

German – American Sonder Class Races



Tilly XV - A Sailing Story over a Hundred Years

Two Leaders of the 20 Century



President Theodor Roosevelt



Kaiser Wilhelm II.

Both, established a regatta sport over the Atlantic in a boxruled class for amateur yachting to get an increasing number of people on the water.

The yachts are constructed under following rules:

Length of waterline

+ maximum beam

+ draft

≤ 32 feet

Min. displacement 4035 lbs

Sailarea 550 sqft

- Crew must be male corinthian sailors no professionals allowed
- Maximum prize for a yacht \$ 1200 fully equipped

note

\$ 1200 = today \$ 100 000

A Ford T Modell at this time was about \$ 800

1911 the new created Starboat was \$ 250

Back in 1900, there were already 16 Sonderklassen on the startingline of the Kieler Woche. The fleet increased in the following years, the yachts came from England, Sweden, the Netherlands, France, Belgium, Spain and many from Germany. Most of the owners were aristocratic, leaders from industry or military, bankers, merchants and also a few artists. 1902 the first built American Sonderklasse came over the pond to take part in the Kieler Woche, the yacht named „Uncle Sam“ from the NYYC, owner Mr. F. Riggs and helmsman was Mr. Hopkins-Smith. The boat was built in Boston by the shipyard David Fenton after the drawings of Crowninshield. Uncle Sam won the Kieler Woche and the Emperor bought it from the Americans, to show the german designers and boatbuilders, how a fast Sonderklasse looks like. In the following years Uncle Sam was renamed in Niagara and became the training yacht for the navy cadets at Kiel. After the success of the Americans and the good performance of the Sonderklasse on the inshore races it became also a big class on the US East Coast. Many upcoming young naval architects found their playground in this fascinating class.



1902



In this year, the Kaiser got his new schooner Meteor III. built on Shooters Island/New York from the shipbuilding Comp. Townsend & Downey, designed by Carvey Smith. The daughter of Teddy and Alice Roosevelt, Alice christened the Schooner on 25. February in New York . Prinz Heinrich von Preußen the younger brother of the Emperor brought the yacht over the Atlantic to Cowes Week to show her performance. At this time, both leaders came together and started a friendship as documented on the postcard. At this occasion they created the german – american races for sonderklassen.

They decided to have the raceareas in Marblehead and on the Kieler Förde.

The hosting clubs are the Eastern Yacht Club and the Corinthian Yacht Club and in Germany the Kieler Yacht Club



1906

Therefore Roosevelt donated the Roosevelt Cup and the Kaiser donated the Kaiser Pokal.



Marblehead in August/September 1906 the first German American Races began. The German Yachts arrived in the Bay and they were preparing their boats and start practicing on the race course.

photographed by Jackson/archiv MIT



Measuring the flow before racing



Racing scene of the US selection races and Roosevelt Cup - finish of the fourth race

1906 Marblehead, the first German – American Race

The American became very busy and built several Sonderklassen for the selection trails, because only 3 yachts of each nation were permitted to start for the Roosevelt Cup.

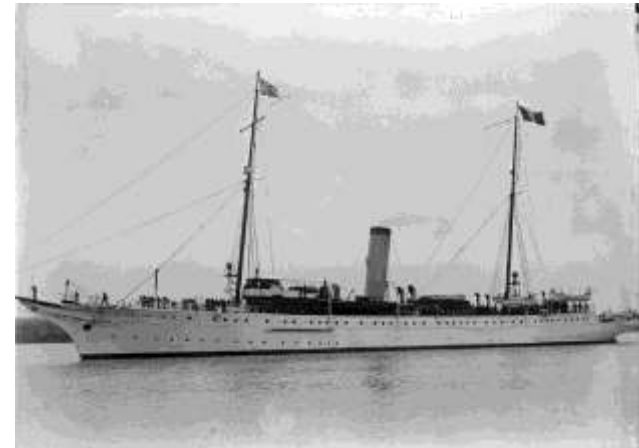
The American Team was: VIM, AUK and CARAMBA

The German Team was: Wannsee, Glückauf IV and Tilly VI



The first Winner of the Roosevelt Cup 1906

Sonderklasse VIM Owner: Commodore T.L. Park from the American Yacht Club New York
Designer: William Gardner



The prize giving ceremony was held on board the presidential yacht „Mayflower“ and handed over by President T. Roosevelt

1907 German American Races at Kiel for the Kaiser Pokal

Verzeichnis der Yachten.						
Name und Baujahr	Marblehead 1907	Spokane 1906	Chewink VIII 1907	Tilly X 1907	Wannsee 1907	Wittelsbach II 1907
Besitzer und Segler der Yacht	William H. Joyce u. Sumner H. Foster v. Corinthian Yacht Club. Segler: Sumner H. Foster, Hatherly Foster jr., Thomas Clafin.	F. Lewis Clark vom Eastern Yacht Club. Segler: J. Lewis Stackpole, Ewd. A. Boardman, Rich. D. Boardman.	F. G. Macomber jr. vom Corinthian Yacht Club. Segler: F. G. Macomber jr., Benjamin C. Tower, Matthew Bolles.	Generalkonsul Dollmann und Rich. C. Krogmann, Kaiserl. Yacht-Club u. Nordd. Regatta-Verein. Segler: Se. Königl. Hoheit Prinz Heinz. von Preussen, Rich. C. Krogmann, Th. Weitzmann, A. Warnholtz (3 letzt. Herren je zwei abwechs.).	Verein Seglerhaus am Wannsee Segler: O. Protzen, Dr. jur. W. Rakenius, Alfr. Kretschmar.	Christof Alt, Berliner Segler-Club. Segler: Paul Francke, Chr. Alt, Jul. Nürnberg.
Konstrukteur und Erbauer	B. B. Crowninshield, Hodgson Bros.	Tams, Lemoine & Crane. B. F. Wood.	Small Bros. D. Fenton & Co.	W. v. Hacht. W. v. Hacht.	Max Oertz. Max Oertz.	Paul Francke. C. Engelbrecht.
Heimathafen	Marblehead.	Marblehead.	Marblehead.	Hamburg.	Wannsee.	Berlin.

Wannsee won the Kaiser Pokal, helmed by Otto Protzen, he was an art painter from Berlin and he was the best German Sonderklassen helmsman at this time. The races were sailed under heavy wind conditions with up to force 7 where the US yachts often had to retire.



This painting was made after the impressions during the German American Races because it had so much wind no photographs could be made. It shows Wittelsbach in front of Marblehead

1909 German American Races at Marblehead

19 US Sonderklassen teams registered for the US selection trails. 12 of them came directly from the shipyard, which shows the big interest of the US sailors in this event.

Name	Konstrukteur	Jahr	Eigner	L. B. L.	Dr.	Ung.	Summa	Depl.	L. R. H.	Aber- hang vorn	Aber- hang ach.	Vorsegel Δ	Großsegel
				engl. Fuß				Pfd.		engl. Fuß		Fuß, □ Fuß	□ Fuß
Marm	N. Herreshoff	09	M. Agassiz	19.90	7.08	4.94	31.91	4250	32.15	7.42	4.79	25.1 × 9.85 124	412—415
Bandit	Boardman	08	C. H. Foster	19.23	6.86	5.87	31.96	4265	32.38	7.93	5.22	23.41 × 9.51 111	424
Bessie	Mower	09	C. C. Thomas	19.72	6.89	5.06	31.67	4095	35.62	8.80	7.10	—	—
Garamba	Boardman	06	C. H. Foster	—	7.20	5.50	—	—	35.04	—	—	23.75 × 8.9 106	425
Chorintian	„	07	C. C. Curtis	18.92	6.64	5.05	30.61	—	36.35	10.04	7.39	24.67 × 10 123.5	—
Crooner	„	09	C. Adams II	19.20	7.12	5.40	31.70	4055	33.80	8.70	5.90	26.63 × 9.40 125	421—410
Demon	„	09	J. B. Crowninshield	—	7.35	—	—	4095	34.73	—	—	25.85 × 9.5 123	410—427
Gel	„	09	H. M. Sears	18.81	7.23	5.40	31.44	4035	35.10	9.32	6.79	26.4 × 9.4 124	426
Ellen	„	06	C. P. Curtis	18.88	7.35	5.40	31.63	4140	35.78	9.90	7.—	26.65 × 9.48 126.5	421
Joyette	Mower	09	W. H. Childs	19.94	7.07	4.91	31.92	4096	37.40	9.46	8.—	22.01 × 10.63 117	430
Lady	Boardman	09	M. D. Boardman	19.27	7.20	5.28	31.75	4125	34.90	8.84	6.79	26.42 × 9.7 128	405—418
Manchester	„	09	M. Boardman	19.30	6.83	5.36	31.40	4215	35.11	8.91	6.90	26 × 9.50 123	425—427
Sally X	Crowninshield	09	L. F. Berceival	19.63	7.02	5.27	31.92	4135	35.31	9.20	6.48	26.55 × 10 133	409—411.5
Steegir	Gardner	09	J. M. Hoyt	19.87	6.79	4.82	31.48	4396	35.56	8.89	6.80	24.63 × 10.64 131	413
Spokane III	Boardman	09	J. L. Clark	19.30	7.29	5.18	31.77	4160	33.59	8.20	6.10	26.3 × 9.52 125	420—425
Sumatra	Crowninshield	06	Miss Sargent	20.09	6.76	5.15	32.—	4125	33.79	7.30	6.40	25.55 × 9.14 124	424
Vim	Gardner	06	J. B. Nichol	20.12	6.69	5.—	31.71	4560	35.50	9.01	6.37	23.9 × 10.8 129	392—395
Wag	„	09	H. L. Agassiz	20.23	6.78	4.89	31.90	4476	35.53	8.53	6.77	24.40 × 10.62 130	418—412
Wolf	Burgeß	09	Caleb Loring	19.02	7.20	5.47	31.79	4080	33.60	8.10	6.48	26.25 × 9.95 130	407—414

The German American Races at Marblehead 1909 for the President William Howard Taft Cup

The US and the German Teams were:

Yacht

Joyette Winner of the Taft Cup

Ellen

Wolf

Seehund

Helvella

Margarethe

Owner

W. H. Childs

G. P. Curtis

Galeb Loring

Berghoff

Rakenius

Dr. Kirsten

Designer

Mower

Boardman

Burgess

Oertz

Oertz

Oertz



Ein Start der deutsch-amerikanischen Seehund-Klassen.



„J/boat“



„J/boat“



Wolf



„J/boat“



Seehund



Margarethe



„J/boat“



1911 German American Races at Kiel for the Kaiser Pokal

The German's get beaten on her home water's

Yacht

Beaver

Bibelot winner of the Kaiser Pokal

Cima

Tilly XIV

Seehund

Wannsee

Owner/skipper

Francis Adams later secretary of the Navy in Washington

SKH Prinz Heinrich/ Richard Krogmann

Otto Berghoff

Otto Protzen

Designer

Burgess

Herreshoff

Mower

v. Hacht

Oertz

Jaeckel



Bibelot, der Sieger in den deutsch-amerikanischen Rennen 1911.

Augen mit „Kodak“.

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HERRESHOFF MARINE MUSEUM CHRONICLE

SPRING 1983

BIBELOT

by HANS STILVER of Udenkerating, Germany in 1973.

BIBELOT, Sonderboot, designed by Nat Herreshoff and built at the Herreshoff boatyard in Bristol, R.I. in 1910 came to Kiel in 1911 as one of the three boats of the US Team challenging the Kaiser Cup of the German-American Sailing Races, arranged between the Eastern Yacht Club in Marblehead and the Kaiserlicher Yacht Club in Kiel.

Skipper of BIBELOT was Charles Francis Adams, later Secretary of the Navy during the 20s. The US Team won the Cup without losing a race. BIBELOT was first of all every day at all winds. Her appearance was a phenomenal spectacle at that time.

The Kaiser was so enthused that he bought the boat immediately after the race and gave her to the KYS, which was the school of the Kaiserlicher Yacht Club. Following that time, she was sailed very hard every day by the youngsters, and though very hardy seasoned, she was by far the best boat of the class during many years and racing weeks in Kiel. It was reported that she was made especially for the Waters of the Kieler Bucht, which are similar to those of Bazar's Bay: "very short and choppy". Thus she had long forward overhangs to reach the oncoming sea and glide over. She was by far the fastest boat at all winds, as long as she sailed.

During a very merry race in the beginning of the 20s, she was timed and measured on what we call a 1/2 wind leg at 12 knots, the crew placed on the rear deck to avoid the bow going under water, with full sails. Many designers tried to copy her. At least there have been a lot of boats looking like her but no one ever reached her performance. The absolute sensation was that she always has been by far the fastest boat at all winds. No special heavy weather boat ever beat her, if she was sailed by able yachtsmen.

The crew of the German 30 square meter boat GLUCKAUF, that came from Kiel and the Kaiserlicher Yacht Club was invited to visit Mr. Charles Adams, Secretary of the Navy in Washington in 1929. He remembered very well BIBELOT and his victory in 1911. He was very much astonished to hear that this pure racing boat was still alive in 1929 under such hard conditions as a school boat for youngsters. And she did a further 9 years until 1938!



The protagonists and activ sailors of the Tilly's

from Germany which built 17 Sonderklassen

Prinz Heinrich von Preussen

Brother of the Emperor Wilhelm II and Helmsman



44 years 1906

Kommerzienrat Richard Krogmann

close friend of Heinrich and mainsheet trimmer

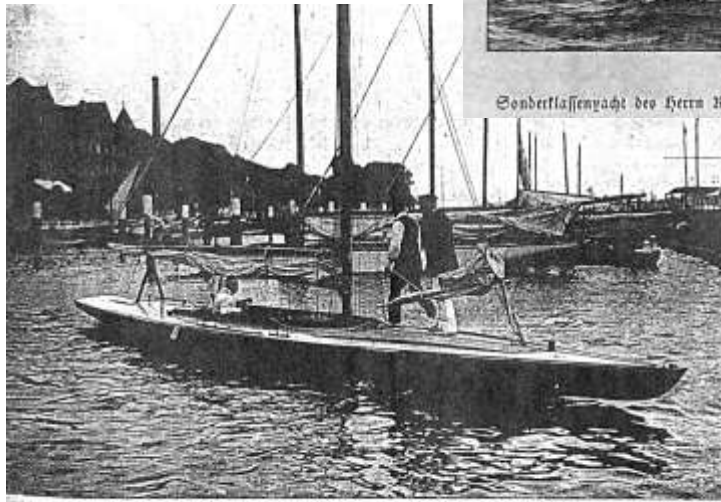
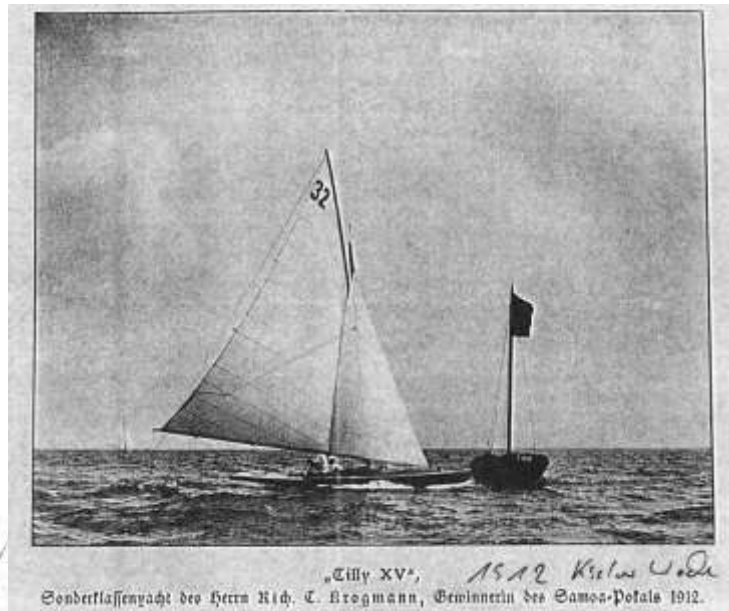


47 years 1906

1912 Tilly XV

after the disaster 1911,

the Germans, especially Prinz Heinrich and R. Krogmann worked hard to create a Sonderklasse, to become similar or even better than the Americans and their outstanding development in this class



Sonderklassenyacht Tilly XV, die glänzende Gewinnerin des Samoa-Pokals mit Prinz Heinrich am Ruder.
Erbauer W. von Hacht.



Prinz Heinrich auf der von ihm in der Kleinen Woche gebauten erfolgreichen Sonderklassen-Yacht „Tilly XV“. Hier tritt (von links)
Vom links nach rechts: Herr Helling, Prinz Heinrich von Preußen, Herr Gustav Adolf R. C. Krogmann-Hamburg, der Besitzer der „Tilly XV“.

Tilly XV

became a very successful Sonderklasse over the following years and still is now being a 103 years old. Tilly XV was directly sold after the georgous win at Kiel Week in 1912 to Munich on Starnberger See to the President of the koeniglichen Bayerischen Yacht Club Hauptman a. D. Richard Allweyer



In 1913 the German American Races were held for the last time for the Wilson Cup at Marblehead

9 US yachts were nominated for this Cup.

The Winner, Ellen III was helmed by Curtis and built by Burgess, Otter, Cima III, Sprig, Harpoon, Chance, Dorina, Tern and Badger were the other participants.

German Yachts participating: AngelaVI , owner was Kronprinz Albert, son of the Emperor, helmed by Weitzmann, the other two Sonderklassen were Serum and Wittelsbach.



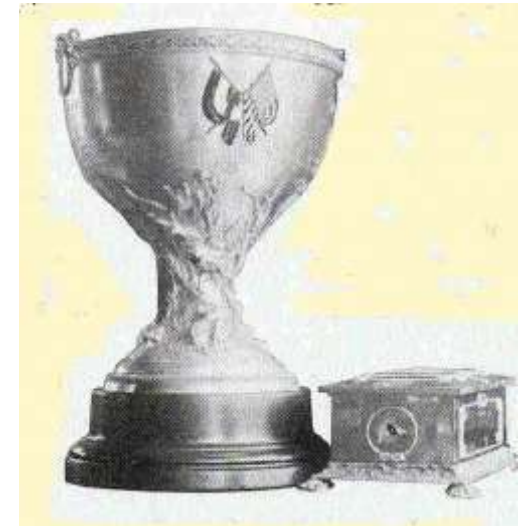
Bilder von den Deutsch-amerikanischen Sonderklassen-Wettfahrten.

Die Teilnehmer an den Wettfahrten:

Verdiente Boite (von links nach rechts): Guy Lowell, Louis M. Clark, Ad. W. Dreyer, Henry Howard, J. Th. Weitzmann,
Mitte: Boite: Richard De Blase, Boite: John L. Salvestri, Walter A. Tageris, Dr. W. Hekman, Frederick B. Hoyt, Henry Adams, Bartholomew, John Schneider, Charles P. Carl
Oben: Boite (stehend): Robert W. Emerson, Ed. Edwin A. Benoit, Henry A. Mann, H. L. Zepherus, Hans R. Nöbling, Richard C. Curtis, H. Weitzmann, Charles B. Meyer,
Charles J. Curtis, H. R. Dreyer.



President Wilson



Prize giving ceremony at the White House Washington

Here you can see how very important sailing was at this time



For 1915 it was planned to sail in Kiel again, but the World War I. had already started and the USA joined the alliance against Austria and Germany. This was also the end of the development of the Sonderklasse and her international sportsmanship. The Sonderklasse, that is for sure, had a big effect in a very short time for the sailors, for the yacht clubs and for the whole development of sailing. In total there were more than 300 Sonderklassen built in less than 15 years. Some owners, like the two Germans, Prinz Heinrich and his friend Richard Krogmann built 3 yachts over the winter at the same time. So everybody could imagine what a big interest was behind this corinthian sailing sport in Europe and in the USA.



This picture shows Wittelsbach X, which took part in the 1913 races in Marblehead, constructed and steered by the famous German naval architect Reinhard Drewitz from Berlin. She came back to Europe to sail on the Attersee in Austria. Her owner sank her during WW II to save her from being destroyed and taking the lead off for the bullet production. But as you see nobody found her to rescue the yacht after the war. She laid for many many years on the bottom of Attersee. Hobby divers found the rodden yacht and now she is looking for a restauration. May be, one day we will see her racing again – hopefully.

1993 Tilly XV is coming back on the water under Siegfried Rittler
a passionate montain hiker and adventurer



1993

Tilly XV went through some different hands over the decades and finally she ended up in 1970 in a truck garage in Innsbruck /Austria

With the upcoming interest in old things in the late eighties, there was also a revival of collecting old sailing boats and their restoration. Classic Races were arranged by the yacht clubs all around Europe on lakes and on the sea.

Siegfried Rittler an enthusiastic sailor started to restore a 20 sqm Jollenkreuzer which were very popular on the German lakes in the fifties and sixties. Many of them were participating in classic racing. After several top scores in this class he decided to look for a Sonderklasse. At this time the German Dr. Roman Hummelt and the American Dentist Ralph Wood from the Bayerischen Yacht Club started to build 2 Sonderklassen at the US Eastcoast at Rockport Apprenticeshop under the supervision of Ben Fuller a curator at Mystic Seaport Museum. (see Woodenboat issue 131 „A Tale of Two Sonders“)

But Sigi was looking for an original Sonderklasse and after many telefon calls and visiting boat shows, the Author Klaus Kramer, who wrote a book about the Sonderklassen at this time, gave him the tip where to find a very good one. So Sigi drove 1 hour down to Innsbruck and fell in love with Marina, the old Tilly XV which he didn't know at this time.



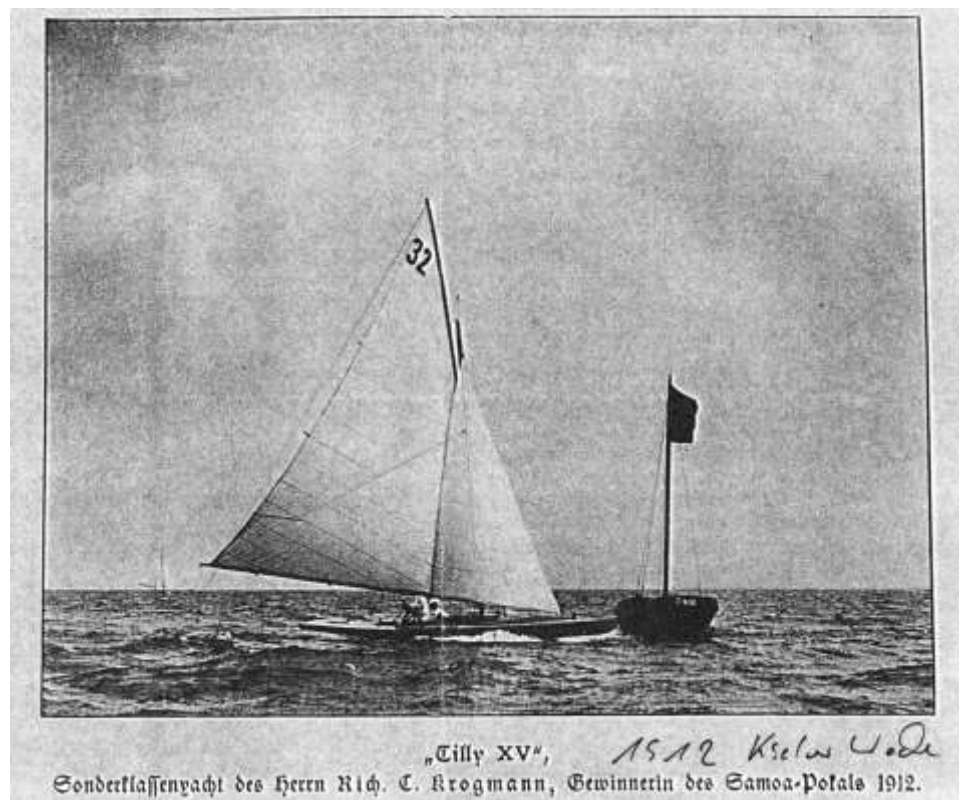
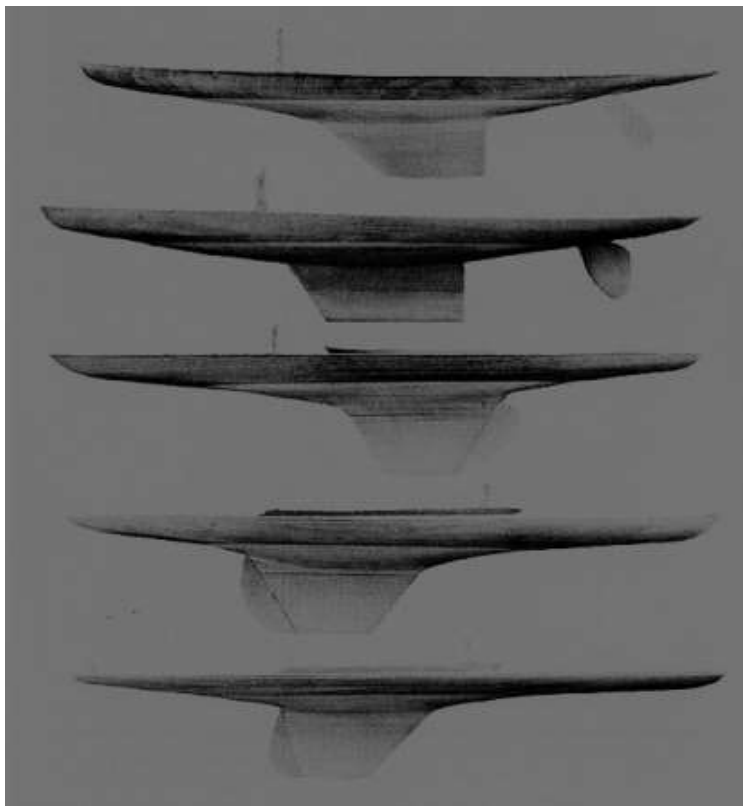
Tilly's hull was covered with a 5 mm glassfibre sheet and had a 20 cm deep wooden board down along the centreline from the bow to the keel. The former owner, Werner Delle Karth, was an olympic bobsleigh pilot and it seems, that after an earlier refit, the gaff rig was replaced by a sloop rig but the position of the mast wasn't changed so the boat became strong leeward helm. To act against this bearing off, the bobsleigh pilot put a „skate“ under the hull. Sigi took the „skate“ and the glassfiber off and put a layer of 6 mm Mahogany planks on top of the old planks, most of which still looked good. He put on a balance rudder, separated from the keel, to get a better control over the boat to steer. The mast heel also went 2 feet back. All this changes helped to balance the boat for the new gaff rig, which you can see in the picture. Over the decades, some Sonderklassen survived on the lakes close to the alps. A big fleet, of about 20 Sonderklassen are based on Attersee and Wolfgangsee in Austria and some were still racing over the years. Most of them have been converted in to sloops and achieved good light wind performance and were able to win handycup races. The „class“ decided in the nineties, to allow 16 m tall masts and an I-measurement (forestayheight) from 91 % from the P (lufflength of the main) . Sigi had to make the decision, to make the boat original with a low aspect rig or to go for a gaff with a high aspect, to have the chance to win and look more or less original. Sigi wanted to win and Tilly got a high aspect carbonfibre gaff rig. Tilly was that fast, that she won nearly every single race and won overall each contest.



Even the new built Bibelot and Fima from the US didn't had a chance against her, she was performing in any conditions. After the change in 1996 to an aluminum mast and mylar sails, she was unbeaten even by the new designed Rosenwind.



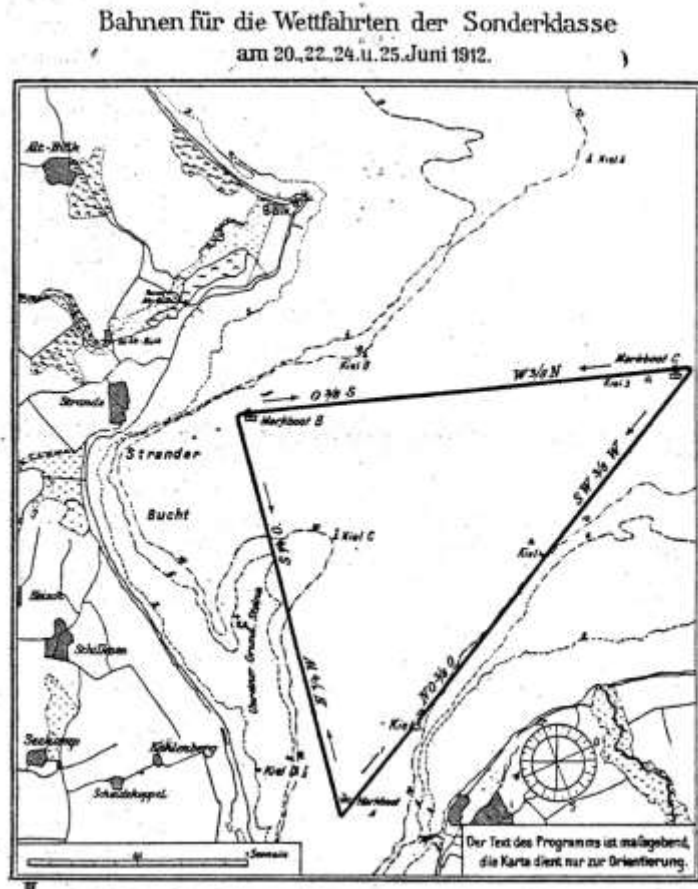
After the hundredth anniversary of the class in 2000, Sigi lost the enthusiasm, because the other owners of the Sonderklassen became very unfriendly and jealous about Tilly. So Tilly was not competing for over ten years. When Tilly's hundredth birthday came up in 2012, Sigi decided to bring her back to the old original design. He studied old pictures and plans and he was successful. In the maritime museum of Bremerhaven there are exposed halfmodels of some Tilly's and as well from Tilly XV. (lowest boat)



After hundred years, 1912 – 2012,
Tilly XV was launched after the restauration at Kiel where she had her first big success
winning the Samoa Pokal during the Kiel Week 1912



On the last weekend of the Kieler Woche 2012 we were celebrating Tilly's hundredth birthday by sailing on the old German American Race Course and the Kieler Woche Course from 1912



Tilly XV in front of Strande the regatta area, on a „Kaiser Wetter Tag“

Tilly's performing on the open sea was that impressive that Sigi decided to do some more open water racing.

In 2013 she only took part in the 125th anniversary race of the Bayrischer Yacht Club as in 1912 she was bought by the president at that time, Richard Allweyer who raced her on Starnberger See till 1921.

In 2014 the crew of Tilly went to Cannes to participate in the Regates Royales, part of the Panerai Mediterranean Circuit and we finished fourth. We were only using the small jib and we decided to come back with a genoa to achieve better results.



2015 European classic tour

1. „Hamburg Summer Classics“ – going back to the „place of birth“, the place where she was designed and built on the Alster by Willy von Hacht



© Pepe Hartmann

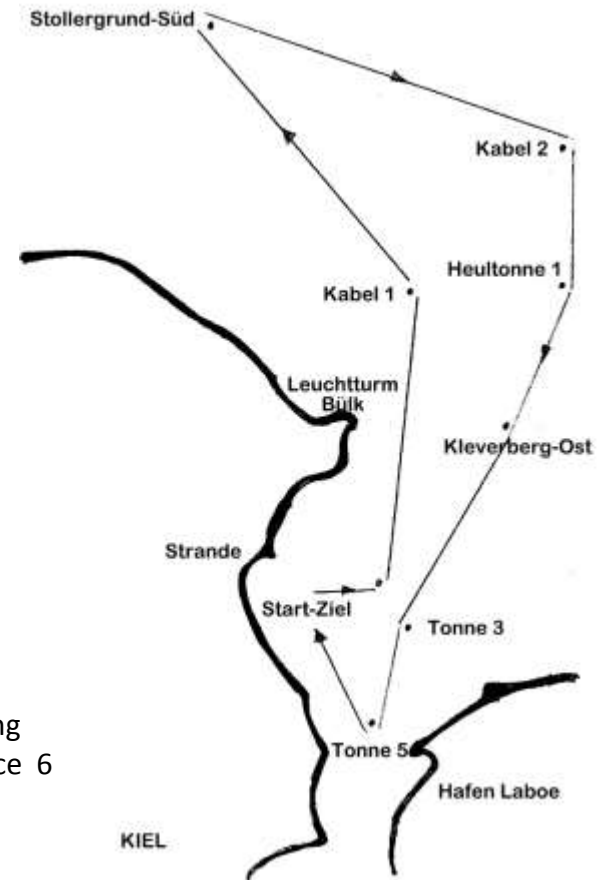
2. German Classics Kiel/Laboe - this time racing on the old racecourse Friday, August 21 and Saturday, August 22



Light wind for the triangle race

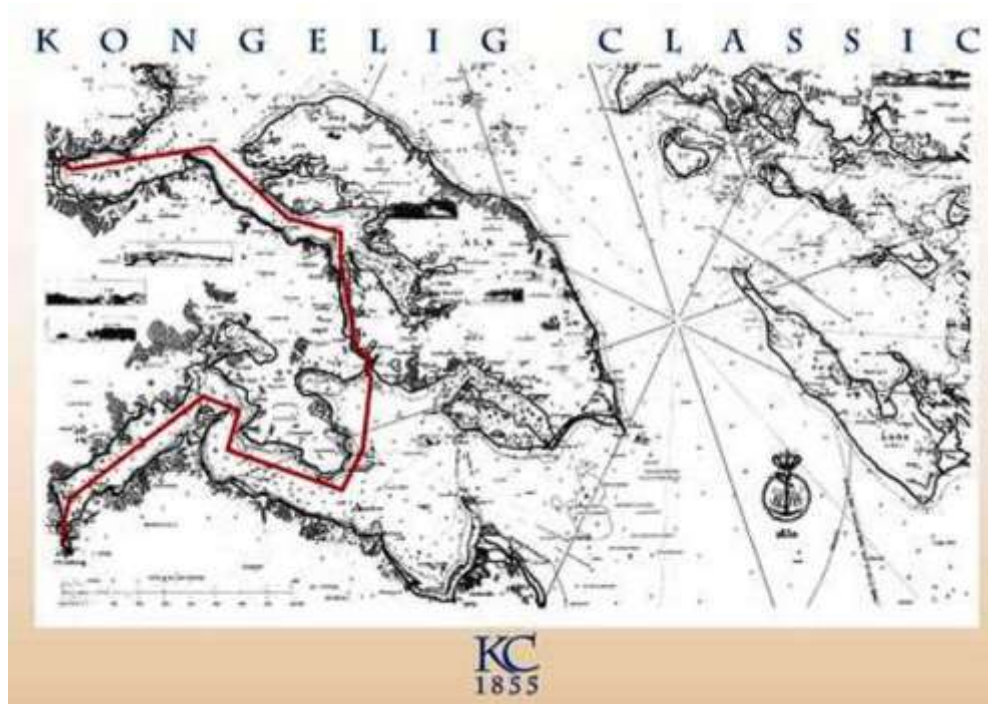


Heavy winds on the long distance race up to force 6



Course length 25 nm in 2.13 hours

3. Kongelig Klassik Regatta Flensburg – Sonderburg – Aabenraa
27. – 29. August 2015



Open for classic race and working boats built before 1940



4. Cannes Panerai Regates Royales – 21 – 26 September 2015



Winner: Best performing boat



5. Vele Storiche Viareggio/ Tuscany Italy – 9./10. October 2015



After sailing we had this big fish „Sushi made“ for all participants



Sailing in front of the Marble Mountains of Carrarra



2nd place and prize for an outstanding yacht design

Restoration Winter 2015/2016

To get Tilly more and more original, the plywood deck will be replaced by a linnen deck done like a hundred years ago. The linnen will be glossed on the pinewood deck planks with boiled linseed oil. Before the interior structure will be sanded, repaired and painted to extend her life for another 100 years and to be prepared for the US tour 2016.

