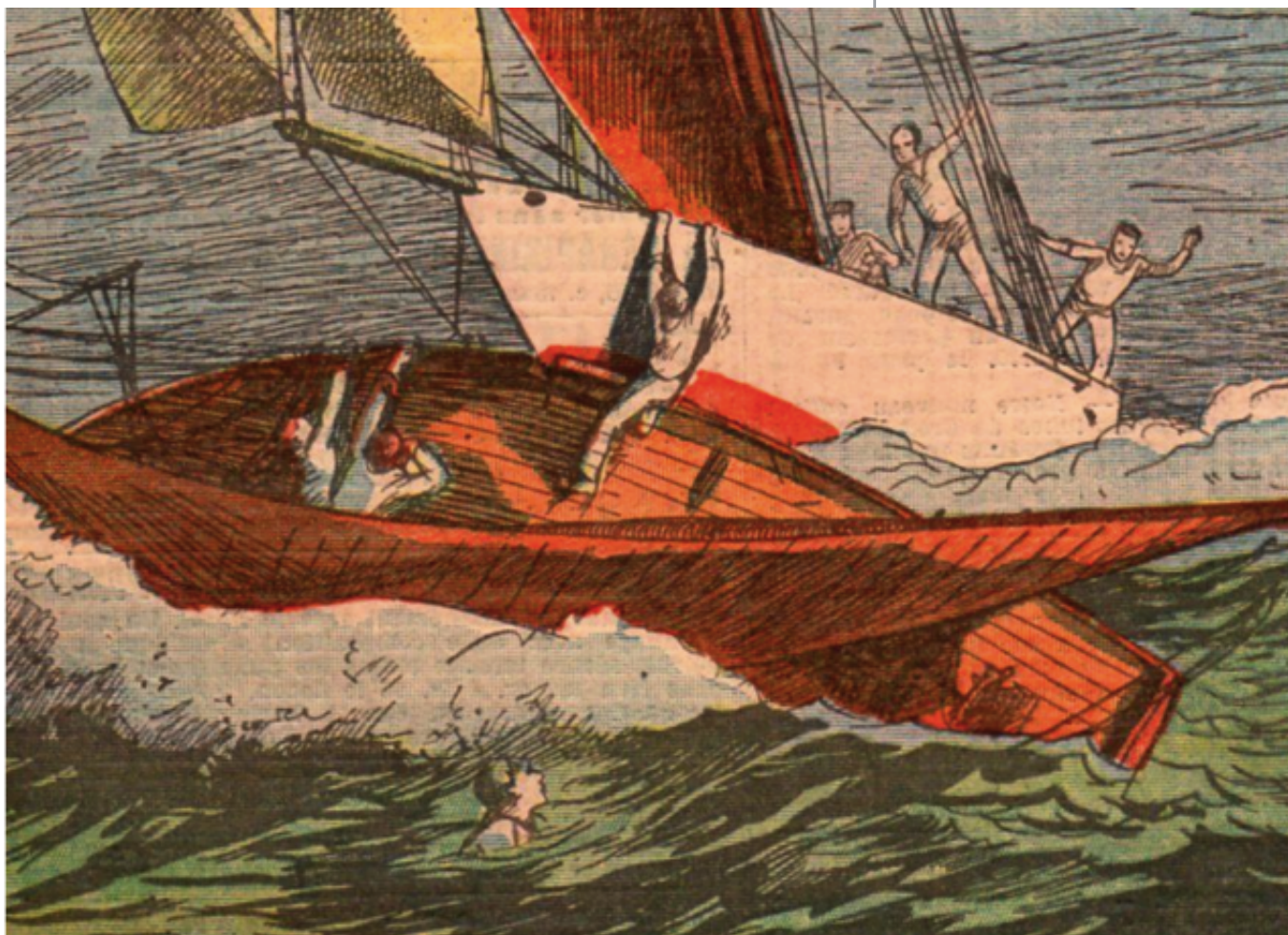


Lucilla (1930) 15033 ind

The Lucilla, from the archives of Beken Ltd.

The first owner of the Lucilla was James Lauriston Lewis, so it is safe to assume that he commissioned the Lucilla to be built. However, during its maiden race season in the Second Rule class, the *Lucilla* collided with the cutter Lulworth at the starting line on 6 August 1930, and sank to the bottom of the Solent. The Solent is strait of the English Channel between the coast of Hampshire, on the English mainland, and the Isle of Wight. It is approximately 6 km (4 miles) wide. Unfortunately, the steward William Saunders

drowned following the collision. I have not been able to determine whether James or either of his daughters was on board at the time of the collision. The wreck is not considered to be a recreational dive site: "The seabed features a number of sandbanks which can be a hazard to shipping. The maritime archaeological resource of the area include 17 charted wrecks and obstructions, one of which is the *Lucilla* which wrecked in the area but is not a recreational dive site. There are many other historic records of vessel losses in the area" (Retrieved 16 Dec 2015 from http://archaeologydataservice.ac.uk/archiveDS/archiveDownload?t=arch-767-1/dissemination/pdf/seascapes_zones/Cowes_Roads.pdf. Beken Ltd. has a number of photographs, including several distant ones of the collision.). I have been in touch with the photographic company Beken Ltd. which has four photographs of collision, along with material on other of James's yachts.



A close-up of a graphic illustration cropped from an unknown French magazine. The caption reads: "L'air est pur... La mer est large... Il arrive pourtant à ces grand oiseaux que sont les yachts [...] s'aborder dangereusement comme le fait vient de se produire aux régates de Cowes. Le "*Lutworth*" [sic] a coulé le "*Lucilla*". (Dessin de Moritz)". This cropping was offered for sale on ebay (Ref 22/AE 287; size 170 X 140 mm; retrieved 16 Dec 2015 from <http://www.ebay.com/itm/IMAGE-1930-PRINT-ISLE-WIGHT-REGATES-COWES-LUTWORTH-COULE-LE-LUCILLA-BOAT-CRASH-/371353324501>).

Photographs of *Lucilla*:

Yacht-1930-35-26-CowesKollision.jpg (retrieved 16 Dec 2015 from <http://www.trivia.de/die-12er/Yachtarchiv/Yachtarchiv-1930-1939-Third-Rule-Zwoelfer>)

Yacht-1930-33-17-CowesKollision.jpg (retrieved 16 Dec 2015 from <http://www.trivia.de/die-12er/Yachtarchiv/Yachtarchiv-1930-1939-Third-Rule-Zwoelfer>)

Four photographs at the Maritime Museum, Stockholm (retrieved 16 Dec 2015 from <http://digitaltmuseum.se/021016100991?query=lucilla&pos=0>).

Beken Ltd. has a number of photographic plates including distant shots of the collision

Articles on *Lucilla's* Collision:

Indian Evening Gazette (Wed 6 Aug 1930; p. 2):

"RACING YACHTS IN COLLISION"

"COWES, ISLE OF WIGHT, Eng., Aug. 6. - INS - Before the eyes of King George and other members of the royal family, two fast racing yachts collided today at the start of the Royal Squadron races here, resulting in the sinking of one of them and the loss of a member of its crew.

The yachts were the 55-ton *Lucilla*, owned by J. Lauriston Lewis, and the other big cutter *Lulworth*, property of A. A. Paton. *Lucilla* sank within three minutes after the crash. Her steward was drowned. All other members of *Lucilla's* crew were picked up by *Lulworth*."

"Standing on the deck of his racing yacht *Britannia*, puffing cigarets in wet and squally weather His Majesty King George won his 200th and 201st yacht races last week at Cowes, Isle of Wight. It was a bad week for other yachts at Cowes. *Lucilla*, smart 12-metre yacht, was crashed into by the big cutter *Lulworth*. William Saunders, steward on the *Lucilla*, was drowned" (*Time Magazine*, "Great Britain: Royalty"; Monday, Aug 18, 1930; retrieved 16 Dec 2015 from <http://content.time.com/time/magazine/article/0,9171,789213,00.html>). *Britannia* was a gaff-rigged cutter.

The Evening Independent, St. Petersburg, FL. (Wed, 6 Aug 1930):

"STEWARD DROWNS AS YACHTS CRASH"

"King George Views Tragedy at Opening of Annual Royal Regatta"

"COWES, Isle of Wight, Aug. 6 - (AP) - A steward was drowned and a racing yacht, the *Lucilla*, owned by J. Lauriston Lewis, was sunk in a collision at the start of the Royal regatta events today. King George, aboard the *Britannia*, witnessed the tragedy.

The *Lucilla*, maneuvering with the 12-meter boats for the getaway, was hit by A. A. Paton's big cutter, the *Lulworth*, and went to the bottom in three minutes. The *Lulworth* rescued the survivors of the *Lucilla's* crew.

When the crew of the *Lucilla* came ashore it was stated that William Saunders, a steward on the sunken craft, had lost his life."

Alexander Allan Paton (1874-1934), trade envoy and bank chairman, bought the gaff-rigged cutter *Lulworth* from Sir Mortimer Singer in 1928 and raced her until 1930. The "fatal collision with the '*Lucilla*' that year no doubt dampened his enthusiasm..." (*Time Magazine*, "Great Britain:

Royalty"; Monday, Aug 18, 1930.) The *Lulworth* was purchased by a Dutch real estate agent around 2000, and is now the world's largest surviving gaff-rigged cutter. It was originally built in Southampton in 1920, and is sailing off the coast of Southern France and Monaco. There is considerable material available on her restoration.

The Salt Lake Tribune, (Thurs 7 Aug 1930; p. 1):

"KING ON YACHT SEES DROWNING"

"British Ruler Loses Zest in Race as One Boat Sinks."

COWES, Isle of Wight, Aug. 6 (/P). - King George, on board the royal yacht *Britannia*, today scored a decisive victory over his fleetest rivals, but lost the zest of victory by witnessing the sinking of one of his competitors and the drowning of a steward.

The present regatta is his majesty's first yachting adventure since his serious illness, and, by winning, the *Britannia* chalked up its two hundredth victory.

The fatality occurred at the start of the 12-meter event.

The *Lucilla*, owned by J. Labrison [sic] Lewis, was hit fairly by A. A. Paton's big cutter, the *Lulworth*, and was smashed so badly that she remained afloat less than three minutes. The drowned man was William Saunders, steward of the *Lucilla*."

Morning Bulletin (Rockhampton, Qld.; Fri 8 Aug 1930; p.8 c.8):

"COWES REGATTA.

YACHTS COLLIDE. One Man Drowned.

KING WITNESSES TRAGEDY.

LONDON, August 6.

A tragedy occurred in a yacht race in which the *Britannia* was competing.

The King, who was aboard, witnessed the accident which occurred when the 21 metre yachts were rounding the buoy while the 12-metre boats were jockey- ing for positions on the starting line awaiting the gun.

The *Lulworth* crashed into the *Lucilla*, and the boats were locked together. Six of the *Lucilla*'s crew clambered on the *Lulworth*, after which the smaller *Lucilla* broke away and sank like a stone.

The *Lucilla*'s steward, who was knocked unconscious by a blow on the head, fell overboard and was drowned. The *Lulworth* abandoned the race, but the remainder went on.

The *Britannia* was far ahead at the moment of the accident.

Many boats, including the Royal yacht's pinnace, immediately put off to assist *Lucilla*'s crew.

The Royal yacht flew its ensign at half-mast as a mark of sympathy.

The Royal Yacht squadron and the Yachting Club also flew their flags at half-mast at the King's request.

The Singapore Free Press and Mercantile Advertiser (13 Aug 1930; p.102 c.4; retrieved 16 Dec 2015 from

<http://eresources.nlb.gov.sg/newspapers/Digitised/Article/singfreepressb19300813-1.2.66.aspx>):

"Yachts Crash at Cowes.

King Witnesses Distressing Accident.

[Free Press Service - Copyright.]

London, Aug.6.

A distressing accident occurred during yacht racing at Cowes to-day,

with fatal consequences. The yacht Lulworth crashed into a new 12-metre, Lucilla, which sank like a stone. William Saunders, a steward on the Lucilla, was drowned.

Britannia was leading in the opening race, with Lulworth fifth, when the latter crashed into the Lucilla, which was preparing for the start of the twelve metre race. The King was on board the Britannia and witnessed the accident."

The Isle of Wight County Press (30 Aug 1930; p. ...retrieved 16 Dec 2015 from <http://www.iwcp.co.uk/news/friday-september-2-2005-10052.aspx>):

"An investigation began into the collision of two yachts during Cowes Week. A 12-metre yacht, Lucilla, collided with a big-class yacht, The Lulworth, at the start line. Lucilla was about to race and The Lulworth was returning to finish a race. The Lucilla sank within five minutes. All aboard were rescued except one crew member, who jumped overboard."

Web Resources for *Lucilla*:

History of Cowes Week

([http://www.aamcowesweek.co.uk/web/code/php/main_c.php?map=cw15&ui=cw1&style=std&override=\\$ion=regatta&page=history](http://www.aamcowesweek.co.uk/web/code/php/main_c.php?map=cw15&ui=cw1&style=std&override=$ion=regatta&page=history))

History of the Royal Yacht Squadron

(<http://www.rys.org.uk/about/history/>)

British National Yachting Archive entry on Lucilla

(<http://www.britishyachtingarchive.org.uk/wiki/tiki-index.php?page=1513%3ALucilla>)

12 Metre Class archive (<http://www.12mrclass.com/yachts/detail/273-itemId.511707036.html>)

Wreck Site data on Lucilla (<http://www.wrecksite.eu/wreck.aspx?117831>)

Location of plans for Lucilla at Royal Museums Greenwich

(<http://collections.rmg.co.uk/collections/objects/379080.html>)

B&W film of Yachting at Cowes in 1930 (British Pathé:

<http://www.britishpathe.com/video/royal-cowes-1/query/YACHTING++COWES>)

A German site which briefly covers the collision

(<http://www.trivia.de/die-12er/Yachtarchiv/Yachtarchiv-1930-1939-Third-Rule-Zwoelfer>)

Basic data (<http://www.12mr.de/Twelves/>)



Section Three: The 8-Metre Class

Carron

Year Built: 1934

Builder: William Fife & Son, Fairlie, Scotland

Designer: William Fife III, OBE (1857-1944;

http://en.wikipedia.org/wiki/William_Fife)

First Owner: James Lauriston Lewis (1864-1947)

Renamed: Carron II (1935)

Length Overall: 14.8 m.

Length of Waterline: 9.9 m.

Beam: 2.51 m.

Draft: 2.0

Displacement: 9.5 tonnes

Sail Number: 8 K 2 (currently N 31)



Carron was built at Yard 805 in 1934 at a cost of £1,800, and the keel tracing is on file. Although she was very fast, James only kept her for one season, and she was renamed *Carron II* after he sold her in 1935. Fairlie Restorations has the following data: "*Carron II* was designed and built by William Fife in 1935, as [sic] yard number 813. She was the second Fife I.R.C. 8 Metre for her owner, J. Lauriston Lewis, within a two year period. Little is known of her early career, but it seems certain she was raced on the Clyde. Her early years are scattered with short term ownerships; Axel Wickman owned her for the war period when she was probably laid up, but by 1955 she was on the eastern seaboard of the USA.." Her last registered home port was Oslo, Norway, and her last measurement certificate was issued 1 January 2007 by G. R. Perrin. the former owner was the late Prince Sadruddin Aga Kahn, and it was sold and was on Lake Geneva in January 2007.

Web Resources on Carron II:

Restoration work by Fairly Restorations

(<http://www.fairlierestorations.com/fairlie-yr-colle.php>)

General information

(<http://www.ktkweb.org/styret/Matrikkel/Batene/Carron/Carron.htm>)

Nona

Year Built: 1927

Builder: William Fife & Son, Fairlie, Scotland

Designer: William Fife III, OBE (1857-1944;

http://en.wikipedia.org/wiki/William_Fife)

Alternative Name(s): Finola-Nona

First Owner: James Lauriston Lewis (1864-1947)

LOA:

LWL:

Beam:
Draft:
Displacement:
Sail Number:

Nona, an 8-metre cutter, was built in Yard 755, and her keel tracing is on file.

Article Covering *Nona*:

Robbins, James. *The New York Times*, July 3, 1932; p. S8 (Sports abstract).

"BIG BRITISH YACHTS FACE BUSY SEASON; Britannia, Shamrock V, Candida, White Heather and Astra to Sail in 38 Matches. 8-METERS ACTIVE ABROAD Five Are Being Raced in English Waters -- Larchmont Regatta Tomorrow -- Other Notes.

Thirty-eight matches have been planned for the racing season in the waters of the British Isles among the large racing yachts Britannia, which is the King's own; Shamrock V, the last America's Cup challenger, now owned by T.O.M. Sopwith; Candida, White Heather and Astra. They will follow the coast from Harwich to Plymouth... The Five craft are Decima, owned and sailed by Lord Forster; Nona, owned and sailed by J. Lauriston Lewis, and Severn, owned by RB Worth and sailed by Sir..."





Two photographs taken aboard Carron II, sailing at Calsot in July 1935. The first is titled "A Stiff Breeze", and features James two friends. The second is titled "Beauty at the Helm", and features James's daughter Katharine Lewis.

Section Four: The 6-Metre Class

Introduction

The 6-Metre class grew out of the existing classes covered under the International Rule. Because the 6-metre has a relatively short hull size and requires a smaller crew, the class rapidly gained in popularity, soon branching into team racing and match racing. Fleets developed in several countries including Great Britain, Scandinavia, France, Italy and the U.S. (on Long Island Sound, the Great Lakes, San Francisco Bay, Puget Sound, for example. Early competitions included the prestigious British-American Cup (1921-1956). By 1924, competition for this trophy was fierce, and the *New York Times* exploited this with the result that many thousands of people came to see the races in Long Island Sound. The *History of the Seawanhaka Corinthian Yacht Club* notes that, "Such enthusiasm for small yacht races seems incredible today. It was necessary for the Navy to send three four-stack destroyers to control the spectator fleet, and three excursion steamers with brass bands followed the Six Meters around the course."

Other notable competitions include the American-Australia Challenge Cup, raced mainly between St. Francis Yacht Club and Australia, the One-Ton Cup, held from the 1920s to the 1950s using in 6-metre

yachts, and the Seawanhaka International Challenge Cup, a match-racing series originally using 6-metre yachts.



The start of a race in the 1924 British-American Cup.

Zenith

Year Built: 1924

Builder: William Fife & Son, Fairlie, Scotland

Designer: William Fife III, OBE (1857-1944;

http://en.wikipedia.org/wiki/William_Fife)

First Owner: James Lauriston Lewis (1864-1947)

LOA:

LWL:

Beam:

Draft:

Displacement:

Sail Number: 6 K 8

Hull Code: 1924UK01



My grandmother's British-American Cup Crew Medal. The obverse depicts Britannia and Americana sitting side by side

with lion and eagle on a sea cliff, watching two sail boats sail into the horizon and sunset. the text: "BRITISH AMERICAN CUP/CREW MEDAL/ANTHONY DE FRANCISCI.SCULPTOR.1922". The text on the reads: "DONATED BY RALPH ELLIS/COMMODORE SEAWANHAKA CORINTHIAN YACHT CLUB."



Like her younger sister Katharine, Elizabeth Deane (née Lewis) was always a sporty woman. Here, she has just bagged a bear in the Kashmir region on her honeymoon, November 1932.

Zenith was a cutter designed for James Lauriston Lewis in 1923 and built in 1924 to comply with International Rule. Her curves of area, lines plan, sail plan, sails & rigging are on file. She was built at Yard 719. The *Zenith* had an illustrious launch to her career with a victory in the 1924 British-American Cup, which was hosted in September of that year by the Seawanhaka Corinthian Yacht Club in New York. Another significant regatta honor was the 1926 Coupe Internationale de Voile du Cercle de Voile de Paris (One Ton 6-metre class) at Zuyderzee. It is not known how long James owned this yacht, and its current status can only be inferred from the following summary in the Classic Six-Metre Newsletter No.8 (1 Feb 2003): "Italy: With the sale last year of *Miranda II* to Jan Nygaard, there are now known to be some fifteen Six-Metres in Italy, but there appears to be no class racing. Of these only K 8 *Zenith*, a 1923 Fife which was restored to original at Penrhyn on the Fal Estuary, Cornwall, England, now owned by Daniele De Bono..." In the registry of 6-metre yachts for 2007, the home port was given as Penrhyn, Cornwall.



This is believed to be a half model of the Zenith, and comes from the Coombe Cross estate when it was dispersed after the death of J. Lauriston Lewis's widow, Lucy Mildred Lewis (née Sells) in 1966. It is currently in the possession of Jonathan Norris.

Articles on the British-American Cup Challenge, 1924:

Passed down along with the British-American Cup Crew Medal bearing the name of my grandmother, "Elizabeth . Lewis . Zenith . 1924", is the legend that Margaret Elizabeth Lauriston Lewis (later Deane 1902-1983) was the first female to crew in this race. This is not true, but she was certainly a pioneer. Following the end of the Great War, women began slowly to make inroads on hitherto male-dominated sports and activities. The British-American Cup was itself only three years' old by the time my grandmother raced in it with her father, but the connection between the two sailing nations had been deeply cemented as the first 6-metre race: "On the obverse, two figures represent Britannia, accompanied by the Lion of England, and Liberty, by the American bald eagle. An inscription on the reverse refers to the Seawanhaka Corinthian Yacht Club, which was the first American group to compete with British yachts off Cowes, Isle of Wight, during the summer of 1921." Below are a few of the press articles covering the 1924 races in which James Lauriston Lewis and his 22-year-old daughter participated.



A trophy awarded to J. Lauriston Lewis at a special regatta held by Indian Harbor Yacht Club. The text on the plinth reads: "INDIAN HARBOR YACT CLUB / Special Regatta for British 6 Metre Team - August 29 1924 / Won by "ZENITH" J. Lewiston [sic] Lewis". The ship's clock chimes the watch rather than the hour, and originally came from the Coombe Cross estate. The author received it from his cousin, Jonathan Norris, in December 2015.

The New York Times, August 30, 1924; p.7 (Sports Automobiles Abstract only).

"BRITISH 6-METERS IN FIRST TEST HERE

Zenith Wins Trial Over Indian Harbor Course.

GREENWICH, Conn., Aug. 29. -- The British six-meter yachts which are here to race for the British-American Cup had their first tuning-up race off this harbor today under the auspices of the Indian Harbor Yacht Club, and Zenith, owned by J. Lauriston Lewis of the Royal Thames Yacht Club, was the winner."

The New York Times, September 7, 1924; p. S1 (Sports News Abstract only).

"BRITISH YACHTS WIN FIRST 6-METER RACE

Score 19 1/4 Points to America's 17 as Cup Series Opens Off Oyster Bay.

OYSTER BAY, N.Y., Sept. 6. -- With a strong northwest breeze blowing and quite a sea running in Long Island Sound, the British team of six-meter yachts won the first race of the series for the British-American cup, sailed off this harbor today. The British team won 19 1/4 points to 17 points for the American quartet...The boat to

finish was the British yacht Zenith, owned and sailed by J. Lauriston Lewis of the Royal Thames Yacht Club..."

The New York Times, September 14, 1924; p. S1 (Sports News - no abstract available).

"U.S. YACHTS TAKE CUP, 4 VICTORIES TO 2

Capture British-American Trophy by Winning Sixth Race of Series, 19 1/4 to 17 Points.

There was also a protest filed by Harry L. Maxwell, skipper of the American yacht Lea, involving Zenith, the British yacht, sailed by J. Lauriston Lewis..."

[no further abstract available]

The New York Times (16 Sep 1924; p.19; Sports Abstract):

"BRITISH BEAT U.S., WIN SIX-METER CUP

Gain Permanent Possession of Trophy by Taking 7th and Deciding Race of Series.

CENTRE ISLAND, N.Y., Sept. 15. -- The seventh race of the international six-meter series for the British-American Cup was won today by the British team, which scored 21 1/4 points to 15 points for the American team. Winning today's race, which was sailed in a mild-weather breeze, with Zenith, one of the British boats, leading almost from start to finish, gave the British team the series by four races in three....calculations on the race, however, went all askew when Zenith, owned and sailed by J. Lauriston Lewis of the Boyal Thames Yacht Club...

[no further abstract available]



A six-metre race off Cowes, probably mid to late 1920s, featuring the following yachts: Zenith (6 K 8), Noresca (6 K 9), Sioma II (6 K 17). The following yachts have yet to be identified: 6 K 1; 6 K 4; and 6 K 28.

Section Five: Obituary of James Lauriston Lewis

***The Western Gazette* (Fri 30 May 1947; p.6 c.3):**

"The Late Mr. J. L. Lewis

A Lover of Rural Pursuits

Memorial Service at Horsington

By the death of Mr. James Lauriston Lewis, of Coombe Cross, Templecombe, whilst on a fishing holiday in Scotland, on May 19th, the countryside has lost one of its greatest friends, and on Tuesday there was a large and representative congregation for a memorial service at St. John the Baptist's Church, Horsington.

Born in 1864, Mr. Lewis succeeded his father as head of the firm of Messrs. J. B. Lewis & Sons, of Nottingham, but about thirty years ago retired from active participation in the management and devoted himself to his rural interests. He farmed extensively, and for many years was among the outstanding breeders of Red Devon cattle, his reputed "Temple" herd including stock which gained numerous championship awards at the principal shows in Great Britain. He was a great sportsman and a fine horseman, playing polo, a game of which he was intensely fond, and hunting with the Quorn (prior to taking Coombe Cross), and subsequently with the Blackmore Vale, Miss Guest's, and several other local packs. Fishing was another sport to which he was devoted, and he visited many countries in order to try his skill with the salmon. Mr. Lewis also loved the sea, and was an accomplished yachtsman, having the honour, in 1924, of skippering the British team which visited America and performed the unusual feat of winning the international six-metre class. His own yacht "Zenith" was among the British winners.

Although taking little active part in public life, Mr. Lewis was always interested in the welfare of the villages, and was a most generous supporter of innumerable organizations. He was chairman of several bodies in Templecombe, and was particularly helpful to the Conservative Association. Always his support could be relied upon for any of the local functions.

MEMORIAL SERVICE.

The Rector of Horsington, Rev. W. N. Carter, conducted the memorial service, assisted by Bishop G. W. Wright, of Templecombe. The hymns, "The King of Love" and "On the Resurrection morning," and Psalm XV, were sung, with Mr. Frank R. Moorse at the organ.

Members of the family present included:- Lieut.-Colonel and Mrs. J. Deane (son-in-law and daughter), Miss K. Lewis (daughter), Admiral F. Sells (uncle), and Major A. Sells (nephew).

Among the congregation were General and Mrs. Beckett, Brig.-General and Mrs. R. A. Berners, Colonel J. B. H. Goodden, Captain and Mrs. Arthur Schreiber, Captain R. Chichester, Mrs. Erskine (also representing General Erskine), Mr. and Mrs. C. H. W. Malet, Dr. T. E. Coulson, Mr. and Mrs. F. de F. Daniel, Miss Daniel (representing Horsington Women's Institute), Mrs. Moyle (also representing Dr. H.

Moyle), Mr. F. J. Farquharson, Mr. H. R. Watson, Mr. J. R. Watson, Mr. and Mrs. Robertson, Mr. and Mrs. H. S. Howard, Mrs. Carter, Mr. and Mrs. Gerald Roberts, Mr. H. Francis, Mrs. E. Hallett, Mrs. L. Jeans, Mrs. M. Jones, Mr. R. McCreadie, Mr. L. McCreadie, Mr. W. Forward, Mrs. E. Forward, Mr. F. Haines, Mr. J. Haines, Mrs. Stickland, Mrs. Burt, Mr. G. Hart, Mr. and Mrs. Shrimpton, Mr. and Mrs. Vile, Miss Cox, Mr. and Mrs. W. Butler, Mrs. Tuston, Mr. and Mrs. Nancarrow, Miss Godfrey, Mrs. Williams, Mrs. B. Hannam, Mr. J. A. Skuse, Mr. J. H. Hannam, Mr. N. J. Adams, and Mr. T. Clements.”



James fly-fishing in the Upper Highlands of Scotland circa 1930s. From the collection of Katharine Lauriston McLean (née Lewis).



"The Laird", James Lauriston Lewis, at Gruinards Lodge, Strath Carron, Sutherland, in April 1939, overlooking the Carron in which he loved to fish. From the collection of Katharine Lauriston McLean (née Lewis).

*...for my purpose holds
To sail beyond the sunset, and the baths
Of all the western stars...*

Alfred, Lord Tennyson, "Ulysses"