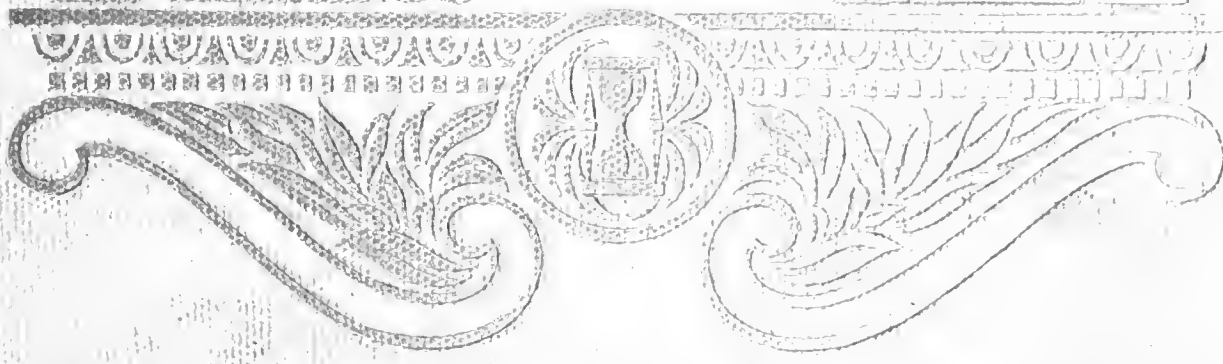
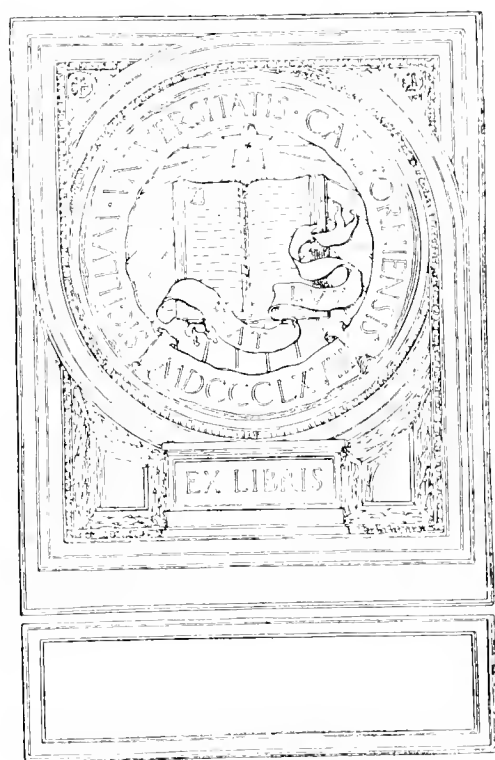


THE
LAWSON
HISTORY
OF THE
AMERICA'S
CVP





Digitized by the Internet Archive
in 2008 with funding from
Microsoft Corporation



WINFIELD · M · THOMPSON
P · V · B · L · I · S · H · E · R
120 · BOYLSTON · STREET
B O S T O N · M A S S



1-1-1917

R. J. La Follette, A. S. Librarian,
University of California,
Berkeley, Cal.

Dear Sir:-

I am directed by Mr. Thomas H. Barker
of Boston to forward to you a copy of
"The Latest History of the American Civil War",
which is to be honored, as a part
of the permanent record of international
history, in your library.

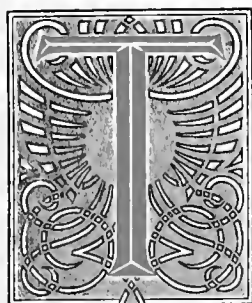
The volume has been dispatched to your
address as above by express, on this date,
with carriage charges prepaid.

An acknowledgment of its safe receipt
will be appreciated.

Very respectfully,
,

Yours truly,

Winfield Thompson



HIS BOOK
IS PVBLISHED
FOR PRIVATE
DISTRIBVTION
ONLY BY

THOMAS W LAWSON
IN AN EDITION OF
THREE THOVSAKD COPIES
OF WHICH THIS COPY
NVMBER 1421
IS PRESENTED TO

The University of California



THE LAWSON HISTORY
of THE AMERICA'S CVP





THE
LAWSON
HISTORY
OF THE
AMERICA'S
CVP

A Record of Fifty Years
BY
WINFIELD M THOMPSON
AND
THOMAS W LAWSON



BOSTON MASSACHVSETTS
M C M I I

Copyright, 1902
BY THOMAS W. LAWSON
BOSTON

TO SPORTSMEN—MANLY MEN, MEN OF GENTLE MIND
AND SIMPLE HEART, BRAVE MEN, FAIR MEN; TO MEN
WHO SAY TO THE WEAK, “MAY I?”—AND TO THE
STRONG, “I WILL!”—TO MEN TO WHOM SHAM IS DISHONOR
AND TRUTH A GUIDING STAR; TO MEN WHO LOOK UPON
THE SEA, THE PLAIN, THE FOREST, THE MOUNTAINS, THE
RISING AND THE SETTING SUN, AND THE IMMUTABLE
HEAVENS, WITH A DEEP SENSE OF THEIR OWN LITTLENESS
IN THE GREAT SCHEME OF THINGS—I DEDICATE THIS BOOK

THOMAS W. LAWSON

CONTENTS

INTRODUCTION	xiii
CHAPTER	PAGE
I. ENGLAND INVITES COMPARISON OF SPEED IN VESSELS, AND THE AMERICA IS BUILT : 1850-1851	1
II. THE AMERICA WINS A ROYAL YACHT SQUADRON CUP, AND "THERE IS NO SECOND : " 1851	16
III. THE AMERICA IS VISITED BY QUEEN VICTORIA, AND ENTERS ON A VARIED CAREER : 1851	30
IV. THE AMERICA'S CUP IS ESTABLISHED AS AN INTERNATIONAL TROPHY, AND DEFENDED : 1857-1870	44
V. A SECOND CHALLENGE FOR THE CUP RESULTS IN A SERIES OF RACES AND A WRANGLE : 1871	59
VI. CANADIANS TWICE CHALLENGE FOR THE CUP, AND RACE WITH LITTLE SATISFACTION : 1876-1881	76
VII. ENGLAND SENDS A CUTTER, WHICH IS DEFEATED BY AN EASTERN YACHT CLUB VESSEL : 1885	90
VIII. MASSACHUSETTS AGAIN DEFENDS THE TROPHY AGAINST AN ENGLISH CUTTER : 1886	107
IX. SCOTLAND SENDS A CHALLENGER, AND A THIRD BOSTON BOAT DEFENDS THE CUP : 1887	115
X. THE TRUST DEED IS ALTERED, AND CONCESSIONS ARE EX- ACTED BY DUNRAVEN : 1887-1893	128
XI. LORD DUNRAVEN'S SECOND EFFORT TO WIN THE CUP ENDS WITH A CLOUD ON THE SPORT : 1895	153
XII. LORD DUNRAVEN MAKES CHARGES OF FRAUD, AND A HEAR- ING IS HELD ON THEM : 1895-1896	179
XIII. THOMAS J. LIPTON, MERCHANT AND KNIGHT, CHALLENGES AND MEETS DEFEAT : 1898-1899	198
XIV. TWO VESSELS ARE BUILT FOR CUP DEFENCE, BUT NEI- THER OF THEM IS CHOSEN : 1901	216

CONTENTS

CHAPTER	PAGE
XV. SECOND CHALLENGER OF SIR THOMAS LIPTON IS DEFEATED BY A FORMER CUP DEFENDER : 1901 . . .	246
XVI. ECONOMIC CONDITIONS PRODUCE A VICIOUS CLASS IN AMERICAN YACHTING : 1870-1901	277
XVII. BOSTON'S CUP-DEFENCE VESSEL, AS EXPONENT OF A PRINCIPLE MAKES HISTORY : 1901	292
XVIII. DATA CONCERNING INDEPENDENCE GIVEN IN FULL FOR THE BENEFIT OF YACHTSMEN : 1901	335
APPENDIX	355
INDEX	381

ILLUSTRATIONS

THE AMERICA'S CUP	<i>Frontispiece</i>
	TO FACE
	PAGE
QUEEN VICTORIA ON BOARD THE AMERICA	1
CONTRACT (LETTER) FOR BUILDING THE AMERICA	4
MARIA, SLOOP, OUTSAILING THE AMERICA	8
PORTRAIT OF GEORGE STEERS	12
PORTRAIT OF COMMODORE JOHN C. STEVENS	14
THE AMERICA AS SHE APPEARED AUGUST 22d, 1851	17
SAILPLAN OF THE AMERICA AND OF AN ENGLISH SCHOONER CON- TRASTED	20
COURSE OF THE ROYAL YACHT SQUADRON AROUND THE ISLE OF WIGHT	24
VICTORIA AND ALBERT, ROYAL YACHT OF 1851	29
COWES ROADS, THE ROYAL YACHT SQUADRON CASTLE, AND OSBORNE HOUSE	32
BRILLIANT AND PEARL, ENGLISH YACHTS OF 1851	37
LINES OF THE AMERICA	41
SVERIGE, SWEDISH SCHOONER, AND THE AMERICA	42
THE AMERICA OFF NEWPORT, 1901	44
LINES OF CAMBRIA AND TITANIA, SCHOONER	49
CAMBRIA, SCHOONER, WINNING THE OCEAN RACE OF 1870	50
CAMBRIA, CHALLENGER, IN THE FIRST CHALLENGE CONTEST FOR THE AMERICA'S CUP	53
MAGIC, WINNER OF THE FIRST CHALLENGE CONTEST FOR THE AMERICA'S CUP	56
LIVONIA, SCHOONER, SECOND CHALLENGER FOR THE AMERICA'S CUP	60

ILLUSTRATIONS

	TO FACE PAGE
DAUNTLESS AND PALMER, SCHOONERS RESERVED FOR THE CUP'S DEFENCE IN 1871	65
COLUMBIA, SCHOONER, FIRST DEFENDER OF THE CUP IN 1871 .	68
SAPPHO, SCHOONER, SECOND DEFENDER OF 1871, AND LIVONIA, IN NEW YORK BAY	72
LINES OF LIVONIA AND SAPPHO	75
COUNTESS OF DUFFERIN, SCHOONER, CHALLENGER FOR THE CUP IN 1876	76
MADELEINE, SCHOONER, DEFENDER OF THE CUP IN 1876 . . .	78
MADELEINE AND COUNTESS OF DUFFERIN IN THEIR FIRST RACE .	80
ATALANTA, SLOOP, CHALLENGER FOR THE CUP IN 1881 . . .	82
MISCHIEF, SLOOP, DEFENDER OF THE CUP IN 1881	84
POCAHONTAS, SLOOP, FIRST VESSEL BUILT FOR CUP DEFENCE . .	86
MISCHIEF AND ATALANTA IN THEIR FIRST RACE	88
PORTRAIT OF GEORGE L. SCHUYLER	90
GENESTA, CUTTER, CHALLENGER FOR THE CUP IN 1885 . . .	92
GALATEA, CUTTER, CHALLENGER FOR THE CUP IN 1886 . . .	94
PURITAN, SLOOP, DEFENDER OF THE CUP IN 1885	96
BEDOUIIN, CUTTER, AND GRACIE, SLOOP, CANDIDATES FOR CUP- DEFENCE HONORS IN 1885	98
LINES OF PURITAN AND GENESTA	101
THE PURITAN-GENESTA FOUL	103
PURITAN AND GENESTA IN THEIR LAST RACE	104
MAYFLOWER, SLOOP, DEFENDER OF THE CUP IN 1886	107
LINES OF MAYFLOWER AND GALATEA	108
MAYFLOWER AND GALATEA IN THEIR FIRST RACE	111
MAYFLOWER AND GALATEA IN THEIR FINAL RACE	112
THISTLE, CUTTER, CHALLENGER FOR THE CUP IN 1887 . . .	115
VOLUNTEER, SLOOP, DEFENDER OF THE CUP IN 1887	116

ILLUSTRATIONS

TO FACE
PAGE

PRISCILLA, SLOOP, AND ATLANTIC, SLOOP, BUILT IN 1885 AND 1886, RESPECTIVELY, AS CANDIDATES FOR CUP DEFENCE . .	118
VOLUNTEER AND THISTLE ON THE INSIDE COURSE OF THE NEW YORK YACHT CLUB	121
VOLUNTEER AND THISTLE IN THEIR FINAL RACE	123
LINES OF VOLUNTEER AND THISTLE	125
BOSTON'S THREE CUP DEFENDERS, PURITAN, MAYFLOWER AND VOLUNTEER, IN SCHOONER RIG	132
VALKYRIE II., CUTTER, CHALLENGER FOR THE CUP IN 1893 . .	136
VIGILANT, CENTRE-BOARD CUTTER, DEFENDER OF THE CUP IN 1893	138
THREE UNSUCCESSFUL CANDIDATES FOR CUP-DEFENCE HONORS IN 1893, COLONIA, JUBILEE AND PILGRIM, CUTTERS . . .	140
LINES OF ATALANTA, CHALLENGER OF 1881, AND VALKYRIE II. .	143
START OF FINAL RACE BETWEEN VIGILANT AND VALKYRIE II. .	144
FINISH OF FINAL RACE BETWEEN VIGILANT AND VALKYRIE II. .	148
VALKYRIE III., CUTTER, CHALLENGER FOR THE CUP IN 1895 . .	153
DEFENDER, CUTTER, WHICH SAILED IN DEFENCE OF THE CUP IN 1895	157
VALKYRIE III. AND JUBILEE IN DOCK	160
DEFENDER AND VALKYRIE III. IN THEIR FIRST RACE	165
FIVE SECONDS AFTER THE FOUL OF DEFENDER BY VALKYRIE III. .	168
DEFENDER STARTS ALONE IN FINAL RACE OF 1895 SERIES . . .	172
THE HOME OF THE NEW YORK YACHT CLUB	179
CHART OF WATERS OVER WHICH THE AMERICA'S CUP RACES ARE SAILED	180
SHAMROCK I., CUTTER, TENTH CHALLENGER FOR THE AMERICA'S CUP	200
COLUMBIA, CUTTER, AND SHAMROCK I. IN THEIR FINAL RACE . .	208
COLUMBIA NEAR THE FINISH LINE IN FINAL RACE AGAINST SHAM- ROCK I.	212

ILLUSTRATIONS

	TO FACE PAGE
INDEPENDENCE IN MASSACHUSETTS BAY	218
CONSTITUTION, CUTTER, COLUMBIA AND INDEPENDENCE OFF NEW- PORT	224
A CLOSE START OFF NEWPORT, 1901	228
INDEPENDENCE LOSES HER 'TOPMAST'	231
INDEPENDENCE SAILS THROUGH COLUMBIA'S LEE IN A SPURT . .	233
SHAMROCK II., CUTTER, ELEVENTH CHALLENGER FOR THE AMER- ICA'S CUP	246
THREE ACCIDENTS: COLUMBIA, CONSTITUTION AND SHAMROCK II. DISMASTED	248
SHAMROCK II. IN DOCK AT ERIE BASIN	253
SHAMROCK II., A PHOTOGRAPHIC STUDY	256
START AND FINISH OF FIRST RACE BETWEEN COLUMBIA AND SHAM- ROCK II.	261
FINISH OF SECOND RACE BETWEEN COLUMBIA AND SHAMROCK II. .	266
FINISH OF FINAL RACE BETWEEN COLUMBIA AND SHAMROCK II. .	269
COLUMBIA AND CONSTITUTION HAULED OUT AFTER THE 1901 SEASON	272
AN ADVERTISEMENT	288
INDEPENDENCE AS SHE APPEARED IN HER LAST RACE	296
INDEPENDENCE, A PHOTOGRAPHIC STUDY	316
INDEPENDENCE, A STUDY IN COLOR	329
THE END OF INDEPENDENCE	331
LINES OF INDEPENDENCE	335
SAILPLAN AND PRINCIPAL HULL DIMENSIONS OF INDEPENDENCE AND PURITAN CONTRASTED	338
INTERIOR CONSTRUCTION OF INDEPENDENCE	340
INDEPENDENCE IN DOCK	342

INTRODUCTION.

THE America's cup — won at Cowes from an English fleet August 22d, 1851, by the schooner *America*, presented as an international challenge trophy to the American people in 1857, and ten times fruitlessly sailed for by foreign challengers before the close of the century which gave it birth as the world-conceded blue ribbon in yachting — in the yachting season of 1901 was made the subject of an international discussion such as never before had risen in its history ; a discussion touching not only the vital principles of international sport, but dealing with the very existence of the cup as the premier emblem of sea-supremacy between the world's two greatest maritime nations ; for the custodians of the cup, trustees whose responsibility had ever sat lightly upon them, then ruled that no ship belonging to any American other than a member of a certain yacht club — their own — would be permitted to defend the nation's trophy.

My refusal, as owner of the American-built and American-manned yacht *Independence*, to recognize the right of the custodians of the America's cup to compel me, or any American, to join any club in order to compete for the honor of defending an American national trophy, led to this extraordinary ruling, which dazed the yachting world and at once brought into asking the question: "Has one of the great sports of America, yachting, been syndicated?"

The discussion that ensued lasted for months. The press of two hemispheres questioned the fairness, not only of the ruling of the cup's custodians, but of the general conduct of recent America's cup contests. The "Independence episode" was hotly debated wherever newspapers were read. Americans of all classes were never before so deeply interested in a question of sporting ethics. Patriotism was aroused, for the people of the country felt the nation's honor was involved, and from my peculiar position, as owner of *Independence*, I found myself in the storm-centre of these debates.

The issue resolved itself into the contention on the one hand, supported by practically the entire press and people of the country, that the America's cup, as the nation's trophy, should be free for any American to defend, could he produce a vessel worthy of the honor ; and on the other hand into the dogged iteration of the custodians of the cup that no American other than a member of their own club could defend the cup.

That such a controversy was possible in the history of so noble a trophy as the America's cup showed something was rotten in Denmark, and before the season of 1901 was half over the world saw what that something was : the cup had ceased, in effect, to be a

INTRODUCTION

national trophy, and was held as a club prize, to be raced for only under such conditions as the club holding it saw fit to lay down.

Evidence was not wanting to prove this condition of affairs. As owner of an American vessel denied an opportunity to race for the defence of an American national emblem of sea-supremacy, I received not only thousands of letters endorsing my stand in the controversy — letters representing men in all walks of life, in and out of sports, from prominent yacht club members of America and Europe (including many members of the New York Yacht Club), to patriotic citizens of the interior states, who while admitting they had never seen salt water, were eager to show they boiled with enthusiasm for the protection of the good name of American sports — as well as many others from owners, officers and builders of former cup-defence vessels; from various yachtsmen, American and foreign, connected at different times with cup matches; and from professional yachting writers possessed of much of the unwritten history of the cup, — all of which showed me that the “Independence episode” was by no means the result of fortuitous circumstances, but the logical outcome of a system which had debased the sport of racing for the blue ribbon of the seas from its former level of true sportsmanship to that of a social-business game played by a few persons for their own ends.

So much was demonstrated by the “Independence episode,” by which an epoch was marked in the history of the America’s cup; and so important did the revelation appear to me that I resolved to collect and collate, not only the facts and fancies that were coming to me regarding the various phases of the incident in which I figured, but all other data obtainable about the cup, its inception as a trophy, its known history, and the unwritten annals of its defence, in order that its modern status might in my own mind be given a proper relation to the events of its past.

The execution of this purpose led me to the question, “Will the publication of a history of the America’s cup, showing the conditions which have shaped and are shaping its destiny, make for the betterment of American sports?” My answer was a resolution to publish such a history, to constitute a record for all time, and give the yachtsman and student of to-day, and of the future — (this book is published solely for private distribution to yachtsmen and the libraries of America and Europe) — not only the information which had come to me almost wholly because of my ownership of Independence and the stand I had been forced to take in connection with such ownership, but as complete a transcription as could be made of the story of the cup.

As one who had spent his life in the birthplace of American yachting, and carried its welfare close to his heart, the task seemed an important duty.

INTRODUCTION

I recognized the vital importance of making my history carry proof beyond peradventure that it was a history, — a fair presentation of what had been, — that it was free from those sins of omission and commission that might, perhaps pardonably, be looked for in a book having for its top, sides and bottom a subject around which has surged white-heat controversy, and which was created by one of the parties to that controversy. I saw the vital importance not only of making the book a fair history, but of imprinting it with proof positive of its fairness. Therefore I laid it out, as will be seen in the following pages, first, as a continuous photograph of events from the first day of the America's cup to the last day of the first year of its second half-century ; secondly, with the interpolation of vivid word-pictures from the pens of writers of the times in which those events occurred ; thirdly, with authentic illustrations from original drawings and paintings such as no other "history" of the cup contained ; the whole to be spliced together and made history, by whom ? Bearing in mind that however fair and free from bias my treatment of the past of the America's cup might be, my critics would have ammunition with which to attack my book were it entirely the work of one of the parties to the controversy mentioned, I decided to confine myself personally to that period in the cup's history with which I was directly connected, and to a description of the various conditions which at different periods surrounded it, conditions which made possible the men and circumstances controlling the cup from its creation to the end of the "Independence episode" ; and to place the compilation of the chronological history of the cup in the hands of another.

For this task I selected a writer, my collaborator, Mr. Winfield M. Thompson, the product of whose pen in yachting and other fields of literature was a guarantee not only of graceful thoroughness, but of a conscientious adherence to facts and all men's rights. To Mr. Thompson I said : "Write the history of the America's cup, and while writing it forget my personal interest in the book — forget that the same covers which contain your work will hold mine. I do not want to know what you write until it is printed, and I will not confuse you in your work by allowing you to read my part until both are printed."

With what fairness each has performed his task the reader may in a measure judge ; but as time alone can give a proper perspective to events, it will be for the historian of the second fifty years of the America's cup to say whether or not the Lawson History of The America's Cup made for the betterment of American sports

THOMAS W. LAWSON.





THE LAWSON HISTORY *of* THE AMERICA'S CUP

ENGLAND INVITES COMPARISON OF
SPEED IN VESSELS, AND THE AMERICA
IS BUILT: 1850-1851. CHAPTER I.



ENGLAND was holiday making in the year of grace 1851, and of the reign of Victoria the fourteenth, on the occasion of a great industrial exhibition held at London, to which the nations of the earth were invited to send examples of their arts and crafts for comparison with her own. In keeping with the spirit of this period of national activity and vainglory, Britons of means and leisure indulged with more than their usual enthusiasm in various sports, in which they sought to excel all foreigners who by their invitation competed with them. As befitted a people whose supremacy on the seas had been long undisputed, an important part of the season's program of sport was contests of speed between pleasure vessels, open to all comers. To enter in whatever competition might be vouchsafed her in these contests, the United States of America sent a champion schooner, named for the country from which she hailed. The entry of this champion at first gave her opponents no concern, but the fruits of her visit to Britain remain when the exhibition and its results, except this, are forgotten. With her the traditions of centuries ended, for she sailed with ease away from the fastest English craft put against her, and showed the old world that the art of building fast vessels had its home in the West.

Half a century has proved too short a time for England to recover the trophy the America snatched from her self-satisfied yachtsmen with so little effort. Her cleverest designers have built ships in which her pluckiest sportsmen have come over-seas, one after another, to regain it, only to go back empty-handed. Millions have been spent in these attempts, and other millions in defence, while a simple silver cup, valued originally at \$500, has come to represent the supremacy of the seas.

When the trophy now known as the America's cup, won by that vessel from the Royal Yacht Squadron August 22d, 1851, was brought to this country, yachting in the United States was in its infancy. Men rich enough to follow the sport were few, and the national life had not reached a point where time and money could

be spared for pleasure sailing. The temple of the nation's industrial greatness was being built. The country already was hearing the mutterings that forewarned it of the approaching storm of civil war. The great West was unconquered, and the South was hastening toward the end of the old régime. The people were too busy and too much absorbed in the development of their fortunes and those of their country to care for the sport of racing boats.

It remained for merchants in the large ports, whose business was with shipping and the sea, to find means and leisure for yachting. At various places on the coast, from Virginia to Massachusetts, small pleasure craft had been owned from the days of the Colonies. Few if any attempts had been made, however, to form sailing clubs at any Atlantic port until 1835, when a few Boston merchants formed a club for fishing and pleasure sailing which they called the Boston Yacht Club. It had no fleet, and lived but two years. The name is now borne by its successor.

In the year the *America* was sent abroad to try conclusions with the formidable pleasure fleets of England, the New York Yacht Club* was the only yacht club in America. It was then seven years old, and

* The New York Yacht Club was formed July 30th, 1844, at five o'clock in the afternoon, in the cabin of John C. Stevens' 25-ton schooner yacht *Gimrack*, while she lay at anchor off the Battery. Nine yacht owners were present, their fleet being schooners and sloops of 25 tons and less, in which they sailed about New York Bay and Long Island Sound. These nine formed the club. They were: John C. Stevens, Hamilton Wilkes, William Edgar, John C. Jay, George L. Schuyler, James M. Waterbury, Louis A. Depau, George E. Rollins and James Rogers. John C. Stevens was unanimously named as commodore. The first squadron run of the club began the next day. It was to Newport, where the club members fell in with Capt. R. B. Forbes, of Boston, cruising on the chartered pilot-boat *Belle*, and Col. W. P. Winchester, of Boston, cruising on his schooner *Northern Light*. Capt. Forbes, Col. Winchester and David Sears were the first three Bostonians to join the club. The first stated meeting of the New York Yacht Club was held at Windhorst's coffee house on Park Row, March 17th, 1845, when these officers were elected: John C. Stevens, Commodore; Hamilton Wilkes, Vice Commodore; John C. Jay, Recording Secretary; George B. Rollins, Corresponding Secretary; William Edgar, Treasurer. On July 15th, 1845, the club began the occupancy of its first house, a modest structure built on Commodore Stevens' grounds, on the level shore above Castle Point in Hoboken known as the Elysian Fields.

Commodore Stevens was the foremost patron of the club, and its most progressive member throughout his life. He served as commodore of the club until 1854, and was succeeded by William Edgar, who served through 1855-1858, and he by Edwin A. Stevens, who held the office from 1858 to 1865. Feb. 16th, 1865, the club was incorporated, "for

the purpose of encouraging yacht building and naval architecture, and the cultivation of naval science." In June, 1868, it removed from the house in Hoboken to one at Clifton, Staten Island. In 1871 it took rooms in the city, on the second floor of a house at Madison Avenue and Twenty-Seventh Street, it having become something of a social organization. In 1876-7 the club was in financial straits, and at a meeting held Feb. 16th, 1877, it was voted, seven to two, to give up the Staten Island house and city quarters, store the models and other property, and wait for better times. Wealthy members saved the club from this step, though the Staten Island house was given up. In May, 1884, the club removed to a house at 27 Madison Avenue, where it remained until Jan. 18th, 1901, when it removed to its present palatial home, 37-41 West Forty-fourth Street near Fifth Avenue. The land on which the club-house stands was given the club by Ex-Commodore J. Pierpont Morgan. The house cost \$350,000 without its furnishings, and is the finest yacht-club house in the world. The club has stations of call for the use of its members, at points in New York waters, and on Long Island Sound. In 1846 its membership was 122, and the number of vessels enrolled under its flag was 12. Its membership in 1901 was 1734, and 474 vessels flew its flag, the fleet comprising 84 schooners, 10 schooners with auxiliary motors, 120 single-masted vessels and yawls, six single-masted vessels with motors, 229 steamers, and 25 launches. In 1902-1928 members were enrolled and 468 vessels. The officers for 1902 were: Lewis Cass Ledyard, Commodore; Frederick G. Bourne, Vice Commodore; C. L. F. Robinson, Rear Commodore; G. A. Cormack, Secretary, (*vice* J. V. S. Oddie, deceased Jan. 16th, 1902); Tarrant Putnam, Treasurer; John Hyslop, measurer; J. McG. Woodbury, M. D., fleet surgeon.

of THE AMERICA'S CVP [1850-1851]

John C.* and Edwin A. Stevens, those sterling brothers who have been given a niche in the sportsmen's temple of fame as the founders of American yachting, and George L. Schuyler, were its sponsors.

America then led the world with her clipper ships and coastwise vessels, while the New York pilot-boats, trim, weatherly little schooners that could sail fast and far through any sort of blow, attracted the attention of every captain who came on the coast.

The fastest of these vessels were designed by George Steers, a genius destined to leave a stronger imprint on America shipping than any other man of his time. The yard in which he turned out his famous pilot-boats was in Williamsburgh, across the East River from lower New York city, and now a part of the city itself. The year 1850 found George Steers, then thirty years old, pre-eminent among designers of small vessels in the United States, while in New York seafaring men believed nothing afloat of their inches could distance his pilot-boats. In the course of business vicissitudes it happened that George Steers in that year was employed in the yard of William H. Brown, New York's leading shipbuilder, as foreman of the mold loft, work in his own yard across the river being for the time suspended. Mr. Brown, whose yard was at the foot of 12th street, East River, was a builder of ships and steamers, being associated in various ventures with New York's leading business men. George Steers had never designed such large vessels as Mr. Brown built in his yard, but he had not long been employed there before a plan was arranged which would permit him to exercise his talent by designing a schooner to outdo any he had turned out before. It seems that Steers was not only to design the vessel, but have charge of her construction as well, while Mr. Brown was to supply the means for building her, and attend to the business of selling her. The execution of this plan resulted in the production of the yacht America, as hereinafter appears.

The creation of the America was the result of a most happy combination of favorable circumstances. The idea of building

* John C. Stevens, first commodore of the New York Yacht Club, was the son of Col. John Stevens, a contemporary of Fulton and Livingston, and like them a pioneer in the application of steam to the propulsion of vessels, he being the inventor of the steam screw-propeller. John C. Stevens had three brothers, James, Robert L. and Edwin A., all three of whom, like himself, were deeply interested in invention and the development of steam navigation. With his brother Robert, John C. Stevens started the first day-line of steamers between New York and Albany, in 1827, and throughout his life he was interested in building various kinds of steam craft, from ferry boats for the Hudson to floating batteries, at the Stevens yards in Hoboken. Commodore Stevens was a liberal patron of art, and was no less active in amateur field sports, and the turf,

than in yachting. He introduced cricket into this country, and had a base-ball diamond on his grounds where any club was free to play. He was also a gentleman farmer, having a fine place in Dutchess County, New York. He was educated at Columbia College, and married Miss Maria Livingston, a famous New York belle, who presided over his household with distinguished grace. They spent a serenely happy married life of thirty years together, but left no children to inherit their fortune. Mrs. Stevens died in 1855, and Commodore Stevens on June 10th, 1857, at the age of 72, of enlargement of the heart, at the homestead of his father, The Castle, in Hoboken, on the banks of the Hudson, opposite the city of New York. He was sincerely mourned as a gentleman and sportsman of the highest honor and widest sympathies.

such a yacht was the result of correspondence that took place in the autumn of 1850 between an English merchant and some New York business men regarding the forthcoming exhibition at London, the Englishman suggesting that one of the famous New York pilot-boats be sent over in the summer of 1851 to sail against the fast schooners of England in the regattas that were to be a feature of the exhibition celebration. The epistle containing this suggestion was shown to George L. Schuyler and John C. Stevens, then the foremost sportsmen in New York. This timely suggestion found these gentlemen prepared to go beyond the letter of the proposition, for they had the man at hand in George Steers, young, talented, and burning with the fire of ambition and the purpose that knows no such word as fail, ready to create for them a vessel that should be finer and faster than any pilot-boat, and in every sense a national champion.

The project took shape logically, from one tentative step to another, as most great projects do, informal talks on the subject leading to a written proposal, signed by Mr. Brown, to build a vessel that should be faster than any craft of her size afloat. Although the name of George Steers did not appear in this proposal there could have been no doubt of the part he was to play in the creation of the vessel, for he was the only designer in the United States who could put forth such confident assurances for a schooner as those made to the men interested in building the *America*. His ambition was well known, and his ability in yacht designing had already been demonstrated in the fast centreboard sloop *Una*,* 46 tons, long champion of her class, which he designed and built in 1847 for James M. Waterbury, one of the original members of the New York Yacht Club. George Steers† was personally well known to members of the club, and especially to the Stevens brothers, with whom he had been associated in business pertaining to yacht building and repairs.

* *Una* was a radical departure from the style of design for sloops then prevailing, and was a prototype of the kind of boat made famous forty years after her by the cup defenders *Puritan* and *Mayflower*. She was 65 feet water-line, 17.8 feet beam, 6.3 feet depth, and 6.5 draft. She was able as well as fast, and once made the run from New York to Boston in thirty-two hours. She lasted a good half-century, her last days being passed on the lakes, as a schooner.

† The talent of George Steers as a designer may be said to have been inherited, for his father was a shipwright of ability and resource. He was a native of Devonshire, England, and learned his trade at the Royal dockyard at Devonport, coming to this country in 1819, and securing employment at the Washington navy yard. George, one of thirteen children, was born in Washington in 1820. In 1827 the elder Steers removed with his family to New

York, where he built the first government dry-dock. He also constructed a semaphore telegraph system between Sandy Hook and New York. George Steers grew up in the atmosphere of a shipyard, and learned his father's trade, as did also three of his brothers, James R., Henry T. and Philip. In 1839, when 16 years old, George Steers designed and built his first boat, the *Martin Van Buren*, 17 feet long, with which he attracted the attention of New York sportsmen by defeating the champion *Gladiator* three miles in twenty-four, for a prize offered by John C. Stevens. In 1841 he built a rowboat 30 feet long that weighed but 140 pounds, and with its crew aboard drew but four inches of water. Racing with rowboats was then in favor in New York, and this boat was named for John C. Stevens, who was a leading patron of the sport. In 1845 George Steers entered into business with a partner, under the firm name of Hathorne

Tues. Oct. 15. 1850

George & Chapman Esq

Dear Sir,

I propose to build for you a yacht of such size that you can custom order measurements on the following terms -

The yacht to be built on the best American, English, or French plan, to suit your taste, cabin & stowage furniture, table furniture.

Water chest &c. ready for when you are to designate the position of the interior of the vessel & about the furniture -

Of the vessel, plan & rig, I leave to the architect, they know best, it being understood however that she is to be a strong sea-going vessel, and rigged for ocean sailing -

The vessel complete 05 ready for sea you are to pay me \$2,000.00 - upon the following conditions -

When the vessel is ready, she is to be placed at the disposal of Hamilton Williams Esq as long as he after making such trial as he deems necessary to him for the purpose of twenty days, when he is to decide whether or not she is faster than any vessel in the United States from year to year built here.

The expense of these trials to be born by you -

If it is decided by the architect that she is not 44 against 40, the vessel shall be bought by you for the sum of \$2,000.00

In addition to this, if the architect decides that she is

faster than any vessel in the United States, you are to have the right instead of accepting her, to send her to England, to be against any thing of her size, built there, & if beaten still to accept the challenge -

The expense of the voyage out and home of the vessel to be borne by you - The trial to be decided by any mark acceptable to you & conducted as by you in writing -

Respectfully Yours

Wm. Williams

of THE AMERICA'S CVP [1850-1851]

Publication of some of the correspondence which passed in the business of building the America led, a few years ago, to confusion in the minds of many who read it as to how much credit George Steers should be given for building the vessel. While William H. Brown unquestionably supplied the capital to build her, and nominally stood as builder of the vessel, there can be no doubt she was the creation of George Steers' brain and hand. It is to be noted that full credit for building her was given George Steers by the vessel's owners, in a line engraved on the cup which bears her name, descriptive of the vessel, containing the words: "Built by George Steers of New York, 1851."

The correspondence relating to the building and delivery of the America is here published in connected form for the first time. It begins with a formal proposal to build the vessel, as follows:

NEW YORK, Nov. 15th, 1850.

GEORGE L. SCHUYLER, ESQ.

Dear Sir, — I propose to build for you a yacht of not less than 140 tons custom-house measurement on the following terms: —

The yacht to be built in the best manner, coppered, rigged, equipped with joiner's work, cabin and kitchen furniture, table furniture, water closets, etc., etc., ready for sea — you are to designate the plan of the interior of the vessel and select the furniture.

The model, plan and rig of the vessel to be entirely at my discretion, it being understood however that she is to be a strong seagoing vessel, and rigged for ocean sailing.

For the vessel complete and ready for sea you are to pay me \$30,000 upon the following conditions: —

When the vessel is ready, she is to be placed at the disposal of Hamilton Wilkes, Esq., as umpire, who, after making such trials as are satisfactory to him for the space of 20 days, shall decide whether or not she is faster than any vessel in the United States brought to compete with her.

The expense of these trials to be borne by you.

If it is decided by the umpire that she is not faster than

& Steers, their yard being in Williamsburgh. Here he designed and built the pilot-boat Mary Taylor at the beginning of his business career, the principle of her design being that which he afterward employed in every craft he laid down — "that for a vessel to sail easily, steadily and rapidly, the displacement of water must be nearly uniform along her lines." The Mary Taylor was followed by several other fast craft. The firm of Hathorne & Steers was dissolved in 1849, and it was while waiting a proper opportunity to engage again in business for himself

that George Steers designed and built the America at the yard of William H. Brown in New York. Shortly after the building of the America George Steers formed a partnership with his brother James, under the firm name of J. R. & G. Steers. They revived building at the Williamsburgh yard, and turned out several famous vessels, including the U. S. frigate Niagara. George Steers was cut off at the height of his career, dying in September, 1856, at the age of 36 years, from injuries received by being thrown from a carriage while driving.

[1850-1851]

THE LAWSON HISTORY

every vessel brought against her, it shall not be binding upon you to accept and pay for her at all.

In addition to this, if the umpire decides that she is faster than any vessel in the United States, you are to have the right, instead of accepting her at that time, to send her to England, match her against anything of her size built there, and if beaten still to reject her altogether.

The expense of the voyage out and home to be borne by you.

The test of speed in England to be decided by any mode acceptable to you and consented to by you in writing.

Respectfully yours,

W. H. BROWN.

This letter was composed and written by Mr. Schuyler, showing that the details of the plan to build the vessel came in completed form from himself and his associates, who had thoroughly discussed them before preparing the agreement for Mr. Brown to sign. The building of the vessel was in every sense an individual enterprise, and in no way a club venture. Those agreeing to take shares in her were George L. Schuyler, John C. and Edwin A. Stevens, Col. James A. Hamilton, J. Beekman Finlay, and Hamilton Wilkes. Mr. Schuyler was the active representative of the associates in their dealings with Mr. Brown, chiefly because he was in closer touch than the others with the builder in business matters, he being engaged in shipping.

Mr. Brown's proposal was accepted on the day it was written, the acceptance being written by Mr. Schuyler, undoubtedly at the same sitting as the original proposal, and being as follows :

W. H. BROWN, ESQR.

Dear Sir, — Your proposal to build for me a yacht of not less than 140 tons, custom-house measurement, for \$30,000, payable on certain conditions detailed in your letter of the 15th inst., has been submitted by me to some of my friends interested in the subject.

The price is high, but in consideration of the liberal and sportsmanlike character of the whole offer, test of speed, etc., we have concluded that such a proposal must not be declined.

I therefore accept the proposal, and you will please go ahead without loss of time. I only stipulate as a condition on my part that the yacht must be ready for trial on the first day of April next.

Very truly yours,

GEORGE L. SCHUYLER.

NEW YORK, Nov. 15th, 1850.

[6]

of THE AMERICA'S CVP [1850-1851]

Work on the America did not progress as rapidly as the owners and builders had hoped it would, and the vessel was not ready for trial, or even for launching, on the day set in the agreement for her delivery, April 1st. Mr. Brown therefore requested an extension of the contract. On April 2d Mr. Schuyler wrote Mr. Brown the following letter :

W. H. BROWN, ESQR.

Dear Sir, — I have this morning laid before the gentlemen associated with me your proposal to renew the contract between us for building a yacht, the time for delivery to be fixed on the 1st of May next.

The delay has been one of more consequence to the convenience of some of these gentlemen than I had supposed. One of them is obliged to sail for Europe on the first of May, and consequently will lose all the trials, and another who is ready to sail at that time is obliged to change all his plans.

I propose to continue the contract between us, which expired April 1st, to May 1st, 1851, as the time for the delivery of the vessel, all other conditions to remain as before, providing you consent to the following alterations in your letter of Nov. 15th, 1850 :

On the first page, after the words, "The expense of these trials to be borne by you," you agree to insert the words, "The vessel to be at my risk as regards loss, or damage from any source." The last clause of your letter to read as follows : "In addition to this, if the umpire decides that she is faster than any vessel in the United States, you are to have the right, instead of accepting her at that time, to send her to England, match her against anything built there, which in your judgment gives her a fair chance in a trial of speed, and, if beaten, reject her altogether ; the expense of the voyage out and home to be borne by you, and the vessel to be at your risk. The test of speed in England above referred to shall be decided by the result of any one or more trials acceptable to you, and to which you, or some person authorized by you, shall have consented in writing."

Please answer immediately whether you accept these changes, and if you do, go ahead without loss of time.

Yours truly,

GEORGE L. SCHUYLER.

NEW YORK, April 2d, 1851.

Mr. Brown accepted the amended conditions, but was unable to deliver the vessel at the stipulated time, though she was launched on the 3d of May.

Mr. Schuyler on the 24th of May made a proposal to buy the vessel outright, for two thirds the original price, writing Mr. Brown as follows :

W. H. BROWN, ESQR.

Dear Sir,—So much more time has elapsed than was anticipated by you in completing the yacht *America* that I fear, if delayed much longer by further trials, the proper season for sending her to England will have passed. The gentlemen interested with me in the contract I have with you have consented that I should make an offer for the vessel as she is, releasing her from further trials and despatching her forthwith. I will give you \$20,000 in cash for the yacht, finished as per contract, equipped and ready for sea, to be delivered to me on or before the second day of June next. All expenses of trials, etc., heretofore incurred by you to be paid by you.

Yours truly,

GEORGE L. SCHUYLER.

NEW YORK, May 24th, 1851.

The trials of the *America*, referred to in the correspondence here given, were against the *Maria*,* Commodore Stevens' fast sloop, which, in smooth water in the neighborhood of Sandy Hook, easily outsailed the new schooner. This did not discourage the owners of the *America*, as she outsailed all other craft quite as easily as the *Maria* outsailed her, while the *Maria* was good only in smooth water, and the test with her therefore was not conclusive.

The sportsmanship of the owners of the *America* was such as to rise superior to any discouragement caused by delays in preparation, or apparent lack of the degree of speed they had expected in her. They were sending her abroad without any definite

* The *Maria* was described as being "the fastest yacht afloat." She was about 18 feet longer on the water-line than the cup racers of the present day, and held the record throughout her career, and for many years after its close, as the largest single-stick vessel ever built. In equipment she represented ideas far in advance of the period in which she flourished, having, among other innovations of equipment, hollow spars, outside lead ballast, and crosscut sails. The *Maria* was designed in 1844 by Robert Livingston Stevens, working in conjunction with his brothers John C. and Edwin A., for whom the vessel was built by William Capes in his yard in Hoboken. She was launched in 1845, and began her racing career Oct. 6th, 1846, in the first amateur, or Corinthian, regatta of the New York Yacht Club, beating the fleet by an hour over a 40-mile course from the club-house in Hoboken, up the Hudson to Fort Washington, and down to the Narrows and back. As originally built the *Maria*

had a full, round bow, though with a shallow and easy entrance, in effect not unlike the "scow" bow of racers of to-day, her draft at the cutwater being only 8 inches. Her original lines are said to have been suggested by those of the North River sloop *Eliza Ann*, which, though not a yacht, showed great speed for those days. When launched the *Maria* was 92 feet long on deck. In 1850 she was lengthened by the addition of 18 feet to her bow, which made it long and sharp. Her dimensions were then : Length on deck 110 feet, water-line 107.9, beam 26 feet 6 inches, depth 8 feet 4 inches, greatest draft 5 feet 2 inches. Her centre-board, 24 feet long, with a draft of 20 feet, was heavily weighted, and was raised by the aid of strong spiral springs from which one end was suspended. Her outside lead ballast was fixed to the hull in strips, and covered with copper sheathing. The *Maria* was heavily sparred, her mast being 92 feet long, and 2 feet 8 inches diameter at the





[1850-1851]

engagements, for no races were arranged for her before her departure from this side of the ocean. She was merely to go for such glory and trophies as it might be reasonably expected she would find in England during the World's Fair season.

That a hospitable reception would be granted the Yankee craft and crew there was no question, for in March Commodore Stevens had received the following letter from the Earl of Wilton, Commodore of the Royal Yacht Squadron :

7 GROSVENOR SQUARE, LONDON,
Feb. 22nd, 1851.

Sir,—Understanding from Sir H. Bulwer that a few of the members of the New York Yacht Club are building a schooner which it is their intention to bring over to England this summer, I have taken the liberty of writing to you in your capacity of Commodore, to request you to convey to those members, and any friends that may accompany them on board the yacht, an invitation on the part of myself and the members of the Royal Yacht Squadron to become visitors of the Club House at Cowes during their stay in England.

For myself, I may be permitted to say that I shall have great pleasure in extending to your countrymen any civility that lies in my power, and shall be very glad to avail myself of any improvements in shipbuilding that the industry and skill of your nation have enabled you to elaborate. I remain,
Sir, Your obdt servt.,

WILTON,
Commodore of the Royal Yacht Squadron.

deck. For the first 20 feet it was bored out to a diameter of 12 inches, in the next 20 feet to 10 inches, and the rest of the way to 7 inches. Her mainboom was 95 feet long and hollow, being made of white oak staves, doweled and hooped with iron strengthened with inside trusses, and outside rods and struts, and nearly nine feet in circumference in its thickest part. Her gaff was 61 feet long, and bowsprit 38 feet outboard, entering the hull below decks. The area of her mainsail was 5790 square feet, and of her jib 2100 square feet, making a total working sail-spread of 7890 square feet. She had a small working-topsail, but it was rarely set. On her mainsheet traveller was a rubber compressor to take up strain, the first one used on a yacht. She steered with a 12-foot tiller, and to prevent her from yawing when off the wind she had a small centre-board aft. The Maria rarely met defeat, and it was claimed for her that in smooth water with a strong breeze she sometimes logged "nearly 17 knots," which may have been rather a strong claim. In the trials with the America she is said to have sailed completely around the schooner three times in a short distance. She was essentially a smooth-water boat, and in heavy weather was no match for the America or any other smart schooner.

Commodore Stevens delighted to sail the great sloop, and was a familiar figure to frequenters of New York Bay, standing at her helm, his broad-brimmed hat flapping in the wind, and his face alight with animation as he watched his vessel bowl along, passing even steamers who tried conclusions with her. The commodore was fond of entertaining his friends on the Maria, whose pennant, he proudly boasted, "flew 150 feet above the waves," — and he often took half a hundred at a time down the bay for a sail, serving them with a frugal spread of fish chowder, cooked in her galley, and washed down with something cheering. The Maria is said to have cost the Stevens brothers in all about \$100,000. She was frequently altered and improved, and always represented advanced ideas. Owing to the size of her sail-spread she was dismayed several times. She was finally rigged as a schooner, and in the 60's was sold, and renamed Maud. She then engaged in the fruit trade between New York and Honduras ports, and in October 1870, when bound for New York with a cargo of coconuts, she was lost at sea, with all hands. The Maria affords an interesting basis for comparative study of the progress made in racing sloops. Her memory should ever be kept green by American yachtsmen.

To this letter Commodore Stevens replied as follows :

NEW YORK, March 26th, 1851.

My Lord,—I regret that an accident prevented the reception of your letter until after the packet of the 12th had sailed. I take the earliest opportunity offered to convey to the gentlemen of the Royal Yacht Squadron, and to yourself, the expression of our warmest thanks for your invitation to visit the Club House at Cowes. Some four or five friends and myself have a yacht on the stocks which we hope to launch in the course of two or three weeks. Should she answer the sanguine expectations of her builder and fulfil the stipulations he has made, we propose to avail ourselves of your friendly bidding and take with a good grace the sound thrashing we are likely to get by venturing our longshore craft on your rough waters. I fear the energy and experience of your persevering yachtsmen will prove an overmatch for the industry and skill of their aspiring competitors. Should the schooner fail to meet the expectations of her builder, not the least of our regrets will be to have lost the opportunity of personally thanking the gentlemen of the Royal Yacht Squadron and yourself for your considerate kindness.

With the hope that we may have the pleasure of reciprocating a favor so frankly bestowed, I remain your lordship's most obedient servant,

JOHN C. STEVENS,
Commodore New York Yacht Club.

Much interest was manifested by New York merchants and seamen in the *America*, which was the finest schooner they had ever seen. The following description of the vessel appeared in the *Spirit of the Times* shortly before her departure for England :

"She is 95 feet from stem to stern, 80 feet keel, 23 feet amidships, and her measurement is 180 tons [correctly 170⁵⁰/₉₅ tons]. She draws 11 feet of water in sailing trim. Her spars are respectively 79½ and 81 feet long, with 2⅞th. inches rake to the foot ; her main-gaff is 26 feet long, her main-boom 58 feet. She carries a lug foresail, with fore-gaff 24 feet long ; length of bowsprit 32 feet. Her frame is composed of five different species of wood, namely, white oak, locust wood, cedar, chestnut, and hackmatack, and is supported by diagonal iron braces equal distant from each other four feet. From stem to amidships the curve [of shear] is scarcely perceptible, her gunwales being nearly straight lines, and forming with each other an angle of about 25 degrees. The cutwater is a prolongation of the vessel

herself, there being no addition of false wood as is usual in most of the sharpest-bowed craft of similar description.

"Her sides are planked with white oak three inches thick; the deck with yellow pine 2½ inches thick; three streaks of the clamps are of yellow pine three inches thick; the deck beams are also of yellow pine; all the combings are of the finest description of mahogany; the rails, which are composed of white oak, are 14 inches high, 6 inches wide, and 3 inches thick. She is copper-fastened throughout, and copper-sheathed from keel to 6 inches above the water line, making 11 feet and a half in all. Her sides are painted of a uniform lead color, and her inside pure white. There is an open gangway extending the whole length from the extreme points of the after and fore cabins.

"The fore cabin is a spacious and elegantly fitted up apartment, 21 feet by 18 feet clear, on each side of which are six neat lockers and china rooms; it contains six commodious berths. Adjoining the cabin are two large staterooms, each 8 feet square, with wardrobes and water-closets attached; between them and the fore cabin there are two other staterooms, joining which are a wash-room and pantry, each 8 feet. The fore cabin is ventilated by a circular skylight about 12 feet in circumference, and it contains fifteen berths. Directly under the cockpit, which is 30 feet in circumference, and which forms the entrance to the after cabin, there is a tastefully fitted up bathroom on the starboard side, and on the larboard side a large clothes-room. Farther aft under the cockpit is the sail-room.

"She has a plain raking stern adorned with a large gilt eagle resting upon two folded white banners, garnished with beautiful flowers of a green color."

An English description of the America stated that "Her saloons are finished in carved rosewood, polished rosewood, polished American walnut, and green silk velvet."

Racing sails were made for the America by R. H. Wilson of New York. Her three lower sails had a spread of 5263 feet. A draft of her sail plan, from the original of the sail-maker, is presented here.

The America was fitted for her voyage across the Atlantic with sails belonging to the pilot-boat Mary Taylor. She carried forty-five tons of ballast, her racing canvas and gear were stowed in her hold, she was well provisioned, and, according to the customs of the times she carried a stock of liquor for regular consumption, and with which to drink the healths of victors and vanquished on the other side.* On the 17th of June the America's

* The late W. T. Porter, for many years editor of the *Spirit of the Times*, and a friend of Commodore Stevens, is the author of the following anecdote in connection with the America's voyage to England: "Before the America sailed Mr. Stevens placed

certificate of registry was issued at the New York custom-house. It was as follows :

"Register 290, June 17th, 1851: William H. Brown, master, builder and sole owner of the yacht schooner *America*. Built in New York in 1851. Length 93 feet six inches, breadth 22 feet six inches, depth 9 feet, measurement 170, 50-95ths tons."

The *America* was delivered to her owners next day, was ready for sea on June 20th, and sailed the next morning for Havre. She carried but six men before the mast. Capt. "Dick" Brown, a Sandy Hook pilot, part owner of the *Mary Taylor*, was sailing-master, and Nelson Comstock mate. Messrs. George Steers, James R. Steers, and young Henry Steers, the latter's son, aged 15, went as passengers, and helped on occasion to work ship or stand watch. The total ship's company, with cook and boy, numbered thirteen. Commodore Stevens, Edwin A. Stevens and George L. Schuyler purposed joining the yacht in France, but as Mr. Schuyler was prevented almost at the last moment from going, Col. Hamilton, his father-in-law, went in his place, crossing the ocean, as did the Messrs. Stevens, by steamer.

Incidents of the *America's* voyage across the Atlantic, which was made in 17½ days, are especially interesting, as she was the first yacht to cross the ocean in either direction. The only facts concerning the voyage that have been preserved are contained in a personal journal, or log, kept by James R. Steers. This book came into the possession of James W. Steers, son of George Steers, of Brooklyn, and is still in his family. There is a droll humor shown in parts of the log, which begins with the following entry on June 21st, 1850 :

"Left the foot of 12th Street 8 A.M. Nine o'clock took steamer and towed out of the East River. Eleven o'clock, 10 miles out, parted with our friends. One o'clock George Gibbons came on board, with officers. One o'clock and 12 minutes the steamer *Pacific* [one of the early Atlantic liners] passed us and gave us nine cheers and two guns, which were returned by us with as good heart as given. At 3 o'clock passed Sandy Hook bar going 11 knots. At 10 o'clock P.M. rather squeamish ; Captain, second mate and carpenter took a little brandy, say about 10 drops."

on board two dozen of the celebrated Bingham wine, derived from the cellars of the late Mr. Bingham of Philadelphia, father of the wife of the late English minister to the United States, Lord Ashburton. It was more than half a century old, and the Commodore designed to drink it to the health of Her Majesty. It would appear that the Commodore's excellent wife in 'setting to rights' various little matters in relation to the outfit of the *America*, concealed these two dozen of Madeira in a secret

cranny in the vessel, so that when he sold her, without his knowledge the wine went with her. He presumed that through some oversight it must have been taken ashore, and never discovered the mistake until his return home, when he immediately wrote Lord de Blaquière [then owner of the *America*] that if he would look in a certain hidden locker in the *America* he would find some wine 'worth double the price of her,' of course making him a present of it."





of THE AMERICA'S CVP [1850-1851]

Having thus conscientiously recorded the extent of his ship-mates' indulgence, Mr. Steers entered into nautical data, with frequent references to the cuisine of the ship.

On June 22d he put down: "Set the square-sail, or Big Ben, the Captain calls it." On that day the vessel made 284 knots, the best 24-hours' run of the voyage. Two days later she made 276 knots in 24 hours. The log for that day reads:

"Commenced with light breeze. Passed a ship with a large Cross in her fore topsail. Was not near enough to speak. Had for dinner to-day a beautiful piece of Roast Beef, and green peas, rice pudding for dessert. Everything set, and the way she passed everything we saw was enough to surprise everybody on board."

On June 26th they had "good winds, roast turkey, and brandy and water to top off with," and made 254 knots. The next day, with light winds, the run was 144 knots. Mr. Steers wrote of the America on this day:

"She is the best sea boat that ever went out of the Hook. The way we have passed every vessel we have seen must be witnessed to be believed."

The following day he wrote: "The Captain said that she sails like the wind. We saw the British bark Clyde of Liverpool, right ahead about 10 o'clock, and at 6 P. M. she was out of sight astern."

The record of the next two days was 150 and 152 knots respectively. The entry in the log contains this plaint:

"Thick, foggy, with rain. I don't think it ever rained harder since Noah floated his ark." But there seemed to be a solace, for the entry continues: "Had to-day fried ham and eggs, boiled corned beef, smashed potatoes, with rice pudding for dessert." The dinner may not have agreed with the writer's stomach, for this line follows: "Should I live to get home this will be my last sea trip."

The record for the next day was 129 knots. Mr. Steers wrote:

"This is the first day the sun has shone, and that only half day; it will rain again before night."

Wednesday, July 2d, the record was 209 knots. The log states:

"At two P. M. unbent the large jib and bent the small one. It looks like a shirt on a beanpole. Passed a clipper brig going the same way, and passed her faster than she was going ahead." Then, "our cook is not a very good caterer," sadly adds the chronicler. The fact that "there was a heavy head sea on, and the ship was making the water fly some," may have affected the writer's views.

The distance covered July 3d was 219 knots, and on July 4th 179. For three days following only 147 knots were made,

owing to baffling winds. On July 8th the run was 223 knots, and on the 9th 272. This entry appears on the 8th :

"Our liquor is all but gone." And on the following day it is recorded that "we had to break open one of the boxes marked 'rum' [of Commodore Stevens' private stock], as George [Steers] had the belly-ache, and all of our own was consumed ; but we were not going to starve in a market place. So we took four bottles out, and I think that will last us."

On July 10th the log records : "Fresh breezes and squalls. Three square-rigged ships ahead of us. He [the captain] made them out about 10 A. M., and they have got everything set that they can carry, but we are picking them up fast. The scene is very exciting."

Who with love of the sea in his blood cannot imagine it ?

The record for that day was 250 knots, and for July 11th, 166, from midnight to 8 P. M., when Havre was reached.

After the arrival of the vessel at Havre Mr. Steers' journal deals almost exclusively with personal matters, and sightseeing, there being nothing in it of value in the way of data about the vessel.

The Stevens brothers and Col. Hamilton were in France two weeks ahead of the *America*, and passed most of their time while waiting for the yacht in Paris. Col. Hamilton, in his "Reminiscences," (Scribners, 1869,) throws a most interesting side-light on the sentiment with which Americans then in France looked forward to the *America's* approaching test against English vessels. He says :

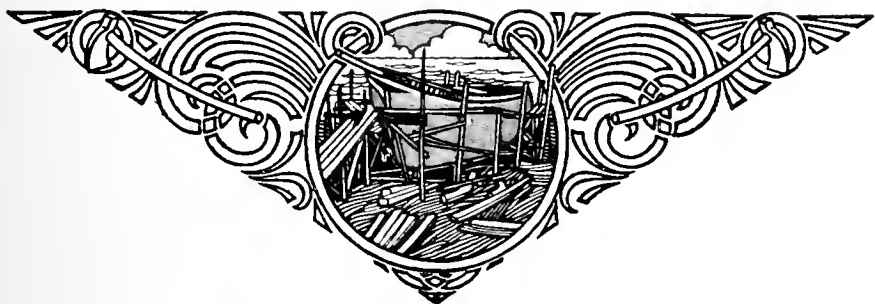
"Such was the want of confidence of our countrymen in our success, that I was earnestly urged by Mr. William C. Rives, the American Minister, and Mr. Sears, of Boston, not to take the vessel over, as we were sure to be defeated. My friend, Mr. H. Greeley, who had been at the Exhibition in London, meeting me in Paris, was most urgent against our going. He went so far as to say : 'The eyes of the world are on you ; you will be beaten, and the country will be abused, as it has been in connection with the Exhibition.' I replied, 'We are in for it, and must go.' He replied, 'Well, if you do go, and are beaten, you had better not return to your country.' This awakened me to the deep and extended interest our enterprise had excited, and the responsibility we had assumed. It did not, however, induce us to hesitate. I remembered that our packet-ships had outrun theirs, and why should not this schooner, built upon the best model ? "

Col. Hamilton adds : "In Paris we took means to obtain the best wines and all other luxuries to enable us to entertain our guests in the most sumptuous manner."

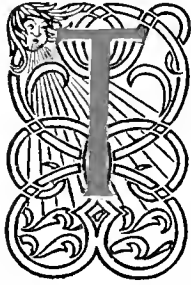
of THE AMERICA'S CUP [1850-1851]

While at Havre the America was fitted out for racing in England. Her hull was here given a smart coat of black, — she wore her prime-coat of gray up to this time, — her racing sails were bent, and she was made ready in every way for the work ahead of her, though she was not put in racing trim until after her arrival in England.

The purpose of fitting out in a French port was to avoid giving Englishmen too much opportunity to study the vessel before she began her racing. This precaution availed little, as events transpired, for a brush with a fast English cutter on the America's first morning in English waters showed what the "glorified pilot-boat," as an English writer not inaptly called her, could do. With her first performance in The Solent the history of international yacht-racing gloriously began.



THE AMERICA WINS A ROYAL YACHT SQUADRON CUP, AND "THERE IS NO SECOND:" 1851. CHAPTER II.



THE America, with John C. and Edwin A. Stevens on board, left Havre for England on Thursday July 31st, 1851, and arriving in The Solent that night worked up to about six miles below Cowes, where she anchored, the weather being thick.

Commodore Stevens thus described the scene on the America's first morning in English waters, in a speech delivered at a dinner tendered him and his associates at the Astor House, New York,

October 2d, 1851 :

"In the morning the tide was against us, and it was dead calm. At nine o'clock a gentle breeze sprung up, and with it came gliding down the Laverock, one of the newest and fastest cutters of her class.

"The news spread like lightning that the Yankee clipper had arrived, and the Laverock had gone down to show her the way up. The yachts and vessels in the harbor, the wharves, and windows of all the houses bordering on them were filled with spectators, watching with eager eyes the eventful trial. They saw we could not escape, for the Laverock stuck to us, sometimes lying-to and sometimes tacking round us, evidently showing she had no intention of quitting us. We were loaded with extra sails, with beef and pork and bread enough for an East India voyage, and were four or five inches too deep in the water. We got up our sails with heavy hearts ; the wind had increased to a five- or six-knot breeze, and after waiting until we were ashamed to wait longer, we let her [the Laverock] go about two hundred yards, and then started in her wake.

"I have seen and been engaged in many exciting trials at sea and on shore. I made the match with the horse Eclipse against Sir Henry, and had heavy sums both for myself and my friends depending on the result. I saw Eclipse lose the first heat and four-fifths of the second without feeling one-hundredth part of the responsibility, and without feeling one-hundredth part of the trepidation I felt at the thought of being beaten by the Laverock in this eventful trial. During the first five minutes not a sound was heard save, perhaps, the beating of our anxious hearts or the slight ripple of the water upon her [the America's] swordlike stem. The captain was crouched down upon the floor of the

PROPERTY





THE AMERICA

as she appeared when entered for the Royal Yacht Squadron regatta, August 22d, 1851. Published by W. G. Wood.

Copyright, 1862, by Thomas W. Lawson, Boston.

cockpit, his seemingly unconscious hand upon the tiller, with his stern, unaltering gaze upon the vessel ahead. The men were motionless as statues, their eager eyes fastened upon the Laverock with a fixedness and intensity that seemed almost supernatural. The pencil of an artist might, perhaps, convey the expression, but no words can describe it. It could not and did not last long. We worked quickly and surely to windward of her wake. The crisis was past; and some dozen of deep-drawn sighs proved that the agony was over.

"We came to an anchor a quarter or perhaps a third of a mile ahead, and twenty minutes after our anchor was down the Earl of Wilton and his family were on board to welcome us, and introduce us to his friends. To himself and family, to the Marquis of Anglesey and his son, Lord Alfred Paget, to Sir Bellingham Graham, and a host of other noblemen and gentlemen, were we indebted for a reception as hospitable and frank as ever was given to prince or peasant."

That the speedy stranger, whose model and rig were new to them, should cause consternation among the English yachtsmen, whose title to yachting leadership had never been questioned, was but natural.

The *London Times* compared the agitation caused among them by the America, after she had shown Laverock her quality, to that which "the appearance of a sparrowhawk in the horizon creates among a flock of woodpigeons or skylarks."

The Englishmen were free, though not entirely unfriendly, in their criticisms of the America. One writer described her as follows:

"A big-boned skeleton she might be called, but no phantom. Hers are not the tall, delicate, graceful spars with cobweb tracery of cordage scarcely visible against the gray and threatening evening sky, but hardy stocks, prepared for work and up to anything that can be put upon them. Her hull is very low; her breadth of beam considerable, and the draught of water peculiar,—six feet forward and eleven feet aft. Her ballast is stowed in her sides about her water-lines, and as she is said to be nevertheless deficient in headroom between decks her form below the water-line must be rather curious. She carries no foretopmast, being apparently determined to do all her work with large sheets."

So shy were English yacht owners of the America that Commodore Stevens' challenges for her, posted in the Royal Yacht Squadron's* club-house, remained untaken.

* The Royal Yacht Squadron, England's leading yacht club, was formed in 1812. Its membership includes many persons of title. His Majesty Edward VII. was its commodore on his accession to the throne, being succeeded by the Marquis of Or-

mond. The squadron draws the social line strictly, and in yachting matters is extremely conservative. Its present quarters in Cowes Castle have been occupied by it since 1856. The castle is an historic fort, built in the time of Henry VIII., for the pro-

THE LAWSON HISTORY

The first of these was sent to the Earl of Wilton, Commodore of the Royal Yacht Squadron, by Commodore Stevens, on August 2d, "after waiting a reasonable time for a proposal for a race," to quote Col. Hamilton. It was as follows:

The New York Yacht Club, in order to test the relative merits of the different models of the schooners of the old and the new world, propose through Commodore Stevens, to the Royal Yacht Squadron, to run the yacht America against any number of schooners belonging to any of the Yacht Squadrons of the Kingdom, to be selected by the Commodore of the Royal Yacht Squadron, the course to be over some part of the English Channel outside the Isle of Wight, with at least a six-knot breeze. This trial of speed to be made at an early day to be selected by the Commodore of the Royal Yacht Squadron. And if on that day there shall not be at least a six-knot breeze, then, on the first day thereafter that such a breeze shall blow.

On behalf of the New York Yacht Club,

JOHN C. STEVENS,

COWES, August 2, 1851.

Commodore.

To this challenge the following answer was received:

The Commodore of the Royal Yacht Squadron has the honor to acknowledge the receipt of a proposition from the New York Yacht Club, to run the yacht America against any number of schooners belonging to the Yacht Clubs of the Kingdom upon certain conditions. He will take the earliest opportunity to acquaint the proprietors of schooners throughout the kingdom of the proposed trial, but as there are a great many Yacht Clubs in Great Britain and Ireland, some little time must necessarily elapse before answers can be received. The members generally of the Royal Yacht Squadron are greatly interested in testing the relative merits of the different models of the old and new world without restriction as to rig or otherwise, and with this view have offered a cup, to be sailed for by vessels of all rigs and nations on the 13th instant. It would be a subject to them of the highest gratification to hear that the America had entered as a competitor on the occasion.

WILTON,

Commodore of the R. Y. Squadron.

ROYAL YACHT SQUADRON HOUSE, August 8, 1851.

tection of the Medina River. In 1851 the club was quartered at the Gloucester hotel, at West Cowes. The Royal Yacht Squadron received its first royal cup to be sailed for in 1830 from William IV. Victoria presented it with a trophy each year from

1843 to the end of her reign. These cups were sailed for over a fixed course, known as the Queen's cup course, from a starting-point off Cowes, to and around the Nab light, and to and around a mark off Lympington, thence home, about sixty miles.

To this communication, Commodore Stevens made the following reply:

YACHT AMERICA, August 9, 1851.

My Lord, — I had the honor yesterday to receive your communication of the 8th inst., in which you inform me in reply to the proposition of the New York Yacht Club to run the America against any schooners belonging to any of the Yacht Clubs of this Kingdom, that you will take the earliest opportunity to acquaint the proprietors of such schooners of the proposed trial, and in which you invite me to enter the America as a competitor for the cup to be sailed for at the regatta on the 13th inst. I beg leave in reply to say that as the period of my visit is necessarily limited, and as much time may be consumed awaiting to receive answers from the proprietors of schooners (without intending to withdraw that proposition), and although it is my intention to enter for the cup, provided I am allowed to sail the America in such manner as her rig requires: yet as the issue of a regatta is not always a test of the merits of the vessels engaged in it, I now propose to run the yacht America against any cutter, schooner, or vessel of any other rig of the Royal Yacht Squadron, relinquishing any advantage which your rule admits is due to a schooner from a cutter, but claiming the right to sail the America in such manner, by such booming out, as her raking masts require; the course to be in the English Channel with not less than a six-knot breeze; the race to come off on some day before the 17th instant; the distance to be not less than twenty nor over seventy miles out and back, and in such a direction as to test the qualities of the vessels before and by the wind.

Although it would be most agreeable to me that this race should be for a cup of limited value, yet if it is preferred, I am willing to stake upon the issue any sum not to exceed ten thousand guineas.

I have the honor to be, your Lordship's obedient servant,
JOHN C. STEVENS.

P. S. As I have offered to enter the America for the prize to be given by the Royal Yacht Squadron on the 13th instant, it is desirable that I should receive an answer before that day.

A possible stake of 10,000 guineas was, to quote an entry of Aug. 11th in James Steers' journal, "a staggerer" to the English yachtsmen. On the same day Mr. Steers recorded: "We went out and sailed under our mainsail and jib and beat everything we fell in with at that."

Mr. Steers states that the *America* was to have sailed "in the Ryde Yacht Club regatta" [doubtless the *Royal Victoria* of Ryde was meant], but that she was barred out, because "according to standing rules every yacht has to be the sole property of one individual." He records, "This made us downhearted," and adds that Commodore Stevens [whom he refers to here and elsewhere familiarly as "Johnnie,"*] went ashore and "wrote a third and last challenge to sail any vessel six hours to windward and back, wind to blow six knots and upwards, for £10,000."

"On going ashore," wrote Mr. Steers, "I saw Mr. Bates, the secretary of the club, who told me it was accepted by the Southampton Yacht Club, to sail the *Alarm* against us."

An answer to Commodore Stevens' letter of the 9th was not received before the 13th, and the *America* did not sail in the regatta that day, though she went out to show her paces to the racers, among which was the *Alarm*. To quote Mr. Steers again, the *America* followed the racers under jib and mainsail, "and, as I hope to sleep to-night, we kept up with the *Alarm* with that sail." It may have been because of this, or for other reasons, that no race was obtained with the *Alarm*.

On the 15th there were two races, one for schooners and another for cutters, for cups valued at £50. The *America* went over part of the course. "When we started," wrote Mr. Steers, "the race boats were at least three miles ahead of us. We beat the whole fleet of about fifty sail about one third of the way."

At Cowes, on the following Monday, he wrote: "We put after the racers, who were about three miles ahead of us. We passed them all in one hour 38 minutes' sailing."

There was a great stir among the conservatives of the Royal Yacht Squadron over Commodore Stevens' challenge, but a prompt reply to it was not forthcoming, although the air was filled with talk of matches. The following letter from Col. Hamilton to Lord Desart throws some light on the situation on the 15th:

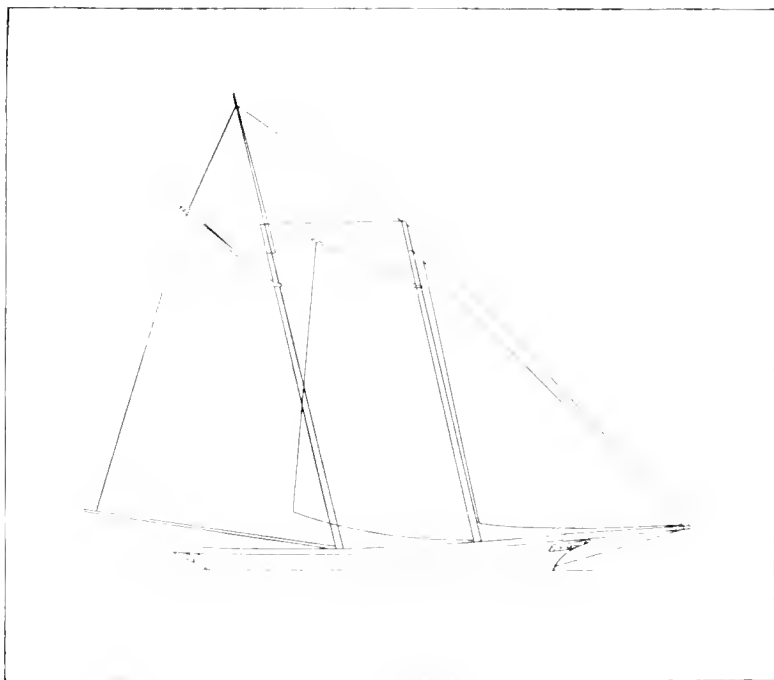
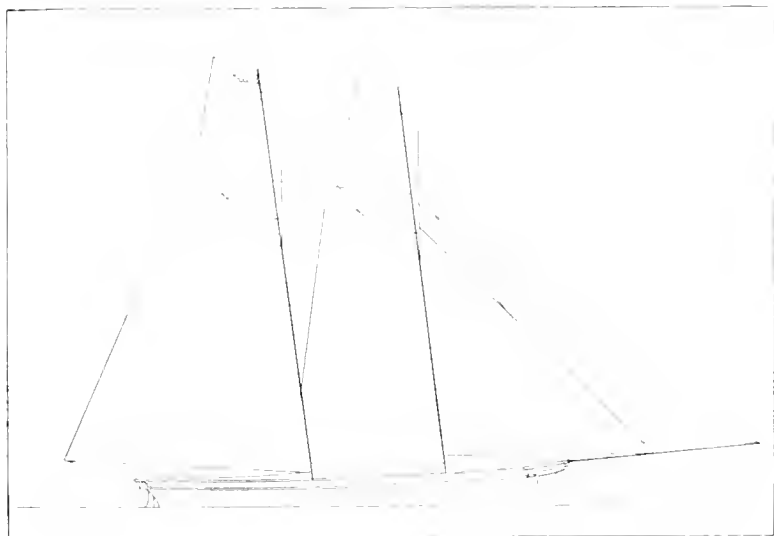
CLUB HOUSE, COWES, YACHT AMERICA,

August 15, 1851, 10 o'clock A. M.

My Lord,—I have communicated to Commodore Stevens your wish that he should make a friendly trial with the *Armenia* and *Constance* to-day. I am authorized by Commodore Stevens to say, he will be most happy to make such a trial with these or any other vessels of the Royal Yacht

* The writer draws an amusing word-picture of Commodore Stevens sitting on the cabin floor of the *America*, after her arrival in England, counting over his bottles of rum, and asking the steward in

vigorous language "where in — his liquor goes," to which query the steward replied that he does not know, "unless the Mr. Steers had taken some of it."



of THE AMERICA'S CVP [1851]

Squadron, whenever his proposal of the 9th inst. may be accepted or rejected.

I have the honor to be, your Lordship's obedient servant,
JAMES A. HAMILTON.

On the 16th Commodore Stevens, despairing of obtaining an individual match for the America, entered the vessel for the Royal Yacht Squadron regatta to be sailed Aug. 22d, by sending the following note to John Bates, Esqr., R. N., secretary of the Royal Yacht Squadron:

Dear Sir,— Will you do me the favor to enter the America for the Royal Yacht Squadron Regatta to come off on the 22d inst. The fact that this vessel is owned by more than one person is so well known as to render it almost unnecessary to state it; yet I do so when she is entered, to avoid the possibility of seeming to contravene the rules of the Royal Yacht Squadron.

Allow me further to say, in reference to others who may be disposed to be competitors, that should there be little or no wind on that day, this vessel will probably not sail.

With respect, your obedient servant

JOHN C. STEVENS.

While the challengers were waiting for their proposal for an individual match to be taken, and the correspondence here given was passing, the British press kept up a spirited fire of comment.

The *London Times* spurred on the fainthearted yachtsmen of Britain by saying it could not be imagined that England would "allow the illustrious stranger to return to the New World with the proud boast that she had flung down the gauntlet to England, Ireland, and Scotland, and that not one had been found to take it up." The *Times* pointed out that no disgrace would attach to defeat, "but if she be permitted to sail back to New York with her challenge unaccepted, and can nail up under it, as it is fastened on one of her beams, that no one dare touch it, then there will be some question as to the pith and courage of our men."

Although the performance of the America showed her to be without question superior, and vastly so, to any vessel in the Solent fleet, there at last appeared one English yacht-owner with pluck enough to make a match with her. He was Robert Stephenson, and he arranged to sail his hundred-ton schooner *Titania* against the America twenty miles from the Nab light and back, for £100. *Titania* was new, with the defect of having her spars set too far forward, and she was not a champion craft, such as Commodore Stevens wanted to sail against. Her owner appears

THE LAWSON HISTORY

to have agreed to race her against the Yankee schooner more to sustain the reputation of British yachtsmen for courage than from any great hope of winning.

Anticipating the order of events, it may be said that the race between the *America* and *Titania* was sailed August 28th, in a strong breeze, the course being laid to leeward. The Earl of Wilton's yacht *Xarifa* was stakeboat, being anchored off the Nab. The *America* distanced *Titania*, beating her 52 m., chiefly in windward work, although the jaws of the *America*'s fore-gaff were carried away, and much time was lost while splicing the gaff and in favoring the broken spar in the severe thresh to windward. Col. Hamilton estimated that at the finish *Titania* was seven miles astern of the *America*.

Mr. Stephenson's example had a salutary effect, for while his trial against the *America* was pending Mr. Woodhouse, owner of the schooner *Gondola*, proposed a match between his yacht and the *America*, to come off in October, from Cowes round the Eddystone lighthouse and back to Cowes, for £100 or £200.

To this proposal Commodore Stevens sent the following reply :

YACHT AMERICA, August 26.

Sir,—I regret extremely that it is not in my power to oblige you, as I propose to leave Cowes immediately after the match with the *Titania* is decided. To afford you, however, an opportunity to try the speed of the *Gondola*, I propose (the Royal Yacht Squadron consenting) that you make the trial at sea on the same day, and at the same time, and on the same course with the *Titania* and the *America*. As a further inducement to you to make this trial, I will wager £1,000 against £200, the *America* beats the *Gondola*.

With respect, I am your obedient servant,

JOHN C. STEVENS.

The owner of *Gondola* did not appear with his vessel on the day of the *America*'s race with *Titania*.

The story of the regatta in which the *America* won the cup that bears her name is now, in substance at least, a classic in American yachting literature, though no extended accounts of it were printed here at the time. There is no reference to it in the journal of Mr. James R. Steers, as he started for home by steamer two days before the race took place. Col. Hamilton in his "Reminiscences" refers to it briefly. As the cable had not then linked the old and new worlds, and steamers were twelve days in crossing the Atlantic, the American newspapers, — that in these times print daily columns of cabled news on events across the water, — gave the race but a brief, and necessarily tardy men-

tion, clipped from London exchanges. Probably the best account of the regatta appeared in the *London Illustrated News*, written beyond question by an eye-witness. As it is better than any re-written account could be possibly, it is here given in full :

"The race at Cowes, on Friday se'nnight, for the Royal Yacht Squadron cup of £100, furnished our yachtsmen with an opportunity of 'realizing,' as our trans-Atlantic brethren would say, what those same dwellers beyond the ocean can do afloat in competition with ourselves. None doubted that the America was a very fast sailer, but her powers had not been measured by the test of an actual contest. Therefore, when it became known that she was entered amongst the yachts to run for the cup on Friday, the most intense interest was manifested by all classes, from the highest to the humblest, who have thronged in such masses this season to the Isle of Wight; and even Her Majesty and the court felt the influence of the universal curiosity which was excited to see how the stranger, of whom such great things were said, should acquit herself on the occasion. The race was, in fact, regarded as a sort of trial heat, from which some anticipation might be formed of the result of the great international contest to which the owners of the America have challenged the yachtsmen of England, and which Mr. R. Stephenson, the eminent engineer, has accepted, by backing his own schooner, the Titania, against the America.

"The following yachts were entered. They were moored in a double line. No time allowed for tonnage :

NAME.	CLASS.	TONS.	OWNERS.
Beatrice	Schooner	161	Sir W. P. Carew.
Volante	Cutter	48	Mr. J. L. Cragie.
Arrow	Cutter	84	Mr. T. Chamberlayne.
Wyvern	Schooner	205	The Duke of Marlborough.
Ione	Schooner	75	Mr. A. Hill.
Constance . . .	Schooner	218	The Marquis of Conyngham.
Titania	Schooner	100	Mr. R. Stephenson.
Gipsy Queen . .	Schooner	160	Sir H. B. Hoghton.
Alarm	Cutter	193	Mr. J. Weld.
Mona	Cutter	82	Lord A. Paget.
America	Schooner	170	Mr. J. C. Stevens, et als.
Brilliant	3-mast-schooner	392	Mr. G. Ackers.
Bacchante . . .	Cutter	80	Mr. B. H. Jones.
Freak	Cutter	60	Mr. W. Curling.
Stella	Cutter	65	Mr. R. Frankland.
Eclipse	Cutter	50	Mr. H. S. Fearon.
Fernande	Schooner	127	Major Martyn.
Aurora	Cutter	47	Mr. T. Le Merchant.

"Among the visitors on Friday were many strangers,—Frenchmen *en route* for Havre, Germans in quiet wonderment at the excitement around them, and Americans already triumphing in the anticipated success of their countrymen. The cards containing the names and colors of the yachts describe the course

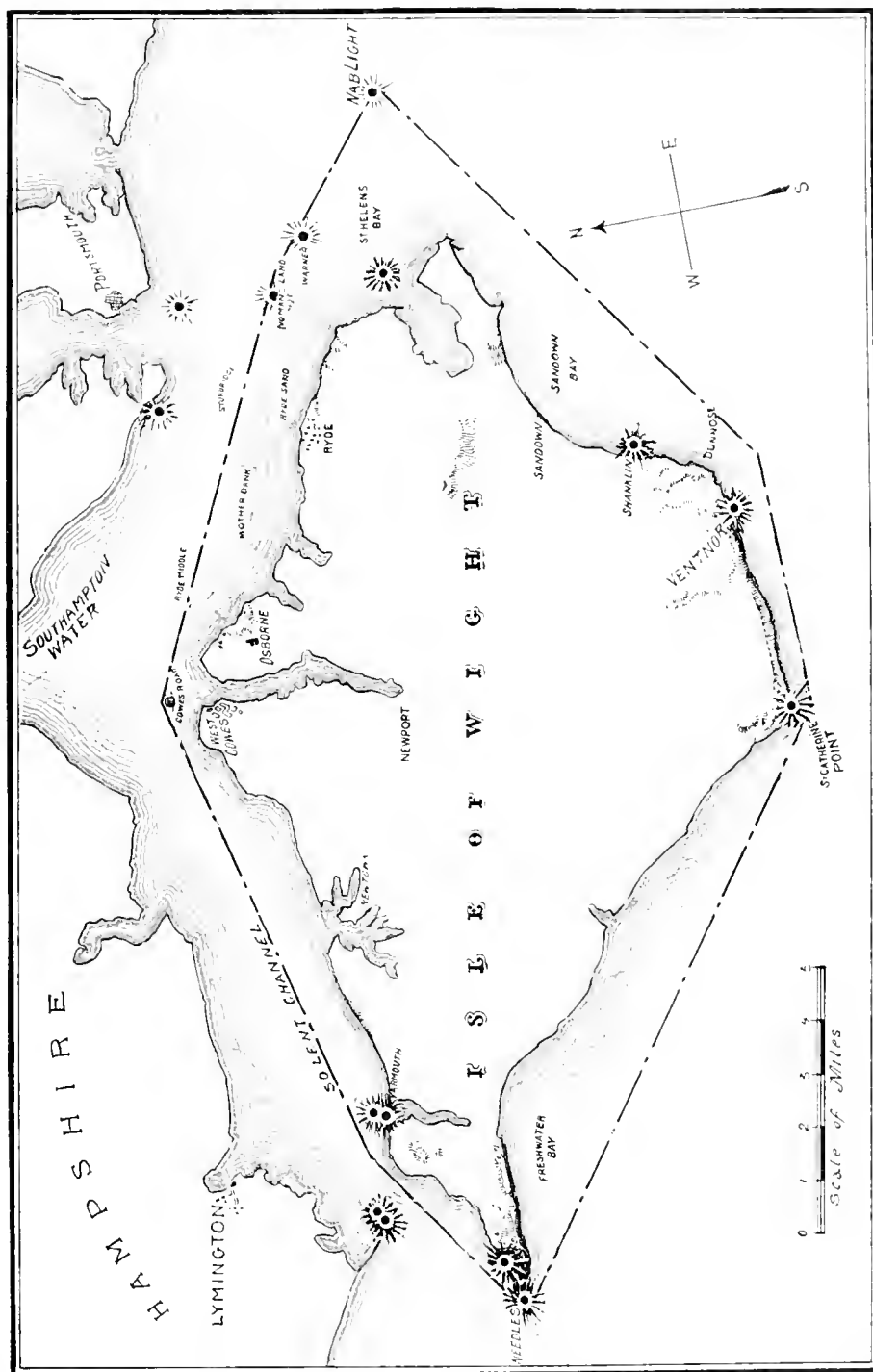
merely as being 'round the Isle of Wight;' the printed programme stated that it was to be 'round the Isle of Wight, inside Norman's buoy and Sandhead buoy, and outside the Nab.' The distinction gave rise, at the close of the race, to questioning the America's right to the cup, as she did not sail outside the Nab Light; but this objection was not persisted in, and the Messrs. Stevens were presented with the cup.

"At 9.55 the preparatory gun was fired from the Club-house battery, and the yachts were soon sheeted from deck to topmast with clouds of canvas, huge gaff-topsails and balloon-jibs being greatly in vogue, and the America evincing her disposition to take advantage of her new jib by hoisting it with all alacrity. The whole flotilla not in the race were already in motion, many of them stretching down towards Osborne and Ryde to get good start of the clippers. Of the list above given the *Titania* and the *Stella* did not start, and the *Fernande* did not take her station (the latter was twice winner in 1850, and once this year; the *Stella* won once last year). Thus only fifteen started, of which seven were schooners, including the *Brilliant* (three-masted schooner), and eight were cutters.

"At 10 o'clock the signal gun for sailing was fired, and before the smoke had well cleared away the whole of the beautiful fleet was under way, moving steadily to the east with the tide and a gentle breeze. The start was effected splendidly, the yachts breaking away like a field of race-horses; the only laggard was the *America*, which did not move for a second or so after the others. Steamers, shore-boats, and yachts of all sizes buzzed along on each side of the course, and spread away for miles over the rippling sea, — a sight such as the Adriatic never beheld in all the pride of Venice; such, beaten though we are, as no other country in the world could exhibit; while it is confessed that anything like it was never seen, even here, in the annals of yachting.

"Soon after they started a steamer went off from the roads, with the members of the sailing committee, Sir B. Graham, Bart., the Earl of Wilton, Commodore, and the following gentlemen: Lord Exmouth, Captain Lyon, Mr. A. Fontaine, Captain Ponsonby, Captain Corry, Messrs. Harvey, Leslie, Greg, and Reynolds. The American Minister, Mr. Abbott Lawrence, and his son, Col. Lawrence, *attaché* to the American legation, arrived too late for the sailing of the *America*, but were accommodated on board the steamer, and went around the island in her; and several steamers, chartered by private gentlemen or for excursion trips, also accompanied the match.

"The *Gipsy Queen*, with all her canvas set, and in the strength of the tide, took the lead after starting, with the *Beatrice*



next, and then, with little difference in order, the *Volante*, *Constance*, *Arrow*, and a flock of others. The *America* went easily for some time under mainsail (with a small gaff-top-sail of a triangular shape braced up to the truck of the short and slender stick which serves as her main-top-mast), foresail, fore-stay-sail, [jib] and jib [flying jib]; while her opponents had every cloth set that the Club regulations allow. She soon began to creep upon them, passing some of the cutters to the windward. In a quarter of an hour she had left them all behind, except the *Constance*, *Beatrice*, and *Gipsy Queen*, which were well together, and went along smartly with the light breeze. The yachts were timed off No Man's Land buoy, and the character of the race at this moment may be guessed from the result :

"*Volante*, 11 h. 7 m. 0 s. ; *Freak*, 11 h. 8 m. 20 s. ; *Aurora*, 11 h. 8 m. 30 s. ; *Gipsy Queen*, 11 h. 8 m. 45 s. ; *America*, 11 h. 9 m. 0 s. ; *Beatrice*, 11 h. 9 m. 15 s. ; *Alarm*, 11 h. 9 m. 20 s. ; *Arrow*, 11 h. 10 m. 0 s. ; *Bacchante*, 11 h. 10 m. 15 s.

"The other six were staggering about in the rear, and the *Wyvern* soon afterwards hauled her wind, and went back towards *Cowes*.

"The *America* speedily advanced to the front and got clear away from the rest. Off Sandown Bay, the wind freshening, she carried away her jib-boom; * but, as she was well handled, the mishap produced no ill-effect, and, during a lull which came on in the breeze for some time subsequently, her competitors gained a trifling advantage, but did not approach her. Off Ventnor the *America* was more than a mile ahead of the *Aurora*, then the nearest of the racing squadron; and hereabouts the number of her competitors was lessened by three cutters, the *Volante* having sprung her bowsprit, the *Arrow* having gone ashore, and the *Alarm* having stayed by the *Arrow* to assist in getting her off.

"But from the moment the *America* had rounded St. Catherine's point, with a moderate breeze at S. S. W., the chances of coming up with her again were over. The *Wildfire*, which, though not in the match, kept up with the stranger for some time, was soon shaken off, and of the vessels in the match, the *Aurora* was the last that kept her in sight, until, the weather thickening, even that small comfort was lost to her. As the *America* approached the Needles the wind fell, and a haze came on, not thick enough, however, to be very dangerous; and here she met and passed (saluting with her flag) the *Victoria* and *Albert* royal yacht, with Her Majesty on board. Her Majesty waited for the *Aurora*, and then returned to Osborne, passing the *America* again in The Solent. About six o'clock the *Aurora*, being some five or six miles astern,

* "Old Dick" Brown remarked he "was d—d glad it was gone," as he did not believe in carrying a flying jib to windward.

and the result of the race inevitable, the steamers that had accompanied the yachts bore away for Cowes, where they landed their passengers. The evening fell darkly, heavy clouds being piled along the northern shore of the strait; and the thousands who had for hours lined the southern shore, from West Cowes long past the Castle, awaiting anxiously the appearance of the winner, and eagerly drinking in every rumour as to the progress of the match, were beginning to disperse, when the peculiar rig of the clipper was discerned through the gloom, and at 8 h. 34 m. o'clock (railway time 8 h. 37 m., according to the secretary of the Royal Yacht Squadron) a gun from the flag-ship announced her arrival as the winner of the cup. The *Aurora* was announced at 8 h. 58 m.; the *Bacchante* at 9 h. 30 m.; the *Eclipse* at 9 h. 45 m.; the *Brilliant* at 1 h. 20 m. (Saturday morning). No account of the rest."

Col. Hamilton, who sailed on the *America* in the race, in his reference to it said:

"The wind dropped off near Ryde. The *Volante*, a cutter of forty-five tons, passed the *America*. An hour after the breeze freshened, and the *America* passed the *Volante*, 'and then spared her jib.' After we got round The Needles the wind died away, and we were alarmed by the appearance of a small vessel (the *Fairy*), so light as to be pressed upon us by the gentle puffs which could hardly move the *America*, of 170 tons. Our only fear as to the issue of the race was, that some light vessel like the *Volante* with a light puff of air might keep close to us, and with the tide might pass us.

"The *America* arrived at Cowes at half-past 8 P.M., and was received with the most gratifying cheers. Yankee Doodle was played by the band."

Commodore Stevens, in his speech made at the dinner* given him and his associates on his return from England, made this reference to the race:

"In the race for the Queen's Cup† there were, I think, seventeen entries, most of which, I believe, started. In addition to

* The dinner to Commodore Stevens and his associates, on the return of Commodore Stevens, Edwin A. Stevens and Col. James A. Hamilton from England, was a notable event. It was attended by the leading business and professional men of New York, while Commodore Matthew C. Perry of the United States navy was among the guests. The cup was here publicly shown for the first time. J. Prescott Hall presided at the dinner. Healths were drunk to the Earl of Wilton, in response to a toast by Commodore Stevens, to the Queen, to the President, and to the captain and crew of the *America*, in response to the following sentiment expressed by Charles King, president of Columbia College: "Our Modern Argonauts—they have brought

home not the golden fleece, but that which gold cannot buy, national renown." In responding to this toast, Commodore Stevens described the race of Aug. 22d, 1851, and concluded his speech by saying: "The cup before you is the trophy of that day's victory. I promised, half-jest and half-earnest, when I parted with you, to bring it home to you. The performance of this promise is another exemplification of the truth of the old saw, that 'What is oftentimes said in jest is sometimes done in earnest.'"

† This was a *lapsus lingue*. "Royal Yacht Squadron cup" was the original name of the *America's* trophy. It was not in any sense a Queen's cup.

them, there were seventy or eighty, or perhaps one hundred under way, in and about the harbor; and such another sight no other country save England can furnish. Our directions from the sailing committee were simple and direct: we were to start from the flag-ship at Cowes, keep the No-Man's buoy on the starboard hand, and from thence make the best of our way round the island to the flag-ship from which we started. We got off before the wind, and in the midst of a crowd that we could not get rid of for the first eight or nine miles; a fresh breeze then sprang up that cleared us from our hangers-on and sent us rapidly ahead of every yacht in the squadron. At The Needles there was not a yacht in sight that started with us. . . . After passing The Needles, we were overtaken by the royal steam yacht Victoria and Albert, with Her Majesty and her family on board, who had come down to witness the trial of speed between the models adopted by the old world and those of the new. As the steamer slowly passed us we had the gratification of tendering our homage to the Queen after the fashion of her own people, by taking off our hats and dipping our flags. At this time the wind had fallen to a light breeze, and we did not arrive at the flag-ship until dark. I could not learn correctly at what time or in what order the others arrived."

Mr. Ackers, owner of the Brilliant, protested the race, on the ground that the America went inside, instead of outside the Nab light-vessel. As no instructions regarding the passing of this point were contained in the sailing directions given Commodore Stevens, the committee which heard Mr. Ackers' complaint dismissed it, and the cup went to the America.

The *Times* described the course around the Isle of Wight, which by the chart was fifty-three nautical miles long, as "notoriously one of the most unfair to strangers that can be selected, and indeed [it] does not appear a good race-ground for anyone, inasmuch as the currents and tides render local knowledge of more value than swift sailing and nautical skill."

It was to be observed from the result that local knowledge could not offset the speed of the America, and the seamanship of her rough-and-ready American crew, commanded by "Old Dick" Brown of Sandy Hook, who was assisted of course by an English pilot. Too little credit has, as a rule, been accorded this pilot for his part in the famous race. He was, without knowing it, making history, and for him to have done from motives of patriotism something less than his best would have been an easy matter. Col. Hamilton in his "Reminiscences" speaks warmly of this worthy ally of the Americans, giving him due credit for his invaluable assistance, in the following lines:

"Of course our success in racing, and particularly around the Isle of Wight, would so much depend upon the skill and fidelity

THE LAWSON HISTORY

of our pilot as to make that a subject of deep interest. Our excellent consul at Southampton engaged Mr. Underwood as a pilot for us ; who went on board the *America* on her arrival, and whose whole conduct was entirely satisfactory. We had intimations from various sources on that subject.

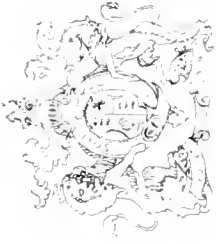
“The gallant admiral of Portsmouth addressed a letter to Commodore Stevens, offering, if we were not satisfied with the one we had, to send us a pilot who was not only most skilful, well acquainted with all the waters in the neighborhood, but for whose fidelity he would be responsible. This kind offer was promptly declined, on the ground that Commodore Stevens had entire confidence in the knowledge, skill, and fidelity, of our pilot, Mr. Underwood.”

The following interesting account of the winnings of the *America*, aside from the Royal Yacht Squadron cup, and the stake in the race with *Titania*, is from a speech made by Henry Steers, son of James R. Steers, at a meeting of the Seawanhaka Yacht Club in 1877 :

“We were rigged (on arrival) pilot-boat fashion, no fore-topmast and no flying jib-boom, and, as we thought we could do better with a flying-jib, we went to Ratsey, at the Isle of Wight, to get him to make the spar. My uncle [George Steers] bet him the price of that jib-boom that we could beat any boat he could name. He named the *Beatrice*. Then we went to a sail-maker to have a flying-jib made, and we bet the price of this sail on the race. We heard that there was some one in Southampton who wanted to bet, and some of the party went there. He wanted to ‘book it,’ as they do over there ; but our party had no bank account, no letters of credit ; all our money was in a bag aboard the yacht, and we wanted the money put up, so this wager fell through. So all we got on the race was the price of the jib-boom and the sail.”

The English yachtsmen thought the *America* a “shell,” and it is related that some one of them offered to “build a boat in ninety days that would beat her,” for a £500 stake. Commodore Stevens asked that the stake be made £5000, in which event he would wait for a race. Nothing came of this talk, and the race with *Titania* ended the *America*’s racing in English waters under American ownership.

It is worthy of note, to sailormen at least, that the *America* carried thirteen men, her first day in English waters was Friday, the cup was voted as a trophy at a meeting of the Royal Yacht Squadron held on Friday (May 9th, 1851), and also was won by the *America* on Friday (August 22d, 1851), while on it are engraved the names of thirteen vessels defeated by the *America* that day. English salts may advance the argument with perfect



VICTORIA AND ALBERT, ROYAL YACHT, 1851

From a pen drawing by C. Chase Emerson, after a photograph by N. L. Stebbins.

This vessel, from which Queen Victoria witnessed the regatta in which the America won the Royal Yacht Squadron cup, was built at Pembroke dockyard, and launched April 26th, 1843. She is 225 feet long, 39 feet beam (59 feet over paddles), and developed 11.5 knots speed. In 1855, when another royal yacht was built and named Victoria and Albert, this vessel was re-christened Osborne. The Victoria and Albert of 1855 was succeeded in 1900 by a third royal yacht of the same name.

security that Friday and thirteen were to them an unlucky day and number in the first chapter of the history of the cup.

As often as the story of the cup is told, is related the good old tale of the famous dialogue of the queen with her signal-master, who, peering from the deck of the Victoria and Albert down The Solent, was asked by Her Majesty :

“ Say, signal-master, are the yachts in sight ? ”

“ Yes, may it please Your Majesty.”

“ Which is first ? ”

“ The America.”

“ Which is second ? ”

“ Ah, Your Majesty, there is no second.”

History does not preserve the name of this perspicacious sea-dog.

When the news of the America's victory reached this country, about two weeks after the event, there was general satisfaction, quietly expressed. In Boston the news was received during a celebration, at the State House, of the opening of railway communication between the United States and the Canadian provinces. Daniel Webster was addressing a large audience in the hall of the house of representatives. He broke off in his speech to announce the victory. “ Like Jupiter among the gods,” he said, “ America is first, and there is no second.”



THE AMERICA IS VISITED BY QUEEN VICTORIA, AND ENTERS ON A VARIED CAREER: 1851. CHAPTER III.



WHILE the America's visit to England was destined to have a far-reaching and important effect on British naval architecture, other influences growing out of it were of the greatest importance to the nation whose product she was. These were social, and, from the position of the persons concerned, in a measure political. The three men who went to England to race the America were representative Americans well suited to make a favorable impression in behalf of their people. The Stevens brothers were men of broad affairs, typical American gentlemen of their time, while James A. Hamilton, son of Alexander Hamilton, was not only a gentleman and man of the world, but was active in political life, and was the friend and adviser of many of the statesmen who in the first half-century of the republic shaped the destiny of the nation. Prior to their appearance in England with the America there had been very little social intercourse between the two countries, whose relations were by no means as close as they are now. The managers of the America were pioneers in international sporting events, which naturally have an important social side. Their experiences in England did more good than could be appreciated at the time.

England then openly patronized Americans, and had a peculiar national idea of Yankee "cuteness." The experience of American travellers, and of American exhibitors at the exposition, had not been entirely pleasant, while there was a very low opinion held in England of American social life. The men who took the America abroad were of a stamp to command the respect of all classes of Englishmen, and they were properly greeted with cordiality, and took their places naturally among the persons of title and influence whom they met at Cowes; while the Queen signally honored them, and without question was strongly impressed by them as men, as well as by the vessel that conveyed such an important lesson to her people. The circumstances of the visit of the America doubtless contributed in no small degree to the friendly feeling Victoria showed toward the American people from that time, a feeling that was in certain critical periods of more benefit to this nation than the world knew.

On their return to this country both Commodore Stevens and Col. Hamilton bore ample testimony to the friendly feeling with which they were entertained in England.

Col. Hamilton says in his memoirs :

"We were elected honorary members of the club [Royal Yacht Squadron], invited to the houses of several of its members, and treated in the handsomest manner by the gentlemen of the club. A dinner was given to us by the club, etc."

The words of Commodore Stevens convey, better than any others, an impression of the feelings with which the men on the America passed through their memorable experiences in England. The following is from his speech of October 2d, 1851:

"From the queen herself we received a mark of attention rarely accorded even to the highest among her own subjects ; and I was given to understand that it was not only a courtesy extended to myself and friends, but also a proof of the estimation in which she held our country, thereby giving a significance to the compliment infinitely more acceptable and valuable. Long may the bonds of kindred affection and interest that bind us together at present, remain unbroken.

"As a further proof of the feeling of the government and people towards us I will mention the following act of kindness : We had the misfortune, the day before the race with the *Titania*, to knock off a part of our outer shoe. This rendered it necessary that we should haul her out ; and we repaired to the government dock at Portsmouth for this purpose. On the instant the application was made an order was issued by the admiral to repair her in the shortest time possible. If you could have witnessed the vigor and good-will exhibited, from the admiral down to the humblest mechanic of the yard, to complete her for the next day's race, you would, I am sure, have felt the obligation (rendered so doubly binding by the manner in which it was tendered) as deeply and sincerely as ourselves that no cause of quarrel should arise to separate two nations that want but to be better acquainted with each other's good qualities to become and remain fast friends. She was docked at twelve, and finished at eight o'clock that evening. For this important service no remuneration, in any shape or way, would be listened to. The admiral, in expressing the pleasure it gave him to do us a service, endeavored to prevail upon us to believe the obligation to be altogether on his side. I trust, with confidence, that if occasion should occur, this delicacy and feeling will be as promptly and as delicately reciprocated."

Col. Hamilton states that though the day on which the America was docked was wet, "hundreds went to Portsmouth to see her on the ways." Referring to the courtesies shown the vessel's owners, he says :

"Orders were given to the officers of the customs to allow our vessel to enter, and all we had on board to be landed without any of the usual observances. This civility was most grateful because it was entirely gratuitous, and freed us from much trouble. I have great pleasure in referring to the courtesy with which we were treated by all persons with whom we met, and the spirit with which they accepted their defeat. Nothing could be more manly or in a better spirit. Their expressions of congratulations to us were in the most remarkable spirit; so much was this so, that I remarked to a lady, 'Your friends do not seem to feel any mortification or even dissatisfaction at their defeat.' 'Oh!' said she, 'if you could hear what I do, you would know that they feel it most deeply.'"

Lord Wilton, the day after Titania's race, wrote Col. Hamilton :

DEAR MR. HAMILTON, — I must congratulate you upon the success of the America yesterday, which was complete. I enclose you the stakes, that were deposited with me before the race. My address in London is 7 Grosvenor Square. I must now bid you farewell, as I leave this station for London to-day; but I hope the period will not be far distant when I shall have the pleasure of seeing you again. I beg that you will kindly convey my adieus to the Commodore and his brother. And I am always,

Yours very truly,

WILTON.

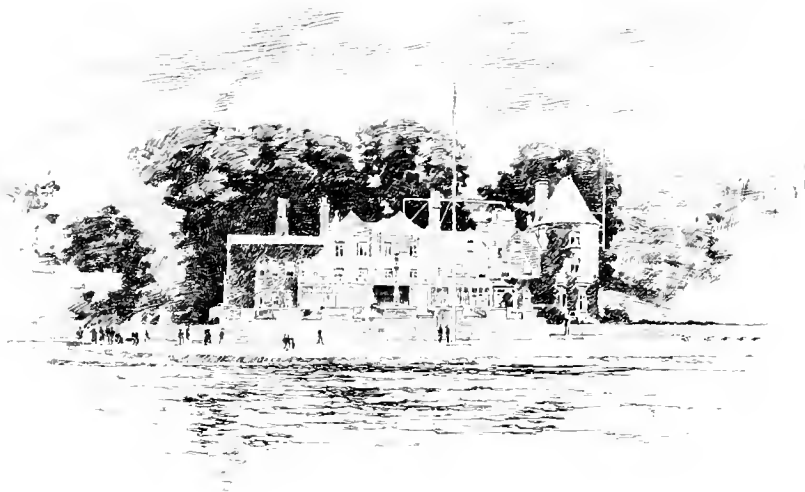
The "mark of attention" from the Queen, referred to by Commodore Stevens, was the visit to the America by Her Majesty, accompanied by the Prince Consort and their suite, at Osborne, the day after the race. The Queen spent half an hour on board. Description of what honest "Old Dick" Brown did with himself during this visit would have made an interesting narrative. It may be hazarded that the valiant old Sandy Hook skipper stowed his quid and bore himself with simple dignity.

Col. Hamilton gives an account of the visit as follows :

"After the regatta, Col. Phipps informed Commodore Stevens by a note, that if the America would fall down to opposite Osborne House, Her Majesty would visit the America, to which in the absence of the Commodore, I replied that the yacht would be at anchor opposite Osborne House at four o'clock P. M. After getting all things in order this was done. Lord Alfred Paget,* who was

* Lord Alfred Henry Paget was born to yachting, his father, the Marquis of Anglesey, having christened him by dipping him head foremost into the ocean from the deck of his yacht Pearl. Lord Alfred entered the Horse Guards in 1832, and re-

tired in 1881, with the rank of general. He was clerk marshal to the Queen from 1846 to his death, and was manager of the earlier yachts of the present King. His death occurred on board his yacht Violet, near Inverness, August 24th, 1888.



one of the Queen's attendants, then off duty, went down with us. Her Majesty and the Prince Consort, with four gentlemen and two ladies (Lady Desart and Miss Bing) came off with her barge, sailed round the vessel, and came to at the port gangway; where she and her husband were received by the Commodore and conducted to the quarter-deck, — the attendants, ladies and gentlemen, remaining forward of the main rigging, the two ladies on one side, and the gentlemen on the other. Lord Alfred presented us by name, and we had an agreeable chat, Her Majesty congratulating us on our success at the regatta. To our surprise, and that of all present, the reserve and those forms generally observed in the presence of majesty, were entirely done away. When I remarked upon this at the club, the explanation given was, that as we were her hosts, of course, we were put upon an equality with Her Majesty. After awhile, she expressed a wish to go below. The Commodore took Her Majesty's hand to help her to the cockpit, and then took her through the vessel, as I did the Prince. Her Majesty was particularly struck with the arrangement of the ballast, which was peculiar, and asked to see the accommodations for the crew. The whole thing went off well. I took an opportunity to go to speak to Lady Desart, whom I had seen before on board the yacht at Cowes, and asked her and Miss Bing to come aft. She said 'Oh! no, that would not do, this is our place.' "

A contemporaneous account of the visit states that on Her Majesty's nearing the America, "the national colors of that vessel were dipped, out of respect to Her Majesty, and raised again when Her Majesty had proceeded on board," and that "on Her Majesty's leaving, the American colors were again dipped."

As Victoria was much impressed by the America and the vessel's performance in the Royal Yacht Squadron regatta, it was generally expected the American craft would compete for the Queen's cup, to be sailed for Monday, August 25th. But there not being a six-knot breeze at the start, the America did not enter—be it regretted. The breeze strengthened as the day advanced, and the America went out, starting an hour and a half after the fleet and coming in a few minutes after the winning yacht. The *London Illustrated News* described her sailing as follows:

"Just before the vessels got in, the raking America was seen making her way around the Nab Light, and, with a most extraordinary movement, made one reach from the light to Stoke Bay, and by another tack, rounded the Brilliant in gallant style. To accomplish the same feat that the America had performed, the Alarm took ten tacks, and the Volante at least twenty for the same distance. Had the America, therefore proceeded into the

match at the appointed hour, there can be no doubt that the same fortunate result would have greeted her as at Cowes last week."

It will be seen that beyond question the *America* did not compete for the Queen's cup of 1851. Had she done so she would have won it, in all probability, by an hour's margin. Whether such an event could have added anything to the record of the last half-century of yachting is a matter of conjecture.

From the morning of her first appearance in English waters the *America* was a source of wonderment to all classes at Cowes and the other ports where she appeared.

"There was at one time a very general impression among the lower orders of the people about the docks at Cowes," says Col. Hamilton, "that the *America* had a propeller which was artfully concealed; and our crew amused themselves by saying to the boatmen who came alongside with visitors (there were thousands, as people of all classes were permitted to examine the vessel): 'In the stern-sheets, under the gangway, there is a grating which the Commodore does not allow any person to open.' And, indeed, this opinion was entertained by persons not of the lower class alone. A sporting clergyman said to a gentleman, who repeated it to me: 'I would not wager a guinea against the Yankee craft; but I will give a hundred to see her bottom.'

"The old Marquis of Anglesey went out with his yacht, the *Pearl** (one of the best sailers of the squadron), taking with him Mr. Steers, one of *America's* crew, the brother of Mr. George Steers, the builder, to sail about the harbor. The *America* went after her under a mainsail and jib only, and passed her without difficulty. The master of the *Pearl* said, 'Your lordship knows that no vessel with sails alone could do that.' When the *America* went slowly, he said, 'Now it is stopped; and when she went on, 'Now it is going.' These remarks of the master were not unheeded by the Marquis, and Steers said nothing to contradict them—he enjoyed the jokes. When the vessels came to anchor, the Marquis's boat was manned; he came aboard the *America*; and after a salutation he went to the stern, leaned over so far that the Commodore took hold of his leg to prevent him from going over—he was looking most eagerly for the propeller."

Col. Hamilton states that the illusion about the *America's* propeller, "which," he says, "was indulged because it was soothing to wounded feelings," was not dispelled until the vessel was docked at Portsmouth. And this was forty years before schooners carried auxiliary motors that can be stowed out of sight!

* *Pearl* was built in 1820 for the Marquis of Anglesey — known as "the father of British yachting" — by Philip Sainty, a famous builder of smugglers' luggers at Wivenhoe, who in his old age was a pen-

sioner of the marquis. She was the first yacht to have the distinctive cutter rig, and was a noted racer and cruiser in her day. The picture of *Pearl* given in this book is from an authentic painting.

With the America the English received a revelation. When the Marquis of Anglesey, who was 80 years of age and whose memory extended back to Nelson's days, saw her first he exclaimed, "If she is right we must all be wrong."

The America represented in model many things the English yacht-builders had failed to embrace in their type of schooner. There was a tradition in England, surviving the days of the Merry Monarch and his high-pooped and broad-bowed royal yacht, that a vessel to be good must have the most of her beam "in the eyes of her," as a Yankee sailor would say. The type was distinguished by the "apple bow," a term sufficiently descriptive to need little explanation.

The America's greatest width was near amidships and her beam was carried well aft; her bows were long and slightly concave, her lines graceful, unlike the English models, and instead of pushing the water ahead of her she glided through it.

While the English schooners were bluff-bowed, and tapering in their after-body, their cutters of the period were extremely narrow, being veritable planks on edge. They went well off the wind, but on the wind the America pointed so much higher she could sail about them in circles and still beat them, it being shown that she made but about three tacks to cover the distance an English cutter could not make in a dozen.

Contemporary English comment on the America was characteristically frank. "Our first idea," said a writer of the period, "was that the secret of her success lay in the formation of her hull,—that long sharp entrance with flanced-out upper works giving the appearance of a great hollow in the fore-body lines, had never been seen in any English schooner. The position of the midship section was not unknown to us; the formation of her stern was new, and her upright sternpost was at variance with our practice. Our builders admitted, if not publicly at least tacitly, that her hull was perfection. . . . Half the success of the America resulted from the exquisite proportion, cut, and material of her sails. I doubt much whether their equals have ever been seen since."

The America's sails being made of machine-made cotton duck, a fabric not then used in England, and cut to set flat, they presented vast superiority over the loose-woven flax canvas English sails, with their great flow. An old English sailor was quoted as saying on seeing the America's sails, "A craft *should* sail with stuff like that over her; it is more like veneer board than canvas."

Captain A. J. Kenealy of New York, one of the best-informed writers on yachting on either side of the water, an old sea-dog, and English by birth, thus summarizes the reasons for America's success:

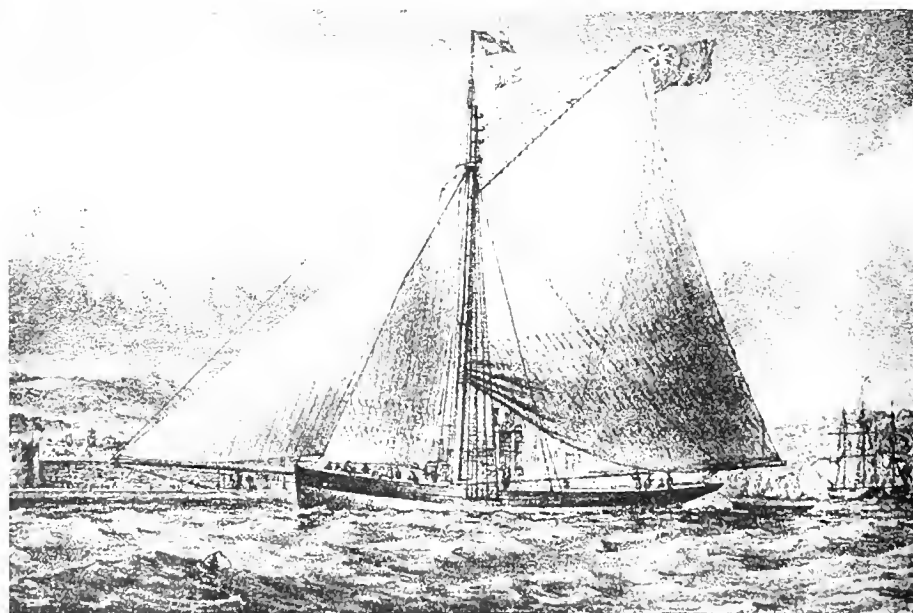
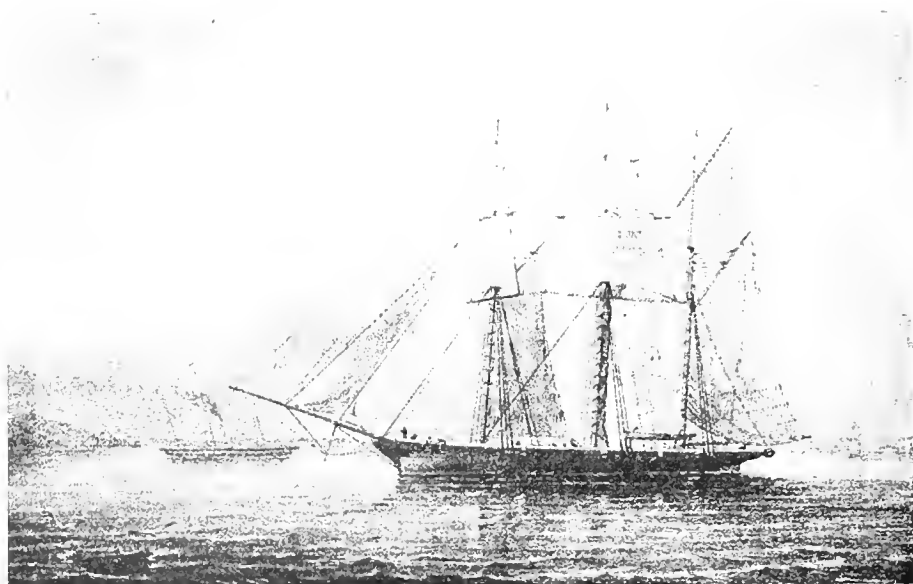
"The model of America was designed with a special regard to stability. She was a sea-going craft, as well as a fast yacht, and with her long and somewhat hollow bow she had a cleanness of after-body which is, even at this day, worth copying. . . . George Steers in his design of America took care to produce a model in which the centre of buoyancy was not at a ridiculous angle with the centre of the load water-line. He had hosts of imitators in England, and the result was that those who thought they had copied him were completely at sea when they tried to balance their ships,—that is, to give them such a lateral plane as would bring the centre into the proper relation with the fixed point already determined. This could not be done, and the rig put on them had to be shifted back and forth until the required equilibrium was attained. There was, therefore, in several of the imitations of America, one force acting against the other, the evil effect of which became especially manifest when they were subjected to heavy pressure, while in the America the harder it blew the faster she sailed. The chief defects in the English boats referred to, such as *Gloriana*, built by Ratsey in 1852, and *Aquiline*, built by Harvey in the same year, were that they were all bow, leaving nothing for after-body, and, moreover, especially short-bodied under water. Their sea-going qualities were not, therefore, of the kind that a naval architect could be proud of."

With regard to the America's sails Mr. George L. Watson, the well-known Scotch designer, has this to say :

"Previous to America's advent our British-made sails were most baggy productions, kept decently flat only by drenching the luffs with water, a process called 'skeating.' This defect could not altogether be laid at the door of our sailmakers, as they did fairly well considering the material they had to work with ; but flax canvas at that date was still made by hand and was little firmer in texture, if indeed as firm, as the unbleached merchant canvas of the present day. America's sails were of machine-spun cotton, and, further, were laced to the booms."

Captain Kenealy further says : "The sailing of the America formed an important epoch in the yachting history of the world. It demonstrated that British yachtsmen had much to learn in yacht naval architecture, and also in the smart handling of pleasure craft after being put in commission. There is no doubt that this splendid American schooner did more to develop the art of yacht naval architecture than any other craft. She put the Britishers on their mettle, impelled them onward in the right direction, and taught them new 'wrinkles' of construction, shape, and rig."

Writing in *Harper's Magazine* of August, 1883, J. D. Jerrold Kelley had this to say of the effect of the America on British yacht designing :



"In those days the sport was a restricted enjoyment, and English yachtsmen sat at the feet of marine Gamaliels who had fought with Nelson at the Nile ; choleric old gentlemen these were generally, and of that Benbow school which believed seamanship was nothing if not naval ; that he who handled a frigate was master of a yawl, and that all science of ship construction was rounded by the aphorism that there was nothing to equal 'cod's head and mackerel's tail,' and a bellying sail to drive them. Hence the fine, long, hollow entrance, the easy sections, and the beamy after-body of the America were squalls they could not luff through, though in truth the model was only cod's head and mackerel's tail turned endwise. But they were too much for the elders, and a legend tells us that one murky, southwesterly Saturday night after unlimited grogs, and just as eight bells were striking, mine ancients, laden with models, stood spectrally out of their club-houses and tacking down the landing stairs beat up solemnly for the pilotless narrows which lead to Fiddler's Green, where all good sailors go.

"Fortunately for the adoption of the theories illustrated by the America, a boat is so largely a question of environment that the exigencies of English yachting did not arrest the reaction. Had our schooner been of the shallow, centre-board type, nothing might have resulted, but being deep, fast, safe, and roomy, the conservative mind accepted her, and for some years English shipbuilders contented themselves with reproducing her lines.

"Not that her type was new, either here or abroad, for in our own country Steers had built a number of successful boats based upon the principles which afterwards made the America famous ; and in Europe, among the Swedes especially, the true path had been discerned, and the wave-line theories which she illustrated had been adopted long before her day. As early as 1848 the [cutter] Mosquito, an iron boat, 40 tons measurement, and of beautiful proportions, was designed in England ; and novel and successful as she was at that time she would be to-day a notable example of the long, hollow bow and cycloidal design to which so many of the yachts of this decade are primarily indebted for their success.

"It was about this period also that English shipbuilding had its revival. The repeal of the obnoxious navigation laws, which enabled ships to be bought in any market ; the adoption of our models, and the employment of our clippers ; the improvements made in their design by tentative processes and the growth of commerce ; the larger knowledge of the sea, and the increase of wealth and of leisure — all these combined to develop a ship construction which demanded something more, both for racing and for pleasure craft, than a blind dependence upon precedent, or an

unshaken faith in rule-of-thumb modelling. Free ships meant many ships, and with a necessity for the best vessels the attainments of the designers went hand in hand. Old theories of naval architecture were found to be delusions, old practices were shown to be snares, until finally there came a day when it was not treasonable to believe that the success of the *America* was so much a matter of hull plan, sail fit, mast rake, and seamanship, that improvements in body form were still possible. She was not altogether suited to British theories nor to the rigorous necessities of British waters, and many new and intelligent departures were made."

The career of the *America* is no less interesting than the lessons she taught, for at the end of fifty years of active service she is still afloat, or, to be exact, a yacht *America* is still afloat, bearing a marked resemblance to the winner of the Royal Yacht Squadron trophy of 1851, which has so long borne her name, and having the same lines under water, but in fact the same vessel in character and name only. Like many another famous craft she has been rebuilt so completely by "repairs" from time to time that probably not a single complete stick of her original timber remains. To all who see her she is still the same *America* however, as much as the *Constitution* with hardly an original stick in her is still Old Ironsides of glorious memories.

After her race against *Titania*, August 28th, 1851, the *America* was sold* by Commodore Stevens, acting for all the owners, for £5,000, to Lord John de Blaqui  re, an officer in the Indian army, who cut down her spars five feet, stiffened her with iron braces, which impaired her speed, and raced her the remainder of the season of 1851 and the next summer with an English crew, losing to the cutters *Mosquito* and *Arrow*, July 22d, 1852, in a Queen's cup race, by less than two minutes, and winning, October 12th, 1852, from the Swedish schooner *Sverige*, the latter quite as much a clipper as the *America*, and considerably larger.

The Swedes at that time were building the finest schooners in Europe. They adopted the lines of the *America*, which were more like their own than were the English, and in the spring of 1852 launched at Stockholm their copy of the famous American schooner, which, like the *America*, was named for the country in which she was built. She had the clipper bow carried to extreme, with a bowsprit but eight feet outboard. She was 280 tons British registry, against the *America*'s 208. Her dimensions were :

* The first cost of the *America*, as has been shown, was \$20,000. The expenses incurred in taking her across and racing her were about \$3,750, according to Colonel Hamilton, so that she represented an outlay of about \$23,750 when sold. As

her winnings from the *Titania*, \$500, added to her purchase price, \$25,000, made \$25,500 which she brought in, the vessel's owners actually made a profit of about \$1750 in their venture, though doubtless they hardly expected to do so.

Length over all 111 feet, beam 25 feet, deck to keelson 11 feet, draft, aft, 12 feet, forward 7 feet 6 inches, mainmast 92 feet 6 inches, foremast 87 feet 6 inches, maintopmast 18 feet, foretopmast 18 feet, main-boom 58 feet 6 inches, main-gaff 30 feet, fore-gaff 30 feet.

The match with *Sverige* was the first challenge match the America's English owner could secure for his vessel. It was for £100, the course to be from Ryde Pier to a point twenty miles to leeward of the Nab light, and return, the wind to be seven knots or better at the start. Studdingsails were not allowed, and the start was to be from anchor, by slipping cables. Lord de Blaquièrre, owner of the *America*, and Nicholas Beckman, Esq., of Stockholm, owner of *Sverige*, sailed on their respective vessels. Mr. Beckman had a mixed crew of Swedes and English, and steered his vessel himself. He was accompanied by Commodore Gordon of the Royal London Yacht Club. The wind at the start was E. N. E., a smart breeze. Each vessel carried mainsail, fore-and-aft foresail, staysail, maintopmast-staysail and gaff-top-sail. *Sverige* led the *America* around the mark vessel by 8 m. 26 s. In rounding the mark she carried away the jaws of her main-gaff, which had to be lashed up and favored in the beat home. At the Nab, the weather being thick, the Swedish vessel overstood the light twenty minutes. She finished 26 m. behind the *America*. The *America* proved quicker in stays, and handier in turning to windward than the Swede, while the latter was not well handled, owing partly to confusion among her mixed crew in understanding orders. In this race the cutter *Wildfire*, forty-seven tons, of the Royal Victoria Yacht Club, beat the *America* 15 m., 38 s., and the *Sverige* 7 m. to the outer mark, but did not finish with the racers.

Lord de Blaquièrre followed the example of Commodore Stevens in throwing down the gauntlet for the *America* to all England, but found no one willing to sail him among his countrymen. A challenge posted by him the day before the race with the *Sverige*, offering to sail any vessel in England — not of American build — for from £500 to £1000, found no takers.

In February, 1852, while her owner was cruising in her in the Mediterranean, the *America* passed through a four-days' gale on a passage from Malta to Gibraltar, laying to many hours off Valetta, and settling forever all doubts as to the ability of her model to stand hard usage at sea.

Lord Templeton bought the *America* from Lord de Blaquièrre, and after using her one summer laid her up, in 1854, at Cowes, where she remained until 1859. In that year she was hauled out at Pitcher's yard in Northfleet, near Gravesend, and was found to be dropping apart from dry rot, caused, no doubt, by lack of proper

ventilation while laid up. It might be said that the original America ended her career here, if ships did not have a way of taking on new life and of retaining their personality, so to speak, no matter how often they are rebuilt. The owner of the Northfleet yard bought the America at the price of old junk and rebuilt her at his leisure, being a keen man and desirous of preserving the famous model. Americans should count themselves indebted to him. Her frames were replaced with new oak ones, and her planking with teak and elm. She was made staunch and shipshape throughout, as good as new in fact, and started forth again when finished ready for many years of service, for she was not again rebuilt until 1880, in Boston. She left the yard at Northfleet minus the golden eagle and scroll that had adorned her stern, and for years that patriotic emblem graced the parapet of the Eagle Hotel at Ryde, a sign of a publican.

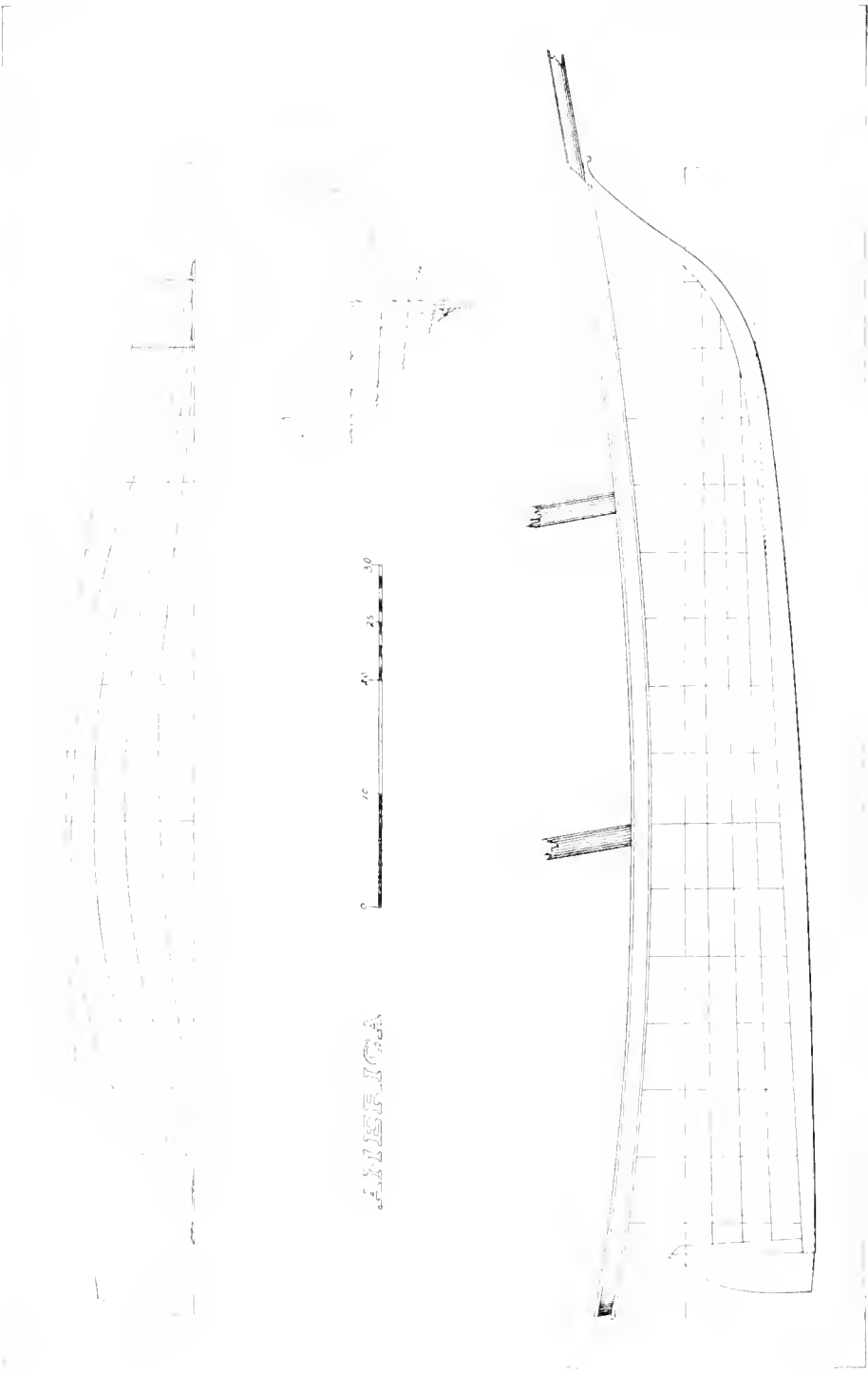
In 1860 the America was sold to H. E. Decie, Esq., who named her Camilla, cruised with her in the West Indies, and raced her in the summer of that year in England, with indifferent success.

She is next heard of on this side of the water, having been bought from her English owner by some person in Savannah, where she arrived in April, 1861, via Porte Grande, Cape de Verde Islands. Her purchaser's name has not been preserved in the custom-house records.

At Savannah a gun was mounted on her, and she was fitted out as a blockade runner and despatch boat for the Confederacy, being called the Memphis. No connected history of her adventures in this picturesque period of her career has been preserved. The Northern blockading fleets caught occasional glimpses of her, and on one occasion she was chased by the frigate Wabash while running the blockade of Savannah, but escaped scot-free. Her speed was great enough in a strong breeze to allow her to run away from even the best steam vessels of the blockading fleets, while in light weather she was generally hidden in some protected anchorage, or was outside the sphere of the blockaders.

In April, 1862, when the U. S. gunboat Ottawa steamed up the St. John's River on her way to take Jacksonville, her crew noticed the spars of a sunken schooner in the river, and on investigation found the vessel to be the famous America. Commander Thomas H. Stevens, of the Ottawa (afterward rear admiral), a veteran of two wars, subsequently waived all right to prize money for the capture of the vessel through patriotic motives, on condition that she be turned over to the government for the use of the midshipmen at Annapolis.

This was done, and for several years the America, her old name restored, served nominally as a practice-ship for the cadets of the naval academy.



Writing in 1884 of this period of her career, J. D. Jerrold Kelley, then a lieutenant in the U. S. navy, thus referred to the affection felt by young American sailors for the yacht :

“What memories cluster about the America, both for her victories and for the revolution she caused in ship construction; though it is true that she was not the first of her type either here or abroad, as vessels built upon the principles she illustrated had been designed, and had gained a great reputation, before her day; but it was her success that gave to yachting the greatest impetus it has ever known, and even yet she is the most famous yacht in the world, and the winner of victories the remembrance of which still fires the American heart.

“I know in my early service days we gloried in her as in no other thing which floated, save the Constitution, Cumberland, and Monitor; and looking back I can recall many a night when the peace and quiet of Gardiner’s Bay would be broken by the chorus of a hundred boyish voices singing :

‘Where did she come from? New York town!
Who was her skipper? Old Dick Brown!’

“And how heartily and with what faith we roared the rude old ballad, for there she was in all her beauty right alongside of us, a tender to that little squadron which included those dear old dead and gone ships, all ancient sloops and frigates, the Marion, Macedonian, and Savannah, wherein the middle-aged lieutenants of to-day were taught to hand, reef, and steer, and to keep an anchor watch.”

After being fitted out and raced by the navy department in the first defence of the cup, — mention is made more fully of this chapter in her career in another place, — the America did not again appear in public view until put up at auction August 26th, 1870. Gen. B. F. Butler bid her in, through Col. Jonas H. French, a friend, for \$5,000, a ridiculously small sum in view of the value of her fittings. There was no clear title to her, a prize court never having condemned her. Gen. Butler was willing, however, to take the chance of her former owner of blockade-running days appearing to claim her. At this date she is still in his family, being owned by Butler Ames, Esqr., of Lowell, Mass., a grandson of Gen. Butler. In winter she is laid up at Chelsea bridge, Boston Harbor, within rifle-shot distance of the berth of superannuated Wabash, used as a receiving ship for recruits at the Charlestown navy yard.

Gen. Butler raced the America with varying success, and made many cruises in her. Toward the end of his life he was forced to confess, much against his will, that she was outclassed by vessels of newer design. The queen of the seas in 1851 was no longer queen thirty years after.

THE LAWSON HISTORY

One of the America's first matches under Gen. Butler's ownership was against the schooner *Resolute*, Rufus Hatch charterer, off the Isles of Shoals, over a forty-mile course, best two out of three races, for a \$500 cup. The America won two straight. In 1876, in connection with the Centennial exposition at Philadelphia, a race was sailed from Sandy Hook to Cape May and back, which the America won from the schooner *Alarm*, owned by Commodore G. L. Kingsland. On July 7th, 1876, the America went on Brigantine Shoals and was badly damaged. On being overhauled at New York, where she was towed for repairs, it was found that her keel was entirely gone and her garboards much splintered. The America was last in the Brenton Reef challenge cup race off Newport later in the same season, being beaten by the *Idler*, *Wanderer*, and *Tidal Wave*.

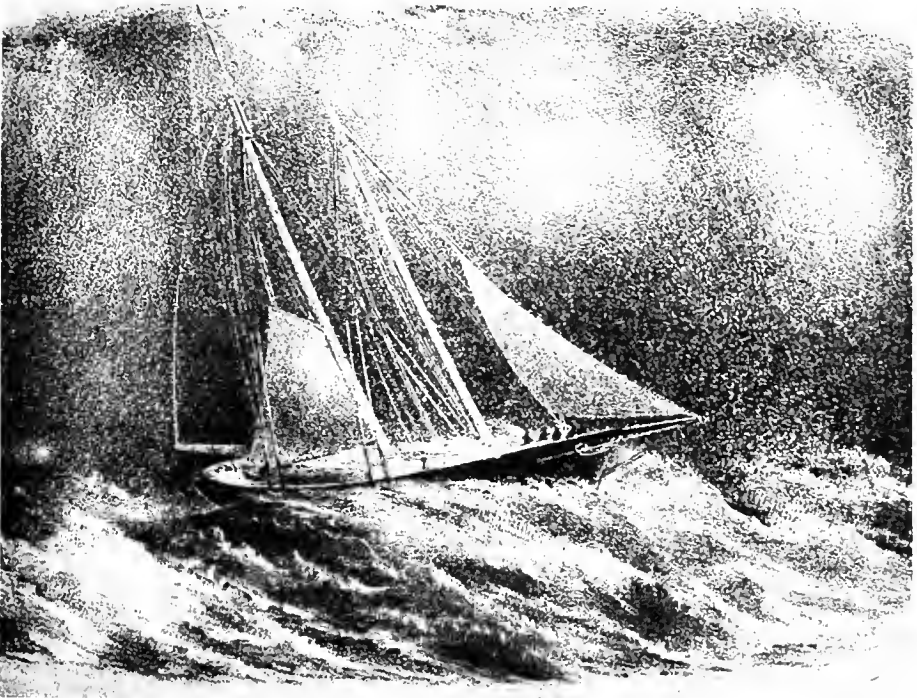
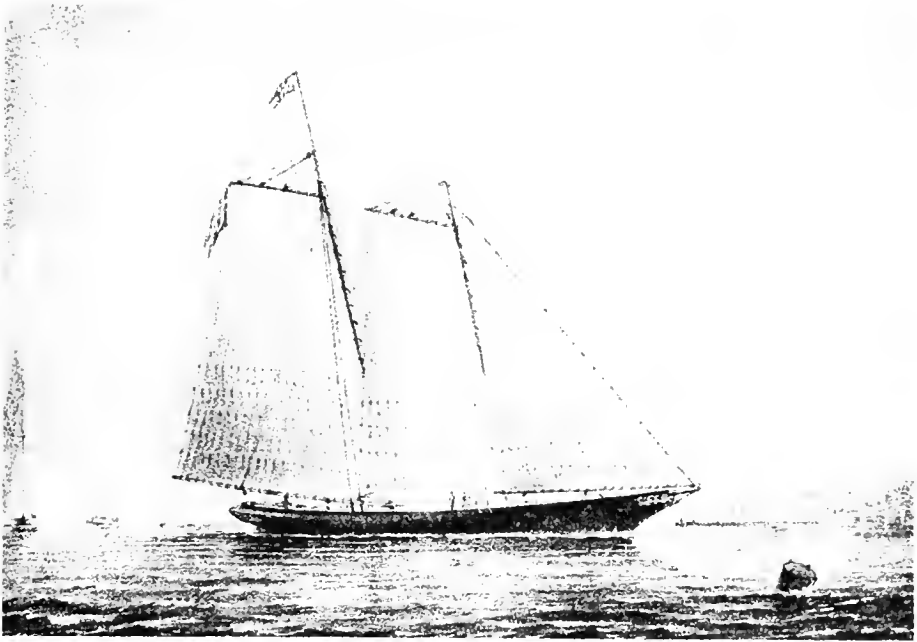
In the winter of 1880 the America was practically rebuilt by D. D. Kelly of East Boston, from plans by Edward Burgess. She was given new hackmatack timbers, new planks from four strakes below the water-line, new deck-timbers, and new ceiling of pine. An overhang of six feet six inches was put on her stern and her cabin was refitted.

In August, 1881, Gen. Butler, always ready for a race, pitted the America against the full-rigged ship *North American*, bound out of Boston. The yacht accompanied the ship 500 miles out to sea and beat her.

In the winter of 1881-82 the America made a cruise to the West Indies, — her first cruise in those waters had been twenty-one years before, it will be recalled, under the English flag, — and her log shows that on the run from Nassau to Havana she made 400 miles in forty hours, 260 miles being logged in the first twenty-four hours of the run.

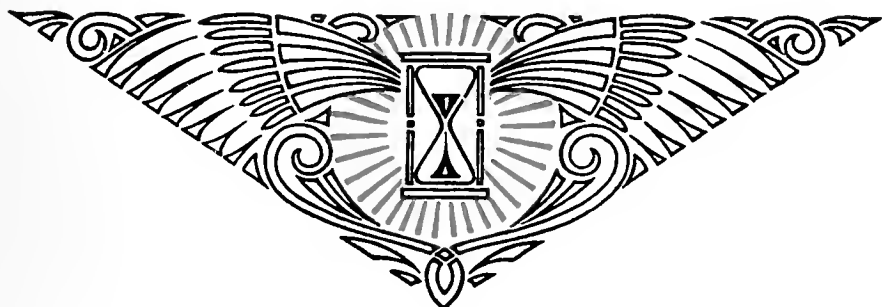
In 1885 the America, which did not show as much speed as Gen. Butler thought she should in racing with more modern schooners, was put in the hands of Edward Burgess for the purpose of making her as much up-to-date as possible. She was given new spars, her sail plan was altered, her jib-boom taken off, and a single-stick bowsprit put in; a lead keel, weighing 25 tons, was bolted to her oak keel, and she was given a suit of racing sails. The dimensions of her spars were then as follows: Mainmast 79 feet; foremast 77 feet 6 inches; bowsprit 35 feet; main-boom 56 feet; fore-boom 28 feet; main-gaff 28 feet; fore-gaff 27 feet; maintopmast 33 feet; foretopmast 31 feet.

In the spring of 1885 Gen. Butler offered the use of the America to the New York Yacht Club in tuning up the boats to be sent against the *Genesta*. The offer was not accepted. Under her new sail plan the America raced in the annual regatta of the Eastern Yacht club off Marblehead, June 30th, 1885, in a class

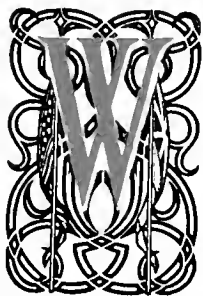


with the keel schooners *Gitana*, *Fortuna*, and *Mohican*, and centre-board schooner *Phantom*, all of which beat her in a fine breeze, the *Fortuna*, winner, by about 40 minutes. Gen. Butler not being satisfied, a special match was arranged for a stake of \$500 between the *America*, *Gitana*, *Fortuna*, and *Mohican*. The race was sailed off Cape Ann July 9th, in a whole-sail breeze and the *America* came in last, being again beaten about 40 m. by the *Fortuna*, winner.

This ended the yacht's career as an aggressive racer, though she has been in many club regattas and cruising runs, and is still able to hold her own with the average of the larger schooners in the cruising fleet. Every summer when the great single-stick cup defenders, past and present, are showing their paces off Newport, the *America*, proudly pointed out by all, is on the scene, affording a fine thrill for the patriot who views her and a good contrast with the metal racing-machine of the present day.



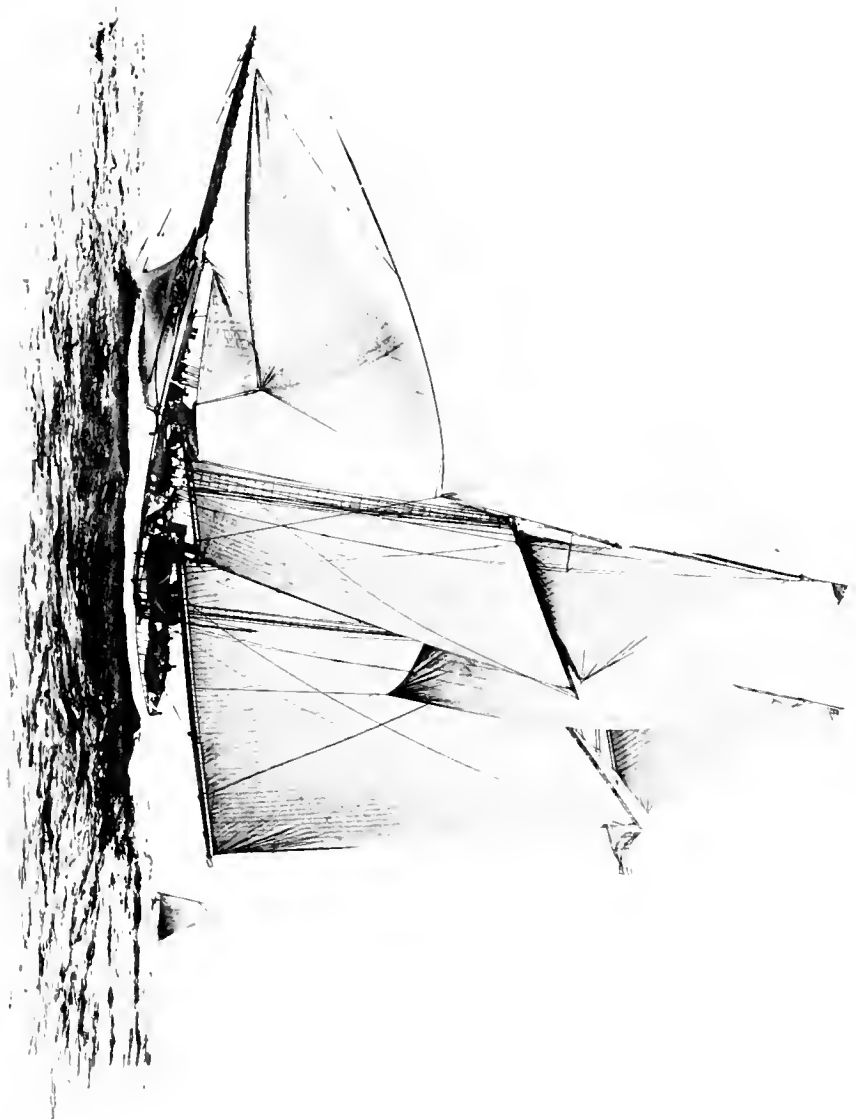
THE AMERICA'S CUP IS ESTABLISHED AS AN INTERNATIONAL TROPHY, AND DEFENDED: 1857-1870. CHAPTER IV.



WHEN Commodore John C. Stevens returned to this country from England in September, 1851, he brought with him the cup won by the *America* on the 22d of August from the fleet of the Royal Yacht Squadron. It was the property of Commodore Stevens and his fellow-owners in the *America* — Edwin A. Stevens, George L. Schuyler, Hamilton Wilkes, J. Beekman Finlay, and Col. James A. Hamilton. It may be imagined with what pride the owners of the cup displayed it to their friends on the occasion of the dinner tendered Mr. Stevens and his associates at the Astor House on his return.

The appearance of the cup, with its ewer shape, and elaborate decoration of shields, panels and scrolls, is so familiar to the American public that reference to it here is necessary only in detail. The trophy is twenty-seven inches high, thirty-six inches circumference of body and twenty-four inches of base, and weighs one hundred and thirty-four ounces. It is not a cup, properly speaking, but a cylindrical vessel open at both ends, and incapable of holding liquids. It was made in 1851 to the order of the Royal Yacht Squadron by Messrs. R. & S. Gerard, Panton Street, London, and bears the makers' stamp, as well as the English hall-mark. All its shields and scrolls are now filled with inscriptions, one dedicating the cup to the *America*, and twelve for the various matches sailed for it, or thirteen in all. A curious feature of the inscription recording the first race is that the name of *Aurora*, which vessel was second in the race, does not appear on the cup (making it literally true, in the record, at least, that "there is no second"), while the names of vessels defeated in this race, as given on the cup, number thirteen. The text of the inscriptions on the cup will be found at the end of this book.

The cup originally being the property of the winners, each one of the five felt a sense of ownership in it, and it was frequently displayed on their dinner-tables, on occasions of social gatherings, being kept first in the house of one, and then of another. At one time the owners thought of having the cup melted, so that each one of them could have a medal made from the silver in it, properly stamped or engraved with date and inscription commemorative of the race in which the cup was won,





of THE AMERICA'S CUP [1857-1870]

each medal to be kept as an heirloom in the family in which it was held, and preserved in a frame or velvet-lined box.* This idea died a natural death. Some of the original five owners died, and the cup remained in the possession of the survivors until the thought took shape in the brain of George L. Schuyler that it should be made an international trophy. The other surviving owners agreed with Mr. Schuyler that this be done, and the cup was conveyed to the keeping of the New York Yacht Club, on July 8th, 1857, under the following conditions, which constitute what is commonly known as the "original deed of gift":

Any organized yacht club of any foreign country shall always be entitled through any one or more of its members, to claim the right of sailing a match for this cup with any yacht or other vessel of not less than thirty or more than three hundred tons, measured by the custom-house rule of the country to which the vessel belongs.

The parties desiring to sail for the cup may make any match with the yacht club in possession of the same that may be determined upon by mutual consent; but, in case of disagreement as to terms, the match shall be sailed over the usual course for the annual regatta of the yacht club in possession of the cup, and subject to its rules and sailing regulations—the challenging party being bound to give six months' notice in writing, fixing the day they wish to start. This notice to embrace the length, custom-house measurement, rig and name of the vessel.

It is to be distinctly understood that the cup is to be the property of the club, and not of the members thereof, or owners of the vessel winning it in the match; and that the condition of keeping it open to be sailed for by yacht clubs of all foreign countries upon the terms above laid down, shall forever attach to it, thus making it perpetually a challenge cup for friendly competition between foreign countries.

The New York Yacht Club, after accepting the cup, sent notice to all foreign clubs, under date of July 21st, 1857, of their assumption of the trust, and inviting "spirited contest for the championship," promising all challengers "a liberal, hearty welcome, and the strictest fair play."

Eighteen years were destined to pass between the winning of the cup by the America and the first challenge for it. The reasons for this lapse of time without a contest for the trophy may be easily discerned. English yachtsmen were digesting the food for

* Mr. Philip Schuyler, son of George L. Schuyler and grandson of Col. James A. Hamilton, is authority for this interesting statement.

thought the America had given them and profiting by the lesson, while during five years of war beginning with 1860, the United States had other things to think about than yachting.

The revival of the sport in this country was brilliant, and attracted the attention of the world. As the Yankees were the first to send a yacht across the Atlantic ocean, they were the first also to arrange an ocean race between yachts. Such a race was sailed in the winter of 1866, between the schooners *Henrietta*, owned by James Gordon Bennett, Commodore of the New York Yacht Club, the *Fleetwing*, owned by George and Franklin Osgood, and the *Vesta*, owned by Pierre Lorillard. The stake was the princely sum of \$90,000. *Henrietta*, built by Henry Steers at Greenpoint, was 205.4 tons, 107 feet overall, 22 feet beam, and 11 feet draft; *Fleetwing*, built by Van Deusen in New York, was 206.1 tons, 106.6 feet overall, 23.8 feet beam and 11.8 draft; *Vesta*, built by Carll at City Island, 110 overall, 24.6 beam, and 7.6 draft, with a centre-board giving a draft of 15 feet. The start was from Sandy Hook lightship December 11th. The winner was *Henrietta*, in the fast time of 13 days, 21 hours and 55 minutes. The time of *Fleetwing* was 14 days, 6 hours and 10 minutes, and of *Vesta* 14 days, 6 hours and 50 minutes. The yachts had high westerly winds all the way, and there was no beating to windward in the race, which was the hardest contest ever experienced by pleasure craft. *Fleetwing* was swept by a sea on the 19th of December, and six of her sailors were washed out of the cockpit and drowned.

This race is worthy of mention in connection with the America's cup because of its effect in England. Interest in American yachting, which had been crushed by the war, was revived by the race of these three clipper vessels. Another event, following this race by a year and a half, which was to sustain the revival until something should come of it looking to an international match, was the arrival of the American schooner *Sappho* in English waters, in the summer of 1868. She had been built on a venture by C. & R. Poillon of Brooklyn. Her lines were very fine, and her dimensions were as follows: Length on deck 133 feet 9 inches; length on load water-line 120 feet, length on keel 108 feet, breadth of beam 24 feet 9 inches, depth of hold 10 feet, draft 12 feet 6 inches. She was the largest yacht built up to that time in the United States, and great things were expected of her. Her first performance in English waters was not encouraging. In a race round the Isle of Wight, over the same course as that sailed by the *America* in 1851, she was beaten by four schooners, including *Cambria*, owned by Mr. James Ashbury.* *Sappho* was in

* James Ashbury was the son of a wheelwright, foundation of a fortune. He was a native of Manchester, who invented a railway carriage, and thus laid the foundation of a fortune. He was a native of Manchester, but resided in London. Though possessed

of THE AMERICA'S CUP [1857-1870]

cruising rig, and had on board several tons of stone ballast she had carried across the ocean. She was not, therefore, at her best. Her performance, however, was a blessing in disguise to the sport of international racing, for it gave Mr. Ashbury the idea that he could easily defeat any American yacht, since this was the clipper of them all. He therefore addressed a communication to the New York Yacht Club, October 3d, 1868, that was broad enough to show him to be, in his aspirations at least, considerable of a sportsman. While his communication was tentative rather than definite, it had the effect of a specific challenge. Its conditions were :

First. I propose that during or before the season of 1869 the New York Yacht Club select their champion schooner of a tonnage not to exceed ten per cent. of the Thames measurement (188 tons) of the Cambria.

Second. The vessel referred to I would desire to see arrive in England in ample time to take part in the matches of the Royal Yacht Squadron at Cowes, and the Royal Victoria Yacht Club at Ryde, for which races she would, doubtless, be permitted to enter. These races take place early in August, six or eight or nine in number, round the island [53 nautical miles], the Victoria and Queen's courses [about sixty], and probably a run to Cherbourg and back. The prizes would be the annual Queen's cup presented to the Royal Yacht Squadron, two cups of one hundred pounds each from the towns of Cowes and Ryde, and several cups of 100 pounds and 50 pounds; and I may add that if the yacht could arrive about a month earlier she would be in time for some of the best ocean races of the Royal Thames Yacht Club.

At these races your representative vessel would meet all the best and fastest English and Scotch yachts—among others, schooners—and would have a fair opportunity of testing her qualities during the height of the Isle of Wight yachting season, and with the temptation of many prizes, highly valued and much sought after, but not for their mere intrinsic value.

Third. On or about the 1st of September I would race your vessel from the Isle of Wight to New York for a cup or service of silver, value 250 pounds, no time allowance and no restrictions as to canvas or number of hands.

Fourth. I would at an early date race the said vessel round Long Island on the Royal Thames Yacht Club measurement and their time allowances; two races out of three

of great wealth his social standing was not high. Ashbury was without question an aggressive sportsman. His efforts to win the cup were in the nature of a bid for social and popular favor, though Mr.

over this course to decide as to the championship and the final possession of the America's Queen's cup of 1851. If I lost I would present the New York Yacht Club or the owner of the successful vessel with a cup, value 100 guineas, or I would race any other schooner of about my tonnage over the same course on the said conditions ; the competing vessel to have been previously pronounced by the New York Yacht Club as the fastest vessel in America of her size and class, and providing the said vessel had not been built since the date of this communication and was in all respects a seagoing vessel and not a mere shell or racing machine.

At your earliest convenience I shall be glad to hear from you or the club secretary on the subject.

Yours truly,

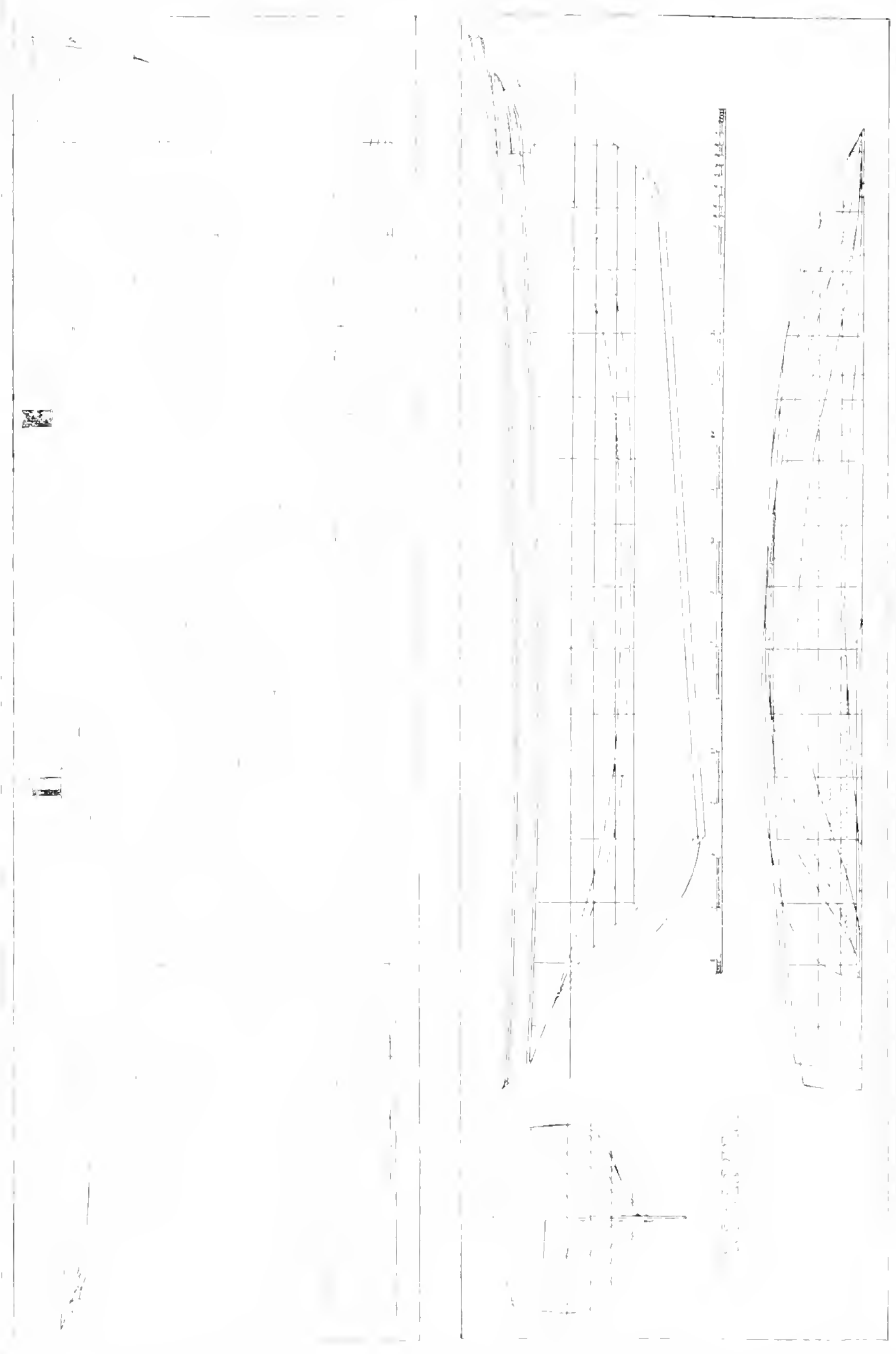
JAMES ASHBURY.

The New York Yacht Club did not accept Mr. Ashbury's invitation to participate in ocean races, but took up with his offer to sail for the America's cup, informing him that it "could only take cognizance of and respond to that portion of said communication having reference to the challenge cup won by the America," and calling his attention to the condition that a challenge for it must come through a regularly organized foreign yacht club.

Mr. Ashbury responded, February 24th, 1869, that he would obtain consent from "one of the several Royal Yacht Clubs" to which he belonged, to sail Cambria as its champion vessel. On July 20th, 1869, he wrote that he hoped to sail under the colors of the Royal Thames Club, to which he would present the cup, if he won it, "to be held as a challenge cup, open to any royal or other first-class recognized yacht club to compete for ; providing six months notice is given, and the course not less than 300 miles in the channel or any other ocean." In case all the conditions he named were approved Mr. Ashbury stated he was ready to sail for this country about August 27th.

The New York Yacht Club did not relish Mr. Ashbury's attempt to set aside the deed of gift, and make new conditions under which the cup should be sailed for, should he win it. Neither did it accept the condition that it should defend the cup with one vessel only. There is no record to show that it told Mr. Ashbury this in so many words, or at all, until he had cabled : "Will the Cambria be allowed to sail your champion schooner for the America's cup on basis of my letter of July 20th ?"

To this Mr. Ashbury received a reply not distinguished for its directness, though it conveyed the club's meaning that if Mr. Ashbury wished to sail for the America's cup he would have to



sail against a fleet. The America had not sailed against a fleet, but as one of fifteen vessels, each trying for the cup. In this case it would be a fleet against one vessel. There was none of the gospel injunction, "Do unto others as you would have them do unto you," in this position. Conditions construed as unfair by Commodore Stevens were to be meted out in fact to the first challenger who appeared. Viewed in the light of sporting ethics of to-day, it appears that Mr. Ashbury had the broader view of the subject. The cup had ceased to be a squadron trophy, to go to the individual who won it, when it passed into the hands of the owners of the America. It had been given in trust into the keeping of the New York Yacht Club, to be sailed for as an international challenge cup, in races between clubs representing their respective nations. The assumption of Mr. Ashbury that it should be sailed for vessel against vessel, and not by a single vessel against a fleet, was sound and right, as later experience showed; for before the cup was sailed for a second time on this side of the water the New York Yacht Club was forced to recede from the position it took in the following note to Mr. Ashbury, in response to his cable quoted above :

"The necessary preliminaries having been complied with by you upon your arrival here, you have the right, provided no match can be agreed upon, to sail over the annual regatta course of the New York Yacht Club." Mr. Ashbury was assured he would be "heartily welcomed," and that he would find the club prepared to "maintain their claim according to the conditions upon which they accepted the cup." It will appear later that the club could not uphold the view that one of these conditions was that a challenger should sail against a fleet with a single vessel.

Nothing came of Mr. Ashbury's challenge, as he regretted he could not race that season, his reason being that he could not contest for the cup on the basis of his challenge.

It will be observed that in this, the first correspondence looking to a race for the cup as a challenge trophy, both parties fell into error; the New York Yacht Club in its lack of sportsmanlike spirit as shown by its interpretation of the deed of gift, and Mr. Ashbury in attempting to dictate terms.

Both sides were feeling their way, according to their lights, and the time was not ripe for the broad and satisfactory contests for the cup that were to come in after years.

Mr. Ashbury, with a tenacity worthy of the cause, returned to the business of challenging for the cup in November of 1869. He had arranged an ocean race with Dauntless, James Gordon Bennett owner, to be sailed in September, 1869, but the arrangements fell through, as Dauntless could not be got ready on time. On November 14th, 1869, Mr. Ashbury wrote the New

York Yacht Club that in the event of his racing Dauntless across the ocean in March, 1870, he would sail for the cup on May 16th, 1870, over a triangular course "from Staten Island, forty miles out to sea and back." Just how he expected to lay a triangular course from Staten Island out to sea and back he did not explain. His letter also contained these lines, which, in view of his contention that conditions which prevailed in the race of 1851 no longer held good — which they did not — appears somewhat sophistical:

"The cup having been won at Cowes, under the rules of the R. Y. S., it thereby follows that no centre-board vessel can compete against the Cambria in this particular race."

To this argument the New York Yacht Club replied that it had no power to deviate from the terms of the deed of gift, and called attention to the condition that "in case of disagreement" the match is "to be sailed according to the rules and sailing regulations of the club in possession." The club stated that it could not therefore entertain a proposal to exclude from the race any yacht duly qualified to sail under the rules and regulations of the New York Yacht Club.

Notwithstanding his dissatisfaction with the terms offered, Mr. Ashbury came to this country with his schooner. He had sailed Cambria in three races against Sappho before leaving England, and lost two, defaulting one, because the course to Cherbourg and back did not on the day set afford a race to windward and leeward as agreed. Sappho the year before had been "hipped" (made wider amidships) by Capt. "Bob" Fish* of Bayonne, N. J., and was then sailing very fast, entirely outclassing Cambria.

To add to the interest of the arrival of the first challenger in this country, Cambria sailed an ocean race against Dauntless from Daunt's Rock to Sandy Hook, starting July 4th, 1870. Dauntless was a fast keel schooner, 123 feet 10 inches overall, 26 feet 7 inches beam, and 12 feet 6 inches draft. She was manned for the race with Cambria by a crack crew. Her sailing-master was Martin Lyons, a smart Sandy Hook pilot, with whom was associated Capt. Samuel Samuels, a noted blue-water skipper, and "Old Dick" Brown of America fame. Some friends of the owner also sailed on the vessel. Cambria, though the slower sailer, won the race, sailing 2917 miles in 23 days 5 hours and 17 minutes, by the narrow margin of 1 hour and 43 minutes. She came by the northern course. Dauntless came by the middle course, and sailed 2963 miles, or 46 miles more than the Cambria, in 23 days and 7 hours. Her sailing-master, speaking of this race in 1901, said "there was too much amateur

* Capt. Robert Fish was a clever yachting and modelling yachts to secure speed, though he skipper, possessed of much native skill in altering knew nothing of scientific yacht designing.





talent aboard." Great popular interest was manifested in the race, and in the challenger, whose prestige was much enhanced by reason of her victory over *Dauntless*, and she was viewed with curiosity when she came to anchor in New York Harbor. The yachtsman of to-day finds her model wall-sided, narrow, deep, and with straight, uncompromising lines. In her time, however, she was one of the best schooners in the English pleasure fleet. She was thus described :

"She is a keel schooner, built of oak, with teak topsides. Her interior fittings are remarkably rich and beautiful, and in good taste [cotton cloth was not used for partitions in racing yachts in those days]. She has 21 tons of ballast, smelted, and run into her timbers, and has also four tons of lead bolted to her keel. Under sail, she spreads a vast area of canvas, and works in the wind with the ease and facility of a weather-vane. Her best points are being sharp and quick in stays, lying close to the wind, and being fast in light breezes. By the wind, that is, close-hauled, she carries gaff-topsails bent to the ordinary spars ; but in sailing free, she has much longer and lighter and more flexible yards aloft, and the sail of lighter canvas, of course, clubs out quite a considerable distance. Her bowsprit is a very peculiar spar, with jib-boom and flying jib-boom all on one stick, and rigs in and out at the option of the sailing-master. She is 248 tons, New York measurement, and 128 tons, Royal Thames Yacht Club measurement, and was built by Michael Ratsey of Cowes, Isle of Wight, in 1868. She is a fine type of the deep and narrow English model, and in external appearance bears a resemblance in stiffness and stability to a Cunard steamer. It can hardly be said that the *Cambria* is as graceful and charming in her pose upon the water as the majority of American schooners, and this is simply because the English are willing to sacrifice anything to secure the full embodiment of their ideas as to speed. Her dimensions are : Length (from stem to sternpost) 108 feet ; water-line 98 feet ; beam 21 feet ; depth of hold 11 feet ; draught of water 12 feet ; mainmast (hounds to deck) 61 feet ; foremast 56 feet 6 inches ; main-boom 61 feet ; main-gaff 33 feet 9 inches ; fore-gaff 25 feet ; bowsprit outboard 35 feet ; maintopmast 35 feet 6 inches ; fore-topmast 32 feet 3 inches ; maintopsail yard 32 feet ; foretopsail yard 29 feet." *Cambria's* spars were bored, with solid mast-heads. She steered with a tiller.

In a week's time both *Dauntless* and *Cambria* were ready for the race for the America's cup, which, in spite of Mr. Ashbury's objections, that appear to have been dropped by him when he set sail for this country, was to be a club regatta, the stranger against the fleet. The race was sailed on August 8th, 1870. Being the first race in American waters for the cup, it is worthy

of the fullest description. The best account of it was written by J. D. Jerrold Kelley, and published in his book "American Yachts." (Scribner's, 1884. Now out of print.) His account was as follows :

"Throughout the country there was the greatest interest manifested in the result, — the public prayer being for any yacht to beat the representative of the Royal Thames Club, but best of all that it might be the America. The course and conditions were those of the New York Yacht Club, and were admirably carried out. The yachts were ordered to proceed over a course from the anchorage to the buoy off the Southwest Spit, passing it to the west and south, and thence to the lightship (rounding it from the northward and eastward), and to return the same way, passing to the westward of the flagboat off the club-house, going and returning. All buoys on the West Bank — viz : Nos. 13, 11, and 9, — were to be passed to the eastward. On the day of the race the flagboat was anchored abreast of the club-house, or about mid-channel, and the yachts were directed to anchor on an east and west line, 500 yards to the northward and westward of this, and about 50 yards apart. In taking position in line each yacht was allowed to select its own place, in the order of arrival at the anchorage, subject to any change which the executive committee might deem expedient, and mainsails, foresails and gaff-topsails were permitted to be set before starting, unless otherwise ordered.

"The day opened overcast and gloomy, and soon after day-break heavy rain clouds brooded threateningly over the bay ; but by nine o'clock the sky shone bright and clear, and a brisk and cheery southerly breeze blew bravely landward — so steady and true indeed, was this, that it hardly varied a point during the race, the official report stating that it was sailed with 'a fresh breeze from south by east to south-southeast, in smooth water.' At five o'clock in the morning the tide was at full flood, thus giving the last of the ebb for the start with slack water at noon, and a strong three-knot flooding current to help the homeward coming of the fleet.

"It was emphatically a holiday ; and though our lower bay had seen a grander array of contesting yachts in the regular regattas of the home club, yet never before was there such a gathering of gleaming canvas or such an assemblage of representative crafts. For the fair fame of the country was at stake, and all classes of our citizens were assembled to greet the foreign yacht which had pluckily sailed 3000 miles of stormy sea to redeem a national defeat. Then, too, they wished to honor and to greet our champions, whom ambition and duty had brought there to defend the ownership of the cup won 19 years before by that rakish schooner now waiting in the line of racers, trim and tant, and filling the





largest measure of the nation's regard. Excursion boats overshadowed every ripple of water not occupied by contestants, and in odd mixture there were assembled men-of-war, traders, fruiterers and pleasure boats; there, too, were peaceful inland water craft, even up-river schooners and lumbering luggers, sharing in the general desire to be a part of the memorable yachting day. By 11 o'clock the gateway of the port was so blocked with vessels that it was impossible to get a view through the narrows, of the horizon seaward or of the blue Monmouth hills beyond; while on either hand not only were the banks crowded with a cheering multitude, but Forts Hamilton and Lafayette to the eastward, and Forts Wadsworth and Tompkins to the westward, had their ramparts and glacis (where there were glacis) packed with thousands. At 11 o'clock the Middletown steamed down the line flying the burgee of the club and the private signal of the Dauntless, and it was evident that preparations were being made for the start.

"The line was beautifully formed, the yachts being separated by an even distance of 50 yards, with their heads riding to the ebb, and pointing townward. There were in all 18 starters out of the 25 entries, and of these the Alarm was at the extreme eastern end of the line, with Widgeon next, and so by the Silvie, Magic, Dauntless, Tarolinta, Halcyon, Madgie, Idler, Rambler, Phantom, Fleetwing, Madeleine, Calypso, America, Tidal Wave, and Cambria, to the Alice, which held the extreme western end. Choice of position had been granted the Cambria, and Mr. Ashbury had taken that nearest the club-house, and next but one to the shore.

"Public interest was mainly centred in the Dauntless, America, and Cambria, and before the start every steamer and passing sailing-craft accorded them the honors of a salute — too vociferous, too partisan, perhaps, at times, but still kindly meant, for the roughest of men are subdued by the influences of such a scene as this.

"At 26 minutes past 11, on the very last of the ebb, and with a fresh wind, the starting-gun roared its order to make sail and slip, and in a moment the yachts had spread their canvas, flattened their jibs, and then almost simultaneously turned seaward, the Magic, one of the smallest of the squadron, leading. The windward boats had the best of it, and as they flew towards the Hook, they quickly left the others behind; among these was the Cambria, for she had been nearly the last to get away. Through a dozen of the competitors rushed the America, and a rousing cheer rose as she flew, like a great seabird, to the forefront of the fight; but the Magic was the first out of the Narrows, with the Silvie next and then a half-dozen other Americans, all leaving the Cam-

bria far behind, under Fort Richmond, and pointing for Coney Island.

"Off the lower quarantine the *America*, a short half-mile astern of the *Magic*, was rushing for a commanding position; the *Silvie*, as if anxious to soothe the remembrance of that year when in England, with a defiant pennant at her masthead she was left unchallenged, was second, holding the *Idler* in her wake, and followed by the *Phantom* and the *Dauntless*, coming up hand over hand. Few of the yachts carried their gaff-topsails until near the Southwest Spit, the *Magic* keeping the lead, and rolling off knot after knot with a bone in her teeth and a furrow of foam astern, and standing up to her work under lower sails and all three jibs. Soon after she set her main-gaff-topsail and a staysail, which like a Japanese wrestler, gleamed and tugged on her forecastle, and in a moment, it seemed, she wheeled round the Southwest Spit, with the *America* second, and only four minutes behind; the *Idler* was third, 50 seconds later; and almost together, the *Silvie*, *Phantom*, and *Dauntless* followed. Nineteen minutes later, and tenth in number, the *Cambria* rounded the Spit; and then with lifted sheets, away they all rushed for the lightship off the Hook.

"As the yachts neared this, thousands of waiting spectators gave them a most enthusiastic reception—guns roared, men cheered, bells rang, and bands burst into loud and brazen notes of triumph; and when the *Magic* rounded the lightship, making it almost a certainty that the cup was safe, there arose a shout painful in its intensity of delight, for it was the relieved outcome of pent-up excitement which had reached its culmination at this very point. Nor was the *Cambria* forgotten, for although hopelessly behind—or perhaps for that reason—the pluck of her owner was recognized, cheers, steam-whistles and guns drowning the awful accompaniment of vagrant musicians, who struck up, with undoubted vigor and against time, what they politely meant for 'God Save the Queen.'

"In the run from the Southwest Spit to the lightship the *Idler* passed into the second place, the *Dauntless* into the third, and the *America* into the fourth, while the *Magic* added another five minutes three seconds to her lead upon the *Cambria*. In this order they ran for home, the wind blowing so strong and so free that the yachts were fairly flying in widening pools of foam, making 12 knots, and stretching their ropeyarns to the breaking point. Off the turn of the Hook there came a sudden puff, and the fore-topmast of the *Cambria* went over the side—the only accident of the day, and unfortunately, where it was most to be regretted.

"At two hours 48 minutes 55 seconds, the *Magic* rounded the Southwest Spit, followed by the *Dauntless* and *Idler*,

of THE AMERICA'S CVP [1857-1870]

which had changed places, and closely hugged by the America ; 23 minutes later the Cambria went by the buoy, eighth in order and doing so well that the lead of the Magic was decreased almost a minute in the run. Spinning round the Spit the racers squared away for home, the Magic still ahead, but pressed hard and gallantly by the Dauntless; the Silvie ran bow and bow with the Madgie and the Phantom, while the veteran Fleetwing, with a roaring sea under his bows, and an echo of sea in his throbbing canvas, left behind him the famous sailers, the Halcyon, Tarolinta, and Madeleine, and pushed forward for an earnest trial with the Cambria. But the strength and beauty of the struggle was soon consummated by a glorious victory, for as the Magic rushed across the line it was not only in the fastest time ever made over the course, but, all things considered, with the greatest victory to her record ever won by a yacht since the world was young. Not that she had much time or distance to spare, however, for the echoes of the welcoming cheers were still lingering in the green hills of the bay when the stately Dauntless passed by the mark, carrying the reverberations of the nation's delight into a further and a greater echo ; and as these cheers roared and rumbled in the distance, the harbor, to its farthest limits, caught up a newer and a greater pæan of joy, for the America, fourth in the race, flew by the finish line, showing that as the sons were worthy of the sire, so were the brain and skill of old greater than story had told. . . .

“The Cambria arrived eighth on actual time (beaten all around, with and without handicaps), and tenth in order by time allowance.”

An abstract of the official table of times for the race is presented herewith :

Vessels	At S. W. Spit Going Down	Rounding Sandy Hook Lightship	At S. W. Spit Returning	Home Stake, Staten Island	Actual Time	Corrected Time	Order of Arrival per Allow- ance	Actual Order of Arrival
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.		
Magic . . .	12.48.00	2.03.16	2.48.55	3.33.54	4.07.54	3.58.21	1	1
Idler . . .	12.53.45	2.08.40	2.52.00	3.37.23	4.11.23	4.09.35	2	3
Silvie . . .	12.56.00	2.17.23	3.07.20	3.55.12	4.29.12	4.23.45	3	7
America . . .	12.52.55	2.15.25	3.02.05	3.47.54	4.21.54	4.23.51	4	4
Dauntless . . .	12.56.20	2.09.48	2.51.00	3.35.23	4.09.23	4.29.19	5	2
Madgie . . .	12.59.00	2.21.14	3.08.40	3.55.07	4.29.07	4.29.57	6	6
Phantom . . .	12.56.15	2.19.59	3.08.10	3.55.05	4.29.05	4.30.44	7	5
Alice . . .	1.09.00		3.29.40	4.18.27	4.52.27	4.34.15	8	15
Halcyon . . .	1.02.00		3.16.10	4.03.08	4.37.08	4.35.00	9	10
Cambria . . .	1.07.00	2.27.19	3.12.00	4.00.57	4.34.57	4.37.38	10	8
Calypso . . .	1.00.00		3.25.30	4.15.29	4.49.29	4.40.21	11	13
Fleetwing . . .	1.04.05		3.14.00	4.02.09	4.36.09	4.41.20	12	9
Madeleine . . .	1.06.30		3.26.00	4.14.46	4.48.46	4.42.35	13	12
Tarolinta . . .	1.07.55		3.24.00	4.10.23	4.44.23	4.47.29	14	11
Rambler . . .	1.10.00		3.31.55	4.51.35	4.51.35	4.48.33	15	14

Start at 11.26.

Although no mention was made of it in reports of the race, it was claimed by Mr. Ashbury afterward that Cambria was fouled, in the beat out of the Narrows, by Tarolinta, who

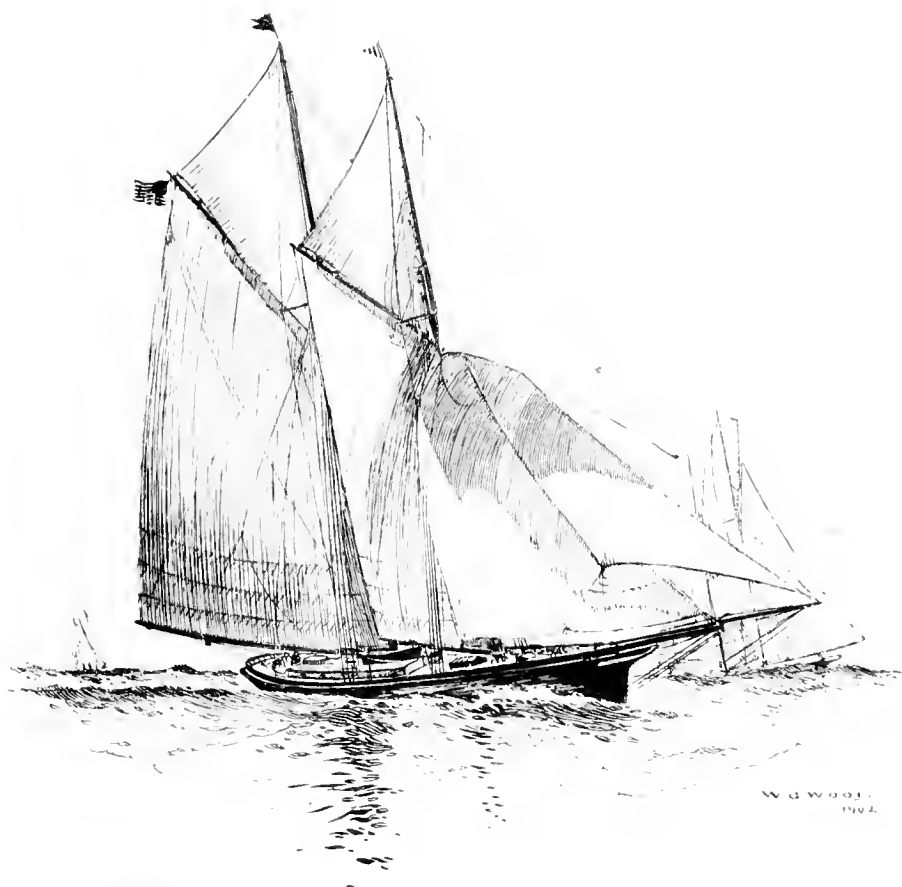
forced her about, though *Cambria* was on the starboard tack. Mr. Ashbury made no protest to the regatta committee, so that there was nothing for them to do in the matter. The statement that he was fouled has held to this day among English yachtsmen. Sir George Leach, K. C. B., vice-president of the Yacht Racing Association, writing in 1893 of *Cambria's* race in 1870, states that *Cambria* was fouled, "carrying away a fore-port-shroud, and foretopmast-backstay, and springing the port arm of her fore-crosstrees. Later she also carried away her foretopmast." The writer adds: "Even if nothing had gone wrong with the *Cambria*, pitted as she was against 17 other vessels, her chances of winning the cup would necessarily have been small."

As a result of *Magic's* victory that vessel came into prominence at a bound. She was originally known as *Madgie*, was built in 1857, by T. Byerly & Son, of Philadelphia, and was rigged as a sloop. In 1859 she was rigged as a schooner. She won her first race June 8th, 1865, in the N. Y. Y. C. regatta. In 1869 she was rebuilt at City Island, by David Carll. Her racing career up to that time had been varied, but not brilliant. She sailed in the 1870 race on about 79 feet water-line, her beam being 20 feet 9 inches, and her draft 6 feet 3 inches, with a centre-board. She registered 92.2 tons.

The performance of the *America* in this race was something of a disappointment, and was attributed to her navy rig, and lack of form after nearly ten years of precarious existence without racing, a year of which time she was sunk in Florida. Navy men hotly repelled aspersions on her rig, or her handling in the race, but yachtsmen were dogged in their opinion that properly tuned up she would have done better. She was handled during the race by Charles Brown, a son of "Old Dick" Brown, though in command of a navy officer, and manned by a crew of midshipmen.

Before returning to England the *Cambria*, having joined the New York Yacht Club cruise, raced in Newport and New York waters in some spirited contests, against the pick of the fleet, with varying success.

Mr. Ashbury was always ready to meet any comer, and had a standing wager while in this country of a cup valued at fifty guineas. *Cambria*, after showing herself as good as the average of the schooners in the N. Y. Y. C. run to Newport, had her first race in a brilliant series off that port on August 16th, against the fleet, Mr. Ashbury putting up a cup for schooners and another for sloops, while the N. Y. Y. C. put up one for the second schooner on time allowance, to allow *Cambria* to compete. *Magic* won, with *Cambria* 26 s. behind her in actual time. *Gracie* took the cup for sloops. The course was from Fort Adams to Block Island and return.



W. & WOOD.
1862.



of THE AMERICA'S CUP [1857-1870]

On August 17th Cambria raced Palmer over the same course for a cup valued at fifty guineas, put up by Mr. Ashbury, and was beaten by seven minutes in a whole-sail breeze S. W.

On August 18th Cambria sailed over the same course for a similar stake against Idler, and won by eight minutes. Idler was partly disabled by her bobstay stem-plate pulling out.

One of the best races of the series was on September 8th, for a cup offered by James Gordon Bennett for schooners, and a subscription cup for the second schooner. The contestants were Cambria, Sappho, Palmer, Vesta, Tidal Wave, Idler, Madeleine, Halcyon, Phantom and Madgie, and the course a sixty-four mile triangle off Newport. Palmer won by four minutes over Cambria, who was second and took the subscription cup. Sappho in this race lost a topmast and split her mainsail.

On September 9th Cambria, Phantom and Madeleine had it out over the Block Island course for a fifty-guinea-cup. Phantom beat Cambria 23 m. 53 s., and Madeleine beat her 9 m. 43 s., after carrying away a bowsprit-shroud at the start.

On September 11th there was a race for the citizens of Newport cup, and for a subscription cup for the second schooner. Palmer, Phantom, Dauntless and Cambria were timed at the finish out of eleven starters. There was a reefing breeze N. E. Phantom won the citizen's cup and Cambria the subscription cup. Dauntless lost her foretopmast.

On September 28th, the yachts having returned to New York waters, there was a race for a cup offered by Mr. Douglas for the winner without time allowance, one by Mr. Ashbury for sloops and schooners, or schooners alone, and one by Rutherford Stuyvesant for Cambria if either first or second. Dauntless won the Douglas cup, Tidal Wave the Ashbury cup, and Madeleine the Stuyvesant cup.

On October 13th Cambria met Sappho in a race twenty miles to leeward of Sandy Hook light-vessel and return, for a fifty-guinea cup. The wind was strong N. W., and Sappho finished 50 m. 50 s. in the lead, but not being within the agreed time limit, the prize was not awarded.

The last race of Cambria in American waters was October 14th, when she sailed Dauntless for fifty guineas, twenty miles to windward from Sandy Hook (buoy 5) and back. Dauntless won by 12 m. 30 s. actual and 7 m. 18 s. corrected time.

American yachtsmen attributed Cambria's losses to clumsiness of rig rather than inferiority of hull. Mr. Ashbury raced his vessel for all she was worth, and put up trophies with great liberality and spirit. His fighting blood appears to have been thoroughly roused by his defeats, and he determined to come back the next year with a new schooner to try his luck again.

[1857-1870]

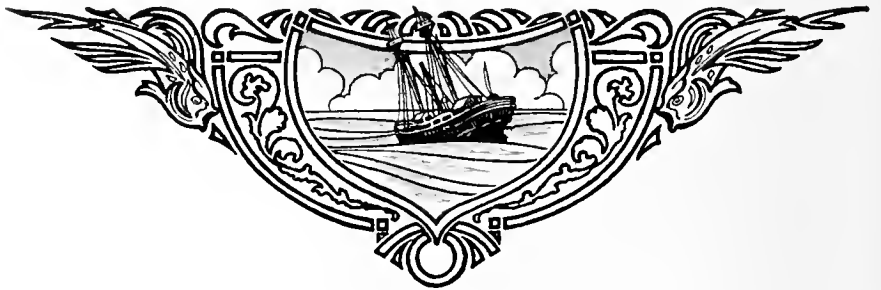
THE LAWSON HISTORY

Mr. Ashbury's sportsmanship made an excellent impression, though he was sufficiently a national type to stand out in sharp contrast to the men with whom he was associated here, and comparisons were drawn that were not always in his favor. He was not allowed to depart for his own shores without being properly wined and dined, and he left the country feeling that another season would bring him his reward.

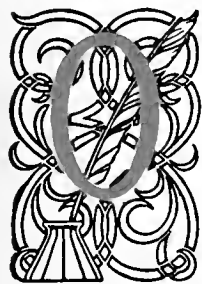
After his arrival in England he was the recipient of social honors from his associates. At a dinner given him in Manchester, his native place, on December 19th, 1870, he stated in a speech that from his experience he believed "the best of feeling existed among Americans with regard to England." A toast to the President of the United States was proposed on this occasion by C. H. Branscome, Esq., United States consul at Manchester, and was drunk with cheers by the company.

At a dinner given Mr. Ashbury, January 5th, 1871, in Brighton, the mayor of that place said: "The President of the United States [Gen. Grant] did our friend the honor to breakfast with him on board the Cambria, and that is good enough testimony that no jealousy was created by the yacht race."

Had Mr. Ashbury's international racing career ended with his first season, much interesting yachting history would not have been made. But Mr. Ashbury was a maker of history, as the next year showed.



A SECOND CHALLENGE FOR THE CUP RESULTS IN A SERIES OF RACES AND A WRANGLE: 1871. CHAPTER V.



ON his return to England in 1870 Mr. Ashbury laid his plans for another attempt to win the cup, and gave an order for a schooner to Michael Ratsey, of Cowes, Isle of Wight. The result was *Livonia*, named for a province in Russia in which Mr. Ashbury had made money in railroad-building contracts. The vessel was launched April 6th, 1871, and great things were predicted for her. When tried she was found to be little, if any, better than *Cambria*, but believing that she would do better later, and was more suited to American waters than his former challenger, Mr. Ashbury decided to bring her over.

In *Livonia* could be seen the verification of the old saying that imitation is the sincerest flattery. She was as like an American schooner as her builder could well make her, without throwing overboard all his principles of English design. Some of the traits of *Cambria* were present in her, but there were more of Sappho's. The vessel had a full, rounded midship section, a long bow, straight sheer, and a fairer counter than most English schooners, while she was heavily sparred, with sails of American cotton, having a total area of 18,153 square feet,* the greatest sail-spread ever carried by a challenger for the cup. *Livonia* was 264 tons register, 115 feet 2 inches long between perpendiculars, 127 feet over all, 106 feet 6 inches water-line, 23 feet 7 inches beam, and drew 12 feet 6 inches of water. Her timbers were of oak, and her planking of American elm to the water-line, and oak and teak above. Her mainmast was 68 feet long from deck to hounds, and her foremast 64 feet. Her squaresail yard was 64 feet long. She carried a lug foresail, and steered with a tiller. Her jibs were not attached to the stays when set.

No uneasiness was caused among yachtsmen by the news Mr. Ashbury was building this schooner, and no vessel was built to meet her, it being the purpose of the New York Yacht Club to rely on material in hand.

Mr. Ashbury's correspondence with the club over the details of his challenge, and the races to be sailed under it, was notable

* The area of *Livonia's* sails, as given in *Hunt's Yachting Magazine* of July, 1871, from forestaysail 984, jib 1107, balloon-jib 2346, main-topsail 1147, foretopsail 696, jib-topsail 920, square-figures secured from their maker, C. Ratsey, was sail 3249, spinnaker, 2676.
as follows: Mainsail 3458 sq. ft., foresail 1570,

chiefly for its acrid character, though it bore good fruit in many respects.

Mr. Ashbury went back to England in 1870 feeling, as he afterward expressed himself to the New York Yacht Club, that the conditions under which he sailed in that year were such that he had "faint hope of winning" when he began, and sailed chiefly because he did not wish to protest after coming so far for a race.

He therefore, in correspondence with Commodore Bennett, in the winter of 1870-71, urged on the club the need of sailing a representative vessel against a challenger, instead of a fleet. Interpretation of the deed of gift on the point involved was left, in March, 1871, to Mr. George L. Schuyler, surviving donor of the cup, whose ruling was accepted by the club as final. Mr. Schuyler's letter to the club contained the following paragraphs:

"I think that any candid person will admit that when the owners of the America sat down to write their letter of gift to the New York Yacht Club, they could hardly be expected to dwell upon an elaborate definition of their interpretation of the word 'match,' as distinguished from a 'sweepstakes' or regatta; nor would he think it very likely that any contestant for the cup, under conditions named by them, should be subjected to a trial, such as they themselves had considered unfair and unsportsmanlike. . . ."

"It seems to me that the present ruling of the club [to sail a fleet against a challenging vessel] renders the America's trophy useless as a challenge cup. . . ."

Here was a step toward the light. The club on March 24th, 1871, accepted Mr. Schuyler's interpretation of the deed of gift, and resolved "that we sail one or more representative vessels, against the same number of foreign challenging vessels."

Mr. Ashbury formally opened the subject of a second challenge by a cable message to Commodore Bennett, as follows:

LONDON, May 27, 1871.

BENNETT, New York.

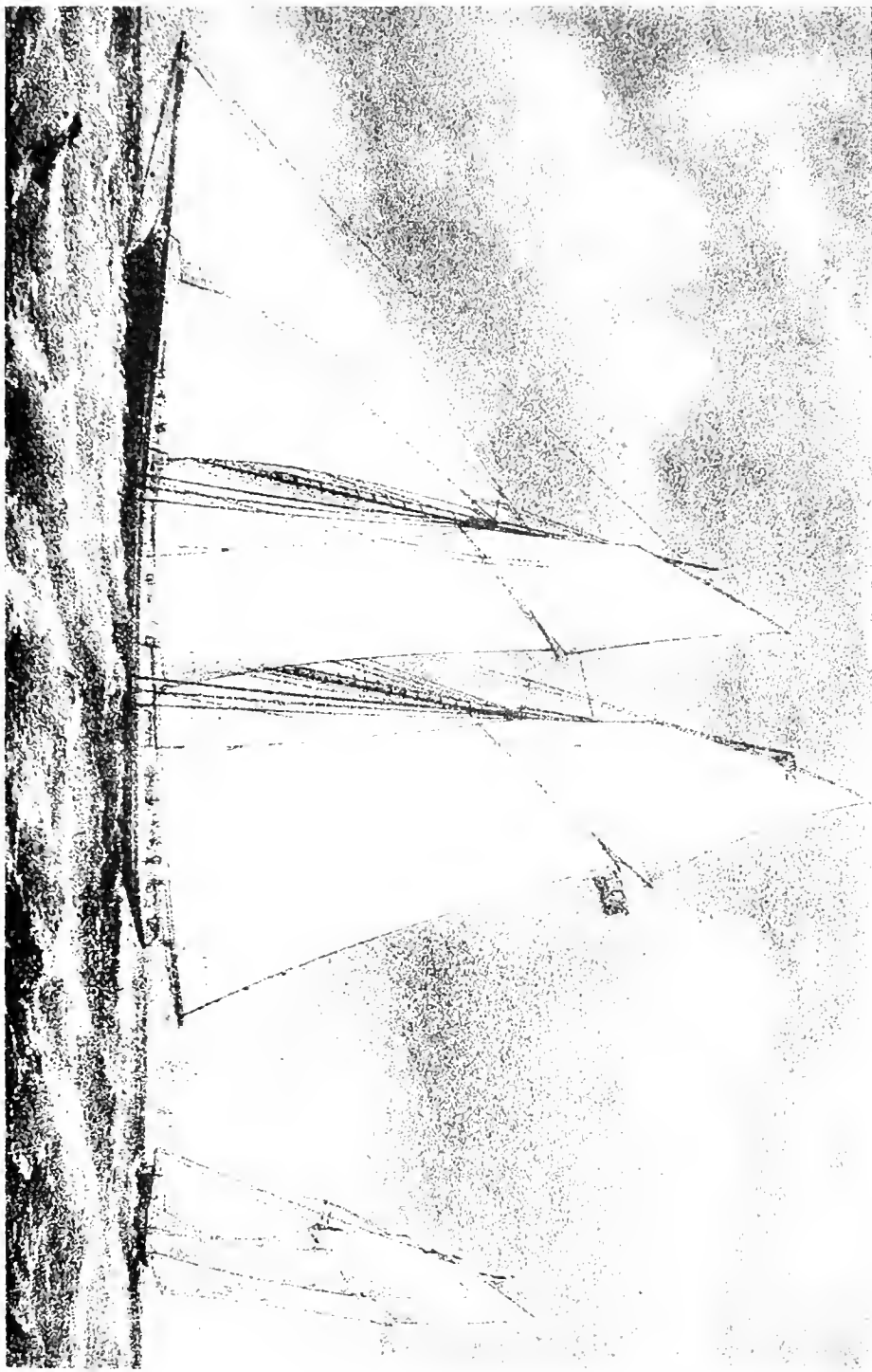
The question of your champion vessel being settled, I now propose giving the stipulated six months' notice. If the club waives this condition the Livonia will start for New York in September.

The reply of Commodore Bennett was as follows:

NEW YORK, May 31.

ASHBURY, London.

Your dispatch has been received. What do you mean by "if the club waives this condition"? Please answer immediately.



This was followed by the appended telegrams :

LONDON, May 31.

BENNETT, New York.

Six months' notice required. This condition waived, the Livonia would leave in September.

NEW YORK, June 1.

ASHBURY, London.

Will call meeting at the club and telegraph you result. What month do you wish to race in?

LONDON, June 1.

BENNETT, New York.

Propose racing for the cup in October, as Livonia will leave the first week in September.

NEW YORK, June 7.

ASHBURY, London.

The New York Yacht Club consents to waive the six months' notice, and accepts your challenge as representative of Royal Harwich Yacht Club to race for America's cup next October. Name day in October you desire to race, and answer immediately.

This correspondence is given here in full because of importance subsequently attached to it. The New York Yacht Club held that it constituted a challenge from the Royal Harwich Yacht Club, of which Mr. Ashbury was commodore, and whose flag Livonia flew. Mr. Ashbury notified the club, however, that he would come as the representative of the "several clubs" honoring him with certificates of representation. The New York Yacht Club did not understand his reference to "several clubs" and asked for an explanation. Writing under date of August 12th, Mr. Ashbury reviewed the correspondence to date, and stated that he would sail as the representative of twelve clubs in a series of twelve races, one for each club, seven out of twelve to win, and the cup to go to the club under whose colors he sailed in the winning race. He named the following clubs as having given him certificates of representation : The Royal Albert, the Royal Yorkshire, the Royal Victoria, the Dart Victoria, the Royal Harwich, the Royal Western of England, the Royal Western of Ireland, the Barrow Western of Ireland, the Royal Mersey, the New Thames, the Royal Thames, and the Royal London.

The substance of his communication was as follows :

I admit the right of the New York Yacht Club to send any yacht they please for any or all races; but inasmuch as cen-

tre-board yachts are not admissible in England, I am satisfied that a powerful centre-board yacht would generally be looked upon as not being a fair test against a sea-going keel yacht. The New York Yacht Club possesses many large racing keel yachts of about the same size or larger than the *Livonia*. I therefore suggest that the club fix on one as near as possible the same size as the *Livonia*. As regards the course for the series of twelve races, for which certificates are herewith enclosed, I must be allowed to object to the New York Yacht Club course as not, in my judgment, being a fair course for a foreign yacht, and I therefore propose that we sail from a mark-boat off Sandy Hook Point three times round the Sandy Hook lightship and back, the club having the power to modify the course. I feel there will be no difficulty in confirming this suggestion or arranging one on my arrival to the satisfaction of all concerned. The committee to be informed by the club to fix beforehand the days on which the several races shall take place; and if the *Livonia* should win a majority of races, the cup would then go to the club under whose flag I sailed in the last and final race, and would be held by the commodore *ex officio* until won by some other royal or recognized yacht club in England or elsewhere. I beg to remain your obedient servant,

JAMES ASHBURY,

Commodore of the Royal Harwich Yacht Club, and member of the twelve aforementioned yacht clubs.

This communication was received by Commodore Bennett while at Newport, and on August 27th an informal meeting of club members was held on board *Dauntless* to consider it. An entirely new light was put on the matter by Mr. Ashbury's attitude, the club having stated that it would sail against his vessel as the representative of one club only, the Royal Harwich. As *Livonia* was about due to sail from England, (she left Portland September 2d), the club members decided there was not enough time to settle the question before Mr. Ashbury's departure for this country, and while voting to sail twelve races with him, they left formal ratification of their action to the club, at its next regular meeting. This meeting did not take place until October 4th, by which time Mr. Ashbury had arrived in this country with *Livonia*, which reached New York October 1st. On October 4th the club adopted the following resolution :

We hereby recommend that this club sail the series of twelve races, or other number as may be mutually agreed upon, with the *Livonia*, as the representative of the Royal

Harwich Club, and the Royal Harwich Club only; and that a victory in a majority of the races shall decide the possession of the cup, the Royal Harwich being the only foreign yacht club whose challenge has been accepted by the New York Yacht Club.

At the same meeting a cup committee was appointed, consisting of Moses H. Grinnell, chairman, Sheppard Granby, Robert S. Hone, Philip Schuyler and Charles A. Minton. This committee cited a point in international racing ethics that had always been well defined in sports generally, and has always been lived up to in the America's cup matches. It was as follows :

"It is a well established principle in regard to challenge cups or trophies of any kind, that when under acceptance of a challenge from any one party no action can be taken with any other until the existing issue is decided."

The committee therefore ruled that the club could not sail against twelve clubs, and pointed out that Mr. Ashbury overlooked "the fact that the deed of gift of the cup carefully guards against any such sharp practice."

This was blunt language, and it incensed Mr. Ashbury. He was convinced that he had the right to sail twelve races for as many clubs. Advice given him by Mr. Dixon Kemp, yachting editor of the *London Field*, and an authority on the sport, though a partisan whose judgment was not always unbiassed, undoubtedly influenced Mr. Ashbury, who on October 5th wrote the committee, from the Brevoort House, New York, as follows:

My ultimatum is that all 12 races must be sailed, not only as a matter of right, but as I think, as an act of courtesy and consideration to me; seeing that the masts of Livonia were reduced to cross the Atlantic, as yet the sails are unbent, the trim of the vessel as a consequence requires to be found, and it will take at least 4 or 5 races to get the Livonia's exact time. A decision to reduce the 12 races will result in the Livonia's at once returning to England without any race, either public or private; or, I may have to consider whether I am not under the circumstances quite justified in exercising my rights, by giving you notice that as you decline 12 races, 7 out of 12 to win, I have no alternative but to act strictly up to the deed of trust by which you hold the cup, viz., by sailing the 12 races on behalf of as many clubs against your champion vessel — keel boat or centre-board, as you may select; and the first race Livonia won I should in that case formally and officially claim the cup on behalf of the club whose flag I sailed under.

THE LAWSON HISTORY

In this letter Mr. Ashbury advanced a proposal to sail "against twelve of the largest and fastest vessels in America, any form or shape you like." The committee had selected four vessels from which to make a selection for the races against Livonia. Mr. Ashbury proposed that if he sailed against them it should be in three races against each, on dates set in advance.

As the question of what club Mr. Ashbury was to represent was still open, the New York Yacht Club obviously could make no arrangements until it should be settled. On October 9th, the cup committee therefore notified Mr. Ashbury that as no agreement had been reached, he had the right under the deed of gift to sail one race over the club regatta course, "as the representative of the Royal Harwich Yacht Club only."

The next day the club passed this resolution :

Resolved—That the special committee be instructed to arrange with Commodore Ashbury, as representative of the Royal Harwich Yacht Club only, a series of races to determine the possession of the America's cup, to consist of three races over the New York Yacht Club course, and three races over an outside course, 20 miles from the lightship and return. In case of a tie, another race over one of the above-named courses, to be decided by the committee, shall be sailed. In all other matters the races shall be subject to the rules and regulations of the New York Yacht Club. The winning of a majority of the races shall determine the possession of the cup.

This resolution was sent to Mr. Ashbury, with notice that it was final and the request that his reply be an acceptance or refusal of the offer.

Mr. Ashbury's reply was received the same day, and it was neither. He stated :

"I have decided to forthwith send Livonia back to England, or to sail under the Royal Albert Yacht Club flag over the N. Y. Y. C. course and claim the cup, failing any single yacht being there to contend for it. If your representative vessel should be at the station and win, the Livonia will continue through the series according to the number given in the challenge, and the first time she wins I should formally and officially claim the cup for the club whose flag I had sailed under."

This communication was signed "James Ashbury, Royal Harwich Yacht Club, and member of the 12 yacht clubs." The cup committee held that it was not a reply to its communication of October 10th, as he proposed sailing under the Royal Albert Yacht Club flag, "a club with which we have as yet had no





W. 2 W. 0. 0. 1. 1900

correspondence." It therefore again referred Mr. Ashbury to his right to sail one race over the club course.

To this Mr. Ashbury replied with a very long letter, devoted chiefly to an argument that the New York Yacht Club committed itself to sail twelve races with him, as representative of as many clubs, by its acceptance of his "challenge of August 12th." He informed the club that if it had not intended to sail the races on his terms it should have so notified him before he left England. He did not admit the club's contention that his telegrams to Commodore Bennett constituted in themselves a challenge. His real challenge, he declared, was dated August 12th.

At the end of his letter Mr. Ashbury proposed to sail seven races, three over the club course, and four outside, as the representative of the Royal Albert Yacht Club, or failing this, to sail one race over the club course on October 14th, according to the deed of gift.

To this the committee sent a sharp reply, saying, "for the purpose of securing a race," it was willing to return to its proposal of October 10th, to sail seven races, and adding:

"The N. Y. Y. C. desire to be distinctly understood that they sail these races with you as the representative of the Royal Harwich Y. C. only. Please answer in the affirmative or negative to this letter; if in the latter, this letter ends all correspondence except the right you can claim according to the deed of gift, namely, the one day and the one race over the usual course for the annual regatta of the N. Y. Y. C. It is to be understood that in this case you represent the Royal Harwich Y. C. only."

Mr. Ashbury accepted this ultimatum, and a series of races was arranged on the committee's terms, four out of seven to win, to be sailed as follows: October 16th, over the club course; October 18th, twenty miles to windward from Sandy Hook light-vessel and back; October 19th, over the club course; October 21st, from the light-vessel twenty miles and back; October 23d, over the club course; October 24th and 25th, from the light-vessel twenty miles and back.

It is difficult to understand, at this time, Mr. Ashbury's motive for so insistently demanding the privilege of sailing for twelve clubs with one vessel. His attitude might be explained perhaps by the fact that he believed the New York Yacht Club's resolution to sail against him with more than one vessel unfair, — as it certainly appears to have been, on its face, — and that he was justified in making every possible effort to equalize conditions. English yachtsmen never quite forgave this club's action in reserving four vessels to sail against one. Sir George Leach, writing in 1894, ("Recollections of Schooner Racing," Badmington Library), said of it: "This was so manifestly giving an undue advantage to

THE LAWSON HISTORY

the holders of the cup that it was surprising such good sportsmen as the Americans should not have seen the one-sidedness of the reservation."

The cup committee reserved the schooners *Columbia*, *Sappho*, *Dauntless* and *Palmer* to race against *Livonia*. *Columbia*, owned by Franklin Osgood, was a centre-board vessel 107.11 feet over all, 96 feet on the water-line, 25.1 feet beam, 8.3 depth and 6 feet draft without her board. She was built in 1871 by J. B. Van Deusen, and was specially adapted to light and moderate breezes. *Palmer*, owned by Rutherford Stuyvesant, was a centre-board schooner 110.9 feet long, 104.3 on the water-line, 24.2 feet beam, and 10.3 feet deep. She was built by Byerly & Son at Philadelphia, in 1865. She was not called upon to sail in the series against *Livonia*, though held in reserve. *Sappho* and *Dauntless* have already been described.

The first race in the series was sailed October 16th in a light northwest wind. *Sappho* and *Columbia* were at the line when the cup committee arrived and named the latter, which was the better light-weather boat, to sail against the British yacht in the first race.

Columbia took the lead at the start, running very fast with her centre-board up. At the Narrows she was three minutes ahead of *Livonia*, and at the light-vessel nearly fifteen minutes. The race was in no way noteworthy. A large crowd witnessed it. The summary :

	Start	S. W. Spit	Light-Vessel	S. W. Spit	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
COLUMBIA . . .	10.40.00	12.04.00	1.23.53	3.50.13	4.57.42	6.17.42	6.19.41
LIVONIA . . .	10.40.00	12.08.27	1.38.31	4.19.50	5.23.00	6.43.00	6.46.45

Columbia won by 25 m. 18 s. actual time, and 27 m. 4 s. corrected time.

In the next race, sailed on the 18th of October, Mr. Ashbury was given ground for complaint that led to further unpleasantness.

Columbia was again chosen to sail against *Livonia*. The course was to have been twenty miles to leeward E. N. E. from Sandy Hook, and return, but as laid out it was only fifteen miles. The wind, at the start fresh southwest, rose to a moderate gale after backing to W. N. W. This gave a reach to the mark with the wind over the port quarter, and another reach home, and not, as agreed, a race to leeward and windward, or the reverse.

Columbia won the race, and Mr. Ashbury entered a protest, on the ground that *Columbia* rounded the outer mark contrary to instructions. His protest was not considered favorably by the regatta committee. As there was a warm controversy at the time over its merits, the subject is worthy of study.

Capt. Roland F. Coffin, a yachting authority of that day, sailed

on Columbia in this race, and thus describes it, in his book, "The America's Cup," (Scribners', 1885) :

"Previous to the start, when the owner of the Columbia brought the written instructions on board, his captain after reading them said, 'There is no direction as to the turning mark, how shall I turn it?' 'I'll go and see,' said Mr. Osgood, and getting into his gig again he went on board the committee boat and returned with the instruction, 'Turn as you please.'

"With a cracking breeze four points abaft the beam, and with all kites aloft [i.e.: club-topsails, main topmast-staysails, flying-jibs, balloon-jibs and balloon-jibtopsails], the yachts went flying off, the Livonia, which had started a couple of minutes ahead, keeping her lead for the whole reach. In England, the rule is : When no instruction is given, to leave all marks on the starboard hand. To do this necessitated a gybe at the outer mark, and with the Livonia's big sprit-topsail aloft this was a serious matter, and had he known that he was at liberty to turn the mark either way, of course the captain of the Livonia, a thorough seaman, would have luffed around ; but he did not ; he was leading, and believing that he must leave the mark on the starboard hand, he did so, gybing around it all standing, at the imminent risk of losing his topmast. Of course, with all sheets flowing, he went far to leeward of the mark, and in so stiff a breeze had to luff to and trim flat for the beat home.

"The Columbia meanwhile, whose captain did know that he could turn the mark either way, cut in 'twixt the mark-boat and the Livonia's stern, and tacked around the mark, cleverly getting her sheets aft in the act of tacking, and starting on the home stretch away up on her opponent's weather quarter.

"The wind had hauled sufficiently for the yachts to lay their course to the light-vessel without tacking, and was now a moderate gale. Columbia stowed her topsails and reefed her foresail for the reach home. Livonia hung on to her foretopsail, but took in her maintopsail and jib-topsail. She made better weather of it than Columbia, but failed to hold her rival, who won handily."

The summary of the race was as follows :

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
COLUMBIA . . .	12.05 36½	1.32.10	3.07.15	3.01.38½	3.07.41¾
LIVONIA . . .	12.03 20½	1.31.00	3.10.10	3.06.49½	3.18.15½

Columbia won by 5 m. 11 s. actual time, and 10 m. 33¾ s. corrected time, establishing a racing record for thirty miles that has not yet been broken in cup matches.

Mr. Ashbury's protest, sent to the regatta committee immediately after the race, was as follows :

THE LAWSON HISTORY

October 18, 1871.

TO THE SAILING COMMITTEE OF THE NEW YORK YACHT CLUB:

Gentlemen:—I herewith claim to-day's race for Livonia on the ground that Columbia rounded the stake-boat (steamer) contrary to your sailing regulations. Livonia was gybed round the mark-boat on the starboard hand, while Columbia winded round on the port hand, passing to southward and westward. By doing this the latter gained a great advantage over Livonia, as she came out some distance to windward, and the yachts could not at that time lay their course to the Sandy Hook lightship. Of course it would be impossible to say now whether the result would have been different had Columbia left the mark-boat on the starboard hand, but I am entitled to make a protest against the race being awarded to her on two sufficient grounds: firstly, by rounding contrary to your instructions she did gain a palpable advantage over Livonia; and secondly, in the interest of general match sailing and the danger of violating such regulations by the most obvious unfairness. It is with great reluctance that I make such protest, especially as I never made a protest in my life before this one and the two under which I am sailing this series of races. But I am confident that you will admit that I am, under the circumstances, fully justified in claiming the race.

Yours truly,

JAMES ASHBURY.

It would appear that Mr. Ashbury forgot his protest in the Sappho match of 1868 when writing the above.

The regatta committee made the following reply:

JAMES ASHBURY Esq.,

Commodore Royal Harwich Yacht Club:

Dear Sir:—Your protest of the 18th inst. is duly received and has been laid before the committee. I am directed to state that it cannot be entertained. The sailing regulations for the outside course, a printed copy of which was furnished to you, leaves the matter of turning the stake optional.

I am yours truly,

CHARLES A. MINTON, *Secretary*.

A writer in *The Spirit of the Times*, which paper voiced the best sentiments of the American press in yachting at that period, said of the committee's decision:

"We do not say that this (the movement at the stake-boat) gave her (the Columbia) the race, for as her winning time was 8 m., it is not probable that this made all that difference, but it



1000

helped ; and at any rate, as it was clear that one captain had explicit instructions which the other did not have, Mr. Ashbury was perfectly justified in asking for another race, the committee was at fault in not acceding it to him.

“Had this concession been made, there would have been no protest from Mr. Ashbury, and the committee ran no risk in making it, for either of the four yachts could have beaten the *Livonia*. . . . However, it was refused, and the club has had to bear the odium of the fault of its committee. That the course was not full forty miles, is shown by the time, 3 h. 1 m. 10 s., and while this was an added reason for another race, the fact that it was not a race to windward for half of the course, was the third reason.”

J. D. Jerrold Kelley, in his “*American Yachts*,” has this to say on the subject :

“It would have been better perhaps, as it always is under similar circumstances, if they (the committee) had accorded a visiting yachtsman, who had twice pluckily crossed the ocean, the benefit of the doubt which did, and does, exist, as to the fairness of this competition. Mr. Ashbury did not claim the victory then, but asked for another race, and, *Messieurs*, you should have given it to him.

“Unfortunately, he fell into the hands of the Scribes, and there was a rattling newspaper skirmish all along the line, which, while settling nothing, irritated right-thinking men, who finding what they called logic unavailing, simply viewed the discussion from a national standpoint.”

The America's cup committee of the New York Yacht Club made the following report on this race :

Wednesday, Oct. 18, — Outside course, 20 miles from light-ship and return, to sail to windward going or returning ; yacht selected, *Columbia* ; heavy wind. *Columbia* winner by 10 m. 33 s. The committee regrets to be obliged to report Mr. Ashbury's dissatisfaction with their decision in this race.

From its inauguration to the present time, in all matches sailed under the rules of this club, it is a settled rule that the manner of turning a stake-boat or mark of any kind is optional unless specified to the contrary. For this reason it is customary, when sailing in regattas or sweepstakes, to specify the manner of turning a stake-boat, in order to lessen the danger of collision, when a large number of vessels are competing in a race. But in matches between two vessels, of which many have been sailed under club rules, it has never been customary to do so. As far as it is known to your committee the same rule holds good in England now. It can be stated with certainty, however, that such was the rule when the *America*

won the cup in 1851. August 23d, 1851, the day after the race for the cup, Capt. Ackers, of the yacht *Brilliant*, sent a protest to the commodore of the Royal Yacht Squadron against awarding the cup to the *America*, on the ground that she had passed inside instead of outside of the Nab light, the latter course being the usual one in the annual regattas of the Royal Yacht Squadron, which was the course selected for this contest. The committee having ascertained that the written instructions to Commodore Stevens did not mention the manner of turning the Nab, decided unanimously against the protest, on the ground that, when not specified to the contrary, the manner of turning any mark or stake-boat was optional. On the 28th of August, 1851, the *America* sailed a private match with Mr. Stephenson's schooner *Titania*, twenty miles before the wind and back, the Earl of Wilton, Commodore of the Royal Yacht Club Squadron, being, by desire of Mr. Stevens, the sole umpire of the race. The *America*, going down before the wind, rounded the mark steamer precisely as the *Columbia* did in the present instance — that is, leaving it on the port hand and luffing up on the port tack. The *Titania* was nearly five minutes behind, and therefore had ample time to turn, leaving the steamer on the starboard hand, as the *Livonia* did, and thus might have claimed the stakes under a protest. Mr. Stephenson, however, followed the *America*'s track, and although, as the previous contest shows, our English brother yachtsmen were quite ready with protests, no question was raised by him or by the umpire or by any outsider on the ground now claimed by Mr. Ashbury as the authorized rule. The committee have dwelt at some length on this matter because, although by the rules of this club there is no appeal from their decision, Mr. Ashbury not only declined to accept it as final, but made it the foundation of communications to them through the press, which were of a disagreeable character generally, threatening to appeal to tribunals unknown to this club for redress against what he deemed unjust treatment. The friendly relations which from an early period in its history have existed between the club and the Royal Harwich of England, have induced the committee to take no notice of the communications referred to, presuming they would not be indorsed by the club, which, in other respects, Mr. Ashbury has represented in so spirited manner, and they are on that account not incorporated in this report."

Mr. Ashbury declined in writing to accept this decision of the committee.

It was the purpose of the committee to select either Palmer, Sappho or Dauntless to sail in the third race of the series, October 19th, but through accidents or unpreparedness none of these vessels was available. Palmer's sails were torn, and her rigging needed setting up, and Sappho was in dock. Dauntless had a rent in her mainsail, which was mended while the committee waited. When being towed to the line one of her stays was fouled by the towing hawser and carried away, which put her out for the day. Magic, winner of the cup race of 1870, was at the anchorage, and it was proposed she be selected to sail against the challenger, since the vessels reserved were not ready. Mr. Ashbury agreed to sail against her, "or any other American schooner," but the committee decided that in justice to him it should hold to one of the four vessels previously reserved to make the defence. It therefore pressed Columbia again into service, on her arrival at the anchorage from Gravesend Bay, where she had lain the night before.

Columbia was no more in condition to race than the other vessels. Her rigging was in need of setting up after her hard race of the day before, her foremast was sprung at the hounds, and her crew, not expecting to be called on again, had done nothing to prepare for another race, while her sailing-master, Nelson Comstock, was *hors de combat*. Hands from Dauntless were sent aboard Columbia to help her crew, while Andrew Comstock, sailing-master of Magic, and brother of Nelson, was selected to sail the vessel. Besides, there was an array of amateur talent on board, including B. F. Osbon, editor of *The Nautical Gazette*, Lester Wallack, the actor, and Henry Steers, brother of George Steers, designer of the America. It is interesting to note under what conditions and by whom the vessel was sailed that day, as this is the only race in more than fifty years of sailing for the America's cup in which the American vessel lost. The sailors on Columbia attributed the loss of the race to "too many amateurs."

The wind from the start was fresh from the southwest. Columbia lost three minutes at the start. All the way to the Southwest Spit too much sail was carried on her. In one puff she went down to the sheer poles, and all hands stood by to jump, fearing she would capsize. In another her fore-gafftopsail split. At the Southwest Spit her flying-jib stay went by the board. This caused a delay of six minutes, in consequence of the vessel missing stays, while it deprived her of the use of her flying-jib for the remainder of the race. No accidents befell Livonia, whose rig was heavier than Columbia's, and she led the way to the light-vessel with ease, rounding nearly a mile in the lead of the American schooner. From the light-vessel back to the Hook, Columbia held her own, though she steered extremely hard, with a full mainsail and

THE LAWSON HISTORY

not enough head-sail to give her a proper balance. Had the main-sail been reefed inside the Hook she would have handled better when eased off for the home run. It was not, and in a few minutes the steering-gear broke under the severe strain, the standard holding the spindle of the wheel giving way. The vessel was helpless for some minutes, while with axes her nickel-bound mahogany wheel-box was smashed, in order that a tiller might be rigged. With an improvised tiller the course was again taken, but the tiller worked badly, and troubles increased, through the parting of the maintopmast-staysail sheet. The sail slatted itself into ribbons on the foot before it could be taken in. At 4.59 Columbia gave up the fight, by lowering her mainsail. She proceeded home under easy sail, being beaten by Livonia 15 m. 10 s. This ended Columbia's connection with cup racing.

The summary of the race :

	Start	S. W. Spit	Light-Vessel	S. W. Spit	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
LIVONIA	1.25.00	2.38.00	3.20.30	4.25.55	5.18.05	3.53.05	4.02.25
COLUMBIA. . . .	1.25.00	2.46.00	3.25.45	4.31.30	5.37.38	4.12.38	4.17.35

For the fourth race, on October 21st, the committee had Sappho, Dauntless and Columbia at the line. The former was chosen to sail. Previous to the race Mr. Ashbury notified the committee that he continued the series "without prejudice to my confirmed claim."

The course was twenty miles to windward from Sandy Hook light-vessel. The wind was south-southwest and light at the start, increasing later to a strong whole-sail breeze. The contestants were at the starting-point before noon, accompanied by the schooners Dauntless, Dreadnaught, Columbia and Enchantress, and one excursion steamer. Sappho led at the start by about two minutes, and held this lead until near three o'clock, when the wind freshened, and her speed increased notably. Her topsails were then stowed, and she was snugged down for a hard hammer to windward in the increasing breeze, driving through the rising sea at a remarkable pace, though sometimes buried to the hatches. In one especially strong gust she heeled so far her cockpit filled, and a small boat carried there floated out, and went off to leeward. Steadily increasing her lead on Livonia, the American schooner worked out rapidly on her opponent's weather, and two-thirds to the mark was two miles to windward. This distance was subsequently doubled, and Sappho rounded the mark 27 m. 35 s. ahead of her rival. On the run home she was not driven hard, but increased her lead by nearly 4 m., winning by 30 m. 21 s. The contest was a splendid demonstration of the high quality of schooner racing. The summary :



of THE AMERICA'S CUP

[1871]

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
SAPPHO	12.11.00	4.02.10	5.44.24	5.33.24	5.39.02
LIVONIA	12.12.52	4.29.45	6.17.30	6.04.38	6.09.23

Sappho won by 30 m. 21 s.

The fifth and final race of this series was sailed on October 23d, Sappho again being selected as the cup defender. The fine race of this schooner on October 21st had aroused public interest, which flagged after the first race, and seven excursion boats put out to see the sport. The race was over the New York Yacht Club course, the wind blowing fresh, west by south. The start was from anchor, the vessels having springs on their cables. Livonia's foretopmast was housed, but she set her maintopsail. Sappho had working topsails set. Livonia got the better start, and led until buoy 11 was reached, when Sappho went through her lee, and continued to gain, leading her at the light-vessel by more than twelve minutes. Following is the summary :

	Start	S. W. Spit	Light-Vessel	S. W. Spit	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
SAPPHO	11.21.00	12.15.12	1.32.58	3.12.04	3.59.05	4.38.05	4.46.17
LIVONIA	11.21.00	12.16.58	1.45.22	3.34.30	4.25.41	5.04.41	5.11.44

Sappho won by 25 m. 27 s.*

Mr. Ashbury was by no means satisfied with the result of the races, and at the conclusion of the fifth race served notice on the New York Yacht Club, October 23d, 1871, that Livonia would be at the line ready to start "race number six," next day, and that he would sail over the course twenty miles to windward or leeward and return, whether any yacht was there to meet him or not ; also that he would sail again on the 25th, thus making seven starts.

On October 24th Mr. Ashbury sailed Livonia in a private match against Dauntless twenty miles out from the lightship and back. Dauntless won by 10 m. 31 s. Mr. Ashbury claimed that his boat went over the course alone so far as the club was concerned, and that he was entitled to one cup race on this account. He arranged a second race with Dauntless for October 25th, but the weather was so bad that the mark-boat could not go out. Mr. Ashbury claimed that, as there was no boat at the line to meet him, he was entitled to still another cup race, and therefore to the cup, counting his victories as follows : The second race because Columbia rounded the stake-boat on the wrong side, the third race because he beat Columbia, the sixth and seventh races

* This was Sappho's last appearance in cup Naples, who cruised in her and raced her for several races. She was subsequently raced in Europe, and years. She was not seen on this side of the Atlantic after the early seventies.

because no boat was sent by the club to compete. This made, according to his figuring, four races out of seven to his credit. Had his protest been allowed, and had no boat been sent to meet him October 24th and 25th, Mr. Ashbury would have been entitled to the cup. Such a thing, however, was impossible, for in the event of his protest being allowed he would have been met as he desired. The New York Yacht Club made no reply to these claims beyond acknowledging receipt of his letter.

On his return to England Mr. Ashbury reviewed the races *in extenso*, accusing the New York Yacht Club, by letter to the club, with "unfair and unsportsmanlike proceedings," and stating that if he ever came again in quest of the cup he would bring his legal advisers with him. He seemed firmly convinced that the Yankee yachtsmen were too "cute" to conduct races on the high moral plane that existed in England. Mr. Ashbury's letter to the club, referred to above, was laid on the table, and has been there thirty years.*

Mr. Ashbury, before this unpleasant episode arose, had placed in the hands of James Gordon Bennett three cups to be sailed for by vessels of the New York Yacht Club. The club disposed of the cups by the following resolution, which was unanimously adopted:

Whereas, Inasmuch as Commodore Ashbury has charged the New York Yacht Club with sharp practice and unfair and unsportsmanlike conduct in their dealings with him,

Resolved, That they cannot with any respect compete for the cups which were deposited with Commodore Bennett by Commodore Ashbury, to be sailed for by the yachts of the New York Yacht Club, and that the secretary be instructed to return the cups to Commodore Ashbury.

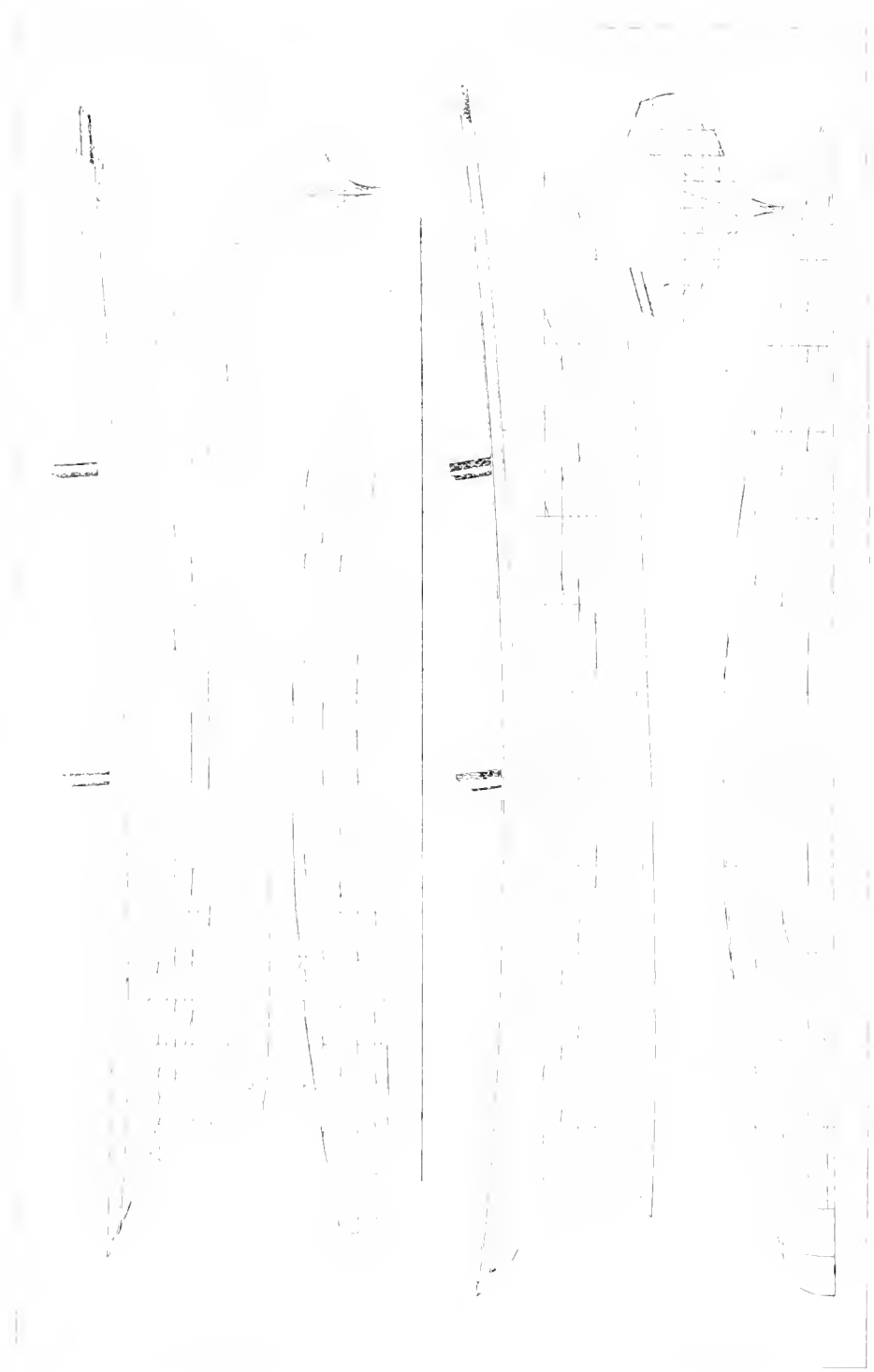
Following this incident Mr. Ashbury issued a pamphlet in England in which he reviewed all the points that had been at issue between himself and the New York Yacht Club. It was written from the standpoint of a man who believed himself wronged by persons whose standing in sporting matters was doubtful.

The New York Yacht Club felt that the pamphlet, being an attack on the club, should not be permitted to remain unanswered,

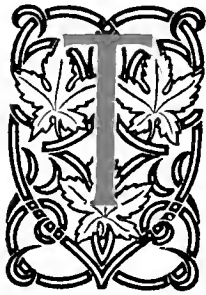
* Capt. Roland F. Coffin, for many years well known as an accurate writer on yachting matters, is authority for a story which illustrates to what ends the bitterness engendered in yachting disputes is sometimes carried. In a volume called "The History of American Yachting" (Cassell & Co., 1887), Capt. Coffin says: "Apropos of Mr. Ashbury, the Havre (France) regatta was sailed July 12th, 1872, and among the entries were the British schooners *Guinevere* and *Livonia*, and the American

schooner *Sappho*. The *Guinevere* was withdrawn, and Mr. Douglas [W. P. Douglas, then vice commodore of the New York Yacht Club], owner of the *Sappho*, at once withdrew her, declining to sail against Mr. Ashbury. He started, however, fifteen minutes after the *Livonia*; came up with her and ran through her lee, and then went over the course, finishing an hour and a half ahead of her."

W. H. S. 1871



CANADIANS TWICE CHALLENGE FOR THE CUP, AND RACE WITH LITTLE SATISFACTION: 1876-81. CHAPTER VI.



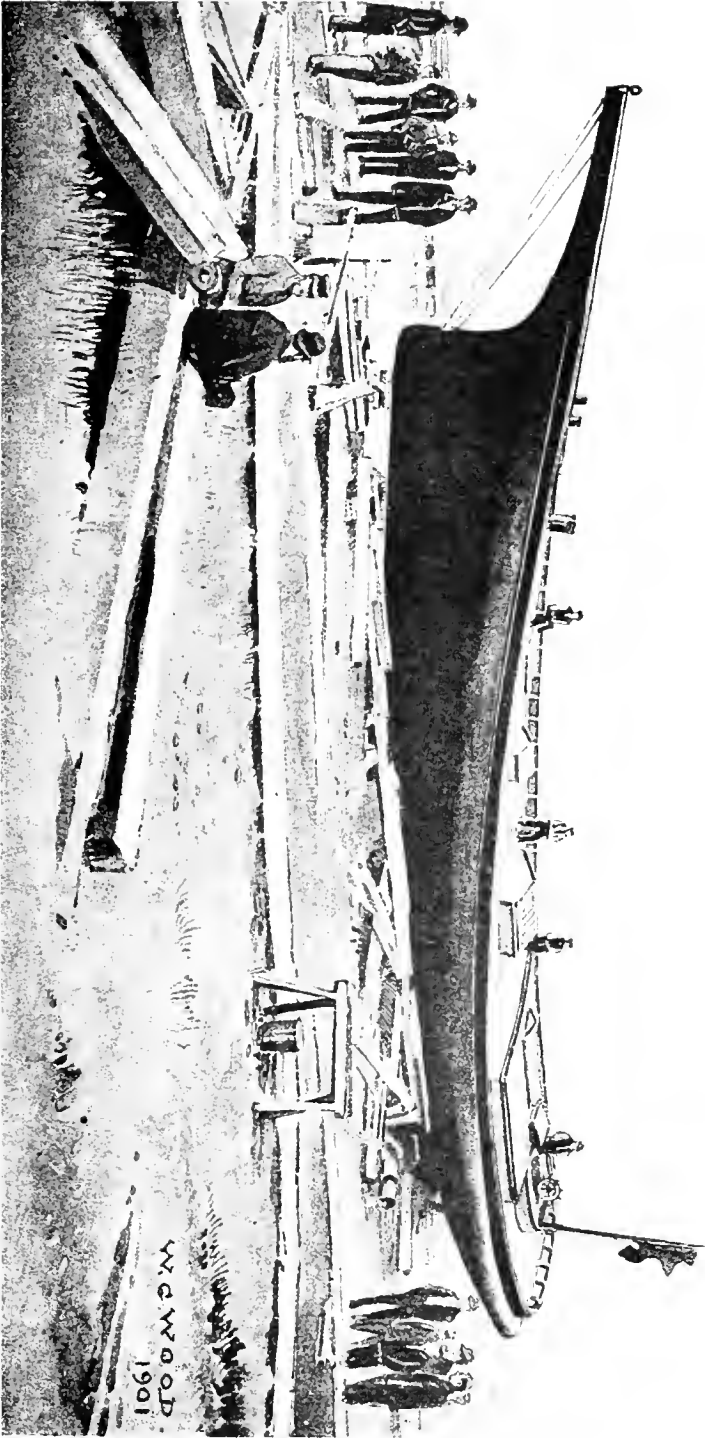
THE experience of Mr. Ashbury, first challenger for the cup, in his second trial, with his schooner *Livonia*, had two immediate effects: it caused a coolness between English and American yachtsmen which lasted for some years, and it taught the New York Yacht Club that a policy of dealing arbitrarily with challengers did not pay.

When, therefore, another challenge came for the cup, in 1876, the club was quite ready to make concessions, and did so in a measure that showed time and reflection to have given it a broader view.

The chapter in the history of the cup which began in the spring of 1876, and ended in the fall of 1881, covers the two weakest efforts ever made to win the cup. The challengers in those years were Canadians, and the events in which they figured may be grouped, as they represent the only Canadian challenges for the trophy. The challenger of 1876, *Countess of Dufferin*, was the last of the challenging schooners, and the challenger of 1881, *Atalanta*, the first challenging sloop. Both were from the inland seas, and were looked upon with not a little contempt by salt-water sailors. Though their performance was not strong, they had their use, for they served to keep alive interest in the cup at a time when the English did not seem inclined to regard the game worth the candle in challenging for it; while the circumstances of the challenge of 1881 led to several changes in the deed of gift under which the club was held by the New York Yacht Club as trustee.

The first Canadian challenge was received in April, 1876, from Major Charles Gifford, vice commodore of the Royal Canadian Yacht Club of Toronto, who was the head of a syndicate or stock company, formed to build the *Countess of Dufferin*. Capt. Alexander Cuthbert, of Cobourg, Ontario, a member of the syndicate, was designer and builder of the challenger, which was in frame at Cobourg when the challenge was sent. Capt. Cuthbert had turned out several models that showed speed, and the Canadians had faith in his ability to produce a vessel fast enough to compete with some show of success for the America's cup.

Major Gifford's challenge was conditional on the six months' notice clause in the deed of gift being waived. As this clause was inserted to give the challenged club time, if it were deemed



W.C.W.O.D.
1901

of THE AMERICA'S CUP [1876-1881]

necessary, to build a defending yacht, and as the club believed a new yacht was not needed to defend the cup in this instance, the six months' notice was waived. The New York Yacht Club also agreed to give the challenger three races. If sailed in July one was to be over the inside course, and one outside, the third to be determined by lot; if in August, the challenger was to be invited to sail in the club cruise, one race should be sailed over the Block Island-Newport course, and one twenty miles to windward and return, the course of this race to be determined by lot.

This was a liberal and sportsmanlike way of meeting the challenger. It left one point in doubt, however, and an important one, for no mention was made by the club as to whether it intended to reserve more than one vessel to meet the challenger. Major Gifford wrote, May 2d, to ask whether the club would, in case of a match, sail one yacht against the challenger, "or one out of four, as in Capt. Ashbury's case, or whether it is to be an open race for all the yachts of the New York Yacht Club squadron."

The club replied that "a yacht would be at the starting-point on the morning of each race to sail the match." This left open the question of how many yachts the club would employ against the challenger, but at a later meeting the club agreed to name their defending yacht in advance, and name but one. This was a most important event in the history of the cup, and another step in the right direction.

The dates set for the races were July 10th, 12th, and 14th. Later these dates were changed, the first race to be sailed August 11th.

The challenger left Lake Ontario in June. Her mainsail was made and bent at Kingston, but was found too large for her mainmast, and at Quebec a new spar was stepped. The yacht left Quebec June 28th, proceeding down the St. Lawrence and around the coast of Nova Scotia under her own sail, arriving in New York July 18th. Flattering notices of her speed were telegraphed from points in the provinces in the course of her passage. She was thus described in a provincial paper while *en route* :

"She is 107 feet long over all, 24 feet beam, and will only draw 6½ feet when in racing trim. Her mainmast is 65 feet and her topmast 30 feet long. She carries a main-boom 55 feet in length, and will spread nearly 4000 yards of canvas. She has plenty of sheer, and is as handsome a yacht, taking her all around, as we ever saw. Her hull is painted black and her decks of a light straw-color. Her internal arrangements are very good; she is 221 tons register, but is so sharp fore and aft as to make her room less available; however, she will accommodate eight in her cabins. Her counters are pared away very much, and her stern over-

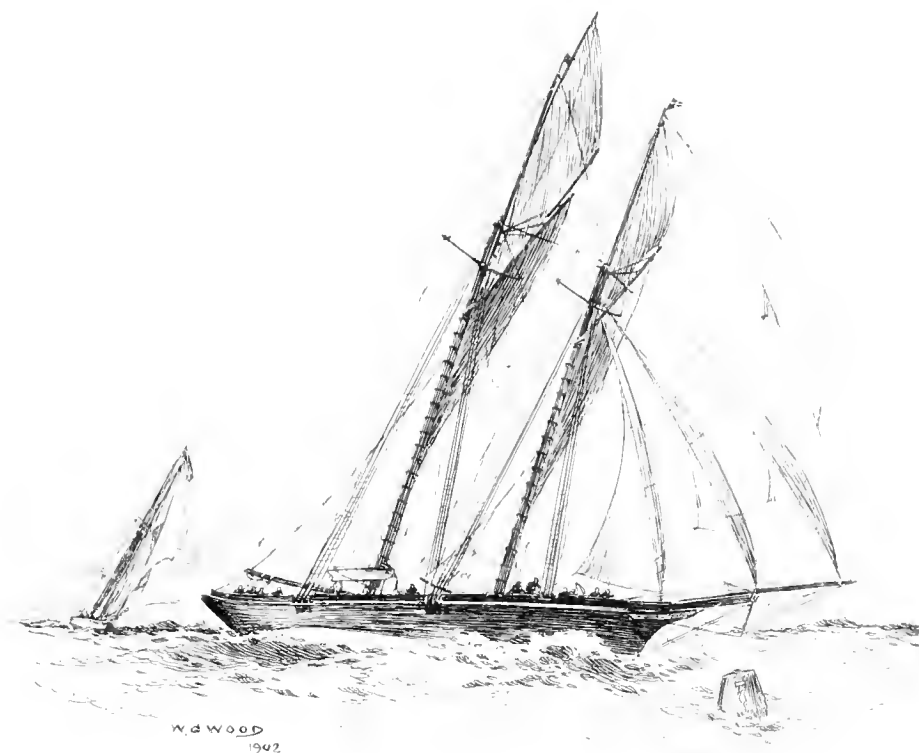
hangs 11 feet. This, with a rakish bow, gives her a dashing appearance."

From such notices as this, and reports of her speed received from seaports in the provinces, New York prepared itself to see a formidable vessel, investing the stranger with those attributes of prowess which defenders of a citadel are wont to attribute to an aggressive foe. It was ever thus in yacht racing, as in other matters of human effort. Romance hangs on every sail in the horizon except our own, says Emerson. But the halo of romance around the Countess vanished when she arrived in New York. The yachting barnacles of the coast jeered at her. She had "fresh water" written all over her, and this, in the eyes of the salts, was a crime. Her sails were said to "set like a purser's shirt on a handspike." Her hull lacked finish, being "as rough as a nutmeg grater," old salts declared, and she had little of the shipshape appearance expected of a cup challenger.

While the shortcomings of the vessel might be attributed in some degree to the natural difference between fresh-water and salt-water style of build, there is little doubt the Countess of Dufferin suffered from hasty construction and fitting out and lack of tuning up. A full summer's work off New York would have been little enough to bring out what was in the vessel. Here was a schooner built in a hurry, on limited means, rigged and fitted out in a rush, and brought from fresh water to salt, which was expected by the men of the coast to present as good an appearance as the perfectly finished craft owned by millionaire club men, manned by experienced sailors, and tried, re-modelled, and fixed over until they were absolutely as good as they could be made. These facts do not change the conditions under which Capt. Cuthbert labored, but they are mitigating circumstances which should have lightened somewhat the weight of ridicule under which he labored from his first appearance on this coast with his challenging vessel. He was an earnest man, and attempted flights which he would not have essayed had he soberly counted the cost.

The Countess of Dufferin was in no sense a national type, and was even less typical of the marine whose flag she flew than was Livonia. Her model was American, the ideas embodied in it having been obtained by Capt. Cuthbert, according to general belief, from a design by P. McGiehan, a boatbuilder of Pamrapo, N. J., who had built a sloop yacht called the Cora for a Canadian yachtsman, which had proved the fastest boat on the lakes. Mr. Cuthbert set about to beat the Cora, and did so with the sloop Annie Cuthbert, which embodied many of her lines. The Countess of Dufferin was an enlarged Annie Cuthbert.

With proper fitting out, and plenty of salt-water sailing to help her in finding herself, the Countess of Dufferin doubtless would



of THE AMERICA'S CUP [1876-1881]

have shown herself better than the average centre-board schooner of her time. She had a fine, clean entrance, but her stern was faulty, with heavy quarters rapidly pared away toward the transom. Her greatest beam was also too far aft of her longitudinal centre. The result was that while she could sail fairly fast in a light breeze when given a good full, she would not "hold on" when pinched into the wind. Her sails were very bad, and on her arrival in New York they were taken off, to be recut by Wilson. Her steering gear and blocks were of American make.

A line on the Countess of Dufferin's speed was obtained before the cup races by her performance in the race started July 27th, 1876, for the Brenton Reef cup, an international challenge trophy presented in 1871 to the New York Yacht Club by Commodore James Gordon Bennett. The course was from Sandy Hook light-vessel to Brenton Reef, off Newport, and back. The America, Idler, Tidal Wave and Wanderer entered, and the Canadian yacht went over the course with them, though not entered for competition for the prize. The wind at the start was fresh south-southwest. In the run to Brenton Reef the Countess of Dufferin beat the America by 8 m. 35 s.

"How she managed to do this," wrote a sarcastic yachting critic of the time, "is a darksome mystery of the deep." She was 30 m. 35 s. behind the Tidal Wave, which was in the lead at the turn. On the start home, a thresh to windward, the Countess "kept sagging sidewise," to quote an account of the race, showing herself weak in windward work. She finished several hours after the Idler, the winner.

After this race Major Gifford asked a postponement of the cup races until the 14th and 15th, in order to give him time to get an entire set of new "balloons," and a new foresail. The request could not be granted, as the club cruise began on the 14th.

In preparation for the races the Countess of Dufferin was hauled out at Port Richmond, Staten Island, and men were set to work planing and otherwise smoothing her underbody, after which she was given a coat of pot lead and grease. All her sails, except her jibs, were either made or recut in New York. Several New York yacht sailors were shipped to augment her crew, and Capt. "Joe" Elsworth, of Bayonne, N. J., a skilful and experienced New York Bay skipper, was engaged as pilot.

The yacht selected to sail against the challenger was Madeleine, owned by John S. Dickerson, one of the smartest schooners in the New York Yacht Club fleet. She was built in 1868 by David Kirby, at Rye, N. Y., as a 70-ton sloop, but was subsequently lengthened, "hipped" and otherwise improved, and rigged as a schooner. After this she was changed several times. In 1876 she was 106 feet over all, 95 feet on the water-line, 24

feet beam, and 7 feet 4 inches draft, with a centre-board. She had a graceful, clean bow, with curving sheer, and a full quarter and stern, with beautiful lines. She had won a reputation by victories over some of the smartest yachts of her time, and was put forward for the cup races with confidence.

Just before the races *Madeleine* was taken out in dock and the copper on her bottom was burnished until it shone like gold. She was in the pink of condition in every respect when she came to the line.

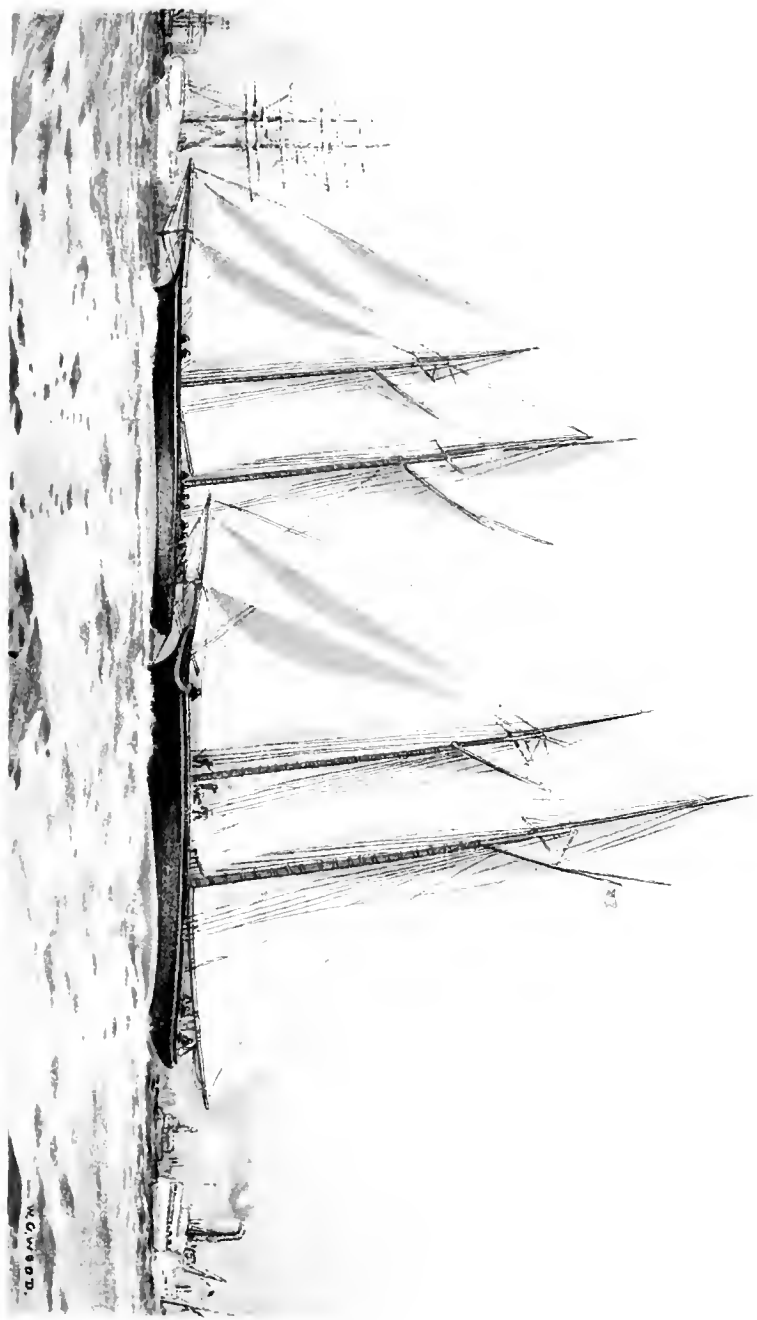
Defender and challenger met for their first race on Friday, August 11th. The day was warm, and there was a moderate breeze from southerly points. The regular New York Yacht Club inside course was to be sailed, from a point off Stapleton, Staten Island, around buoys 8½ and 10 off Southwest Spit, to Sandy Hook light-vessel and return, finishing just outside the Narrows.

Owing to the performance of the challenger in the run to Brenton Reef, the public, which does not always analyze facts presented in a race, had received a false idea of the Countess of Dufferin's speed, and there was considerable popular uncertainty as to what the stranger might do against the *Madeleine*. There was, therefore, a large out-pouring of enthusiasts to see the start of the race, the excursion fleet being dense around the line, and the scene animated.

When the preliminary signal was sounded at 10.55 the Countess of Dufferin was under sail, standing for the line, but sheeting her headsails to windward she lay to for the word. The *Madeleine* lay at anchor with short hawse. She got her anchor at once on receiving the signal, and stood for the line, but came about before the starting-gun, and made a short tack before standing inshore again. Twice both vessels stood for the line ready to cross, but a small sloop yacht being in the way, they were obliged to go about. Finally they came for the line, on the port tack, nearly side by side, *Madeleine* in the windward berth. Unfortunately for the Countess of Dufferin she was obliged to luff to clear a brig anchored to leeward of her course, and in doing so she came near enough to *Madeleine* to be blanketed, thus losing headway, while her rival made for the line, and crossed, under a good spurt, at 11.16.31, while the Countess of Dufferin crossed at 11.17.06, going slowly.

Madeleine was then carrying, in addition to lower sails, a club-topsail at the main, a working-topsail at the fore, and flying-jib. The Countess of Dufferin carried the same canvas, and a jib-top-sail besides.

The first tack of the vessels, toward the Staten Island shore, was necessarily a short one, and in less than two minutes they tacked to starboard, the *Madeleine* setting a working maintopmast-





of THE AMERICA'S CVP [1876-1881]

staysail as she went about. The sail did no good, and was promptly taken in.

The vessels worked down through the Narrows in close company. On reaching open water Madeleine stood over into Gravesend Bay, to avoid the flood tide. The Countess of Dufferin violated a well-established racing custom by not following suit, and kept on over the West Bank, in the full strength of the flood tide, with the result that when the vessels next came into company the Madeleine was a mile to windward. The remainder of the race was a steadily losing stern-chase for the challenger, though outside the Hook, in a freshening breeze from a little east of south, she seemed to sail very fast.

On approaching the light-vessel Madeleine set a club-foretop-sail, and while doing so overstood the mark about five minutes. She rounded at 2.51.52, immediately setting a balloon-jib and an immense maintopmast-staysail, jibing her mainsail to starboard.

The challenger rounded the light-vessel at 2.56.52, keeping her main-boom to port, with her foresail winged out. This did not work well, and the main-boom was jibed to starboard, and the same canvas was set as on Madeleine. The run home was uneventful, Madeleine steadily increasing her lead, and winning by 9 m. 58 s. corrected, and 10 m. 59 s. elapsed time, allowing the Countess of Dufferin 1 m. 1 s. The winner was enthusiastically received at the finish, and the cup was counted safe. The summary of the race was as follows :

	Start	Light-Vessel	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
MADELEINE	11.16.31	2.51.52	4.41.26	5.24.55	5.23.54
COUNTRESS OF DUFFERIN . . .	11.17.06	2.56.33	5.51.59	5.34.53	5.34.53

The second and decisive race was sailed the next day, Saturday, August 12th. The morning was foggy, but by mid-forenoon the sun had burned away the fog, and there was a light air from south-southeast. The yachts not having wind enough to proceed under sail to the starting line at buoy 5, off the Hook, were towed down by the regatta committee's tug, casting off at 11.30.

The course was laid twenty miles to windward, but owing to a change in the wind to S.S.W. after the start, the purpose of making the race a beat out and a run home was defeated.

The preparatory signal was given at 12.02 and the vessels got away fifteen minutes later, Madeleine crossing at 12.17.24, and the Countess of Dufferin at 12.17.58. The schooners America and Wanderer were at the line, and the America went over the course with the racers, being timed through the courtesy of the regatta committee, at the request of Benjamin F. Butler, her owner.

The race was without incident. The contestants wore the same canvas as on the preceding day, and the challenger was led over the entire course. At one time, when standing out from the Hook, she held Madeleine in footing, when given a good full, but she was distanced when pinched on the wind. The challenger was beaten over the course by Madeleine 26 m. 13 s. elapsed time, and by the America 19 m. 09 s. The summary:

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
MADELEINE	12.17.24	5.01.52	7.37.11	7.19.47	7.18.46
COUNTRESS OF DUFFERIN . . .	12.17.58	5.13.41	8.03.53	7.46.00	7.46.00

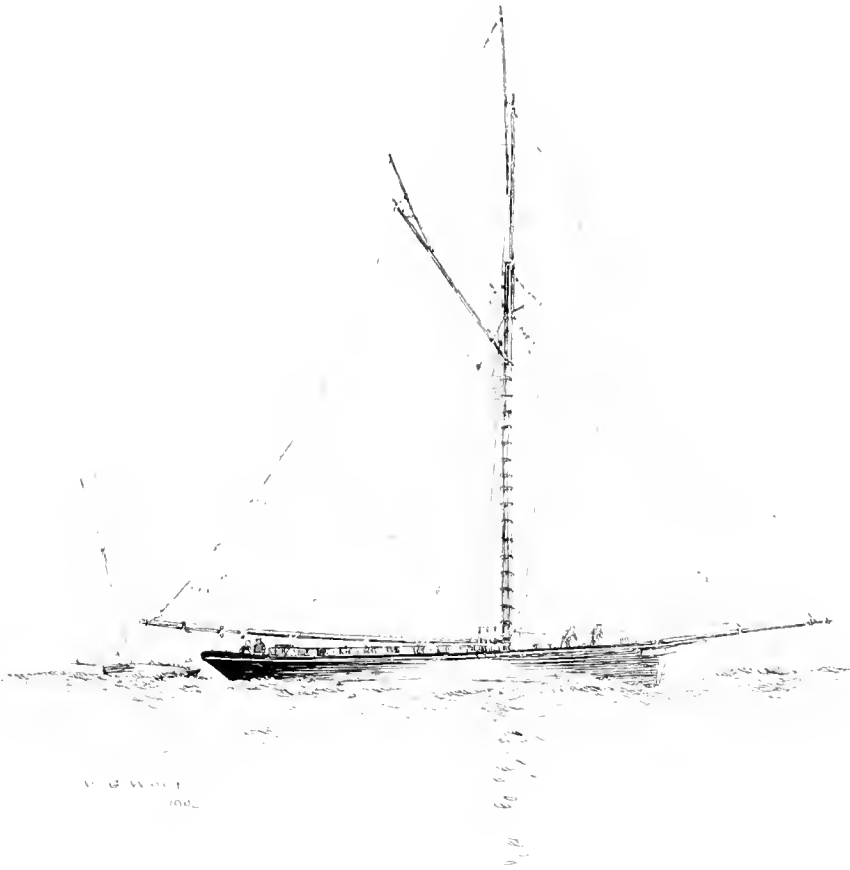
The America's time was: Start 12.22.09, finish 7.49.00, elapsed time 7.26.51. The America made the beat to the outer mark in 1 m. 44 s. less time than Madeleine.

Capt. Cuthbert consoled himself with the thought, which he expressed in words, that he had made as good a showing as Livonia, anyway. He was in a measure right. With Mr. Ashbury's means he might have done better.

Not all Capt. Cuthbert's critics were captious, and at the conclusion of the races it was conceded by many that the speed in the challenger was not wholly brought out by her trials here. "Though not successful as far as the cup was concerned," said a writer in *Forest and Stream*, "the Canadians may congratulate themselves on having produced a remarkably fast yacht, one which, in her first attempt, has done herself no discredit." The same writer also pointed out that throughout the races, as well as in the preliminary negotiations, the bearing of the challengers was marked by "straightforwardness and courtesy."

Financial difficulties followed the unsuccessful challenger. She was invited to sail in the New York Yacht Club cruise, but did not, being laid up at the Seawanhaka Basin, Staten Island. It developed that there were differences between her owners, while Capt. Cuthbert entertained hopes of further support from Canadian sportsmen if he could secure complete control of the boat. It was his purpose to make various changes in her, among others to rebuild her stern, reducing the overhang, to restep her masts, and then to challenge for a series of cup races with her the following year. These plans were set awry by the course of events. Various creditors appeared with claims against the vessel, and after a sheriff's sale of Major Gifford's share Capt. Cuthbert set out in her, in September, for the lakes. The schooner was sold, and afterward enrolled in the Chicago Yacht Club, where she was for many years a leader in her class.

Ambition was not stifled in Capt. Cuthbert's breast by his misfortunes of 1876. Five years later he was heard from again, this



of THE AMERICA'S CUP [1876-1881]

time as a challenger, with the sloop *Atalanta*, of his own design and build, sailing under the flag of the Bay of Quinte Yacht Club, of Belleville, Ontario.

The second Canadian challenge for the cup was as follows :

BELLEVILLE, ONT. May 16, 1881.

Sir: — At the annual meeting of the Bay of Quinte Yacht Club, held on Friday evening, May 6th, the following resolution was adopted by a unanimous vote :

“That this club do issue a challenge on behalf of Captain Cuthbert to the New York Yacht Club, the present holders of the America's Cup, to compete therefore in September next.”

In pursuance of the resolution, the Bay of Quinte Yacht Club hereby for and on behalf of Captain Alexander Cuthbert, a member in good standing of said organization, challenge the New York Yacht Club to sail a match or series of matches as may be mutually agreed upon, for the possession of the Cup known as the “America's Cup” according to the rules of and upon the conditions under which the same is held by the New York Yacht Club. The challenger names on his behalf the sloop-yacht *Atalanta*. In consequence of the season being so far advanced, the Bay of Quinte Yacht Club are constrained to ask that the New York Yacht Club will waive the six months' notice to which they are entitled and name an earlier period for the contest than that which it is their privilege to fix. The month of September is therefore suggested, as above, as a suitable time.

Yours truly,

RICHARD S. BELL,

Secretary Bay of Quinte Yacht Club, Belleville, Ont.

That the New York Yacht Club was still anxious to break away from old traditions was shown by its reception of this challenge. The six months' notice was waived. The America's cup committee of the club addressed the flag officers, asking their advice on the point of naming a defender. To their communication they received the following reply, which is worthy of preservation :

June 12th, 1881.

TO W. KREBS, J. F. TAMS, AND R. CENTER, COMMITTEE ON AMERICA'S CUP :

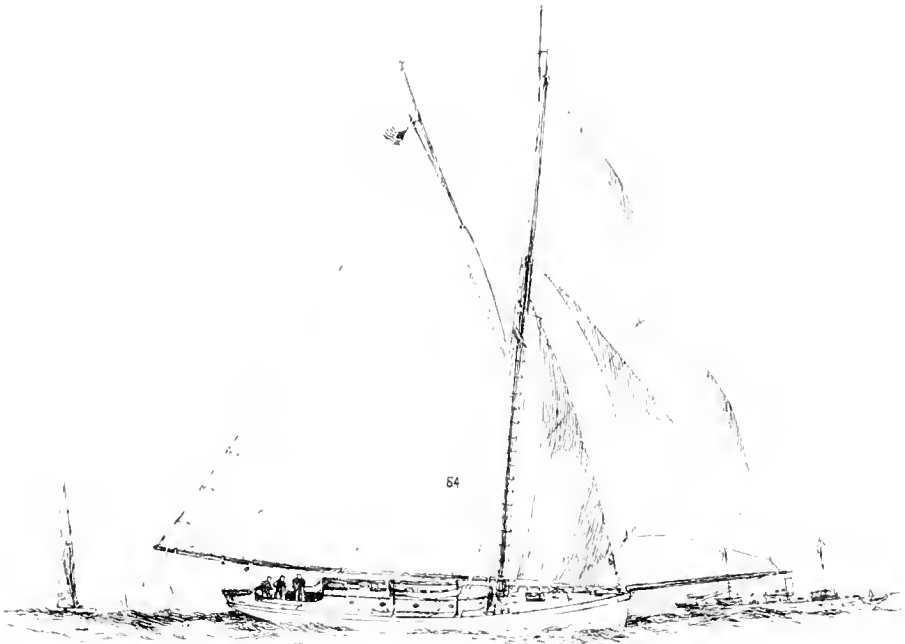
Gentlemen, — Referring to your communication of the 11th inst., we desire briefly to state that in our opinion every opportunity should be offered for a most impartial contest for the America's cup. In this view we sincerely trust that the interpretation of the deed of gift may be so liberal and sports-

manlike as to be beyond cavil. We believe that the vessel named at the start should be the defender of the time-honored trophy in the series of races.

JOHN R. WALLER,
JAMES D. SMITH,
HERMAN OELRICHS,
Flag Officers.

The preparations for the contest involved a departure which marked the birth of the custom of building boats specially to defend the cup, though, as events transpired, the defence that year was made by a boat not built for the purpose. In canvassing the list of American boats fast enough to put against the Canadian challenger, the New York Yacht Club decided that the sloop Arrow was the most desirable. She was of David Kirby's build, but being owned by a non-member of the New York Yacht Club, Mr. Ross Winans, of Baltimore, she was not considered available. While the question of buying the Arrow was being debated by members of the New York Yacht Club, Mr. Kirby, hearing of the needs of the club, agreed to build a boat faster than the Arrow. He was given a contract to do so, by the flag officers of the club, John R. Waller, Commodore, James D. Smith, Vice-Commodore, and Herman Oelrichs, Rear-Commodore. The result was Pocahontas. She was a centre-board sloop, 72 feet 6 inches over all, 65 feet water line, 21 feet 6 inches beam, 7 feet 10 inches depth, and 6 feet and 7 inches draft, a typical old-fashioned single-sticker, built from a model whittled out, and scaled by the eye. She presented an inconsistency often noted in rule-of-thumb models, one part of her, the bows, being fine and fair, while another part, the counters and stern, was heavy and crude. She was also over-spurred, and developed no speed, her racing career being confined to three trial races. The first took place October 13th, 1881, the competing yachts being the sloops Gracie, Hildegard, Mischief, and Pocahontas. Hildegard and Pocahontas lost their topmasts, and Mischief beat Gracie. The second trial took place on October 19th, and, Hildegard withdrawing, Gracie beat Mischief 3 m. 49 s., Pocahontas being distanced. Next day Mischief beat Gracie by 14 s., Pocahontas again being far behind. The showing made by this first yacht built for cup defence was a great disappointment to her owners, but they took their ill fortune with commendable philosophy, and Pocahontas was promptly retired, to enter on an unsung career as a cruiser. She is still afloat, and in 1901 was enrolled in the New York Yacht Club fleet, after an absence from the club list of some years.

Gracie, owned by Charles R. Flint and Joseph P. Earle, and Mischief, owned by J. R. Busk, were fast and able boats, the pick



W. G. W. 1901





of their kind, and there was great rivalry between their owners as to which should defend the cup. The honor fell to *Mischief*, notwithstanding her owner, Mr. Busk, though a New York Yacht Club member, was an Englishman, and not a naturalized citizen of this country. The committee did not consider this circumstance ground for barring *Mischief*, being influenced in its choice of the boat by the fact that she had to allow the challenger only about three minutes, whereas *Gracie* would be obliged to concede an allowance of about eight minutes. The selection led to acrimonious communications to the press from the owners of *Gracie*.

Mischief was the second metal yacht constructed in this country, and the first to be used in defence of the cup. She was built of iron, from designs by A. Cary Smith of New York, at Wilmington, Delaware, and was two years old when she defended the cup. She was as fine a sloop as could be found, and a departure from the old type of "skimming dish," having less beam, a straighter sheer, higher freeboard, and a shorter, fuller overhang aft. Her ballast was lead, stowed low in her iron hull. Her lines slightly suggested the cutter, and her rig was a compromise between sloop and cutter. She was the first scientifically-designed yacht employed for cup defence, all the others having been built from models cut in wood. She was a designer's, rather than a builder's creation, and as such led the way to new methods in the creation of cup-defending vessels. She marked a very important point, therefore, in the evolution of American yacht building, and also she indicated strongly the steps we were to take a little later toward the English type of boat, though she was by no means revolutionary, as the *America* had been among racing schooners. Her dimensions were: 67 feet 5 inches over all, 61 feet water-line, 19 feet 10 inches beam, 5 feet 9 inches depth, and 5 feet 6 inches draft, with a centre-board giving a total draft of 16 feet. Her overhang aft was 6 feet 5 inches, her freeboard 4 feet 8 inches forward, 2 feet 2 inches amidships, and 2 feet 11 inches aft. Her cockpit was 9 feet long, and house 30 feet long, 13 feet 10 inches wide, and one foot six inches high. Her mast was 63 feet 6 inches to hounds, boom 62 feet 6 inches, topmast 41 feet 6 inches, and spinnaker-boom 43 feet 8 inches.

Before going into her races with *Atalanta* she was hauled out, and her underbody was sand-papery, holystoned, varnished and pot leaded, until it shone like platinum.

Atalanta, which was launched at Belleville, Ontario, in September, arrived in New York October 30th, via the Erie Canal from Oswego, being towed through by mule power. This sort of voyaging led to changes made in the deed of gift the next year, which made it necessary that challengers should come under sail thereafter, a rule not strictly adhered to at present.

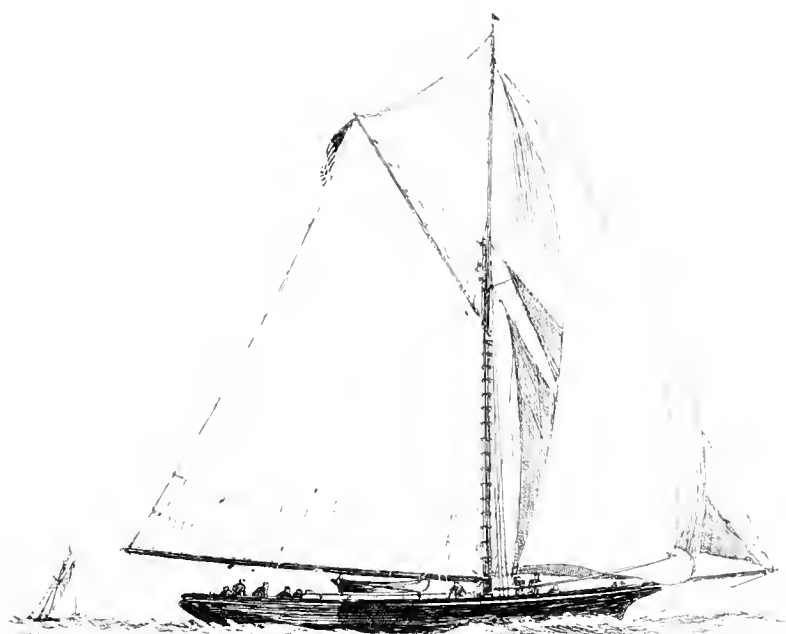
Atalanta, like the Countess of Dufferin, was not in shape for racing. She was over-sparred, with badly setting sails, and her hull was rough. Her crew was composed of amateurs, from the Bay of Quinte Yacht Club. Capt. Cuthbert was again further hampered by lack of funds, the cost of the enterprise having been underestimated. He appears to have made the most of what he had, however, and valiantly set to work in what the Americans believed was for him a forlorn hope. Atalanta's mainmast was cut down, her headsails altered, and as much work was done on her in every way as was possible in the limited time before the date of the races.

The first race was to have been sailed on November 8th, but light wind made a postponement necessary. Both Gracie and Mischief were on hand, a claim of the right to defend the cup being made for each. The committee made its choice of Mischief that day. The race was sailed Nov. 9th, over the inside course of the New York Yacht Club. The weather was unsettled. There was a fog in the morning, and showers, but the wind hauled suddenly to the southwest, clearing the atmosphere, and giving a strong, though puffy, sailing breeze.

Owing to the lateness of the season but few yachts or steamers were at the line to witness the start. Interest in the races was overshadowed by the elections, and there was furthermore a general feeling that Atalanta would make a weak showing against Mischief.

The racers were at anchor near the starting-point overnight, and Mischief was early afield, with club and working topsails set over a whole mainsail, in spite of the puffy weather. Atalanta was a long time getting her anchor, as she carried no windlass, and after getting it she was knocked down by a heavy gust off the land until immersed to the house. She tucked in a reef after this, and Mischief followed suit. Before the preparatory gun, however, Mischief's reef was shaken out, but her topsail was not again spread. She made for the line with the gun, under mainsail and jib, crossing at 11.14.50, on the starboard tack, with a strong move on. Atalanta followed at 11.15.51, under reefed mainsail and whole jib, but, like her rival, with bare topmast. She heeled so far in the puffs which swept viciously up the channel that the judges ordered the captain of their tug to keep near her, fearing she might be knocked flat and need help.

From the start Mischief "walked away" from her rival, which was too heavily sparred for such a breeze. Outside the Narrows the wind hauled to west-southwest, and once free of the land the sloops set their gaff-topsails. The crew of the Canadian boat were very slow in getting theirs aloft. At 12.10 Atalanta essayed a jib-topsail and whole mainsail, like Mischief, but found it more than she could comfortably carry. The reach to the outer mark



W. G. WOOD.
407



of THE AMERICA'S CVP [1876-1881]

was in a smother of foam, the challenger dragging sadly in the heavy puffs.

Mischief rounded the light-vessel at 1.25.25, and Atalanta at 1.38.14, after missing stays in a first attempt at going around. The run home was without topsails. When Mischief passed the Hook, Atalanta was off by Scotland light-vessel.

Gracie went over the course with the racers, and was timed with them, though she started about ten minutes later. Atalanta was beaten by Mischief 28 m. 20¼ s., and by Gracie nearly 40 m. Gracie beat Mischief 6 m. 27 s. The summary :

	Start	S. W. Spit	Light-Vessel	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
MISCHIEF . . .	11.14.50	12.33.12	1.25.25	3.31.59	4.17.09	4.17.09
ATALANTA . . .	11.15.51	12.45.27	1.38.14	4.04.15¼	4.48.24¼	4.45.29¼

The race was described as "a procession, with a first-class chance for a capsizes for the Canadian," and Atalanta was unmercifully scored by the caustic critics who passed on the destinies of yachts for the New York press. She was called a "man trap," and was said to contain "all the bad elements of the New York light-draft sloop," which were numerous enough.

The second and last race in the series was sailed the next day in a strong breeze from west by north. The course was sixteen miles to leeward of buoy 5, off Sandy Hook, and back. The air was clear and bracing, and the breeze as strong as the boats wanted. A close start was made, both boats crossing with booms to port, Mischief at 11.28.17, and Atalanta thirty seconds later.

Mischief boomed out a balloon jib-topsail to starboard, and Atalanta followed suit. There was very little sea, and in the run down the wind Atalanta did better than the day before, holding Mischief very well until her spinnaker-boom snapped, at 1.13, causing the sail to collapse, which led to a loss of power, and therefore of time.

As Mischief neared the mark she settled her mainsail for a single reef, and set a small jib for the beat home. Atalanta sent down her topsail, and prepared to tuck in a reef also. Mischief jibed around the mark at 1.40.14, and Atalanta at 1.42.29. The beat home was a hard one for the challenger, who had to put in a second reef before the finish. It was dark before she struggled up to the line and finished, beaten by 38 m. 54 s. Gracie again went over the course with the racers, beating Atalanta 34 m. 16 s. Mischief beat Gracie 4 m. 38 s. on time allowance, though beaten 8 s. on elapsed time. The summary :

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
MISCHIEF	11.58.17	1.40.14	4.53.10	4.54.53	4.54.53
ATALANTA	11.58.47	1.42.29½	5.35.19	5.36.32	5.33.47

There is little question that had the Canadian sloop been raced under more favorable circumstances as to preparedness, she would have made a better showing. The race was aptly commented upon in *The Spirit of the Times*, as follows :

“The race Wednesday, if race it can be called — amounts to this : Mischief, a tried and proved sloop, confessedly one of the fastest in the world, thoroughly fitted out and equipped, fully manned, and magnificently handled, distanced the *Atalanta*, a new yacht, hastily built, totally untried, and miserably equipped, with sails that misfitted like a Chatham Street suit of clothes, and bungled around the course by an alleged crew, who would have been overmatched in trying to handle a canal boat anchored in a fog.”

This was a little hard on the crew, who were doubtless pretty fair sailors, according to their standard ; but it reflected the sentiment of the day.

Capt. Cuthbert showed that there was good fighting blood in him by announcing at the conclusion of the races that it was his intention to lay *Atalanta* up in New York for the winter and challenge with her again the next spring. His ambition for further attempts with *Atalanta* availed him nothing, however, as a clause in the new deed of gift barred a defeated vessel from challenging a second time until after the lapse of two years from the date of her last races.

Atalanta was taken back to Lake Ontario and there for fifteen years she was raced with success, chiefly under the ownership of W. J. Eyre, of Brighton, Ontario, showing her heels to the fleet in many a hard-fought contest. She was partly burned in 1896. Subsequently she was taken to Chicago and rebuilt, with higher sides and flush decks. She was last heard from in New Orleans.

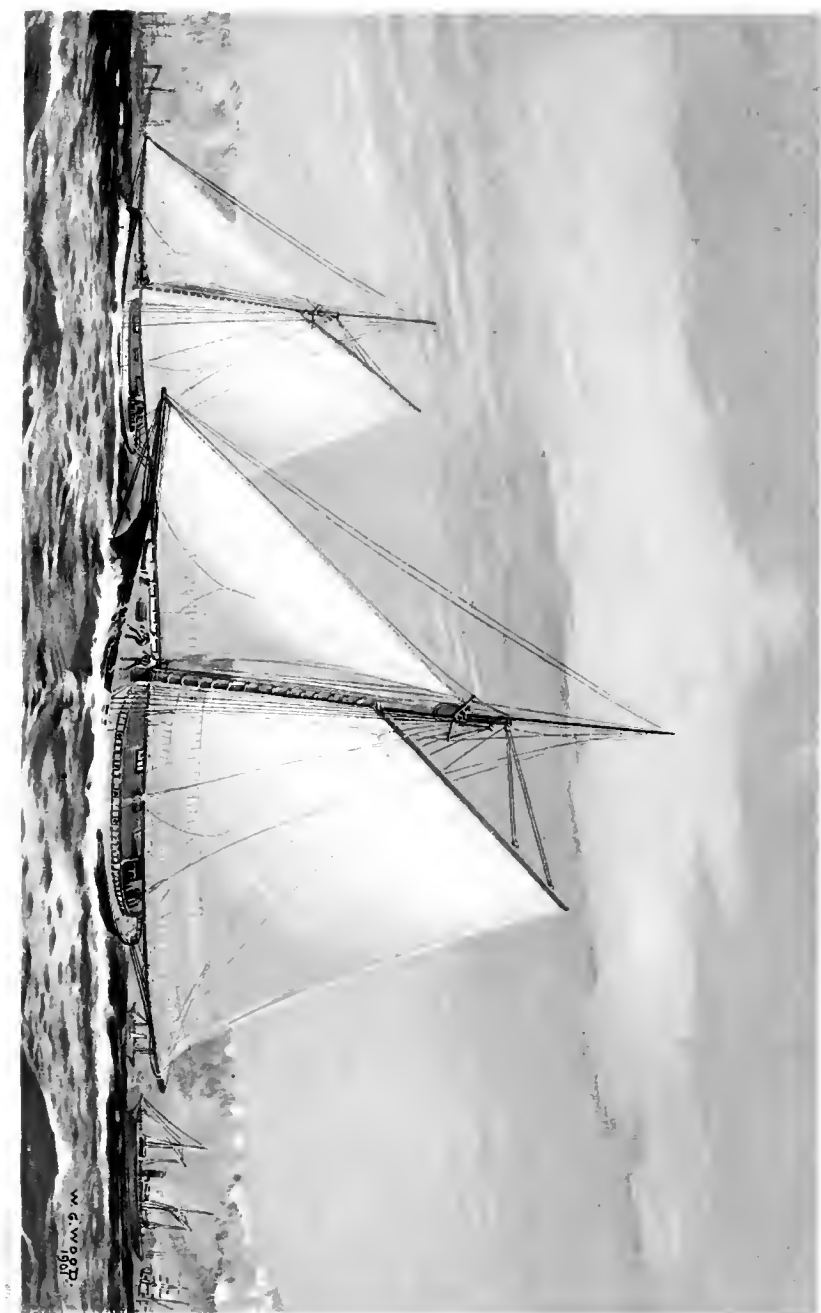
The seeker for historical detail about the two Canadian challengers finds a peculiar paucity of material. The Royal Canadian Yacht Club of Toronto, which the Countess of Dufferin represented, lost all its records, photographs, and prints of yachts in a fire that destroyed its club-house a few years ago, while the Bay of Quinte Yacht Club, which *Atalanta* represented, has gone out of existence. No authentic pictures of the two Cuthbert boats appeared in newspapers or illustrated periodicals in their time, and their models* do not hang with those of the other challengers for the cup in the model-room of the New York Yacht Club, nor have they been preserved in the family of Capt. Cuthbert, now deceased.

* The original model of *Atalanta*, from which Capt. Cuthbert laid down that vessel, was presented by him to Dr. H. A. Yeomans of Belleville, Ontario, just before *Atalanta* started for New York, and is now in Dr. Yeomans' possession. From this model, loaned the authors by Dr. Yeomans, the lines of *Atalanta* were taken for publication in this book, they never having been published before.

The pen picture of *Atalanta* in this history is from a photograph of that vessel loaned the authors

by Lieut.-Col. William N. Ponton of Belleville. It shows her as she appeared in 1886. Her rig then differed from that carried in the cup races of 1881, when her jib-stay set up from the bowsprit end.

The drawings of the Countess of Dufferin given here are from a photograph of that vessel as she appeared on the stocks before launching, which was loaned the authors by Alexander G. Cuthbert of Chicago, a son of Capt. Cuthbert, who follows his father's business as a designer.



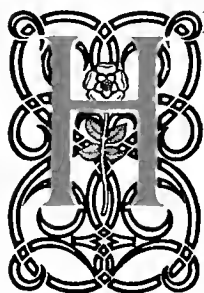


of THE AMERICA'S CUP [1876-1881]

In the somewhat hazy accounts of the Canadian races for the cup which the public reads from time to time, reference is made to Capt. Cuthbert as a builder who wanted an advertisement for his business, and therefore arranged to have the challenges made. This is doubtless true, though, in the light of history in cup challenges, there is in it nothing discreditable. The challenger who preceded him was advertising himself preparatory to being put up for Parliament from the Harwich district, from which he was subsequently elected ; while in these days a challenge for the cup has been known to stimulate trade for the challenger. Capt. Cuthbert handled the straight-edge and the adz, and he was the only man who ever challenged for the cup that could and did himself create with brain and hand a vessel to sail under his challenge. His efforts and motives should be rated accordingly.



ENGLAND SENDS A CUTTER, WHICH IS DEFEATED BY AN EASTERN YACHT CLUB VESSEL: 1885. CHAPTER VII.



HISTORY, in every field of human effort, naturally divides itself into epochs. The annals of the America's cup which ended with the last Canadian races, may be set down as forming the first epoch in its history, in which mistakes were not wanting, but much progress toward better sport was made.

The next epoch begins with the return of the cup by the New York Yacht Club to the only surviving member of the company of original owners, in order that it might be conveyed by him back to the club under a more specific deed of gift. The club believed the original deed, though a simple and direct document, was no longer adequate to cover all the points that had developed in the growth of the sport. For example, it was found it permitted a challenger built on the borders of the United States to be brought to New York by canal, and it did not prevent such a boat from being kept there from season to season for the purpose of challenging for the cup. As the races were to bring out seamanship as well as speed, according to the ideas of both American and English yachtsmen, it was deemed desirable that vessels should come to contend for the cup under their own sail, and not in tow through a canal, or perhaps on the deck of an ocean steamer. The question as to whether challengers should be met thereafter vessel for vessel was deemed an important one to settle forever. These points the new transfer of the cup to the club were designed to cover.

The question of returning the cup to Mr. Schuyler for reconveyance came up after the races of *Mischief* and *Atalanta*.

The club, by resolution, on the 17th of December, 1881, returned the cup to Mr. Schuyler, who, on Jan. 4th, 1882, reconveyed it to the club by a letter of gift, in which the cup was vested in the club as trustee under the following conditions :

Any organized yacht club of a foreign country, incorporated, patented, or licensed by the legislature, admiralty or other executive department, having for its annual regatta an ocean water-course on the sea or on an arm of the sea (or one which combines both), practicable for vessels of 300 tons, shall always be entitled, through one or more of its members,





to the right of sailing a match for this cup, with a yacht or other vessel propelled by sails only, and constructed in the country to which the challenging club belongs, against any one yacht or vessel as aforesaid, constructed in the country of the club holding the cup.

The yacht or vessel to be of not less than 30 or more than 300 tons, measured by the custom-house rule in use by the country of the challenging party.

The challenging party shall give six months' notice in writing, naming the day for the proposed race, which day shall not be later than seven months from the date of the notice.

The parties intending to sail for the cup may, by mutual consent, make any arrangement satisfactory to both as to the date, course, time allowance, number of trials, rules, and sailing regulations, and any and all other conditions of the match, in which case also the six months' notice may be waived.

In case the parties cannot mutually agree upon the terms of a match, then the challenging party shall have the right to contest for the cup in one trial, sailed over the usual course of the annual regatta of the club holding the cup, subject to its rules and sailing regulations, the challenged party not being required to name its representative until the time agreed upon for the start.

Accompanying the six months' notice there must be a custom-house certificate of the measurement, and a statement of the dimensions, rig, and name of the vessel.

No vessel which has been defeated in a match for this cup can be again selected by any club for its representative until after a contest for it by some other vessel has intervened, or until after the expiration of two years from the time such contest has taken place.

Vessels intending to compete for this cup must proceed under sail on their own bottoms to the port where the contest is to take place.

Should the club holding the cup be for any cause dissolved, the cup shall be handed over to any club of the same nationality it may select which comes under the foregoing rules.

It is to be distinctly understood that the cup is to be the property of the club, and not of the owners of the vessel winning it in a match, and that the condition of keeping it open to be sailed for by organized yacht clubs of all foreign countries, upon the terms above laid down, shall forever attach to it, thus making it perpetually a Challenge Cup for friendly competition between foreign countries.

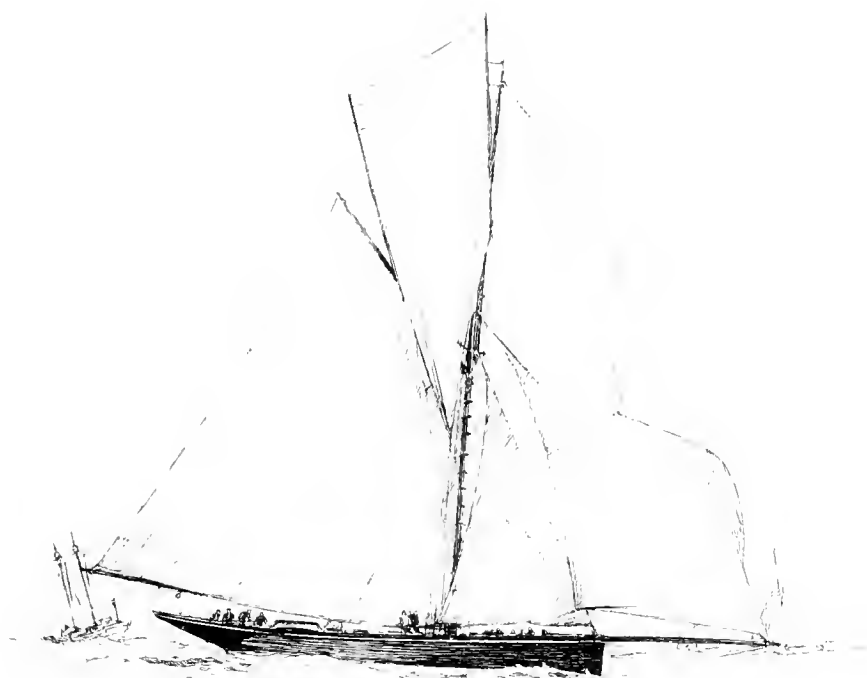
GEORGE L. SCHUYLER.

The principle that the cup was a national trophy was reiterated in this deed, and more firmly set forth than in the deed of 1857, as will be seen by paragraph next to the last in the conditions. The strong national interest in the races, and the patriotic sentiment with which the cup was regarded by the American people, left no room for any other condition attaching to its ownership. It was the property of the nation, and the New York Yacht Club was responsible as its keeper. This status of the cup had developed from the four series of challenge races sailed for it since its conveyance to the club in trust in 1857. At that period the general public hardly knew there was such a trophy, and cared little who should hold it. The attempts of Mr. Ashbury and the Canadians to take the cup away from the country aroused such a strong national spirit of contest that the American people came to regard the cup as a distinctly national trophy, in which every patriotic citizen had a right to feel a sense of proprietorship. To such a keen American as George Lee Schuyler, the recognition of this broad fact was inevitable, and with characteristic acumen he again set forth in writing, and more fully than before, that the cup was the trophy of the nation, and that should the club holding it at any time be dissolved, the stewardship should devolve upon some other club.

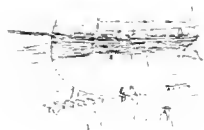
The acceptance by the New York Yacht Club of the cup under the conditions quoted was signalized by a notice sent by the club to every yacht club of repute in the world, enclosing the conditions of the new deed, and inviting foreign yachtsmen to friendly contests for the cup.

English yachtsmen had not forgotten the cup in the years their Canadian brethren were trying to win it, but they were not ambitious to try for it again with a schooner. Cutters represented the best English racing yachts of that period, and the conclusion was arrived at in England that if the cup were to be won, it could best be won with a cutter. The next challenge the New York Yacht Club received was therefore for that type of vessel, and not for one, but two, though three years elapsed after the writing of the deed of 1882 before a challenge was received.

On December 20th, 1884, the New York Yacht Club received notice from Mr. J. Beavor Webb, designer of the cutters *Genesta* and *Galatea*, that a challenge would be sent the club on behalf of both those vessels. On February 26th, 1885, the challenge was sent by Mr. Beavor Webb, acting in behalf of Sir Richard Sutton, owner of the *Genesta*, representing the Royal Yacht Squadron, and Lieut. William Henn, R. N., representing the Royal Northern Yacht Club. The challenger asked that the races with the *Genesta* be sailed between August 20th and September 1st, 1885, and, if that boat was unsuccessful, those with the *Galatea* before September 17th, the races to be three in a series, the yacht



W. G. WOODS.
1892.





winning two out of three to be declared the winner. The request was made that the defending yacht be named prior to the day of the first race ; that the races be sailed over an ocean course "free from tides and shallow water" so far as practicable, and that time allowance be figured "by the mean of time" ascertained by the New York Yacht Club and English Yacht Racing Association methods of measurement. The challenger suggested that Mr. George L. Schuyler act as referee in points of difference, and named as his representative Dr. J. McG. Woodbury of the Seawanhaka-Corinthian Yacht Club.

A challenge for two vessels at one time was a new condition in cup-racing events. The New York Yacht Club met it in a satisfactory manner by promptly accepting the challenge for Genesta, and, on June 16th, provisionally accepting that for Galatea, which would be met the following year, in the event of Genesta being unsuccessful.

Arrangements of details for the match with Genesta progressed smoothly, the only serious point of difference, that of the method of figuring time allowance, being decided by Mr. Schuyler as referee, who ruled that the New York Yacht Club method should be employed, on the principle that the rules of the club in possession of the cup should always govern measurement for time allowance. The New York Yacht Club method was then embodied in the following formula adopted in 1882 : *

$$\frac{2 L. + \sqrt{S. A.}}{3}$$

The members of the America's cup committee appointed to act in the Genesta races were: Philip Schuyler, J. F. Tams, C. H. Stebbins, Jules A. Montant, Joseph R. Busk, and George L. Schuyler. The courses decided upon for the races were : One

* Various changes have been made in measurement rules since the beginning of racing for the America's cup. The English rule in force when the America won the cup was based on a formula which took the length of the keel, less the beam, multiplied by the beam and then by one half the beam, and divided by 94, which gave the cubic contents of the vessel. In 1871 the American rule was to obtain the cubic contents of the vessel's under-water body. This was soon followed by a rule to take the cubic contents of the hull below the lowest point of freeboard. This gave way to the rule of 1882, that held until the advent in 1891 of Gloriana, followed by similarly designed vessels, which sailed when heeled on a greatly increased immersed length that could not be taxed under the then existing rule. The present rule therefore was devised, under the following formula:

The square root of the sail area plus the length, divided by two, equal racing length.

The measurement is obtained on single-masted

vessels as follows : A base line is taken from a point midway between the jib-topsail stay and the jibstay on bowsprit, in a straight line to the end on the main-boom, plus the excess of the length of the gaff, (measured from after side of mast to end,) over 80 per cent of topmast measured from hounds to lower side of sheave of topsail halyard-block. The base line shall be modified in any case where the spinnaker-boom measures more than the distance from the fore side of the mast to the forward point of base line, the excess to be added to the base line. A perpendicular line is taken along the after side of the mast from the under side of the sheave for gaff-topsail-halyard to the upper side of boom when resting on the saddle or lowest part of gooseneck. To obtain the estimated area multiply the base by the perpendicular and divide the result by two. Length is the length on the water-line exclusive of any part of the rudder or rudder stock, and is to be taken with crew aboard, and grouped amidships.

over the inside course, thirty-eight miles ; one over a triangular course, forty miles, and one twenty miles to windward or leeward, off Sandy Hook ; time limit to be seven hours ; the dates to be between the 1st and 16th of September. The committee agreed to name the defender one week before the races, reserving the right to substitute another boat should the defender be disabled. Both defender and challenger were to be allowed time for repairs in case of accident.

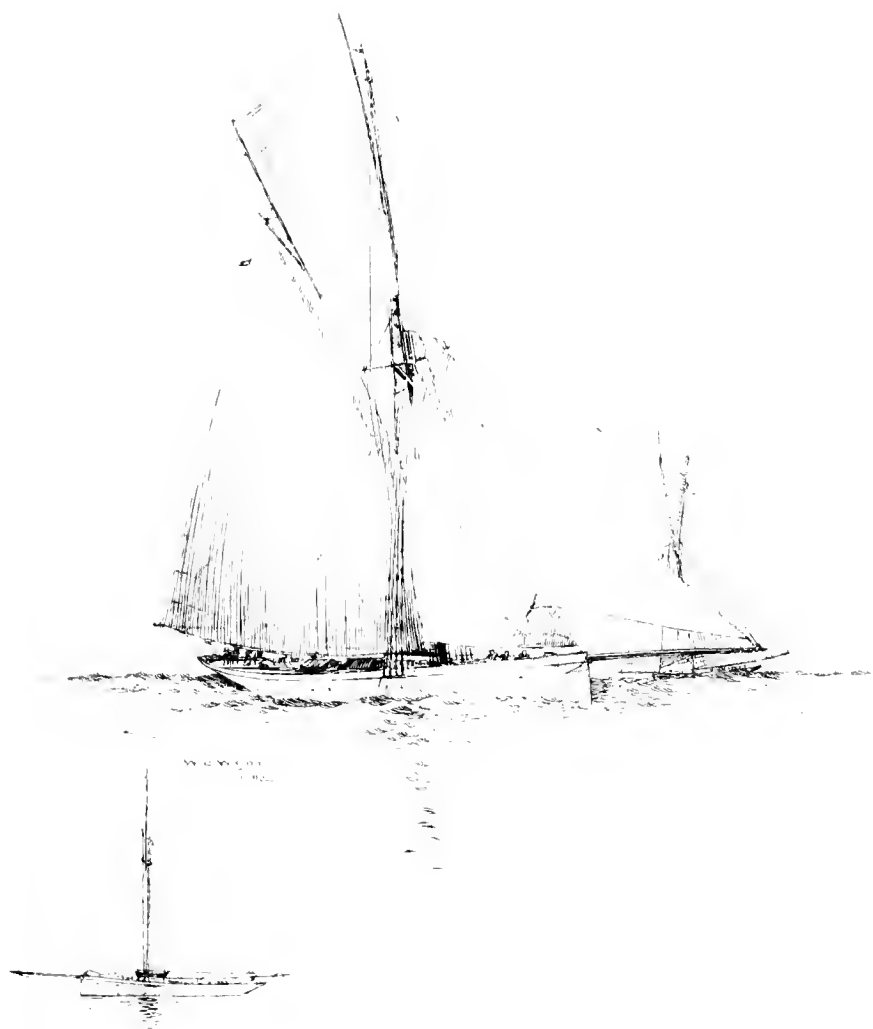
Several months' correspondence was required to settle all these points, but there was no departure in it from the highest degree of courtesy and consideration on the part of both challenger and challenged. In fact, the relations of the New York Yacht Club and the owners of both *Genesta* and *Galatea* were notably courteous, and form a bright page in the record of the sport.

Great public interest was shown in the challenges for the cup in the spring of 1885. The cutter type of yacht had made a deep impression on the minds of American yachtsmen, who at first watched it from afar, then sought to view it at closer range by building or importing small cutters. Our "skimming-dish" sloops were not good rough-weather boats, while cutters were. Time was to work out a combination of the two, and the first steps in that direction were taken when Mr. Robert Center and A. Cary Smith designed, from the lines of the famous English cutter *Mosquito*, built on the Thames in 1848, an iron yacht; which was built at Chester, Pa., in 1871, and called *Vindex*. This vessel was not only the first iron yacht built in this country, but was the first to be laid down here entirely from drawings, as well as the first to contain distinctly cutter features. She was 63 feet overall, 56 feet water-line, 17 feet 4 inches beam, 7 feet 6 inches deep, and 8 feet 10 inches draft, with a keel. Her forestay ran to the knight-heads, and her jibs were set flying. She was not a fast boat for racing, but was an excellent cruiser, and able in strong weather, especially to windward. She lasted more than a quarter of a century, being broken up in 1899.

In 1876 Mr. John Hyslop of New York designed and built a boat called *Petrel*, which was also a departure from the sloop. She was 32 feet overall, 8 feet beam, 6 feet deep, and 4 feet 6 inches draft. She carried four tons of ballast inside.

The next boat of cutter type constructed in this country was *Volante*, built from the designs of Commodore Robert Center by John Mumm of Brooklyn, in 1877. She was 45 feet long, 12 feet beam, and 7 feet draft. She was cutter rig, and was rated as a cutter, though she might well have been called a deep sloop.

Here it may be well to define the difference between the cutter and sloop. In the ninety-footers of to-day there is no dif-





ference, so completely have the two types been merged ; but the difference in the original types was marked. The cutter was a deep, narrow and wall-sided keel boat, with a short mast set well aft, tall topmast, reefing bowsprit that could be hauled inboard, double jibs and a loose-footed mainsail, not laced to the boom. Her jibs were set flying. The sloop was wide, with flaring sides, of shallow draft, with centre-board ; her bowsprit was fixed and longer than the cutter's, her mast taller, and stepped farther forward, her mainsail was laced to the boom, and her single headsails was hoisted on a stay.

The first perfect cutter built in this country was Muriel, designed by John Harvey of England, for James Stillman, Esq., of New York, and constructed by Henry Piepgras of Brooklyn in 1878. She was 45 feet overall, 9 feet beam, 6 feet 3 inches deep, and 7 feet 9 inches draft, with six and one-half tons of outside lead. The second American cutter was Yolande, built by Piepgras for Mr. Roosevelt Schuyler in 1879. She was 32 feet overall, 25 feet water-line, 7 feet 6 inches beam, and 5 feet deep, and carried 8700 pounds of outside lead.

These vessels were at first considered lightly by all but their partisans. In 1881, however, there came to New York a cutter that caused American yachtsmen to open their eyes. She was Madge, owned by James Coates, a thread manufacturer of Paisley, Scotland. She came over on the deck of the steamer Devonian, in August, and in charge of a capable skipper she won seven out of eight starts that season, being beaten only by the sloop Shadow, owned by Dr. John Bryant of Boston. Madge was 46 feet 1 inch overall, 38 feet 9 inches length on water-line, 7 feet 9 inches beam, and 8 feet 3 inches draft. She was as wet as a half-tide ledge in a sea way, but speedy and handy, and she made a deep impression here.

The enthusiasm aroused by Madge and other cutters that followed her led to the belief, when the Genesta challenge was received, that we had no sloop on this side of the water fast enough to defend the cup against a large, powerful, and fast English cutter.

These circumstances led to a renaissance in yacht-building in the United States that year. Old traditions were jettisoned, radical steps were taken, and American yachting was benefited by a new type of yacht, the forerunner of the deep, fast boats of the present day.

The New York Yacht Club, recognizing in the spring of 1885 that the cup was in danger, sent out an appeal, in the form of a circular, to all the yacht clubs of the United States, which had considerable significance. It invited any American club with a member or members rich enough to build a possible cup defender,

to come forward with a candidate for cup-defence honors. The circular was as follows :

NEW YORK, May 13th, 1885.

A series of races under the auspices of the New York Yacht Club will take place in the latter part of June or early in July. These races will probably be completed within the period of one week. They will be open to all single-mast vessels of not less than sixty feet in length on the water-line, belonging to any duly organized yacht club in the United States, with the condition that any vessel taking part therein shall be subject to selection by the committee in charge as the representative of the New York Yacht Club in the coming races for the America's cup, the committee reserving to themselves the right of forming their own judgment as to fitness for the purposes in view, irrespective of the actual result of the races.

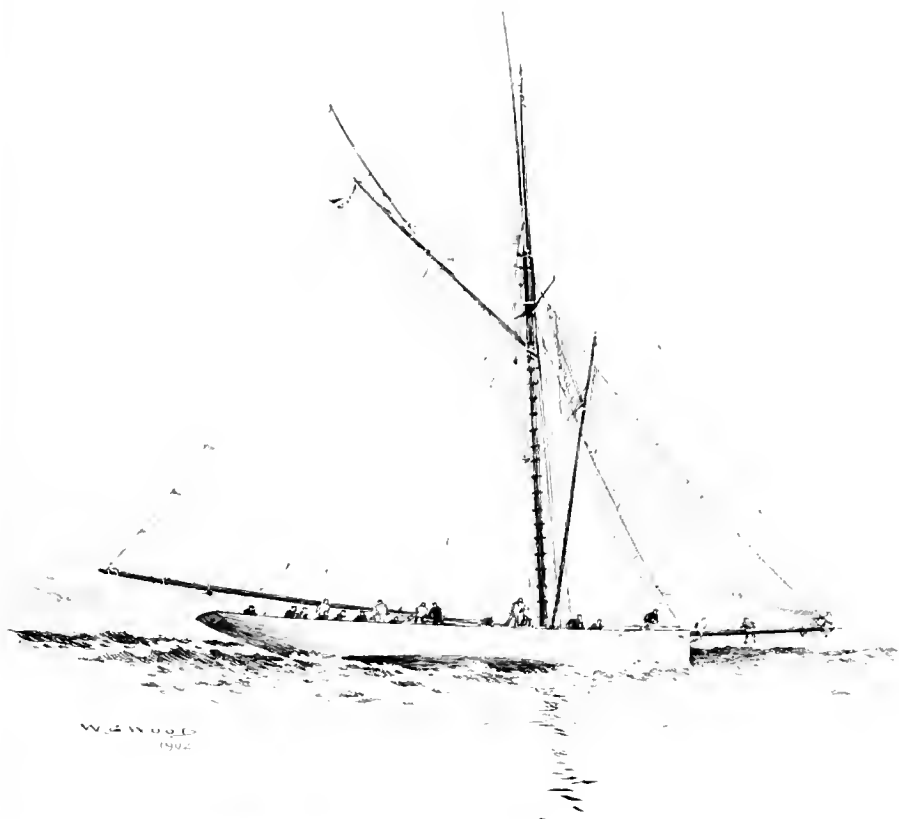
The dates of these races will be fixed as far as possible to suit the convenience of those taking part in them, and owners who intend to enter their vessels are requested to place themselves in communication with the committee as soon as possible, by addressing the secretary of the committee, Mr. Charles A. Minton, New York Yacht Club House, No. 67 Madison Avenue, New York City.

The response to this call was worthy of a maritime nation ready to do battle for leadership on blue water ; and to Boston, the old-time nursery of deep-water sailors and the home of deep-sea ships, fell the honor of building the boat that not only defended the cup, but was to be, in the fullest sense of the term, an epoch-making craft.

The news of the challenge of Genesta had hardly been made public before a party of Boston business men decided to build a vessel for cup defence, to represent New England. The syndicate included Mr. J. Malcolm Forbes, who was to bear the bulk of the expense ; Gen. Charles J. Paine, Mr. William Gray, Jr., Mr. Henry S. Hovey, Mr. William F. Weld, Mr. Augustus Hemenway, Mr. W. H. Forbes, Mr. John L. Gardner, Mr. J. Montgomery Sears and Mr. F. L. Higginson. Messrs. Forbes, Paine and Gray were given charge of the yacht, Gen. Paine* being the active manager.

Edward Burgess was commissioned to design the Boston de-

* Charles J. Paine was born in Boston in 1833, of an old family, was graduated from Harvard in 1853, and prepared himself for a career in the law, but never practised. He served through the civil war as an officer in various volunteer commands, and towards its close received brevet rank of major general of volunteers. He inherited a considerable fortune, which was increased by marriage, and fortunate investments in Western railroads. His yachting experience was gained chiefly in Massachusetts waters.



fender, which was called Puritan. Work on Puritan was begun in March, at the yard of George Lawley & Son in South Boston, and the vessel was launched May 26th, 1885.

Puritan was a radical departure from the old-time American sloop, and a type in herself, combining the beam, power and centre-board of the sloop, with some of the depth and the outside lead of an English cutter. In this respect she was the first vessel of her kind, the pioneer in the combination of American and English ideas which has resulted in the wonderfully fast yachts of the present. She was as far removed from the "skimming-dish" types that preceded her as the racers of the present period are removed from her. She was at that time undoubtedly the fastest American yacht ever built, and events in the racing season of 1885 justified the belief that had she not been built the cup would have gone back to England that year.

The racing dimensions of the Puritan were as follows : Length overall 94 feet ; length on water-line 81 feet $1\frac{1}{2}$ inches ; beam 22 feet 7 inches ; draft 8 feet 8 inches ; length of mast from deck to hounds 60 feet ; length of topmast 44 feet ; length of main-boom 76 feet 6 inches ; length of gaff 47 feet ; length of bowsprit outboard 38 feet ; length of spinnaker-boom 62 feet ; displacement 105 tons ; ballast 48 tons ; sail area 7,982 square feet ; racing measurement 83.85 feet.

The following description of her is given as a matter of record : Her keel was shaped from an oak stick, 56 feet long and 26 inches square. The lead keel was 45 feet long, 2 feet wide, and 16 inches deep. The frames were of the best white oak, spaced 22 inches on the centres. The centre-board, of hard pine, with upper and lower planks of oak, was 22 feet long, 11 feet deep, and 4 inches thick. The five lower strakes of the hull were of oak, and copper-fastened. Above the water-line the planking was of hard pine, $2\frac{3}{4}$ inches thick. On the deck, which was flush, the planking was of white pine, and ran the entire length of the yacht. Her frames were double, except those about the stern-post and stem. The rudder-head was of locust, 10 inches in diameter, the rudder of oak, tapered to $2\frac{1}{2}$ inches. Hackmatack was used for twelve pairs of hanging knees, and yellow pine for deck beams, 8×10 at the mast and $6\frac{1}{2} \times 5\frac{1}{2}$ inches elsewhere. The step of the mast, made of iron, weighed 1,000 pounds, and was bolted to the keel. Attached to the lower plank of the centre-board was an iron shoe weighing 900 pounds, and having a knife edge. The stanchions were made of locust, 16 inches forward and 14 inches aft, and the rail of oak. Companion-ways and skylight were of mahogany. The interior finishing and furnishing was of the best. The main cabin, 16×12 feet, was finished in mahogany and pine, and had two mahogany sideboards, large lounges, and mahogany

posts carved to resemble ships' cables. The ladies' cabin, abaft the main saloon, was beautifully furnished and had every convenience. Two state-rooms, $10\frac{1}{4} \times 6\frac{1}{2}$ feet, were forward of the cabin, and just forward of these was a lavatory. There was a room for the captain, two for the mates, a roomy galley, and a forecastle with iron swinging berths, which accommodated eighteen men. Crucible steel wire was used for the rigging. Messrs. H. Pigeon & Sons, of East Boston, furnished the spars, and Messrs. J. H. McManus & Son, of Boston, the sails, which were of Plymouth duck.

As several members of the Puritan syndicate were prominent in the affairs of the Eastern Yacht Club of Marblehead, Puritan was identified as an Eastern Yacht Club vessel. She was enrolled on the club list in the name of Edward Burgess, Agent, and flew as her owner's signal the flag of Mr. Burgess throughout her first year, both in the trial races in which she qualified as cup defender, and in the cup races themselves, although Mr. Burgess was not a member of the New York Yacht Club. This fact is mentioned here because of a question that subsequently arose as to whether or not Puritan defended the cup under the colors of a non-member of the New York Yacht Club. Mr. Burgess was legally the vessel's responsible owner, as would have appeared had any claim been made against her for damages resulting from accidents at sea, or other causes. He was not a member of the New York Yacht Club, and therefore not amenable to its rules. Gen. Paine, who managed the boat, was a member of the club, and this enabled the club to regard the vessel, for the purposes of racing her against Genesta, as a New York Yacht Club vessel. Had the club so desired, it could have claimed, however, with exact truthfulness, that Puritan was an Eastern Yacht Club vessel, and so long as a non-member was her responsible owner, she was not eligible to sail in a series of races conducted under the rules of the New York Yacht Club. As it best suited the club's purpose to consider her a New York Yacht Club vessel, she was entered by the club for the trials and cup races in the name of Gen. Paine, though her name did not appear as a club vessel in the club book of that year.

The maiden trip of the Puritan was made on the 17th of June, 1885, for the purpose of stretching her sails. Her sailing-master was Capt. Aubrey Crocker, of Cohasset, Mass., who had attracted the attention of Puritan's owners by his skillful handling of the sloop Shadow. The trial trip of Puritan was made on June 20th, 1885, and on this and subsequent trials the result was most gratifying. On the 30th of June she was entered for her first race, in the regatta of the Eastern Yacht Club, off Marblehead; and over a triangular course of 30 miles she led the fleet, and easily defeated the fastest Eastern sloops and schooners.



M. G. M. O. D.
1907



While Boston was producing Puritan, New York was busy turning out another yacht as a candidate for cup-defence honors, to be called Priscilla. James Gordon Bennett, commodore, and W. P. Douglas, vice-commodore of the New York Yacht Club, supplied the money to build her; A. Cary Smith* designed her, and she was built by the Harlan & Hollingsworth Company of Wilmington. She was a centre-board sloop, with hull of iron, and was designed as an improved Mischief. Her racing dimensions were as follows: Length overall 83 feet 3 inches; water-line 95 feet; beam 22 feet 5½ inches; depth of hold 9 feet 4 inches; draft 8 feet 7 inches; length of mast 78 feet; deck to hounds 61 feet 9 inches; topmast 48 feet; boom 77 feet; gaff 48 feet 3 inches; bowsprit outboard 39 feet 7 inches; spinnaker-boom 66 feet; displacement 115 tons; inside ballast 47 tons; sail area 7381 square feet.

Both Puritan and Priscilla sailed in the New York Yacht Club cruise of 1885, and it was here they showed their relative merits for the first time. Priscilla was fast in light weather, but not so good as Puritan in a breeze. In a heavy blow, the 3d of August, Puritan outsailed her 11 m. 40 s., in forty miles, over the Sow and Pigs course, off Newport, winning the Goelet cup. This victory was so decisive that it influenced the America's cup committee in making their selection, after the trial races, of a vessel to defend the cup.

When the first trial race was sailed, August 21st, off Sandy Hook, there came to the line four yachts: Puritan and Priscilla, the cutter Bedouin, and the sloop Gracie, which, it will be remembered, was an unsuccessful candidate for the honor of defending the cup against Atalanta in 1881.

Bedouin was the first and only cutter of the English type that contested for the honor of defending the America's cup. She was a fast and able boat, designed by John Harvey, and built for Mr. Archibald Rogers, by Piepgras, at City Island, in 1882. She was a winner of various trophies, including the Goelet cup in 1883. Her dimensions were: Length overall 83 feet; length on load water-line 70 feet 8 inches; beam 15 feet 6 inches; depth of hold 8 feet 6 inches; draft 12 feet 6 inches.

The first trial race was to have been sailed August 20th, but for lack of wind was postponed to the next day. The course was

* Archibald Cary Smith is the dean of American designers. He is a native of New York, where his father was a minister of the gospel. As a boy he played about Brown's yard when the America was being built. He displayed an eager interest in boat-building, and acquired much early knowledge of its practical side by instruction from Capt. "Bob" Fish, and from W. W. Bates, afterward U. S. Commissioner of Navigation. A career as a marine painter, rather than a designer of vessels, seemed opening to Mr. Smith when, in 1870, Commodore Robert Center interested him in some English designs, which resulted in the designing of Vindex, the first iron yacht built in this country. Mr. Smith's designs now number hundreds, and embrace a variety of craft, from large Long Island Sound passenger boats to small racing yachts. His schooners are distinctive and famous.

THE LAWSON HISTORY

twenty miles to windward from Scotland light-vessel, the wind south, nine knots an hour. Puritan defeated Priscilla, which allowed her 1 m. 14 s., by 11 m. 12 s., corrected time; Bedouin, which she allowed 9 m. 38 s., by 18 m. 46 s., and Gracie, which she allowed 9 m. 35 s., by 35 m. 53 s.

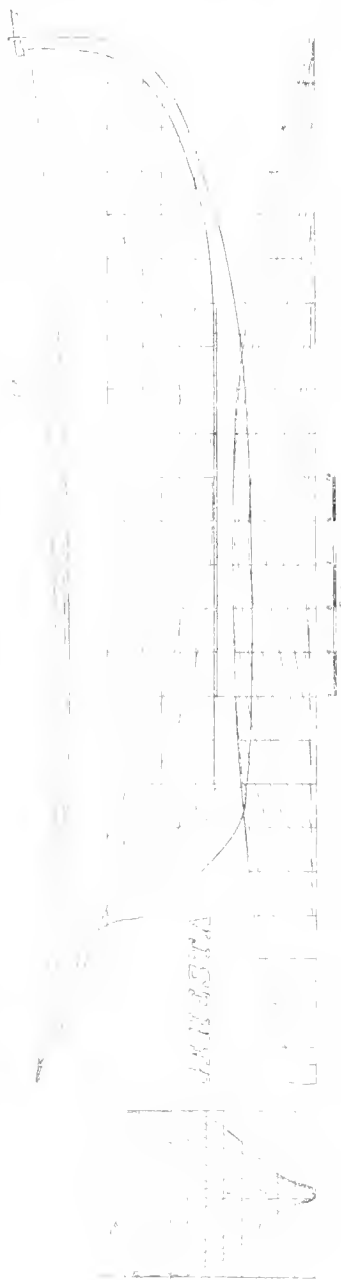
In the second trial race, sailed August 22d, over a triangular course, forty miles long from Scotland light-vessel, wind light S. W. by S., weather rainy, Priscilla defeated Puritan by 5 m. 14 s., Gracie by 29 m. 33 s., and Bedouin by 43 m. 6 s. corrected time.

The decisive race was sailed August 24th, over the inside New York Yacht Club course, in a breeze from S. S. W., seven and a half knots. Puritan defeated Priscilla by 1 m. 52 s., Gracie by 7 m. 22 s., and Bedouin by 13 m. 56 s. Puritan, therefore, was selected on August 30th to defend the cup.

While the trial races were going on, the challenger Genesta was in American waters, having arrived at New York July 16th, under jury rig. She was a typical English cutter of the period, long, narrow, very deep, with low bilges and wall sides, a straight stem, a high overhang aft, long bowsprit, short mast, and tall topmast. She was thus described, from facts supplied by her designer: Length overall 96 feet 5 inches; length on water-line 81 feet 7½ inches; beam 15 feet; draft 13 feet 6 inches; depth of hold, 11 feet 9 inches; length of mast from deck to hounds 52 feet; topmast 44 feet 6 inches; boom 70 feet; gaff 44 feet; bowsprit outboard 36 feet 6 inches; spinnaker-boom 64 feet; total ballast 72 tons; ballast on keel 70 tons; sail area 7150 square feet. She carried a reefing bowsprit. Her racing measurement was 83.50 feet. Her frame was of steel, and she was planked with oak, being the first yacht of composite build to sail for the cup. Keelson, stringers, and strengthening plates were all of steel.

Genesta was a most ship-shape craft. Her deck fittings presented various novelties, and on deck an appearance of lightness and elegance was everywhere noticeable. She had a fine cabin, fitted up lightly and elegantly, a ladies' cabin aft, and spacious accommodations for the captain, crew, and steward. The whole interior length of the yacht was utilized. The hull was coppered to within a few feet of her covering board. Her rigging was of English style, with runners, runner pennants, and runner tackles to brace aft the mast, also preventer back-stays. She carried a mainsail, club- and working-topsails, forestaysail, jib, jib-topsail, balloon-jibs, balloon jib-topsail, and spinnaker, all made by Lapthorne.

Genesta's deck gained in length in appearance from the fineness of her ends, her counter being the narrowest and lightest seen on any cutter of the same size up to that time. The dead-



4



rise of Puritan and Genesta differed greatly, Genesta being wedge-shaped, while Puritan had a fuller and more rounding hull.

Genesta had proven a success from the start, and in thirty-four races at home had won seven first and ten second prizes, defeating at one time or another the best of the cutter fleet, including Irex,* although the friends of the latter believed Irex the better boat. Genesta was sailed by Captain John Carter, an able Wivenhoe skipper. The yacht's sails were carefully watched by her designer in her tuning-up trials off the Hook, and altered from time to time by Mr. Edwin Laphorne, of Laphorne & Ratsey of Cowes, who came over especially to attend to the matter. The yacht was hauled out at Erie Basin, September 2d, and American critics agreed that she was a "slippery customer."

On the date set for the first race, September 7th, there was not enough wind to take the boats over the course of twenty miles to windward and return, within the time limit. The start was made at 1.36 from Scotland light-vessel, and the race was called off about 6, with the yachts near the outer mark, nearly becalmed, Puritan leading by about two miles. The test, though inconclusive, showed Puritan to be the faster in light airs.

On the second trial, September 8th, there occurred an incident rare in the history of the cup races, and, in view of events that followed in a few years, worthy of being commemorated in bronze. There was every prospect of a good day's sailing, with a fine breeze from the southeast, when, in manœuvring for the start, after the preparatory gun had been fired, Puritan, in attempting to cross Genesta's bow fouled the challenger. Miscalculation of distance and the speed of the yachts by Puritan's sailing-master caused the foul. Puritan failed to clear Genesta, whose bowsprit was driven through the American boat's mainsail near the leach-rope, tearing the sail, and carrying away Genesta's bowsprit.

As Genesta was on the starboard tack at the time, the fault all lay with Puritan, and in accord with good racing usage the visitor, being permanently disabled, was entitled to the prompt award of the race. It was here Sir Richard Sutton performed a chivalrous act that distinguishes him among challengers for the cup. He refused to accept the race at the expense of the defending yacht. The scene following the foul, when Genesta's crew were clearing away the wreckage of their bowsprit, is thus described by Capt. Kenealy, who was on the committee boat Luckenbach :

* Irex was built in 1884 for John Jameson, from designs by Alexander Richardson. She was 83 feet 6 inches water-line and 15 feet beam, and was considered a fine example of the narrow cutter. Originally she was fitted with a centre-board, but this was soon discarded. Irex was highly successful in her first season and English yachtsmen believed

she "would to a moral certainty have taken the cup had she been sent out in 1884," to quote a recently-expressed opinion of a London yachting authority. In this view well-informed Americans did not concur, as they believed Irex inferior to both Genesta and Galatea for racing off Sandy Hook.

"The Puritan came over to the Luckenbach and asked for instructions, but the cup committee was consulting and he received no reply. The Luckenbach steamed over to the Genesta and was hailed by Sir Richard Sutton, who asked what was the limit of time for lodging a written protest. He was informed that three o'clock on the following afternoon was the limit.

"Then said Mr. Tams, in behalf of the committee : 'We have ruled the Puritan out ; if you choose to sail the race you are free to do so.'

"What time shall we have ?' asked Mr. Roosevelt Schuyler, who was on board the Genesta.

"The seven hours' limit,' was the reply of Mr. Tams.

"If we go over, what will you call the starting time ?' inquired Mr. Schuyler.

"We will take position now and give the final signal if you intend to go,' rejoined Mr. Tams.

"Will you give us time to rig a spinnaker-boom for a bowsprit ? It won't take us long,' was the next question of Mr. Schuyler.

"But while the committee were deliberating on this point, Sir Richard Sutton put an end to the discussion by saying :

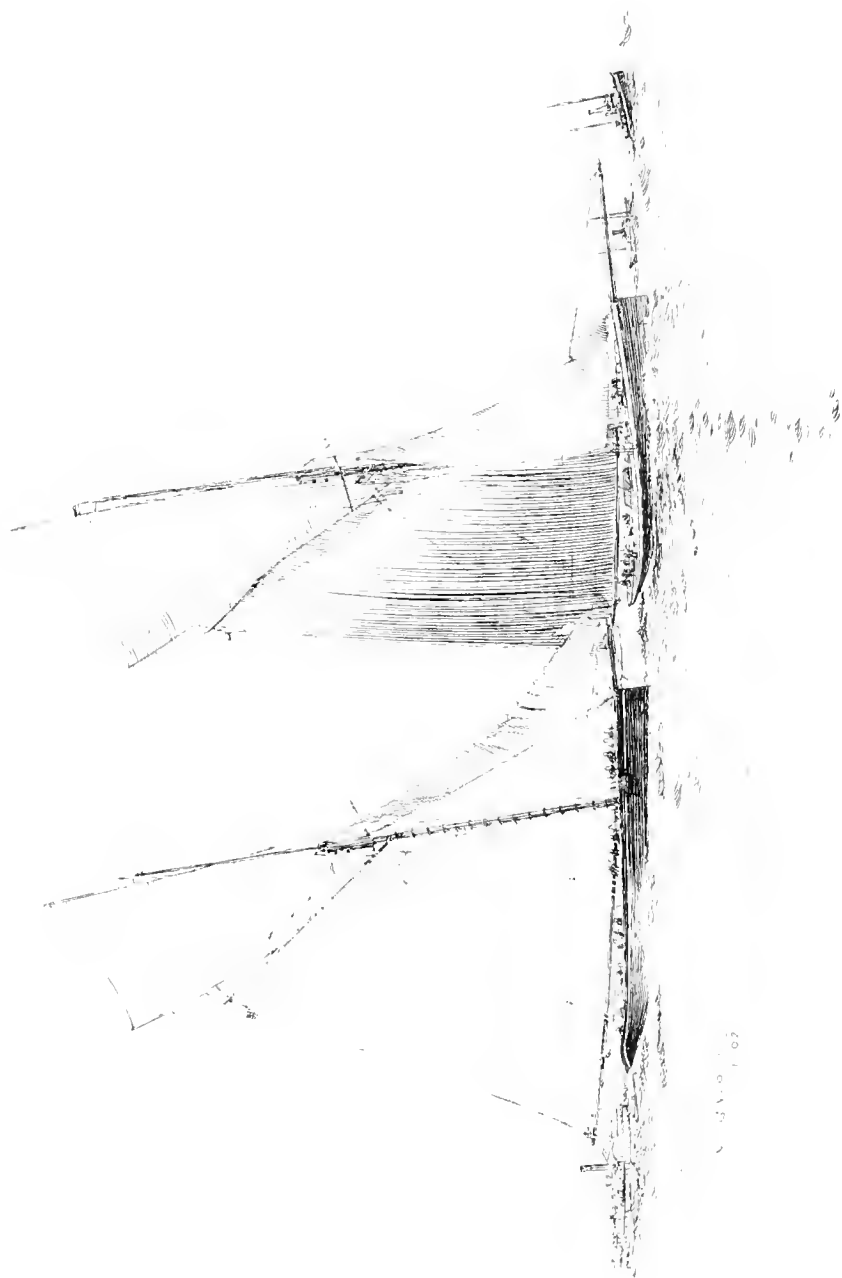
"We are very much obliged to you, but we don't want it in that way. We want a race ; we don't want a walkover.'

"This decision was quite satisfactory to the committee. The Luckenbach took Genesta in tow and dropped her at Staten Island."

The owners of the Boston sloop offered to assume all expense for repairs to Genesta, but Sir Richard Sutton was too generous to accept their offer.

Both yachts were ready to sail again on the 11th of September, when a third trial was made, no race again resulting. The start was at 11.35 in a six-knot breeze E. by N., but the yachts became becalmed, with Puritan ahead by about one and a half miles when at 5.30 the race was called off. A fourth unsuccessful attempt was made to get a race September 12th, but a start could not be made, owing to lack of wind.

A decisive race was sailed on Monday, September 14th, over the inside course, thirty-eight miles, the start being from buoy 18, off Bay Ridge. The wind was southwest, light at the start, and increasing to ten knots. When the starting signal was given, at 10.30 o'clock, the yachts were a considerable distance from the line, and, failing to cross within two minutes, time was computed from 10.32 o'clock. Both boats crossed a few seconds later, Genesta being a short distance ahead, but slightly to leeward. Puritan carried mainsail, club-topsail, forestaysail and jib, and the cutter corresponding sails, with jib-topsail added, though the latter



102

was soon dispensed with. The racers stood on the starboard tack for twelve minutes, during which Puritan made a slight gain by pointing higher into the wind. On the next tack she gained about two hundred feet, and when they again tacked close by the Clifton shore another three hundred feet had been added, while she still held the weather position. On the next tack she caught a six-knot breeze as she passed out of the Narrows, and at 11 o'clock was a good quarter of a mile to the fore. Genesta had in the meantime set her jibtopsail again. In the next half-hour Puritan had increased the lead to half a mile. About this time, however, she lost the breeze almost entirely, and Genesta, holding it longer, closed a gap.

The yachts were sailing lazily, about a quarter of a mile apart, when the breeze returned, and the sloop first feeling its influence, regained a portion of her lost lead. The boats were then under equal weather conditions, and the sloop showed the better speed, being at buoy 9 three-quarters of a mile in advance of her competitor, and an eighth of a mile to windward. At 12.30 o'clock Genesta met baffling winds, had much difficulty in weathering the buoy, and was losing steadily. Puritan had opened a gap of nearly two miles. During the next half-hour the cutter was more favored by the flukes, and closed up.

Off the point of Sandy Hook there was the first indication of Genesta overhauling the Boston boat, and there was great excitement. The latter was in a calm spot, and the cutter came bowling along at great speed.

The anxiety was soon relieved, however, for Puritan, getting a fresh breeze before Genesta had time to close up on her, shot away for the light-vessel at a rate which gave her a firm hold on her lead. The wind then blew ten miles an hour, and both boats carried all sail. It was a beautiful race to the light-vessel, the sloop outfooting the cutter steadily, and standing up better. Puritan rounded the light-vessel at 2.14.54, and Genesta at 2.19.16, the former on the run home passing the latter half a mile to leeward of the mark.

Great demonstration was made on the fleet of excursion boats as each went off on the last half of the race. On the stretch back to buoy 10 the sloop sailed splendidly and every inch of canvas did its work. She gained steadily in the fresh breeze, and when at the point of the Hook led by a mile. Inside the Hook both boats had trouble with the strong ebb tide, and the wind there was found to be not over five miles an hour. Under these circumstances the cutter did better than the sloop; but the latter, on rounding buoy 8½, at 3.32.30, set her balloon jib-topsail, and from that moment to the finish she constantly crept ahead. Genesta rounded buoy 8½ at 3.38.05, and, with spinnaker and balloon jib-topsail set,

THE LAWSON HISTORY

she started after her rival. She flew through the water, but failed to gain on the sloop, which did not set her spinnaker. Puritan crossed the finish line at 4.38.05, and Genesta, which was far astern, finished at 4.54.52. The enthusiasm of the thousands of spectators knew no bounds, and for many minutes whistles shrieked and cannons roared, proclaiming the victory of the American centre-board sloop. The summary :

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
PURITAN	10.32.00	2.14.54	4.38.05	6.06.05	6.06.05
GENESTA	10.32.00	2.19.16	4.54.52	6.22.52	6.22.24

Puritan allowed Genesta 28 s., and won by 16 m. 19 s., corrected time.

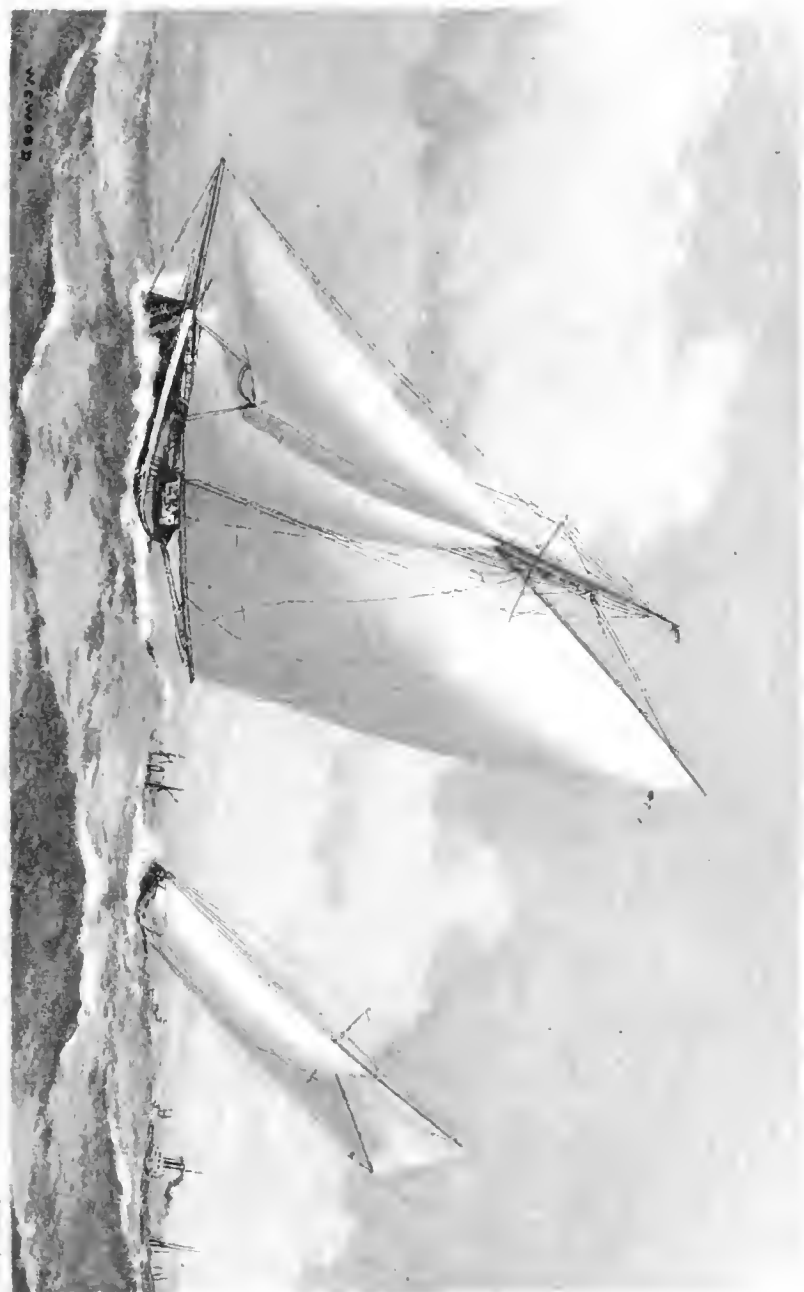
The second race in the series, which proved to be the last, ranks as one of the hardest-fought battles on record in the cup's history. Genesta proved all that had been anticipated of her speed and weatherly qualities in a breeze, and her crew showed themselves to be as fine a lot of seamen as ever crossed the ocean to race for the cup.

The course was twenty miles to leeward from Scotland light-vessel and return. The wind was a piping nor'wester, ten knots an hour at the start and thirty knots toward the finish. To be exact it blew from W. N. W. at the start to N. N. W. in the last half of the race. The course was laid E. S. E. and the preparatory signal sounded at 10.45.

With spinnakers and club-topsails set, Genesta started at 11.05.16, and Puritan at 11.06.01. The sloop, inch by inch, closed up, and at 11.50 o'clock was abreast the cutter. About this time Genesta changed her spinnaker from starboard to port, and the change helped her perceptibly. During the next five miles she slowly gained on the centre-board, which had gone to the front during the shifting of canvas, and at 12.45 o'clock passed to the fore. The visitor continued to excel in speed, and after a magnificent run reached the mark-boat a half-mile in the lead. She rounded at 1.05.30, and Puritan made the turn 2 m. and 6 s. later.

Both started on the beat homeward on the starboard tack, and here the sloop did phenomenal work. The wind had increased to nearly twenty miles an hour, and both continued the fight with whole mainsails, club-topsails, and two jibs. Puritan slowly worked to windward, and when both tacked to port, at 1.22, Genesta's lead had been decreased to a quarter of a mile.

Puritan sent down her topmast at 1.26 o'clock, and Genesta took in her club-topsail at the same time, setting a working topsail in its place which was sheeted home at 1.40. The wind was now squally, and as it increased in force Puritan continued to out-







point and outfoot the cutter. At 2 o'clock both yachts were sailing with their lee rails under water and their decks awash, the wind blowing at the rate of nearly thirty knots an hour; but in fifteen minutes the wind had subsided to twenty knots.

In going about on the starboard tack, at 2.16 o'clock, Puritan showed that she had recovered her loss, and was a mile to windward. Another increase in the wind sent it up to thirty knots an hour, and caused an ugly sea, in which Genesta labored heavily. Puritan here lost some of her gain to windward by the wind hauling to the north-northwest.

Genesta could now make the light-vessel in one close reach of ten miles, and the result of the race became a matter of grave doubt. But Puritan then had the advantage of heading up a trifle higher, while still maintaining a pace equal to that of the cutter; and thus the boats, bow and bow, rushed bravely through the water. It was a most exciting struggle, and the anxiety of the spectators, as the yachts approached the finish line, was intense.

At two miles from the light-vessel Puritan was a trifle to windward and leading by only a few feet. Capt. Carter made a desperate attempt to luff Genesta out on Puritan's weather, but every luff was met by the sloop, which continued to better her windward position as the line was approached, the sea being now smoother, and the wind somewhat lighter. When the line was but a mile away Puritan was so far out on Genesta's weather bow that she could be eased off a bit and still fetch home. She therefore was given a strong full with lifted sheets, and in a splendid burst of speed she made for the finish line, crossing a victor by 2 m. 9 s. elapsed time. There was a memorable demonstration as she finished a winner after such a hard-fought battle, while the honors accorded Genesta were hardly less demonstrative.

The summary:

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
PURITAN	11.06.01	1.07.36	4.09.15	5.03.14	5.03.14
GENESTA	11.05.16	1.05.30	4.10.39	5.05.23	5.04.52

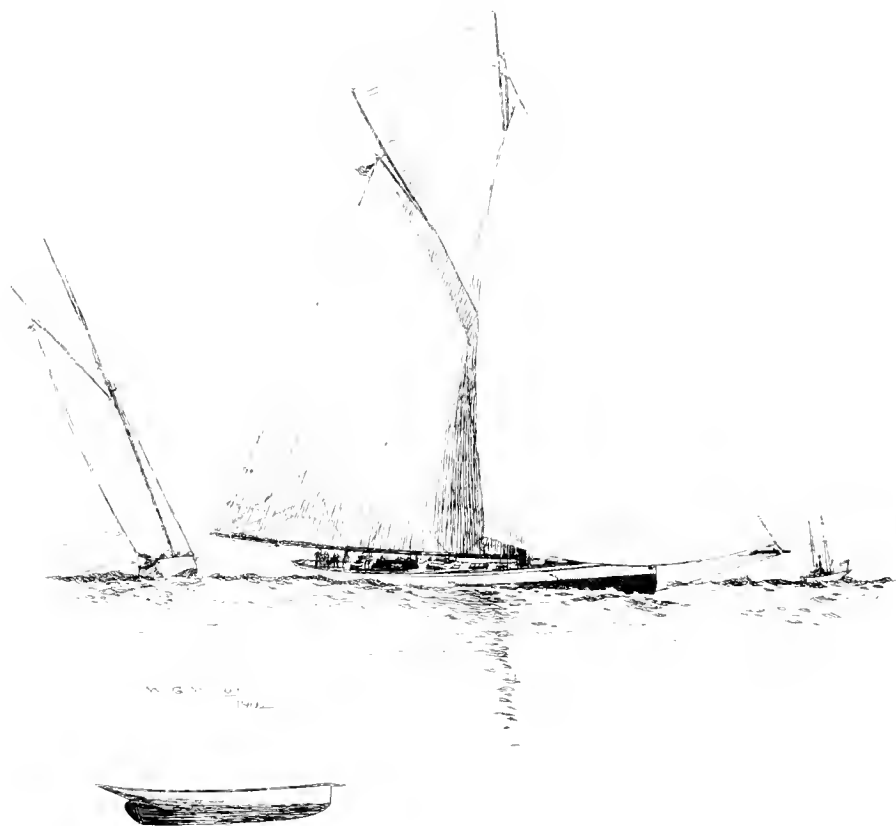
Puritan allowed Genesta 31 s., and won by 1 m. 38 s., corrected time.

The fine showing of Genesta, and Sir Richard Sutton's broad sportsmanship, created a more friendly feeling in this country toward English yachtsmen than had previously existed. We could afford to be generous after beating such a worthy opponent, while the conduct of Sir Richard in the incident of the foul won him the regard of all classes. His health was copiously drunk at a reception given in his honor September 24th, by the New York Yacht Club, and he was made an honorary member of the club.

Before returning to England *Genesta* won three cups. The first was offered by Commodore Bennett and Vice-Commodore Douglas of the New York Yacht Club, for schooners and "single stickers" and sailed for on Sept. 18th, off Sandy Hook. On September 21st and 22d *Genesta* won the Brenton Reef challenge cup, in a race against *Dauntless*, Caldwell H. Colt owner, three hundred miles, from Sandy Hook light-vessel to Brenton Reef and return, the last half in terrific weather. Several of her crew were injured in this race by a sea boarding her. On September 26th she won the Cape May challenge cup, sailing against *Dauntless*. The course was from Sandy Hook light-vessel to and around Five Fathom Bank light-vessel two hundred and sixteen miles. The winds were variable and the time slow.

After this race *Genesta* was stripped of her racing sails and spars, put under jury rig, and on October 8th, 1885, she sailed for England, where she arrived safely after a stormy passage of nineteen days ten hours, nearly the entire voyage being made under close reefs.





MASSACHUSETTS AGAIN DEFENDS THE TROPHY AGAINST AN ENGLISH CUTTER: 1886. CHAPTER VIII.



T the conclusion of the races of Puritan and Genesta, the New York Yacht Club took up the challenge of Lieut. William Henn of the Galatea, and at a meeting held October 22d, 1885, definitely accepted it, fixing the races for the following year. The conditions arranged for the races were practically the same as those in the 1885 series.

Yachting spirit ran high in this country, in view of the showing we had made against Genesta, and it was with confidence that plans were made to meet Galatea. Boston, by tacit understanding, was expected to produce the defender, for the name of Burgess, almost unknown to the general public a year before, was on every tongue when yachting matters were discussed.

Boston was not slow in again entering the lists, Gen. Charles J. Paine placing an order with Mr. Burgess for a boat that should be an improved Puritan. All the expense connected with her building was assumed by Gen. Paine.

The boat was built at the yard of George Lawley & Son, South Boston, and was called Mayflower. In general appearance she was much like Puritan, having the same straight stem and handsome overhanging stern. Her bow, however, was longer and finer, and where Puritan's was slightly hollow Mayflower's was fuller. Most of the changes made were the fruit of Gen. Paine's ideas, skilfully adapted by Mr. Burgess. Mayflower was built chiefly of wood, her length overall being 100 feet. She had the same feature of outside ballast and weighted centre-board as her predecessor. The details of her construction were as follows:

The keel was made of two oak logs, each being originally 60 feet long and 23 inches square. The stern-post was attached to the keel by a knee, to which it was bolted. The centre-board well, cut in the keel, was 23 feet long and 5 inches wide. The oak keel was about 68 feet long, and in its widest part, along the centre-board slot, 56 inches wide on top and 40 inches on the bottom. The frames, forty-nine in number, were all double, except the seven forward and three after cants, that were of oak, as were also the chain-plate frames, which extended in one piece from keel to gunwale. All the frames were mortised into the

side of the keel, and those in the wake of the centre-board were dove-tailed and keyed.

The lead keel originally weighed thirty-seven tons, but this weight was increased subsequently. It was run in three moulds, to conform to the oak keel, the forward piece being about 14 feet long, the middle one about 23 feet long, and the after piece about 20 feet long. Along the centre-board box this mass of lead measured 40 inches wide at the top, and 16 inches at the lowest part. It was attached to the oak keel by heavy bolts of yellow metal. The stem and the stern-post were of white oak. The latter had a rake of 4 feet 3 inches in 9 feet 8 inches.

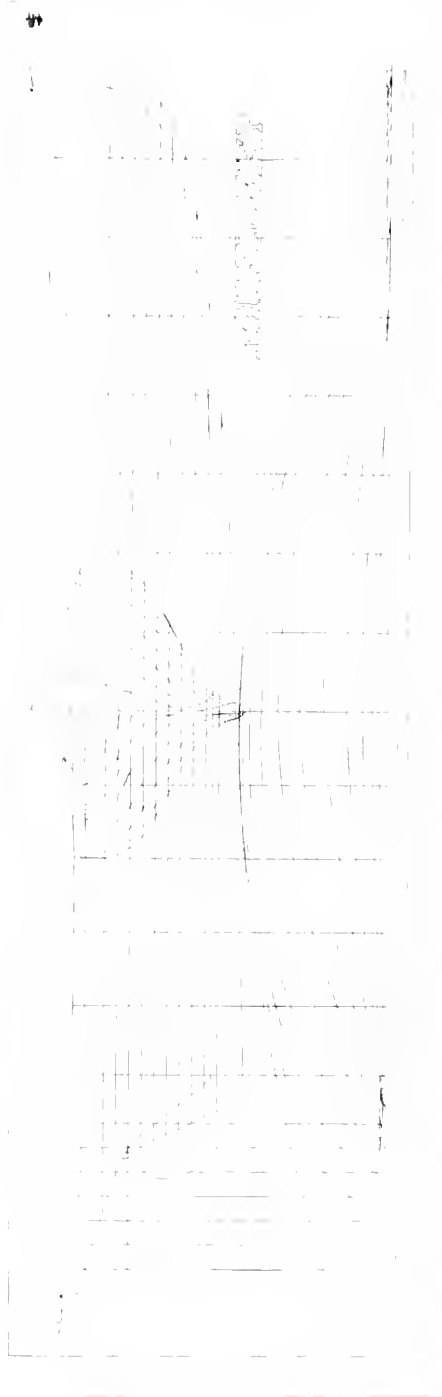
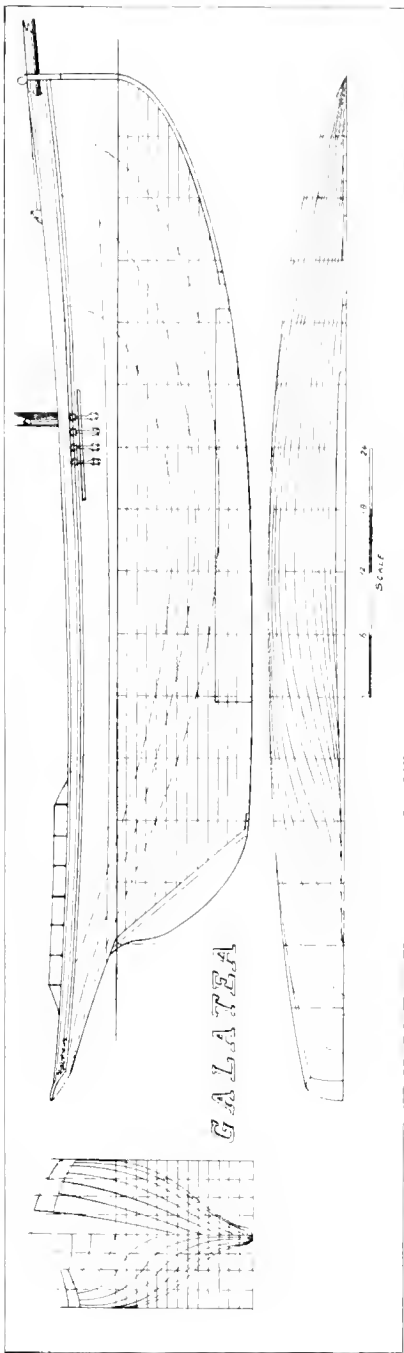
The centre-board was 22 feet long, 10 feet deep, and 4 inches thick. Its lower courses were of oak, and its upper ones of hard pine. Several hundred pounds of lead in the top served to sink it easily. There were twelve iron floor-timbers, six forward and six aft of the centre-board box, which weighed about two tons, and served as ballast as well as to strengthen the vessel. The deck beams were of hackmatack, 6 × 5 inches. The deck was laid in white pine. The bulwarks were also of white pine, the rail of oak and the stringers of yellow pine. The chain-plates were of iron, six in number, three on each side of the vessel.

The main saloon was fifteen feet long, and of nearly the same beam as the yacht, the trimmings mahogany. There was an after state-room, seven feet long, with two berths; on the starboard side, forward of the main saloon, was a large state-room, with modern conveniences, and on the port side, forward, several small state-rooms for the officers. The galley and fore-castle were conveniently furnished and well lighted and ventilated.

The sailing master selected for *Mayflower* was Capt. Martin V. B. Stone, of Swampscott, Mass., an experienced yacht skipper who had sailed the schooner yacht *Halcyon* while she was owned by Gen. Paine.

Mayflower was not an unqualified success at the start, as was *Puritan*, and no boat ever had a more thorough tuning up than she to put her into racing shape. It was in this hard, dogged, preliminary work of preparing a boat for racing that Gen. Paine excelled, and never was his ability made to count more than in *Mayflower*. For a few days after her launching her centre-board could not be put down to its full depth, and this impaired her sailing, while her trim was wrong, and her sails set badly. She therefore lost her first three races to *Puritan*, but after changes were made in her spars, sails and ballast, her board was got to working well, and she had been properly tried, she defeated the old cup defender with ease.

The public, quicker to condemn than to praise, found fault with the new boat at first, and showed little faith in her. But





Gen. Paine and Mr. Burgess had faith a-plenty, though, after the cup races, the designer stated that *Mayflower* never came up fully to his expectations in off-the-wind work.

In the course of her trials off Marblehead, *Mayflower* received a number of hard tests of wind and water. On June 30th, 1886, while sailing with housed topmast, in a nor'wester, she was struck by a squall and sent down to her hatches. Some concern was felt by spectators for her safety, but she came up like a cork, showing herself extremely able.

By the time of her appearance in the New York Yacht Club cruise *Mayflower* was in the best possible racing form. She won the Goelet cup with ease, there being pitted against her the older boats, *Puritan* and *Priscilla*, — the latter altered to correct defects, — and the new sloop *Atlantic*, built as a candidate for cup-defence honors by a syndicate of Atlantic Yacht Club members, consisting of Messrs. Latham A. Fish, J. Rogers Maxwell, William Ziegler, Newbury D. Lawton, and others. It may be recorded here that *Atlantic* did not possess speed enough to make her a serious opponent to *Mayflower*. She was built of wood by John F. Mumm of Brooklyn from designs by Philip Elsworth of Bayonne, (brother of Capt. "Joe" Elsworth) who had built the schooners *Montauk*, *Grayling*, and others. She was the last of the rule-of-thumb sloops. Her dimensions were as follows: Length overall 95 feet 1 inch; length on water-line 82 feet 1 inch; extreme beam 23 feet 2 inches; beam at water-line 22 feet 8 inches; depth of hold 10 feet 6 inches; draft 8 feet 10 inches, with centre-board down 20 feet 6 inches; least freeboard 3 feet 3 inches; displacement 108 tons; ballast on keel 33 tons, inside 9 tons.

With a weak New York boat in the field, and her speed obviously superior to that of *Puritan*, it was a foregone conclusion that *Mayflower* would meet *Galatea*, which yacht fell in with the New York Yacht Club fleet on August 9th, in Buzzard's Bay. She had arrived at Marblehead from England on August 1st, thirty-one days out, having had light weather, and was proceeding in leisurely fashion to New York when she came up with the fleet. Naturally she was regarded with curiosity. Lieut. Henn was on board, with his wife, who had made the voyage with him, and both were very cordially received by the yachtsmen on the cruise.*

* Lieut. William Henn, R. N., was born in Dublin in 1847, his father being a landed proprietor in the County Clare. He entered the Royal Navy in 1860, and served until 1875, when, at his own request, he was placed on the retired list of his rank. His service embraced the Abyssinian campaign, and the war on the slavers of Zanzibar and Madagascar, while in 1872 he was second in command in the expedition sent to Africa to find the explorer Liv-

ingstone, and in charge of the land party which, shortly after leaving Zanzibar, met Henry M. Stanley on his return from his successful quest for the explorer. Lieut. Henn was from his earliest years an enthusiastic and hardy yachtsman, and after retiring from the navy devoted most of his time to the sport, making long cruises, accompanied by his wife. On one of his boats, *Gertrude*, an eighty-ton cutter, he lived for seven years. *Galatea*

To the critics of yachts *Galatea* did not appear as formidable a representative of old England as *Genesta*. She impressed the Americans with being more a cruiser than a racer, and this impression was confirmed by her stay in these waters. She was larger than *Genesta*, and her lines were not so fine. Her career had not been so successful, either. Launched May 1st, 1885, from the yards of John Reid & Sons, Glasgow, she had been raced that season with more or less bad luck, meeting with various accidents, the worst of which was the carrying away of her mast at the deck. She sailed in fifteen races in 1885 without taking a first prize, and in 1886, after being overhauled, and having her ballast placed lower, she took only two second prizes in three starts.

Galatea was built of steel, and her deck fittings, bulwarks and stanchions were of teak. Her steel keel, trough-shape, was run full of lead, holding eighty tons, her total ballast. She had comfortable fittings, and was a trim and ship-shape yacht in every respect, her sides being as smooth as glass. She was painted white for the races. Under the New York Yacht Club measurement her dimensions were as follows: Length overall 102.60 feet; length on water-line 86.80 feet; beam 15 feet; draft 13.50 feet; area of midship section 110 feet; length of mast deck to hounds 53 feet; length of topmast 51 feet; length of boom 73 feet; length of gaff 46 feet; length of bowsprit outboard 37.60 feet; length of spinnaker-boom 67 feet; displacement 157.63 tons; sail area 7505 square feet; racing measurement 86.87 feet.

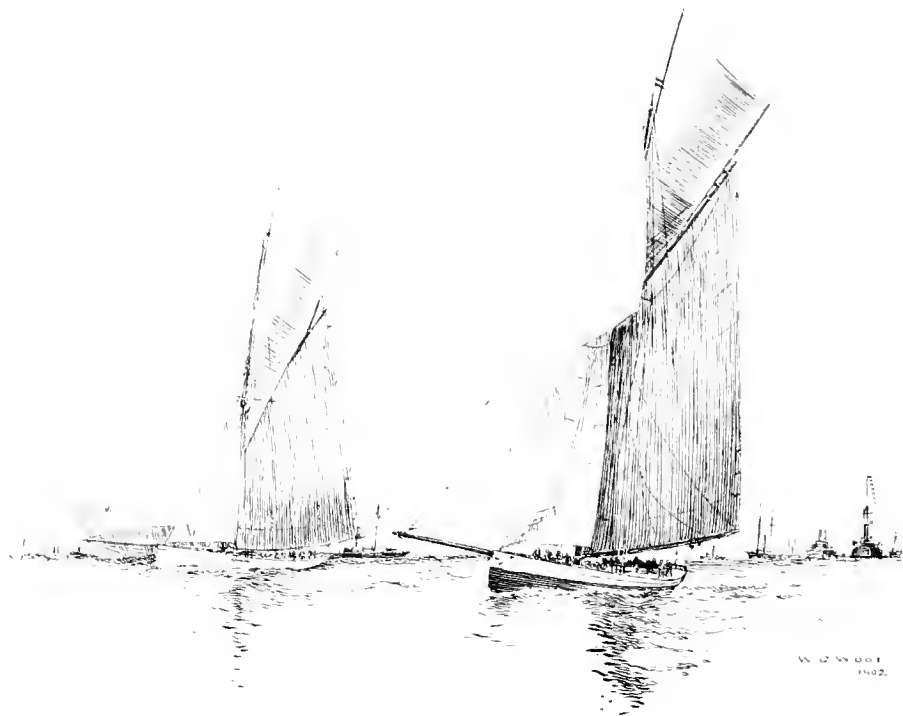
Trial races between *Mayflower*, *Puritan*, *Priscilla* and *Atlantic* were sailed on August 21st and 25th. The first was over the New York Yacht Club inside course, thirty-eight miles, in a light wind from E. S. E. *Mayflower* won by 10 m. 50 s. over *Atlantic*, which she allowed 1 m. 1 s.; by 11 m. 11 s. over *Puritan*, which she allowed 2 m. 26 s., and by 18 m. 29 s. over *Priscilla*, which she allowed 1 m. 12 s. In the second race, fifteen miles to leeward and return from Sandy Hook light-vessel, in a twenty-mile breeze N. N. E., *Mayflower* beat *Puritan* 3 m. 47 s., *Priscilla* 8 m. 1 s., and *Atlantic* 9 m. 43 s. She allowed *Atlantic* 48 s., *Priscilla* 57 s., and *Puritan* 1 m. 53 s.

The America's cup committee of the New York Yacht Club immediately selected *Mayflower* to defend the cup.*

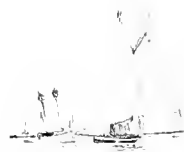
was named for one of the vessels of the British navy in which he served. Lieut. Henn was the most thoroughly versed in practical yachting of any challenger for the cup.

* *Mayflower's* career as a racing and cruising vessel, thus auspiciously begun, was one of continued success. She was rigged as a schooner in 1889, and in this rig has proved a fast and comfortable cruiser. She was owned in 1901 by William

Amory Gardner, Esqr., of Boston. *Puritan* was also changed from a racing sloop to a cruising schooner, in 1896. She was owned in 1901 by Mr. John O. Shaw, Jr., of Boston. *Priscilla* was subsequently rigged as a schooner. In 1901 she was in pleasure service on Lake Erie, being owned by George H. Worthington, Esqr., of Cleveland, Ohio. *Atlantic* was altered to a schooner in 1889. She was owned in 1901 by Wilton Marshall, Esqr., of New York.



W. J. WOOD
1902.



The first cup race was sailed September 7th, over the New York Yacht Club inside course. Both boats came to the line in superb condition. Popular interest was intense, and the public was inclined to believe, at the last moment, that Galatea might, after all, "do the trick." An enormous fleet of excursion steamers, yachts and tugs congregated at the starting-point.

The start was made in a light breeze from the south. In the preliminary manœuvres Galatea secured the better position, and crossed the line to windward, though but one second ahead of Mayflower, going over at 10.56.11, and Mayflower at 10.56.12. Both were on the starboard tack, Mayflower carrying her mainsail, club-topsail, forestaysail, jib and jib-topsail, and Galatea similar sails, except that her jib-topsail was not set. The start was a magnificent one, and was accompanied by a deafening roar of cannon and shriek of whistles from the attendant fleet.

Galatea being to windward, Mayflower made an effort to prevent being blanketed, and soon crept a few feet to the front. The visitor, however, was pointing closer into the wind. As they neared the Bay Ridge shore, the sloop had a lead of two hundred feet, and going about on the port tack, was nearly on even terms. Galatea tacked immediately, and showed herself to be much quicker in stays. In standing toward the Staten Island shore, the cutter was jammed so closely into the wind that she moved heavily through the water, and Mayflower was making a very perceptible gap between herself and her rival. Both were affected by the strong flood-tide which was setting them to leeward, Galatea suffering more than Mayflower. At 11.03.30 the cutter's jib-topsail was run up, but it did not prevent Mayflower from drawing away. As the yachts approached the Stapleton shore they found a large schooner anchored in their path. Mayflower tried to weather it, and by luffing succeeded, but the English boat was obliged to go to leeward of it. Both kept close to the shore, the sloop going about at 11.13.30, and the cutter at 11.14.30 o'clock.

On this stretch Mayflower made a considerable gain. She did not attempt to sail so high into the wind, but under skilful handling kept good headway, and in the light wind did creditable work. Mr. J. Beavor Webb held the tiller of the challenger, and Captain Stone, at Mayflower's wheel, had the assistance of Messrs. Paine and Burgess in questions of judgment. Galatea was being pinched hard to offset in pointing what Mayflower was doing in outfooting her, and was fully a quarter of a mile astern when the latter tacked, at 11.22.20.

Short tacks ensued, Mayflower making fifteen and Galatea sixteen from the start to buoy 10, the sloop then leading fully three-fourths of a mile. Mayflower rounded buoy 8½ at 1.01.51,

THE LAWSON HISTORY

and Galatea at 1.07.07. From this point to the end of Sandy Hook Galatea decreased the gap by holding better to windward against the tide than did the American boat.

In a long reach to the Sandy Hook light-vessel, Mayflower added three minutes more to her lead. She rounded the light-vessel on the starboard tack at 2.35.02, and her immense balloon jib-topsail was immediately broken out. Galatea rounded at 2.44.13, and likewise set her balloon jib-topsail, though not with the skill displayed by the Yankee crew. In the reach back to the Hook, the sloop gained three minutes more, and passed buoy 8½ at 3.34, followed by Galatea at 3.46 o'clock. With a slightly freshening wind, the boats began their run home before it, though the Boston boat did not set her spinnaker until she was within a mile of the finish. Five minutes before the cutter's spinnaker had been set, and both boats were bowling along at good speed, accompanied by the fleet of steam craft which crowded in on all sides. Mayflower finished at 5.26.41, with a lead of one and one-half miles, and Galatea at 5.39.21. The summary :

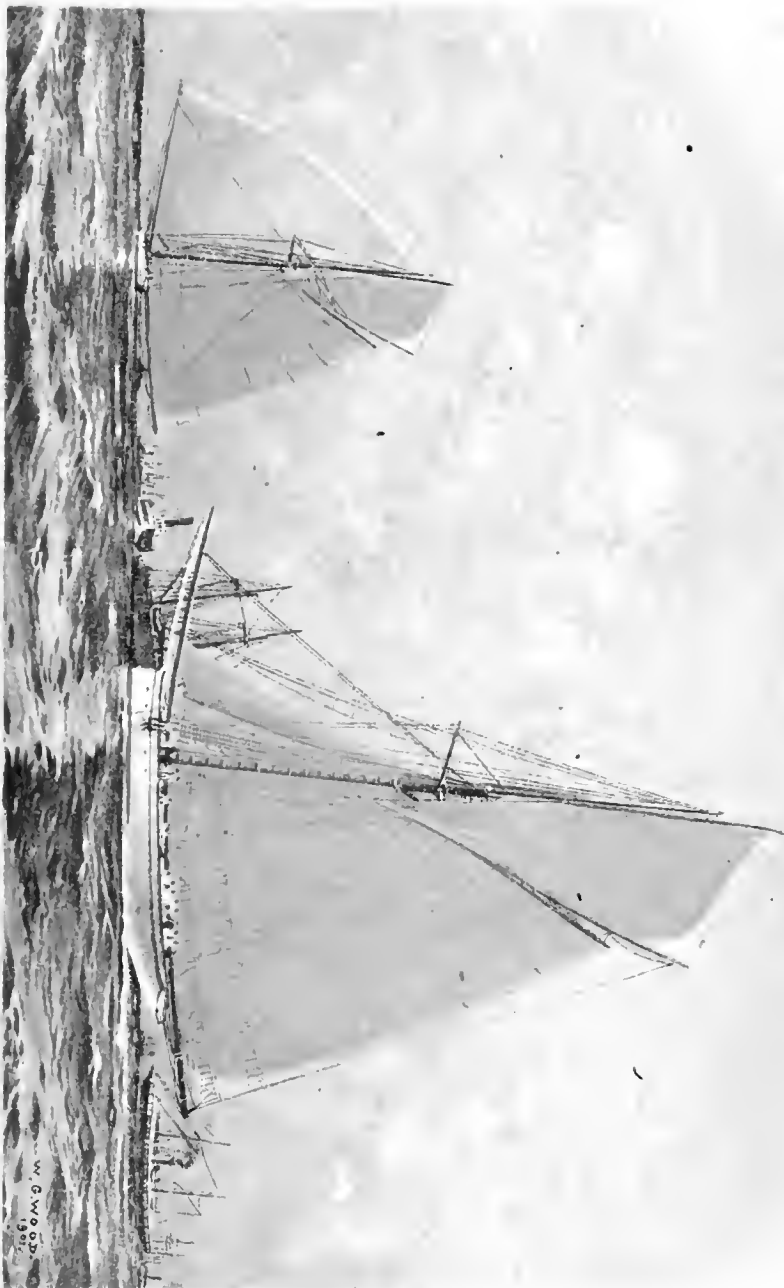
	Start	Light-Vessel	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
MAYFLOWER . . .	10.56.12	2.35.02	4.22.53	5.26.41	5.26.41
GALATEA	10.56.11	2.44.13	4.35.32	5.39.21	5.38.43

Mayflower won by 12 m. 2 s., corrected time, allowing Galatea 38 seconds.

The next meeting of the yachts, on September 9th, resulted in no race. The course was twenty miles to windward from Scotland light-vessel. The start was made in a light breeze E. by N., with light rain and fog. Mayflower started at 11.30.30, and Galatea at 11.30.32. Mayflower rounded the outer mark at 4.26.22, but Galatea missed it in the fog. Both failed to finish within the time limit. Mayflower showed marked superiority in the light wind that prevailed.

The decisive race was sailed Saturday, September 11th. The course was twenty miles to leeward and return, starting from Scotland light-vessel, and the wind at the start was from the northwest at the rate of twelve miles an hour.

Lient. Henn was unable to manage his vessel personally in this race, being ill on board. He sent a request to the regatta committee before the start that the course be shortened to thirty miles, stating that he wished to have the race over as soon as possible in order to secure the services of a physician, of which he stood in great need. His request was not granted by the committee, which held that it did not have power to change the conditions of the match. The illness of her owner did not keep Galatea out of the contest, though there was little hope of her winning.



W. G. WOOD
1901

By Mrs. A. F. Wood



The boats held well up to windward of the line while waiting for the gun, and with spinnaker to port *Mayflower* was first over, at 11.22.40. She immediately broke out her balloon jib-topsail. *Galatea* crossed at 11.24.10, breaking out her spinnaker as she cut the line. The skill with which *Mayflower* was handled had given her an advantage at the start. She was under the influence of her big canvas in going over the line, and started off at great speed. *Galatea* followed directly in her wake, but, being over a minute behind, failed to take the wind out of *Mayflower's* sails.

The Boston sloop made a steady gain, though it was claimed that sailing before the wind was the strong point of the English boat. *Galatea's* balloon jib-topsail had not been set, and the sloop outfooted her speedily. When *Mayflower* took in her spinnaker, a mile from the mark-boat, the cutter was a mile and a half astern.

Mayflower jibed before reaching the mark, and rounded at 1.55.05, on the starboard tack. At the same time *Galatea's* spinnaker was taken in, and it was not until 2.10.20 that she rounded, *Mayflower* in the meantime making a great increase in her lead.

The cutter rounded on the starboard tack, and began her windward work with mainsail, club-topsail, forestaysail, jib, and jib-topsail, and *Mayflower* carried the same, excepting the jib-topsail. Both stood off on this tack for a long time, during which *Mayflower* kept working up to windward more than her rival, although the latter was then giving the best display of her abilities that had thus far been seen. At 4 o'clock *Mayflower* had made but two tacks since leaving the mark-boat, and *Galatea* had not gone about at all since rounding. Both were standing in close to the New Jersey shore in the hope of getting more wind.

For an hour the breeze had been dying out, and the sloop was the greater loser. *Galatea* then began to reduce *Mayflower's* lead, which at one time had been over two miles; but soon after 4 o'clock the racers became almost becalmed. A light breeze soon after sprang up, and the sloop was the first to get the advantage of it. The American boat was well up to windward and closer inshore and here she ran away from the cutter, which could not get the benefit of the light off-shore breeze. At 5.30 o'clock, with *Mayflower* about four miles from the finish, and *Galatea* nearly the same distance astern of her, the wind again decreased. The yachts moved lazily along, and for a time it was doubtful if the race could be finished within the time-limit. It was a most unsatisfactory exhibition, but *Mayflower* finally reached the goal, with but eleven minutes of the seven hours to spare.

THE LAWSON HISTORY

The wind averaged about four miles an hour during the last half of the race, from the northwest. The summary :

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
MAYFLOWER . . .	11.22.40	1.55.05	6.11.40	6.49.00	6.49.00
GALATEA	11.24.10	2.10.20	6.42.58	7.18.48	7.18.09

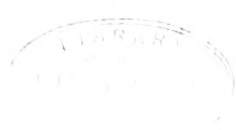
Mayflower won by 29 m. 9 s., corrected time, allowing Galatea 39 seconds.

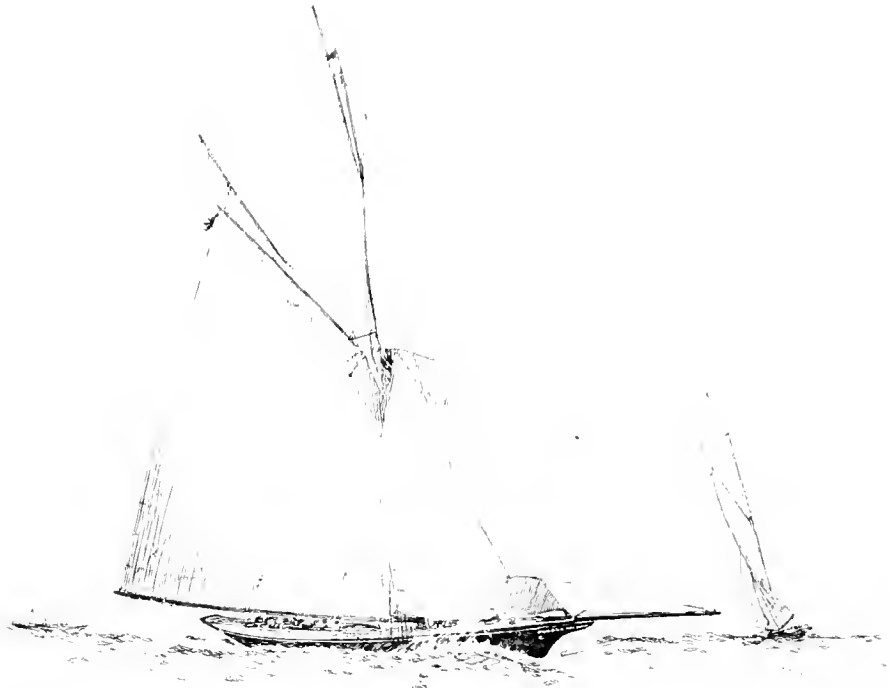
Lieut. Henn took his defeat with the utmost good nature, as Sir Richard Sutton had done, though with less cause, for he had not secured such a good test of his yacht as Sir Richard did in the second race between Puritan and Genesta.

The owner of Galatea made quite as favorable an impression personally as did Sir Richard Sutton. His manner was genial, he was every inch a sailor, and American yachtsmen liked him. He raised a laugh at their expense prior to the cup races by issuing a challenge which no American cared to accept, namely, to race Galatea with any American single-sticker around the islands of Bermuda and back. While Galatea's racing for the cup was rather poor, her quest had more of the true spirit of the sport in it, and of real romance, than any before or since.

Lieut. Henn kept Galatea on this side of the Atlantic during the winter of 1886-7, and raced her the following season, with much pleasure, but meagre results in cups. Such a thorough sportsman as he was worthy of better luck than Galatea brought him.



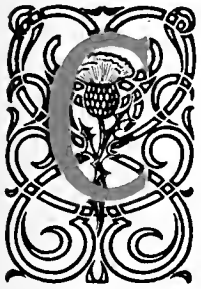




W 21-001
190.



SCOTLAND SENDS A CHALLENGER, AND A THIRD BOSTON BOAT DE- FENDS THE CUP: 1887. CHAPTER IX.



CONTINUANCE of racing for the America's cup has been due primarily to the fact that Englishmen find in defeat only a spur to further efforts, without applying always those lessons drawn from experience which might shorten the way to victory.

No sooner had *Galatea* followed in the wake of *Genesta* as a defeated challenger than Albion's sons set out for another trial for the cup. This time the challenge came from Scotland. George L. Watson, who was counted the ablest British designer of the period, had been in the United States in the autumn of 1886 taking notes on our best yachts. He went home filled with the belief that he could turn out a vessel which should combine some of the most meritorious American points in design with the best features of the English cutter, and would be fast enough to defeat any vessel constructed on this side of the Atlantic. One circumstance that helped Mr. Watson, and made the year 1887 notable in British yacht building, was the change which took place in 1886 in the system of tonnage rating on English vessels. The obnoxious tax on beam for tonnage purposes which had been in existence for years was then abolished, and for the first time British yacht designers could make their boats as wide as they pleased, the old Thames rule of estimating a boat's depth at half her beam, which resulted in the "knife-blade" type of cutter, having been abandoned.

With a free hand Mr. Watson set about designing a boat with plenty of beam, with the cutter's depth, and with a clipper bow, which gave excess of length over the old types on practically the same water-line. The boat was designed for a syndicate of Scotchmen, composed of Messrs. James Bell, vice commodore of the Royal Clyde Yacht Club, who was the managing owner; John Clark, commodore of the same club; William Clark, Andrew Coates, William Coates, James Coates, George Coates, J. Hilliard and William Bell. She was built by Messrs. D. & W. Henderson, at Partick on the Clyde, and launched April 26th, 1887. The greatest secrecy was maintained regarding her lines, and when launched she was covered with canvas to protect her from the gaze of the curious. She was christened *Thistle*, a fit name

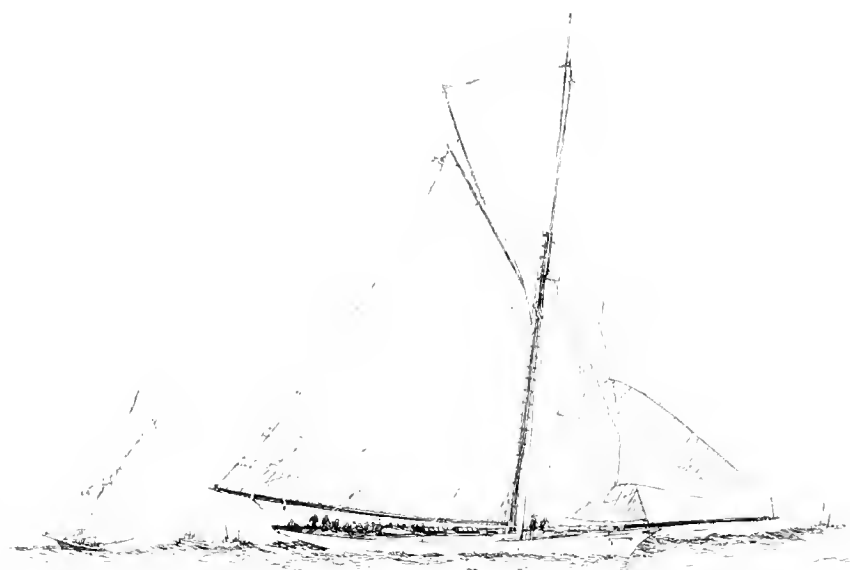
for the representative of Caledonia. A challenge on behalf of Thistle had been sent to the New York Yacht Club in March, 1887, from the Royal Clyde Yacht Club, and was accepted on the 29th of that month. The challengers asked that there be five races instead of three, and that they be sailed in October. The New York Yacht Club replied that it considered three races sufficient, to take place in September. The match was afterward arranged on this basis.

In view of the change in tonnage rules in Great Britain, and a certainty that a boat would be sent across more nearly like ours than any we had met before, it was thought in this country that Thistle would prove as dangerous a vessel as ever challenged for the cup.

Boston again came to the front as defender, and so great was the national faith in Burgess and Gen. Paine, that when it was learned the former was to design a boat for the latter, no effort was made elsewhere toward building a defender. Burgess went to work on the design of the new boat with faith that he could improve on Mayflower as easily as he had improved with her on Puritan. The result was Volunteer, the fastest yacht ever designed by Burgess, and in her time a wonder. In her the straight stem of Puritan and Mayflower disappeared. The clipper bow, similar to the one which Watson planned for Thistle, took its place. Indeed, though each was working by himself, the Scotch and American designers were remarkably close to one another in their ideas. Burgess was a little ahead of Watson, as the result of the races showed.

As Volunteer was not designed until the dimensions of Thistle were in part known, through the challenge, work on her necessarily was done with a rush. Her hull was of steel, she was built by the Pusey & Jones Shipbuilding Company of Wilmington, Del., was launched on June 30th, and towed to Boston for finishing and rigging by George Lawley & Son. Her dimensions were as follows: Length overall 106 feet 3 inches; on water-line 85 feet 10 inches; beam 23 feet 2 inches; draft 10 feet; length of mast from deck to hounds 63 feet; topmast 48 feet; boom 84 feet; gaff 51 feet 6 inches; bowsprit outboard 38 feet; spinnaker-boom 67 feet; displacement of 130 tons; ballast inside and on keel 55 tons; sail area 9271 square feet; racing measurement 86.35 feet.

Compared with Mayflower, Volunteer had more dead-rise and less beam, and owing to the fact that ballast could be stowed two feet lower in her metal hull, she had greater stability because of the lower centre of gravity. In construction she was very strong, though her outside plating, owing to the haste with which she was built, was somewhat rough. This was all steel, and flush from keel to gunwale. Her frames were of steel, spaced 31 inches



N. 125-003
1902





on centres, and along the centre-board well were twenty-two angle-iron frames. The well was plated with steel, and the keel plating, $\frac{3}{4}$ inch in thickness, was riveted to transverse frames. In the trough in which the ballast was stowed there was a steel floor-plate at each frame, and in these spaces molten lead was run, thus making solid ballast. The deck beams were made of angle irons, 3×4 , by $\frac{5}{16}$ inches thick. To counteract the strain of the mast the frames along the sides opposite the mast were strengthened by steel brackets riveted to the frames and deck beams. At the turn of the bilge, and between the cabin floor and keel, the hull was stiffened by two thick steel strakes. The plank-shear was of white pine. The waist had locust stanchions, and the rail was of oak. Her deck was flush, and of white pine. Her chainplates ran along the frames down the inside of the plating, thus leaving the sides clean. The bowsprit was a reefing one, the first to be put on a Burgess sloop of the first class, and could be shortened eight feet. Steel wire was used for the main rigging.

The vessel's interior arrangements were comfortable. On each side of the centre-board box was a passage, and leading out of each were two staterooms, conveniently fitted up and neatly furnished. The main saloon contained two berths on each side, and aft there was a good sized stateroom. The quarters of the crew were roomy, light and well ventilated.

As sailing-master for Volunteer Gen. Paine selected Capt. Henry Clayton Haff, known to all the fleet as "Hank" Haff, a veteran boatman from Islip, Long Island, who had sailed many a winning race in the old sloop Fanny, and was one of the talent on Mischief when she defeated Atalanta. Under his care, with such a guiding mind as that of Gen. Paine, Volunteer was a success from her first race. She showed her heels to Mayflower and Puritan with consummate ease, and her racing record for the season was one unbroken list of victories. She took the Goelet cup in light weather off Newport, Aug. 5th, 1887, sailing away from Mayflower, Puritan, Priscilla and Atlantic, beating the Mayflower by 8 m. 39 s. and the others more. She won the Morgan cup in a run from Vineyard Haven to Marblehead, August 8th and 9th; the Boston Herald cup, a beautiful trophy weighing 310 ounces, off Marblehead August 11th, and the Providence and Newport citizens' cups, respectively on August 15th and 16th. The value of these cups was about \$4000.

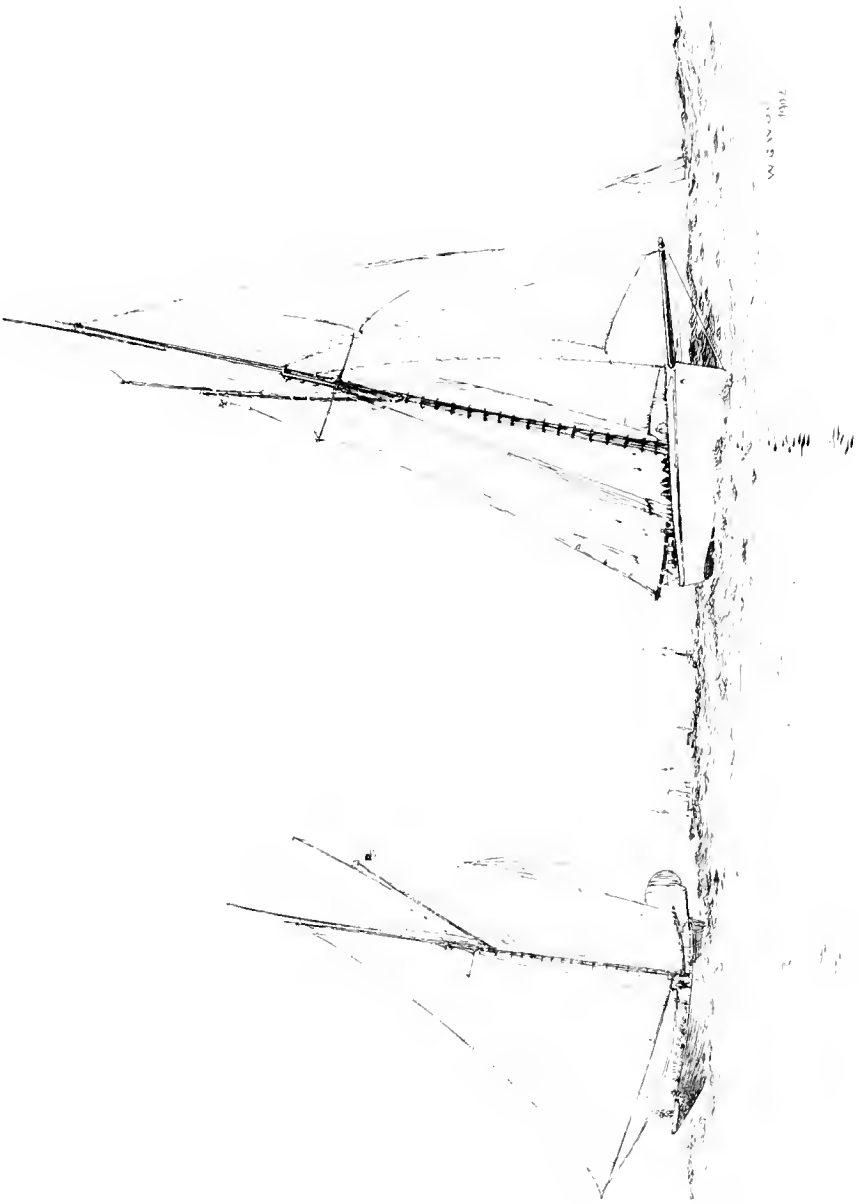
With such a fast boat as defender there was no very great concern felt as to the safety of the cup, though to offset the record of Volunteer, Thistle appeared to be making one quite as brilliant. She defeated Genesta with ease, also Irex, a cutter as fast, if not faster, than Genesta. In fifteen English races she won

eleven first prizes, and two others, defeating the pick of English yachts. Thus when she sailed for this country July 25th, in charge of Capt. John Barr of Gourock, considered as able a skipper as Scotland could produce, there was a belief in England that at last a boat was under way that would whip the Yankees.

Thistle arrived in this country August 16th, after a comfortable run of twenty-two days, under short sail. The members of the syndicate came later on the steam-yacht Mohican, owned by Mr. Robert Clark, arriving in New York Sept. 1st. They had bagpipers on board, a good supply of amber Scotch liquor, some of which they declared they would drink from the America's cup. As the cup has no bottom to contain liquids the feat contemplated was as difficult as the task of winning the trophy. The Scotch challengers believed they had a yacht in Thistle the like of which had never been seen in American waters. She was indeed a vessel not to be underrated. Her rounded sides, flaring top, cut-away stem, and broad beam, made her a new proposition in cup challengers. That she was "slippery" in light airs everybody knew. Had not Volunteer also been "slippery," things might have looked different.

Thistle was well built, and showed great power. A writer of the day called her a "big, sail-carrying brute." Her dimensions were as follows: Length overall 108.50 feet; water-line 86.46; beam 20.35 feet; draft 13.80 feet; mast from deck to hounds 62 feet; topmast 45 feet; boom 80 feet; gaff 50 feet; bowsprit outboard 38 feet; spinnaker-boom 70 feet; ballast 70 tons; displacement 138 tons; sail area 8968 square feet; racing measurement 89.20 feet. Thistle's hull was plated with Siemens-Martin steel, the lower plates being $\frac{3}{8}$ and the upper $\frac{5}{16}$ -inch thick. The three lower strakes were lap-seamed, but the top body was plated flush. The frames were of unusual strength, and were tied by steel diagonal stringers, keelsons and floorings, forming a network of the most secure description. Partial bulkheads gave still further strength, and there was also forward a collision bulkhead. The keel was of lead. It weighed about seventy tons, and was placed about three feet lower than Volunteer's. The yacht's channels and chainplates were placed outside, as was usual on English vessels. The sternpost showed considerable rake, and the clipper bow was considered handsome. She had a reefing bowsprit which could be shortened six feet.

The sweep of the deck was particularly easy, her shear being much straighter than Volunteer's. The covering-boards were of teak, and the deck fittings, which were of the same material, were arranged to give the greatest possible space for handling the yacht. Her bulwarks were low, mahogany stained inside, and finished with a neat rail of elm. The companionway was finished



744
1802 M

in teak and mahogany, and the main saloon in American walnut. The latter was very roomy, of the full width of the yacht. The ladies' cabin aft was conveniently arranged. Just forward of the main saloon were the officers' rooms and the galley. The fore-castle accommodated twenty men, iron swinging berths being used. The main rigging was of steel, and the jib-halyards were galvanized iron chains.

To meet this able challenger but one boat was deemed capable, — Volunteer; still it was thought advisable to hold trial races, in order that all qualified yachts might have a chance to compare strength with the new boat. The only vessel entered against her was Mayflower, then owned by Commodore E. D. Morgan. After an inconclusive trial in light airs Sept. 13th, and another postponement for want of wind Sept. 15th, a race between the boats was sailed Sept. 16th off Sandy Hook. The wind was strong from N. W. by N. The yachts made a ten-mile run S. E. by S., then a nine-mile leg W. S. W., thence back to the first mark, and a beat back to the starting-point, distance thirty-eight miles. On only one leg did Mayflower outsail Volunteer, and then only by 22 s. Volunteer defeated Mayflower by 16 m. $2\frac{3}{4}$ s., elapsed time, and her performance satisfied the committee that another trial was unnecessary. Her selection as defender of the cup was announced the same day.

The following courses were agreed on for the cup races :

First race, Tuesday, Sept. 27th, start at 10 A.M., inside course of the New York Yacht Club.

Second race, Thursday, Sept. 29th, start at 10.30 A.M., twenty miles to windward or leeward and return from Scotland or Sandy Hook light-vessel, as decided on the morning of race.

Third race, Saturday, October 1st, start at 10.30 A.M., triangular course of forty miles, starting from Scotland light-vessel.

On September 22d Volunteer and Thistle were officially measured at Erie Basin. Here it was found Thistle exceeded the load water-line length furnished the New York Yacht Club in the challenge from Mr. Bell. This was considered so serious a matter that "a question was raised," to quote the language of the America's cup committee, "whether the Thistle should be allowed to race." The committee consisted of James D. Smith, Gilbert L. Haight, Philip Schuyler, John S. Dickerson, William Krebs, Elbridge T. Gerry, and Charles Coolidge Haight. They decided to refer the question of Thistle's eligibility to George L. Schuyler as referee. The committee's statement of the difference found in Thistle's water-line was as follows: "A great discrepancy was seen to exist [in the measurement] between the load water-line length of Thistle as given by Mr. Watson, her designer, namely,

85 feet, and that of the measurer of the New York Yacht Club, namely, 86.46, a difference of 1.46 feet."

Mr. Watson, when his attention was called to the matter, said it was the result of an "overlook." Mr. Bell, when notified by the committee of the discrepancy, replied that the water-line length as given in the challenge was as accurate as Mr. Watson could give it with the vessel unlaunched, and was furnished without the challengers knowing the deed of gift required it, but to supplement the custom-house certificate, it being given "with the most perfect good faith." He stated that "when measured under the British yacht-racing rule, after she was fitted out, she measured 86.40 on the water-line, as against 86.46 here, and she was rated in this trim accordingly."

Mr. Bell further stated:

"The extra length is penalized more heavily under your rule than under ours, and is not an advantage.

"If Thistle had been a shorter boat she would have been in receipt of more time allowance; as it is, the two competitors could hardly have been nearer an equality of sailing tonnage by your rules had they been specially designed to sail even."

Mr. Bell agreed to place the matter without reserve in Mr. Schuyler's hands.

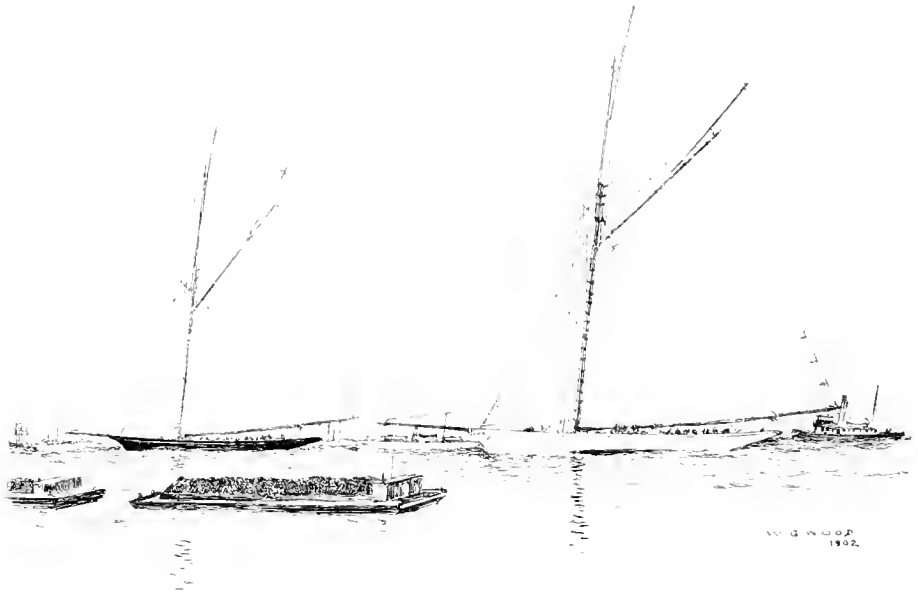
His statement, and Mr. Watson's, about the "overlook," did not satisfy all who commented on the matter. New York yachtsmen believed so skilled a designer as Mr. Watson could have told exactly, or very nearly so, on what water-line the yacht would float when launched, for such problems are determined with mathematical precision. However, no one accused the challengers of either intentional deception primarily, or later reservation of facts, but generously accepted the disclaimers of Mr. Watson and Mr. Bell.

On the 24th of September there was a conference at the New York Yacht Club between members of the cup and regatta committees of the club, George L. Schuyler, Gen. Paine, of Volunteer, and Messrs. Bell and Watson, and Mr. York, secretary of the Royal Clyde Yacht Club.

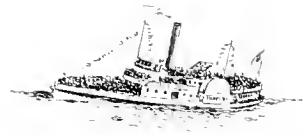
At this meeting Mr. Bell presented a statement to be submitted to the referee, in which he again set forth that the water-line length given in the challenge was the vessel's designed length, but that with equipment aboard she had been found to measure 86.40 feet, and continued:

"As the challenger accepted the measurement and time allowance of the New York Yacht Club, which adjusts all differences of tonnage, and as the vessel had to be measured in New York, the exact water-line length did not seem of any importance.

"Under the New York Yacht Club's rules, which were mutually accepted, competitors are at liberty to shift ballast up to 9 p.m.



W. G. WOOD
1902.



of the day prior to the race, subject, of course, to after measurement, which precluded the idea that in giving an approximate water-line measurement Thistle was tied down to a fixed load-line length.

"Were Thistle claiming to race at a water-line length of 85 feet having 86.46, there would be grave reason for complaint, but Thistle is tendered for measurement of length and sail area as per New York Yacht Club rules, under challenger's arrangements with your America cup committee, to adjust the time allowance she was to receive or give."

Mr. Watson submitted a statement to the referee, reciting that in his certificate of March 14th, 1887, giving dimensions of the yacht, the beam and depth only were given exactly, but that the water-line was the designed length, of which he at that time stated: "When she is afloat and in racing trim I have no reason to expect that it will be more than an inch or two out, either way."

Mr. Watson asked the referee this question:

"Does the Thistle, as now measured and offered to sail, correspond with the particulars of dimensions furnished by her challenger within the requirements of the deed of gift?"

The America's cup committee asked the referee:

"Is the variation sufficient to prevent the challenger being entitled to race for the cup with the boat named?"

On the morning of September 25th, Mr. Schuyler handed his decision to the committee. It is here given in full:

JAMES D. SMITH, ESQR.,

Chairman America's Cup Committee of the New York Yacht Club.

My reply to the questions submitted to me by your committee and Mr. Bell is as follows: The clause in the deed of gift which requires, besides Custom House measurement, a statement of the "dimensions" of the vessel, is intended to convey a just idea of the capacity of the same without reference to any rule for racing tonnage which may be in force at the time the challenge is given.

The length of load water-line is an essential element. It was furnished by both Genesta and Galatea, and had it not been given by Thistle, the committee should have demanded it before closing the terms of the match. Mr. Bell did, however, furnish the load water-line of the Thistle, notwithstanding his misapprehension of the necessity of doing so, for the reason, as stated by himself, that if that information was withheld it would be impossible to determine, with any approach to accuracy, the power of his boat, a reason which

THE LAWSON HISTORY

proves the necessity of length of load water-line being a factor in giving the "dimensions" of the vessel, as well as the desire of Mr. Bell to do everything in his power to make a fair trial between the contestants for the cup.

Your second question refers to the discrepancy between the load water-line of the *Thistle* as furnished by letters March 16th, 1887, about 85 feet, and the actual measurement made in New York, 86.46 feet. The length of load water-line of a vessel in commission is accurately obtained; but before launching, as was the case with the *Thistle*, there was no course left for the owner but to apply to his designer for the necessary information. This was done, and the certificate of the designer was forwarded, stating that "it was impossible to give *exactly* the water-line length; this, however, is her designed length, and when she is afloat and in racing trim, I have no reason to expect that it will be more than an inch or two out either way."

The importance of accuracy in giving the dimensions of a yacht challenging for the cup is so great that any decision reached in any one case cannot be used as a precedent in any other which may arise. A great error in any of the "dimensions," whether through mistake or design, would vitiate the agreement—a small one should be governed by the circumstances attending it, and always on the liberal side.

Although the variation between the stated and actual load water-line is so large as to be of great disadvantage to the defender of the cup, still, as Mr. Bell could only rely upon the statement of his designer, he cannot, in this particular case, be held accountable for the remarkably inaccurate information received from him, and I therefore decide that the variation is not sufficient to disqualify him from starting the *Thistle* in the race agreed upon.

Respectfully yours,

GEORGE L. SCHUYLER.

Mr. Schuyler's decision was broad enough to satisfy all concerned, except perhaps Mr. Watson, whom, it may be observed, it censured, and it being accepted promptly, the match went on, without any very great amount of hard feeling being engendered on either side. Indeed the Scotch challengers had much to recommend them as sportsmen, and it was best that the episode of *Thistle's* measurement should have been settled as it was.

Challenger and defender met for their first race Tuesday Sept. 27th. The inside course was to be sailed over for the last time, it proved, in an international match. It was a bad course at best, and a source of hot anger and fierce discontent to British skippers.





W.C. WOOD

An enormous fleet of steamers, yachts and miscellaneous craft came down to the Narrows for the start, and made manœuvring hazardous for the racers. The morning was dull and the wind light. When manœuvring began between the two big yachts supporters of Volunteer were inclined to think they had underestimated the challenger's abilities, and therefore moderated their transports. Thistle slipped about in the light air with such ease she looked dangerous.

The first signal gun was fired at 12.20, after a wait for wind, and the racers, each with mainsail, forestaysail, jib and jib-topsail set, played for the better position. Thistle was first to start, crossing at 12.33.06, on the port tack, close to the windward end of the line, the wind then being light from the south. Volunteer followed directly in her wake, on the same tack, and crossed at 12.34.58 $\frac{1}{4}$. She at once began to close the gap between herself and Thistle amid the cheers of her supporters, who found heart again.

Thistle was being held close to the wind, but just before Volunteer reached her she took starboard tacks aboard and headed for the Bay Ridge shore. Volunteer kept the port tack. Thistle found soft wind and a head tide near the shore, and came back to port. At 12.47 Volunteer tacked to starboard, and crossed her bow. Here was work that cheered every American in the crowd of spectators. Volunteer soon increased her pace, under a stronger breeze, while Thistle, with sails hardly filled, moved lazily. Half an hour after the start Volunteer had a lead of about an eighth of a mile, and at buoy 13 she was half a mile ahead and to windward, and pointing higher than the cutter. At buoy 10, the wind having been light, but increasing after a lull, Volunteer was a mile ahead.

From buoy 8 $\frac{1}{2}$ to the light-vessel was a reach of about ten miles, which Volunteer made on the starboard tack, adding three minutes to her lead from buoy 10. On the run home she met Thistle about a mile and a quarter from the light-vessel. At buoy 8 $\frac{1}{2}$ Volunteer broke out her spinnaker, and made the last stretch of the course in piping time, beating Thistle by 19 m. 23 $\frac{3}{4}$ s., after allowing 5 s. The average force of the wind for the race was eight knots, it veering from south to west, and around to south-east. The official summary :

	Start	Buoy 10	Light-Vessel	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
VOLUNTEER . . .	12.34.58 $\frac{1}{4}$	2.21.03	3.42.12	5.28.16 $\frac{1}{4}$	4.53.18	4.53.18
THISTLE . . .	12.33.06	2.36.45	4.01.15	5.45.52 $\frac{3}{4}$	5.12.46 $\frac{3}{4}$	5.12.41 $\frac{3}{4}$

So disturbed were the owners of Thistle with the outcome of the race, that they caused the yacht's bottom to be swept that night, to determine whether or not any foreign substance was attached to it.

THE LAWSON HISTORY

On Thursday, Sept. 29th, there was not enough wind for the yachts to start. The second race took place Sept. 30th. The wind was E. by N. The start was to windward from Scotland light-vessel. There was considerable sea on, with a twelve-knot breeze, and rain. Volunteer had the better of the start, for she secured a berth on Thistle's weather quarter. The boats began their twenty-mile beat to windward on the starboard tack, and for about five miles sailed bow to bow, making a beautiful race in the strong wind and heavy sea. Both carried working topsails. Friends of Thistle had hopes for her, but she could not point as high as her rival, and at the end of an hour and ten minutes sailing Volunteer tacked across her bows.

The boats when near the Long Island shore split tacks. Volunteer then set her club-topsail. She was weathering the challenger rapidly, and she rounded the outer mark nearly fifteen minutes in the lead. It was a tremendous beating for the Scotch boat, in "cutter weather." On rounding the mark Volunteer set her spinnaker with caution, and her balloon jib-topsail.

On the run home Thistle, under a cloud of canvas fully as great as Volunteer's, made the distance to the light-vessel in about four minutes better time than Volunteer. The wind on the run had backed to east-southeast, then settled back to east, and was blowing fourteen knots. The boats made fast time, but Thistle was hopelessly beaten through Volunteer's great lead acquired in the windward work. The official summary :

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
VOLUNTEER	10.40.50 $\frac{3}{4}$	2.26.40	4.23.47	5.42.56 $\frac{1}{4}$	5.42.56 $\frac{1}{4}$
THISTLE	10.40.21	2.41.00	4.35.12	5.54.51	5.54.45

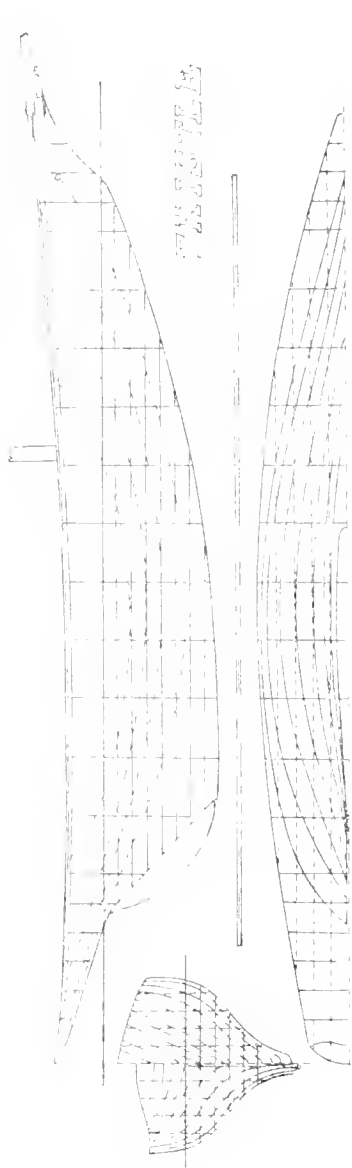
Volunteer allowed six seconds to Thistle, and won by 11 m. 48 $\frac{3}{4}$ s., corrected time.

There was not the anticipated skirl of pipes for Thistle at the end of this race, and of the series. Her defeat was so decisive as to leave no comfort for her owners, except such as may be derived from the knowledge that it was in a fair contest, under conditions as favorable to one boat as to the other. Commodore Bell and Mr. Watson were given a reception at the New York Yacht Club house on October 11th, at which healths were drunk, and the event received a fitting benediction.

On the return of Volunteer* to Massachusetts a reception was tendered Gen. Paine, Mr. Burgess and the yacht's crew, by the

* Volunteer's active racing in the cup class ended with her contest against Thistle. Unlike Puritan and Mayflower she was not employed as a trial vessel against her successor in cup defence, as she was outbuilt and outclassed by the time the next series of cup races came off, in 1893. She remained, however, always a fast and able ship. In 1891 she was lengthened, by the George Lawley & Son Corporation, at South Boston, and was rigged as a schooner, but in 1894 she was re-rigged as a sloop. Her present owner, Mr. J. Malcolm Forbes of Boston, uses her for cruising.





city of Boston, in historic Faneuil Hall, on Oct. 7th. The reception committee consisted of fifty-two prominent citizens, headed by Hugh O'Brien, mayor. The hall was elaborately decorated. On the platform sat many well-known men, and in a seat of honor was Jesse Brown, a brother of Capt. "Dick" Brown, and one of the last survivors of the crew of the *America* in 1851.

Speeches were made by Mayor O'Brien, to whom Gen. Paine and Mr. Burgess responded; by Oliver Ames, governor of Massachusetts; Frederick O. Prince, ex-mayor of Boston; Dr. William Everett, Rev. E. A. Horton, Gen. Nathaniel P. Banks, Charles Levi Woodbury and others, and an original poem was read by Rev. Minot J. Savage. Letters from a number of prominent men were read, among them one from Dr. Oliver Wendell Holmes, expressing regret over inability to be present, and concluding: "I own that the general is the only commander I ever heard of who made himself illustrious by running away from all his competitors."

Prior to this meeting the thanks of the city of Boston were extended to Messrs. Paine and Burgess by both branches of the city government, "for their victories over their English and Scotch competitors."

These resolutions of thanks, with a report of the reception, together with a brief history of the *America's* cup, were subsequently embodied in a volume issued at the expense of the city, entitled "Testimonial to Charles J. Paine and Edward Burgess from the City of Boston, for Their Successful Defence of the *America's* Cup."

Thistle* sailed for home on October 14th. *Galatea*, which had been in our waters about fourteen months, preceded her by three days. Their departure marked the end of an active American season† afloat, and was followed by some interesting, and not entirely pleasant incidents ashore.

* Mr. Watson thus explained the failure of Thistle in the cup races: "Her surface was so cut down that sufficient lateral plane was not left to hold her to windward, and although she sailed the water as fast as the American champion Volunteer, she drifted bodily to leeward."

† The record of international yachting events in 1887 would not be complete without reference to an affair that might have led to some interesting racing had it been carried out. Mr. Tankerville Chamberlayne, owner of the old English cutter *Arrow*, (which started against the *America* in the regatta of August 22d, 1851, but went ashore,) believed his vessel, which had been rebuilt and enlarged, equal to the best modern American boat. In October, 1885, he had expressed this view through the columns of the *London Field*, and

invited a challenge from America, proposing to put up the 1851 Queen's cup of the Royal Yacht Squadron, which the original *Arrow* had won, as a challenge cup for American yachts against *Arrow*, under these conditions: The challenging yacht to be a cutter or sloop; the best out of three races over the Queen's cup course at Cowes to determine the contest; six months' notice to be given. In the fall of 1886 Gen. Paine had cabled a challenge for *Mayflower*, and preparations were made to send the boat abroad to race in the season of 1887. Mr. Chamberlayne specified that the races be sailed over what was substantially the Queen's cup course, in parts of which *Mayflower* could not have proceeded with her board down. Later, in April, 1887, Mr. Chamberlayne objected to *Mayflower's* "unrestricted centre-board," stipulating that it be fixed permanently

After the cup races notice of another challenge was made public. It was from Charles Sweet, owner of the cutter Clara, a business man with interests in Scotland, a resident of New York city, and a member of both the New York Yacht Club and the Royal Clyde Yacht Club. The notice was written at the University Club, as soon as the Royal Clyde party landed from the Mohican after the last race. It was as follows :

NEW YORK, September 30th, 1887.

JOHN H. BIRD, ESQR. :

Dear Sir : — I beg to inform you, as representing the New York Yacht Club, that it is my intention to challenge for the America's Cup, and that the formal challenge with the documents and particulars required by the deed of gift will be forwarded as soon as possible. The yacht will be owned by myself and another yachtsman.

As the position of a challenger may be considered antagonistic to the club holding the cup, I think it right to tender my resignation as a member of the New York Yacht Club. I do so with much regret, as all my relations with the club have been of a most pleasant nature.

I am, very truly,

CHARLES SWEET.

On receipt of this notice, which was delivered by messenger, the evening it was written, the New York Yacht Club made immediate plans to change the deed of gift. A meeting was arranged for the following Monday, Oct. 3d, and at that meeting, though properly called for another purpose, a committee was appointed to prepare a new deed. The deed was forthwith drawn, signed and sealed, and was presented to the club at a meeting held Oct. 27th. No vote was taken by the club on its acceptance, as the ruling was made, on the point being raised, that the committee had full power to bind the club. The fact that no general vote was taken gave rise subsequently to a question as to whether or not the club legally adopted the instrument.

At the same meeting the club voted not to accept Mr. Sweet's resignation, holding that his position as a challenger for the cup "did not unfit him for membership in the club holding it;" and also voted not to accept Mr. Sweet's challenge, as it was "for a boat not yet built, and not in accordance with the [new] deed of gift," a copy of which was ordered sent to the Royal Clyde Yacht Club, with notice of the New York Yacht Club's action on Mr. Sweet's challenge. This was done on Nov. 3d.

at a depth equal to Arrow's extreme draft, about fourteen feet. As Mayflower's natural draft with full board was much greater, this claim was considered inadmissible, and the negotiations fell through. As Mr. Chamberlayne must have known when issuing

his invitation for a challenge that all American sloops of that period had centre-boards, his subsequent reservation left an unpleasant impression in the minds of American yachtsmen.

In the meantime the Royal Clyde Yacht Club had addressed to the New York Yacht Club, under date of Oct. 29th, a formal challenge in behalf of Mr. Sweet, "to sail a match for the America's cup next season, with a cutter sixty-nine to seventy feet on the water-line." The notice concluded: "Mr. Sweet, as you are aware, is at present residing in New York, and will attend personally to further formalities of the challenge."

On learning of the New York Yacht Club's action of Oct. 27th, the Royal Clyde Yacht Club withdrew its challenge, in the following communication:

JOHN H. BIRD, ESQR.:

Secretary, New York Yacht Club.

Dear Sir: — I have to acknowledge receipt of your letter of the 3rd inst., embodying the resolution of your club at their meeting of the 27th ult., and inclosing a copy of the new deed of gift relating to the America's cup, for which I thank you.

I am instructed to state that Mr. Sweet's notice of challenge is now, with the concurrence of our committee, formally withdrawn. With much respect, I remain, truly yours,

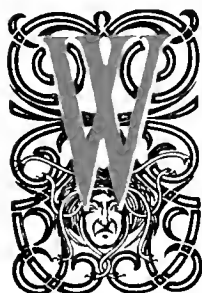
WILLIAM YORK, *Secretary.*

GLASGOW, SCOTLAND, 151 Hope Street,
November 16th, 1887.

This ended the Sweet episode, which was quickly overshadowed by more serious matters, for yachtsmen in general refused to accept the new deed of gift.



THE TRUST DEED IS ALTERED, AND CONCESSIONS ARE EXACTED BY DUNRAVEN: 1887-1893. CHAPTER X.



WERE international yacht-racing not an important branch of a noble sport, it could hardly have survived the period in its history beginning with the changes made in 1887 in the deed of gift under which the New York Yacht Club held the America's cup as trustee, and ending with the expulsion from honorary membership in the club of Lord Dunraven, in February, 1896.

This period began on Oct. 3d, 1887, when the New York Yacht Club voted to appoint a committee of five "to confer with George L. Schuyler on the subject of amending the deed of gift of the America's cup, and with full power and authority to execute in behalf of the club any and all papers and instruments necessary to effect any changes in such deed of gift and the acceptance thereof which may be mutually agreed upon between them and Mr. Schuyler."

The committee appointed consisted of Ex-Commodore James D. Smith, Philip Schuyler, Gouverneur Kortright, Latham A. Fish, and Gen. Charles J. Paine, with Commodore Elbridge T. Gerry acting *ex officio*.

These men were of such standing and character as to preclude any imputation of desire on their part to amend the deed to secure unfair advantages to their club, yet the language of the resolution by which they were given their authority to act unfortunately laid the club open to the charge of assuming powers not vested in trustees by common law or by custom, in proposing changes in an instrument defining the conditions of their trust.

The deed drawn by the committee was the first document conveying the cup to be couched in full legal form. The cup was formally returned by the yacht club to Mr. Schuyler, and under date of October 24th, 1887, it was conveyed by him to the club under the new deed, the text of which is given in full in the appendix of this book.

The most vital change from the two former deeds was in the arrangement, intent and effect of the mutual agreement clause. In the old deeds the clause providing for mutual agreement on all terms was the initial basis of a match; in the new deed it could not be, for the prime condition as laid down in the document was that first, "the challenging club *shall* give ten months' notice [of

challenge] in writing," and "accompanying the ten months' notice there *must* be sent the names of the owner, and a certificate of the name, rig and the following dimensions of the challenging vessel, namely: Length on load water-line, beam at load water-line, and extreme beam, and draught of water, which dimensions shall not be exceeded; and a custom-house registry of the vessel must be sent as soon as possible." After the challenger had complied with this essential requirement, it was provided that he could make, by mutual agreement, certain arrangements as to dates, courses, etc., for the races; but the provisions for these arrangements could in no way affect the initial basis of the negotiations, namely, the sending of precise information about the challenging vessel ten months before the match.

In addition to the important change noted, the new deed contained provisions that centre-board or sliding keel vessels should always be allowed to compete for the cup without restrictions; that in the event of failure to agree on the number of races three should be sailed; that time allowances should be abandoned; that all races should be over ocean courses free from headlands, practicable in all parts for vessels of twenty-two feet draft.

As both the letter and the spirit of the deed were departed from before any match could be obtained under it, and as in practice it has been interpreted in such ways as to allow its original aims and conditions to become almost lost to view, it is proper to examine, so far as may be, into the causes and motives that led to its preparation.

First of all there was unquestionably a desire on the part of the committee to exact terms from a challenger which would make possible the leisurely building of a defending yacht from dimensions suggested by those of the challenging yacht. Volunteer was built in a hurry, and this circumstance was not forgotten.

The clause providing that centre-board vessels should always be permitted to challenge for the cup was also framed with an eye to the interests of the makers of the deed. The committee held the centre-board type to be superior to keel vessels, and it believed, in view of the Arrow incident, which had left a strong impression on the mind of at least one of its members, that no English club would willingly permit a centre-board yacht to sail for the cup in the event of the trophy going to England. It therefore determined to secure for itself the right to challenge with such a vessel if the need ever arose, by imposing in advance terms more satisfactory than English yachtsmen were expected to grant; and no secret was made of its purpose.

It appears the committee, while having always in mind the interests of the New York Yacht Club as defender of the cup, never lost sight of the club's welfare should it ever find itself in

the position of a challenger for the cup. The clause providing for the abandonment of the notoriously unfair and unfit inside course of the New York Yacht Club, and the sailing of all races on ocean courses free from headlands, with a mean depth of twenty-two feet, was excellent on its face, and had the additional merit, from the committee's viewpoint, of obviating racing in the Clyde, with its high headlands, or The Solent, with its sands and bars, in the event of the cup going abroad, and a deep-draft centre-board boat being sent after it.

However well-intentioned the members of the committee may have been in making these changes, they not only put themselves in the position of trustees adding conditions to a deed of trust, which in this case would enable them to better hold the cup, but they embodied in the instrument, it will be seen, conditions which aimed to make it obligatory on future winners of the cup to accept a challenge from the club on terms of its own making.

At this time, when the centre-board type of vessel has ceased to influence cup racing, the action of the New York Yacht Club in "putting an anchor to windward" for that type of vessel appears less important than it must have seemed to the club in 1887, and the statement, sometimes heard, that "the deed was drawn for the protection of challengers," has, until weighed, a suggestion of disingenuousness. Under the terms of the deed a challenger has the right, if he cares to consider it as such, of holding to all its conditions. On the other hand it now appears that any kind of arrangement can be made by "agreement" at the pleasure of the club holding the cup, if the challenger does not care to sail under the full terms of the deed, which all challengers have shown a decided aversion to doing.

That the deed proved unsatisfactory was unfortunate, as it seemed likely the changes in it were to be final, so far as its form was concerned, for with the demise of Mr. Schuyler, none of the original donors would be left.*

No instrument set up in the world of sport has ever received more general condemnation than this deed of gift. It has been assailed right and left, at home and abroad. English yachtsmen from the first argued that the Americans were hedging the cup about with so many conditions that no man could win it. They

* George L. Schuyler died, from heart trouble, on board Commodore Elbridge T. Gerry's yacht *Electra*, in New London Harbor, on the night of July 31st, 1890. He was a grandson of Gen. Philip Schuyler, of Revolutionary fame, was born at Rhinebeck, on the Hudson, June 9th, 1811, and was a graduate of Columbia College. He was twice married, both his wives being granddaughters of Alexander Hamilton. Although interested in

the business of steam navigation in Long Island Sound, and in the vicinity of New York, Mr. Schuyler devoted much time to the pleasures of outdoor life, and to literary research, writing some valuable works on the campaigns in the Revolution in which his grandfather had a part. His interest in yachting was unflagging, while his experience covered the history of the sport in America from its inception.

complained that the dimensions demanded with a challenge gave the challenged parties an idea of the challenging boat sufficiently definite to aid them materially in building a defender, and that ten months' notice was unreasonable.

The *London Field*, which represented extreme British opinion in matters pertaining to international yachting, imputed bad faith to the New York Yacht Club in changing the deed of gift, and it appears to have reflected the sentiment of many prominent English yachtsmen. The following comment was made by the *Field*, editorially, on the New York Yacht Club's contention that any club winning the cup should hold it subject to the full terms of the deed:

"To prevent any other club tinkering the conditions in a similar way, the club which may win the cup will have to covenant that the present unsportsmanlike conditions shall not be altered. Copies of the conditions have been sent to British and foreign yacht clubs, with a letter to the secretary very similar to the one issued thirty years ago. The letter, after recommending enthusiasm on the part of the contestants, winds up with the declaration that any races for the cup will be conducted on strictly fair terms by the New York Yacht Club; but if the club is to be the sole judge of 'fair terms,' we do not think they will inspire enthusiasm."

Forest and Stream, probably the most conservative and fair-minded American journal treating the subject of yachting, and reflecting the best American sentiment in yachting matters, called the deed "An Act to Prevent Yacht Racing," and said of it:

"The charges were made against the club, and we still believe correctly, that in assuming the ownership of the America's cup and making new conditions to govern contests for it, the club acted illegally and unfairly, having no right to establish any conditions of its own, and having gone further in establishing very unfair ones. . . . The whole future of international racing was, and still is, in our opinion, centered in the question whether the America's cup as a perpetual challenge trophy for international competition is the common property of all existing yacht clubs, to be raced for on fair terms, or whether it is in effect the private property of the New York Yacht Club, the privilege of competing for it being accorded foreign clubs as a favor and not as a right."

This view has found frequent and forcible repetition since originally expressed by *Forest and Stream*.

So strong was the pressure exerted on the New York Yacht Club during the first assaults on the deed of gift, that after six months of deliberation the club placed itself on record as modifying the deed, by the following resolution, adopted in May, 1888, in response to an inquiry made by William York, secretary of the

Royal London Yacht Club, asking for an interpretation of the terms of the deed :

Whereas, the secretary of this club has received letters dated November 26th, 1887, from the Royal London Yacht Club, and from the Yacht Racing Association, representing the principal yacht clubs of Europe, and dated February 22d, 1888, regretting that the terms of the new deed of gift of the America's cup, presented by Mr. George L. Schuyler, and dated October 24th, 1887, are such that foreign vessels are unable to challenge, and

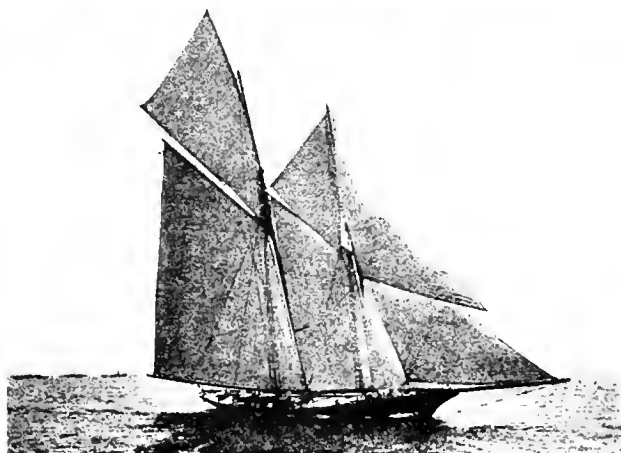
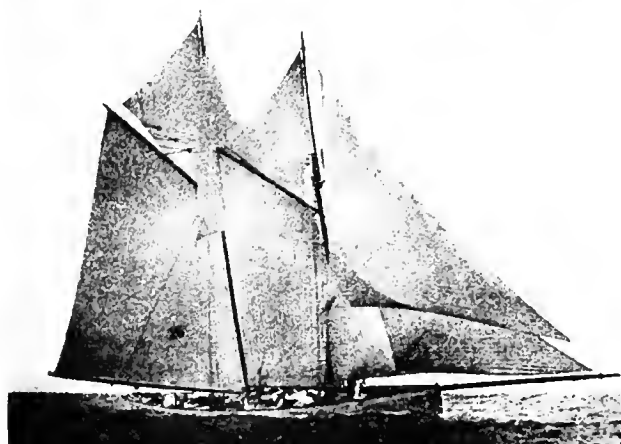
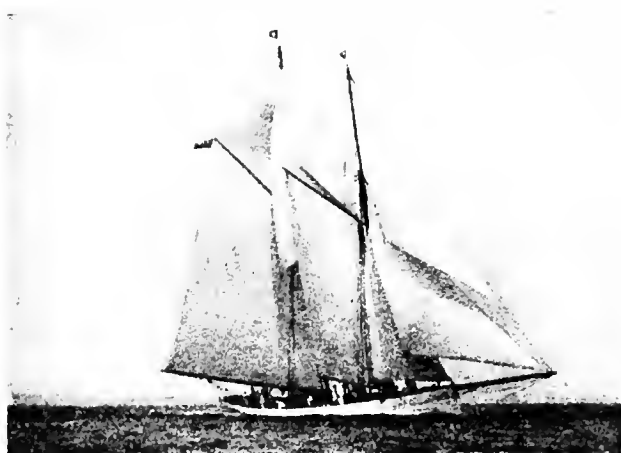
Whereas, in this deed of gift, by which the cup is now held by this club, any mutual agreement may be made between the challenged and the challenging party ; therefore be it

Resolved : That the terms under which the races between the Genesta and Puritan, Galatea and Mayflower, and Thistle and Volunteer were sailed are considered satisfactory to this club, and a challenge under these terms would be accepted ; but with the positive understanding that if the cup is won by the club challenging, it shall be held under, and subject to the full terms of the new deed dated October 24th, 1887, inasmuch as this club believes it to be in the interest of all parties, and the terms of which are distinct, fair, and sportsmanlike.

After this nothing of importance transpired in cup matters until the following spring, when a challenge, dated March 19th, 1889, was received from Mr. Richard Grant, secretary of the Royal Yacht Squadron, on behalf of the Earl of Dunraven. His vessel was called Valkyrie (afterward known as the "first" or "old" Valkyrie), and was a seventy-footer, her dimensions, as given in the challenge, being : 85 feet overall, 15.9 feet beam ; 11.6 feet deep. She was built by J. C. Fay & Company of Southampton, from designs by George L. Watson.

Lord Dunraven's challenge was accepted April 11th, and a special committee of seven was appointed to arrange details for the match, with instructions to insist that the cup, if won by the challenger, should be held subject to the terms of the deed of gift. Lord Dunraven and the Royal Yacht Squadron were notified of the appointment of the committee, which consisted of James D. Smith, chairman ; Rutherford Stuyvesant, J. R. Busk, William Krebs, J. Frederick Tams, Philip Schuyler, Gouverneur Kortright ; Commodore Elbridge T. Gerry, Vice Commodore Latham A. Fish, and Rear Commodore Archibald Rogers *ex officio*.

Lord Dunraven entered into active correspondence with the committee, asking for five races, and other concessions. The



of THE AMERICA'S CUP [1887-1893]

Royal Yacht Squadron would have nothing to do with the deed of gift, however, and on June 27th, 1889, a special committee of the squadron, consisting of Messes Charles Baring, John Mulholland, and Allen Young, announced by letter with much regret that,

"We are unable to confirm the challenge with the condition attached that if the cup is won by the club challenging, it shall be held under and subject to the full terms of the new deed, the acceptance of which we consider would preclude the renewal of that friendly competition which it is so desirable to encourage and maintain, and for which the cup appears to have been originally conveyed to the New York Yacht Club.

"We would not undertake the responsibility of entering into such a covenant, which would make the terms of the new deed of gift binding on any future challenger.

"We would further point out that the effect of accepting the conditions of the New York Yacht Club would be to compel the Royal Yacht Squadron to insist upon receiving, should it be successful in winning the cup, more favorable terms from a challenger than those under which it challenged."

In reply to the Royal Yacht Squadron's letter, which left a sting, the club through Chairman Smith of the cup committee, on July 16th, 1889, expressed regret that the Royal Yacht Squadron could not confirm Lord Dunraven's challenge, and called attention to the "mutual consent" clause, as follows:

"To correct the misapprehension which appears to exist in the minds of your committee, and to prevent, if possible, the recurrence of the same, the committee, of which I am chairman, feel called upon to refer to the last paragraph of your communication, and to point out to you that the new deed of gift, to the terms of which you object, expressly provides that 'the club challenging for the cup, and the club holding the same, may, by mutual consent, make any agreement, satisfactory to both, and also any and all other conditions of the match,' etc., etc., so that in the event of the Royal Yacht Squadron being successful in winning the cup, it would not be compelled to insist upon receiving more favorable terms from the challenger than those under which it challenged."

The club added that "if opportunity were given" other objections in the deed "would be found susceptible of easy explanation," thus gently intimating that the Royal Yacht Squadron had failed to interpret properly the language of the deed of gift. Here the episode ended, for the time being.

Lord Dunraven reverted to the subject the next year, in a letter to Mr. J. R. Busk of the New York Yacht Club, setting forth his objections to the deed, which were as follows:

COWES ROADS, April 26, 1890.

Dear Sir, — I should have thought the causes of our dislike to the new deed of gift were clearly indicated in the correspondence of last year, but in view of your letter of the 3d inst., it might seem discourteous if I did not mention my personal objections to it.

I object to the deed of October 24, 1887, mainly in so far as it differs from the deed of January 4, 1882, under which the last three matches were sailed, and I consider it altogether too complicated a document to govern a matter of sport such as yacht racing.

I object to the substitution of ten for six months notice ; six months is, I think, sufficient, and ten would lead to much inconvenience.

I object to the stipulation that the challenging vessel must furnish the following dimensions, which must not be exceeded ; namely, length on the l.w.l., beam at l.w.l., extreme beam and draught of water, on the ground that too much advantage is given to the party challenged, and also because it might be impossible to find a vessel's proper trim without exceeding the calculated dimensions.

I object to the condition that there shall be no time allowance, because I think it calculated to put an end to international racing so far as this country is concerned.

Holding these views I could not challenge under the conditions that the cup, if won, must be held under the terms of a document which I do not think fair, or likely to create friendly competition.

The New York Y. C. appear to hold that by mutual consent all the conditions laid down in the new deed may be waived. Even so I should refuse to challenge, because the mere fact of anybody or any club undertaking to hold a cup according to the terms of a certain deed, must of necessity commit them to the opinion that all the terms of that deed are sufficiently reasonable and fair.

Moreover, I must remark that the interpretation of the "mutual consent" clause is a matter that legal experts only can decide. It mentions that the dates, courses, number of trials, rules, and sailing regulations, and any other conditions of the match, may be arranged by mutual consent. This obviously refers to the arrangements and details of any particular match.

The clause proceeds to say that under certain circumstances the ten months' notice may be dispensed with, but no allusion is made to the stipulation as to the dimensions to be furnished by the challenging yacht. As the fact that the ten

of THE AMERICA'S CUP [1887-1893]

months' notice can be dispensed with is particularly mentioned, the inference is clear that the conditions as to dimensions cannot be dispensed with.

Even if the mutual consent clause can be made to bear a larger interpretation than that which I have attached to it, and is intended to override all the terms and conditions contained in the new deed of gift, a club challenging would find itself in this position : It would be liable to have to accept a challenge under circumstances which it considered more unfavorable to the challenger than those under which it challenged. It would have to solemnly declare for itself, and on the part of all other clubs, that the cup, if won, should be held under, and subject to the full terms of the deed of gift of October 24, 1887 ; and at the same time, it would be obliged to make an equally solemn declaration that it considered those terms unfair, and that it would never adhere to them. Such a position would not, I think, commend itself to yacht clubs over here.

Briefly, such are my principal grounds of objection to the new deed. I do not wish it to be inferred that, in my opinion, the terms of the old deed, that of January 4, 1882, are in every respect satisfactory, but I will not trouble you with my personal ideas as to the best possible conditions for arranging and conducting international racing.

I am, of course, not addressing you on this subject in your capacity of chairman of the committee, as I have personally no concern with the matters lately in dispute between the New York Yacht Club and the Royal Yacht Squadron, but you are quite at liberty to make any use of this letter you think fit. I remain, dear sir, yours truly,

J. R. BUSK, ESQ.

DUNRAVEN.

As there appeared to be no ground on which Lord Dunraven could be met at that time, the subject was dropped. No further correspondence was received by the New York Yacht Club looking to a challenge for the cup until September, 1892 ; when Lord Dunraven, whose possibilities as a challenger had not been lost sight of, was again heard from.

Correspondence was once more entered into with him, which resulted in a second formal challenge, bearing date of November 25th, 1892. It was as follows :

R. Y. S. CASTLE, COWES, 25th November, 1892.

J. V. S. ODDIE, *Secretary New York Yacht Club*.

Dear Sir,—I am requested by Lord Dunraven to forward to you a formal challenge for the cup on the following conditions, which I understand have been agreed upon between

Lord Dunraven and a committee appointed by the New York Yacht Club, to conduct negotiations and arrange all the details, viz. :

Conditions agreed upon between Lord Dunraven and a committee of the New York Yacht Club, and contained in Lord Dunraven's letters of September 16th to Mr. Oddie and of November 7th to General Paine :

First : Length of load water-line of the challenging vessel to be the only dimension required, this is to be sent with the challenge, and the Custom House register to follow as soon as possible.

Second : Any excess over estimated length of load water-line in challenging vessel to count double in calculating time allowance, but the challenging vessel not to exceed, in any case, such estimated length by more than two per centum ; the yacht that sails against the challenging vessel not to exceed the estimated length of the load water-line of the challenging vessel more than two per centum, and any excess of length beyond the estimated length of challenging vessel, in load water-line, to count double in calculating time allowance, provided that no yacht of specific rig existing, or under construction October 20, 1892, and available for use by the New York Yacht Club in defending the cup, be barred or penalized beyond taking or giving ordinary time allowance, according to the New York Yacht Club rules.

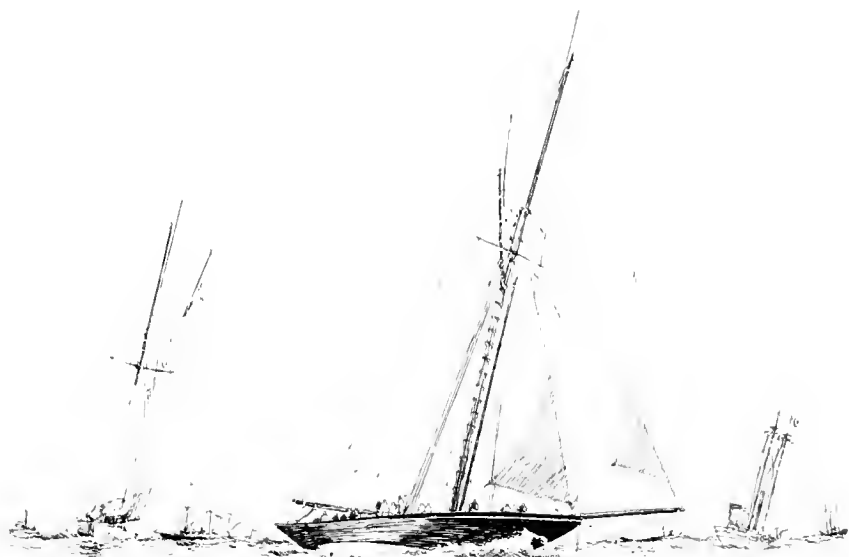
Third : It is to be understood and agreed that, should the cup come into the custody of the British Yacht Club, it shall be held subject to challenge under precisely similar terms as those contained in this challenge, provided always that such club shall not refuse any challenge according to the conditions laid down in the deed of 1887.

I, therefore, in behalf of the Royal Yacht Squadron, and in the name of Lord Dunraven, a member of the squadron, challenge to sail a series of matches with the yacht *Valkyrie* against any one yacht or vessel constructed in the United States for the cup, and would suggest that the match be sailed in August or September, 1893. Lord Dunraven would be glad if the precise dates can be left open for the time, but if your committee so desire, he will name the exact date on hearing from them. The following are the particulars of the challenging vessel :

Owner, Lord Dunraven ; name, *Valkyrie* ; length, load water-line, 85 feet.

Custom House measurement will follow as soon as the vessel can be measured for registration.

RICHARD GRANT.



W. G. WOOD.
1867.





As the results of the correspondence which preceded this challenge are embodied in the challenge itself, the letters need not be given here. The New York Yacht Club accepted the challenge on December 13th, voting that the match should begin ten months from December 5th, the day the challenge was received, "the date of the match to be subject to alteration for mutual convenience and by mutual consent." It was arranged that there should be five races, if necessary.

American yacht designing never had a greater revival than that which followed the acceptance of the second Dunraven challenge. Great progress had been made since the days of Volunteer, which was already far outclassed in theory, if not in actual boats. A new type had come in, of which the keel fortysix-footer *Gloriana*, built in 1891, and owned by E. D. Morgan, was the shining exponent in this country; a type of "rating cheaters," narrower and deeper than our old-time sloops, with overall length in great disparity to their load water-line, a condition much to be desired under the system of measurement whose basis is load water-line and sail area only. Any kind of boat can be built under this system, and the longer body obtained on a short water-line the better. *Gloriana* was 45 feet 3 inches on the water-line, and 70 feet overall. In her first season she took eight first prizes out of eight starts. Her distinctive features were her small area of midship section in ratio to breadth and draft, and her large area of water-line plane.

While *Gloriana* was a distinctive boat, she was a direct product of the lessons taught American yachtsmen by two English racers, which had things almost as much their own way in our waters as did Madge. These were the cutter *Clara*, designed and built by William Fife, Jr., of Fairlie, and *Minerva*, from the same designer's board. *Clara* was imported in 1885, with John Barr as her skipper, and became the leader of our fiftythree-foot class. *Minerva* came over in 1889, in command of Capt. Charles Barr, afterward our foremost racing skipper, and led our forty-footers in that season. It was due chiefly to her work here that the need of a new type was seen by American designers, and from her sprang *Gloriana*, as distinctive among American boats as the *America* or *Puritan*, and the first of the modern racing machines which reached their height of development, along their original lines, in Columbia.

When the question of building a cup defender came forward yachtsmen naturally looked for a designer worthy of the highest accomplishment of which the country was capable. The star of Burgess* had set, but in its place had risen that of Nathaniel G.

* Edward Burgess was a son of Benjamin F. in Sandwich, Cape Cod, Massachusetts, June 30th, Burgess, a sugar importer of Boston. He was born 1848, and on his graduation from Harvard College,

Herreshoff*, of Bristol, R. I., designer of the fortysix-footers *Gloriana* and *Wasp*, † and other racers with good records. To Herreshoff, therefore, the New York yachtsmen went with orders for two cup-defence vessels, and he produced *Vigilant*, centre-board, and *Colonia*, a keel boat, although building at that time *Navahoe*, his first large yacht. ‡

Boston, though its great designer was gone, entered the field valiantly, and produced two boats of radical style, *Jubilee* and *Pil-*

in 1871, took up the profession of a naturalist. For a year after his graduation he was an instructor in entomology at the Bussey Institute, connected with Harvard College. He resigned this position to become secretary of the Boston Society of Natural History, which position he held for fifteen years. In 1877 he married, Mrs. Burgess being a member of the Sullivant family of Virginia and Ohio. Two children were born to them. While devoting himself assiduously to the pursuits of a naturalist, and establishing himself as an authority in entomology, Edward Burgess nevertheless possessed a strong love for the sea, the result of early associations, which he indulged freely, dividing his time between his work as a naturalist and the pleasures of a yachtsman on the Massachusetts coast.

The summer of 1883 Mr. Burgess spent in England with his family, having a house at the Isle of Wight. His love of yachting had led him into the study of yacht designing as an amateur, and his residence in England presented an opportunity for close observation of the type of cutter yacht then used in and near The Solent, in which he became deeply interested. This season had an important influence on Mr. Burgess' life. On his return to the United States he found himself obliged to engage in business, his father having met financial reverses, and in 1884, with his brother Sidney, he established himself in Boston as a designer of yachts. The effect of his study of English vessels showed strongly in his work, several of his earliest designs being of the cutter type, and proving highly successful. With his advent as a designer, Massachusetts yachting entered a new era. Mr. Burgess was a practical racing man as well as a clever designer, and his vessels met with uniform success, while the Eastern Yacht Club, of which he was an active member, and secretary, enjoyed through his achievements a golden period of success and popularity. At the conclusion of the America's cup races of 1887, Mr. Burgess having designed three successful cup defenders which were enrolled in this club, a subscription fund of \$11,500 was presented him by members of the club and other New England yachtsmen. Another fund of \$10,172 was presented him at this time by members of the New York Yacht Club, for which his vessels had defended the cup. He was also presented with various loving cups and other marks of appreciation by yachtsmen. In 1889 Harvard College conferred on him the unique honor of the A. M. degree for excellence in ship designing.

Success brought not only honors and emoluments to Mr. Burgess, but an inevitable increase of labor, to which his strength, unhappily, was not equal. As a result of overwork his system fell

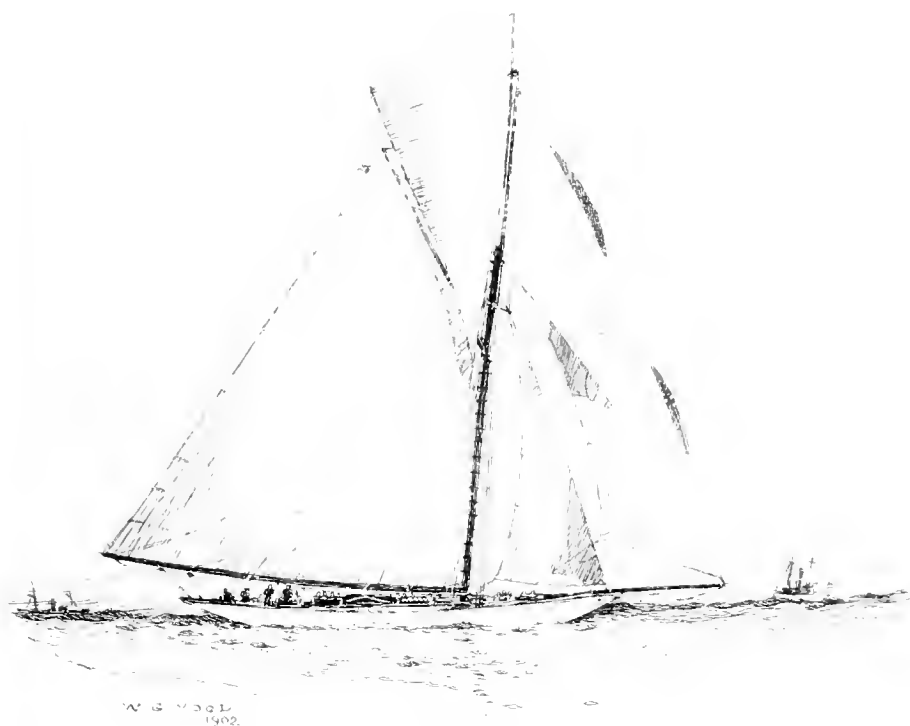
easily under the influence of an attack of typhoid, from which he died, at his home in Boston, July 12th, 1891, at the age of 42. After his death a popular fund of \$30,000 was raised in Boston and presented to his family.

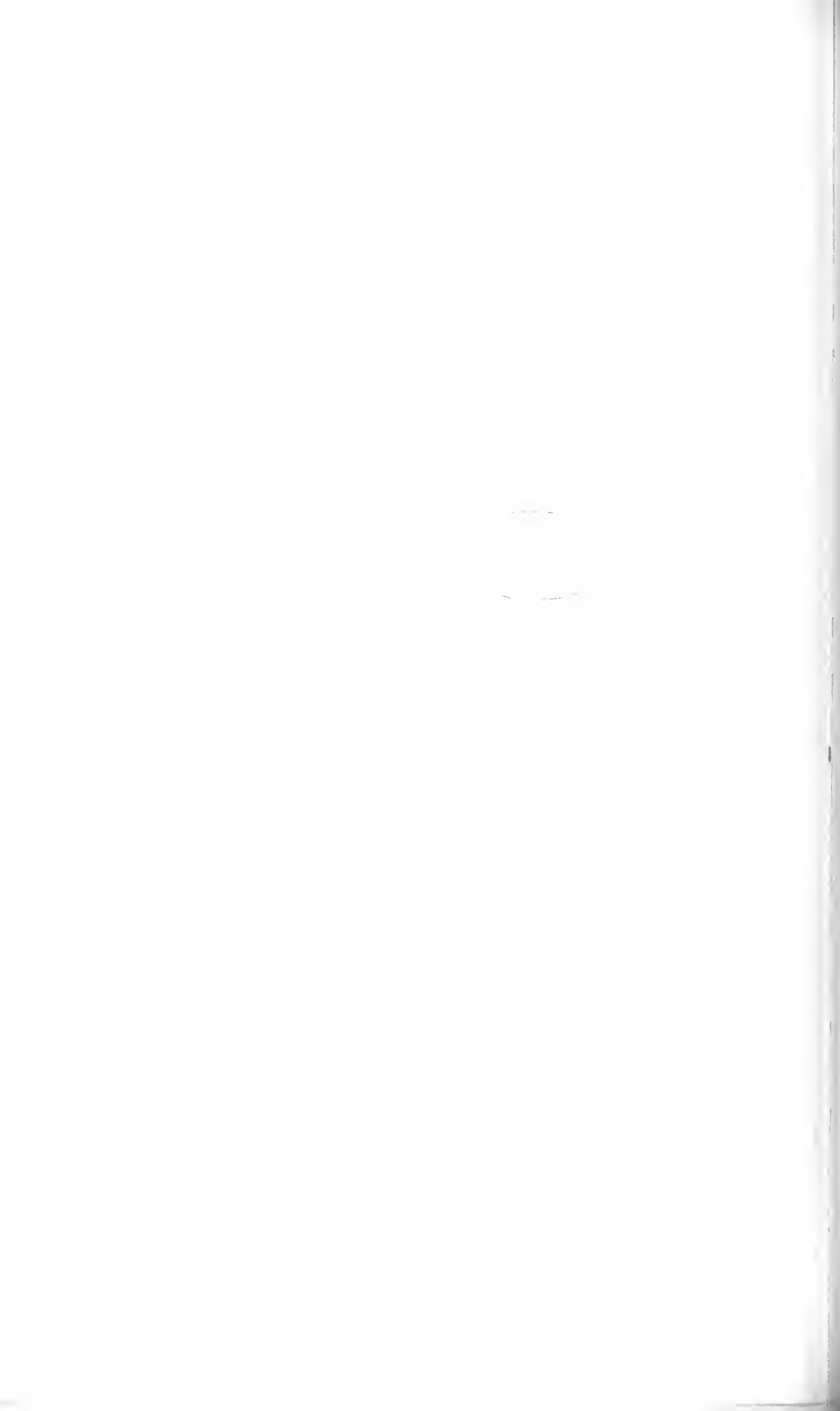
Mr. Burgess, in seven years of active work as a designer, produced the lines of 137 vessels, of which there were 38 cutters, 35 steam yachts, 29 catboats, 17 sloops, 11 fishing-vessels, 3 pilot-boats, 3 working-vessels, and 1 yawl. His profession as a designer is followed by W. Starling Burgess, a son. His designing business was continued by Stewart & Binney, and is now carried on by Arthur Binney, in Boston.

* Nathaniel Greene Herreshoff is a descendant of Frederick Herreshoff, a Prussian engineer who settled in Rhode Island in 1790, marrying Sarah Brown, daughter of John Brown, the leading ship-builder in that state. Among their children was Frederick, born in 1808, and to him were born nine children, of whom Nathaniel was the fifth, born in 1848, near Bristol. Given a technical education at the Massachusetts Institute of Technology, in Boston, Nathaniel G. Herreshoff began his career as a mechanical engineer at the Corliss Engine Works in Providence. From youth he had a fondness for the water, and he left the engine works at Providence to join his brother, John B., in the business of building launches and small steamers at Bristol. This led to the formation of the Herreshoff Manufacturing Company. Though blind from youth, John B. Herreshoff was an inventor of engines and boilers of great merit, and on these the foundation of the firm's development was laid. Their first success with yachts was in the early 70's, when they brought out a number of small cats, catamarans and sloops, among which was the sloop *Shadow*, built in 1872, which was long a champion in her class, and was the only American boat to defeat the Scotch cutter *Madge* in her first season in American waters, 1881. The subsequent development of the Herreshoff Manufacturing Company as yacht-builders may easily be traced through the history of the America's cup.

† *Wasp*, launched in February, 1892, was as great an improvement over *Gloriana* as the latter was over her class in 1891. *Wasp's* dimensions were: Length overall 72 feet; length on water-line 46.6 feet; beam 13 feet; draft 10.8 feet. She was of composite build, as was also *Gloriana*.

‡ *Navahoe* was built as a cutter for Royal Phelps Carroll, Esq., who raced her in England in 1893, winning back the Brenton Reef cup. Her dimensions were: Length overall 123 feet; load water-line 84 feet; beam 23 feet; draft 12.60 feet. She was converted to a yawl in 1901.





grim. Both were fin keels, a type that had been tried in smaller boats, but was as yet an unknown quantity in so large a craft as a ninety-footer.

Vigilant was built for a syndicate consisting of C. Oliver Ise-
lin, Commodore E. D. Morgan, August Belmont, Oliver Belmont,
Cornelius Vanderbilt, Charles R. Flint, Chester W. Chapin,
George C. Clark, the estate of Henry Astor Carey, Dr. Barton
Hopkins, and E. M. Fulton, Jr. She was a distinct innova-
tion in various ways, and was so different from the fuller-bodied
Burgess yachts that she may best be described as the first cup-
defence boat in which the hull was one distinct member and the
keel, or fin, another, although this part of her was by no means
so far developed as in boats that came later, where it amounted to
a fixed centre-board, on a shoal hull, with a high centre of buoy-
ancy and low centre of gravity.

Vigilant's model embraced the long overhanging bow of Glori-
ana, which a few years later was to become the "spoon" bow
in its fullest development. Her under-water body was of Tobin
bronze, a metal new in yacht-building, which from its smoothness,
strength, and tendency not to foul, was an ideal metal for the pur-
pose. Her top strakes were of steel. She had a bronze centre-
board, sixteen feet long and ten feet deep, plated, with ribs between
filled with cement to the weight of 7750 pounds, and operated
from below decks by differential lifts capable of raising six tons.
Her rudder was of bronze, and solid. Her principal dimensions
were: Length overall 124 feet; load water-line 86.19 feet; beam
26.25 feet; draft 13.50 feet. She was built at the Herreshoff works,
in Bristol, was launched June 14th, 1893, and was commanded by
Capt. William Hansen, though sailed in her races by Nathaniel
G. Herreshoff.

Colonia was owned by a syndicate composed of Archibald Rogers,
Frederick W. Vanderbilt, William K. Vanderbilt, E. Augustus
Schermmerhorn, J. Pierpont Morgan, and John E. Brooks. She was
built of steel, and was a racing machine, pure and simple, as were
all four boats constructed that year with an eye to cup defence.
Her dimensions were: Length overall 124 feet; on the water-line
85 feet; beam 24 feet; draft 14 feet. In type she was an enlarged
Wasp. She was the first strictly keel boat built for cup defence.
She was commanded by Capt. "Hank" Haff, formerly of Volunteer.

Jubilee was owned by Gen. Charles J. Paine, and was built
of steel, from designs by Gen. Paine and his son, John B. Paine,
by George Lawley & Son, of South Boston. She was a "ballast-
fin" boat. Through her fin, which was weighted with about forty
tons of lead bolted along both sides at the bottom, a centre-board
worked, while forward she had a small board for use when on the
wind. Her dimensions were: Length overall 123 feet; water-

line 84.47 feet; beam 22.50 feet; draft 13.75 feet. She was commanded by Capt. John Barr, the Scotch skipper who sailed Clara and the challenger Thistle, and was managed in her races by Gen. Paine.

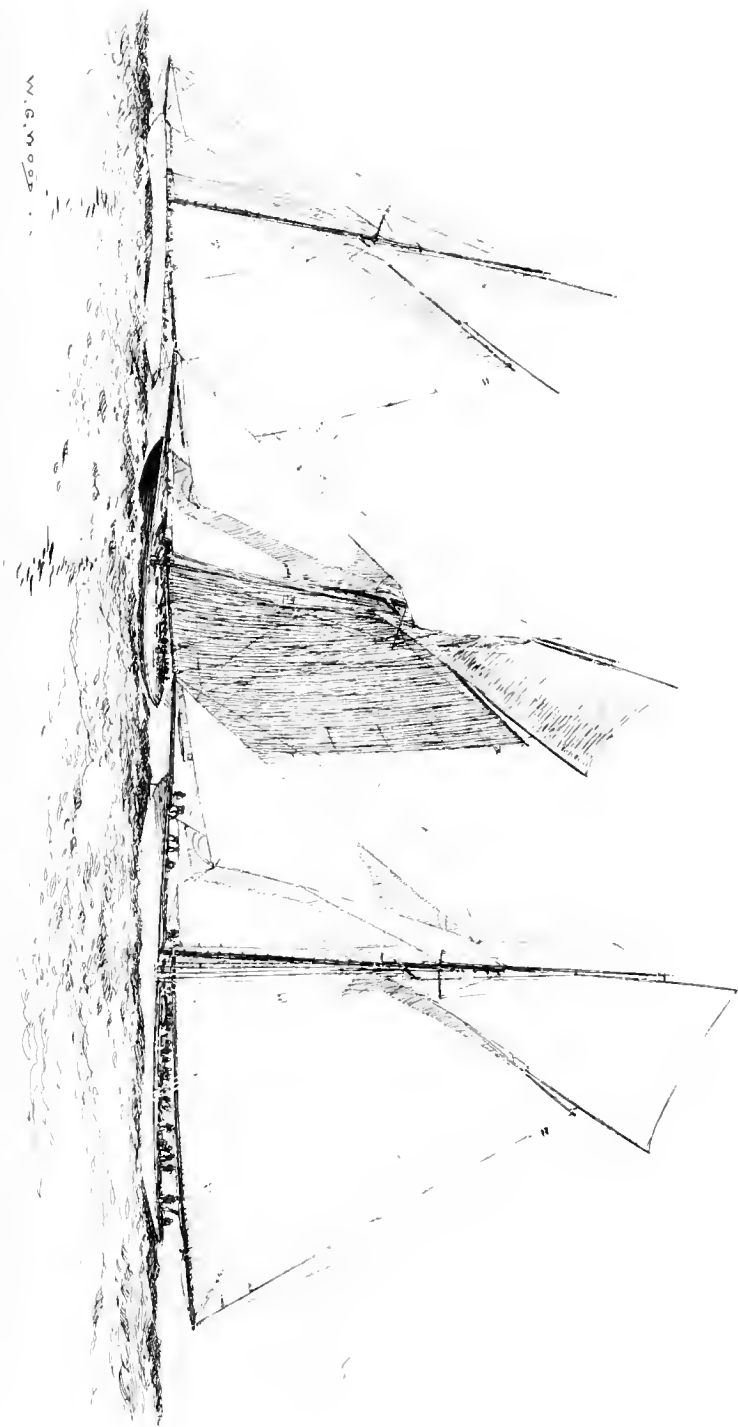
Pilgrim was also a steel boat, and was owned by a Boston syndicate with a considerable number of subscribers, of which the chief members were Bayard Thayer, William Amory Gardner and Gen. Chas. H. Taylor. She was from the designing board of Stewart & Binney, successors of Edward Burgess, and was managed by George Stewart of that firm. Charles Francis Adams 2d, of Boston, an able Corinthian sailor, had charge of her in her races. Her sailing-master was Capt. Edward Sherlock. Her lines were those of a graceful canoe, with a deep steel fin added. She was in every way a low-power boat, being designed to carry a small sail plan and little ballast. She was built by the Pusey & Jones Shipbuilding Company, at Wilmington, and her fin was bolted to the hull at Erie Basin, Brooklyn. At the bottom was a cigar-shaped bulb, in which was run ten tons of lead. This was subsequently increased to sixteen tons. Her dimensions were: 124 feet overall; 85.28 water-line; 23 feet beam; 22.50 feet draft. Her sail area was 10,261 feet.

The four candidates for the honor of defending the cup met for the first time on the New York Yacht Club cruise. Little definite was learned here of their relative speed, owing to a succession of light, baffling winds, with fog, while on the first day of the cruise, *Vigilant*, when pitted against *Colonia* in a good breeze off Glen Cove, in Long Island Sound, was disabled by carrying away her bowsprit and topmast, which accident put her out of the racing until repairs could be effected, taking several days.

Widespread interest was felt in the trial races to determine which of the four vessels should be selected to defend the cup. A quarter of a million dollars would not cover the outlay for these four boats. New types were being tested, and designers were departing from the traditions of the past.

When the day arrived for the first trial race, September 7th, all eyes, therefore, were turned toward Sandy Hook. There was a brisk wind and a smart sea that morning, promising a test of strength as well as of speed. The course was laid S. by E., fifteen miles to windward for the first half, and to leeward returning. Unfortunately neither of the Boston boats was able to race, both being obliged to withdraw by accidents. Pilgrim carried away the jaws of her gaff—a hollow iron contrivance much too light to stand the strain put on it—and was obliged to withdraw before the start. Jubilee was put out of the race by the breaking of a peak-halyard block. Her blocks were of aluminum, and were far too light.

W.G.M.O.P.



of THE AMERICA'S CVP [1887-1893]

With the race between Colonia and Vigilant, the test was of vessels of different lines from the hands of the same designer. From the start the two boats seemed to foot equally well, though it was apparent Vigilant held up to the wind better than her keel opponent. To the outward mark Vigilant beat Colonia by 1 m. 36 s. On the run home Colonia gained 1 m. 22 s., being beaten 14 s. actual time, but as she received an allowance of 20 s., she won by 6 s. corrected time. A remeasurement of Vigilant having been made, it was found she allowed Colonia but 14 s. This made the race a dead heat.

The summary :

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
VIGILANT	11.45.27	2.03.35	3.19.08	3.33.41	3.33.41
COLONIA	11.46.46	2.06.30	3.20.41	3.33.55	3.33.35

The second trial was sailed September 9th, in a moderate sailing breeze from E. S. E. The course was a triangle, ten miles to a leg, the first leg to windward. The Boston boats had made repairs, and were at the line to start, Pilgrim with substantial jaws of wood on her gaff. The day was warm and delightful, and many excursion steamers were out with parties enthusiastic over the races. The wind held light all day, and the sea was smooth. The race was therefore a test of light-weather qualities only. The fin-keel boats developed less speed under such conditions than had been predicted for them by their advocates. Colonia on this occasion displayed a trait which was to disqualify her as a successful single-sticker. She sagged off to leeward badly, showing that her design was faulty for windward work. This defect was not unlike that of Thistle, though more pronounced, and was caused by too little depth, and consequently too small an area of lateral plane. Vigilant, on the other hand, showed herself able to hold up as well in light as in strong winds, and developed the greatest speed of the four, though slow in stays, owing to the flatness of her keel, and its sharp forward end.* The time of the races was not fast, as the following summary shows :

	Start	1st Mark	2d Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
VIGILANT	11.32.00	1.08.28	2.13.23	3.36.31	4.04.31	4.04.31
	(11.32.13 †)					
JUBILEE	11.31.51	1.10.25	2.15.48	3.41.31	4.09.40	4.09.03
PILGRIM	11.30.39	1.09.09	2.19.28	3.44.55	4.14.16	4.12.40
COLONIA	11.30.54	1.10.50	2.20.33	3.48.03	4.17.09	4.16.55

† Actual start.

* An attempt was made in 1895 to overcome Vigilant's sluggishness in stays by rounding the forward end of her keel, and putting twenty tons of ballast outside that previously had been inside. It was only partly successful. Her sail-plan was also altered. She was subsequently rigged as a yawl,

and in 1901 was raced by her owner, Percy Chubb, Esqr., of New York, off Newport in a yawl class, against Navahoe and Ailsa, the latter designed by W. Fife, Jr., in 1895 as a cutter, (length overall 107 feet,) and imported to race here as a yawl.

Vigilant's actual starting time being 11.32.13, she lost the 13 s. after 11.32, the time of the handicap gun.

Vigilant's racing length was 96.48 feet, Colonia's 96.26, Jubilee's 95.48, and Pilgrim's 94.45. Vigilant therefore allowed Colonia 14 s., Jubilee 37 s., and Pilgrim 1 m. 36 s. She beat Colonia 12 m. 24 s., Jubilee 4 m. 38 s., and Pilgrim 8 m. 9 s., on corrected time.

These figures are worthy of analysis, as they are the record of the only race in which these four boats sailed under even conditions. Had it not been for bad luck in a bout of jockeying in passing the first mark, it is probable Jubilee would have made a better showing, as she led to near the mark, and lost nearly three minutes in turning.

The third and last trial race was sailed September 11th. The course was fifteen miles to windward from Scotland light-vessel, the wind strong from the east, with a lively sea on. The start was at 11.40, handicap at 11.42. Misfortune followed Jubilee. About two minutes before the start her gaff jumped clear of the mast, and sprung to one side, the port jaw being broken. Any sailor knows what an exasperating species of mishap this is. Gen. Paine was determined to sail the boat if he could keep her canvas aloft, and while still making repairs crossed the line, 7 m. and 6 s. behind the handicap gun, and about 9 m. behind Vigilant and Colonia, which were threshing to windward by themselves. Pilgrim had showed freakishness in steering, and at the starting line was over toward the New Jersey shore. She was brought to the line 6 m. 6 s. behind the handicap gun, and but one minute ahead of Jubilee.

Jubilee sailed the entire race with the luff of her sail puckered, and her gaff sticking out past the mast like a bone from a broken wing. On the beat to the outer mark her jib-halyards gave way, and the sail came down on the run. This had not been long repaired when the forestaysail block gave out, though the sail did not come down. In spite of these accidents the boat made good time, and would without doubt have been very near the head of the fleet, if not actual winner of the race, had everything held aloft. The official summary of the race was as follows :

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
VIGILANT	11 40 17	2 11 50	3 46.43	4 06 26	4 06.26
COLONIA	11 40 33	2 19 08	3 53.56	4 13.23	4 13.09
PILGRIM	11 42 00	2 39 50	4 19.41	4 37.41	4 36.05
	(11 48.06 *)			(4 31.35 *)	(4 29.59 *)
JUBILEE	11 42 00	2 25.41	4 04.28	4 22.28	4 21.51
	(11 49.06 *)			(4 15.22 *)	(4 14.45 *)

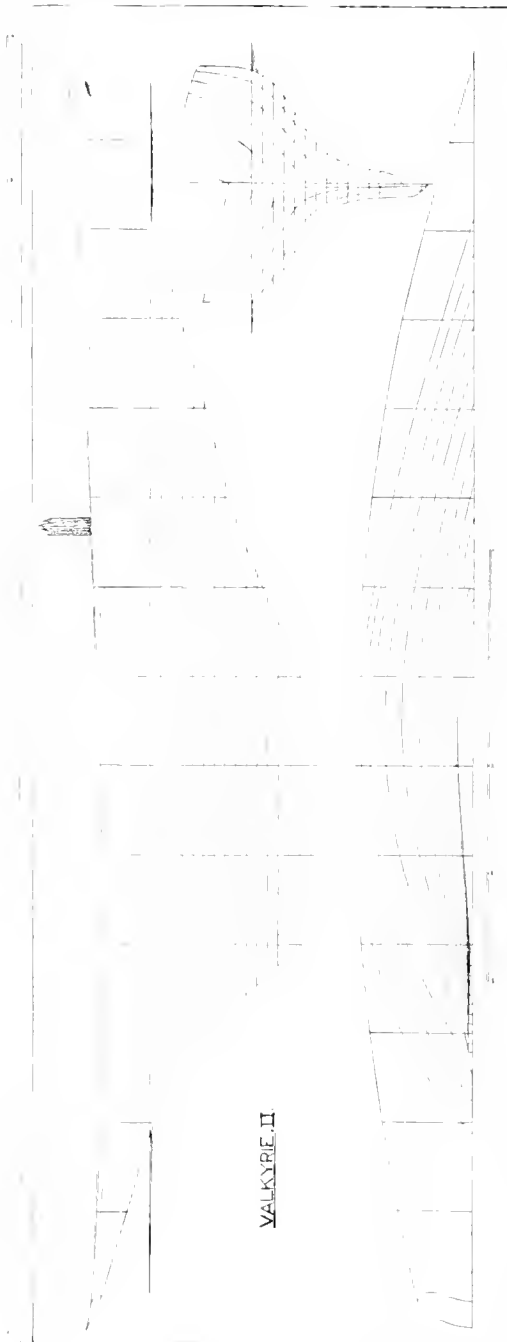
* Actual time.

Vigilant allowed Colonia 14 s., Pilgrim 1 m. 36 s. and Jubilee 37 s. Vigilant's elapsed time to the first mark was 2 h. 31 m.

ATALANTA

4

VALKYRIE II



of THE AMERICA'S CUP [1887-1893]

33 s. ; Colonia's, 2 h. 38 m. 35 s. ; Jubilee's, 2 h. 36 m. 35 s. ; and Pilgrim's 2 h. 51 m. 44 s. It will be seen therefore that though disabled Jubilee was second best boat, in actual time, in the fifteen-mile beat, and was beaten only five minutes by the leader. The result of the race showed that Vigilant beat Colonia 6 m. 43 s., Jubilee (actual) 8 m. 19 s., and Pilgrim (actual) 29 m. 39 s.

The race demonstrated that for cup defence Vigilant was without question the best boat. Colonia proved fast, but her unfortunate tendency to slide off to leeward was permanent. Pilgrim was fast on some points of sailing, but her canoe-shaped body, of small displacement, combined with her deep fin, which was too long, and was found to be flexible, so that it buckled when she was on the wind, left something to be desired in underbody form, and made her unreliable. She sailed well on a straight line, but owing to the length of her fin, she did not always mind her helm. Jubilee's gear aloft was too light. Properly rigged and tried, she would have developed greater speed.

Vigilant was selected immediately after the third trial race to defend the cup. The other boats necessarily withdrew from racing. Colonia was subsequently altered in her underbody, rigged as a schooner, and renamed Corona. She made a fast and handsome schooner, and was flagship of Commodore L. Cass Ledyard of the New York Yacht Club in 1901-02.

Jubilee was laid up after the trial races, at Lawley's Basin, South Boston, an object of speculation as to what she might have done with better luck.

Pilgrim was converted into a steam yacht, her fin being removed and keel and skeg put on. She is now the property of L. G. Burnham, Esqr., of Boston.

There was so much novelty about these four boats that sea-faring men everywhere discussed them. Their forward overhangs were scoffed at by the old timers, who loved a trim clipper bow as dearly as an Englishman loved the straight stem of the cutter. To the novice they had something of the appearance of a person with a receding chin. There were dire prophesies at first about their weakness in windward work. It was argued that with so much of their body cut away forward, they would never hold on in a beat to windward ; and when Colonia showed weakness in this direction there was a chorus of "I told you so," and free predictions that a keel boat would never displace the time-honored centre-boarder. The fault with the Colonia however, was that Herreshoff did not go far enough with his deep keel. An interesting bit of gossip apropos, which is given here only for what it is worth, was that Colonia's draft was gauged by the depth of water in the slip at the Herreshoff works, as to launch

a deeper boat at that time would have necessitated dredging the slip.

By the time Lord Dunraven's yacht arrived on this side there was plenty of faith displayed in *Vigilant*. She was as firmly fixed in the hearts of Americans as *Volunteer*, *Mayflower* or *Puritan* had ever been, though it cannot be said that the man who designed her was as popular as Burgess, nor her manager, Mr. C. Oliver Iselin, as was Gen. Paine.*

Valkyrie arrived September 22d. She was twenty-nine days eighteen hours in coming from Cowes, having experienced high winds and rough seas, and less than two weeks were left after her arrival before the date of the first race, scant time to test her racing rig and enable the boat to "find herself."

American yachtsmen believed they had in *Valkyrie II.* a boat worthy of the best we could put against her. Like *Thistle*, she was preceded by stories of victories on the other side that showed her to be "a demon in light airs and a very devil in a blow." As soon as she got into form on this side all could see that she was a fine powerful boat, with good lines, and a generally business-like air. Her forefoot was cut away even more than *Vigilant's*, and her underbody was more graceful, though her coppered bottom did not present the glassy smoothness of the defender's bronze plates. If there was any one point upon which Americans criticised the new-comer, aside from the fact that she was a keel boat, and thus open to criticism from adherents of the centre-board type, it was that she appeared heavier in hull and rig than the American boat, though smaller in beam, length and spars.

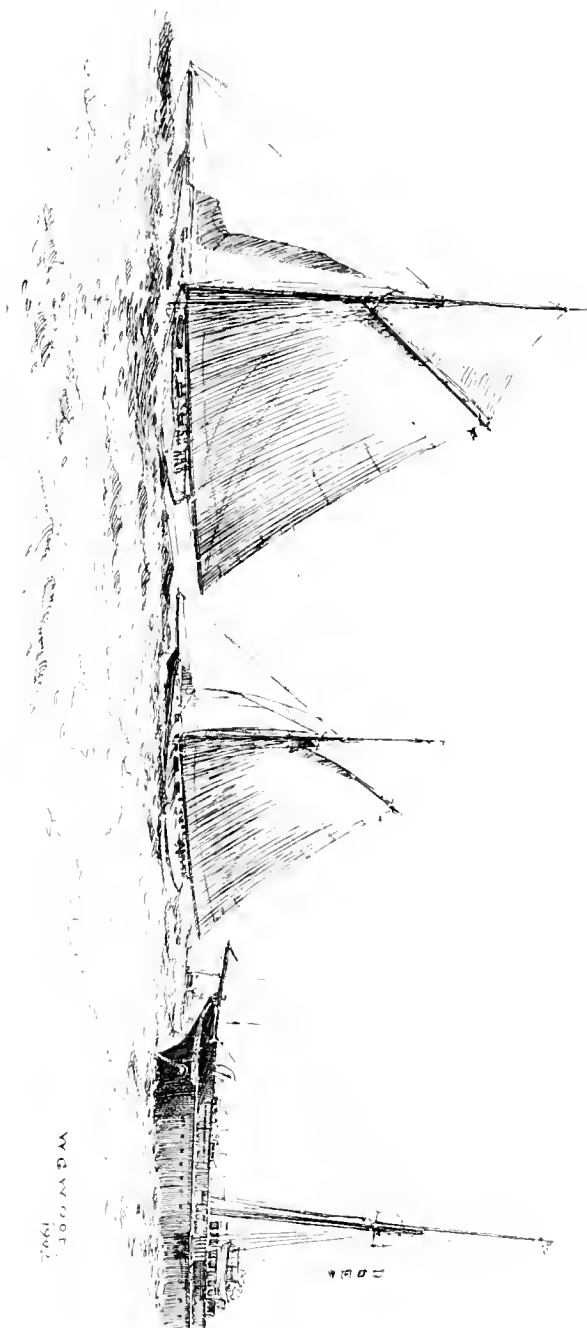
Her draft was somewhat more than the *Vigilant's*, it being 16.30 feet. Her length on the water-line was 86.80 feet, beam 22.33 feet, her overall length 117.25, and racing length 93.11; † against an overall length of 124 feet and a water-line length of 86.19 in *Vigilant*, a beam of 26.25 feet, racing length of 96.78, and draft of 13.5 feet. *Valkyrie's* sail area was 10,042 square feet, while that of *Vigilant* was 11,272.

Valkyrie was of composite build, steel frame and wood plank-ing. She was designed by George L. Watson,‡ and was built

* Neither Gen. Paine nor Mr. Iselin ever made any personal claim to the public's good opinion, both being quite out of touch with the mass of people interested in yacht-racing, and seeming to hold the value of popular approval lightly. Whatever popularity came to them through yacht-racing arose from the results achieved by vessels in their charge, rather than the personality of the men themselves, which in neither case was winning, so far as their relations with the public were concerned. What was true of them was true in greater measure of Mr. Herreshoff, whose attitude from the beginning of his successes was one of contempt for the public.

† Dimensions of *Valkyrie II.*, here given, are from an article on "Evolution of the Modern Racing Yacht" by George L. Watson, *Valkyrie's* designer, in the *Badmington Library*, 1894.

‡ George L. Watson was considered England's most efficient yacht designer. He was born in Glasgow in 1851, and was the son of a physician. His boyhood was passed in an atmosphere of boats and boat building. At the age of 16 he entered the yard of R. Napier & Son on the Clyde, as a draftsman. Later he went to the yard of A. & J. Inglis. He began designing at 20. His first boat to attract attention on this side of the water





of THE AMERICA'S CUP [1887-1893]

by D. & W. Henderson & Company at Partick on the Clyde. She hailed from Glasgow, and her sole owner was Wyndham Thomas-Wyndham Quin, Earl of Dunraven and Mountearl, of Dunraven Castle, Brigend, Glamorganshire, Ireland. Her sailing-master was Capt. William Cranfield.

After an active correspondence, covering a variety of points, an agreement was reached between Lord Dunraven and the New York Yacht Club as to conditions to govern the races, which were to be best three out of five, starting either from Scotland or Sandy Hook light-vessels, the course of the first third and fifth to be to windward or leeward, fifteen miles; the second and fourth a triangle, the first leg to windward if possible; all contests to be thirty nautical miles; one day to intervene between races, the date set for the first being October 5th; each yacht to have time to make repairs in case of accident before the preparatory gun; the preparatory signal to be made at 11.15, and the start at 11.25, by means of "a signal gun," the regatta committee being given discretion to call races off on account of fog; and manual power only to be used in working the vessels.

The one-gun start — that is, the usual two minutes handicap not being figured, each boat's time being taken from gun-fire — was an innovation in that it had never been employed in the cup races except when the yachts were to start from anchor. Former challengers had asked for it but vainly. It is the only instance of the employment of the one-gun start in the cup races. The agreement covering this point was as follows: "The time of the yachts shall be reckoned from the starting signal, as though both crossed the line at that instant." The advantage of such a start is in superior seamanship, it affording a test of captains rather than of boats.

When the yachts came to the line for their first trial, October 5th, the challenger made a most favorable impression. Her sails set well, her low, straight hull responded quickly to a touch of her long tiller, she "stepped lively" in the light airs, and was much quicker in stays than *Vigilant*. The wind was northerly in the morning, and held in that quarter until about 1 o'clock, when it backed to W. S. W. The boats got away promptly at gun-fire, *Vigilant* crossing at 11.25.24, and *Valkyrie* at 11.25.53. It was a spinnaker start, and the challenger provided a surprise by breaking out a sail of the most filmy lightness. It was thought at first to be silk, or Irish linen, but it proved to be made of unbleached muslin. The race was scarcely more than a drift to the outer mark. *Vigilant* became becalmed shortly after one o'clock, and *Valkyrie* catching the southerly breeze first,

was *Madge*, whose record is mentioned elsewhere in steam yachts, attaining the highest standard in the this history. In 1885 Mr. Watson began designing world for this class of vessel.

sailed into a long lead. The outer mark was rounded by Valkyrie at 3.37.20, and by Vigilant 26 m. 20 s. later, at 4.03.40. Had the wind not flattened to a calm, Valkyrie with this lead probably would have come home a winner. The race, however, was called off, with Valkyrie ahead, but both boats lying with idle sails on a glassy sea.

The first decisive race was sailed October 7th, it being as before over a thirty-mile course, but laid to leeward and windward. The wind at the start was moderate W. by N., later shifting to S. W., making a broad reach on the first leg, and a close lay home, over a rolling sea.

The start was made with loftiest club-topsails on, and all light canvas ready for use. The boats went over promptly after gunfire, with only five seconds between them, Valkyrie's time being 11.25.25 and Vigilant's 11.25.30. Both broke out spinnakers as they crossed, and slipped easily off under a cloud of white cloth before the six-knot breeze. For half an hour hardly a biscuit-toss of space separated them, but as the wind changed Vigilant got it first, as Valkyrie had on the 5th, and drew away from her rival. Spinnakers came in with a change of wind, but balloon jib-topsails were used, and pulled nobly. At the outer mark Vigilant's lead was a full mile, she turning 8 m. 6 s. ahead of Valkyrie.

The course home was W. by N., the wind southerly and westerly and freshening. Both yachts sailed about a point above the course, Vigilant heading a little the higher, but three miles from the light-vessel they eased sheets and came home in fine style, Vigilant an easy winner, though it must be said that her time for the race was affected by the fluke on the outward run, analysis showing that on the home leg Valkyrie made the faster time, by 30 s. The official summary:

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
VIGILANT	11.25.00	1.50.50	3.30.47	4.05.47	4.05.47
VALKYRIE	11.25.00	1.58.56	3.38.23	4.13.23	4.11.35

Vigilant allowed Valkyrie 1 m. 48 s., and won by 5 m. 48 s. corrected time. This race gave the American public a very good opinion of Vigilant, but yachting experts were led to believe Valkyrie an abler boat in light weather than the result of the race showed.

The second race was sailed October 9th, in a fairly smooth sea and a strong breeze, varying from eight to ten knots at the start to nearly thirty at the finish, a "smoky sou'wester," an excellent wind off Sandy Hook. The course was triangular, thirty miles, from Sandy Hook light-vessel, the first leg being to windward, S. W. by S., the second E. $\frac{1}{2}$ S., and the third N. N. W. $\frac{1}{2}$ W., the last two affording broad reaches.

of THE AMERICA'S CUP [1887-1893]

The wind was the sort the challenger was looking for, and a close race was expected, in view of Valkyrie's weatherly qualities. The American boat proved herself quite at home in a stiff blow, and beat the challenger by 10 m. 35 s. over the course, after giving 1 m. 48 s.

At the first mark Vigilant led by 4 m. 45 s. and at the second mark by 8 m. 57 s.

The race started with as fine a marine picture as Sandy Hook waters had ever set forth. The boats cut about the mark in lively fashion, scuppers under at times and throwing showers of spray from their bows. Valkyrie was remarkably well balanced and here showed her quickness in stays to excellent advantage, being splendidly handled by Captain Cranfield. Nat Herreshoff sailed Vigilant. The Yankee boat got the better of the start, going over at 11.25.19, on the starboard tack in the windward berth, Valkyrie following at 11.25.21.

On the first leg of the race, as stiff a thresh to windward under club-topsails as cup racers need at any time, the challenger was badly outsailed. To Vigilant's four tacks for the mark, Valkyrie took seven. In the two other legs Vigilant romped away from her opponent, though she was not pushed on the last leg, having sprung her bowsprit on the second. The velocity of the wind was estimated on the committee tug to have been ten knots at the start, fifteen knots at the first mark, twenty-two at the second, and twenty-nine at the finish.

The spectators about the finish line expressed superlative joy when the winner came home. The summary :

	Start	1st Mark	2d Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
VIGILANT	11.25.00	1.06.35	1.56.55	2.50.01	3.25.01	3.25.01
VALKYRIE	11.25.00	1.11.20	2.05.52	3.02.24	3.37.24	3.35.36

Vigilant's gain on the first leg was 4 m. 45 s., on the second 4 m. 12 s., and on the third 3 m. 26 s.

The boats met again on Wednesday October 11th, Vigilant having been given a new bowsprit. There was only a faint southerly air at the hour set for the start. The regatta committee signalled the boats asking them if they would consent to a postponement. Vigilant signalled "yes," but Lord Dunraven signalled "no," and the race was started at 1.45, there being little hope the boats could cover the course of fifteen miles from the light-vessel and return within the six-hour time limit. It proved they could not. The outer mark was rounded after dark, Vigilant's time being 6.07.17, and Valkyrie's 6.14. The race was called off at 7.30.

The next meeting of the yachts, on Friday, October 13th — ominous combination of day and date for British sailor-men when

hunting cups — was destined to be the last. The race of that day will always be remembered by those who witnessed it, and is distinguished as one of the best in the history of the cup. Of the races that preceded it only one could compare with it — the final race of Genesta and Puritan. In that case the challenger beat the defender in a run to the first mark, but was beaten in the thresh home. In this case the home boat was beaten in a thresh to the outward mark, but distanced her rival on the run home, chiefly because Valkyrie met with hard luck in losing two spinnakers. Vigilant's poor showing to windward was accounted for by the fact that her centre-board was jammed in the box, and could not be put down to its full depth, while she carried a reef in her mainsail and a topsail over it, a combination that dulled her speed. With a full mainsail and, if need be, no topsail, she would have done much better.

The morning of October 13th, 1893, was overcast and there was a heavy east wind blowing in from a lumpy sea off Sandy Hook. When the yachts came out, and with them the attendant excursion fleet, all hands looked for a wet day's work for the racers. The breeze at 11 o'clock was fifteen knots, from due east, and freshening. The course was laid straight into the wind's eye. At the starting time it was observed Valkyrie was in trouble aloft, and the regatta committee generously postponed the race to give Lord Dunraven time to come to the line. It proved that the sheave of one of Valkyrie's throat-halyard blocks had been carried away. By the time Valkyrie was ready Vigilant was in difficulties, her centre-board having stuck in the box. It was finally put down to a draft of eleven feet, far enough to enable her to make a start, and at 12.27 the boats were sent away, end on into the piping easterly, through a green sea. Valkyrie carried relatively the more sail, as she had a half-reef only in her mainsail, and a larger topsail than her rival.

In the smart manœuvring at the start Capt. Cranfield cleverly turned Valkyrie on her heel, and obtained a berth on Vigilant's weather quarter, turning the tables on the Yankee boat, which had had him under her lee. This manœuvre won him golden opinions from the experts.

The boats went over the line on the starboard tack, Valkyrie at 12.27.09 and Vigilant at 12.27.18. From the start the English boat did the better, pointing higher than the Yankee, though footing no faster. At 1.18 Vigilant's jib-sheet got adrift, losing her some seconds.

Every fathom of the course was stubbornly contested, and at the end of forty minutes' sailing Valkyrie was not more than one hundred yards to windward, and perhaps two hundred yards ahead. The wind was now blowing fully twenty-five miles an





hour and was a point more southerly. The yachts were sailing with lee rails buried. The performance of Valkyrie was now by far the finest of any challenger, and though Americans did not realize it, she was driving home an argument for her type that was to lead to the abandonment of the centre-board in American cup yachts.

At the end of two hours' sailing the yachts were near the mark, Valkyrie a third of a mile in the lead. She went about the stake-raft at 2.33.40, on the port tack, making an admirable turn. Vigilant, a shade less than two minutes behind, rounded at 2.35.35.

The stern-chase is not only a long one, but it calls for long chances in cracking on sail. The men on Vigilant were equal to the emergency, and displayed daring and seamanship that saved the day, and won plaudits even from their English rivals. Sir George Leach, an English yachting authority who witnessed the race, stated in a paper in which he described it, (Badmington Library, 1894), that "some very smart work was done on the Vigilant" on the run home. It was indeed "smart work," but the sort American-trained sailors should ever be ready to perform.

On rounding the mark Vigilant dropped her spinnaker pole to port, and ran up the sail in stops, breaking it out about five minutes after rounding. Her balloon jib-topsail was next started up in stops, but a halyard jammed in a block, and it could be hoisted only half-way up the stay. This situation was met by sending a man down the stay to clear the halyard, which was promptly done.

While this work was going on forward the reef in the mainsail was being shaken out, a hand being slung from the masthead in the bight of a gantline to cast off the stops, and hauled out along the boom by an outhaul as he let them go. Another hand was sent to the topmast head, and another to the peak of the gaff, to lash the head and clew of the working-topsail when the reef was shaken out, and the mainsail swayed up. These men were visible working on their lofty perches fully fifteen minutes as the yacht sped along down the wind. As soon as the mainsail was up the No. 2 club-topsail was sent up to windward of the working-topsail. The balloon jib-topsail was broken out at 2.50, the mainsail was swayed up and belayed at 2.55, and the club-topsail was sheeted home at 3.30.

By this time Vigilant was under a pyramid of rounded and hardened canvas. Such sail-carrying is rarely witnessed in a cup race. Her topmast buckled and her back-stays were as taut as harpstrings. Should they part, all that tower of canvas would go over the bow in a hopeless mass, and the race would be lost.

But they held, and by the time all her sail was aloft *Vigilant* was on the heels of her rival.

Ill-fortune here befell *Valkyrie*, and though hard work was being done on her, also, it was not written she should profit by it. On rounding she had not shaken out the half-reef in her mainsail, and had left her working-topsail aloft, but had set a spinnaker and balloon jib-topsail. Under this sail she flew quite as fast at first as did the white cloud behind her, and it seemed that if everything held she would reach the line with margin enough for victory.

Anxiety among the yachting critics was great. Nobody wanted an accident to deprive her of the glory of her work, but everybody held his breath in anticipation of one.

It came with a green and gray squall that swished up out of the east, raising a curtain of spray before it. About 3.30 the squall struck *Vigilant*, and she sped along at a pace she had never attained before, while everything held aloft and aloft, as she came flying down the wind, closing the gap between herself and *Valkyrie*.

As the squall struck *Valkyrie* she stood up quite as well as the Yankee boat, but alas for her hopes! A small rent made in her spinnaker in taking it from the sail locker, a tiny tear on the foot, where it had caught on the bitts, widened, and ripped and spread with a hiss across the sail until the cloth went flying on its ropes in tatters.

Valkyrie's men in a very few minutes had another spinnaker aloft, the light muslin one with which they had surprised the patriots on the day of the boat's first appearance. It was too light for such weather, but desperate circumstances demanded desperate measures. It might hold, and on it depended the race, for *Vigilant* was now closing in hand over hand.

But human effort was not destined to win the race for *Valkyrie*. The second spinnaker caught on the cross-trees before taking a good full, and a small rent was made, which shortly caused it to split from top to bottom, and leave the ropes like smoke.

The boats were now nearing the finish line, and time was precious. With admirable promptness the men on *Valkyrie* got out a third kite, a balloon-jib, used as a bowsprit spinnaker. It was bent on and sent aloft in desperate haste, but too late to save the day, for *Vigilant* had now passed to the fore. Had *Valkyrie's* spinnakers been set in stops a different result might have been recorded.

The finish was spectacular, and the crowds on the excursion steamers cheered themselves hoarse, without knowing which was the victor, for the Yankee boat won by only forty seconds on corrected time.

of THE AMERICA'S CVP [1887-1893]

It was a noble race, an expression of the highest development of the sport, such as comes but once in years.

The summary of the race was as follows :

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
VIGILANT	12.27.00	2.35.35	3.51.39	3.24.39	3.24.39
VALKYRIE	12.27.00	2.33.35	3.53.52	3.26.52	3.25.19

Valkyrie, having been remeasured, received an allowance of 1 m. 33 s. in this race. Vigilant's gain over the entire course was 2 m. 13 s. Less the allowance, her victory was by a margin of 40 s.

The race had an important effect, as undoubtedly it led to Lord Dunraven's determination to have another try for the cup. He was not at all satisfied that his boat was beaten on her merits, as was shown by a statement for the press he left before sailing for England, with his representative, H. Maitland Kersey, Esqr., of New York, in which he stated :

"The first races, which were to windward and back, were reaches. On the first day Valkyrie had a fluke and came out ahead. On the second day Vigilant had a fluke and came out ahead, winning the race.

"The first day's race was void and the second day's was won by Vigilant. That made a vast difference in the contest for the cup, but the merits of either boat were not determined. Looking at it from that point of view, the first and second races should not be considered in judging the merits of the boats.

"In the third race Valkyrie was fairly beaten. But Valkyrie was out of trim and had not enough ballast. In our desire to conform to the eighty-five-foot limit we sacrificed too much. We need not have been so sacrificing, for Vigilant was practically 87 feet long, and we should have increased the length of our boat. This would have helped us much. Further, we were greatly interfered with by steamers, not being able to sail Valkyrie at times as we wanted to sail her. But Vigilant would have won anyway, it is my opinion ; yet if it had not been for all this the difference in time at the close would not have been nearly so great as it was.

"The fourth day's race was a single-reef breeze, and I think Valkyrie would have won it if our two spinnakers had held out. This was unfortunate for us, and it was very singular, too. In fact I have never known it to happen in England.

"As a total result, I do not consider that the merits of the two boats have been determined."

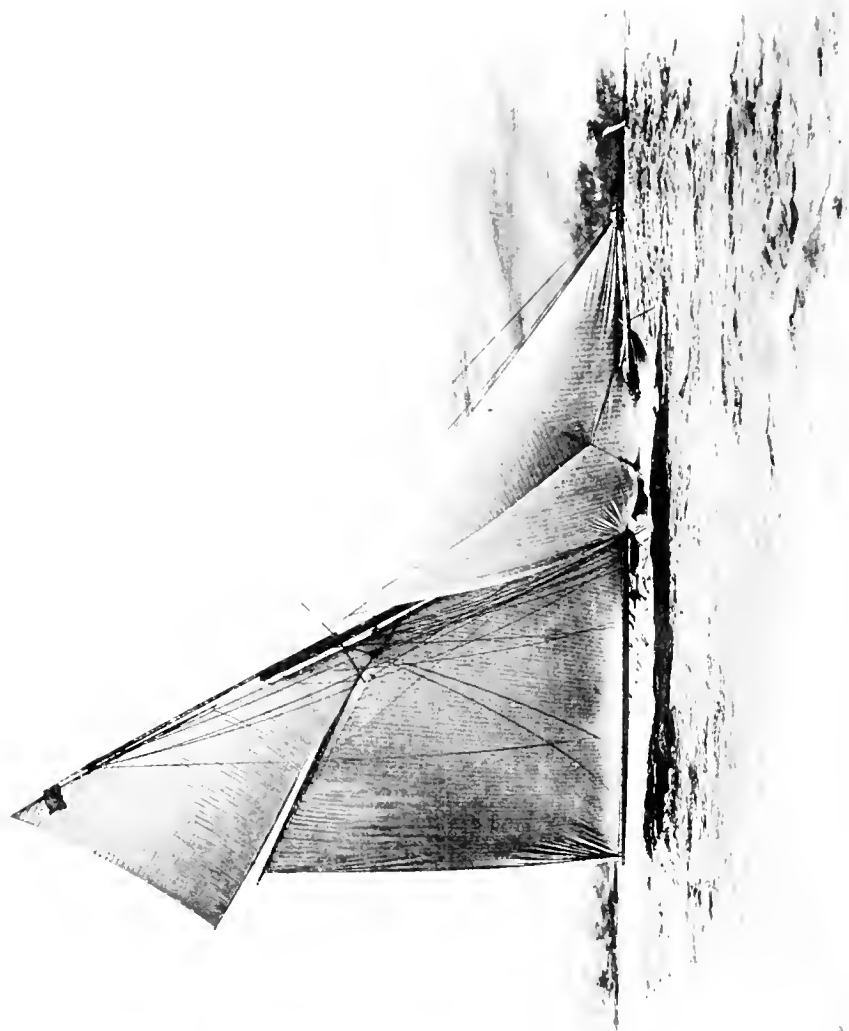
This view of the matter was concurred in by many American yachtsmen. Valkyrie II. certainly sailed against odds, though

nobody was to blame, except perhaps her handlers. She suffered from a combination of circumstances such as make racing for the America's cup one of the most uncertain sports in the world. The result of a series of races may turn on the holding of a ropeyarn.

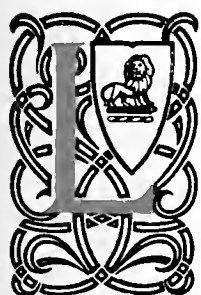
The year 1893 will be remembered in cup racing chiefly because of the departure made in it from real vessels as racers. Vigilant was a radical departure from Mayflower, Puritan and Volunteer, not only in the material used in her construction, but in accommodations and weatherly qualities. She was the first of the bronze instruments which from year to year have been developed for cup defence, and with her the old traditions of sturdy sea-going craft were left behind. She was a far abler boat than those that followed her, but she was not of a wholesome type, like the Burgess vessels. She crossed the Atlantic successfully in 1894 under her own sail, which is more than could have been expected of some of her successors, but notwithstanding, she was the prototype of a vicious kind of yacht, whose existence has been more of a curse than a blessing to the sport of yacht-racing.







LORD DUNRAVEN'S SECOND EFFORT TO WIN THE CUP ENDS WITH A CLOUD ON THE SPORT: 1895. CHAPTER XI.



LORD DUNRAVEN left Valkyrie II. at New York for the winter of 1893-4, but did not race her in American waters the next season, as he had intended doing. His eyes were still turned toward the cup, and in the autumn of 1894 he opened correspondence looking to another challenge. His first letter on the subject was dated October 24th, 1894, at Dunraven Castle, and addressed to Mr. J. V. S. Oddie, secretary of the New York Yacht Club. In it he suggested that he would challenge again on the terms of the Vigilant-Valkyrie II. races, slightly modified. He desired the yachts to be measured with all weights on board, and their water-lines marked; all races on windward and leeward courses to be started to windward; the races to be sailed off Marblehead, as offering a clearer course than that off Sandy Hook. He also requested the right to come over with the fastest British vessel, providing his challenger was found not to be the fastest.

The club appointed a cup committee to deal with the challenge, consisting of Messrs. James D. Smith, Latham A. Fish, A. Cass Canfield, J. F. Tams, Philip Schuyler, Charles J. Paine, and Gouverneur Kortright, Mr. Smith being chairman and Mr. Canfield secretary.

The committee on Nov. 15th informed Lord Dunraven that it would grant his request to have the vessels measured with weights on board; that it did not believe it practicable to start all windward and leeward races to windward; that the Marblehead course could not be considered, and that if Lord Dunraven desired to substitute another vessel for his challenger, a second challenge would be accepted on the withdrawal of the original challenge. This gave Lord Dunraven the chance to pick the fastest yacht in England, and was a broad concession. Regarding the one-gun start employed in 1893 the committee wrote:

"The experiment of a one-gun start, although most interesting last year, was an innovation upon the custom of the club, and we feel that a certain short period, say two minutes, must be allowed for crossing the line after the starting signal. The exact time of any yacht crossing during that period to be taken as her start, and the end of the period as that of any crossing after its expiration. The feeling on this point is very strong,

[1895]

THE LAWSON HISTORY

as well as the opinion that our practice produces a more satisfactory race."

The committee referred to the holding of the cup, in the event of its being won by Lord Dunraven, pointing out that in its opinion any special agreement as to holding it was superfluous, under the deed of gift, and "most inadvisable, being in the nature of an addition to the deed itself."

On December 6th, Lord Dunraven's challenge was received by cable from the Royal Yacht Squadron. It was as follows :

COWES, Dec. 6th, 1894.

ODDIE,

New York Yacht Club, N. Y.

I am requested by the Earl of Dunraven to forward you a challenge for the America cup on the terms and conditions of the challenge sent by me on his behalf on the 25th of November, 1892, but subject to any modifications as to dates, courses and starts and other details which may be agreed to between Lord Dunraven and the committee appointed by the New York Yacht Club to conduct negotiations and arrange details.

I therefore, on behalf of the Royal Yacht Squadron, and in the name of the Earl of Dunraven, a member of the squadron, challenge to sail a series of matches with the yacht *Valkyrie* against any one yacht or vessel constructed in the United States of America, for the America cup.

The following are the particulars of the challenging vessel, viz. :

Owner, Earl of Dunraven.

Name of yacht, *Valkyrie*.

Length on load water-line, 89 feet.

The custom-house measurement will follow as soon as the vessel can be measured for registration.

I shall be obliged if you will cable me the receipt of this challenge and let me have a reply by letter as soon as the matter has been laid before the committee.

GRANT.

In a letter written December 1st, before this challenge was cabled, but not received until December 10th, Lord Dunraven asked that the ten months' notice be reduced to eight months. With regard to the one-gun start he wrote :

"That method of starting, is, I think, far preferable to the plan you propose, especially in a match. Two minutes may represent, owing to variations in the force of the wind, occurring between the start and the finish, anything from one hundred yards

to half a mile ; and your proposal consequently induces an element of chance which is avoided where the yachts start practically together, as under our system. Should they not start together, the advantage gained is surely a legitimate one, arising from superiority of handiness and handling. But as your committee feels strongly that the ordinary custom of the club should be adhered to, I accept their proposal."

The passages about starts in the correspondence of the committee and Lord Dunraven are here quoted as they embody the arguments for and against the one-gun start, about which there has been much controversy among yachtsmen.

Lord Dunraven asked in his letter if the club would accept the challenge on exactly the terms of his last challenge. To this the club replied by cable that it could agree to no conditions as to holding the cup. In subsequent correspondence with the Royal Yacht Squadron it pointed out that the conditions as to holding the cup in Lord Dunraven's former challenge were explained and modified by certain letters of his lordship. The conditions were not then considered satisfactory to the club, but had been allowed to stand for want of something better, owing to the limited time for concluding the correspondence. The Royal Yacht Squadron replied, December 16th, by cable, "If challenge accepted now and [our] representative wins, squadron will not demand cup, failing satisfactory agreement as to receipt."

To this the New York Yacht Club replied, December 17th, that it did "not agree that the squadron had the right, after having won the cup, to reject custody of it" according to the terms of the deed of gift, and stated that it would wait until January 15th for an official reply.

The reply of the Royal Yacht Squadron, received by cable, was as follows :

LONDON, Jan. 7th, 1895.

SMITH,

New York Yacht Club.

Having regard to construction placed on deed of gift, 1887, by the New York Yacht Club, Royal Yacht Squadron are willing to give receipt on terms contained in deed of gift, 1887.

GRANT.

This placed the Royal Yacht Squadron on record as accepting the deed of gift only with the New York Yacht Club's modifications added.

From this point negotiations went on smoothly. Lord Dunraven's challenge was accepted January 14th. The ten months' notice was changed to eight months, in view of the lateness of the

season for the races under ten months' notice ; and details of the match were left until Lord Dunraven's arrival in this country, the date of the first race being fixed for September 7th, 1895.

In the meantime steps were taken to build a boat to defend the cup. The superiority of Herreshoff vessels was such that no one was found willing to take chances against them, and as a result only one boat intended for defence was laid down, on order of a New York Yacht Club syndicate composed of William K. Vanderbilt, E. D. Morgan and C. Oliver Iselin. Extraordinary precautions were taken to make her a potential winner. She was to be a keel boat, the first of the type to defend the cup, a cutter in everything but name. Indeed, on the other side the challenger of those times was always called a cutter, while here she was called a sloop.

The cutter, or sloop, that was to meet *Valkyrie III.* was named *Defender*. She was built at Bristol, of bronze, steel and aluminum, and was launched June 29th, 1895. The greatest secrecy was maintained regarding her. Lightness to the last degree consistent with speed was the chief aim in her construction. Expense was not regarded in building her, and in the use of so light and strong a metal as aluminum in her construction Herreshoff realized a dream — though an empty one, it seems — of yacht designers. *Defender* was the second yacht in which this metal was freely used, the first being a French boat called *Vendenesse*, built in 1892. *Defender's* topside plating, which was laid to overlap, her deck beams, braces under the deck, and stringer-plates connecting the deck beams with the side of the vessel, as well as her rails, were aluminum, alloyed with from twelve to fifteen per cent. of nickel and steel. Her dead-light frames and covers, small interior fittings, and the sheaves of her blocks were also of this metal. Her bottom plates and keel-plates were of manganese bronze, of the same weight as Tobin bronze, and her frames, stern-post, floor-plates, stiffening angles, under-deck beams, two deck beams inclosing the mast, tie-plates around the mast, step-socket, bed-plate, fittings and supports, and chain-plates were of steel. All her fastenings were of bronze. Her aluminum plates were from $\frac{5}{16}$ to $\frac{3}{8}$ inch thick, a plate of the former thickness having an ultimate tensile strength of 40,780 pounds to the square inch. This metal was computed to be $2\frac{3}{10}$ lighter than Tobin bronze, with which *Vigilant* was plated. Naval Constructor Richmond Pearson Hobson, discussing the use of aluminum in hulls, is authority for the statement that by its employment in *Defender* about seventeen tons dead weight was saved.

While the object of extreme lightness, combined with a reasonable degree of strength, was attained in *Defender*, she never was strong enough structurally to make her a safe boat for the



W. G. WOOD
1902.



give-and-take of ocean racing. She was notably weak in the neighborhood of her mast-step, and it was feared before her first season was over her mast might, under severe strain, put a hole through her bottom. Owing to this weakness she was carefully handled throughout her career, which was the shortest of any cup defender to her time. Although practically rebuilt in 1899, she lasted less than six years, and was broken up in 1901, at City Island, in Long Island Sound. The cause of her short life was rapid corrosion in her hull, owing to galvanic action induced by the combination of metals employed, and absence of precautions in construction to minimize such action. She was the extreme racing machine of her day, and her construction was justified in her success in retaining the cup.

In model Defender presented a combination of broad beam, fine, full, handsomely fair underbody, and deep keel. She was the result of evolution from boats that had gone before from the Herreshoff shops, and also embodied suggestions from the last challenger for the cup, and other Watson creations. We had taken a leaf from the British book in using the keel, and as it proved later, Watson had taken one from ours, for Valkyrie III. was wider than Defender, the challenger having more beam than the defending yacht, and being slower in stays, for the first time in the history of the cup.

Defender was commanded by Capt. "Hank" Haff, and manned by an entire crew of Yankee sailors shipped at Deer Isle, Maine, a nursery of yacht sailors now as famous as ever was Wivenhoe in England. They were the first wholly American crew employed on a cup defender, as all former crews contained numbers of Swedes or Norwegians, who for many years were relied upon as our best yachting sailors. The Deer Isle men were superior to Scandinavians in racing work chiefly because of their higher order of intelligence.

Defender was given her first sailing trial July 6th, in Narragansett Bay. On July 7th she was sailed against Colonia, which she distanced with ease. At first her spars and sails, which were made at the Herreshoff works, were far from satisfactory. Vigilant, owned by George J. Gould, was put in the best of racing trim to act as a trial boat against her, about \$50,000 being expended by Mr. Gould to make good the wear and tear of her two previous seasons, and her voyage, made in April, from England, where she raced in 1894. She was under the management of Mr. E. A. Willard, and commanded by Capt. Charles Barr, who brought Minerva to this country in 1889, and had sailed Wasp, Gloriana and Navahoe.

The season's racing between Defender and Vigilant was productive of some interesting incidents, in which friction between

the partisans of the two boats was not lacking; while the season of Defender was filled with minor accidents, and reports of structural weakness, which were not without foundation, though strenuously denied by Mr. Iselin, her manager.

July 22d Defender and Vigilant met in a practice race off Sandy Hook, for the purpose of giving Defender a trial over an ocean course. Shortly after the start Vigilant displayed a protest flag, and at the end of the race Mr. Willard handed in a protest, claiming Defender violated section II. of rule 16 by bearing down on Vigilant in the start, when Defender was off the wind, the rule in question being, "A yacht running free shall keep clear of one close hauled." Mr. Willard requested that the regatta committee's decision on his protest should not be announced until the yachts reached Newport, after the New York Yacht Club cruise.

In the runs and races of this cruise Defender met not only Vigilant, but Volunteer and Jubilee. Gen. Paine had gone to considerable expense to again fit out Jubilee. Her bow had been lengthened five feet, which improved her in running. Yachtsmen believed that had her mast been stepped forward after this change she would have done better, while her sails were unfit for use in racing.

In the Goelet cup race for sloops, over the Block Island course, in a good sailing breeze, Defender cut out a pace that would have resulted in her winning by a wide margin, but off West Island her gaff snapped in the middle, and she was obliged to retire, when leading Vigilant 11 m., Volunteer 14 m. and Jubilee 30 m. The spar was of wood, built hollow, and was unequal to the strain put on it. It was replaced by another hollow spar, somewhat larger, and two feet longer, the length being nearly sixty-five feet.

Defender again met Vigilant off Newport August 6th, and another complaint was made by Mr. Willard, who was a clear-headed and able Corinthian yachtsman of good standing, against the manner in which Mr. Iselin's boat was handled in the start. Mr. Willard refrained from protesting, for the reason that a boat twice found in the wrong under protest could not again sail in the races under the club's auspices. If he made two protests, and they were sustained, Defender would be barred, under the New York Yacht Club's rules, from defending the cup. As he believed he had cause for a second protest, however, he withdrew Vigilant from further racing against Defender, to relieve the regatta committee of a possible cause for embarrassment.

The situation which led to this action is worthy of description here, as it involved one of the nicest points in racing tactics,

namely, the question of when one yacht unduly crowds another in making for a starting-line, both on the same tack, one close hauled, and the other with started sheets. The situation, which was similar to that resulting in the foul between Defender and Valkyrie III. in the cup races that year, was as follows :

The wind was southwest, and after the preparatory gun both boats stood for the line on the starboard tack from the north. Vigilant, close hauled, was steered to come under the stern of the windward mark-boat in crossing. Defender was also on the starboard tack, to windward, but not close hauled. She was going the faster, and established an overlap. At this point Vigilant appeared to bear off, and Defender bearing off immediately, prevented Vigilant from luffing, and got the weather berth for the start. On the point of the vessels' bearing off the protest was based, Capt. Barr, who steered Vigilant, claiming that he was forced off his course.

Mr. Willard's withdrawal of Vigilant from further racing with Defender raised a tempest in a teapot, all parties concerned expressing their views through the newspapers.

Mr. Willard stated in an interview that he believed had Vigilant held to her rights Defender would have been sunk in collision, and the country would have been left without a boat fitted to defend the cup against Valkyrie. He also defined his position regarding protests.

Capt. Barr felt his professional dignity was hurt, saying : " I have declined positively to sail again unless things are changed. I have been made a fool of. Vigilant has had the better positions, and it is unfair that we should have to give way all the time. If these races had been for the cup Valkyrie would have held her course each time. I know we were right, and I wish to go on record. " *

Capt. Haff stated that Vigilant bore off first, and forfeited her right of way, justifying Defender in following her.

The regatta committee took this view of the matter, for the next day it addressed a letter to Mr. Willard in which he was informed that the committee believed him in the wrong. The committee's decision on the protest of July 22d was made public with this letter. It was against Vigilant. Mr. Willard accepted the committee's rulings, but not its views. The whole affair showed that in a start between two modern racing machines, it is

* In the season of 1901 the managers of the Herreshoff yacht Constitution, huilt for the New York Yacht Club to defend the cup, complained that one reason she made an unsatisfactory showing in her trials against Columbia, which resulted in her rejection as a defender by the regatta committee, was that she was repeatedly forced out

of her rightful positions in starts by Capt. Barr of Columbia. Capt. Barr made no public response to this complaint, but his friends stated that " if Capt. Rhodes of the Constitution was not smart enough to hold his own against Barr in starts " there was no cause for complaint.

very easy for the men sailing each to think themselves in the right, and not always clear how a committee reaches a decision as to which is right.

On August 8th Defender met Jubilee * for an individual race, and defeated her by 9 m. 19 s. in twenty-one miles over a triangular course.

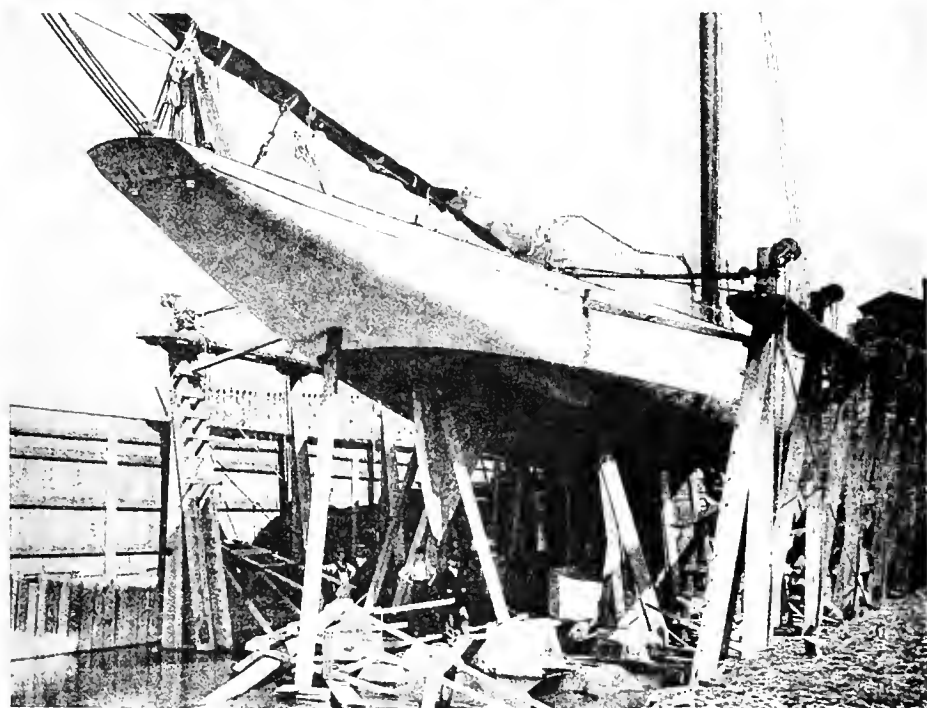
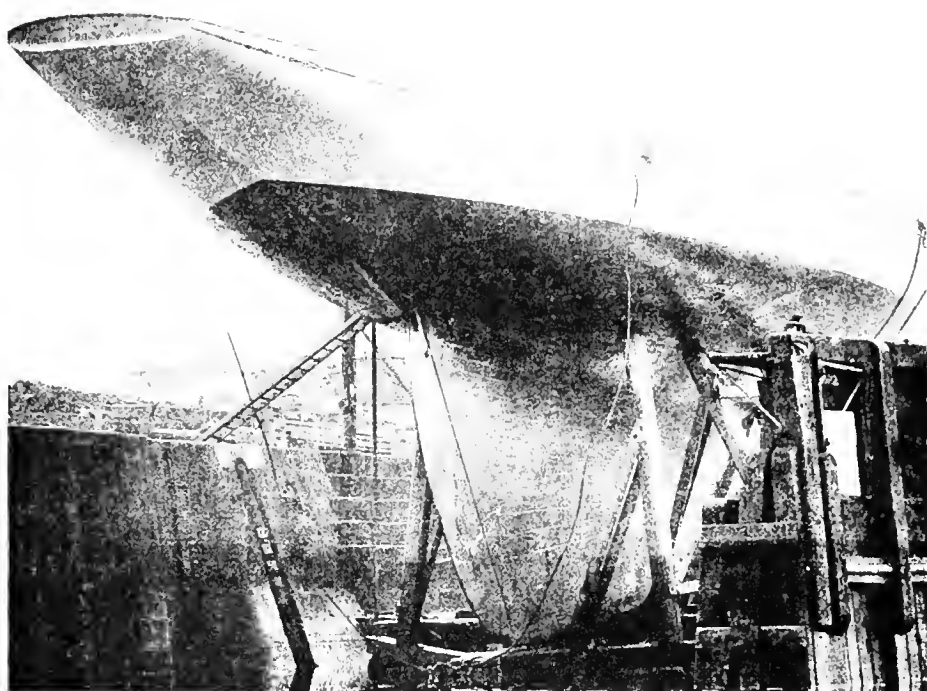
August 9th Defender grounded on a sand bar in Narragansett Bay, but came off uninjured.

The trial races that year were more a matter of form than in 1893, if anything. A truce was declared between Mr. Willard and Mr. Iselin, and the yachts met for the trials off Sandy Hook on August 20th. A cup for the winner was offered by Col. John Jacob Astor. The course was ten miles to windward from Sandy Hook light-vessel and return, twice around if ordered. There was an eight-knot breeze at the start, freshening later. At the end of the first round Defender was withdrawn, because the steel band around her mast at the hounds, which sustained the strain of the shrouds, was found to be slipping, causing a slacking of the shrouds, and buckling of the mast. The band settled three quarters of an inch, and it was decided to send the boat to Bristol for a new mast. On the way into Bristol harbor the next day Defender grounded on Hog Island, but was not damaged. A new mast of Oregon pine was secured in Boston. It was larger and stronger than the discarded spar. Over it was stepped a topmast of Oregon pine, and she was given a hollow gaff and boom made of steel, the first spars of the kind used on a cup-defender. These spars were made of $\frac{5}{16}$ plates, braced and otherwise strengthened inside, and presented a smooth exterior. They were somewhat larger than wood spars, but when painted buff looked about the same. A great saving in weight over wood was accomplished by their use.

After a week at Bristol Defender was ready for another trial against Vigilant, and the boats met for a second time August 29th. Another cup was offered by Col. Astor. The course was triangular, eight miles to a leg. The wind was N. W., a good sailing breeze. Defender beat Vigilant 16 m. 34 s., allowing 1 m. 29 s. The boats encountered a squall on the third leg, but weathered it without accident.

After this race Mr. Iselin gave an interview to the press denying "the absurd stories that Defender is structurally weak," stating that they were "entirely false and unwarranted." He also took a reporter below decks on the yacht, a proceeding so uncommon in connection with boats managed by Mr. Iselin as to

* The racing off Newport at this time was Jubilee's last. At the end of the season she was again laid up at Lawley's basin, where she has remained undisturbed to date, Gen. Paine not caring to sell or charter her, and not using her himself because of his retirement from yachting on laying her up.



show conclusively his earnestness in wishing to prove the truth of his statement.

The third trial race was sailed ten miles to windward and return, in a good sailing breeze E. S. E., increasing toward the finish. Defender won by 3 m. 58 s. She was at once formally selected to defend the cup.

While Defender was receiving the benefit of the infinite pains that can be bestowed on a yacht's tuning up when time is ample, Americans read with eagerness all news of the challenger. The vessel was not owned exclusively by Lord Dunraven, as was *Valkyrie II.*, but by a syndicate composed of Lord Dunraven, Lord Lonsdale, Lord Wolverton and Capt. Harry McCalmont. She was designed by George L. Watson, professedly for light weather sailing, and was altogether a radical example. Her designer had borrowed American ideas liberally, and applied them so well that casual observers had hard work to tell the challenger from the defender when the boats came into company on this side. Her beam, the greatest ever seen on either challenger or defender, and her fine, full lines were such that had she been an American boat she would have fully met the popular view of what a cup defending yacht should be like. Her construction, like that of *Valkyrie II.*, was composite, steel frames planked with wood, American elm being used below the water-line and teak above. She was built in the yard of D. & W. Henderson & Co., at Partick on the Clyde, near Glasgow, was launched May 27th, and received her first trial under sail June 18th. She was found to be trimmed by the head, and deficient in stability, not having enough ballast. It was necessary to add some twelve tons of lead to her ballast to correct these faults. This and other changes, incidental to finding the boat's true form, took so much time that *Valkyrie* could be given few trials before leaving her home waters for the trip across the Atlantic. Her total record of trials was three open races, in which she met *Britannia* and *Ailsa*, and one private race with *Ailsa*. In her first race she beat *Britannia* 1 m. 49 s., but lost on time allowance. In the second she was beaten, in a strong wind, 3 m. 8 s. elapsed, and 7 m. 10 s. corrected time, by *Britannia*. Both were fifty miles. After receiving more lead she beat *Britannia* in forty miles 18 m. 26 s., and *Ailsa* 19 m. 47 s. In her race with *Ailsa* she won with ease. She was, unquestionably, England's speediest boat, and in turning to windward in light airs and smooth sea was as fast as any yacht afloat, Defender excepted. She was manned by an able crew of Wivenhoe men, whose training in boat sailing sprung from the Essex coast fisheries. Her captain, William Cranfield, and his assistant, Edward Sycamore, were both Wivenhoe men.

Leaving the Clyde July 27th, *Valkyrie III.* made the voyage

across the Atlantic under sail, in twenty-two days ten hours, arriving at New York August 18th. She was rigged for the voyage like a North Sea ketch, with reduced mainmast and a good-sized jigger set well inboard. Her passage was without incident, and though strong winds were met, she was not strained or otherwise injured.

Less than three weeks remained before the races for rerigging *Valkyrie* for racing, and giving her trials off Sandy Hook ; altogether too limited a period for the purpose. Work on fitting her out, therefore, had to be carried on with the greatest possible expedition. Racing spars and gear were brought to New York by steamer. The vessel's outfit of spars consisted of an Oregon pine mainmast, and a steel mainmast ; a hollow "built" boom and gaff of wood, a steel boom and gaff, spruce topmast and top-sail-clubs and sprits, and a hollow spruce spinnaker pole, with various spare light spars. Stories of *Valkyrie's* steel spars had been received on this side of the water with much interest, and considerable incredulity. That of the steel mast was considered somewhat akin to a fairy tale. Such a spar had never been used on a racing yacht, and though steel lower masts for merchant square-riggers were not uncommon, American yacht sailors were doubtful if a steel mainmast for a racer could be made to stand up. *Valkyrie's* steel mast did not arrive with her other gear, and the wood one was stepped, and used in her trials, and the cup races. Her steel boom was received in time to be used, however, and was carried in the races, with the wood gaff. The boom was the second one made for her, the first not having proved satisfactory. It was from the yard of the Hendersons, and the material used was galvanized steel. The shape was hexagonal, with the edges of the flat plates turned outward and riveted together, making eight outside flanges the full length of the spar, which was one hundred and five feet long, and twenty-two inches diameter in its thickest part. The use of steel booms being experimental, yachtsmen watched those on the challenger and defender with interest. They proved entirely satisfactory from the start, being much lighter than wood, and fully as springy.

Valkyrie's few trial spins off the Hook showed her to be a most formidable light-weather boat, and doubters were found in plenty who thought she would take the cup. Faith in *Defender* was abundant, though every one who had seen the boats looked for a very close series of spirited races.

That the series proved anything but satisfactory was not the fault of the builders of the boats, for challenger and defender were nearer alike, and more evenly matched, than any vessels that had been raced for the cup.

Their dimensions were as follows :

	DEFENDER	VALKYRIE III.
Length overall	123.00 ft.	129.00 ft.
Length on load water-line	88.45	88.85
Beam	23.03	26.20
Draft	19.06	20.
Racing length	100.36	101.49
Mainmast, deck to hounds	72.	77.
Topmast	57.42	55.98
Main-boom	106.	105.
Gaff	64.95	59.50
Spinnaker-boom	73.36	78.94
From upper side of main-boom to topmast-head block	125.48	129.80
Sail area	12,602.30 sq. ft.	13,027.93 sq. ft.
Ballast (approx.)	85 tons	77 tons

These figures are official, except those for beam, draft and ballast, which are from the best obtainable sources, and are very nearly correct, if not entirely so. Mr. Herreshoff has never made public any dimensions, or other information about boats of his build. The official figures are from Mr. Hyslop's measurement of the yachts at Erie Basin, Brooklyn.

Conditions to govern the races between Defender and Valkyrie III. were signed September 4th, 1895, by James D. Smith, chairman of the America's cup committee of the New York Yacht Club, and Lord Dunraven. The contest was to be decided by the winning of three races out of five, the starts to be from Sandy Hook light-vessel, the first, third and fifth races to be to windward and leeward, the second and fourth over a triangle, all courses to be thirty miles, and laid to windward when possible; starting signals to be given at 11 o'clock, and delayed only in event of changing the starting-point, fog, or agreed postponement; preparatory gun to be fired ten minutes before starting signal, and handicap gun two minutes after; time limit for races six hours; all length over eighty-nine feet load water-line to count double in figuring racing length for time allowance; vessels to be allowed time for repairs in case of an accident; yachts to be measured with all weights on board to be carried in a race, restrictions as to bulkheads, floors, doors, water-tanks and anchor being waived. The following agreement was also made as to measurement :

"If either yacht, by alteration of trim, or immersion, by dead weight, increase her load water-line length, or in any way increase her spar measurement, as officially taken, she must obtain a re-measurement by special appointment before the next race, or, failing this, must report the alteration to the measurer at the clubhouse at 10 P. M. of the day before the race following such alteration, and must arrange with him for re-measurement, and if required, be in the Erie Basin at 7 o'clock A. M. of the day of said race, and there remain until 8 o'clock A. M. if necessary, for purpose of re-measurement.

“ If either yacht decrease her measurements for racing length in any way, in order to profit thereby in time allowance in any race, she must obtain a remeasurement by special appointment before such race, or notify the measurer and be at his disposition as above described.

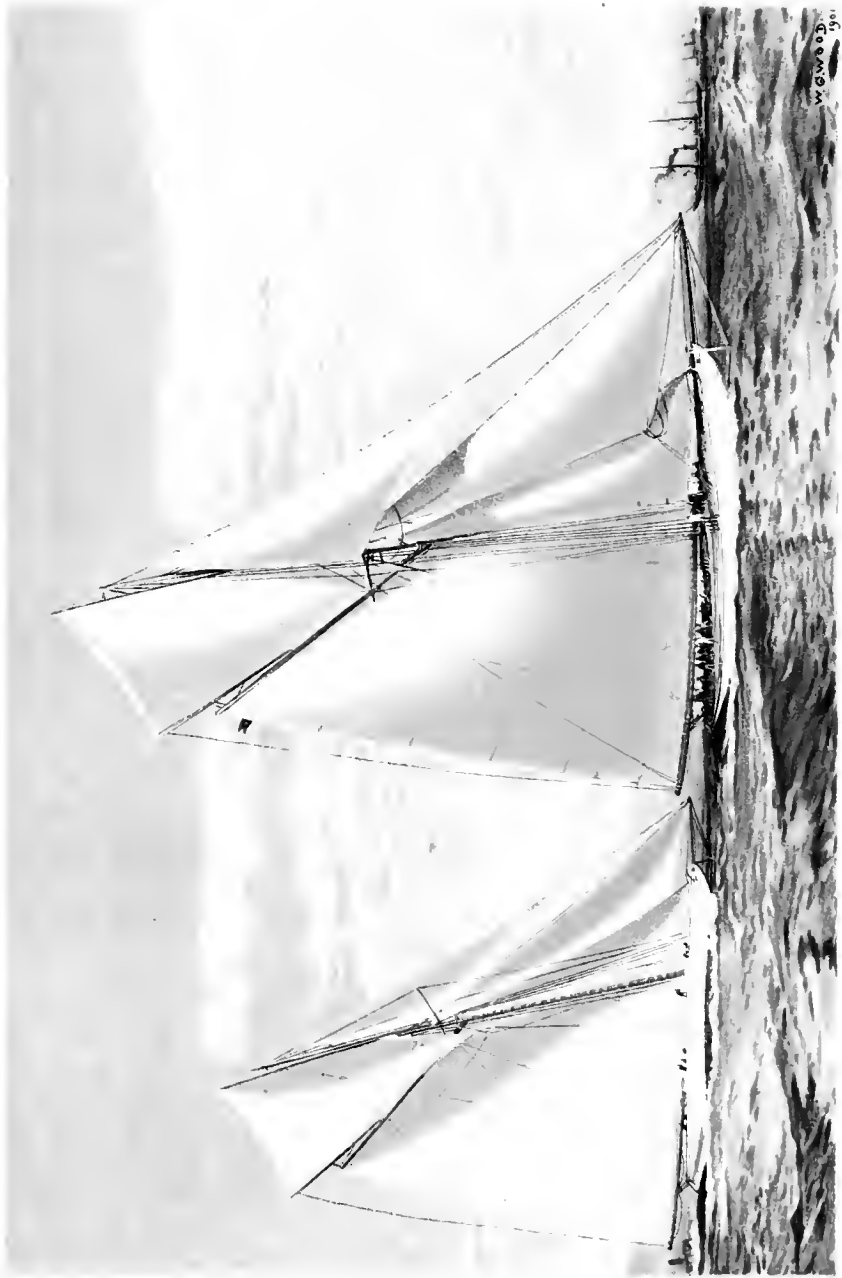
“ A measurement taken as provided above shall be final, and not subject to protest by either party.”

The measurement question was very important, as most of the unfortunate events that grew out of these races revolved around it. That Lord Dunraven came to this country believing the cup racers should be marked on the water-line is shown by his letter of October 25th, 1894, in which he suggested that the vessels when measured should be so marked. When signing the agreement above quoted he did not bring up the marking matter. There is reason for belief, however, that he had been informed he had to do with an adversary not above the practice of altering the trim of vessels secretly. If the seed of suspicion were thus planted in his mind, it might account for the request he made of the America's cup committee on September 6th, in a letter, as follows :

It is obvious that alterations in the load water-line length of a vessel may, under present conditions, be made without the owner's knowledge, and without possibility of detection. It is, of course, impossible to guard absolutely against such an occurrence. But these contests cannot be compared with ordinary races ; and in the interest of the public, and of the owners who have to do their best to see that rules are obeyed, it is surely right and necessary that the cup committee should take every precaution to insure that the vessels sail on their measured load water-line length.

Here was strange language. What had put such thoughts into Lord Dunraven's mind ? He had made no such request the year before ; his suggestion of October 25th, 1894, was not mentioned September 4th, when he signed the agreement of conditions of the races. But his letter of the 6th, here quoted, was prefaced by the statement that “ on reflection ” he did not consider this matter “ satisfactory.” According to the gossip of the fleet some one among the Americans on the steamer City of Bridgeport, Valkyrie's tender, had been telling tales of alleged questionable proceedings with water ballast on a vessel formerly controlled by Mr. Iselin. The origin of this story has never been made clear, but as its substance was in pretty general circulation at that time among yachtsmen, nothing was more natural than that it should reach Lord Dunraven's ears, if he chose to listen to it.





W. & A. Wood
1851

The New York Yacht Club acted promptly on the suggestion in Lord Dunraven's letter, and appointed a special committee on Sept. 6th consisting of Messrs. Archibald Rogers and A. Cass Canfield, to go to Erie Basin, where the yachts were being measured, and grant Lord Dunraven's request. This committee saw Mr. Iselin, who at once acquiesced in the request. *Valkyrie*, however, had already been measured and left the basin, and could not be brought back that day, owing to the falling of the tide. It was therefore impossible to mark the boats before the first race, which was to take place the next day.

As the world knows, the racing between *Valkyrie* and *Defender* was a miserable fiasco. The relative merits of the boats were never tested, except in a light wind on the first day they met, Sept. 7th. It was with hopes high that yachting enthusiasts sailed out past the Hook that morning. *Valkyrie III.* was the ablest boat thus far sent after the cup, and a battle royal was expected. The mild weather and lack of a breeze were, therefore, a disappointment. In the early forenoon the wind was from the northeast, and varied from six to eight knots. As a windward course could not be laid from the Sandy Hook light-vessel with the wind in this quarter, the starting line was shifted to a point three miles northeast from Seabright, N. J., the line being formed by the committee boat *Luckenbach* and another tug. The wind having hauled to E. by S., the course was laid in that direction, fifteen miles to windward. The weather was clear, and there was a heavy swell from an old sea offshore, causing some unpleasantness among the spectators on the large excursion fleet assembled around the starting line. There was notably less crowding on the part of excursion steamers at the start than in former races. A patrol fleet of twenty steam yachts did picket duty, flying the New York Yacht Club flag and a special guard flag of white. Steamer captains as a rule regarded their admonitions, and left a tolerably clear field for the racers, though not as clear as could have been desired.

The preparatory gun was fired at 12.10, and the starting gun at 12.20. *Valkyrie* was the first to cross, at 12.20.46. *Defender* was timed four seconds later, crossing slightly to windward of *Valkyrie's* wake, and on her weather quarter. Both were on the starboard tack. *Valkyrie* was admirably handled in the manœuvring for the start, and went over under better headway than the home boat, but she was bothered the more as the race progressed by the roll and chop, the combination of light wind and lumpy sea being ill suited to her beam.

The sails of the British boat sat to perfection, and were the finest suit ever seen on a cup challenger. Her topsail was enormous, and attracted much attention, being the first of the ex-

tremely large club-topsails that afterward became familiar in cup races. It stood up like a board, and had three battens on the head. Her mainsail, while excellent, was no better than Defender's. On coming to the line Valkyrie carried a baby jib-topsail. Defender's club-topsail was also large, and was very white. It was set over a cross-cut mainsail of yellow tinge. She carried a No. 2 jib-topsail, considerably larger than Valkyrie's.

The first hour's sailing made but small difference in the relative position of the boats, although Defender was in a position at 1.57 to weather her rival, which she did by tacking across her bow. Valkyrie had tried the same move on Defender ten minutes before without success. From this point on, the home boat gradually widened the gap between herself and the challenger.

Half-way out to the mark the wind hauled a couple of points southerly, and the run home was a broad reach. To the outer mark Defender outsailed Valkyrie 3 m. 27 s., and on the home reach 4 m. 53 s., or 8 m. 20 s. in all, to which was added an allowance of 29 s. There was nothing notable in the race. Both boats were sailed for all they were worth in such weather.

The official summary :

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
DEFENDER	12.20.50	3.36.29	5.21.14	5.00.24	4.59.55
VALKYRIE III.	12.20.46	3.39.52	5.29.30	5.08.44	5.08.44

When the yachts came home that night it was known to none but the regatta* and cup committees of the New York Yacht Club that Lord Dunraven had made a charge bearing an imputation of fraud, to Mr. Latham A. Fish, the New York Yacht Club member sailing on Defender, namely: That in his opinion Defender sailed the race immersed three or four feet beyond her length as measured on September 6th. This was coupled with a request for remeasurement.

"Lord Dunraven stated," reported the America's cup committee subsequently, "that he believed the change had been made without the knowledge of Defender's owners, but that it must be corrected or he would discontinue racing."

As this charge became the basis of the case resulting in the expulsion of Lord Dunraven from the New York Yacht Club, and did not become a matter of public record until some weeks after the races were concluded, it is made the subject of a subsequent chapter in this book.

The two yachts were towed to Erie Basin on the 8th, remeasured, and marked, as requested by Lord Dunraven. Only

* The regatta committee consisted of S. Nicholson Kane, Chester Griswold and Irving Grinnell.

one-eighth of an inch difference was found in the water-line of Defender, and one-sixteenth in Valkyrie.

When Defender and Valkyrie came to the line for the second race in the series, on the morning of September 10th, the public had received no intimation of the shadow which had fallen on the sport. It was therefore with expectations of a fine race that a great crowd gathered to witness the second meeting of the yachts. Indeed there was every prospect of a good race that day. The weather was warm, though hazy, the incense of early autumn filling the air. There was a good sailing breeze from the south when the yachts came to the line. According to his custom, Lord Dunraven sailed on Valkyrie, and with him were his two daughters, Lady Rachel and Lady Eileen Wyndham-Quin. George L. Watson, Sailmaker Ratsey, of Cowes, Mr. Arthur Glennie, rear commodore of the Royal Portsmouth Yacht Club, (one of Lord Dunraven's chief advisers,) and Mr. H. Maitland Kersey, of New York, also sailed on the boat. The New York Yacht Club's representative on board was Mr. Joseph R. Busk. On board Defender Lord Dunraven's representative was Mr. B. D. Henderson, a member of the Royal Yacht Squadron. Mr. C. Oliver Iselin was in charge of Defender, and Capt. Henry C. Haff was at the wheel. Capt. Sycamore, assistant to Capt. Cranfield, stood at Valkyrie's tiller.

The course was set ten miles S., to windward; ten miles N. E. by E., and ten miles N. W. by W. $\frac{1}{2}$ W., the first leg being to windward and the other two reaches. The wind was light, perhaps five miles an hour, when the boats came for the line in anticipation of the starting-gun. On the weather, or westerly end of the line, was the committee boat Luckenbach, at the leeward end the light-vessel.

About two minutes before gun-fire the racers, which had stood to the westward of the line, jibed to the starboard tack, and headed for the line, in a southeasterly direction. In their course and about six hundred yards from the line, lay the large steamer City of Yorktown, carrying excursionists. Defender went astern and to leeward of her, and Valkyrie by her bow. As the two boats cleared the Yorktown their courses converged for the line in an acute angle, Valkyrie to windward, and nearer the line, though Defender was sailing the faster. It was apparent to all who saw the courses of the vessels that unless one or the other gave way they would foul before the line was reached. Defender being to leeward had the right of way, and held an undeviating course for the line, maintaining a slightly faster pace than her rival until reaching Valkyrie's lee. Valkyrie, in danger of crossing before the gun, bore off toward Defender. To many who saw the move it appeared that Defender was holding a true

THE LAWSON HISTORY

course, while Valkyrie was bearing down on her, and it also appeared that unless Defender gave way there would be a foul.

Nearer and nearer the boats came to one another, their tall topsails almost touching at last, and their speed now about equal, when suddenly Capt. Sycamore luffed Valkyrie, expecting to crawl out of close quarters. He was too late, for in luffing the shackle of the iron strap on the end of Valkyrie's main-boom caught in Defender's starboard topmast-shroud.

There was a loud twanging report as the shroud sprung out of the spreader, and with her topmast bending like a whipstock under the weight of her club- and jib-topsails, Defender bore off a little, while Valkyrie straightened her course for the line, and went over thirteen seconds after gun-fire, followed by deep-breathed cries of "Shameful!" "Outrageous!" and other expressions of popular wrath.

As Defender fell off with her disabled topmast sagging to leeward, the scarlet protest-flag fluttered on her deck, while the answering pennant flew from the committee boat. It was fully expected, by the spectators, that Valkyrie would return and report, since she appeared palpably in the wrong in the foul. She did not, and after seeing that Defender's gear held aloft, Capt. Haff put the yacht over the line, one minute and fifteen seconds after the gun.

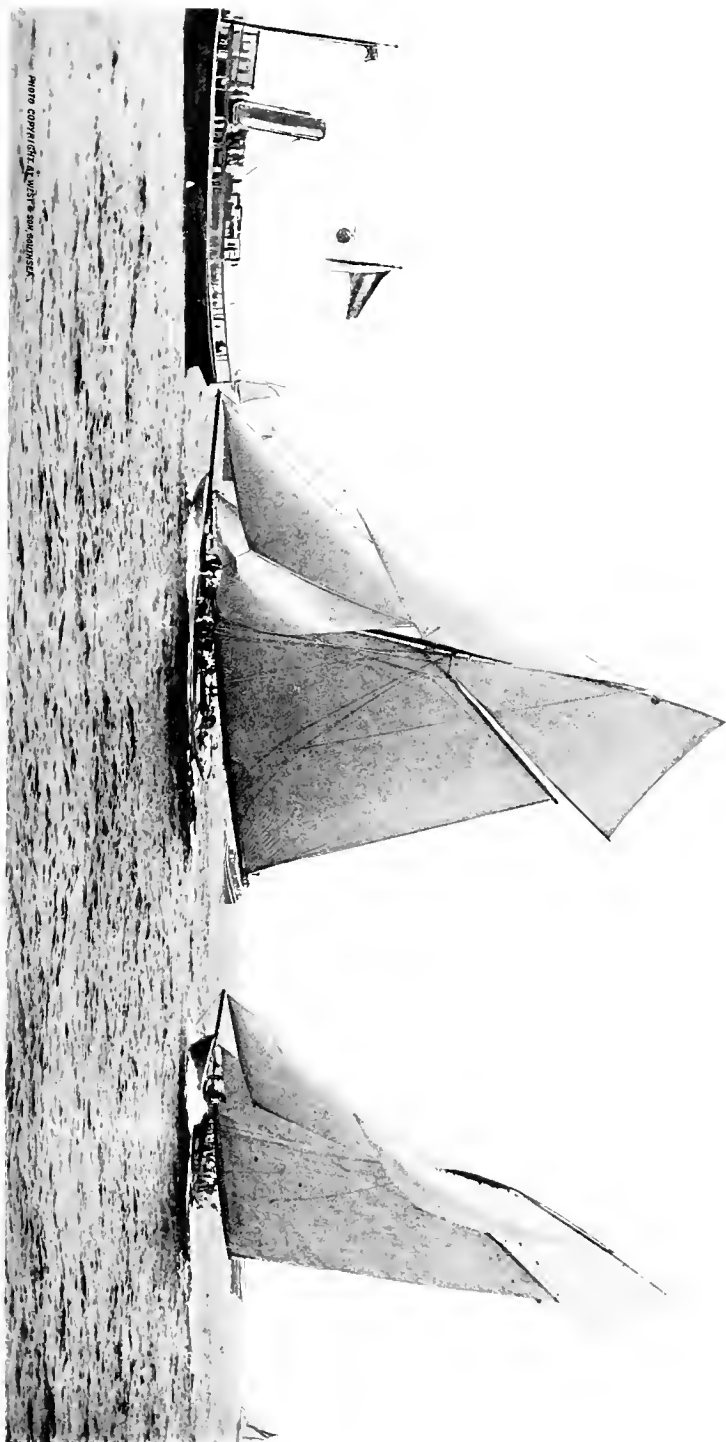
The race that followed was as game a contest as a disabled yacht ever sailed. Fortunately the wind on the first leg was not strong, and the sea was smooth. Repairs were made by lashing Defender's disabled shroud to the spreader, but as it could not properly be set up with the boat under way no great amount of sail could be carried on it in windward work. No jib-topsail was carried, though Valkyrie used one.

The time on the first leg showed that Valkyrie outsailed Defender 2 m. 50 s.

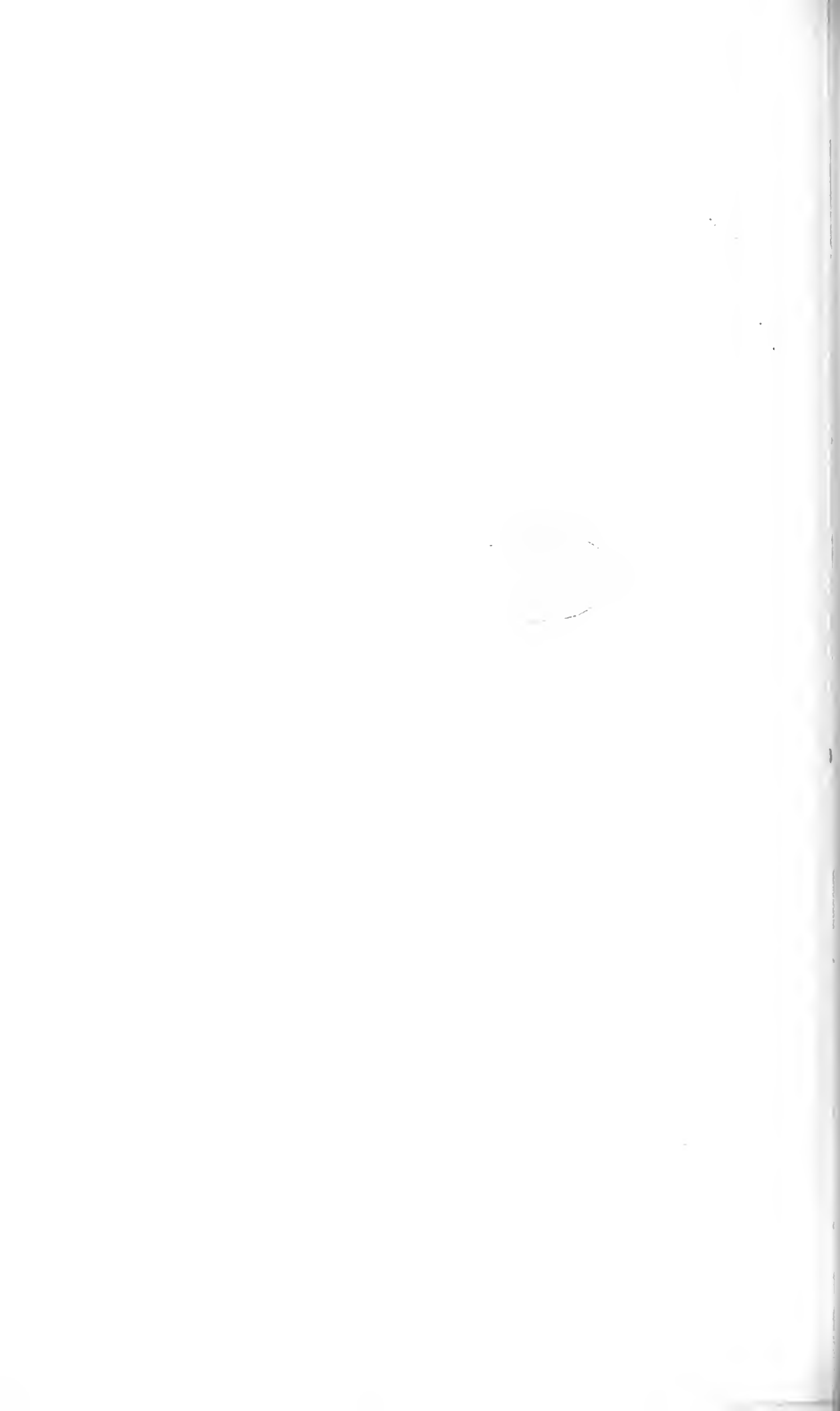
On the second leg the wind freshened to ten knots. Valkyrie cracked on a big balloon jib-topsail, but Defender had to be content with a small one. Her gain on this leg was seventeen seconds. On the home leg Defender, having her disabled shroud to leeward, was able to carry full sail for the first time, and under a press of canvas she outsailed Valkyrie 1 m. 17 s., making a gain of 1 m. 34 s. on the last two legs. She was outsailed by Valkyrie over the entire course by 1 m. 16 s. elapsed, and by 47 s. corrected time.

The official summary :

	Start	First Mark	Second Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
VALKYRIE . . .	11.00.13	12.57.43	1.58.00	2.55.22	3.55.09	3.55.09
DEFENDER . . .	11.01.15	1.01.35	2.01.45	2.57.40	3.56.25	3.55.56



МОРСКОЕ КОСЛОВИЩЕ



of THE AMERICA'S CUP

[1895]

At the conclusion of the race Mr. Iselin made a written protest to the regatta committee, as follows :

Sept. 10th, 1895. ON BOARD DEFENDER.

TO THE REGATTA COMMITTEE,
NEW YORK YACHT CLUB,

Dear Sirs,—It is with much regret that I hereby protest the Valkyrie in the race to-day. I shaped my course for the line, (which course, according to my orders, was not altered in the slightest degree), on the starboard tack, with sheets trimmed down, when Valkyrie bore down on us with wide sheets, and, in luffing, fouled our starboard main rigging with her main-boom, carrying away our spreader, and springing our topmast.

Respectfully yours,

C. OLIVER ISELIN.

To this Lord Dunraven made reply that Defender luffed into Valkyrie after establishing an overlap, and therefore was to blame for the foul. He stated also that Valkyrie only just succeeded in clearing the committee boat.

That these statements unfortunately were not in accordance with the facts was shown by photographs taken at the time of the foul, and five seconds afterwards, which the committee put into its report. They showed Valkyrie luffing, and with ample room to clear the committee boat.

To Americans there seemed no other way to look at the foul than that it was caused by Valkyrie bearing down on Defender to avoid crossing the line ahead of the gun, and to still keep her weather position until gun-fire. Lord Dunraven, though an authority on navigating vessels, and an expert sailor, did not see the facts as the photographs showed them. He later stated that neither he, nor Mr. Henderson, his representative on Defender, saw a protest-flag displayed. It certainly was displayed very prominently, and twice, before Defender crossed the line. Being scarlet, the flag could easily be seen.

The regatta committee ruled, after examining the evidence, that "from our own observation, confirmed by that of others, who were in good position to see all that occurred, we find that Valkyrie, in contravention of section II. of racing rule 16, bore down upon Defender, and fouled her by the swing of her main-boom when luffing to straighten her course. We also consider the Defender left Valkyrie sufficient room to windward to pass clear of the committee boat."

The protest of Mr. Iselin, therefore, was sustained, and the race was given to Defender. Mr. Iselin offered to resail the

race with Lord Dunraven, but the offer was declined, and, it appears, very properly, by Lord Dunraven, on the ground that the committee having given the race to Defender he could not accept an offer to resail it.

Many fair-minded persons thought the committee in error in not ordering the race resailed, as it had power to do. When Sir Richard Sutton was fouled by Puritan, and had a right to the award of a race, he refused to accept it. Lord Dunraven was not of Sir Richard Sutton's sort, and the regatta committee, by not ordering the race resailed, lost a good opportunity to set him an example in courtesy. The committee decided that its powers to order a race resailed did not extend to a race decided on a protest which showed one of the contestants to have been at fault. The committee ruled that its power to order a race resailed should not be exercised arbitrarily, but only in the case of races given up when neither contestant was at fault, as in the case of fog. Mr. Iselin placed himself and Defender at the disposal of the America's cup committee, which, "while declining to take the initiative and order the race resailed, agreed to sanction an offer to do so from Mr. Iselin to Lord Dunraven," to quote the committee's report.

There were not a few members of the New York Yacht Club itself, and hosts of other yachtsmen, who thought this a fine distinction. Mr. Iselin later made a tentative offer to the cup committee to resail all the races with Lord Dunraven, but the committee did not think favorably of the proposition.

On the evening of September 10th Lord Dunraven notified the America's cup committee that unless he could have a clear course he would not sail on the 12th. His communication to the committee was as follows :

YACHT VALKYRIE, Sept. 10th, 1895.

Gentlemen : It is with great reluctance that I write to inform you that I decline to sail Valkyrie any more under the circumstances that have prevailed in the last two races, and for the following reasons :

First. To attempt to start two such large vessels in a very confined space, and among moving steamers and tug-boats, is, in my opinion, exceedingly dangerous, and I will not further risk the lives of my men or the ship.

Second. At the start of the first race the crowding was so great that we could not see the mark-boat, and could not tell when we were near the line ; and we were much hampered by steamers, especially on the reach home.

To-day, on the reach home, eight or nine steamers crossed my bow, several were to windward of me, and,

what was worse, a block of steamers were steaming level with me, and close under my lee. I sailed nearly the whole distance in tumbling, broken water, in the heavy wash of these steamers. To race under those conditions is, in my opinion, absurd, and I decline to submit myself to them again.

I would remind your committee that, foreseeing the trouble that might occur, I urged upon them the desirability of sailing off Marblehead, or in some locality other than New York Bay, and that they refused to do so. At the same time I wish to testify to my full belief that your committee has done everything in their power to prevent over-crowding.

The fact is, that when a contest between the representatives of two yacht clubs creates so much popular interest, and attracts such crowds of people, if the races are sailed in the immediate neighborhood of a great city, and if the dates of races and times of starting are known and advertised, it is impossible to keep a course free from causes of exceptional danger, and clear enough to insure the probability that the result of the match is decided according to the relative merits of the competing vessels.

I have the honor to remain,

Your obedient servant,

DUNRAVEN.

This was ground not covered in the articles of mutual agreement governing the races, as construed by the committee of the New York Yacht Club. Lord Dunraven was the victim of a condition of affairs that had grown worse with each cup contest off Sandy Hook, and he doubtless believed he was interfered with more than the home boat, which perhaps was but natural; yet he had infinitely less cause for complaint than Sir Richard Sutton, Lieut. Henn and Mr. Bell, who were obliged to contend with greater crowding on the inside course of the New York Yacht Club, but who accepted their ill-fortune without a murmur.

The American public was deeply interested in the performance of the yachts, and this interest alone led to the crowding complained of, a condition that had existed in all international matches, on both sides of the Atlantic, from the first race sailed for the cup.

It will be recalled that in the *London Illustrated News*' account of the America's race at Cowes it was stated that "steamers, shore-boats and yachts of all sizes buzzed along on each side of the course, and spread away for miles over the rippling sea." Lord Dunraven's former challenger, *Valkyrie II.*, was run down

and sunk * in the Clyde in the season of 1894, by the cutter Satanita, owing to crowding around the starting-line.

The New York Yacht Club sent a special committee to Lord Dunraven on September 11th, to confer with him, and if possible reach some agreement that would lead him from the course he threatened. Nothing was accomplished, for at 11.30 on the night of September 11th Lord Dunraven addressed a letter to the cup committee, in which he admitted that the committee could not promise a clear course, but stating that he would sail the race if the committee would take it upon itself to declare the race void if the vessels were interfered with by steamers. This the committee had no authority to do. It therefore instructed the regatta committee to prepare to start the race of the 12th.

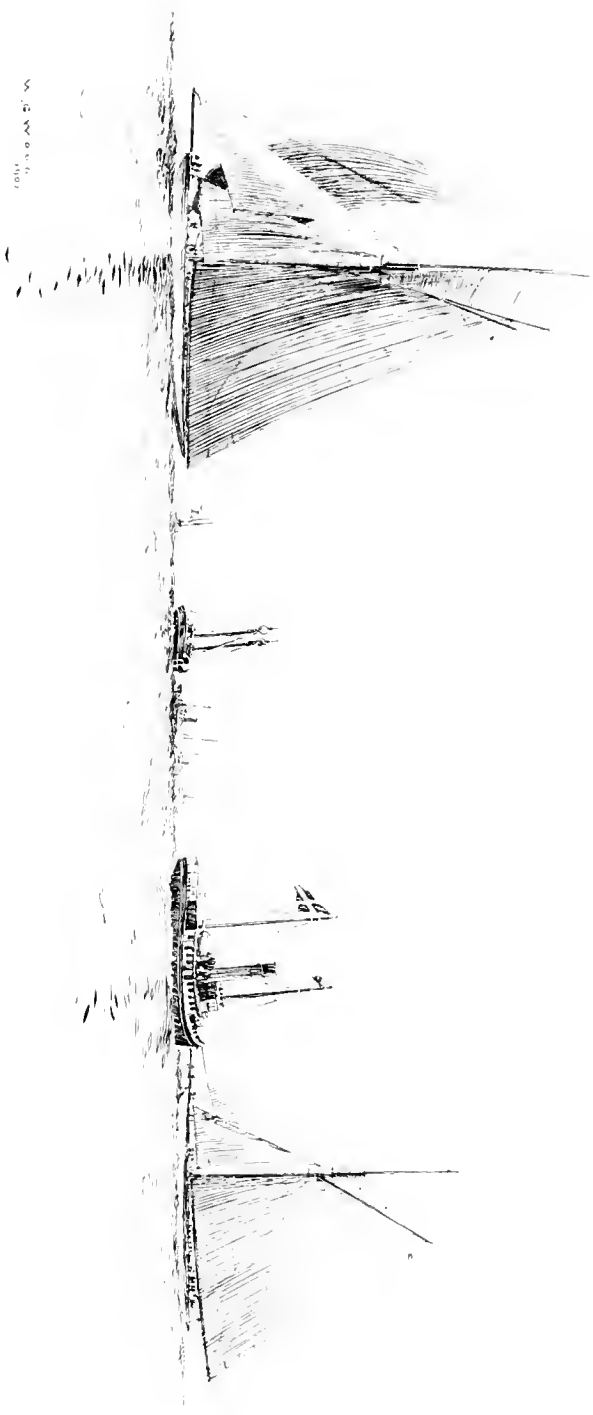
Although the public knew nothing on the 12th of what was going forward, there was a premonition of trouble off Sandy Hook when the excursion fleet arrived, and Valkyrie was seen coming out under jib and mainsail, without her topsail aloft, and with no preparations going on to make ready for the race.

The wind was light offshore, a gentle breeze N. by W. The course was laid S. by E. Around the starting-line the course was clearer than it had been in any previous race in years, there being a decided disposition on the part of steamer captains to accede to the request of the patrol fleet to keep away from the racers. At 10.55 a gun was fired on the committee boat indicating a postponement of the start for fifteen minutes. This gave the excursionists an impression that something indeed was wrong, and the strongest curiosity was manifested. There had been hints in the press that Lord Dunraven was about "to quit," and the public could hardly believe that so plucky a challenger would retire in that way.

The preparatory gun was fired at 11.10, but none of the smart preliminary manœuvring for position followed it that is usual in a cup race. Valkyrie was some distance from the line, still under mainsail and jib only, and with very little headway. The starting-gun was fired at 11.20, and twenty-four seconds later Defender crossed the line. Valkyrie, still moving slowly, crossed at

* The accident occurred July 5th, 1894, at the regatta of the Mudhook Yacht Club on the Firth of Clyde, when Valkyrie II., Satanita, Britannia and Vigilant were manœuvring for the start. One end of the line was near a fleet of yachts at anchor, leaving the yachts room to work only about the other end. Here were gathered "an immense flotilla of pleasure craft," to quote an English journal, there being considerable popular interest in the Yankee boat. It was a race for amateur helmsmen on the British boats, and Lord Dunraven was at the tiller of Valkyrie. Robert C. Ure, Esqr., a Clyde amateur, steered Satanita, and her owner, A. D. Clarke, Esqr., was on board. On Valkyrie as guests were Lord and Lady Algernon Gordon Lennox, and Mr.

George L. Watson. The wind was strong, with frequent rain squalls. Valkyrie was bearing for the line on the starboard tack, therefore with the right of way, when Satanita on the port tack luffed sharply to avoid sinking a small boat loaded with spectators that got in her way, and while going at high speed struck Valkyrie amidships, cutting her down nearly to the centre line. Valkyrie sunk in three minutes. All on board were rescued, but a seaman, named Brown, was so seriously injured that he died in a few hours. The vessel was abandoned by Lord Dunraven to the underwriters, who raised her, and broke her up. The lead in her keel was used on Valkyrie III.



W. J. W. 1870

11.21.59, but as soon as she was over her tiller was jammed down, she came up under the stern of the light-vessel, and headed for port, at the same time breaking out the New York Yacht Club flag at the truck. Later she picked up her tug and was towed back to Bay Ridge, * leaving the field to her rival, who went over the course, followed by the excursion fleet. Before crossing the starting and finish lines Mr. Iselin asked the authority of the regatta committee to cross, which was granted him, because "they had received no authority to alter the conditions of the match," to quote the committee's report.

Defender's time was as follows: Start, 11.20.24; finish, 4.04.36; elapsed time, 4.44.12; corrected time, 4.43.43.

Before returning to England Lord Dunraven wrote his report of the races to the Royal Yacht Squadron under date of September 24th.

Extracts from this report may be quoted here to show his views on some of the points developed in the series. Writing of the race of September 7th, he said:

On the first race we made a bad start. We lost sight of the mark-boat when close to the line, bore up without, as it turned out, any necessity for doing so, and lost our weather berth. But the ship sailed remarkably well, especially considering that the conditions we least desired prevailed, namely, a very light wind and a good deal of swell.

She worked out clear very fast from under Defender's lee, and we were in a very good position and would, I am convinced, have rounded the weather mark well ahead had not the wind northered three or four points and broke us off badly.

We made two palpable mistakes. When we stayed to the eastward to fetch the mark the wind broke us off about three points, and when we stayed back to port tack to cross Defender on the starboard tack, the wind broke us off again and freed her, and we were forced to stay again for her. Against all that, of course, there is nothing to say. It was

* Valkyrie's subsequent career was little more brilliant than her performance off Sandy Hook. She was taken back to England that fall, but in following seasons she proved a white elephant on the hands of her owner, under English racing rules, while Lord Dunraven ceased active racing. Valkyrie's life was a short one, for she was broken up, on the Clyde, in the summer of 1901. This fact calls to mind the reflection that cup challengers, like cup defenders, soon disappear from public view after their racing careers are over. Valkyrie II. was sunk in collision in 1894, as noted. Thistle was purchased by the German Emperor, who after racing her

several seasons as Meteor, made her a training vessel for German naval cadets, re-naming her Comet. Galatea is used by Mrs. Henn as a houseboat, at Dartmouth. Genesta was broken up at Gosport in 1899. The careers of the Canadian challengers have been described. Livonia is still in commission, as a cruising schooner yacht. Cambria, first challenger for the cup, at the conclusion of her racing career became a trader on the coast of Africa. She next passed into the hands of a coal-carrying company, and as late as 1900 was used in freighting coal from Swansea, Wales, to Cork. She was afterward laid up at the latter port.

THE LAWSON HISTORY

bad judgment on our part, or bad luck ; but I am perfectly satisfied with the way the vessel turned to windward. As to the reach home it is impossible to judge, owing to the crowding of steamers, but my belief is that Defender would have reached us in any case, though certainly not to anything like the same extent.

The second race was sailed on the 10th. The starting-line was again crowded to a dangerous extent. . . . On the reach from the second mark home the steamers interfered to an extent unprecedented in my experience on this occasion or in 1893. Some eight or nine vessels crossed our bows, and a large number packed closely together and steaming at a high rate of speed kept level with us to leeward, their wash running up against the wind and natural sea giving us heavy broken water to sail through. I make no accusation of partiality, I only say that whereas the ship, [Valkyrie], which was behind on the first day got much of the worst of the wash, the ship which was in front, [Valkyrie], got much the worst of it on the second day. I made up my mind that it was perfectly useless to sail under such circumstances, and communicated my decision to the gentlemen on the Valkyrie. On my return to the City of Bridgeport that evening I wrote a letter to the committee giving my decision and my reasons for arriving at it.

Lord Dunraven stated in his report, regarding the last race :

I was in hopes until the last moment that the race would be postponed. I do not wish to comment upon the action of the committee, but I must express my extreme regret that the race was not postponed.

Regarding the foul he wrote :

I do not for a moment impugn the action of the Regatta Committee ; but I think myself entitled to call your attention to the protest, to a written statement handed in by me before giving verbal evidence, and to the terms of the decision of the Regatta Committee.

To my statement I have little to add. I know that when we luffed to try and avoid a foul we were in danger of running into the committee boat. I could see her just to leeward of our bowsprit, and so close to that I was within an ace of ordering the helm hard down instead of hard up, fearing we could not clear her ; but eventually we just scraped clear by putting the helm hard up.

Neither vessel had her sheets in, this I can swear to, so can my representative on Defender, and the enclosed pho-

tograph proves it; both were well off the wind, immediately before the foul. I stated and still hold that Valkyrie was pointing just well clear of the weather end of the line, namely, the committee boat; that we did not bear down, but that Defender luffed into us. But assuming me to be wrong, I fail to see what rule was broken.

The rule that a vessel is not allowed to bear another vessel off her course in order to prevent her passing to leeward, is, I apprehend, intended to apply to a vessel sailing a definite course to some definite point. How can it apply to vessels manœuvring for a start? Under such circumstances the only course that can be said to be given them is to get to the starting-line. Both vessels were off the wind, Valkyrie about half a length ahead, to windward. There could not be any possible question of endeavoring to prevent Defender passing to leeward, as both vessels were practically at the line, the foul occurring about fifteen seconds before gun-fire.

Defender had the whole length of the line clear to leeward; she further had the two minutes additional handicap time, which her manager specially insisted upon, of which to avail herself. I fail to see how any rule could be broken unless we had borne her down on top of, or to leeward of the lightship, which represented the other end, or leeward end of the line. . . .

While accepting the verdict of the Regatta Committee without demur, I am bound to say I think their judgment was given on a mistaken estimate of the circumstances of the relative position of the vessels in respect to the direction of the wind and the starting-line. I may further say, that being in the best possible position in a weather berth, (of which we could not be deprived), we had nothing to gain, and everything to lose, by causing a foul. I considered Defender responsible for the foul, and I ought perhaps to have protested. But I thought it possible the foul at the last moment was accidental, and I refrained from protesting.

I saw no protest-flag shown on Defender, nor, I may add, did Mr. Henderson, my representative on Defender. Had I been aware that Defender had protested, I would certainly have done the same.

With regard to his turning back after crossing the line on the 12th, Lord Dunraven reported:

When I went to Sandy Hook on Thursday morning, I was in ignorance as to the intentions of the committee, but while I thought and hoped they would postpone the race, by

THE LAWSON HISTORY

the simple process of hoisting letter G, (see sailing directions), I crossed the line because I thought the agreement demanded it ; because I thought it the most courteous thing to do, and because I had told Mr. Canfield and Mr. Busk I would do so. Having crossed the line and returned, I considered the match over, took down my racing flag, and hoisted the burgee of the New York Yacht Club, of which I have the honor of being an honorary member. I hoped that would have been construed as I intended it to be, into a sign of friendship and courtesy. It appears to have had an opposite effect. I had no idea, until the starting-gun was fired, what the committee intended to do, or whether the Defender was aware of my decision, or whether any notice had been given to the public. . . .

The contention that I broke my agreement by allowing Defender practically to walk over for the final race is scarcely worth considering. It was the business of the committee to keep a reasonably clear and safe course. It was not my business to dictate to them the means they were to employ. I could only warn them and ask them, and that I did over and over again. Failing a reasonably safe and fairly clear field, I was not bound by an agreement to sail the ship around the course under circumstances which gave her no fair chance. I fulfilled all strict liabilities by crossing the line.

American yachtsmen did not agree with this view. Lord Dunraven agreed to sail a certain number of races. There was no agreement that the course should be clear. That the crowding of the course by steamers was objectionable nobody denied, but no one had the power to make a change for the better. Lord Dunraven's protests bore good fruit, however, for before another series of races were sailed a way was found to keep the courses clear.

As to the point made by Lord Dunraven regarding postponement, the America's cup committee, in a special report written Dec. 14th, had this to say :

It seemed to them [the committee] useless and undignified to delay the start for further parley with a challenger who in the middle of a contest had seen fit to advance new conditions in the form of an ultimatum, under a threat to withdraw. With a perfectly clear start and every indication of good intentions on the part of accompanying vessels, it seems to us impossible to justify Lord Dunraven's conduct as a sportsman in not starting and sailing the race at least until such time as he had reason to complain that his vessel was suffering from interference.

Lord Dunraven's attitude was a disappointment to American yachtsmen. He knew crowding was a condition to be met in yacht races here, as everywhere. He made trouble through a vague charge of fraud, then shifted ground and refused to sail because he was not assured a clear course. That he sincerely believed himself right there can be no question, though his judgment cannot well be commended. That he was badly advised there seems little doubt. When he returned to England he was easily the most unpopular Englishman who ever left this country. It is hard to justify, in American eyes, what is popularly called "quitting," no matter what motives govern the act. There is a feeling in this country that a sportsman should "take his medicine" when once embarked in a sporting venture, come what will. This Lord Dunraven did not do.

While the Dunraven affair was before the public the New York Yacht Club received a challenge on behalf of Mr. Charles Day Rose, from the Royal Victoria Yacht Club, under date of Sept. 28th. It was as follows :

J. V. S. ODDIE,

Secretary, New York Yacht Club.

Dear Sir, —I, on behalf of the Royal Victoria Yacht Club, and in the name of Charles D. Rose, a member of the club, challenge to sail a series of matches for the America's cup in 1896, with the cutter yacht Distant Shore, load water-line 89 feet.

In the event of this challenge being accepted I should be obliged if you would kindly inform me what dates, courses and conditions the New York Yacht Club will propose to govern the races.

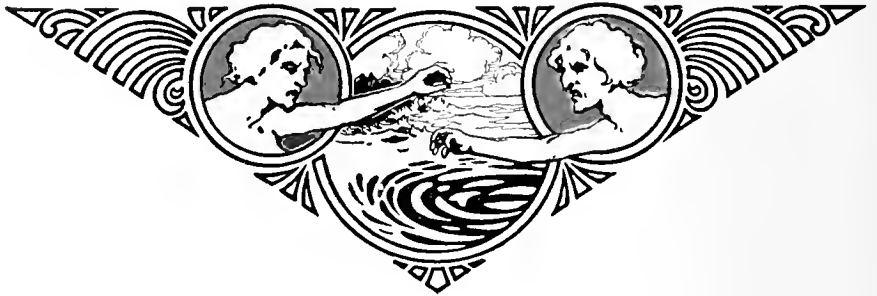
PERCY THELUSSON,

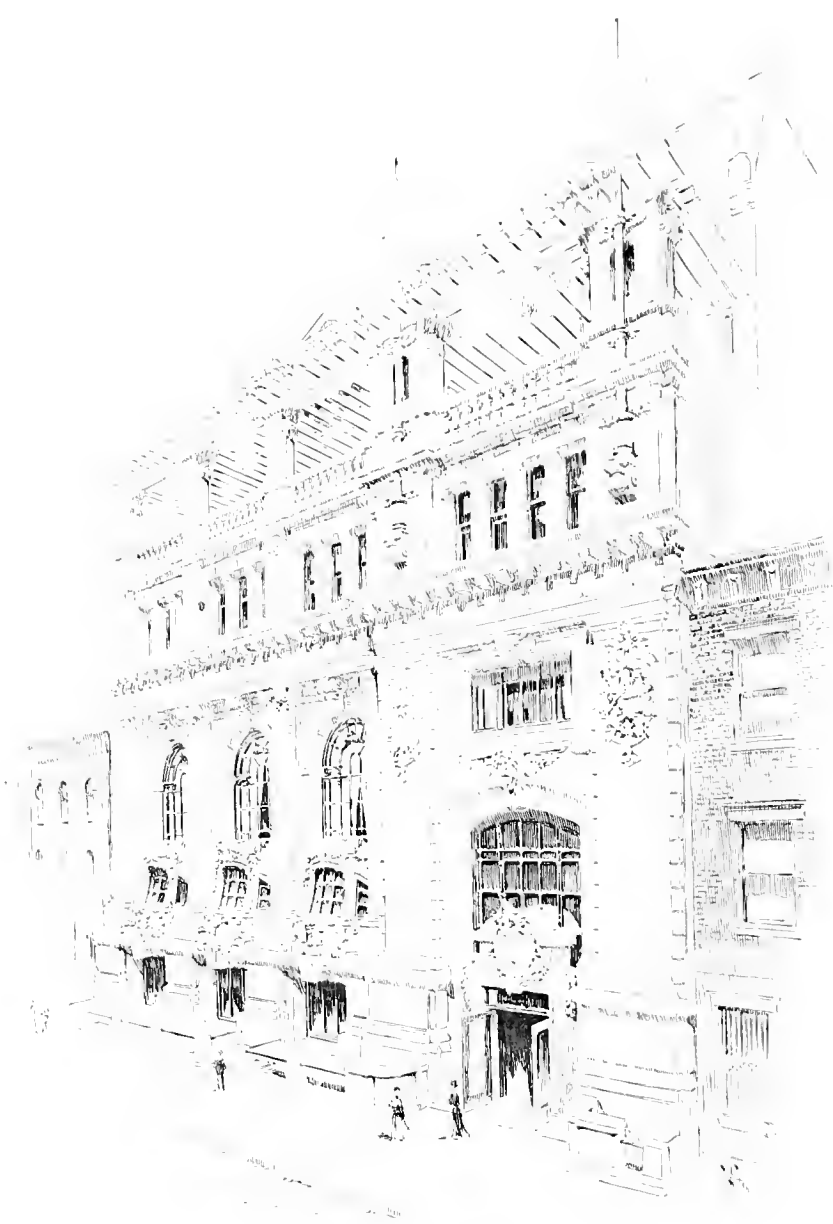
Secretary, Royal Victoria Yacht Club.

This challenge was accepted on October 14th, 1895, and the conditions were forwarded the next day. These conditions were in the main identical with those that governed the races between Defender and Valkyrie III., with a few additions, some of which were suggested by the Dunraven affair. The four chief additions were : The vessels when measured to be distinctly marked "at the load water-line at the bow, and as far aft as possible ;" the regatta committee reserved the right to postpone the start in the event of undue crowding about the line ; the time limit was to be five and a half instead of six hours, and the limit of crew to be fixed at one man for every two feet of racing length.

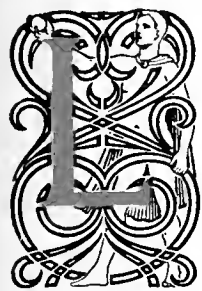
On October 22d Mr. Rose withdrew his challenge, "in view of repeated comments that it might be construed as an expression of opinion on Lord Dunraven's action in connection with the last

racers." Mr. Rose's challenge was the subject of considerable comment, being called by one English critic "an after-dinner affair," while there was considerable speculation among American yachtsmen as to what influenced him to withdraw it. Mr. Rose was London representative of a New York banking house, and had lived many years in the United States. He was connected with turf sports, but was not a yachtsman. His proposed challenger was to be from the designing board of George L. Watson. She was eventually built in 1899, but not on the dimensions indicated in Mr. Rose's challenge. She was not launched until the spring of 1901, when she was purchased by Kenneth Clark, Esqr., of Paisley, and was christened Kariad. Her racing in the Clyde, in 1901, showed her to be a smart boat, though not of the cup class. Her load water-line length was 80 feet, overall length 108 feet, beam 20 feet, and draft 17 feet.





LORD DUNRAVEN MAKES CHARGES
OF FRAUD AND A HEARING IS HELD
ON THEM: 1895-1896. CHAPTER XII.



LORD DUNRAVEN returned to England shortly after the races, sailing from Newport, where he received considerable social attention, on the ship-rigged steam-yacht Valhalla, owned by Joseph Frederick Laycock, Esqr., of the Royal Yacht Squadron. On October 24th the America's cup committee of the New York Yacht Club made its report to the club on the cup races. In this report there was mention of the complaint made by Lord Dunraven on September 7th, to the effect that he believed Defender sailed the first race on a longer water-line than she was allowed. This complaint, the committee stated, had been regarded as a call for remeasurement solely, the imputation of fraud being so vague as to be overlooked. The boats were remeasured on the 8th of September, and their water-lines were found to be practically the same as when they were measured on the 6th for the races. This, the committee believed, ended the matter.

The committee's report was given to the press. The imputation of Lord Dunraven not having been pressed by him, and being treated as something which had been settled by the acceptance of the remeasurement, did not excite a very great degree of interest when the report was published, as the public was already tired of the subject.

Intense indignation was aroused, however, on November 9th, when cabled reports from London stated that Lord Dunraven had published in the *London Field* an article reiterating in plain language the imputations of fraud contained in his request for remeasurement of the boats made on the 7th of September.

The article in the *Field* was identical with a pamphlet Lord Dunraven had written on the subject, and contained his official report of the races, with the charges of fraud reiterated therein, that he had sent to the Royal Yacht Squadron, under whose flag he sailed.

Lord Dunraven's statements pertaining to the alleged fraud were as follows:

The first race was sailed on September 7th. I am of opinion that Defender did not sail on her measured L. W. L. length during that race.

I should first explain that, to the best of my belief, none of the gentlemen interested in Defender lived on board of her or on board of her tender, the Hattie Palmer; that Defender's crew slept on board her, and that, in consequence, a good deal of material, and men's cots, etc., had to be transferred backwards and forwards between the Hattie Palmer and Defender. A good opportunity was afforded us of observing Defender when she lay close to us in the Erie Basin previous to docking after her final trial race with Vigilant, on August 31. When she came into the basin to be measured on September 6th it was plain to me, as to all on board the City of Bridgeport [Valkyrie's tender], that she was floating considerably higher than on former occasions. That was, of course, quite unobjectionable. I may mention that according to Mr. Hyslop, the official measurer, Defender was some six inches shorter when measured for the cup races than when measured for Goelet cup races. Both yachts lay inside Sandy Hook on Friday night; Defender's tender, the Hattie Palmer, lay alongside her, and the crew were at work from dark to one in the morning. On Saturday morning my attention was drawn by those on board the City of Bridgeport, including representatives of her American crew, to the fact that Defender was visibly deeper in the water than when measured. She so appeared to me; but as her tender was alongside and engaged, apparently, in taking material out of her, it was impossible to form a definite opinion at that time.

When I put Mr. Henderson, my representative, on board Defender, about 9 A.M., after the Hattie Palmer had left her, I felt perfectly certain that the Defender was immersed deeper than when measured. Not only was her bobstay bolt nearer the water, which might have been the result of alteration of trim, but judging by the line of bronze plating, and by the fact that a pipe amidships which was flush with the water when measured, was nowhere visible, she was, in my deliberate opinion, floating about four inches deeper in the water than when measured.

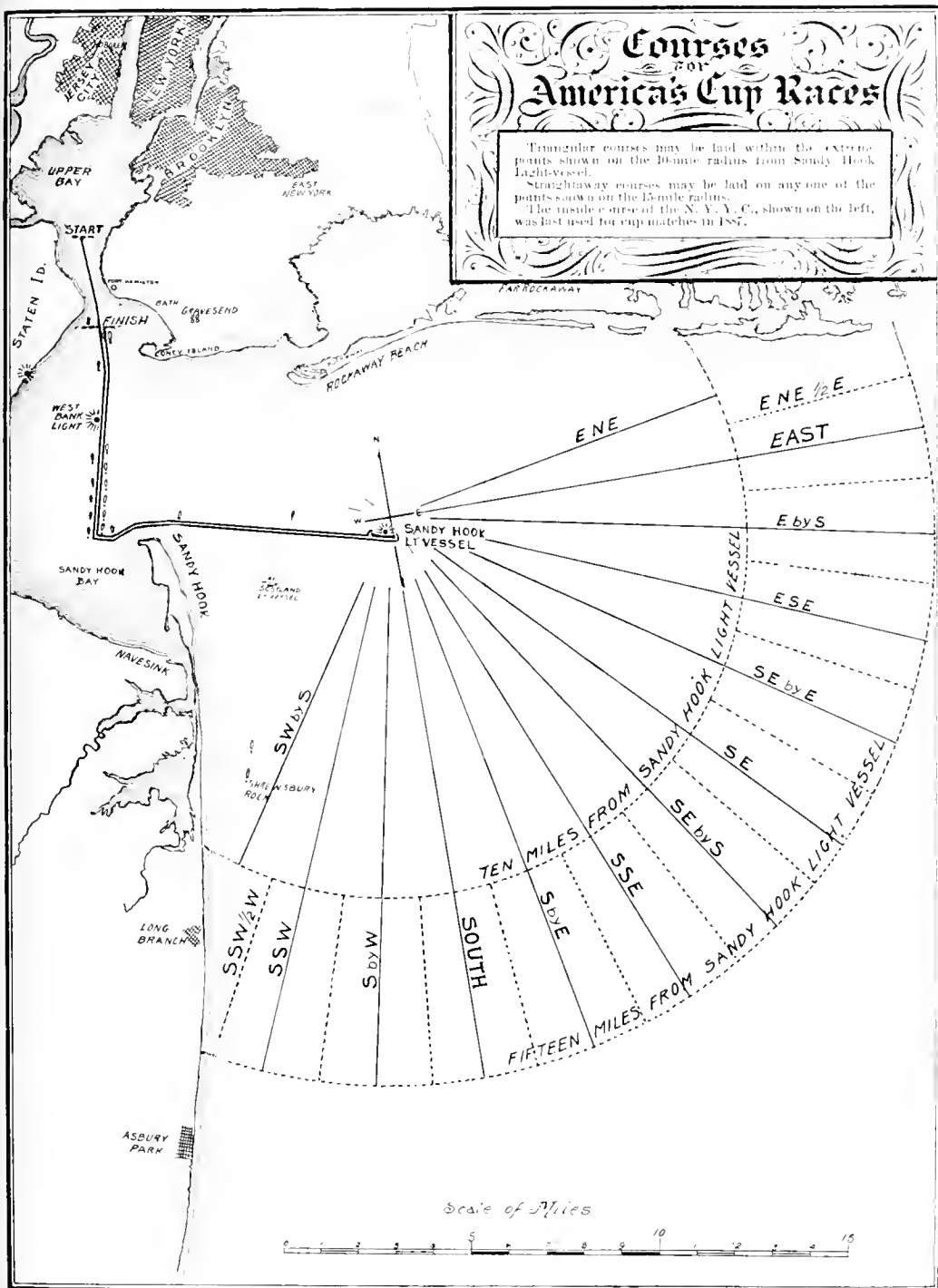
I was reluctant to make a formal complaint to the cup committee on a matter which it was, of course, impossible for me to verify; and in any case nothing could be done before the races started; but as soon as Mr. Latham Fish, a member of the committee, came on board Valkyrie, as Defender's representative, and before the races started, I stated the whole case to him; told him I thought some mistake had been made, and that all the weight put into Defender after measurement had not been taken out before the race; that I was positively certain that she was sailing at least a foot

Courses for America's Cup Races

Triangular courses may be laid within the extreme points shown on the 10-mile radius from Sandy Hook Light-vessel.

Straightway courses may be laid on any one of the points shown on the 15-mile radius.

The inside course of the N. Y. Y. C., shown on the left, was last used for cup matches in 1887.



beyond her proper length, and I requested him to take the earliest opportunity of mentioning the matter to the committee. Mr. Fish asked me what suggestions I could make, and I replied to the effect that I wished the committee to put one of the members, or some reliable representative, on board of each yacht immediately after the race, and to have both vessels remeasured, if possible, that evening. If that were impossible, then that the members of the committee, or their representatives, should stay on board in charge of the vessels until they were measured; that the L. W. L. should be marked on both vessels externally in such a way as to be plainly visible, and that the committee should take any other steps they thought desirable to insure that the yachts should not exceed their L. W. L. length when racing.

I put Mr. Fish on board the committee boat immediately after the race. No action was taken that evening, beyond ordering the vessels to be remeasured and marked externally on the day following. No members or representatives of the committee were placed in charge pending the measurement, as I had requested.

Had this been done my contention that Defender exceeded her measured length and the extreme limit of length imposed by the agreement and deed of gift, namely, ninety feet, would have been proved or disproved. Defender lay Saturday night at Bay Ridge with the Hattie Palmer alongside of her. Both yachts were measured on the following day, (Sunday afternoon), when their L. W. L. length was found to be practically the same as when measured on the Friday previous; but obviously that fact affords no proof that either or both of them had not exceeded the measured length when sailing on Saturday.

The New York Yacht Club at once took cognizance of the utterances of Lord Dunraven. Mr. C. Oliver Iselin, managing owner of Defender, addressed a letter to the club dated November 18th, 1895, in which he stated Lord Dunraven "knew perfectly well, as every gentleman knows," that what he charged was "a practical impossibility."

"I consider myself, therefore, as standing before the world solemnly charged by Lord Dunraven," wrote Mr. Iselin, "with an offence as base as possibly could be imputed to a sportsman and a gentleman, and which I indignantly resent and repel, and more than that: with having betrayed the confidence of my associates in the ownership of the Defender, the trust placed in me by the New York Yacht Club, and the good name of my country, whose reputation for fair play was involved in the contest.

“Relying in its belief in my integrity, the New York Yacht Club deemed itself justified in placing its honor and that of the country in my hands in the conduct of the race. I could not have imagined that in assuming that trust I should expose myself and you to such gross imputations. But now that they have been made, I place myself in your hands, in order that the club may take such steps as it sees fit, not alone to vindicate the Defender and the honor of her owners, but also to refute the imputation cast upon the good faith of the club and the country.”

The club acted on Mr. Iselin's letter on the same day it was written, by adopting a resolution appointing a committee of inquiry. The resolution was as follows :

Whereas, the *London Field* has lately made public certain charges purporting to have been made by the Earl of Dunraven, in reference to the recent America cup races, sailed under the challenge of the Royal Yacht Squadron ;

Whereas, this club is of opinion that notwithstanding the extraordinary conduct of the Earl of Dunraven in respect to the time and manner of making such charges, it is due to its honor and dignity that suitable action should be taken in relation thereto ;

Resolved, that Messrs. J. Pierpont Morgan, William C. Whitney and George L. Rives, are hereby appointed a committee with power, in their discretion, to add to their number, to whom the matter of said charges is hereby referred ; and that such committee shall have full power to represent this club in reference to the matter, and to take, on behalf of the club, and in its name, any action which may seem to them proper in the premises.

At the meeting at which these resolutions were adopted, a letter from H. Maitland Kersey, American representative of Lord Dunraven, was read, which contained the statement that Lord Dunraven, “while he thinks it is now too late to investigate,” had expressed, by cable, his willingness to “come over here and place himself at the disposal of the club or of its committee.”

The committee on November 23d addressed the following letter to Mr. Richard Grant, the secretary of the Royal Yacht Squadron :

At a special meeting of the New York Yacht Club held on Monday, Nov. 18th, the undersigned were appointed a committee to represent the club in the matter of certain charges made by the Earl of Dunraven in reference to the recent America's cup races, and published in the *London Field* of November 9th, 1895.

of THE AMERICA'S CUP [1895-1896]

The article in question expressly charges that after being measured for the cup races in September last, the yacht *Defender* was surreptitiously loaded so as to sink her four inches deeper in the water ; that she sailed in that condition in the first day's race ; and that immediately after that race the ballast so loaded was secretly removed, so that when measured the next day (Sunday) no discrepancy was found to exist between the two measurements. While Lord Dunraven intimates that the owners of the yacht were not personally cognizant of the fraud, the charge is none the less explicit.

It appears from Lord Dunraven's article that this statement as published in the *Field* is "mainly extracted" from a letter which he sent to the secretary of the Royal Yacht Squadron on September 24th last. We therefore beg to inquire whether the charges last mentioned have been laid before the Royal Yacht Squadron, and whether any and what action has been taken by the Squadron upon the subject.

In view of the grave imputations thus made by the representative of the Royal Yacht Squadron in an international race between the two great yacht clubs, the New York Yacht Club feels that the most searching and complete investigations of the facts and of the charges against the representatives of the New York Yacht Club should be promptly begun. It is our purpose to conduct such an investigation so as to satisfy every fair-minded man on either side of the Atlantic ; and to that end we have already communicated with the Earl of Dunraven and requested his presence in accordance with the offer made by him.

The result of the investigation, with all testimony taken, will be transmitted to you.

J. PIERPONT MORGAN.
W. C. WHITNEY.
G. L. RIVES.

Mr. Grant's reply, on behalf of the Royal Yacht Squadron, was as follows :

R. Y. S. CASTLE, COWES,
4 December, 1895.

Gentlemen : You will have received my cables of the 27th ultimo and of yesterday's date. Your cable to me of the 24th November was yesterday laid before the America cup committee of the Royal Yacht Squadron. They request me to say that the Squadron has taken no action in the matter. The complaint of the Earl of Dunraven, that the request made on Saturday, the 7th September, to Mr. Latham Fish

to have both vessels remeasured that evening, *and if that was impossible, that the members of the committee, or their representatives, should stay on board in charge of the vessels until they were measured*, was not complied with, and all that followed in consequence of the non-compliance with that request appears to the committee to be purely a personal affair of Lord Dunraven's, and not a matter in which the Royal Yacht Squadron can interfere, nor does Lord Dunraven request them to do so. I have the honor to be,

Gentlemen,

Your Obedient Servant,

RICHARD GRANT,
Secretary, R. Y. S.

The italicized words above, (our own), represent the base of Lord Dunraven's claim that in addition to being cheated he was denied an opportunity at the time of the alleged fraud to prove what he believed—a view officially shared by the Royal Yacht Squadron, as appears from its letter here quoted, which put it on record as dismissing the whole subject on the ground that if fraud were committed and covered up, redress was impossible, and nothing remained of the matter except Lord Dunraven's personal grievance.

That this assumption was offensive to the members of the New York Yacht Club appears from the club's decision that a full judicial inquiry was essential, as well as from the promptness with which this inquiry was dispatched.

Capt. Alfred T. Mahan, U. S. N., the foremost authority on maritime matters, was invited to join the committee, and did so, as did also Mr. Edward J. Phelps, former minister to England. It will be seen that the committee was, therefore, a representative body.

Three days after the appointment of this committee of inquiry, Lord Dunraven repeated his charges, and sought to justify them, in a speech delivered in Cardiff, Wales.

In this speech Lord Dunraven compared the ethics of the America's cup races with those of horse-racing, and asked what the public would think of a jockey who did not "weigh in" until the next day after a race, the inference being that fraud was as tempting to those in charge of a cup defender as to a jockey at a race track. The cup races, he declared, were not conducted with close enough official scrutiny. He had protested against such conditions, and felt that had the cup committee heeded his protests "a little more seriously, it would have been better for all." He was annoyed, he said, most of all, by the claim that he was actuated by animosity toward the American people.

of THE AMERICA'S CVP [1895-1896]

"Others accuse me," he said, "of being the victim of pique, spite or passion, and strangest delusion of all, a storm of indignation is passing over the United States at my treachery in formulating the new charge from the safe distance of three thousand miles. That astounds me, and I resent it, for to do such a thing would be mean and contemptible, as mean and contemptible as saying behind a man's back something one dare not say to his face."

Lord Dunraven then said that in his statements he had accused no one, and recited the circumstances of September 7th as he recalled them. "But yet," he continued, "an attempt is now made to prejudice me in the eyes of the two countries by accusing me of making from the security of home an entirely new charge, which I dared not make on the other side of the Atlantic. And the charge is stigmatized as a most gross and deliberate insult. Well, if it be an insult now, it certainly was an insult when it was made; and I cannot but think that this violent hurricane of indignation would have carried more conviction had it burst upon my devoted head at the time the complaint was made, while I was in America and could have stood up for myself. I confess it seems a little out of date now."

Lord Dunraven went on to say that he never would have alluded to the matter after it was once dropped had not the New York Yacht Club made public the cup committee report October 25th. Under the circumstances, he said, "I was bound to make my position clear."

After reviewing his complaint of September 7th Lord Dunraven said: "I also requested that both vessels should be taken charge of by the committee until they were remeasured, and that remeasurement should be made, if possible, the same day, and that all-important part of my request was ignored. I say all-important, because obviously to leave vessels alone to their own devices for twenty-four hours, and then measure them, proves absolutely nothing."

The above abstracts are from the manuscript of Lord Dunraven's speech, as produced at the New York Yacht Club hearing.

Pending the sitting of the committee of inquiry, the America's cup committee of the New York Yacht Club addressed to the club a statement, under date of December 14th, which was a reply in detail to Lord Dunraven's charges as set forth in his pamphlet. In this communication the cup committee stated: "Lord Dunraven is in error in asserting that he asked or suggested that a watch be placed on both vessels until measured."

The committee pointed out that a charge of such gravity as that made by Lord Dunraven should have been made the basis of a

formal complaint, and showed that he had ample time before the race on the morning of September 7th "to signal a protest and announce his refusal to race an opponent whom he suspected of fraud, until an investigation of the accusation and the evidence had been secured. In that way a remeasurement could have been secured that day, and the charge verified if true.

"The charge was of a disgraceful and shameful action," the statement continued, "and in order to receive attention it demanded to be presented in an unqualifiedly formal manner. As a matter of fact it was made in an informal, verbal message unaccompanied by protest or signed statement of any kind, and was coupled with inadmissible pleas advanced by the accuser, to the effect that the owners were probably ignorant of the alteration, and that it was due to a mistake.

"As a basis of treating the Defender as an accused criminal, the charge was founded on most illusory and insufficient facts."

Continuing, the committee summed up the case thus:

"The accuser had neglected his opportunity to protest before the race, and so secure a remeasurement that day, and in view of such neglect the onus of taking up the charge of fraud did not rest on the committee, and *a fortiori*, they were not bound to have recourse to methods unprecedented in the history of American yacht-racing.

"The charge involved the transference of 20,000 to 30,000 pounds of weight, and the connivance of the whole crew of the American yacht and her tender, and was considered by the committee absurd and preposterous.

"The committee decided to treat the complaint simply as a call for remeasurement, and to disregard all imputations of fraud; and by so doing to force upon the accuser the issue either to support his charge and protest against his treatment by the committee, or to drop the subject and go on with the match.

"We maintain that the circumstances justify such a treatment of the matter by the committee. Lord Dunraven did not go on with the match until a further grievance induced his withdrawal, and he made no further reference to the subject in his dealings with the committee. We maintain that the committee were entitled to regard his action in continuing the contest after his complaint as tantamount to a withdrawal of his charges, and an acknowledgment that he no longer had grounds of complaint, and that he was also in honor bound to so regard it.

"If this is so the statement in the *Field* of November 9th, that Defender sailed the first race immersed below her measured load water-line, must in justice to Lord Dunraven be considered not as a recurrence of his former complaint, but as a new accusation, and must in justice to the owners of Defender be treated as such."

of THE AMERICA'S CUP [1895-1896]

The inquiry began Friday, December 27th, 1895, in the model-room of the club-house, then at 67 Madison Avenue. Hon. E. J. Phelps was chairman of the committee. Mr. C. Oliver Iselin was present with his counsel, Hon. Joseph H. Choate, afterward American ambassador to the Court of St. James. The Earl of Dunraven was also present with Mr. G. R. Asquith, a prominent English lawyer, as counsel. The inquiry lasted until Tuesday, December 31st, there being morning and afternoon sessions. Lord Dunraven was obliged to leave on the 28th to return to England.

As the affirmative of the proposition was upon Lord Dunraven, his side was heard first. His pamphlet was introduced, as well as a copy of his Cardiff speech of November 21st.

Lord Dunraven's position in the hearing was that he was there to assist the committee by answering whatever questions were put to him, but that the time for proving or disproving his statements made on the 7th of September had passed, and he would try to prove nothing before the committee.

Explanation as to why Lord Dunraven had published his pamphlet was made by his counsel, Mr. Asquith, in his opening remarks. He stated that Lord Dunraven had agreed with Mr. Kersey, and, he understood, Mr. Kersey with Mr. Smith, chairman of the America's cup committee, that nothing should be made public concerning the load water-line matter; that Mr. Kersey, agreeable to Lord Dunraven's request, cabled the Royal Yacht Squadron, after Lord Dunraven's departure from this country, not to make public that part of his report to the squadron relating to the subject in question, but that inasmuch as the America's cup committee had reviewed the subject in a report to the New York Yacht Club, and some of this report had found its way into the American newspapers on October 25th, and one of the New York papers had printed it under a head "Dunraven Cried Fraud," Lord Dunraven was moved to publish his pamphlet, which embodied his report to the Royal Yacht Squadron, and much additional matter.

The onus for publicity was placed therefore on the New York Yacht Club by Lord Dunraven's counsel.

Lord Dunraven's reasons for publishing his charges were thus set forth by his counsel:

In the estimation of certain people an implication of fraud had been made, and according to the defence of the America's cup committee, they considered that an imputation of fraud had been made; but no particular notice or excitement seems to have occurred until Lord Dunraven, having received a cable message as to this statement, a statement contrary to

what he understood was the agreement, contrary to what he knew in his own mind to be the facts, and making it appear that he had frivolously and absurdly made a complaint which he did not think anything of, and which he did not believe to be true, knowing that the evidence of his senses was that on which he founded this fact, published his pamphlet. In the pamphlet he complains of the action of the committee, and restates and reiterates what he had already stated on September 7th; what he had already stated to Mr. Grant, the secretary of the Royal Yacht Squadron; what was apparently known to Mr. Smith; what the cup committee themselves considered to have been an imputation of fraud, and what some at least of the newspapers also considered an imputation of fraud. Whether it was an imputation of fraud is another matter.

The testimony of Mr. Latham A. Fish before the committee on the "all-important" point of Lord Dunraven's request, namely, that the boats be taken in charge by the committee pending remeasurement, did not agree with the statement of Lord Dunraven.

Mr. Fish affirmed that no such request was made of him, and produced a written memorandum of his conversation with Lord Dunraven on board *Valkyrie*, which, he testified, he read at the time to the earl, who approved it, after suggesting a correction, which was made. No mention of such a request appeared in the memorandum.

Lord Dunraven testified he recalled the memorandum, but could not recall its being read to him.

It was affirmed by members of the cup committee that the committee never received any request to put men aboard the yachts, and that the first they learned of Dunraven's claim that such a request had been made was from the *Field*. In a letter to Mr. Kersey dated September 27th, Dunraven had written, "I don't know whether Fish ever told the committee I wished the ships measured immediately after the race." No mention was made in this letter of a request to put men aboard.

In giving his testimony regarding his conversations with Lord Dunraven on the *Valkyrie* Mr. Fish was asked by Mr. Choate:

Q. Did he [Dunraven] say in that conversation [on the *Valkyrie*] that he requested or insisted that the committee should take charge of the *Defender*, or of the *Defender* and *Valkyrie*, until the remeasurement should take place, or should put a representative on board, or anything to that effect?

A. No, sir.

Q. You are sure of that, are you ?

A. Very positive.

Witness related that after the outer mark was turned the subject was brought up a second time, the first conversation being before the start. He and Lord Dunraven went below, and Mr. Kersey supplied Mr. Fish with a pad on which Mr. Fish wrote Lord Dunraven's request for remeasurement.

Q. Now, as you wrote did you read, or did you communicate the contents of that paper to Lord Dunraven in any way ?

A. Every word of it. I read it to him as I wrote. He was sitting close by my side.

Witness explained that Lord Dunraven wanted the memorandum "made stronger," and that he, witness, added three words to it. The memorandum when finished read :

Lord Dunraven believes from his own and observation of those on Valkyrie III. and City of Bridgeport, that Defender sailed to-day's race three (3) or four (4) inches deeper than when measured. Bobstay. Pipe. D. Captain of B. Pilot, Glennie. Ratsey. Kersey.

(D. for Dunraven, " Captain of B." for Captain of Bridgeport.)

The words "his own and " Mr. Fish testified were inserted at Lord Dunraven's request to make the document stronger.

Lord Dunraven's testimony on the point of the message was not conclusive. He remembered Mr. Fish writing some notes during their conversation, but did not recall that the notes were read to him. In fact he testified that he was "pretty sure " Mr. Fish did not read him the notes. He did not recall suggesting the insertion of the words "his own and " in the notes. He insisted, however, that he had made a request that the boats be taken in charge by the committee.

Mr. Fish's testimony, being supported by his notes, had the greater weight with the committee of inquiry.

The witnesses examined on behalf of Mr. Iselin included Mr. Nathaniel G. Herreshoff, designer of Defender, Mr. John Hyslop, measurer of the New York Yacht Club, Capt. "Hank " Haff, all Defender's crew except five who were at sea at the time, and various other persons known to have information on the subject.

It was testified that Defender carried eighty-five tons of fixed ballast in her keel. In the trial races Defender had sailed without loose ballast, but with her water tanks, bulkheads, fittings, etc., on board, according to the New York Yacht Club rules, and

as she was an extremely powerful and "stiff" boat, no motive existed for increasing her ballast. On the arrival here of Valkyrie it was found that she had been stripped of her bulkheads, tanks, etc., and could not comply with the New York Yacht Club rule regarding them. A clause was therefore placed in the detailed agreement with Lord Dunraven, signed September 4th, waiving that rule. This made necessary the removal of Defender's tanks, bulkheads, etc. The boat, then at New Rochelle, Mr. Iselin's home, was therefore stripped on September 4th and 5th of bulkheads, tanks, etc., as Valkyrie had been. To replace the weight thus removed, two tons of lead, consisting of forty-two pigs, were put aboard at New Rochelle. It was found insufficient to bring her down to her former load water-line, and on September 6th, the day of the measuring of Defender and Valkyrie for the races, another ton, consisting of twenty-one pigs, was put aboard Defender at Erie Basin, and placed temporarily on the cabin floor, until it could be stored. That evening, it being found that the pigs, to be stored properly, must be cut in two, the lead was taken aboard the tender Hattie Palmer in the Horseshoe at Sandy Hook, each pig cut in two, and the forty-two pieces then carried back to Defender and stored. The work observed by Lord Dunraven on board the boat that night was the handling and cutting of this lead, as well as work being done by a party of riggers from New York who were putting on new wire bridles for the main-sheet blocks. This latter work lasted until three o'clock in the morning.

Defender's load water-line with her tanks, etc., aboard was 88.85 feet. With these removed and three tons of lead substituted, it was found to be by the measurement of September 6th 88.45 feet, or about 4.8 inches less.

Evidence introduced before the committee by Mr. Louis P. De Luze, a civil engineer, showed that he found by observation and careful measurements that with Defender lying in still water on an even keel, the pipe hole observed by Lord Dunraven in the side of Defender, which was the discharge of her bilge pump, was below the water-line, and therefore not visible. At the request of the committee, Capt. Mahan secured from the Brooklyn navy yard the services of Mr. Frank W. Hibbs, assistant naval constructor in the United States navy, who examined the yacht, and reported, without knowing of Mr. De Luze's measurements, that the hole in question was below the load water-line. He also noted, by experiments, that trimming by the head would be produced to the extent of two and a half inches by the shifting of thirty men from the centre of gravity to the men's berthing-quarters forward. This would account for the bobstay bolt being nearer water at some times than at others.

Further evidence showed that the discharge hole in the yacht's side could be brought into view in still water by a list to starboard caused by any one of a number of causes, such as the weight of the main-boom if it inclined to starboard.

Mr. Herbert C. Leeds, a Boston yachtsman, who was on Defender just before she was measured in Erie Basin, testified that he noticed her main-boom rested slightly to starboard, and that he called Capt. Haff's attention to it before the measuring. It was also shown by testimony that there was a slight ripple on the water inside Sandy Hook the morning of the 7th, as well as a slight roll, that might have made Defender's water-line appear longer than when the boat lay in the still water at Erie Basin.

The examination of Capt. Haff regarding the handling and cutting of the ton of lead taken out of Defender and put back on the evening of September 6th included the following questions and answers :

MR. CHOATE : From the time of the measurement until the Hattie Palmer left was any lead or ballast or water taken on board the Defender ?

A. Not a pound of anything.

Q. What happened during the hour or more that the Hattie Palmer lay alongside the Defender in the Horseshoe from half-past eight or nine on ?

A. This lead that we had on the cabin floor was taken out to the Palmer on her sampson post, a good solid block, and we cut it. It was there cut in two and put back again on the Defender and passed below.

Q. Did you take part in the cutting ?

A. I did, I held the chisel to cut every pig that was cut.

Q. Was any lead introduced into the Defender from the Hattie Palmer except what had been brought from the Defender to be cut and carried back ?

A. Not a pound.

Q. Or anything else of any weight ?

A. Nothing.

Mr. Choate sharply cross-examined Lord Dunraven. The following questions and answers occurred in the cross-examination :

Q. Then you think there were three deceptions practised : taking out ballast before she [Defender] was measured on the 6th, putting it in again after she was measured, on the 7th, and taking it out again before she was measured on the Sunday, [the 8th], do you ?

A. Yes.

(Lord Dunraven later in the inquiry qualified his answer to this question by saying there "may have been" three deceptions practised.)

Q. Why did you not signal a protest before the race began on the morning of the 7th, being perfectly sure, as you were, that this fraud had been committed to the extent of immersing her [Defender] four inches deeper than when she was measured Friday morning?

A. Signalling a protest, according to my idea of the matter, is showing that you intend to make a protest against some foul or something of that kind during a race. I do not think it would be applicable in cases like this.

Q. And yet, as I understand the statement rendered by your counsel, a reason was given for not doing it, was there not, — namely: that it would disappoint 60,000 people who had collected there to see the race?

A. Yes; that is another matter.

.

Q. You sailed that race that day, believing that somebody was trying to cheat you, did you not?

A. I sailed that race that day believing the Defender was immersed too deep in the water.

Q. Yes, and believing that a fraud was being committed upon you?

A. If you like to put it that way.

Lord Dunraven affirmed he believed the committee would have refused a remeasurement before the race had he demanded it, and that had the committee measured the boats immediately after the race it would have served as well.

It was shown by testimony that the boats could not have been measured before dark after the race, and that measuring them by artificial light was impracticable.

Lord Dunraven testified that he believed his request that men be placed on board the racers pending a remeasurement all-important.

MR. CHOATE. Were you willing to continue racing with another boat on which you believed a fraud was committed, and where the cup committee had refused to give you an opportunity to prove the fraud?

A. Certainly. . . .

Q. You believed, did you not, on the evening of the 7th, that the cup committee and the people on the Defender knew of the fraud, or of your charge of fraud?

A. Knew of the complaint.

of THE AMERICA'S CUP [1895-1896]

Q. You believed at the close of the affair on Sunday night that this fraud had been successfully committed, and that the proof of it had been lost, did you not?

A. The proof was lost, yes.

Q. Why . . . did you consent to sail on the second day's race?

A. Because the vessels had been marked.

Q. You were willing to sail with a fraudulent party, with a fraudulent rival, under a cup committee who refused you any opportunity to prove the fraud, because on Sunday the water-line had been marked, is it so?

A. Quite so, excepting of course, your definition of the transaction as "fraud" and "fraudulent," all the time. I rather demur to that.

Q. Well, you have concurred in it once or twice. Have you ever continued a sport of any kind after such a discovery by you except in this instance?

A. It never occurred to me before to have found myself in that position.

Q. That is, it has never occurred to you before to be engaged in a contest, and continue in it after you believed you had been defrauded?

A. Quite so.

The investigating committee in the report of its findings to the club reviewed the case in detail.

"The fraud that is involved in the charge thus made," the report stated, "if it is found to be true, is a very grave one, utterly destructive to the reputation of all who should appear to have been concerned in it, and especially odious under the circumstances of a friendly contest between citizens of different countries, exciting international interest, and supposed to be conducted by gentlemen, upon a high plane of honor and mutual confidence.

"From the magnitude and difficulty of the operation necessary to its consummation, it must unavoidably, if it occurred, have been participated in, not only by Mr. Iselin and those concerned with him in the management of the Defender, but by all the officers and crew of that vessel, and many others incidentally employed.

"It appeared from the evidence of Mr. Herreshoff, the designer of the Defender, confirmed by other witnesses, that to have produced an increased immersion of one inch on the Defender would have required 7135 pounds of additional weight or about three and one-fourth long tons; and an immersion of four inches about thirteen tons; that an immersion of one inch would have lengthened the load water-line eight inches and in the same pro-

portion for each additional inch of immersion. If such a result was produced, therefore, all the weight thus shown to be required must have been removed from the vessel before the first measurement on the 6th, replaced during the night of that day, and again removed during the night of the 7th, in time for the re-measurement on the 8th. And this was Lord Dunraven's theory as finally stated upon cross-examination.

"Such a fraud should not even be charged without due regard first, to the established character of those upon whom the imputation of guilt must fall, and second, to the kind and degree of the evidence on which it rests. To justify even accusation, suspicion must at least be reasonable; yet upon the hearing before the committee, the evidence above summarized and hereafter appended in full, so slight, so extremely liable to mistake, is all that is offered in justification of the charge publicly made in the *London Field*."

The finding of the committee upon the evidence was as follows :

Upon a careful consideration of the whole case, the committee are unanimously of the opinion that the charge made by Lord Dunraven, which has been the subject of this investigation, had its origin in mistake : that it is not only not sustained by evidence, but is completely disproved ; and that all the circumstances indicated by him as giving rise to his suspicion, are entirely and satisfactorily explained. They deem it, therefore, but just to Mr. Iselin and the gentlemen concerned with him as well as to the officers and crew of the Defender, that the committee should express emphatically their conviction, that nothing whatever occurred in connection with the race in question, that cast the least suspicion upon the integrity or propriety of their conduct.

And the committee are not willing to doubt, that if Lord Dunraven had remained present throughout the investigation, so as to have heard all the evidence that was introduced, he would of his own motion have withdrawn a charge that was so plainly founded upon mistake, and that has been so unfortunate in the publicity it has attained, and the feeling to which it has given rise.

EDWARD J. PHELPS.
J. PIERPONT MORGAN.
WILLIAM C. WHITNEY.
ALFRED T. MAHAN.
GEORGE L. RIVES.

This report was submitted on January 21st. It was expected by yachtsmen that the Earl of Dunraven would make an apology,

though persons who had observed the tenacity with which he held to his position had little hope of such a desirable ending of the affair.

Lord Dunraven was not sustained by the majority of his fellow sportsmen in England, nor by the press, with a few exceptions. Nearly all the leading London journals either condemned his course or were silent regarding it. "Yachting opinion on this side had been against his lordship from the outset . . ." was a statement cabled from London. "Lord Dunraven had erred egregiously as a gentleman and sportsman, and his collaborateurs, his friends and his admirers, will be surprised that he had not the manliness and breeding to come forward and apologize for his short-sighted delinquencies."

Leading London journals editorially characterized his course as "most regrettable," and stated that "the restraint exercised by the investigating commission in passing no censure upon Lord Dunraven is, in all the circumstances, most commendable . . . Lord Dunraven has blundered in taste, and the New York committee have let him down in generous and chivalrous fashion."

No apology from Lord Dunraven reaching the New York Yacht Club, a resolution was offered in the club on the evening of February 13th by L. Cass Ledyard, (afterwards commodore of the club), requesting Lord Dunraven's resignation as an honorary member. That evening no action was taken in the matter, however, as a cablegram was received from Lord Dunraven asking the club to stay action until the receipt of letters sent by him the day before to Messrs Phelps and Rives. These letters were received in due time. They contained no apology but argued Lord Dunraven's case over again. In his letter to Mr. Phelps his lordship said: "My complaint was made on *bona fide* direct evidence of the eyesight — my own and that of competent men — as to the effect of which we did not know or attempt to define. . . . I cannot admit a mistake in observing facts as suggested by the employment of a diagram accepted by the committee as mathematically proving that we did not see actual objects which we did see."

Although the committee had been dissolved, its members made reply to Lord Dunraven's letter in a letter to the club, in which it was stated that "nothing in the report [of the committee] justified this statement. It was not denied or doubted that he saw the discharge hole of the bilge pump above the surface of the water on the day before the race, and that it was below the surface of the water on the next day. The committee pointed out that the evidence had shown a list would bring the hole into view, while it could not be seen with the boat on an even keel."

On February 27th the club met for the purpose of taking final

action in the case of Lord Dunraven. It had been informed by cable that his resignation had been forwarded, and the letter of resignation had been printed, having been cabled from London. It was as follows :

LONDON, 27 Norfolk St.,
PARK LANE, Feb. 19.

J. V. S. ODDIE, *Secretary*,

Dear Sir: In supplementing my cablegram and letter of Feb. 14, I wish to emphasize that my letters to Messrs. Rives and Phelps were written and dispatched before I had heard of the motion of Capt. Ledyard.

Without commenting upon the grounds or terms of the motion, as to the justice of which I do not agree, I wish to say, in view of the fact that a motion of such a nature has been made, and is a matter of record, I do not desire to remain a member of the club, whatever may be the result of the motion.

I therefore beg that you will lay my resignation before the club, a course which will probably be approved by a majority of the members.

I remain yours faithfully,
DUNRAVEN.

The letter had not been received at the club-house up to the time of meeting on the evening of the 27th, and the club decided not to wait for it. The resolution requesting Lord Dunraven's resignation was withdrawn at this meeting, and another, more comprehensive, was substituted, and passed, 39 to 1, with much evidence of earnestness and enthusiasm. It was as follows :

The Earl of Dunraven, an honorary member of the club, has publicly charged foul play on the part of the Defender in the recent races for the America cup, of such a nature as necessarily to implicate the managing owners of the vessel. The charge has been investigated by a commission of the highest character, which has proceeded judicially, and before which Lord Dunraven has appeared and given his own and other testimony, and has been heard in person and by counsel.

The commission has unanimously decided that the charge was false, and it was not merely unprovoked, but was affirmatively disproved by competent and uncontradicted evidence, leaving no possibility of doubt. The commission has also found that the facts on which Lord Dunraven acted according to his own statement furnished no justification for making such a charge.

We deem it to be among the unquestioned rules which regulate the intercourse of gentlemen that when one finds that

he has been led by mistake to cast unjust imputations upon the character of another, he should promptly make such reparation as remains in his power by acknowledging his error, withdrawing the imputations and expressing his regret.

Such reparation to Mr. Iselin and his associates the Earl of Dunraven, after full opportunity, has failed to make.

It further appears from the evidence, including Lord Dunraven's own admissions, that at the time of the cup races he intentionally refrained from making the charge formally, or making any protest as required by the rules because it was not possible for him to verify the charge, and he was unwilling to undertake the responsibility of maintaining it. It is not open to discussion that when gentlemen are engaged in any sport and one suspects another of foul play he is bound to make the charge good, and in such form and manner as to assume full responsibility therefor, or thereafter to remain silent.

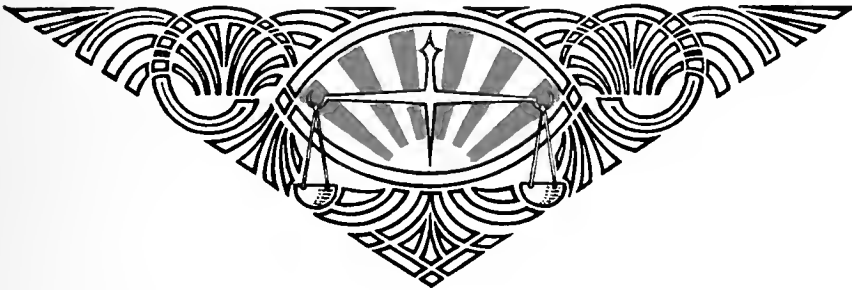
It further appears that in print and in public speech Lord Dunraven has sought to justify the making of the charge by numerous misrepresentations of fact. He has been forced, however, to admit the untruth of most of them, yet he stubbornly refuses to retract the injurious inferences drawn from them.

The representatives of this club were engaged in international yacht-races with Lord Dunraven as the representative of English yachtsmen on a footing of mutual confidence and honor. He has requited their courtesies and confidence by distrust, suspicion, unfounded imputations of fraud, and a refusal of reparation.

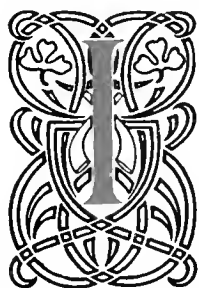
Lord Dunraven, by this course, has forfeited the high esteem which led to his election as an honorary member of this club, therefore

Resolved, That the privileges of honorary membership heretofore extended to the Earl of Dunraven are hereby withdrawn, and that his name be removed from the list of honorary members of the club.

This ended the Dunraven affair.



THOMAS J. LIPTON, MERCHANT AND KNIGHT, CHALLENGES AND MEETS DEFEAT: 1898-1899. CHAPTER XIII.



T was feared by many that the Dunraven affair would result in a permanent cessation of contests for the America's cup, and such might have been the case had not Sir Thomas J. Lipton, an enterprising tradesman, profiting by an era of good feeling between the United States and Great Britain, issued a challenge through an Irish yacht club of which he was a valued member. British clubs showed a disposition to have no more of the cup, and Englishmen were not inclined at first to take Sir Thomas seriously as a yachtsman. He was not one of those patrician members of the Royal Yacht Squadron whose views on the ethics of sport had been given the New York Yacht Club in the deed of gift controversy, but the son of a laborer, of Scotch-Irish origin, to whom knighthood came after unprecedented donations to charities in the Queen's Jubilee year.

It was not in the mind of the New York Yacht Club to scrutinize the shield of Sir Thomas Lipton, however. A challenger whose money came from pork and tea was quite as acceptable to the club as one whose wealth was from ancestral estates; while Sir Thomas, despite his humble origin, was in high favor with the heir to the British throne.

Official notice of Sir Thomas' intention to challenge was received in August, 1898, in the following cable message:

August 6th, 1898.

NEW YORK YACHT CLUB,
67 Madison Avenue, N. Y.

I have to inform you that the Royal Ulster Yacht Club, on behalf of Sir Thomas Lipton, have the honor to challenge for the America's cup. Kindly say if this is agreeable to you. A small committee appointed by the club will shortly sail for New York with formal challenge and confer with yours.

HUGH C. KELLY, *Secretary*,
Mt. Pottinger Road, BELFAST.

In response to this communication the following cable message was sent:

of THE AMERICA'S CUP

[1898]

HUGH C. KELLY,

Mt. Pottinger Road, BELFAST.

I have the honor, on behalf of the New York Yacht Club, to acknowledge the receipt of cable of even date. Its purport is most agreeable, and will be considered as soon as meeting can be called. Your committee will be warmly welcomed.

ODDIE, *Secretary*.

The New York Yacht Club also passed the following resolution :

The Royal Ulster Yacht Club having communicated to this club its intention to challenge for the America's cup,

Resolved, That the flag officers, the secretary and treasurer be and they hereby are appointed a committee with power on behalf of the club to accept, under the deed of gift, such challenge for the America's cup, to arrange the terms thereof, to select a yacht to represent this club therein, and by mutual consent with the challenging club to make any such arrangements as to dates, courses, number of trials, rules and sailing regulations, and any and all other conditions of the match ; and the said committee shall have power in their discretion to add to their number. Said match shall be sailed under the direction of the regatta committee pursuant to article X. of the constitution.

This last sentence might be deemed superfluous, since the regatta committee directs all races of the club, were it not for the fact that in the Dunraven affair the committee felt its powers were usurped to a considerable degree by the cup committee. The cup committee being a special committee, its duties are generally confined to matters pertaining to challenges for the cup. In the Dunraven case it made rulings, however, on questions in dispute arising from the races, as in the case of the foul, and of remeasurement of the yachts ; and this the regatta committee felt was a usurpation of its own powers.

The cup committee organized in due form, with Commodore J. Pierpont Morgan as chairman, and named as additional members Ex-Commodores E. D. Morgan and Edward M. Brown, Gen. Charles J. Paine, and Herman B. Duryea. Gen. Paine later declined to serve, and Mr. Henry F. Lippitt was elected in his stead. The committee cabled the Royal Ulster Yacht Club, on August 11th :

"A challenge from your club will be most agreeable. Committee appointed with full power to act on challenge and arrange all details. Challenge to be binding and carry precedence must be accompanied by name of owner, and certificate, name, rig and

dimensions of the challenging yacht as specified in Deed of Gift. Your committee will be warmly welcomed."

On September 3d the special committee of the Royal Ulster Yacht Club was received. It consisted of Vice-Commodore R. G. Sharman-Crawford, Mr. H. M. McGildowny, and Hugh C. Kelly, honorable secretary. They were accompanied by Mr. William Fife, Jr.,* designer of the challenging boat, and Mr. Charles Russell, a friend of Sir Thomas Lipton. The committee presented the following challenge :

J. V. S. ODDIE, ESQR.,

Secretary, New York Yacht Club,

Dear Sir:—We have the honor, on behalf of the Royal Ulster Yacht Club, and in the name of Sir Thomas Lipton, a member of the club, to challenge to sail a series of matches with yacht Shamrock against any one yacht or vessel constructed in the United States of America, for the America's cup, subject to the Deed of Gift and subject to the conditions to be agreed upon.

The following are the particulars of the challenging vessel :

Owner, Sir Thomas Lipton.

Name of yacht, Shamrock.

Length on load water-line, 89.5 feet.

Rig, cutter.

The custom-house measurement will follow as soon as possible.

We will be obliged if you will acknowledge receipt of this challenge.

Yours very truly,

R. G. SHARMAN-CRAWFORD, *V. C., R. U. Y. C.*

H. M. MCGILDOWNY.

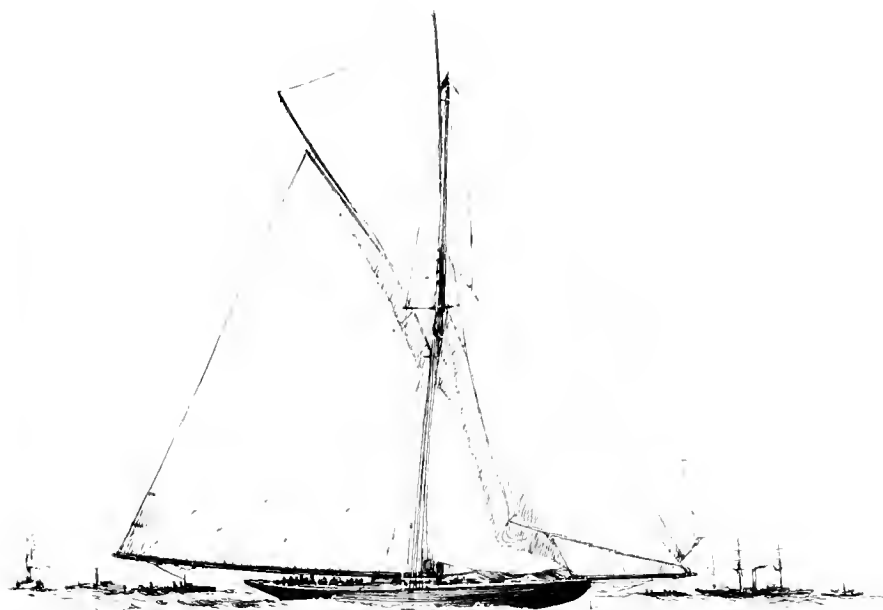
HUGH C. KELLY, *Hon. Secretary, R. U. Y. C.*

It will be observed that the only dimension given was load water-line, according to custom, and not "dimensions as specified in deed of gift," mentioned in the New York Yacht Club's letter of August 11th.

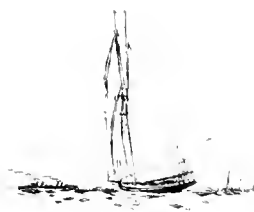
The New York Yacht Club, by resolution, decided that the arrangements for the match be based upon the conditions "accorded to Charles D. Rose under his challenge of 1895 through the Royal Victoria Yacht Club."

* William Fife, Jr., of Fairlie, comes of a family of boat builders, the founder of the Fairlie yards, a wheelwright from Kilburnie, having started the business more than a century ago. William Fife, Jr., was born in 1858, and grew up among boats on the banks of the Clyde. His apprenticeship was served in the yard of A. & J. Inglis at Glasgow. He

began designing for himself in 1879. The cutter Clara, imported to this country in 1885, was his first vessel to attract general attention. Minerva, imported in 1889, and Canada, winner of Canada's cup at Chicago in 1896, were the most important examples of his design seen thereafter in this country until the coming of Shamrock.



W. G. WOOD



①

The negotiations between the committees of the Royal Ulster Yacht Club and the New York Yacht Club were brief and harmonious. The guarded attitude maintained by both sides in the Dunraven negotiations had given way to superlatively friendly intercourse. Sir Thomas Lipton asked little and conceded much, and therefore was considered an ideal challenger.

The committee of the Royal Ulster Club before returning to Ireland subscribed on September 6th, 1898, to the conditions which should govern the match under their challenge. These provided for the best three out of five races, the first to be sailed October 3d, 1899; the first, third and fifth fifteen miles to windward or leeward and return, the second and fourth over a thirty-mile triangle; all starts to be from Sandy Hook light-vessel, to windward if possible; the time limit to be five and a half hours, and postponed races of one kind to be repeated until finished. Each vessel was to have time for repairs in case of accidents before the preparatory signal for a race. The measuring clause was the same as in the Dunraven conditions, with the marking provision included.

As more than a year was to intervene between the conclusion of the negotiations and the sailing of the races, the American public held great expectations as to the character of the yachts that should be built to compete.

Since the introduction of bronze and other expensive metals in the building of cup defenders, only the richest could afford to order them. A boat like Defender cost as much as a dozen old-time racers like Mischief, and probably six times as much as Puritan. Yet an order was promptly given Herreshoff, by J. Pierpont Morgan, for a cup-defence vessel, to be known as Columbia. C. Oliver Iselin had a share in her, and was to be her "managing owner."

Expense was not considered in this case by either the defenders or the challenger. Both had more than enough money to indulge every extravagance, and builders of both the defending and challenging yacht were given *carte blanche*. How much the boats cost has never been authoritatively stated, but the popular belief was that the expense of building and fitting out, and sailing them during one season was about \$250,000 each. Thus half a million dollars was spent in the cup contest of 1899 on competing boats alone.

The defending yacht was laid down early in the winter of 1898-99, at the Herreshoff works in Bristol. As in the case of Defender, great secrecy* was aimed at regarding the details of her

* Prof. J. Harvard Biles of the chair of naval architecture of the University of Glasgow, in a lecture at Glasgow March 11th, 1901, on "American Yachts and Yachting," made the following pertinent comments on secrecy in the building of cup racers: "Magic was thirteen years old when she beat Cambria, but like many of the American boats of that

THE LAWSON HISTORY

her construction. The public soon knew, however, that she was to be plated entirely with Tobin bronze, with nickel-steel frames, and that her model was that of an improved Defender. She was indeed a larger and finer Defender, with more beam and draft, a shallower body, finer overhangs and a thinner fin, with lead placed lower. Her dimensions were generally stated to be: Length overall 131 feet; beam 24.17 feet; draft 19.75 feet; least freeboard 4.10 feet. These figures, though unofficial, are doubtless very nearly correct. It is impossible, however, to present authoritative statements concerning craft built by the Herreshoff Manufacturing Company, which considers itself under no obligation to yachtsmen or the sport of yachting which should lead it to make public any facts concerning vessels turned out at its shops.

Columbia was launched June 10th, in the evening, and was given her first trial under sail June 25th. She was a beautiful boat, the handsomest yacht ever produced, all critics agreed, and from the first she showed great speed. As a trial-vessel to sail against her Defender was practically rebuilt at the expense of Commodore J. Pierpont Morgan, and was placed under the management of W. Butler Duncan, Esqr. Columbia was in charge of Capt. Charles Barr, and carried a Deer Isle crew, among whom were many of Defender's old men. On Defender a Scandinavian crew was shipped, in charge of Capt. Urias Rhodes.

In the first meeting of the boats, June 25th, in Narragansett Bay, the new yacht demonstrated her superior speed, and in repeated meetings with Defender was "worked out" during the summer most thoroughly. Both boats carried steel masts, which were lighter than pine, and added to their speed by reducing weight aloft. On August 2d, when sailing against Defender off Point Judith, Columbia was dismasted, through the carrying away of her port spreader, which did not take a true strain. The steel mast collapsed about half-way from the deck, the masthead coming down to the side, but the spar holding together at the point of collapse. Fortunately no one was hurt, though all the vessel's lofty top-hamper and heavy canvas came down on deck. As this was the first accident of the kind on a yacht carrying a steel mast,

time, she had been experimented upon by having different rigs at different times, and had been rebuilt. The same kind of history was attached to Dauntless. How different to the present day fashion of building a yacht for international racing! The veil of secrecy surrounds it in its conception and construction, and the newspapers in hushed, whispering paragraphs, print day by day inviolable secrets, until, when the vessel is launched and completed she is to be seen by an interested and wondering public at a distance of miles for fear some one may see her shape and the material of which her builders have so wondrously, cleverly built her. Of

course success almost justifies anything, and as outsiders hardly dare look at the place where a cup challenger or defender is built, we must believe that all these precautions are necessary to prevent the abstractions of secrets which each designer thinks vital to his own success, but which probably the other, if he knew them, would only look upon as something to avoid. Perhaps it is the mutual desire to prevent the rival designer from avoiding the other's good points that calls for such precautions. In any case, it gives the journalist scope for ingenuity which would be unnecessary and malapropos if the facts were available."

it attracted much attention. The vessel was ready to sail again in a few days, and with Defender was entered in the New York Yacht Club cruise.

On August 10th, in the club run from Brenton Reef to West Chop, Vineyard Haven, thirty-seven miles, Columbia won a fine race from Defender under unusual conditions. The wind was southerly, and about twenty knots an hour, with rain and mist, and considerable sea. The yachts made the course on one tack, their times for the thirty-seven miles being 3 h. 38 s., and 3 h. 1 m. 52 s., respectively. This was very fast time, it will be observed, though both boats were favored in squalls encountered off Gay Head and elsewhere on the course. The race was a severe trial for a new boat of this type.

In the race for the Astor cup, off Newport, August 14th, Columbia defeated Defender 13 m. 7 s. over the Block Island course. The wind at the start was N. W., and light, but freshened during the race.

Trial races between Columbia and Defender were held off Newport on September 2d and 4th. A cup for the winner in the first race was offered by W. Gould Brokaw. The race was fifteen miles E. by S. from Brenton Reef light-vessel and return. The wind at the start was from northward and westward, a moderate topsail-breeze, strengthening to twelve knots, but in the last half of the race a light, baffling air. There was some roll from an old sea. Columbia beat Defender 6 m. 49 s. over the course.

The second race was sailed over a triangular course, ten miles to a leg, starting at Brenton Reef light-vessel. The wind was E. by N., fifteen knots. Columbia beat Defender 10 m. 7 s. over the course. A cup for the winner was offered by Harrison B. Moore.

In a special race September 5th, for a cup offered by William G. Goddard, Columbia beat Defender, in a strong southwester, over a course ten miles from Brenton Reef light-vessel and return by 3 m. 22 s.

In England the work of building and tuning up the challenger kept pace with the progress made on Columbia.

Shamrock was built by the Thorneycrofts, at Millwall on the Thames, near London. Her underbody plating was of manganese bronze, and her topsides of alloyed aluminum. She was clincher-built, with steel frames, and was 135 tons British register, 87.69 feet on the water-line, 25 feet beam, with 10.55 feet depth of hold, and a draft of 20.25 feet.

Shamrock's lines have never been published. She combined some of the features of Britannia * with those of Defender. She

* Britannia was designed by George L. Watson for the Prince of Wales, (now King Edward VII.), and built in 1893. In her first season's racing she achieved a pronounced success, and in 1894 took 38 races in 42 starts. She has won more races than any other vessel of her class, having a record

was not so wide as the challenger that preceded her, Valkyrie III., by a foot, but was finer, and more powerful, while her spar-plan was designed for a great spread of canvas.

Shamrock was launched June 24th, 1899. From accounts received in the United States while she was having her preliminary trials, it was believed she was a marvellous boat, and, to anticipate, her first performances in these waters seemed to show it. But experience showed her to have been one series of cup races behind the boat she was designed to meet. She would have made an excellent opponent to Defender, whose speed she about equalled, but it was proven beyond doubt she was outclassed by Columbia, America being ahead of England in nearly every point of design and construction in this contest.

Shamrock came to this country under reduced cutter rig, convoyed by the steam-yacht Erin. Permission was granted by the New York Yacht Club to tow Shamrock in calm weather, and under tow most of the way she made the passage from Fairlee, which was left August 3d, to Sandy Hook, via the Azores, in fourteen days twenty hours, the distance being three thousand four hundred miles.

On her arrival here Shamrock was rigged promptly for racing, and was given several trials off Sandy Hook, in which she appeared to be a veritable witch in light airs. On September 13th she met with an accident, her steel gaff buckling until it collapsed. It may be mentioned here that her spars and gear were too light for her sails, which defect caused a loss of speed. She was finely handled by Capt. Archie Hogarth, assisted by Capt. Robert Wringe.

On September 4th Columbia was formally selected to defend the cup, at a meeting held on board the New York Yacht Club flagship Corsair at Newport, and it was voted to notify Sir Thomas Lipton on September 25th of this choice. As Commodore Morgan was the chief owner of Columbia he resigned from the cup committee September 21st, and his place was filled by Vice Commodore Ledyard.

At a conference between Sir Thomas Lipton and Mr. C. Oliver Iselin on September 27th, it was decided to change the conditions of the match with respect to starts, by agreeing to start no race after 12.30, instead of 1.30, as originally agreed

of more than 100 first prizes. Her best-known race was against Navahoe, Sept. 12th, 1893, for the Brenton Reef cup, carried to England by Genesta in 1885. The course was from The Needles to and around Cherbourg (France) breakwater, 120 miles. The race was sailed under reefs, in a strong sea, Britannia's time being 10 h. 37 m. 35 s., and Navahoe's 10 h. 37 m. 37 $\frac{1}{2}$ s. Britannia was declared the winner by 2 $\frac{1}{2}$ s., but Mr. Royal Phelps Carroll, owner of Navahoe, protested, on the ground

that the mark-boat had been shifted inshore (as it was, owing to heavy weather off The Needles). The protest was decided in Mr. Carroll's favor, and Navahoe was declared winner of the race and of the cup, which was brought back to the United States, and has remained here since.

Britannia's dimensions are : Load water-line 87.8 feet ; beam 23.66 feet ; draft 15 feet ; overall length 121.5 feet.

upon. It was also agreed that each boat should have a representative present on the other boat during measurements. This was at Mr. Iselin's suggestion.

The signals for starting were agreed upon as follows : Preparatory signal to be given at 10.45, warning signal at 10.55, and starting signal at 11 o'clock, with handicap gun two minutes after.

Another suggestion of Mr. Iselin's was that there be a special arrangement regarding accidents in races. This resulted in an agreement that in a race "each yacht shall stand by the consequences of any accident happening to her, and the uninjured vessel shall sail out the race," the parties believing "that the America's cup races are no less a test of the strength of construction of the competing vessels, than of their sailing qualities."

According to the original articles of agreement the regatta committee was given power to postpone starts in case of fog, agreed postponement, or serious accident, or "if, in their opinion, the space around the starting line is not sufficiently clear at the time appointed for the start." The time limit was set at five and a half hours, unfinished races to be repeated until finished. The vessels were to be given reasonable time to repair in case of accidents sustained before receiving the preparatory signal.

The vessels were allowed three men to every five feet of racing length when measured, the agreement as to measuring being the same as that in the Dunraven conditions, and it further was agreed that the water-line should be marked "at the bow and as far aft as possible, on each vessel."

These latter arrangements stood as originally made in September 1898. In the original agreement races were to have been sailed on Tuesdays, Thursdays and Saturdays. On October 8th, 1899, it was found advisable to change this arrangement, and it was agreed to consider every week day, after October 12th, a race day.

There was little fear that the courses in the races would be crowded by steamers, for the United States government, for the first time, exercised authority to keep a clear course, under a special act of congress, passed May 19th, 1896, at the instance of members of the New York Yacht Club and other yachtsmen. This act was an amendment to section 4487 of the revised statutes, navigation laws of the United States, and was as follows :

In order to provide for the safety of passengers on excursion steamers, yachts, oarsmen and all craft whether as observers or participants, taking part in regattas, amateur or professional, that may hereafter be held on navigable waters, the secretary of the treasury be, and he is hereby, authorized and empowered, in his discretion, to detail revenue cutters to enforce such rules and regulations as may be adopted to

THE LAWSON HISTORY

insure the safety of passengers on said excursion steamers, yachts, oarsmen and all craft, whether as observers or participants, taking part in such regattas.

Under the authority conferred by this act Hon. Lyman Gage, secretary of the treasury, ordered Capt. (afterwards Rear-Admiral) Robley D. Evans to assume charge of a patrol of government vessels to keep clear the courses for the racers. The patrol fleet consisted of six revenue cutters and six torpedo boats. To this fleet were added by Capt. Evans Corsair and Erin, steam-yachts, half a dozen tugs used by newspaper men, and the naval militia converted yacht Aileen. The cutters used were: Manning, Capt. W. H. Roberts; Onondaga, Capt. David A. Hall; Algonquin, Capt. Owen S. Wiley; Gresham, Capt. Thomas D. Walker; Windom, Capt. George H. Gooding. Capt. Evans' flag was on the Manning. The torpedo boats were the Porter, Dupont, Morris, McKensie, Winslow and Stiletto. These were in command of Lieut. Commander J. C. Fremont, U. S. N.

The patrol maintained by these vessels was distinguished for its thoroughness, and the ease with which the enormous excursion fleets were handled. Charts showing the courses, and detailed instructions as to how vessels should move, were issued to every captain in the fleet, and having the government stamp of authority they carried weight; though it may be said, in justice to the captains, that every one was ready to use all means in his power to help the patrol.

It was planned to give the yachts one mile of clear water in which to sail at all times, and half a mile on all sides at starts. This was done to the letter throughout the series of races, crowding thus becoming a thing of the past.

According to custom, the competing yachts were measured at Erie Basin the day before that set for the first race. The result of the measuring was something of a surprise to yachting critics, who expected Shamrock to prove the larger boat. Though heavier in form and lines, she did not, as the following comparison of the official figures shows:

	COLUMBIA	SHAMROCK
Length overall	131.00 ft.	128.00 ft.
Load water-line	39.66	87.69
Beam	24.00	25.00
Draft	19.75	20.25
Mast, deck to hounds	74.00	74.00
Topmast	64.50	58.06
Boom	106.00	107.00
Gaff	64.95	67.64
Base of fore-triangle	73.35	79.46
Spinnaker-pole	73.35	79.46
Tip of bowsprit to end of boom	181.62	189.13
Perpendicular for measurement	134.75	128.28
Sail area	13,135.45 sq. ft.	13,491.82 sq. ft.
Square root of sail area	114.61	116.15
Racing length	102.13 ft.	101.92 ft.

Columbia allowed Shamrock 6.31 seconds.

With this measuring the boats were ready for the series. The representative of the Royal Ulster Yacht Club on Columbia was to be Mr. Hugh C. Kelly, and that of the New York Yacht Club on Shamrock Mr. Henry F. Lippitt.

No series of races in the cup's history was ever sailed under such adverse and trying conditions as that between Columbia and Shamrock. An unprecedented period of foggy weather and light airs made it impossible to secure a race until thirteen days from the first day set, October 3d. The yachts started on October 3d, 5th, 7th and 19th, but could not finish within the time limit for want of wind, while none of these meetings afforded a conclusive test of their merits. On October 10th, 12th, 13th and 14th they were unable to start on account of fog. Such an unprecedented delay was a sore trial of the patience of all concerned, wrought up as they were by the nervous strain of racing, hard work, and doubt as to the outcome of the series; while one effect of the meetings of the boats in light airs was to lead Americans to believe Shamrock was the equal, if not the superior of Columbia as a light-weather vessel. The races dissipated this illusion, but until after a decisive contest many yachtsmen off Sandy Hook were lukewarm in their hopes of Columbia.

To witness the first meeting of the boats, on October 3d, the largest excursion fleet ever gathered in American waters assembled off Sandy Hook. The morning was cool and crisp, and the wind came from N.N.E. at the start. It later backed to west of north, but again hauled to the original quarter, varying for the day from twelve knots down to three knots. The boats were sent away to leeward, fifteen miles, S. S. W., in a fine twelve-knot breeze, carrying their biggest club-topsails, and balloon headsails. Shamrock had the better of the start. At the end of fifteen minutes' sailing Columbia had taken the lead, but at the end of half an hour Shamrock led again. At the turn Columbia led, but at 4.45, when the race was called off, the boats were only two hundred feet apart, Shamrock to windward and in the lead, with Columbia passing through her lee in a freshening breeze. They were then about five miles from the finish. This trial showed that in breezes less than five miles an hour Shamrock went the faster.

On October 5th the yachts started in a light breeze, northerly and westerly, the course, fifteen miles to leeward, being laid S.E. by E. Each carried a cloud of canvas. Columbia was about twelve seconds ahead in crossing. The wind hauled after the start to the north, making a reach, while the boats held above their course to improve it. Later the wind flattened, and at 2.30

Columbia became becalmed, losing steerage-way.* The wind came next southeast, and very light. The boats beat toward the outer mark, but at 4.30 were four miles from it, and about two hundred feet apart, with Shamrock ahead.

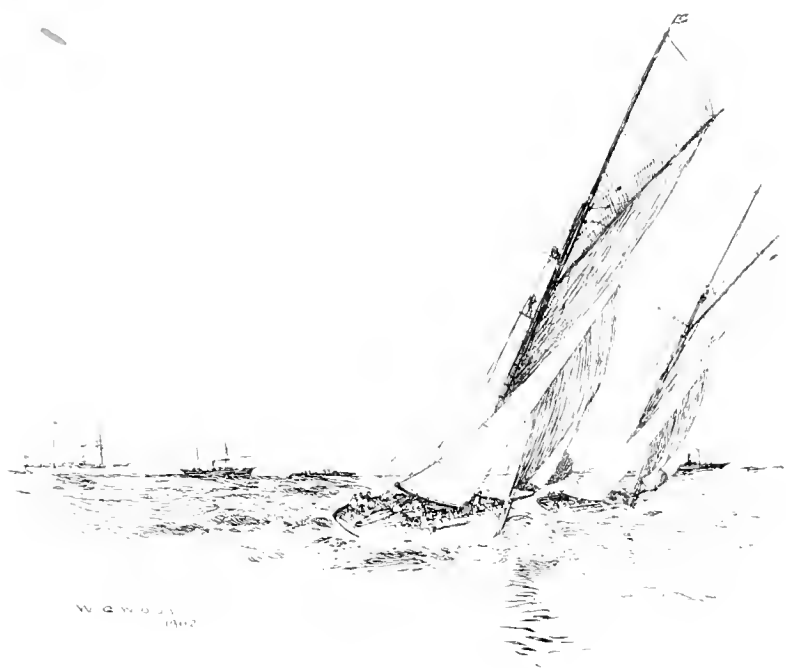
On October 7th the start was made in a twelve-knot breeze from N. N. E., the course being S. S. W. The breeze was strong enough to raise hopes of a good day's racing. The yachts crossed the line on the starboard tack, Columbia at 11.21.02 and Shamrock seventeen seconds later, making for Columbia's weather quarter. The Yankee yacht luffed, and as a result the boats sailed twenty minutes on a broad reach toward the New Jersey shore. Shortly after 11.40 they bore away for the outer mark, breaking out their spinnakers. In the reach Shamrock had obtained the weather gauge, but she lost it while shifting headsails. On the run down the wind she overhauled Columbia, but rounded the mark only nine seconds ahead of her, while Columbia shot around in a strong luff, and obtained a berth on Shamrock's weather quarter. The wind now lightened, and at 4.31 the race was called off, with the boats only one hundred feet apart, and nine miles from the finish.

The finish of this trial afforded a picture striking, and at that time unusual. As the boats moved along side by side, rising and falling gently on the long swell, the late afternoon sun, ruddy in the haze above the New Jersey hills, cast a broad and deep shadow from Shamrock's topsail full upon the gleaming white mainsail of Columbia. To the superstitious soul of Jack Tar this would have been an uncanny manifestation, and the yachtsmen who witnessed it, with a refinement of superstition, promptly called it "the hand-writing on the wall." Had the shadow been cast by Columbia on Shamrock, they might in after days have found justification for the warnings of their prophetic souls.

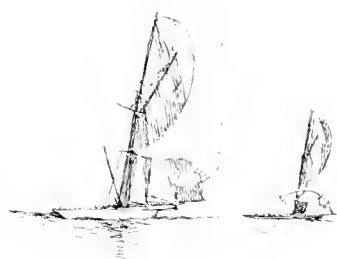
Just then, however, every man who had watched the work of Shamrock was ready to believe anything of her. She seemed very fast in light airs, and by logical deduction she should have gone fast in heavier winds also, for she was big-bodied and not so fine

* At this point the Marconi wireless telegraph, in use for the first time in reporting yacht matches, demonstrated its superiority over older methods of transmitted reports from the scene of a race. When Columbia and Shamrock became becalmed the former swung around on her course until she headed homeward. The boats were for a time so enshrouded in haze they could be seen but a few miles. Observers were stationed on Atlantic Highlands, N. J., according to custom, to report the progress of the races to newspapers not supplied by the Marconi service. A temporary lifting of the haze showed them Columbia headed landward, and they reported the racers bound home with Columbia leading, and probably a winner. This news was

sent broadcast, but was denied by the papers taking the Marconi service, by which accurate bulletins were sent from the ocean steamer *La Grande Duchesse*, as that vessel followed the racers. The successful sending of these messages to stations on shore served to give the Marconi system its first prominence in the United States. In the 1895 races the best bulletin service was rendered from a cable-ship anchored near the starting-line, supplemented by tugs employed by various afternoon papers, from which reports were sent ashore, in water-tight receptacles, to the beach near Sandy Hook. The wireless telegraph later superseded this method almost entirely.



W. G. W. 23
1862



as Columbia. She was indeed the fastest boat at drifting ever seen in these waters, and from her work on the three days named she naturally sent a chill over the followers of Columbia.

The next date of meeting of the boats was Tuesday, October 10th, but owing to a calm and fog they did not leave their moorings at Sandy Hook.

On Thursday, October 12th, the yachts were towed to Sandy Hook light-vessel, and hoisted their sails in a calm, every one hoping for a breeze. By noon no wind had come, and at 12.03 the postponement signal was shown on the committee boat.

On the 13th of the month, and Friday, no orthodox sailor expects good luck, though the cup was won on such a day and date. On this day fog again prevented the vessels from leaving their moorings at Sandy Hook.

The seventh failure to secure a race was experienced the next day, Saturday, October 14th, when the yachts came out to the light-vessel, but were unable to start, there not being enough wind to give them steerage-way.

At last the patience of the followers of the races was rewarded, on Monday, October 16th. No race having yet been secured to windward or leeward, the course was laid fifteen miles to windward, E. S. E. from the light-vessel. There was a ten-knot breeze, remaining true all day, but dropping about two knots in the middle of the race. The day was hazy, with slight fog at times, and there was a rolling sea.

The advantage of the start was gained by Columbia, for though Shamrock was the first across the line by three seconds, Columbia was on her weather quarter. Half an hour's sailing in the steady club-topsail breeze showed Columbia an eighth of a mile to windward. At the end of an hour's sailing her lead was half a mile, and at the turn she was a mile and a quarter in the lead. The contest had been a splendid one, so far as the handling of the boats was concerned, but in pointing and footing Columbia greatly outclassed her rival. Owing to the marked superiority of Columbia the race lacked interest after the first half-hour.

The beating received by Shamrock in this race settled her chances, in the minds of those who had feared her.

The official summary :

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
COLUMBIA	11.01.06	1.48.19	3.54.59	4.53.53	4.53.53
SHAMROCK	11.01.03	1.58.08	4.05.10	5.04.07	5.04.01

Columbia allowed Shamrock six seconds, and won by 10 m. 8 s.

The boats met again the next day, the challengers professing hopefulness. There was a good breeze from E. by S., and some sea. The course was triangular, the first leg to windward, E. by

THE LAWSON HISTORY

S., the next W. $\frac{1}{2}$ S., the last N. N. W. With every prospect of a fine race the boats got away in splendid fashion, on the star-board tack, Columbia first over the line by two seconds, but Shamrock in the weather position. The start was notable for a fine performance by Columbia, in making her way clean through Shamrock's lee in the first ten minutes of sailing. The boats were close together, and Shamrock completely blanketed Columbia, yet the latter footed the faster, and sailed rapidly and steadily out of the visitor's lee in a fashion so handy that all Americans who saw the trick were delighted.

This was all the glory in the race for Columbia, for at the end of twenty-five minutes' sailing, when the boats were on the port tack, Columbia about an eighth of a mile to windward and ahead, Shamrock's topmast, carrying her largest club-topsail, without warning went by the board, having broken off at the cap. The yacht was at once brought into the wind, and after clearing away the wreckage was towed in, while Columbia, in accordance with the agreement covering such an event, sailed over the course and took the race. The accident to Shamrock was caused by the breaking of the metal fastenings of a topmast stay.

The official summary of the race was as follows :

	Start	1st Mark	2d Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
COLUMBIA . . .	11.00.17	12.39.28	1.33.27	2.37.17	3.37.00	3.37.00
SHAMROCK . . .	11.00.15	(withdrew.)				

Columbia made the first leg in 1 h. 39 m. and 11 s. ; the second leg in 53 m. 59 s. ; the third leg in 1 h. 3 m. and 44 s., and the course in 3 h. 37 m.

No one wanted such an empty victory, but under the terms of agreement covering the point there was nothing to do but accept the race.

The accident showed Shamrock to be too lightly sparred and rigged. Another topmast was put on end the same day, and rigging it was completed the next day. Hoping that she would do better with more ballast, Sir Thomas caused a considerable quantity of lead to be put on board, and on the 18th she was given a remeasurement at Erie Basin. Her water-line was increased from 87.69 to 88.98 feet, and instead of being allowed six seconds by Columbia she was obliged to give a time allowance of sixteen seconds.

The yachts met again the next day, October 19th, but in another inconclusive test, there not being enough wind to finish the race. There was a good northwest breeze at the start, of about ten knots, but it softened within an hour, and fell steadily to a very light air. The course was fifteen miles to leeward, and the boats were three hours and a half making the run to the outer

mark. Columbia rounded the mark about an eighth of a mile in the lead. The race was called off at 4.20, when Columbia, leading, was about five miles from the home mark, and a mile and a quarter ahead. The wind was then very light from the westward.

The yachts met for the seventh and last time, on the eleventh day set for a race, and the seventeenth since the series started, on the 20th of October.

For the first time in the match there was wind to spare, and the race they sailed was one of a very few of the kind in the annals of the sport. It ranked with the last race between Genesta and Puritan, a fierce struggle, in which the boats were matched evenly enough to afford a splendid contest, over half the course at least. In the last half, however, as in the case of the race mentioned, the home boat won handily, though by a wider margin than had Puritan over Genesta.

The morning of October 20th was sharp and frosty, and there was a fine northerly wind off Sandy Hook, a breeze too strong for the very large club-topsails the yachts had hitherto carried. It was a day for oilskins on board the racers, for as they came out for the start, and began manœuvring, spray rose in white showers at their bows, and was blown often the full length of their decks. The wind being N. by E., the course was laid to leeward, fifteen miles S. by W. The breeze was strong and steady, and by the time the yachts were given the starting signal it blew twenty miles an hour.

The start was one of the most inspiring the sport had ever witnessed. The boats came for the line on the starboard tack, bowling along with rails under and foam billowing from their bows. As the smoke was blown away from the signal gun Shamrock bore off, and crossed the line thirty-four seconds after gun-fire. Columbia, with a rap full in her mainsail and a roll of foam under her lee, sailed parallel with the line until a minute and one second later, crossing at 11.01.35.

Then began a long and exciting stern-chase for the fleet green yacht. As Columbia's main-boom was eased broad off to port, and she straightened her course for Shamrock, her spinnaker, which had been sent up, a thin curl, in stops, was broken out to starboard. With this great sail set the yacht was under as much canvas as she could carry in a twenty-knot breeze.

The spinnaker had not been set long before it was seen to collapse. Exclamations of chagrin were heard from those watching the boat. It was feared the sail had burst. This was not the case, but the pole was beyond the control of the crew, and had lifted until the sail spilled its wind, and its empty folds came together. Presently the spinnaker caught another full, and soon it

was pulling tremendously, though with the foot so high that its edges described complete half-circles, like the bellied square-sail of some galleon of old flying before the trade-winds of the Spanish main. For fully three-quarters of an hour the vessel sailed with her spinnaker thus aloft, where a spinnaker was never used before. It was pulling vigorously, and with its aid *Columbia* at the end of fifty minutes' sailing was almost up with her opponent. Both boats were fairly flying along, their spinnakers to starboard, their mainsails to port, and above each a working topsail.

With various changes of their headsails — *Shamrock* had put on her topsail before, and *Columbia* after crossing — the boats kept on toward the line. *Shamrock* carried a greater spread of canvas forward, for at all times she had on a size larger jib or staysail than *Columbia*, and she also carried a small jib-topsail, which the defender did not.

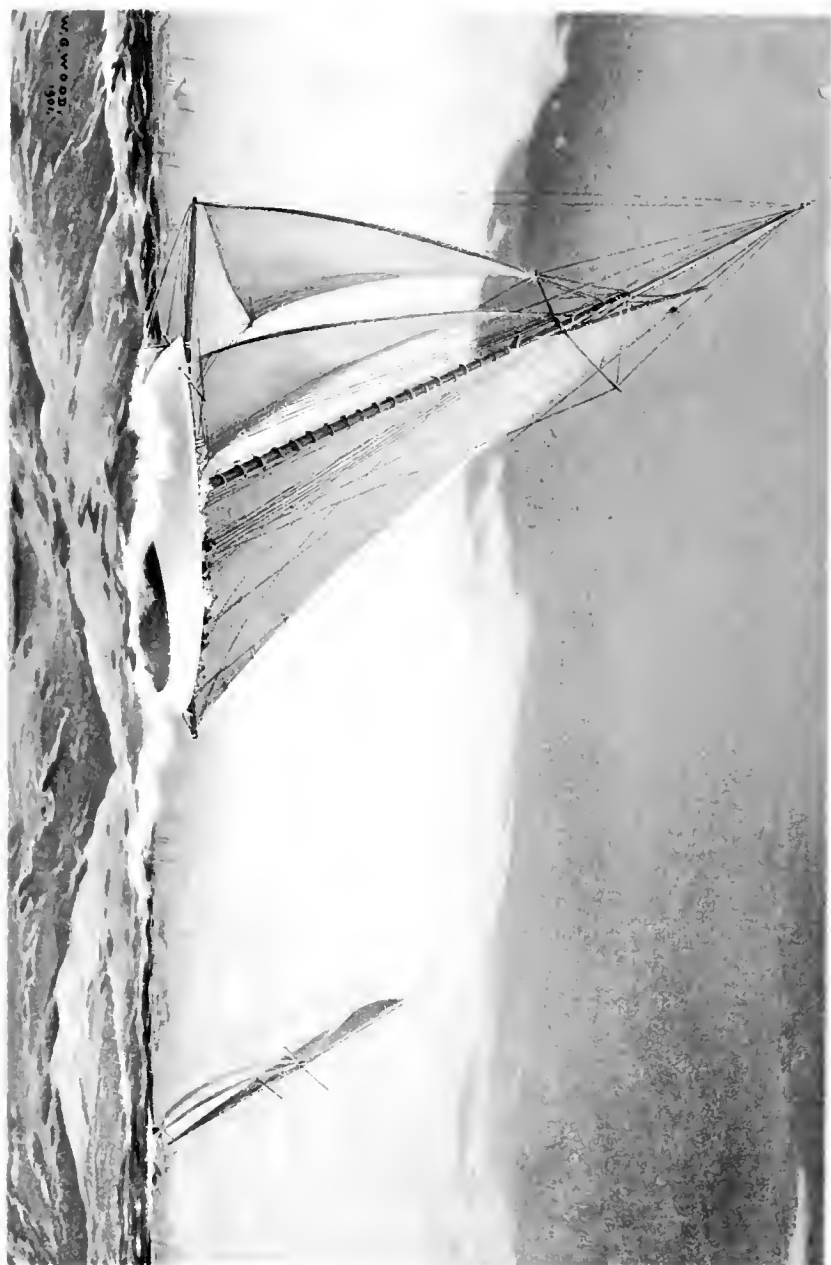
But crowd on the sail as he would, the challenger could not leave the white boat behind. At the end of an hour of sailing *Columbia* was overhauling *Shamrock* "hand over hand," showing a splendid burst of speed. In order that the spinnaker might draw better she was sailed half a point or so to leeward of her course. She was now on the lee of *Shamrock's* wake, and with every stitch drawing she jumped for the challenger. No hunted hare ever ran faster before hound than *Shamrock* ran now. It was her best work of the day, and of her stay in America, and she acquitted herself handsomely. But the adroit skipper of the defender knew his boat. He had counted on blanketing the vessel he pursued.

At 12.05, with the stake-boat less than three miles to leeward of them, *Columbia* began to steal the breeze from the Irish yacht, and soon had her covered.

Cutting along in *Shamrock's* lee *Columbia* was, within three minutes, on even terms with the boat she had pursued so far down the wind. The lead of more than a minute at the start was wiped out. The boats were even after sailing an hour and eight minutes. In three minutes more *Columbia* came out of her opponent's lee, sailing as freely as if alone, and headed for the mark, now close aboard.

In the moving pictures of these scenes the yachts were a delight to the eye. Their bulging canvas, hard and taut; the foam rolling so gracefully from their bows; the water hissing along their smooth metal hulls; the crested waves all around them — all these component parts made a whole not soon forgotten.

The finest fifteen-mile run in international yachting history was here ending with a victory for the American boat. Only seventeen seconds' difference in the times of the boats at the mark told the story of their relative positions.



W. E. WOOD,
1901.



Columbia came around the float moving fast and started to sheet home with her head for the Jersey beach. Shamrock came around with her sheet so far off the end of her main-boom caught on the top of a wave with a splash. As soon as she had sheeted home she luffed hard and spilled the wind from her mainsail, in a try for the weather gauge. Columbia would not brook this, and she too luffed.

No sooner were the boats off on this first tack than Shamrock's topsail asserted itself by slatting and bagging. It had to be taken in, and down it came with a flutter to the deck. A smaller one was set soon after.

The challenger was by this time making a strong dash into the waves. Spray flew at times half-way up her mainmast and went aft in white clouds. Columbia took the waves more gracefully, and though she dived into them well she was by no means as wet as Shamrock.

Columbia had not tried to go to windward with her topsail set, and at no time in the thrash home did she use it, though it was up in stops. She had no need for it, for with her mainsail, jib and staysail she was moving as fast as need be and making the best kind of weather. Her superiority in pointing was clear. She looked much higher than her rival, and she went where she looked. Shamrock, on the other hand, did not look where she went.

Five minutes of sailing on this tack inshore showed the race was safe. Although Shamrock was footing fast, practically as fast as the defender, her pointing was killing her.

Shamrock was the first to come about, after twenty minutes of windward sailing. Here a measure could be taken of the work of the yachts to windward, and it was most gratifying to backers of the home boat. She had made her way straight into the wind until an eighth of a mile of clear water was between herself and the challenger. It was splendid work, against the handicap of a mainsail flapping badly at the leach.

Taking a long tack seaward, the boats came about again at 12.56. By that time Columbia was a quarter of a mile to windward, and the race was won.

From that point Columbia was not pressed. Her topsail was not set, and she was allowed to sail easily in the heavy puffs that came off the land in the last half of the race. But Shamrock was pushed hard. Her working-topsail, which was of no benefit to her after turning the mark, was replaced in the last half of the beat home with a small club-topsail. This gallant effort to pull up by cracking on sail was excellent as a specimen of daring and seamanship, but it availed nothing, for the boat shivered under the black puffs which struck her, and had often to be eased into the wind a point or so. She footed faster than she had in the

THE LAWSON HISTORY

first half of the turn to windward, but not fast enough to materially reduce Columbia's lead, had the home boat been driven.

As the yachts neared the home mark the scene was wild. High in the north and west were dark, rolling clouds, and the water, flecked with white-caps, reflected their forbidding hues, and was a deep, dull green. Through a rift in a cloud a shaft of light fell on the dark sea, and for a second rested on the sails of Columbia. Inland, to leeward of Sandy Hook, the sun was shining brightly down from behind a cloud-bank, and in the north there was a clear, cold horizon of steel-blue, against which the waiting fleet stood out in bold relief. The picture was completed by the winner coming home with lee rail under, and the spray flying full length of her gleaming deck. When she went over the line the green challenger was still half a mile to leeward, staggering along under her great spread of canvas.

The official summary :

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
COLUMBIA	11.01.35	12.19.00	2.40.00	3.38.25	3.38.09
SHAMROCK	11.00.34	12.19.17	2.45.17	3.44.43	3.44.43

Columbia gained on the first leg 1 m. 18 s., on the second leg 5 m., and won by 6 m. 34 s.

That night Sir Thomas Lipton announced his intention of challenging again for the cup.

Shamrock was towed back to England, via the Azores, making the trip in fifteen days seven hours from New York, which was left Nov. 2d, to Land's End, which was passed Nov. 17th.

Sir Thomas counted his first yachting season in American waters a great success, even though he did not win the cup. He entertained lavishly on his steam-yacht Erin, his parties of guests being so large that a special steamer was hired to transport them to the yacht. Throughout the yachting season his fleet of yachts, tugs and tenders carried his striking private signal, a vivid green Shamrock on a yellow ground, with a broad green border, into all parts of New York Bay. The newspapers printed many columns describing his wonderful rise in the world since the days of his early experiences as a dock laborer in New York ; of his vast tea plantations, his pork-packing interests in the West, his great grocery-store syndicate in England with its capital of millions of pounds sterling ; of his dinner-parties, his rare wines, his Cingalese servants, his grace as a host and his chivalric devotion to American women, with a jocular allusion to the possibility of his losing his bachelor heart to some fair one among the American girls he met.

Lipton's yachts, his sailors, his sailing-masters and mascots incidentally came in for notice, while Lipton was voted the most

democratic man who ever challenged for the cup, and a good loser. He was everybody's friend, hail-fellow-well-met, and at club banquets and other social gatherings which he attended before returning to England he spoke eloquently of his admiration for Americans, and for America, where he laid the foundation for his success in life.

On his return to England reports were cabled to this country that Sir Thomas had been warmly welcomed home by his royal friend the Prince of Wales.



TWO VESSELS ARE BUILT FOR CUP DEFENCE, BUT NEITHER OF THEM IS CHOSEN: 1901. CHAPTER XIV.



SIR THOMAS LIPTON lost no time in announcing his plans for his second attempt to "lift the cup." Fife having failed with Shamrock I. to make possible the realization of Sir Thomas' high ambition was to be put aside, and Watson, Americans learned through the press, would be prevailed on, it was hoped, to accept a commission to design the second challenger. He was to be given a free hand, the cleverest builders in Britain were to be employed to construct the vessel, and, to quote Sir Thomas, five-pound notes were to be "shovelled on" to spur all concerned to their highest achievements.

This, in a period in the cup's history when money was the chief essential of prestige in a challenger, was indeed evidence of Sir Thomas' unconquerable will, and it served well to keep alive interest in the cup contests during the year that elapsed between the return of the defeated Shamrock to England and the arrival of Sir Thomas' second challenge.

This challenge, like the first, came from the Royal Ulster Yacht Club. It was as follows:

ROYAL ULSTER YACHT CLUB,
MT. POTTINGER ROAD, BELFAST, IRELAND,
Oct. 2d, 1900.

J. V. S. ODDIE, ESQR.,
Secretary New York Yacht Club, New York.

DEAR SIR:—I am requested by Sir Thomas J. Lipton to forward you this challenge for the America cup, subject, as to starts and courses and other details, to the same conditions as upon the occasion of the last race, which were found so satisfactory.

The first race to be sailed on Tuesday, Aug. 20, 1901.

The second race to be sailed on Thursday, Aug. 22, 1901.

The third race to be sailed on Saturday, Aug. 24, 1901.

Further races, if any, to be sailed upon the same days in the following week.

I, therefore, on behalf of the Royal Ulster Yacht Club, and in the name of Sir Thomas Lipton, rear commodore of the club, challenge to sail a series of match races with the

of THE AMERICA'S CUP

[1901]

yacht Shamrock II. against any other yacht or vessel constructed in the United States of America, for the America cup.

The following are the particulars of the challenging vessel :

Owner, Sir Thomas J. Lipton.

Name of yacht, Shamrock II.

Length on load water-line, 89.5 feet.

Rig, cutter.

The custom-house measurement will follow as soon as the vessel can be measured for registration.

I shall be much obliged if you will cable the receipt of this challenge.

HUGH C. KELLY,

Honorable Secretary, Royal Ulster Yacht Club.

The New York Yacht Club appointed a cup committee composed of the following members : Commodore Lewis Cass Ledyard, Vice Commodore August Belmont, Rear Commodore C. L. F. Robinson, Secretary J. V. S. Oddie ; S. Nicholson Kane, chairman of the regatta committee, Ex-Commodore E. D. Morgan, E. M. Brown, J. Pierpont Morgan, C. Oliver Iselin.

The committee on October 17th, 1900, sent the following acceptance of the Lipton challenge by cable :

NEW YORK, Oct. 17th, 1900.

HUGH C. KELLY,

Secretary of the Royal Ulster Yacht Club, Belfast.

Meeting committee held. Your challenge accepted. Conditions same as stood at close of last year's races, including private agreement as to accidents, and except as modified as to days of races by your challenge, and extending limit of time of start to 2 P. M., suitable to change of months. Is this satisfactory ?

ODDIE.

On Oct. 22d Sir Thomas Lipton requested by cable that starts be made not later than 1 P. M. and that the time limit be six hours instead of five and one-half hours. The committee granted the first request, but not the second.

Conditions to govern the match were forwarded to the challenging club Dec. 10th, 1900. They called for best three out of five races, starting from Sandy Hook light-vessel, the first to be fifteen miles to windward and leeward, and the next over a thirty-mile triangle, the same courses to be repeated in subsequent races ; all starts to be to windward when possible ; the committee

THE LAWSON HISTORY

to have power to shift the starting-point to secure a windward start; starting signals to be as nearly as practicable at 11 A. M., and delayed only (1) in case of a change of start as above; (2) in case of fog; (3) if in the opinion of the regatta committee the starting line is not sufficiently clear at the time appointed for the start; (4) in case both yachts agree to a postponement; (5) in case of serious accident to either vessel, under special agreement that either vessel shall have sufficient time to effect repairs after any accident happening prior to the preparatory signal for a race, or in case of an accident happening in a race, time for repairs to be given before starting another race; preparatory signal to be given fifteen minutes, and warning signal five minutes before starting signal; exact time of a yacht crossing the line to be taken as her start during the two minutes following the starting signal, and the end of that time as the start of the yacht crossing after its expiration; no race to be started after 1 P. M.; time limit of a race five and one-half hours; defending yacht to be named one week before the first race; New York Yacht Club rules to govern measurement and time allowance, and the club's racing rules to govern the races, except as modified by agreement; races to be sailed August 20th, 22d and 24th, and succeeding Tuesdays, Thursdays and Saturdays; unfinished races of one kind to be repeated until finished; vessels to be measured with all weights to be carried in a race on board, and to be allowed three men to every five feet racing length, restrictions as to floors, bulkheads and water tanks to be waived; either yacht altering trim to arrange for remeasurement before racing again; water-lines to be marked.

Sir Thomas Lipton on Jan. 30th, 1901, requested that the yachts be given a one-gun start, that they be measured at the Brooklyn navy yard graving-dock, and that Shamrock be given three weeks to refit at New York in the event of being delayed by stress of weather or other cause. The New York Yacht Club committee replied, Feb. 18th, that it could see no reason for changing the method of starting the races; that it did not control the Brooklyn navy yard dock and therefore was not sure of it when wanted, and deemed it inexpedient to make its use a condition of the match; and agreeing to allow Shamrock three weeks for fitting out after arrival, but the first race to be sailed not later than Aug. 27th. This in substance provided for a possible postponement of the races for a week only, even if Shamrock arrived less than three weeks before that date.

Three American yachts of the cup class were put in commission at the opening of the sailing season of 1901. One was Columbia, defender of 1899, the other was a new Herreshoff boat built for a New York Yacht Club syndicate and called Constitu-



1894-1895



tion, and the third was built in Boston, for Thomas W. Lawson, and was called Independence. An authentic detailed description of this boat is given in another chapter of this book.

From the standpoint of practical yachtsmen no progress was made in the sport by the racing of 1901. Constitution, though built expressly as defender of the cup, proved a failure for the purpose, chiefly through inefficient management. Though very fast, especially in light winds, Constitution was so badly handled, and therefore her all-around performance was so uncertain, that the cup committee dare not name her to defend the cup, and chose Columbia, the two-year-old champion, in her stead. Independence did not participate in the trial races, for reasons outside the question of her merits.

The season opened with a revival of the old-time spirit of rivalry for cup defence between Boston and New York. Boston expected the Lawson boat to bring honor to Massachusetts Bay as did its three Burgess defenders of the cup, while the new Herreshoff vessel was expected by her backers to far excel in speed any yacht ever built. These opposing hopes were in turn shattered, and that the cup did not go abroad was due more to the challengers' shortcomings than acquired merit in the defenders.

The two new boats on which vain hopes were staked were laid down about the same time, though Constitution was first launched, at 8.32 o'clock on the evening of May 6th. The same absurd attempts at secrecy on the part of her builders were maintained while she was under construction as in the case of Vigilant, Defender and Columbia, and they were equally ineffectual.

To the ordinary observer Constitution was a twin of Columbia, with the difference of a slightly thinner overhang aft. Designers described her as similar in form and sheer to both Defender and Columbia, though her midship section was fuller than Columbia's and seemed more like Defender's. Her lead keel was cast in the same mould as Columbia's. Her designed water-line length was 89 feet 9 inches, her overall length 132 feet 6 inches, beam at water-line 25 feet 2½ inches, and draft 19 feet 10 inches. These dimensions are approximate.

Her lines both fore and aft, and in her sections, were stated to be "fair, fine and beautiful, with clear sweeps, and an absence of hardness or freakishness." She was called a "normal" boat to even a greater degree than Columbia, and was pointed out with pride by those opposed to other types. Her construction was described as a system of web frames and longitudinals, backed by tubular braces, the lower plating in-and-out, with bilge and topsides flush. The plating was of Tobin bronze, ⅜-inch thick on the topsides and ⅞ below. The deck was thin steel, covered with

cork tiling laid in shellac under pressure. The workmanship throughout was of the highest order.

W. P. Stephens, a practical designer, gave the following description of Constitution's construction in *The Rudder* of June, 1901 :

"The framing of the hull follows an entirely new method, as applied to yacht construction, the invention of Mr. Herreshoff. In all ordinary metal construction the general plan of the framing is similar to the skeleton of a fish, there being a backbone or keel with a large number of ribs or frames, all practically of the same size, attached to it at regular intervals. In the case of the previous Herreshoff ninety-footers the frames have been of steel angles, extending from keel to deck, and spaced about twenty inches apart. A few longitudinal members in the form of bilge-stringers are used to stiffen the steel frames. Other angles run along the inside of them, but the main strength of the construction rests in the frames and the plating, the ribs and the skin.

"In Constitution the frames play a subordinate part, only one-quarter of them extending above the hollow of the floor, at the joint of the fourth plate from the top and the third from the bottom. In place of them a system of web frames is used, the web frame being practically a solid bulkhead with the central portion cut out, leaving a rim of about fifteen inches width in the midship webs and decreasing toward the ends.

"The construction is similar to that used in model yachts, in which each section is cut from a solid piece of wood, the centre being removed to lighten it. These web frames are built up of sheet steel from $\frac{5}{40}$ to $\frac{9}{40}$ -inch thick and fifteen inches wide, in sections joined by a $2\frac{1}{2}$ -inch lap joint. Both outer and inner edges are stiffened by a pair of steel angles, one and one-half by one and one-half inches, the outer angles, which are cut at each longitudinal, serving to connect the web frame to the plating. The web and angles are continuous under the deck. These web frames are spaced at four times the usual distance apart, eighty inches, and between them are three ordinary frames at twenty-inch intervals, but extending only up to the hollow of the floor. Above this point the web frames are connected by a system of longitudinals running through them and directly in contact with the hull plating.

"There are seven plates, each about four feet wide, on each side of the vessel, of Tobin bronze, the lower or garboard being $\frac{8}{32}$ -inch thick, the next three each $\frac{7}{32}$ -inch, and the three on the topsides each $\frac{6}{32}$ -inch. The garboard laps for about half of its width on to the lead keel, to which it is fastened by bronze tap screws, each five-eighths by six inches, there being four hundred and twelve screws to each garboard.

“The keel-plate is made up of three sections of bronze casting, as in *Defender* and *Columbia*, twenty inches wide and about one-half inch thick, with a flange four inches high along each edge to which the centre of the garboard is riveted; similar thwartship flanges being cast for the heels of the frames and the floor-plates. The keel-plate is also fastened directly to the lead keel by bronze lag screws one by ten inches, and thirty-seven in number. The second plate from the bottom laps over the upper edge of the garboard in the usual way and also over the lower edge of the third plate, but the adjoining edges of the third and fourth plates form a flush joint, both butting on the head of the T-beam which forms the longitudinal at this point.

“The next longitudinal, going upward, is in the middle of the fourth plate, a bulb-angle, and they continue alternately, a T-beam at each joint and a bulb-angle in the centre of each plate, the last one being a bulb-angle on top of the deck plating connecting it to the upper strake, which extends about two inches above the deck. The T-bars are four and one-half by four and one-half inches in the middle of the hull, diminishing in size at the ends, and the bulb-angles are three by two inches in the middle. The former are joined by means of a U-shaped clip, the ends butting, but the latter are laid back to back and lap at the joints, the ends being riveted together.

“All the longitudinals are continuous from stem to horn-timber, thus passing through the web frames. A system of braces, of $1\frac{1}{8}$ -inch steel tubing is used, two at each intersection of web frame and longitudinal, bracing the inner edge of the web and preventing it from buckling.

“The deck is of steel plate supported by longitudinal stringers of bulb-angles, passing through the upper edge of each web frame. The ordinary deep floor-plates at the heels of the frames have been replaced by smaller ones only twelve inches deep on each of the short angle-frames with a tie twelve inches by $\frac{1}{4}$ -inch higher up and a short brace $1\frac{3}{4}$ -inch square between the two, thus stiffening the interior of the fin between the web frames. Each web frame is stiffened by two struts of three-inch steel tubing from the bilge to the deck, at about the quarter breadth of the boat, but near the mast these tubes are moved in close to the step and partners, and additional ones, placed diagonally in a fore and aft direction, are used.

“The mast step itself is very strongly built, an extra web frame is inserted, and the keel-plate is increased to $\frac{5}{8}$ -inch thickness beneath the step. The throats of the web frames under the mast are deepened and the keel is built up into a deep longitudinal girder for a length of twenty feet, the top of this structure being nearly seven feet below the deck. The mast

rests on two thicknesses of $\frac{5}{8}$ -inch steel plate riveted to the web frames and keel-plates; on the lower end of the mast is a ring of one and one-half by one and one-half inch angle-bar, the vertical flange riveted to the mast and the horizontal flange pierced with holes for $\frac{1}{2}$ -inch bolts. When the mast is stepped it is bolted fast by this ring to the pedestal, of which it becomes a part, being rooted in the hull by a broad spreading base exactly as a tree is rooted in the soil. The tremendous pressure of the mast, which nearly caused a wreck in *Defender* in her first races in 1895, is thus transmitted to the whole hull and fin instead of being concentrated in a comparatively small area."

In her equipment of spars and sails it was intended to make *Constitution* the equal, if not the superior of *Columbia*. This purpose, for one reason or another failed. Her mainmast was of steel plate with two longitudinal joints, stiffened inside by eight bulb-angles and by rings of steel plate at intervals. At the head it carried curved steel angles forming collars for the eyes of the shrouds and pendants, and also a number of iron grips or steps for the use of the men in going aloft. The topmast, of Oregon pine, housed within the lower mast, being slung by a heel-rope of wire which was led to a winch below deck, this rope being long enough to allow the topmast to drop down to the extreme lower end of the mast. The topmast rigging was carried on a conical funnel about three feet high, of steel plate, which shipped in the head of the lowermast as the topmast was housed, being taken up again as the topmast was raised. There were twenty-one mast-hoops, of light steel tubing, galvanized. These hoops could only be used for the lower portion of the huff, as the mast carried, about two-thirds of the distance from deck to hounds, three forged lugs on each side, riveted fast. There were three lower shrouds on each side, fast to these lugs, in addition to the masthead and topmast shrouds and backstays.

The boom and gaff were also of steel, the former stiffened with six bulb-angles. The bowsprit was of Oregon pine. The rudder was of bronze plating, built hollow. By an original device it was connected with an air-pump carried below decks, from which it could be filled with compressed air, that practically caused the rudder to sustain its own weight in the water, affording a considerable relief from strain on the steering gear, especially when the helm was hard over, as the rudder of a modern racing yacht weighs more than two thousand pounds. This was but one of many original devices employed on the yacht.

Constitution had her first trial under sail May 21st, and with it her development of uncertain qualities began. Her mast showed weakness that rendered necessary the fitting of extra masthead runners. To strengthen the spar two sets of locust spreaders

were used from the first, the upper ones twelve feet long and the lower ten feet. The latter shipped in bronze sockets pivoted on the mast about one-third the distance from hounds to deck.

Constitution was delivered May 25th to the syndicate which paid for her, of which the members were Messrs. August Belmont, vice commodore of the New York Yacht Club; James Stillman, Oliver H. Payne, F. G. Bourne and Henry Walters. She was taken in charge by W. Butler Duncan, Esqr., as manager for the syndicate, and her sailing-master, chosen by Mr. Duncan, was Urias Rhodes, who had selected a crew chiefly from Long Island, with a few men secured from Deer Isle, Maine.

The boat was given sail-stretching trials off Newport from May 29th to June 4th. On the latter date she was dismasted, when standing across from Narragansett Pier toward Brenton Reef light-vessel, close-hauled on the starboard tack, heading about S. E. and well heeled under lower sails only. The wind was fifteen knots S. W., weather clear and sea light. The yacht had been sailing with her second club-topsail up, when the lashing parted, and three men were sent aloft to take the sail in. They had just returned to the deck when at 1.50 the lower starboard spreader broke, owing to the strain not coming true upon it. This slacked the starboard masthead shrouds and lower shrouds. The topmast broke just above the lowermast, and the lowermast followed, collapsing about three-fifths of the way up, and forming a wedge at the point of collapse over which the weather shrouds drew taut. The collapse was so gradual as to lower the heavy steel boom easily on the port quarter. No one was injured in the accident, though the captain and several of the crew were struck by falling ropes, and the second mate, who was to leeward, in dodging the gaff fell overboard. He was promptly rescued. N. G. Herreshoff, designer of the yacht, was at the wheel when the accident occurred.

This mishap kept Constitution at Bristol ten days. Her mast was taken out June 5th, and repairs were begun on it, about ten feet of its length at the point of collapse being rebuilt. The boat was docked and cleaned, and on June 15th the mast was resteped and rigged with stronger spreaders. June 16th Constitution was again at Newport, on the 17th she received another trial under sail, and on the 19th she went back to Bristol, this time to have her bowsprit set up, to ship a heavier bobstay, and to take on a set of hollow wood spars. On June 24th the yacht was measured by John Hyslop, official measurer of the New York Yacht Club, at Newport. Her water-line was found to be 86.96 feet, and her racing length 104.76, which would give her under the New York Yacht Club rules a sail-spread of 14,290 square feet. The racing length of Columbia in 1899 was 102.13 feet, and of Defender 100.36 feet.

June 25th Constitution had another trial off Newport, and June 26th she sailed to New London, where she lay over the 27th, while her manager witnessed the Harvard-Yale college rowing match.

The new boat presented to date several undesirable features, among them a bad balance, which gave her a strong weather helm in a breeze, a badly fitting suit of sails and a badly handled crew. It was expected that these things would be bettered as the season advanced.

Columbia was fitted out early in June for her season's sailing against the new Herreshoff vessel. She was in charge of Mr. E. D. Morgan as "managing owner," he having purchased Mr. C. Oliver Iselin's share in her. Charles Barr was again her sailing-master, and her crew was composed of Swedes and Norwegians. She was to have met Constitution for the first time in a special race of the New York Yacht Club off Glen Cove, Long Island Sound, on June 25th, but the accident to Constitution made a cancellation of the dates for her necessary. Columbia therefore sailed against Vigilant and the English yacht Ailsa, rigged as yawls, beating Vigilant, which she allowed 8 m. 12 s. in thirty miles, by sixteen minutes corrected time in fifteen miles, and Ailsa, which was not measured for allowance, by twenty-three minutes.

While the two Herreshoff boats were trying their paces south of Cape Cod, "the Boston boat," as the Lawson yacht Independence was popularly called, was giving promise of speed in preliminary trials in Boston Bay.

Independence was launched at the Atlantic Works, East Boston, May 18th, at 11 p. m. On her first trial under sail June 3d in a moderate breeze she showed a fair turn of speed, and seemed to bear out the predictions that she would prove fast enough to trouble the Bristol boats when they should meet her off Newport, as all three yachts were entered for a special series of races there beginning July 6th.

Independence had her second trial June 6th, off Boston light, in a breeze of from ten to twelve knots, during which she was subjected to a severe test, that proved her mast and rigging to be stronger than the average in boats of her class. In this trial, as during the first one, she was steered by a balance rudder, (described elsewhere,) of a kind that had been used successfully on small boats, but never on a ninety-footer. This rudder proved a failure, for the strain upon it caused the screw shaft of the diamond steerer to bend upward in the middle and bind until the vessel could not be controlled by the wheel.

This accident happened with the yacht on the starboard tack with lifted sheets. The result was a sudden paying off, and a jibe, her boom going over with tremendous force. Although the

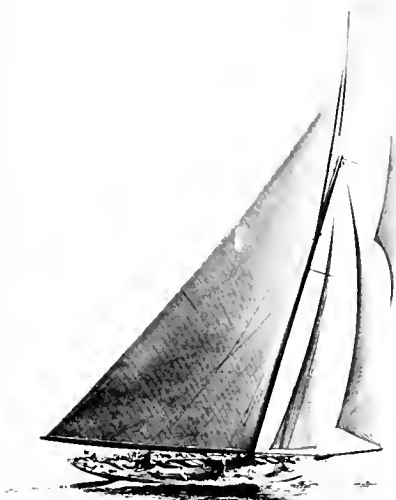
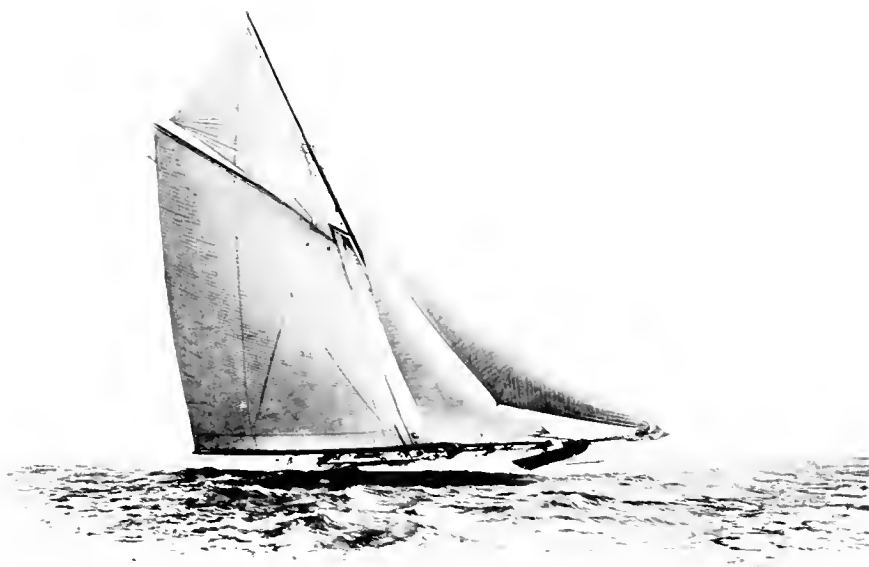


PHOTO COPYRIGHT 1901 JAMES BURTON N.Y.



weather runner was not set up the mast bore the strain, and nothing broke aloft. The lee runner was cast off after the boom came over, and was adrift for some minutes, with its block swinging free. The yacht cut out her own course, and after narrowly missing a press tug came into the wind, where her jibs were sheeted to windward and she was held until a line could be passed to her tender.

This incident led to the abandonment of the balance rudder. The vessel was docked on June 14th at the U. S. navy yard at Charlestown, where the rudder was removed, and her old style stern-post rudder of bronze, which was not shipped before the launching, was substituted. At the same time her mast, which had been lifted out at the Atlantic Works, was being cut down five feet at the heel. From the hoist of the mainsail two feet six inches were cut, — which reduced its area about 300 feet, — and a new topmast of Oregon pine, substituted for the first one, which was of spruce, was shorter than the original spar by six feet. This change was made with the belief that the vessel's rig was unnecessarily lofty.

Coming out of dock June 15th Independence was again under sail June 18th, in a good breeze. A quadrant and pinion steering-gear used on this trial collapsed when the boat was making high speed, in a fifteen-knot wind, fifteen teeth of the twenty-three on the quadrant being broken off by the strain on them when the wheel was put hard-down. Several days were lost in putting in a more powerful gear, of the oscillating type.

After trials on June 21st, 24th and 27th, in foggy weather and light airs, Independence started from Boston for south of Cape Cod on June 28th in tow of a tug.

She lay that night at Provincetown, and on June 29th, in a strong south-wester, she was towed around the cape, against a hard chop, being sixteen hours making eighty miles. Owing to her flatness forward the yacht pounded heavily in the short sea on the shoals, with an effect that was painfully apparent, even to persons not on board, when the vessel began racing. Had a proper day been awaited for taking Independence around Cape Cod a different story could have been told of her racing career.

Leaving Vineyard Haven June 30th Independence proceeded under sail to New London, making the distance, seventy-five miles, under lower sails and working-topsail, in eight hours, against a breeze of from ten to twelve knots southwest.

At New London she went into dock to prepare for her first races, remaining until July 3d, when she was put over, and proceeded to Newport under sail.

Columbia and Constitution had already met off Newport, July 1st, with a result of victory for the older boat, and on July 3d

THE LAWSON HISTORY

they started for a second race which was abandoned because of an accident to Columbia. The summaries of these races were as follows :

July 1 — Special race, New York Yacht Club. Course fifteen miles to windward and return. Start three miles east of Brenton Reef light-vessel. Wind light S. W. by W., sea smooth. Constitution carried away clew-eringle of her jib, losing about ten minutes. Columbia won by forty-eight seconds elapsed time. The summary :

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	
COLUMBIA	11.40.37	1.24.55	2.32.41	2.52.04	Vessels not measured for allowance.
CONSTITUTION . . .	11.40.37	1.26.55	2.33.29	2.52.52	

July 3 — Special race, New York Yacht Club. Course thirty-mile triangle, starting at Brenton Reef light-vessel. Wind moderate S. W., sea smooth. Columbia disabled after sailing twenty-two minutes, by bending of martingale. Race abandoned with Columbia leading.

The arrival of the Boston boat, and the approaching races in which she was to appear, were subjects of great popular interest. On July 5th Independence was measured by Mr. John Hyslop, with the following results : Length of water-line 89.16 feet ; fore side of mast to forward point of measurement 74.89 feet ; fore side of mast to end of boom 111.36 feet ; deck to under side of topsail halyard block 137.96 feet ; topmast 57 feet ; gaff 64.44 feet ; sail area 13,816.91 square feet ; racing length 103.35 feet. On this measurement Constitution allowed Independence 42.6 s. over a thirty-mile course, and Columbia 1 m. 16.8 s., Independence allowing Columbia 34.2 s.

The races in which the three ninety-footers of the season were to meet for the first time were arranged by the Newport Yacht Racing Association, a new force in American racing. The association was composed of many active yachting men who made Newport their home in summer, and believed that American yachting was in need of new blood and new methods. While it was in a measure an outgrowth of racing smaller classes off Newport, and had been in existence a half a dozen years, the association did not begin serious work in the field of yacht-racing until the summer of 1901; its aim then being to conduct races for the largest vessels under the most liberal conditions, on courses off Newport, than which there are none better, unless it be off Marblehead.

A meeting to provide for incorporation of the association was held June 26th, 1901. Capital of \$100,000 was subscribed, and the following board of governors were appointed, with power to elect officers : George L. Rives, Elbridge T. Gerry, Royal

Phelps Carroll, John Jacob Astor, Winthrop Rutherford, Reginald Brooks, Harry P. Whitney, Arthur T. Kemp, Herman B. Duryea, A. Cass Canfield, Woodbury Kane, Fred P. Sands, W. K. Vanderbilt, Jr., John R. Drexel, Frank K. Sturgis. The association's regatta committee consisted of Herman B. Duryea, Woodbury Kane, Reginald Brooks, Winthrop Rutherford, Royal Phelps Carroll, A. Cass Canfield and H. Y. Doland.

The association began its active career with one hundred and ten members. Its flag was the old stone mill of Newport in red on a white ground.

Had it not been for this association it is doubtful if the Herreshoff boats would have met the Boston boat at all, although popular opinion was strongly in favor of giving Independence's owner every possible means of demonstrating her powers. The whole country, therefore, or as much of it as had interest in yachting, either directly or from sentiment, turned its eyes toward Newport on July 6th, the day of the first meeting of the yachts in the cup class.

The day was not auspicious for such an important event. The wind was light, and the sea carried a swell not at all favorable to the yachts. There was a large fleet of pleasure and excursion craft on hand. Boston was represented by delegations of enthusiasts come down to witness the first performance of their champion.

These, and all others who prayed for the success of the Boston boat, were doomed to early disappointment, for as the vessels came to the line with the gun it was seen that the Lawson yacht moved with extreme sluggishness in the light air and heavy swell. Sightseers were at a loss to understand why a vessel for which great speed had been claimed should behave in such fashion. Yachting men from Massachusetts saw at once that the yacht was not showing the same form she did in Massachusetts Bay. Partisans of the New York Yacht Club jeered at the Lawson yacht, calling her "a fresh-water lumber-broker," "a stone-sloop" and "scow." Certainly she came to the line as sluggishly as might any of these, and the hearts of her friends fell.

At the start she was two minutes behind the other two yachts, which went off jauntily in the light air, while she moved like a sleep-walker. At the outer mark she was so far behind that the committee did not wait to time her, while darkness had fallen before she passed the finish, marked only by a cat-boat, the committee yacht and all other craft having gone home long before. At nine o'clock that evening Independence groped her way into Newport Harbor and came to anchor in Brenton Cove. All the fond dreams for her seemed shattered. The public believed her hopelessly outclassed, and the yachting critics were puzzled,

THE LAWSON HISTORY

for no announcement had been made which would throw light on the cause of the yacht's changed condition.

The course of this race was fifteen miles to windward and return, starting at Brenton Reef light-vessel, the wind E., light, with an old sea. Constitution won by 9 m., 49 s., corrected time, from Columbia, which she allowed 1 m., 17 s. The summary :

	Start	Outer Mark	Finish	Elapsed Time	Correct Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
CONSTITUTION	12.10.02	3.43.35	5.48.08	5.38.06	5.38.06
COLUMBIA	12.10.17	3.45.48	5.59.29	5.49.12	5.47.55
INDEPENDENCE	12.12.00	(Not timed.)			

In the second race Independence made hardly a better showing than in the first, going as slowly at times as a heavily laden working-vessel. Her performance was so uneven, and so far from what would be expected of even the slowest yacht, that the press writers began to ascribe it to water in her hull. Their belief that she was leaking was strengthened by the appearance of a stream of water over her lee side, obviously from a pump going under her deck.

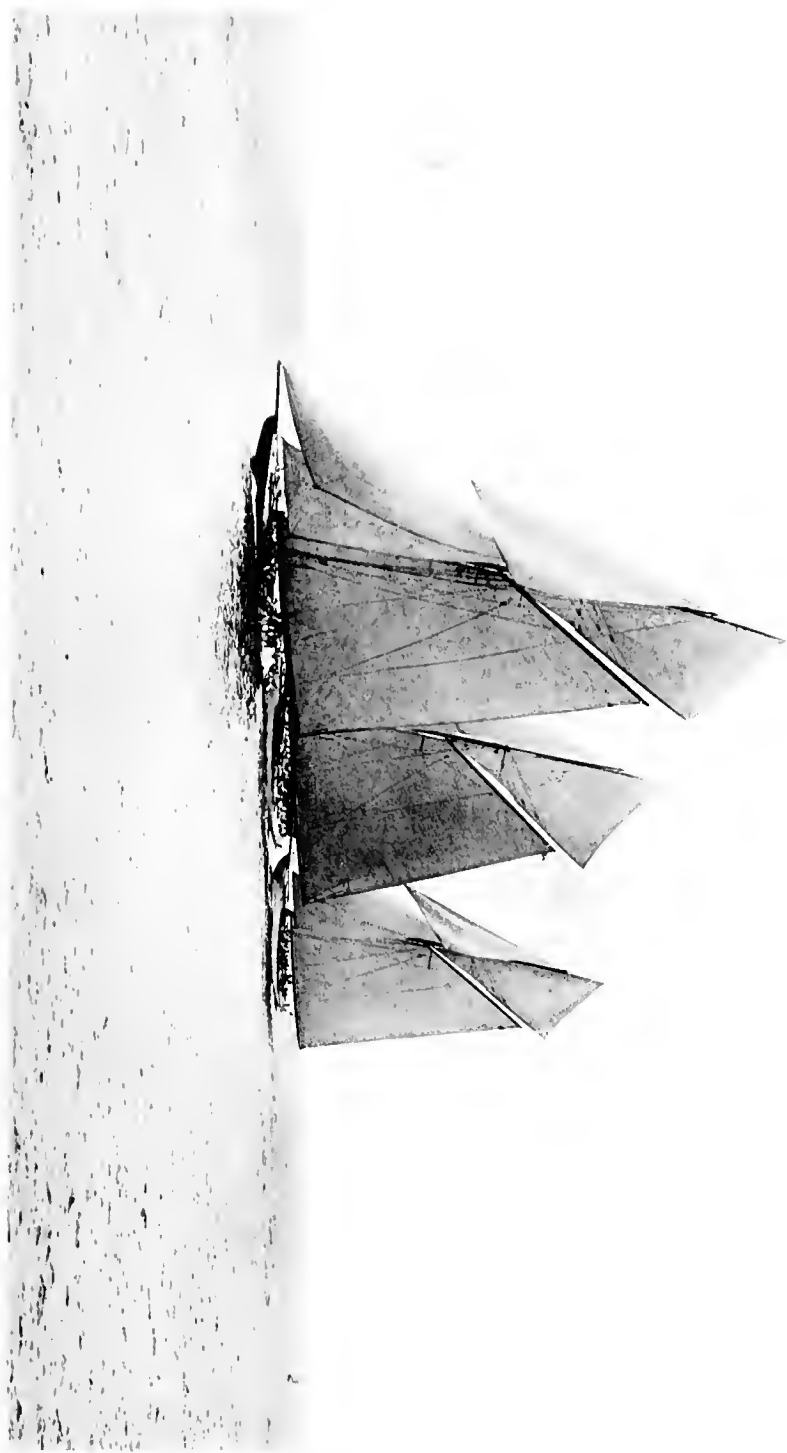
The race was sailed in a light breeze, S.W., with a long roll. The course was a thirty-mile triangle, and the starting-point five miles E.S.E. from Brenton Reef light-vessel. Constitution won by 28 m. 8 s. from Columbia, and by 1 h. 18 m. 31 s. from Independence, corrected time, allowing Columbia 1 m. 17 s. and Independence 43 s. The summary :

	Start	1st Mark	2d Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
CONSTITUTION	11.55.26	2.15.51	4.04.44	4.54.30	4.59.04	4.59.04
COLUMBIA	11.56.07	2.27.09	4.24.43	5.24.36	5.28.29	5.27.12
INDEPENDENCE	11.56.22	2.56.10	4.51.20	6.14.40	6.18.18	6.17.35

On July 10th the three boats met again, but were unable to make a race. The course was fifteen miles to windward and return, starting at Brenton Reef light-vessel, the wind S., very light, with fog. Constitution withdrew shortly after the start on account of the fog. Columbia and Independence rounded the outer mark, Columbia leading, but were not timed, and neither finished. The start : Constitution, 12.55.03 ; Columbia, 12.55.05 ; Independence, 12.55.07.

Before sailing her third race, July 11th, Independence was lightened by the removal of about two tons of lead, and some changes were made in her head sails, with the hope of correcting a lee-helm.

There was enough wind in this race to give the boat the angle of heel her design demanded, and she stepped off with more life than in her previous races, and stood up more steadily in the strong roll than either of the Herreshoff boats, with which she





of THE AMERICA'S CVP

[1901]

sailed much of the race on even terms. This showed she had merit which was not at first recognized, owing to handicaps of which her critics knew nothing. The course was fifteen miles to windward and return from Brenton Reef light-vessel, and the wind from eight to ten knots S.S.W. In the beat to the outer mark Independence weathered Columbia twice and Constitution three times, turning the outer mark ahead of the new Bristol boat by two seconds, which was considerably better than being beaten forty minutes in ten miles to windward, as she was in her first race.

The run home was made through patches of fog, but the wind held true. Independence's partisans hoped she would make enough gain off the wind to overhaul Columbia and hold Constitution, but this she failed to do, finishing third, 6 m. 18 s. behind Columbia and 2 m. 58 s. behind Constitution. Nevertheless these figures showed an improvement in the boat. The summary :

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
COLUMBIA	12.25.21	2.56.26	4.55.00	4.29.39	4.28.22
CONSTITUTION	12.25.43	3.01.23	4.58.42	4.32.59	4.32.59
INDEPENDENCE	12.25.08	3.01.21	5.01.05	4.35.57	4.35.14

The next day was an admirable one for the last race between the three yachts, and exciting sport was afforded, of which the feature was the performance of the Boston boat. She sailed the race after losing her topmast, and though greatly delayed by the wreckage of the spar, and by her jib-topsail dragging alongside, she made a splendid showing and actually outsailed her rivals on parts of the course, which was a thirty-mile triangle, with the second leg to windward, the course being laid S., N.E. by E. and N.W. by W.

There was a northeasterly breeze of twelve knots, freshening, and a lively sea, when the yachts came out for the start. They were given the preparatory whistle at 11.05, and manœuvring for place began at once. As the time for the starting whistle approached all stood for the line on the port tack, under good way.

Columbia had the better of the start, but Independence was close up, while Constitution was nearer the leeward end of the line and did not get over it until twenty-one seconds after the handicap gun.

All three boats broke out jib-topsails at the line. Columbia and Constitution carried their second club-topsails, but Independence had on one of the largest size. The two leaders forged ahead at great speed, Independence gaining rapidly on Columbia, when, about two minutes after the start, the manila end of her weather backstay parted at the cleat, and her topmast went by the board, breaking off short at the cap, and dropping a short distance

THE LAWSON HISTORY

below the gaff, where it hung and slatted vigorously against the mainsail. Her jib-topsail went overboard, formed a bag, and dragged heavily.

Such an accident is enough to take the heart out of a racing skipper, but Captain Haff kept bravely on until compelled to bring the boat into the wind to get clear of the wreckage, which could not be disposed of under way. About five minutes was lost freeing the jib-topsail. Then the boat filled away again, but with her topmast and topsail still hanging to leeward. After a few minutes more sailing she was again luffed, and the topmast was cut clear and left for her tender to pick up. More than ten minutes were lost in getting rid of this wreckage.

When finally the Boston boat was put on her course, her two rivals were far ahead, and making fast time with their advantage of more sail. In spite of this, Independence made faster time for the remainder of the leg than either of the Herreshoff boats, though towing astern the wire gob-line of her topsail, that could not be got aboard until half the leg was covered. Four men had hard work to pull the line aboard when it was finally cleared.

Columbia led at the mark, turning at 11.59.49, with Constitution 2 m. 2 s. behind, and Independence 6 m. 5 s. behind Constitution.

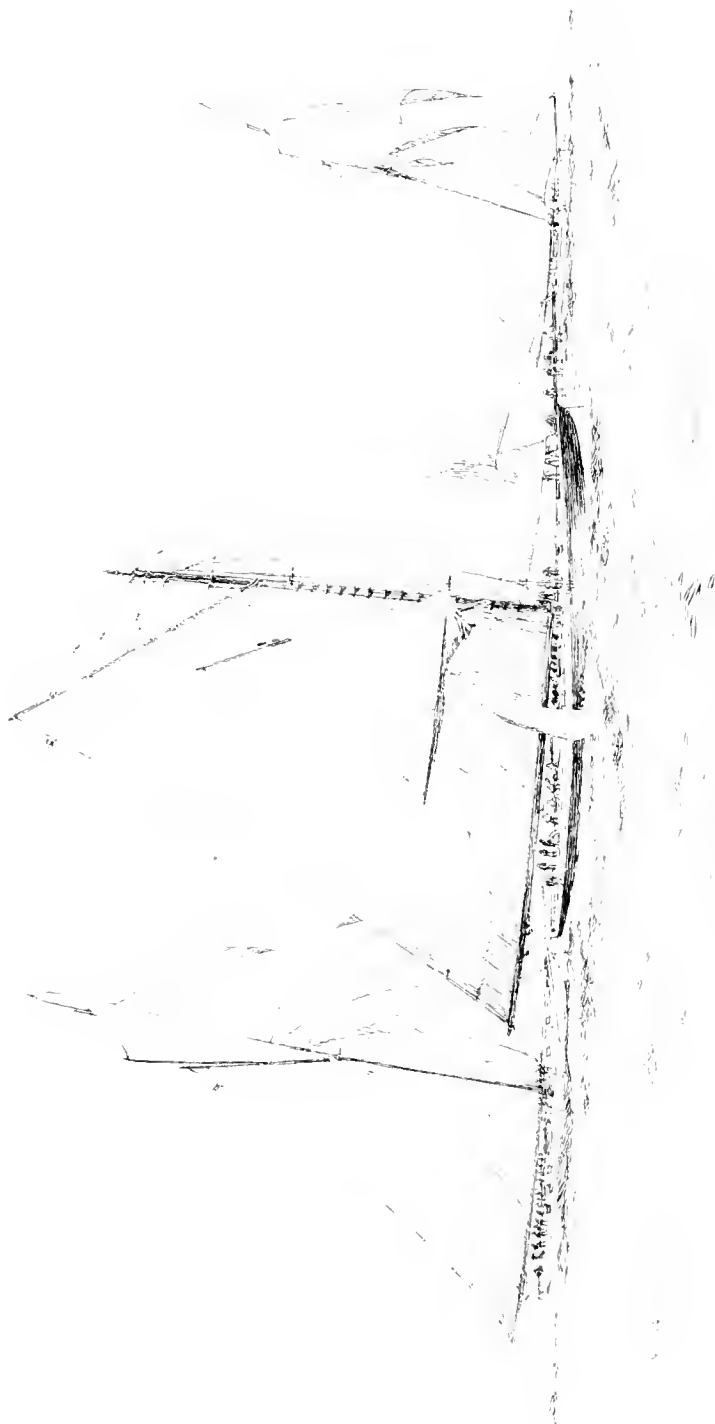
After rounding the mark the Bristol boats split tacks, while Independence went about for a long board to starboard. In a series of short tacks Constitution gained on Columbia. The Boston boat kept up her long tacks, and the three rounded the second mark as follows: Columbia, 1.25.32; Constitution, 1.26.08; Independence, 1.36.16.

On this leg Constitution had gained on Columbia, while Independence, crippled as she was, and under three lower sails only, made the ten miles in 2 m. 23 s. faster time than Columbia, thus outsailing the Herreshoff champion at the rate of fourteen seconds to the mile.

From the second mark to the finish was a broad reach, and the Bristol boats set jib-topsails and balloon fore-staysails. The only added sail Independence could carry was her balloon fore-staysail, which she set. Without topsail or jib-topsail she had no chance to hold her own with her rivals. On the first part of the leg Constitution gained on Columbia, but failed to overhaul her, the latter winning by 2 m., 19 s. from Constitution, and by 10 m., 44 s. from Independence, corrected time. The summary:

	Start	1st Mark	2d Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
COLUMBIA	11.11.36	11.59.49	1.25.32	2.09.33	2.57.57	2.56.40
CONSTITUTION	11.12.00	12.01.51	1.26.08	2.10.59	2.58.59	2.58.59
INDEPENDENCE	11.11.51	12.07.56	1.31.16	2.19.58	3.08.07	3.07.24





This race showed the Boston boat not to be entirely a failure, and led her critics to amend their earlier opinion of her. That evening her owner, Mr. Lawson, issued a statement in which he said that notwithstanding the boat's trip around Cape Cod almost wrecked her, and that in her races she carried tons of water, making it necessary to rig a heavy pump below decks, which kept her free only by frequent pumping, he believed her the fastest vessel afloat.

After these races Independence was taken to New London on July 18th, where she was docked, leaks in her plates forward were located and stopped, heavier struts were put in, and she was supplied with a small fin or forefoot, to increase her lateral plane near the forward end of her water-line, and correct a bad lee helm, and a tendency to yaw. This plate was eleven feet long and seventeen inches deep, and was riveted to the hull by means of flanges. She was also given a new top-mast, and her head sails were altered.

While Independence was in dock the Bristol boats were on the New York Yacht Club cruise, the race runs in which showed Constitution to be a little faster than Columbia in the light airs that prevailed at the time in Long Island Sound. A summary of these meetings of the two boats is as follows :

July 22 — Squadron run, New York Yacht Club, Glen Cove to Huntington Bay, Long Island Sound. Course twenty-one and one-half miles, in three legs. Wind light, W.S.W., water smooth. Constitution won from Columbia by 4 m. 18 s., elapsed time. The summary :

	Start H. M. S.	Finish H. M. S.	Elapsed Time H. M. S.	Corrected Time H. M. S.
CONSTITUTION	2.46.35	5.13.50	2.27.15	Vessels not measured for allowance.
COLUMBIA	2.45.58	5.17.31	2.31.33	

July 23 — Squadron run, New York Yacht Club, Huntington Bay to Morris Cove, twenty-eight miles. Wind very light, S.E. to westerly points, water smooth. Constitution won by 5 m. 16 s., elapsed time. The summary :

	Start H. M. S.	Finish H. M. S.	Elapsed Time H. M. S.
CONSTITUTION	11.35.35	5.36.41	6.01.06
COLUMBIA	11.35.53	5.42.15	6.06.22

July 24 — Squadron run, New York Yacht Club, Morris Cove to New London, thirty-seven miles. Wind moderate, S.W., and water smooth. Constitution won by 8 m. 23 s., elapsed time. The summary :

	Start H. M. S.	Finish H. M. S.	Elapsed Time H. M. S.
CONSTITUTION	11.05.08	3.37.35	4.32.27
COLUMBIA	11.05.11	3.46.01	4.40.50

THE LAWSON HISTORY

July 25 — New London to Newport, thirty-eight miles, wind twelve knots N.E., sea smooth. Constitution took bottom near Race Rock light, but was not damaged. Columbia won by 3 m. 22 s., elapsed time. The summary :

	Start	Finish	Elapsed Time
	H. M. S.	H. M. S.	H. M. S.
COLUMBIA	11.25.29	6.21.55	6.56.26
CONSTITUTION	11.25.45	6.24.16	6.58.31

The Astor cup race, with which the cruise was wound up, was sailed July 29th, over the old Block Island course, a twenty-eight-mile triangle, with the start at Brenton Reef light-vessel, and was won by Columbia. The wind was N. by E., fresh to strong, with a moderate sea. Columbia's margin at the finish was 4 m. 28 s., corrected time. Constitution allowed her 1 m. 34 s. The summary :

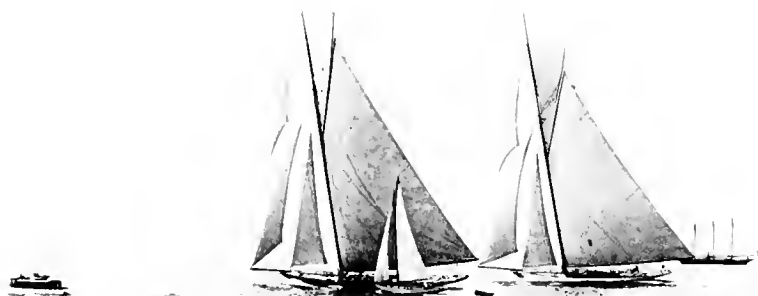
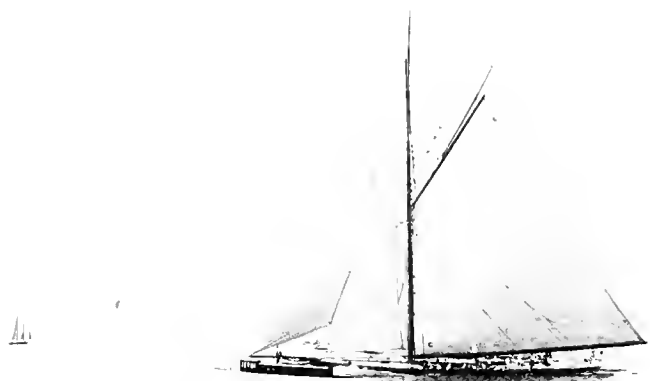
	Start	1st Mark	2d Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
COLUMBIA	11.08.19	12.39.55	2.25.20	2.54.38	3.46.19	3.44.45
CONSTITUTION	11.07.38	12.39.46	2.27.30	2.56.51	3.49.13	3.49.13

After the race her manager, W. Butler Duncan, Esqr., made this statement to the press :

"The Constitution was beaten because she was not fast enough. The boat would not go, and I do not know what is the matter with her. I fully expected that Constitution would run Columbia at least five minutes to the leeward mark. Instead the Columbia beat us. She brought up a better breeze, and perhaps I made a mistake in not luffing out. I shall not race the Constitution again in her present shape. It is simply a waste of time and to no purpose. I think that the fault of the boat is that the gaff swings too wide, and stops her going to windward. The new rig for the yacht is ready at Herreshoff's, and I shall telegraph for the riggers at once to get to work. This new rig will not alter the yacht's sail-plan at all. The lowermast is five feet longer than the present mast, but the new topmast will be shorter than the one now on the boat. It has been stated that the boom is to be shortened. This is not so. The object of putting in a longer mast is to change the lead of the peak halyards, and I think when the sheets are trimmed flat with the new rig we shall be able to get the gaff in and do much better when going to the windward. The mainsail will have no more hoist, and the yacht will not have an inch more canvas. I think it will take about a week to make the change, and then we shall be ready for more racing."

The changes announced by Mr. Duncan had been forecast by those watching the boat, though critics were doubtful if they would effect sufficient change in form to give her a winning chance against Columbia, in view of the inferiority in her hand-





ling, and there was by this time a growing belief among yachtsmen that Columbia would be chosen to defend the cup.

With Constitution in hospital at Bristol, only Columbia and Independence were on hand for the second series of races of the Newport Yacht Racing Association, scheduled for August 1st and 3d.

The first of these was sailed over a thirty-mile triangular course, starting at Brenton Reef light-vessel. There was a one-gun start. The wind was light to moderate S.W. by W., and the sea smooth.

A schooner class, and the yawls Vigilant, Ailsa and Navahoe had part in the racing.

The first leg of the course was to windward. Independence and Columbia crossed the line on the starboard tack, under the stern of the judges' boat, and very close together. Columbia was to weather, but not far enough ahead to break Independence's wind. The Boston yacht footed quite as fast as the champion, and stepped off in sprightly fashion in the six-knot breeze prevailing. Columbia was unable to blanket her as the race progressed, but the "lumberhooker" steered badly, carrying a hard lee helm, which made holding her up impossible. This, and the fact that the wind on three different occasions broke her off by shifting a point, and helped Columbia, accounted in part for her falling behind before the first mark was reached. At this mark Columbia was leading her 1 m. 9 s.

On the second leg the wind was very nearly aft. The yawls used spinnakers, letting them flow well forward, and an attempt was made on Independence to set a spinnaker, which was sent up in stops. A stubborn stop refused to break out, and the sail had to be taken down, causing a loss of time. Columbia turned the second mark 6 m. 32 s. ahead of Independence; but once around the Boston boat started on the reach home at a pace faster than her rival's, showing a fine burst of speed, and outsailing Columbia 1 m. 49 s. on the leg, but losing the race by 5 m. 14 s., after conceding an allowance of 31 s. The summary :

	Start	1st Mark	2d Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
COLUMBIA . . .	11.40.00	1.31.44	2.35.03	3.22.57	3.42.57	3.42.26
INDEPENDENCE . .	11.40.00	1.32.53	2.41.35	3.27.40	3.47.40	3.47.40

On August 3d Columbia and Independence met again in what was to prove the Boston boat's last race; a race in which some fleeting glory was won by a vessel whose career was little else than a series of disappointments. With all her shortcomings she sailed the two fastest ten-mile legs in this race ever made by a sailing yacht, handsomely coming up on Columbia, and finishing on the heels of the champion, which she outsailed in twenty miles with

started sheets 2 m. 32 s., or at the rate of 7.6 s. a mile. This, notwithstanding the vessel steered so wildly it was impossible to properly handle her, that she was leaking, and that her bow took one angle of heel while her stern took another, through weakness of construction.

The day was well adapted to a trial of the type represented by Independence. There was a piping "smoky sou'wester" off Newport, and not too much sea. When the racers came out of the harbor at 10 o'clock they met a twelve-knot breeze. This strengthened later to eighteen knots. Both boats had all the sail they could comfortably carry in this breeze.

Columbia carried a small club-topsail, and Independence on leaving her moorings had up a No. 2 size, but this was taken down before the start and a working-topsail was set in its place. This did not set well, and was more of a hindrance than a help in the beat to the first mark.

The course was laid S.W. by S., ten miles to windward, E. ten miles, and N.N.W. ten miles. This gave an end-on beat on the first leg, a broad reach on the second leg, and a close reach home.

In the preliminary skirmish for position Capt. Barr tried tactics that he had employed with success on Constitution, by getting on his rival's weather and pouncing on him as if to scare him into giving way. Old Capt. Haff was not to be frightened in such a manner, but held his course, with the result that Columbia fouled Independence. The manager of the Boston boat, Dr. John Bryant, made no protest, not desiring to claim a race on a foul, though the committee's decision could not have been other than in his favor, under the rules.

The foul occurred with the yachts to leeward of the line, which was marked by the light-vessel and Col. John Jacob Astor's steam-yacht Nourmahal. Independence was farthest to leeward and well in toward Beavertail when the preparatory gun was fired at 11.15. She wore ship to take her course close-hauled for the line on the starboard tack. In wearing she was struck by a puff that sent her down to the hatches, and presented her bottom on the weather side clear of the water to the fin. The indicator on deck could record only forty degrees of heel, but its limit was reached long before the boat stopped heeling. The yacht finally worked out and straightened her course for the line.

In the meantime Columbia was sliding down the wind, and wearing on Independence's weather, bore down on her until the two yachts were so close that the end of Columbia's boom scraped across Independence's rigging and stays when Columbia tried to pull clear. Had anything caught the Boston boat undoubtedly would have been dismasted. The foul was unmistakable.

Fouled and back-winded by Columbia, Independence lost ground, and was obliged to keep along the line and cross at the leeward end. With the windward berth at the start the Boston boat might have held her rival under her lee to the mark.

Columbia reached the line too soon at the weather end, and was obliged to tack to port to wait for the gun. She went over on the starboard tack a few seconds after Independence, at the weather end of the line.

In the thresh of ten miles to windward Independence sailed as fast as Columbia, but failed to hold as high. The reason for this was not clear to those who watched the race, but it was painfully clear to the men on the Lawson boat. She was steering so hard that three men could hardly budge her a point whenever she "took the bit in her teeth." This was caused by the wrenching of her hull. When leaving her moorings that morning the yacht lay down in a puff, and the tubular struts or braces in the vicinity of her rudder, which were much too light, bent like bows. Men were sent below to straighten them with mauls, and spare anchor-stocks and capstan-bars were seized on to prevent a recurrence of the trouble. In the strong breeze, however, there was considerable play in her stern, causing her rudder head to bind. Under such conditions her captain found it impossible to lay her close to the wind at all times. In addition to this the vessel was leaking throughout the race.

Despite this she sailed as fast on the beat out as Columbia, though her performance was uneven, and she failed to hold up properly. Columbia therefore got farther out to windward and led by 3 m. 12 s. at the windward mark. On rounding the mark Columbia broke out a No. 2 jib-topsail, and when Independence wore around she did the same. It was here the friends of the Boston boat felt she would redeem herself, if ever, and hardly was she around the mark before she began to show she was to do it. Her pace from the moment her boom was eased off to port was faster than Columbia's, and she begun to cut down the lead of the boat ahead most handsomely. Capt. Barr luffed his vessel a little to windward of the course as he neared the second mark, and shortly before reaching it jibed, hauling around it sharply at 1.30.55, with Independence boiling on behind at a pace that now must have given the men on the Herreshoff boat some concern.

Columbia was hardly on her course for the home run when several hard puffs laid her down, and her No. 2 jib-topsail was taken in on the run. A few minutes later a small one was sent up, and this did excellent work for the remainder of the race.

Independence hauled around the mark at 1.32.30, having gained 1 m. 37 s. on the leg, and now only 1 m. 35 s. behind her rival. She started on the now-or-never task before her at great speed,

THE LAWSON HISTORY

though, to the dismay of her friends, in a very erratic manner. Her jib-topsail sheet seemed to get adrift after she came around the mark, and it was some minutes before the sail could be sheeted in. It was also noticed that the yacht was steering wild, and going far to leeward of her course, a most exasperating circumstance, when every fathom lost meant the slipping away of her chance to win, which at the turn was a good one. The spectators could not understand the cause of this loss of precious time, for Columbia was howling along steadily for the light-vessel, while Independence steered altogether too far to leeward to make it when it should come in sight through the haze. The reason for this performance was afterwards made plain.

It appears that the vessel's compass had not been adjusted to such great angles of heel as the yacht assumed, and that while apparently on her course she was sailing two points to leeward of it. This error was observed after about two miles had been sailed from the mark, and the yacht was promptly headed up for Columbia. The No. 2 jib-topsail she had carried from the first mark was taken in, and under mainsail, staysail, jib and working-topsail, the Boston boat began to cut out the fastest pace ever attained by a sailing yacht. Heeled to the hatches at times, with the water boiling and hissing along her lee rail, with her long bow rising high from a cushion of foam, her sails as hard as iron, and her crew clinging to her deck like mountaineers on a glacis, the boat from north of Cape Cod began to show the onlookers what speed in a sailing vessel really was. Fathom by fathom she shortened the gap between herself and the white craft flying ahead, coming on steadily and surely, and seeming to reach out as she advanced to clutch the wreath of victory. The excitement of those who witnessed the struggle was painfully strong. It was one of those rare moments in yacht-racing that stands out for all time, and is a beacon on the dead level of every-day things. The fire of sporting fever was roused by it, eyes sparkled, hearts beat more quickly, and the nerves of the spectators were tense as they watched the Titanic struggle.

But alas for the hopes of the men of Boston! The light-vessel was all too near, and the time too short for Independence to put the seal of victory on her work, for Columbia slipped over the line a winner as the fox slips into his hole ahead of the pursuing hound, and was safe by a margin of forty seconds. The last stake of Independence had been well played for, and lost by the trick of a fickle compass. The summary of times for the race was as follows :

	Start	1st Mark	2d Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
COLUMBIA	11.25.00	12.42.31	1.30.55	2.16.48	2.51.48	2.51.17
INDEPENDENCE . . .	11.25.00	12.45.43	1.32.30	2.17.28	2.52.28	2.52.28

Analysis of these figures shows that the entire thirty miles was made by Columbia in 2 h. 51 m. and 48 s. ; by Independence in 2 h. 52 m. and 28 s., which was better than the existing record for thirty miles.* The twenty miles of reaching was made by Columbia in 1 h. 34 m. 17 s., and by Independence in 1 h. 31 m. 45 s. This was record time for twenty miles on any point of sailing.

Comparative figures count for little except for a whole race, but these are given merely to credit a craft which never won a victory with what appears to be her due, a record pace at reaching, in which she readily outsailed the champion of two cup seasons.

This race elicited warm praise for Independence from her friends, and concessions of one sort or another from those who had never looked on her with favor. One of the latter was Mr. W. P. Stephens, of New York, a conservative and conscientious writer, who in a letter to *The Yachtsman* said :

"Whatever the future may have in store for her, Independence has had one chance which has been accepted by all her admirers as a conclusive proof of her great speed and a full justification of the very costly experiment of a ninety-foot scow. The race, the second of the Newport Y. R. A. series, though resulting in a defeat for Independence by Columbia, may be taken in two ways, first, as proving that she is an exceptionally fast yacht and in need only of minor improvements to outsail the Herreshoff boats ; second, as proving her close relationship to the small-class scows and the possession of their most striking characteristics, exceptional speed under conditions but seldom realized, and little speed under the average conditions of match sailing."

After these races Independence lay for some time in Newport Harbor, having been entered, by invitation of the Indian Harbor Yacht Club of Greenwich, Conn., to sail against Columbia and Constitution in a special match in Long Island Sound. The club was obliged to abandon the match, owing to the fact that Columbia and Constitution were withdrawn, leaving Independence alone in the class.

As the Larchmont Yacht Club was arranging a special match for ninety-footers, it was expected by the public that Independence

* The record for cup races is held by the schooner Columbia, which made thirty miles, reaching, against Livonia, Oct. 18th, 1871, in 3 h. 1 m. 33½ s. These figures have often been quoted as the record for forty miles. The course over which they were made was to have been forty miles long, but as marked was in fact but thirty miles.

The best time made by cutters to date in a cup match was for the triangular race between Columbia and Shamrock II October 3d, 1901, it being 3 h.

13 m. 18 s. for thirty miles, by Columbia. For twenty miles of reaching in this race, under conditions of wind and sea similar to those in her race against Independence, Columbia's time was 1 h. 44 m. and 52 s. which was not so good as Independence's time for twenty miles by 10 m. 35 s.

The fastest previous time in a cup match by cutters was made by Vigilant in her final race against Valkyrie II., October 13th, 1893, thirty miles, fifteen to windward and return, the time being 3 h. 24 m. 39 s.

THE LAWSON HISTORY

would be invited to participate ; but no such invitation was extended to her.

It now being apparent that no more races could be secured for the Boston yacht, she was taken back to Boston, where on September 3d, three months to a day from the date of her first trial, she went out of commission, and the work of breaking her up began. The reasons for making this disposition of the yacht are treated in another chapter of this book.

Constitution and Columbia resumed their meetings August 10th, off Newport, and raced through the remainder of the month, with honors for the older boat, the record of their races being as follows :

August 10 — Special New York Yacht Club race off Newport. Course fifteen miles to windward and return, starting at Brenton Reef light-vessel. Wind fifteen to twenty knots, S.S.W. Columbia was in the wind five minutes to secure her bowsprit, which was loose. Constitution won by 4 m. 9 s., elapsed time. The summary :

	Start H. M. S.	Outer Mark H. M. S.	Finish H. M. S.	Elapsed Time H. M. S.	Corrected Time
CONSTITUTION	1 01 00	2 59 40	4 17 43	3 16 43	Vessels not measured for allowance.
COLUMBIA	1 00 46	3 01 30	4 21 38	3 20 52	

August 12 — Special New York Yacht Club race off Newport. Course thirty-mile triangle, starting at Brenton Reef light-vessel. Wind at start N.N.E., variable, four to seven knots, long swell. Columbia lost on actual time by thirty-three seconds, though winning on allowance as subsequently figured by forty-seven seconds. The summary :

	Start H. M. S.	1st Mark H. M. S.	2d Mark H. M. S.	Finish H. M. S.	Elapsed Time H. M. S.	Corrected Time
CONSTITUTION	12 00 09	1 03 00	2 44 59	4 25 16	4 25 07	Vessels not measured for allowance
COLUMBIA	12 00 36	1 06 38	2 50 39	4 26 16	4 25 40	

August 14 — Special New York Yacht Club race off Newport. Course fifteen miles to windward and return, starting at Brenton Reef light-vessel. Race declared off with Constitution leading, six miles from the outer mark, 3 h. 45 m. after the start, as the boats could not finish within the time limit of five and one-half hours.

August 16 — Larchmont Yacht Club races, Long Island Sound. Course thirty miles, in three legs, twice round. Wind light S.S.W., water smooth. Constitution won by 31 m. 23 s., corrected time, allowing 1 m. 20 s. The summary :

	Start H. M. S.	Finish H. M. S.	Elapsed Time H. M. S.	Corrected Time H. M. S.
CONSTITUTION	1 35 11	5 16 20	3 41 09	3 41 09
COLUMBIA	1 35 36	5 49 18	4 13 52	4 12 32

of THE AMERICA'S CVP

[1901]

August 17 — Larchmont Yacht Club races. Course same as on preceding day. Wind S.S.W., eight knots, water smooth. Constitution won by 58 s. corrected time. The summary :

	Start	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
CONSTITUTION	1.05.09	4.08.23	3.03.14	3.03.14
COLUMBIA	1.05.11	4.10.43	3.05.32	3.04.12

August 22 — Seawanhaka-Corinthian Yacht Club special race, off Oyster Bay, Long Island Sound. Course twenty-nine and one-half miles, twice around a triangle. One-gun start. Wind southerly, five to ten knots. Columbia won by 2 m. 57 s., corrected time. The summary :

	Start	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
COLUMBIA	1.35.00	5.23.32	3.48.32	3.47.14
CONSTITUTION	1.35.00	5.25.11	3.50.11	3.50.11

August 24 — Seawanhaka-Corinthian Yacht Club special race, off Oyster Bay. Course thirty and one-half miles, twice around a triangle. One-gun start. Wind S.S.E. to E.S.E., fluky, averaging six knots. Columbia led at end of first round. Constitution withdrawn in a rain squall, when leading. Columbia completed the course. The summary :

	Start	1st Mark	2d Mark	End of Round	Finish
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
COLUMBIA	12.35.00	1.02.51	1.33.21	1.58.18	4.08.00
CONSTITUTION	12.35.00	1.03.25	1.33.58	1.59.18	(Did not finish.)

On August 25th Constitution went to Bristol for a final attempt by the Herreshoff Company to put her in proper form before the trial races, which were sailed August 31st and September 2d and 4th, off Newport. The first race was fifteen miles to windward and return. There was a seven-knot breeze S.E. by E. at the start and a smooth sea, except for an easy roll. At the start Columbia forced Constitution over the line before the gun and was compelled to follow her, but tacked quickly and re-crossed. Constitution jibed and crossed with a handicap. Columbia quickly worked out to windward, and the race seemed lost to Constitution within the first half-hour. At the outer mark Columbia was leading by two minutes. The wind had shifted somewhat, which made a long and a short leg to the mark, and a reach home. Columbia gained on the run home 1 m. 53 s., making a total gain of 3 m. 48 s. in 3 h. 20 m. 53 s. of sailing. The summary :

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
COLUMBIA	11.41.15	1.30.45	3.02.08	3.20.53	3.19.42
CONSTITUTION	11.42.00	1.32.45	3.06.01	3.24.01	3.24.01

THE LAWSON HISTORY

In a second trial, over a triangular course of thirty miles, Constitution had the weather position at the start, in a faint breeze, but Columbia soon worked out from her lee, and at the first mark had gained 4 m. 55 s. On a ten-mile reach to the second mark Constitution gained fifteen seconds. On the last leg the vessels were becalmed, Columbia being ahead a quarter of a mile four miles from the finish, when the race was called off at 6.15 P. M. The summary :

	Start	1st Mark	2d Mark	Elapsed Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
COLUMBIA	1.00.06	3.11.08	4.50.40	3 50 34
CONSTITUTION	1.00.06	3.16.03	4.55.10	3 55 04

Before the final race was sailed Constitution's new mainsail was unbent, and the mainsail used in her first races and subsequently discarded was put on in its place.

The wind at the start of the last race was about seven knots S.S.W. The signal was given at 1 P. M. Columbia violated the rules at the start by bearing down on Constitution three times, luffing each time, and giving her a back-draft which deadened her headway. Columbia led around the outer mark by less than a minute. The run home in a light breeze with balloon jib-topsails set, and spinnakers to port, was made in slow time. Constitution on several occasions pulled up abeam of Columbia, but failed to pass her. When nearing the mark spinnakers were taken in, and the boats having made some leeway from the course, sheets were trimmed for the finish. Constitution's crew were clumsy in handling their spinnaker, which collapsed across her stays, and later dragged in the water. This helped give Columbia a clear lead. Near the line Constitution's balloon jib-topsail was split in a puff. Columbia lowered hers, and later set a large one in its place. She led over the line by nineteen seconds. Constitution lost the race by seventeen seconds corrected time. The summary :

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
COLUMBIA	1.00.47	3 02.44	5.03.13	4.02.26	4.01.15
CONSTITUTION	1.02.00	3.03.25	5.03.32	4.01.32	4.01.32

Capt. Barr was disqualified next day by the regatta committee without protest from Constitution for bearing away at the start ; but as the special committee decided the same day to select Columbia to defend the cup, the race thus credited Constitution did not count. Had the issue been determined on the total number of wins alone, the boats would have had to meet again, as each had a race to her credit at the end of the trials.

The committee, however, was satisfied that Columbia was the safer boat to select as defender, and exercised its right to

of THE AMERICA'S CVP

[1901]

name her as such without further trials, its announcement being made September 5th through this notice, posted at its station in Newport :

STATION No. 6, N. Y. Y. C.,

NEWPORT, R. I., Sept. 5th, 1901.

At a meeting of the committee on the challenge of the Royal Ulster Yacht Club, held on the flagship* at half-past eleven o'clock this day, the Columbia was selected as representative of the New York Yacht Club.

(Signed) J. V. S. ODDIE,
Secretary.

The committee's decision evidently was reached against the wishes of Constitution's builder and manager, and its wisdom was at first questioned. Later it was given the color of justification by the fact that the cup races resulted in a victory for the defending yacht. Mr. J. Pierpont Morgan, chief owner of Columbia, did not take part in the committee's deliberations in choosing the defender. Mr. E. D. Morgan, originally a member, had been replaced by Mr. Archibald Rogers, after purchasing an interest in Columbia, and Mr. August Belmont, who was a part owner of Constitution, by Mr. J. Malcolm Forbes of Boston.

Naturally there was much discussion among yachtsmen over the shattering of Herreshoff's hopes in Constitution. The causes of her defeat were not charged up to inherent defects in her hull, but to bad sails and rig, and bad management.

Whether justly or not, yachtsmen held the chief trouble to have been inefficiency in handling, particularly in starts, in which she undoubtedly was sailed with marked timidity, almost invariably receiving the crumbs after Columbia made off with the loaf. Capt. Barr, in sailing Columbia, had his vessel under perfect control at all times, and, with a touch of Scotch canniness generally put her where he wanted her to be, without special regard for the niceties of the rights of others, so long as those rights were not insisted upon.†

There was a great hue-and-cry over this, which resulted in only a few faint rebukes for Capt. Barr, and a great deal of disparagement for Constitution's sailing-master and manager. In effect, however, the blame for Constitution's failure was laid on Mr. Duncan, who, while meeting all the requirements of a gentleman yachtsman, was unequal in this instance to the task imposed on him. If Capt. Rhodes erred more in one direction than another, it was in lack of spirit in obeying orders to dodge Columbia in

* Schooner Corona, formerly Colonia, cutter. believed himself crowded out of a rightful position

† It will be recalled that in 1895 Capt. Barr in a start by Capt. Haff. refused to sail Vigilant against Defender when he

starts at any cost. Some skippers would have insisted on following their own judgment, even at the expense of their position. Capt. Rhodes carried out his orders to the detriment of his reputation as a sailing-master, and came in for some extremely sharp criticism. *The Rudder*, for example, characterized the handling of Constitution as "boat-murder," resulting from "palpable breaches of the fundamental laws of yacht-racing, for which there was no excuse.

"Barr simply made a monkey of the other man," wrote the editor of *The Rudder*, with a broad touch of forecastle idiom. "He forced him to do whatever he wished, and shoved and jostled the Constitution, the latter's skipper giving way in the most com-
plaisant manner. The Constitution crowd seemed to be deathly afraid of Barr, and whenever it came to a close question their only anxiety seemed to be to get out of his way, and give him all the rope he wanted. Their excuse for this cringing was that they did not want to have the boat injured; a most childish excuse, and one that no experienced man would make. Barr is no fool, and if he found he was up against a man with a stiff backbone, not only would he not try to force such a game, but he would know when his share of the rush had reached its limit, and give way in time to save any trouble. His boat was quicker on the helm than the Constitution, and he had full control of her. If the Constitution people had insisted on their rights they would have got them. . . .

"At the start on the third day [trial races] Barr violated all rules of civilized warfare. He simply drove Rhodes off the line and onto the wrong side of the committee boat. . . . Barr two or three times deliberately bore down on the Constitution when there was no necessity for it, his object being to prevent her from drawing ahead, clearing her wind and tacking. He deliberately established an overlap so as to prevent her going on the other board, and held it until it was no longer possible for Rhodes to clear the lee mark-boat. He then took the line, leaving the Constitution to wear around and be handicapped."

The Rudder thus contrasted the general management of the two yachts:

"To show the difference between the manner in which the two boats were run, it is only necessary to paint two pictures. It was the day of the last [trial] race, say ten minutes before they doused spinnakers to make the finish. On the Columbia Barr stood behind the wheel; about him for a space of ten feet the deck was absolutely clear, except just in front sat one man who never moved, and kept his eyes in front. Then turn to the Constitution; the space about Rhodes looked like the corner of a country main street on a Saturday night. Herreshoff, in his shirt sleeves, stood behind the skipper; to his right was a group of

three gentlemen, talking, pointing and gesticulating. Two or three other men walked about the decks, and in the companion sat two ladies. On one deck business, silence and order, such as should be on a racing yacht; on the other an excursion party. . . . On the Columbia the crew were, for all the movement they made, part of their vessel. When called upon to execute an order they rose, acted and returned to their positions like well-trained parts of a machine. On the Constitution the crew, under the distracting example of people moving about the decks, lolled about uneasily; when they rose to carry out an order they did so in a straggling and ragged manner. In taking in the spinnaker the new boat's crew made a botch of the job, showing in the way they handled the sail a sad want of training in concerted crew-action. On the Columbia a minute after the same sail was doused in a clean and expeditious style that resulted in a gain of several seconds for the older boat."

The writer here quoted drew from these circumstances the lesson that "yacht-racing is a business. To be successful you must cast aside all ulterior considerations, and work only to win. . . . You must have the best sails, no matter who makes them; you must have your decks clear of idlers, no matter whose friends they are; you must have the cleverest skipper and best trained crew despite the fact that the builder of the boat wants somebody else. You must know no fear and show no favor. The will that moulds men and means to an end regardless of personal ties or business associations is the will needed in such a task. System, discipline, order; the submission of all to purpose. This never can exist except under a single and uncontrolled head."

Blame is never so sweet as praise, and all concerned in Constitution came in for plenty of it. Her record was a puzzle, for she had sailed very fast one day, only to lose ignominiously the next. Her sails were reproaches on the sail-maker's art, and her relative balance of sail-effort and lateral plane seemed far from right, as she carried a hard weather helm in strong breezes that nobody seemed able to correct. There was a feeling among unbiased yachtsmen that had her sails been made elsewhere than at the Herreshoff shops less trouble would have been experienced with them; but the Herreshoff contract called for Herreshoff sails, whether good or bad, so Herreshoff sails only were used.* The vessel had three mainsails, it was said, but there seemed little to

* An interesting bit of gossip told in the fleet was to the effect that the Herreshoff Company could not obtain the same kind of canvas for their sails in 1901 that they used in Columbia's excellent sails of 1899, owing to the refusal of the manufacturers to supply it. The story was to the effect that ten per-cent discounts were taken from a season's

bills for canvas supplied at contract net prices. The story is not vouched for here. It is certain Columbia's mainsail of 1899 was made of canvas that stood up better than any which came out of the Herreshoff shops in 1901, and it was so superior to new sails supplied her that it was used in the trial and cup races.

choose between them. All appeared to stretch and develop "hard spots" as soon as used.

So far as the public was competent to judge, Mr. Herreshoff was greatly chagrined over the rejection of Constitution, and his feelings could not have been soothed by the reflection of critics that he was in a large measure responsible for the vessel's failure, not only on account of the defects noted, but by a sin of omission in not insisting that the yacht be placed in more competent hands. Mr. Herreshoff was quoted in an interview at the beginning of the season as saying Constitution was the fastest yacht he ever designed, and would readily defeat Columbia. His views on her career as a candidate for cup defence, and rejection, have never been made public.

A summary of the season's meetings of the three American ninety-footers shows clearly the work done by each. It begins with the race of July 1st, between Columbia and Constitution, and ends with the final trial race.

Independence sailed but six races, four against Columbia and Constitution, and two against Columbia alone, all under the direction of the Newport Yacht Racing Association. She showed steady improvement, and under normal conditions doubtless would have won two races, both sailed in strong winds, namely, that of July 12th, in which she lost her topmast, and that of August 3d, in which she ran off her course through an error of her compass, as previously stated.

Columbia and Constitution had twenty-two meetings, including the official trials, and finished eighteen races, in which Columbia won nine and Constitution nine. In the trials Columbia would have won two, had not one been lost on disqualification, while the third was declared off. Constitution's victories for the season were chiefly in light winds.

After the trial races Columbia and Constitution proceeded to Bristol. Here the defender's sails were put in shape for the cup races, a new suit being taken on board. Columbia was then taken to New York for docking and measurement. Constitution was stripped, her mast was lifted out, and she was towed to New London where she was hauled out.

At this period the public's enthusiasm over the outlook for retaining the cup was not great, while many yachtsmen endorsed such views as the following, expressed editorially by Thomas Fleming Day, editor of *The Rudder*:

"For the sake of the sport I would like to see Sir Thomas Lipton win. As it is, the contest is too one-sided, but if the cup could be passed and repassed across the ocean it would be better for yachting on both sides. It was for this same reason that I would have been pleased to see Herreshoff knocked out, and the

right and power to design a successful defender pass to another man. When all the fast craft come from the hand of one man, yacht-racing ceases to be anything but a question of money and a sport of certainties. The Herreshoff shadow is fast settling down on our yachting in the East, and unless something is done to throw it off, yacht-racing will get a setback such as it has never experienced before in our time.'"



SECOND CHALLENGER OF SIR THOMAS LIPTON IS DEFEATED BY A FORMER CUP DEFENDER: 1901. CHAPTER XV.



ORTUNE seemed as sparing of her smiles to the challenger for the cup as to its defenders in the summer of 1901, for while the New York Yacht Club was learning by experience the shortcomings of Mr. Herreshoff's fore-ordained defender, Sir Thomas Lipton was passing through similar enlightenment in connection with the trials of Mr. Watson's challenger.

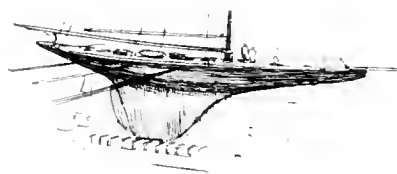
Shamrock II. was launched from the yard of Messrs. William Denny & Brother at Dumbarton, on the river Leven, April 20th, and was towed to Cowes, where she received her sails from Ratsey's lofts, and thence to Southampton for her spars. The boat was given her first trial under sail May 4th, and for a week was jogged about The Solent and neighborhood, generally in company with the first Shamrock. On May 9th, in a puff near The Needles, her steel gaff collapsed, and her owner narrowly escaped injury from a falling block. This was the first accident in what was to prove a spectacular early career.

On May 13th the challenger was given her first serious trial against the older boat, in Weymouth Bay, and was defeated by about three and one-half minutes over a triangular course of twenty miles, in a good breeze. After this race she was docked at Southampton for repairs made necessary by the drawing of rivets in her bow plating near the water-line. On coming out of dock May 20th the challenger was given a new mainsail, and was started on her formal trials against the older boat, the first race being sailed on that date, over a course twelve miles to windward from the Nab light-vessel, in a good sailing breeze. The first Shamrock led by half a minute at the turn, and yielded victory at the finish by only thirty-seven seconds. Another trial took place next day in a good sailing breeze and smarter sea, the start being at Warner Fort, the course to Nab Rock buoy, and back to the light-vessel. Shamrock II. was troubled with a slacking of her bobstay, and lost ground going to windward, finishing 1 m. 34 s. behind the older boat.

The third formal trial was set for May 22d. The event was a most important one to Sir Thomas as King Edward VII. had signified his pleasure to come down and sail on the new yacht. He arrived in due time, was met at Southampton by Sir Thomas



W. G. WOOD.
1902





on the steam-yacht *Erin*, and was taken to the racer, which lay off Cowes. With the *King* was the Marchioness of Londonderry. Other persons on board *Shamrock II.*, besides the officers and crew, were W. G. Jameson, amateur manager of the boat, and Mrs. Jameson, and G. L. Watson, the designer.

In addition to *Shamrock I.* the new vessel was to have as a competitor the racing yawl *Sybarita*. They were to sail practically the old Queen's cup course, around the Warner and Lepe, starting at West Brambles buoy. The yachts were to be sent away at two o'clock. There was a good sailing breeze from the east, light enough to allow the use of club-topsails. The sea was moderate. Capt. Edward A. Sycamore of Brightlingsea, sailing-master, was at the helm of *Shamrock II.*, and W. G. Jameson was in command. The boats were manœuvring for the start, and had about a minute to go, when they were struck by a puff, in itself no stronger than many another on a summer's day in that neighborhood, but enough to cause an accident which, to quote a London journal, "made Britain gasp."

Shamrock II. was standing away from the line on the starboard tack, and was just coming into the wind to tack toward it when, in the words of an eye-witness, "suddenly and without warning her whole rig collapsed and went overboard."

The yacht in fact was totally dismantled in the space of a minute. Her mast went over the side like an empty paint-tube, and soon hung inverted with the topmast pointing to the bottom. The main-boom settled over the port quarter, and all the running and standing rigging fell, naturally, to leeward, with the sails and spars. No one was injured, though the accident might easily have been attended with serious results.

When the accident occurred, the *King*, according to press reports, was seated in the companionway, at the top of the steps leading below. Correspondents were careful to state that he was smoking at the time, and that he lighted a fresh cigar after asking if any one was hurt. Two masthead men whose duties had taken them aloft at the start owed their lives, doubtless, to the fact that they had just returned to the deck when the lofty structure of steel and canvas went into the sea. Several sailors carried overboard by the sails were rescued.

The collapse of the rig was described as gradual, as compared with the character of dismasting on a wood-sparred vessel. Trouble was noticed first by the mate, who was forward watching the head-sails, when he saw the bowsprit rise and swing to leeward. He shouted aft to keep the vessel off, but before a full could be caught in her mainsail, which might have saved the mast, the topmast fell, and then gradually the mast sagged off until it collapsed near the deck and went over into the sea.

THE LAWSON HISTORY

The cause of the accident was said to be the breaking of the eye in the plate into which the bobstay was bolted at the stem. This probably was the seat of the trouble, though the first cause of the difficulty, as stated by Mr. Day, editor of *The Rudder*, who inspected the yacht after the accident, was the setting up of the weather preventer before the mast had moved forward, which caused a strain on the headstays to which the bobstay fastening was unequal under the conditions that prevailed, as the boat was spanking heavily while in the wind. This indicates that the cause may have been due to questionable judgment rather than structural weakness.

After the accident the King left the yacht in Sir Thomas Lipton's launch, proceeding to the steam-yacht *Erin*, and thence ashore at Southampton. *Shamrock II.* was towed to Hythe after being cleared from the wreckage. Her mast and gear were subsequently salvaged by divers.

Immediately after the accident Sir Thomas cabled the New York Yacht Club as follows :

SOUTHAMPTON, May 22d.

COMMODORE LEDYARD, *New York Yacht Club* :

Regret had very bad accident to-day with new *Shamrock*, but thankful nobody injured. Fear will render it impossible keep engagement of Aug. 20th, but hope cable club to-morrow after consultation with designers and builders. Am afraid will be necessary ask for few weeks grace. Am very distressed at possibility of giving club trouble.

THOMAS J. LIPTON.

The club's reply was as follows :

NEW YORK, May 22d.

SIR THOMAS LIPTON, LONDON :

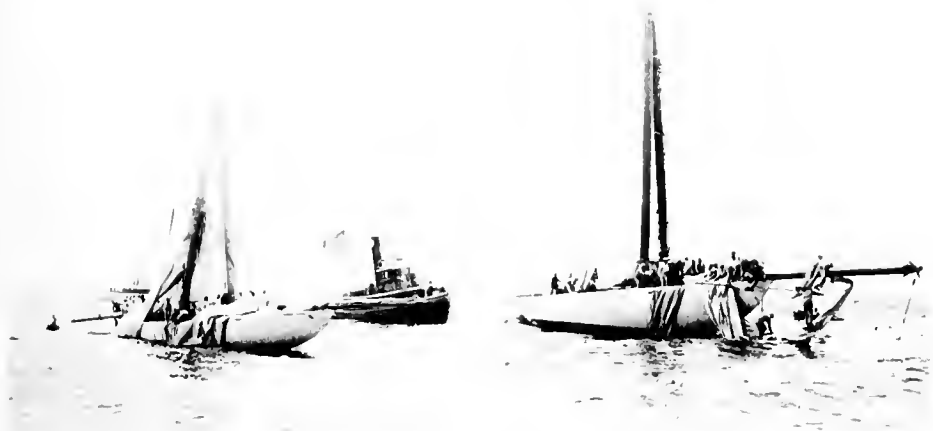
We all sincerely regret new *Shamrock's* accident. Glad no one was injured, and trust result to yacht is not serious. Will await further advice from you before any action.

LEDYARD.

On May 23d Sir Thomas asked for a postponement of the races for six weeks from August 20th, the original date, and offered *Shamrock I.* as a substitute for the challenger, if the club found it "must adhere to date."

The next day he asked for "one month's grace," to which the New York Yacht Club replied that on request of the Royal Ulster Yacht Club it would forward an amended agreement in conformity to his request. The matter was finally arranged on the basis of one month's postponement from the original date.

The dismantled challenger was towed to the Clyde to receive a new rig. Her sailing in southern waters had not built up an



09-07-2009 16:08:00

[illegible]

PHOTO, MUSEY 4-0001, SOUTH-0001

abiding faith in her. Reports were cabled to this country from trustworthy correspondents that she was not fast enough to "lift the cup." One American critic who viewed her declared, on May 23d, that she "lacked the perfect combination that is essential to speed," and added that "in sailing she seemed to gain her pace with an enormous exertion of power." *The Yachtsman*, a representative and far-sighted British journal, on May 30th stated editorially: "Unless something is done in the way of alteration of design, we do not think the new boat stands the faintest chance for the cup." Events showed that she stood more than the faintest chance, but such reading as this in a British paper could not have been cheering to Sir Thomas while he awaited the rehabilitation of his challenger.

Changes in design are not easy in a metal racing machine, and none were made, it is safe to believe, in *Shamrock II.*; but changes were made in her spars, and for the better. When she was again put under sail, in the Clyde early in July, for a second series of trials, it was with a pole mast, a novelty in a yacht of the cup class, which contributed to an improvement in speed.

With sails of buff sea island cotton, as near perfect as racing sails have been made, the boat entered her second trials in far better form than when she sailed in *The Solent*. In a fortnight of hard sailing in the Clyde she showed steady improvement, and scored repeated wins over the first *Shamrock*, though never by very wide margins.

The American public followed reports of the trials closely, but was not satisfied from cabled accounts whether or not the first *Shamrock* was sailed for all she was worth. In the absence of definite evidence to the contrary, and in view of the record of *Shamrock II.* in American waters, it is proper to assume that she was.

After the middle of July preparations were made for bringing the challenger across the ocean. Her crew were offered a bonus of \$40 each above their wages for the voyage. "Going foreign" in a bronze bowl did not appeal to fifteen of them, who demanded \$75 bonus, whereupon they were promptly discharged.

For the voyage across the Atlantic *Shamrock* was strengthened internally by what was described as "a most ingeniously designed system of struts and props, tie-beams and stringers," as much to withstand the strain of towing as the buffeting of the sea. She was put under reduced cutter rig, with the short wood mast carried by *Shamrock I.* when towed across, a stump topmast, a lug mainsail, and staysail on a stay to the stemhead, without a bowsprit. In tow of *Erin* she left Gourock July 27th. Sir Thomas and a few friends went along on *Erin* as far as the Holy

Isle, and before leaving, according to report, "spoke a few words of cheer to the men on Shamrock II."

Erin and her tow logged two hundred and fifty miles a day. A call was made at Ponta Delgada, Azores Islands, for coal, and on August 11th, at 11.30 P. M., they passed Sandy Hook, a little less than sixteen days out from the Clyde.

Shamrock was promptly taken to Erie Basin, where all challengers since Genesta had refitted, and there received her racing spars and gear, which arrived by steamer August 4th. On August 14th she was docked, and American yachtsmen had an opportunity to form at first-hand an intelligent opinion of the appearance of a much-heralded, much-praised and much-condemned yacht. They naturally compared her to American boats. To the eye her body-lines appeared similar to those of Columbia and Constitution, although her ends were longer, her counter and stern finer, and her bow lower, with the fulness carried farther forward, and with more of a "snub" in the turn of the stem. Her lateral plane seemed not to be cut away so much as that of the Herreshoff yachts, while her bilge was somewhat fuller. In profile forward she appeared to favor the "scow" type, but from other points of view she was more like the so-called normal type of modern bronze yacht, with fair, full body, and very fine fore-and-aft lines. The shape of the bow was her most striking feature.

While one visual expert saw all the qualities of speed in her, others said she had too many curves to prove a winner. An example of a conscientious American opinion of the yacht's qualities, from a critic who saw her in dock, may be had in the following from *The Scientific American*:

"When the under-water form of Shamrock II. was laid bare in the Erie dry-dock, two facts were at once made evident: First, that G. L. Watson has designed an entirely original boat; second, that the much-talked-of towing experiments in the Denny testing tank were evidently responsible for the most striking departures in her lines from what might be called the orthodox form of a ninety-foot racing cutter. It may further be stated, without much fear of contradiction, that with the exception of a certain fulness in the sections from about the wake of the mast forward for several feet into the overhang, she has the most refined form ever seen in a cup challenger. Her after body, from the point of greatest beam, which lies not very far aft of the shrouds, to her narrow and shallow stern, has been refined to a degree which makes one ask how it can ever be possible for the boat to carry her great spread of 14,500 square feet of canvas. . . .

"Watson has returned somewhat to the midsection which distinguished his two most successful boats, Queen Mab and

Britannia. There is not the slightest suggestion of the high bilges of the scow form, as seen in Independence, nor is there the comparative hardening of the bilges, as seen in Columbia. So easy, indeed, are the bilges that we have to go back to Defender to find their like, and they round into the broad sweep of the free-board curve at the fin with a true reverse curve, without so much as a suggestion of a straight line in the floor. These features, taken with the rather full and round sections toward the bow, the finely-drawn-out run and quarters, and the easy curve and great length of the diagonals, point toward a form that will be easy to drive at the higher speeds, and will show but little of that wave-making tendency which was a marked fault in Valkyrie III. and Shamrock I. We venture to say that the model of the boat will commend itself at the very first glance to any naval constructor who may chance to see the Shamrock in dry-dock. While the body of the boat would suggest great speed in fresh winds, particularly in running and reaching, we think that she will not prove to be relatively so speedy in light airs."

The deduction arrived at by this writer fairly represented the careful American estimate of the boat at the time; yet the races showed it was not correct.

Extreme care seemed to have been taken by Shamrock's designer to make the boat's lines fair to a hair's breadth, and to give her an easy form. She showed his work at the testing-tank quite plainly, and was indeed a beautiful example of what might be called clever designing.

In connection with the tank tests by which Mr. Watson was said to have arrived at the form which he adopted for Shamrock II., much was published on both sides of the Atlantic. At an industrial exhibition held in Glasgow in the summer of 1901 a model of the tank in which the tests were made was shown. *The Yachtsman* said of it:

"Nothing has touched the public imagination in connection with the designing and building of the new Shamrock to a greater extent than the experiments Mr. Watson made with her model—or rather models, for some dozen in all were used—in the experimental tank of Messrs. Denny. Many of the men-in-the-street sort of admirers of yachting are under the impression that out of those tank experiments in some magical way Mr. Watson fished the secret of how to win the America's cup. The experiments were of the most vital importance undoubtedly, but the data obtained by them went more towards confirming previously held opinions than to the producing of anything of a revolutionary character. That notwithstanding, it was a very happy idea of Messrs. Denny to include a large and very complete working model of their now historic tank in their exhibit."

Shamrock's model was not part of the exhibit.

In the *London Telegraph* of May 16th, 1901, an article appeared describing these tank tests, the statement being made that Mr. Watson and Mr. Denny experimented nine months at the tank before the design of Shamrock II. was settled upon. The tank was designed by Professor William Froude, who designed an experimental model-testing tank for the British Admiralty at Haslar, where warship models are tested. The Dumbarton tank was described as follows :

"The Dumbarton tank is three hundred feet long, with a width of twenty-two feet and a depth of ten feet, and in relation to the size of the models is practically a reduced copy of the water area of the English Channel. It is broader than it need be possibly, but this is a good fault. Were it too narrow the waves created by a model's movement through the water might strike back off the sides and upset all the scientific calculations. From end to end of the tank, down its centre, runs a suspended double pathway of wood on which are the lines as for a little railway. They are traversed by a carriage of exquisite ingenuity, under which the model for experiment is fitted. By means of a wire rope, working by steam round a drum, this conveyance, known as a dynamometer, is drawn to and fro along the lines at any desired speed, and with it, of course, the attached model, which is ballasted with shot, so as to give the accurate proportionate draft of water. As the carriage flies along, pens working over paper on a drum record the distance in feet travelled, the time in half-seconds occupied, and the amount of resistance in pounds which is set up. A long mirror is hung below the carriage, its lower edge being just level with the surface of the water in the tank. This travels with the carriage, parallel with the model, and by its means the operator can see the wave profile against the side of the model. It will be readily understood that data of this character are of the utmost importance in settling the lines and form of a vessel, as the model can be modified experimentally, and the result of every change will be set down in different-coloured inks by the faithful pens. . . .

"A few words as to the method of preparing the models. They are made of paraffin wax. First, workmen prepare from the rough drawings of the intended ship a bed of clay, shaped like the projected vessel's big brother, as it were. A framework of lath and canvas, called a core, being a more or less exact model of the craft, is also constructed. The core is placed in the clay bed, and between it and the clay is poured the hot wax. As soon as it is cold the rough model is affixed to a wood frame to facilitate handling, and is then ready to be transformed into an exact miniature of the vessel desired. The drawings are set up in front of the two men in charge of the modelling machine, which, by

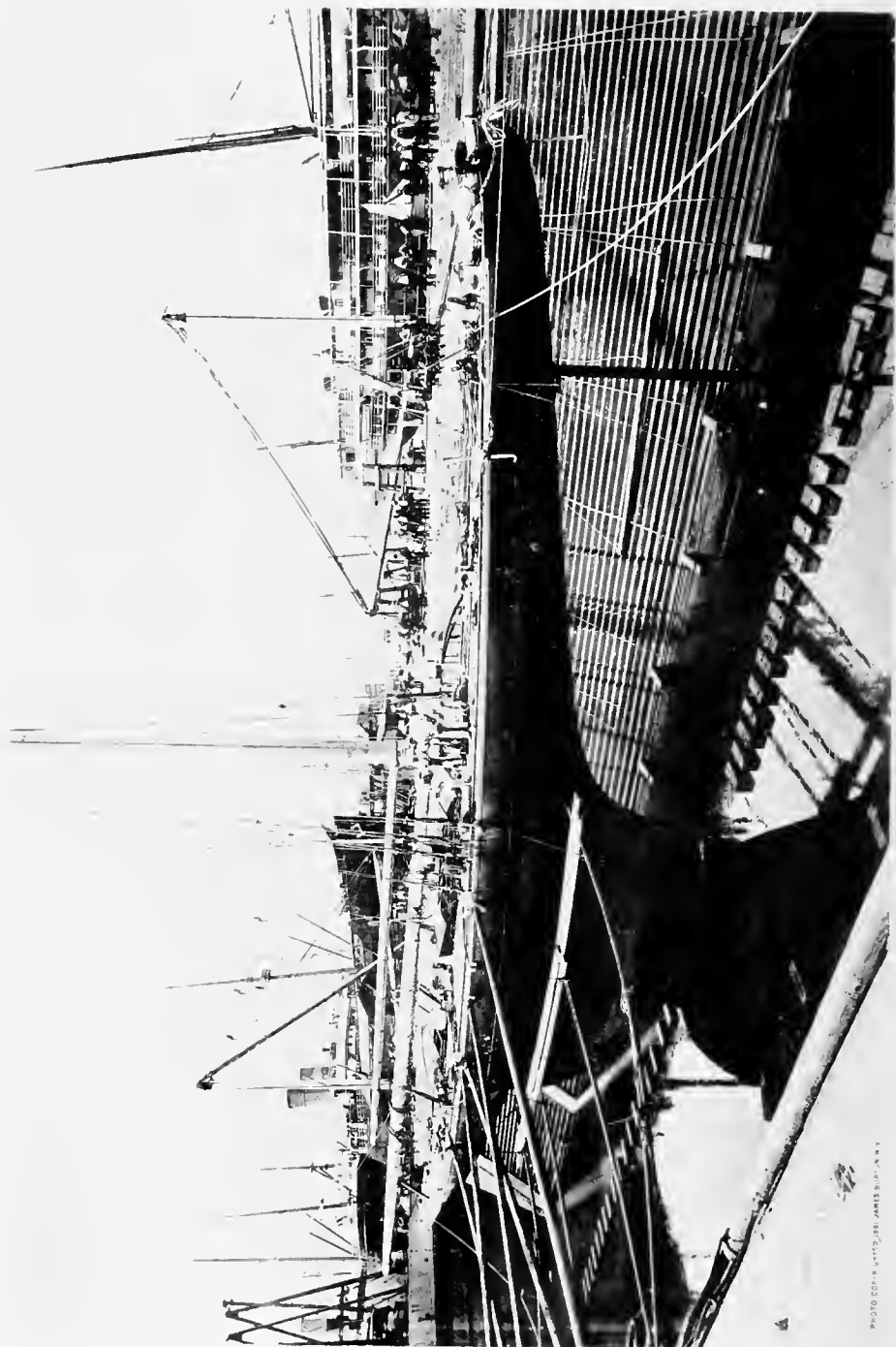


PHOTO COPY BY JAMES H. JAMES, N.Y.

a pantographic motion, reproduces the sectional drawings with absolute fidelity on the wax model, and then a steady hand and a chisel complete the task. These models are of considerable size, some of them weighing as much as two hundred pounds.

"The utility of such a tank in the designing of a racing yacht can be readily understood, and, as has been stated, it was used for no less than nine months in preparing the designs of the Shamrock, the doors being closed and no one outside knowing the results obtained. One after another various models were tested until there was a flotilla of eleven wax craft, all possible challengers, and before the final result was achieved these diminutive vessels were submitted to sixty different modifications. During most of last year Mr. Watson, assisted by Mr. Denny, was conducting experiments to ascertain the form of hull and keel best suited to good speed and combining the other requirements of a racing cutter."

Sir Thomas had this to say to a Glasgow interviewer apropos the tests made by Mr. Watson, and the results achieved by him in his designing of the yacht:

"Mr. Watson required a great deal of persuasion before he would take in hand the building of a challenger, and I believe all the money that could have been offered to him would not have been sufficient to induce him to undertake the work had it not been that he saw what he considered good prospect of success. This much I can say with certainty, and without betraying any confidences—that in Shamrock II. we shall have a yacht totally unlike in shape anything ever launched on either side of the Atlantic, and Mr. Watson is not the man to go rashly experimenting before he found his way clear and giving promise of success. In connection with the designing of this boat he has made discoveries of the utmost importance, and likely to have a very important effect on the future of yacht-designing."

An American opinion of the practical value of Mr. Watson's tank tests may be given in a remark of a prominent New York designer to a few friends, coming up the bay the evening after Shamrock's first cup race, which was: "The trouble with Mr. Watson's tank tests seems to be that he did not have the model of Columbia to test also."

In construction Shamrock II. was not dissimilar to the average boat built of bronze. The workmanship in her plating was fine, though no finer than in Shamrock I., while her construction was lighter. She developed one weakness common to the racing machines of this type—a tendency of her rivets to draw. Constitution had the same weakness, as did also Independence.

No reliable data concerning Shamrock's construction are available. Her dimensions as generally given were: Length on deck

137 feet ; beam 24 feet ; draft 21 feet 3 inches. These undoubtedly were approximately correct, though they do not come from any official source.

Her sail-plan was relatively narrow in proportion to its height. Her steel pole mast measured one hundred and fifty-eight feet eight inches overall and buried eight feet eight inches in the hull, thus making the height from deck to truck one hundred and fifty feet. As the club-topsail extended about twenty feet above the truck the peak of that sail was about one hundred and seventy-five feet above the water-line. Her main-boom was one hundred and two feet nine inches long, and her bowsprit was thirty feet out-board. Compared with Shamrock I. the challenger of 1901 had a foot less beam, a few inches less draft, less displacement, less wetted surface, and over ten per cent more sail area.

Shamrock's trials in the neighborhood of Sandy Hook began August 22d, and were followed with deep interest by the public. Her speed was described as marvellous, and press reports had her coming about in twelve seconds, and sailing a measured mile at the rate of fourteen knots, which were results she never attained in the cup races under exceptionally favorable conditions. That she was fast and able no one could deny, but her speed seemed greater at first, it would appear, than it really was, which is invariably the case with cup challengers.

Shamrock II.'s tuning up in American waters was without special incident, except for a bad quarter-hour she had on September 12th, when caught in a squall. It was a clear day, with a moderate southerly wind in the morning increasing to fifteen and then to eighteen knots. Shamrock stood out from her moorings in the forenoon, and sailed about outside Sandy Hook. She then returned by Gedney's Channel, and after shifting sails, went out again in the afternoon under lower sails and working-top-sail. She found plenty of wind outside, and the signal tower on the point of the Hook signalled to her to look out for a squall, so she started in by the main channel. When near the Southwest Spit, the squall, which was reported as blowing fifty miles an hour over the city, struck her suddenly, before she had time to do more than lower her staysail. She was close to buoy 6, on the edge of Flynn's Knoll, where there is but fifteen feet of water. Capt. Sycamore luffed her and she drove astern at first. Then he kept her off toward the point of the Hook, where the water was deeper. As she bore away she felt the full force of the gale, and buried to her mast. It was feared her mast would go by the board, but she soon worked out, and after keeping on a short distance she tacked and stood back toward buoy 6, passing inside of it into shoal water, but going clear. The wind fell quickly, and was followed by rain. The yacht was towed back to her moorings unharmed.

Capt. Sycamore's seamanship was criticised by American and English writers for his having allowed himself to be "caught afoul" in a tight place.

Shamrock was taken to the Erie Basin dry-dock on September 15th, and by noon she was docked, her hull being exposed for the second time in this country. The bottom was in good condition, requiring only cleaning and polishing, and the replacing of several rivets. An extra bilge-stringer was also run well down inside the hull. The copper sheathing was removed from her rudder, which was of wood, and the wood was planed down and new sheathing put on. The yacht remained in dock more than a week.

On her arrival at New York Columbia was docked at the Morse Iron Works in South Brooklyn for polishing and painting.

In the meantime it had become apparent that should the injuries of President McKinley, who was shot at Buffalo September 6th, prove fatal, the races would have to be postponed. The President died September 14th, and Sir Thomas Lipton at once proposed a postponement of the races.

A meeting was held September 16th at the New York Yacht Club house, between the America's cup committee of the club and representatives of the Royal Ulster Yacht Club, at which it was agreed that the postponement of the first race should be for five days from September 21st, or to September 26th, the succeeding races to be sailed September 28th, October 1st, 3d and 5th.

In its letter to the New York Yacht Club suggesting the date of postponement, the Royal Ulster Yacht Club Committee said :

"There will perhaps be some who would desire that the postponement should be longer, and were our own feelings alone concerned we would propose a later date. But in naming the date suggested we have been compelled to consider not only the fact of the very large number of persons who have come to this country with the challenger to help in various capacities, some of whom have duties at home demanding attention at the earliest possible date, but we have also felt that we had to remember the many charters, hiring and other contracts involving large sums made by citizens of this country ; and of the thousands of persons who in one way or another find work and employment in connection with the races, many of whom we have reason to know will suffer a heavy loss by a protracted delay."

The New York Yacht Club committee in accepting the change of date said :

"We are quite sure that all American yachtsmen and the public in general will accept as a graceful courtesy on your part the suggestion that you have made, that the races be postponed in view of the terrible affliction which has come to our country."

THE LAWSON HISTORY

Sir Thomas Lipton in an interview said: "I feel that a postponement of a week shows proper respect for the memory of the president."

A few days before the races the coat of green paint on Shamrock's topsides was removed, except a narrow ribband at the sheer-strake, it being thought she would sail better without it. This incident illustrates the extreme view taken of the value of reducing friction. The entire hull of the boat was burnished like a metal mirror, the bronze taking a dull lustre of a yellowish-green tint.

Equal care was taken in polishing the bottom plates of Columbia, but her topsides were again coated with pure white paint.

On September 24th the rival boats lay side by side at Erie Basin, and Mr. John Hyslop measured them, with the following results:

	COLUMBIA	SHAMROCK
Length on load water-line	89.77 ft.	89.25 ft.
Length from after end of the main-boom to end of point of measurement, or end of bowsprit where jib-topsail halyard block is fastened	182.87	184.03
From fore side of mast to end of bowsprit as above	73.86	78.28
Length of spinnaker-boom	73.30	78.28
Length of main gaff	64.94	66.17
Length of topmast (for measurement)	64.64	68.18
Minus $\frac{1}{5}$	51.71	54.54
Upper side of main-boom to topsail-halyard block	134.74	143.39
Square root of sail area	114.94	118.33
Sailing length as per rule	102.35	103.79

No one unfamiliar with methods of measuring yachts will care for more than an outline, given elsewhere, of the system by which the New York Yacht Club figures time allowances. The results showed that Shamrock's allowance to Columbia would be forty-three seconds in thirty miles, which was much less than was expected by every one except perhaps Mr. Watson. Under the rule excess of sail area, as measured, beyond certain limits is taxed for time allowance. It was found that by the rule Shamrock's sail area was 14,027 square feet, and Columbia's 13,211 square feet, which made an excess of 816 square feet for which Shamrock was taxed.

After being floated from Erie Basin in the forenoon of September 25th the competing yachts were towed to an anchorage inside Sandy Hook. Each was ready for the struggle, nothing being left undone that could give either the slightest possible advantage. Each crew professed confidence in the result, although Columbia's people, with a well-tried boat under them, knew better what to expect of their craft than the challengers did of Shamrock, which was untried in actual racing.

The racers and their attendant vessels made a considerable fleet inside the Hook, and there was great activity on board them in preparation for getting under way for the first race.



Before the vessels were started from their moorings Mr. W. Butler Duncan, Jr., went on board Shamrock as representative of the New York Yacht Club, and Mr. Robert C. Ure boarded Columbia as representative of the Royal Ulster Yacht Club. In passing it may be mentioned that Mr. Ure's place on Columbia was taken for subsequent races by Mr. H. M. McGildowny, the latter being a more active member of the Royal Ulster Yacht Club than the former.

The day of the first race, September 26th, dawned fine and warm, with a free air moving off Sandy Hook, the weather conditions being at their best for late September in the latitude of New York. A sepia mist lay over the city and New Jersey hills. Seaward a few fleecy clouds drifted out of the horizon and sailed southwestward as the morning grew older.

When the yachts came out past the Hook in tow about 9.30 a breeze of twelve-knots' strength, from E. by N., picked up a sparkling chop on the long ocean swell heaving landward. A little later the wind dropped, and by 10.30 when the code signal giving the course was hoisted on the committee tug Navigator, it was scarcely ten-knots' strength.

The course, E. by N. fifteen miles, was logged by a tug, and a guide-tug was ready to steam over it in a straight line to show the racers the way. A patrol of government vessels similar to that of 1899 was early on the ground to assure a clear course. It consisted of six revenue cutters, and several smaller craft, assisted by a number of steam-yachts, large and small. No torpedo boats were employed, as in 1899. Capt. Thomas D. Walker, on the revenue cutter Gresham, was in command of the patrol fleet.

When the yachts cast off their towlines, and began to sail slowly about in the vicinity of Sandy Hook light-vessel, waiting the preparatory signal, they were observed with deep interest by the large number of persons on the attendant excursion fleet, and comparisons were made by no means derogatory to the challenging boat. To the layman's eye Shamrock II. seemed larger and more powerful than Columbia. Her sails were loftier, and her hull longer and lower, with an appearance to leanness that seemed to indicate superior power and speed. The set of her sails was perfect, and being a fresh buff tint, they made with the dull yellowish-green of her hull a study in brown and olive, which contrasted strongly with Columbia's snow-white hull and no less purely white canvas. Critics averred that Shamrock's sails were too flat and firm to wrest speed from American breezes, but casual observers declared them perfect. Columbia wore her 1899 mainsail and new headsails. Each boat had her largest club-topsail aloft.

From the moment of their casting off towlines it was to be seen the vessels were more evenly matched than any other contestants for the cup, and that the struggle between them would be sharp and close. It began at 10.55, with the preparatory gun. The boats were then to southward of the line. With the gun they stood toward the line on the starboard tack, Columbia having the weather berth. For the next fifteen minutes their manœuvres were watched with breathless interest from the fleet.

Cleverer handling of ninety-footers had never been seen off Sandy Hook. Capt. Barr had an opponent worthy of his steel, and not afraid of him. The result was hair-lifting to novices. The yachts kept such close company that it seemed momentarily as if their spars or hulls must touch. They first came toward the line as noted, and crossed it, Shamrock luffing frequently, and Columbia luffing with her. North of the line Shamrock wore ship. Columbia jibed with her, and maintained the weather berth. They then stood back across the line on the port tack, so close together that a clash seemed unavoidable. Some distance from the line Columbia hauled and tacked to starboard, Shamrock tacking also, with Columbia still on her quarter. Shamrock luffed, and so did Columbia, with the result that the latter crossed the line ahead of the starting gun, now nearly due.

Warned from the committee boat, the yachts fell off to leeward of the line, and stood along it until the gun was fired. Then they luffed to cross, and both went over the line, Columbia being timed as twelve seconds in the lead.

Unfortunately there was raised a question as to whether or not this gain was legitimate. The men in charge of Shamrock, according to press reports, subsequently stated that had they held to their rights and not given way, Capt. Barr could not have avoided fouling them at the start. The question was the one which had so often risen earlier in the season in starts between Columbia and other vessels, as to whether the leeward yacht kept off voluntarily, or was forced to keep off to avoid a foul with the boat to windward. The captain of Shamrock stated he saw Columbia keep off, and he also kept off to escape collision, wishing to avoid the unpleasantness of a foul at the beginning of the series. Capt. Barr might have luffed on finding himself across ahead of the gun, and wore ship to get back of the line, but it is probable that in luffing he would have fouled Shamrock in the same manner he fouled Independence off Newport; and as Capt. Sycamore gave way, it appears that Capt. Barr found it easier to keep off, and at the same time hold his advantage.

Once over, Columbia, which was going the faster, luffed sharply and threw a back draft into Shamrock's sails, deadening the challenger's speed somewhat. Shamrock tacked to port under

the defender's stern, and thus the race began. Columbia at once went after her rival, which seemed to start off at a much faster pace, raising fears in the hearts of some of the patriots that Columbia could not hold her.

After the first five minutes of sailing the challenger seemed to go slower, and Columbia, favored by a puff, worked out on her weather. The wind was now not more than seven knots and falling, with streaks of strength that favored first one vessel, then the other. Columbia made easier progress on the long swell. She also seemed to pinch higher into the wind in the puffs, and to get more benefit from them than her rival, through careful trimming of her sails and more responsive steering. Shamrock's sails seemed to be trimmed down too flat, and she was sent straight ahead, while her opponent headed up strongly in all puffs.

At 11.41.35 the vessels approached one another on opposite tacks, and Columbia, on the port tack, crossed Shamrock's bow, about one hundred and fifty yards ahead. About an hour later, Shamrock, by a bit of good fortune, was enabled to turn the tables. The course of the yachts lay towards the Long Island shore, down which the turn was marked. At 12.45.30 Columbia tacked off-shore to port, and Shamrock started to follow, but failed to come about in the very light wind. She therefore fell off again on the same inshore tack, where in a short time she caught a considerable air. At the same time Columbia was in a "soft spot" seaward. The outcome was a gain for Shamrock which enabled her, when the boats next came into company, to cross Columbia's bow and tack on her weather.

The advantage thus gained was not held, for the breeze strengthening after one o'clock, Columbia pulled through Shamrock's lee; and by luffing tried to move out to windward of her. A number of short tacks followed, resulting in the American boat obtaining the weather berth, which she easily held. The outer mark was rounded with Columbia 7 m. 15s. ahead of Shamrock. The wind hauled to the south after the mark was turned, and fell lighter and lighter. At 4.40 the race was declared off, the time limit having expired. Columbia was then eight miles from the finish, and perhaps a mile ahead. The summary :

	Start	Outer Mark
	H. M. S.	H. M. S.
COLUMBIA	11.10.49	3.05.32
SHAMROCK II.	11.11.01	3.12.47

The day's sailing dampened the ardor of Shamrock's backers, and reassured Columbia's friends. The challenger appeared slower in stays and not so lively in light winds as the defender; and though splendidly sailed, there was a shade of inferiority in her

THE LAWSON HISTORY

handling that told against her. That night Sir Thomas Lipton told the press representatives that with a breeze of from ten to twelve knots Shamrock would do much better.

When the boats next met, September 28th, the challenger gave a far better account of herself in a breeze nine knots at the start of the race to about three knots at the finish. The course was again fifteen miles to windward and return, and was laid E. by S.

The weather was clear after a foggy morning, when the yachts came out in tow from the Horseshoe, inside Sandy Hook, about 10 o'clock, sending up their sails as they proceeded to the scene of the start. At 10.30 both were under sail, making leisurely movements around the light-vessel and committee boat. The sea was smoother than on September 26th, but there was still a long swell on.

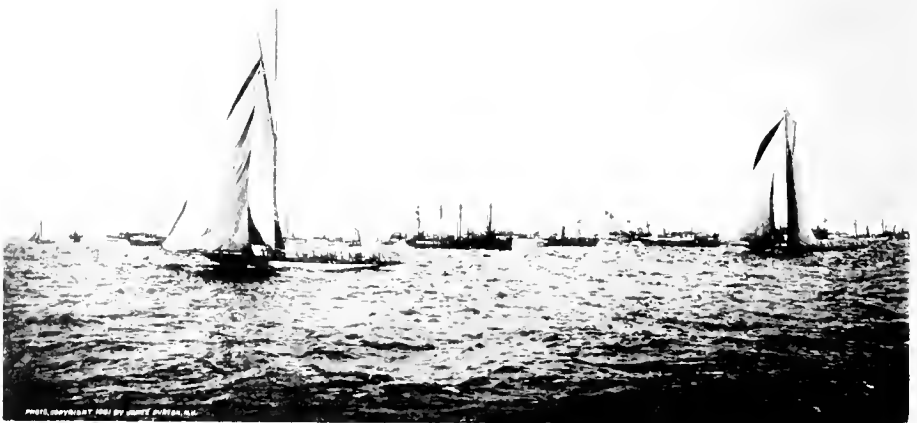
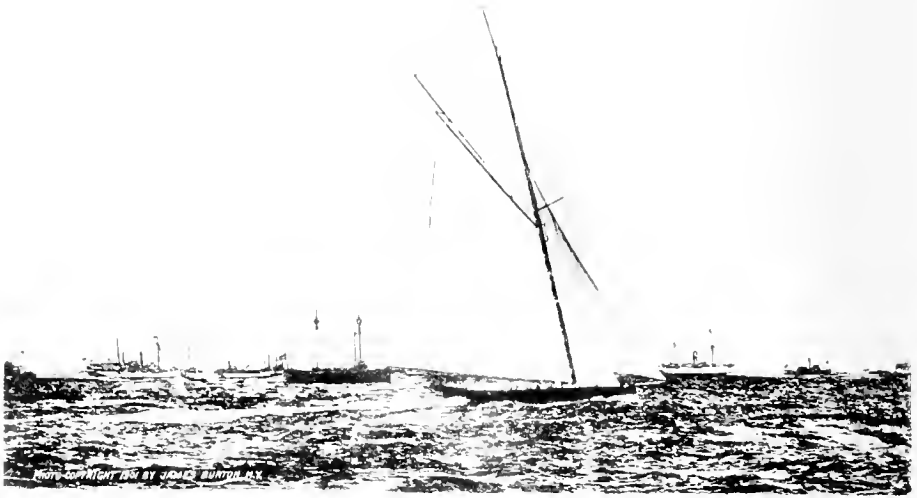
With the preliminary signal at 10.45 the movements of the yachts became more decided. Sails were carefully trimmed, their sailing-masters and crews became more alert, and an atmosphere of expectancy and excitement in the fleet heralded the approach of a stirring battle.

The manœuvring for the start which then began was even cleverer than when the boats first met. The great racing machines were tacked, jibed and put about as easily as small raters, approaching each other within biscuit-toss, sometimes wearing ship in a complete circle in a diameter that seemed not greater than twice their own length, and moving all the time with the greatest ease and grace, under conditions of sea and wind that afforded an ideal setting for such a picture of modern racing of giant toys on summer seas.

The honors of the start lay this time with the English skipper, who so far out-generalled Capt. Barr as to put the challenger in the windward berth, and to cross the line two seconds in the lead. The evolutions of the start were more intricate than were ever before witnessed off the Hook. The old days of schooner racing, with start from anchor, seemed very far off indeed in view of the elaborate movements of these great birds of the sea in 1901. So great was the value set on the weather-gauge that it was believed victory might depend on it, and the lead at the line carried as great moral prestige as a lead at the outer mark.

After ten minutes' smart sailing the vessels stood along the line on the port tack, headed south, Shamrock being to windward. Some distance south of the committee tug, which formed the southerly end of the line, they tacked to starboard, and headed back for the line, with the committee boat showing over their starboard bows. Columbia was then to windward, but Shamrock was held close for the stern of the tug, and Capt. Barr was forced





to go around the tug to windward or take chances of collision if he tried to squeeze his boat between Shamrock and the tug's stern. He chose the safer course, and went around the tug. Shamrock passed under the tug's stern, and the boats again came into company at the line. Columbia was going the faster, and coming down across the line she passed ahead of Shamrock. This gave Capt. Sycamore the chance he had planned for, and hauling his boat sharp on the wind, he came out on Columbia's weather quarter with the gun, and won the honors of the closest start ever made in a cup race, crossing two seconds ahead of the home boat, at 11.00.14.

That this weather gauge was of the first importance the windward work in the race showed, for the challenger held Columbia under her lee all the way to the outer mark. On crossing the line Columbia succeeded in giving Shamrock a slight back-draft from her sails, by luffing out, but one minute after crossing Shamrock tacked to port. Columbia soon followed, but failed to get out to windward of the challenger, as she had on the occasion of their first meeting. Capt. Barr tried all his cleverest tricks of pulling his boat away and luffing her up, steering with a sensitive touch, while Capt. Sycamore sailed the challenger in his usual undeviating fashion. The wind was about nine knots and steady, and the sea long and easy. Shamrock carried her crew to leeward, to increase her list, but Columbia's lay along the weather rail. Columbia tacked oftener than the challenger, which, after going about at 11.15 was held on one long starboard tack. Twice in the next three-quarters hour Columbia approached her on the port tack and tried to cross her bows, but each time she was forced about under the challenger's lee.

At 12.30 the yachts again came into close company, Columbia squarely in Shamrock's lee. The challenger was going the faster, and as she crept along Columbia's weather a shadow cast by her towering topsail fell on the edge of Columbia's snow-white mainsail, growing larger and larger, until it covered half the sail. Capt. Barr seemed not to fancy the silent visitor so like a cloud on the fair fabric of his hopes, and he gave his vessel a rap-full, which sent her ahead until the shadow slipped off the mainsail's edge.

The yachts came about for their lay to the mark at 12.54, Columbia still close under the challenger's lee. Capt. Sycamore sailed his vessel high in the wind, pinching her hard at times, and Columbia had no choice but to keep along as best she might. The vessels rounded the mark but a dozen lengths apart, Shamrock being timed at 1.25.12, and Columbia at 1.25.53. Shamrock's elapsed time for the beat out was 2 h. 24 m. 58 s., and Columbia's, 2 h. 25 m. 37 s.

THE LAWSON HISTORY

Columbia made twelve tacks to Shamrock's six, Shamrock improving her advantage at the start by a gain of thirty-nine seconds.

Watson had accomplished, under perfectly fair conditions, what he accomplished with Valkyrie II. against Vigilant when conditions favored the challenger, — that is, he had beaten an American boat in working to windward. As in the case of Valkyrie II., however, the challenger was destined to lose on the run home.

After rounding the mark Capt. Barr by a strategic movement gained a number of the seconds he had lost in the windward work. With boom to port, Shamrock luffed by the wind and to windward of her course on rounding, dropping her spinnaker pole to starboard. Columbia was no sooner around than she also was luffed, to break if possible the leader's wind. Capt. Sycamore met the move by continuing his luff. Columbia's crew next broke out a few stops of her spinnaker, as if she were about to be squared away on her course. On Shamrock the action was observed, but the challenger's spinnaker was not broken out. The movement on Columbia was for the purpose of decoying the challenger into breaking out her spinnaker, which would have enabled Columbia to luff out farther, and secure a position from which Shamrock could be blanketed. Capt. Sycamore did not fall into the trap. Columbia thereupon squared away, and broke out her spinnaker, with Shamrock immediately following suit. As a result of this bit of fencing, however, Columbia could lay the shorter course home by some boat-lengths, and in this race every boat-length counted.

Half an hour after rounding the mark the boats were on even terms, and Columbia was slowly drawing ahead. The wind was now rapidly losing its force, and was scarcely five knots. Columbia's gain was not pronounced, and did not seem due to any superiority of handling, or favoring draft of wind. Her body seemed to slip more easily through the long swells that rocked the boats and caused the ends of their main-boom to dip occasionally, and, in spite of her smaller sail-plan she took and held the lead with ease, showing that her lines were better than the challenger's for such work.

Before half the homeward run was made it appeared the race was lost to Shamrock, for with the best of fortune she could hardly save her allowance of forty-three seconds, even though she reached the home line first. Near the finish a gentle wind coming up astern helped her on some, but it was soon gone; and at the line Columbia was a good ten lengths ahead, her gain in the elapsed time for the run being 1 m. 16 s., and for the race 37 s., to which was added her allowance of 43 s., giving her victory by 1 m. 20 s.

of THE AMERICA'S CUP

[1901]

corrected time. Columbia's elapsed time for the run home was 2 h. 5 m. 30 s., and Shamrock's was 2 h. 6 m. 46 s. The summary :

	Start H. M. S.	Outer Mark H. M. S.	Finish H. M. S.	Elapsed Time H. M. S.	Corrected Time H. M. S.
COLUMBIA	11.00.16	1.25.53	3.31.23	4.31.07	4.30.24
SHAMROCK	11.00.14	1.25.12	3.31.58	4.31.44	4.31.44

Sir Thomas, and Shamrock's friends generally, were by no means satisfied that Shamrock was beaten by a better boat. Capt. Sycamore believed that had the breeze held he would have won, and all the challenger's party said with a breeze of from ten to twelve knots Shamrock II. would show a pace too swift for Columbia to exceed.

The next meeting of the yachts, on Tuesday, October 1st, was fruitless, there not being enough wind in which to finish the race. The course was triangular, thirty miles, and was laid E., S. S.W. $\frac{1}{2}$ W., and W. N.W. $\frac{1}{2}$ W. The wind at the start was about four knots, the sea smooth, and the weather warm and sunny. The manœuvring for the start was sharper even than on September 28th, both boats being jibed half a dozen times as they sailed distorted circles in close company about the line, each endeavoring to obtain a position that would command the weather gauge at gun-fire.

Such consummate skill in handling yachts made the start most exciting, even in the light breeze, and all eyes in the fleet were on the vessels when they came to the line on the starboard tack a few seconds ahead of the gun. Shamrock then had the better position, ahead and on Columbia's weather-bow ; but she reached the line ahead of the gun and was recalled, keeping off and crossing farther along the line. This gave Columbia a chance to luff and go over in the windward berth almost with the gun. Capt. Sycamore might have bettered his start after the recall by jibing and taking a fresh start at the windward end of the line, within the two minutes allowed for a second start under the club rules, but he did not profit by the rule, doubtless because it is not used in England, and possibly also because Sir Thomas had unsuccessfully urged that it be set aside in the races.

After the start Columbia was pinched hard, but Shamrock was given a good full, and sailed well. As the wind was fluky, and seemed inclined to haul southerly, the yachts worked out so far to southward of their course as to nearly cross the course for the home leg. They then made a reach for the first mark, as the wind had hauled to east of south. Shamrock was favored by the change of wind, and was well sailed. She carried a lighter mainsail than formerly, and this helped her. Columbia was cleverly sailed, but lost some time by tacking unnecessarily across Sham-

THE LAWSON HISTORY

rock's wake when reaching for the mark. Shamrock rounded the mark with a lead of 3 m. 20 s., having been 3 h. 41 m. 14 s. making ten miles.

In the middle of the second leg the race was called off, at 3.38, with Shamrock about half a mile in the lead and both vessels nearly becalmed. The summary :

	Start	1st Mark	Elapsed Time
	H. M. S.	H. M. S.	H. M. S.
SHAMROCK	11.00.22	2.41.36	3.41.14
COLUMBIA	11.00.10	2.44.44	3.44.34

With the purpose of expediting the series Sir Thomas Lipton next day proposed that races be sailed every day, after the next meeting of the yachts, until the series was concluded. An agreement to this effect between the New York Yacht Club and Royal Ulster Yacht Club committee was signed Wednesday, October 2d, with the provision that should either contestant at the end of a race desire not to sail on the following day, one day should intervene before starting the next race.

Favored by Æolus and Neptune, the yachts had, for their second race, on Oct. 3d, conditions as nearly perfect as could be hoped for. A stiff nor'wester, the liveliest, clearest and strongest of Atlantic coast winds, came up early in the morning, blowing away the haze, and smoothing the sea until not a vestige of the old easterly swell remained. The wind at 10 o'clock was N.N.W., about ten knots and freshening. There was a seasonable crispness in the air, and the sun sparkled with exhilarating brilliancy on the dancing small chop which threw up fleeting whitecaps on the dark blue bosom of old ocean. The conditions were exactly those the challengers had prayed for as best suited to their boat; and on the result of the race hung the fate of Sir Thomas Lipton's second effort to win the cup. Were Shamrock to lose under such conditions, the series was lost; if she won, there was a good chance still of winning the series.

The racers were early at the scene of the start, coming out from the Hook in tow before 10 o'clock, and making sail while still holding their towlines, to windward of the light-vessel. The excursion fleet was smaller than on earlier race days, and later in arriving, the yachts being under sail and moving smartly around the light-vessel when the leaders of the excursion column bore down the wind past the Hook, with long scarfs of steam streaming ahead from their stacks.

Signal flags were set on the committee tug at 10.30 for the triangular course, laid E. $\frac{1}{2}$ south, S.W. $\frac{1}{2}$ S., and N.N.W., giving a reach on the first leg with wind abaft the port beam, a reach on the second leg with the wind abaft the starboard beam, and a beat home dead to windward.

When the preparatory gun was sounded at 10.45 and the preliminary skirmish for the start began, the wind was nearly twelve knots, and rapidly increasing in strength. The yachts moved very rapidly, and sailed with rails awash, but their skippers handled them with as much freedom and cleverness as in the earlier light-weather starts.

A series of manœuvres beginning ten minutes before the start resulted in a victory for the British skipper, who out-generalled Capt. Barr handily, while apparently giving him his own way. These began with Shamrock to the east and Columbia to the west of the line, which was laid north and south, approaching at an acute angle on opposite tacks, with sheets aft, and wind almost astern. They met at the line, and bore southward together, Columbia on Shamrock's starboard side. At 10.53 Shamrock jibed to the port tack. Columbia immediately hauled across her wake, and took a position on her weather.

Both stood east to leeward of the light-vessel, which marked the south end of the line, and hauled close on the wind, going N.E., on the port tack. When about opposite the north end of the line Shamrock was kept off, with the wind aft. Columbia followed. In less than a minute Shamrock was headed up again, and went on the starboard tack, and Columbia with her, under her lee bow. The yachts had formed a wake like a letter S, and were now close-hauled, heading north of the committee boat, at the weather end of the line, under good way, with Columbia going so fast that she was a length ahead when the yachts passed to windward of the committee boat.

Here Capt. Sycamore eased his vessel off quickly, and slipped in to leeward of Columbia, and between her and the tug. Keeping off until the wind was almost aft, and with flat sheets, though on the starboard tack still, the yachts stood down the wind in front of the line and parallel with it, ready to jibe at the gun. Columbia was to windward, but could not consistently jibe first, as Shamrock, with the right of way, could either have kept her away from the line by holding her starboard tack, or could have jibed on her weather. Columbia therefore held her starboard tack, and hauled away from the line, while Shamrock jibed quickly to the port tack and was over thirteen seconds after the gun.

Capt. Sycamore had a clear start, but Capt. Barr availed himself of the rule which acts as an aid to out-generalled skippers, and standing away from the line tacked, and crossed well up to the windward end, three seconds ahead of the handicap gun. In a one-gun start the benefit of Shamrock's handling would have accrued to her. Under the handicap rule, Columbia lost nothing, her elapsed time being figured from her actual start, while she

had the advantage of starting to windward of the leading boat's course, with a chance of blanketing and passing her.

The start is described in detail here to illustrate the workings of a rule to which all challengers since 1885 have objected, either formally or otherwise. By such a rule the skipper starting last, under such conditions as the above, often has the better of the start.

Columbia in this instance had all points in her favor for her stern-chase after Shamrock. Without any handicap for starting last she went off on equal terms, as to timing, with her rival.

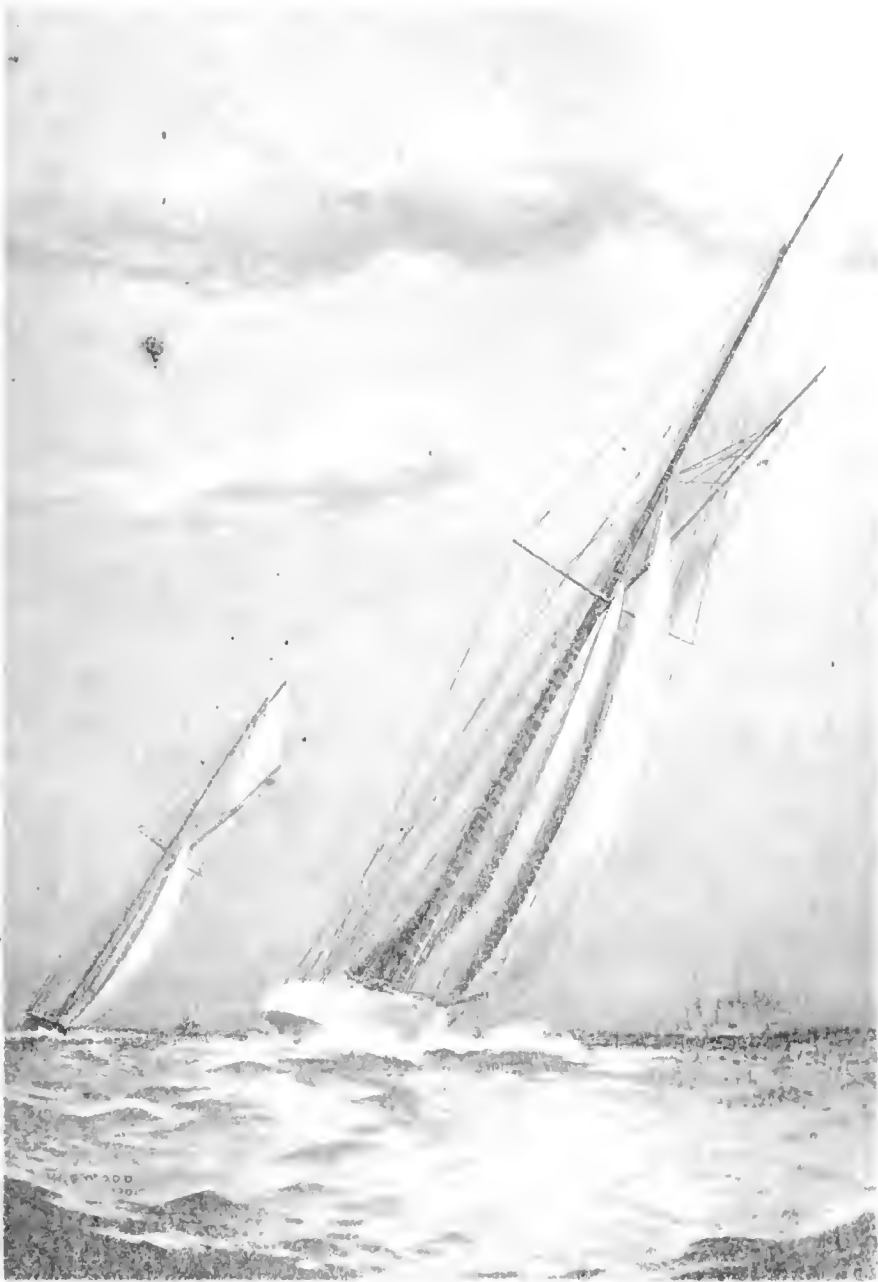
Of wind there was enough and to spare for the sail carried by the yachts, and each began the reach for the first mark with lee rail awash and every stitch of canvas pulling its utmost. Shamrock's lead was not reduced appreciably in the first five miles of the leg. Both smothered along in a welter of foam, though the challenger stood up better under the heavy puffs that came off the Long Island shore, and steered the straighter course. With every puff Columbia worked out to windward of her course in spite of all efforts to hold her down to it, but her speed increased under this hard driving, and toward the end of the leg it could be seen she was gaining very slowly on the challenger.

At the mark the boats were timed as follows: Shamrock 11.51.10, Columbia 11.52.22.

Shamrock's elapsed time for the ten miles was 50 m. 57 s., and Columbia's 50 m. 35 s., which showed a gain of twenty-two seconds. To critics accustomed to analyzing the performance of the boats, this indicated victory for Columbia, barring accidents, as reaching in a good breeze and smooth sea was counted Shamrock's strongest point of sailing. The test of this ten miles therefore was conclusive to yachtsmen, and when the boats turned the mark for their second leg backers of Columbia felt assured that not only the race, but the series, was Columbia's.

The yachts jibed close around the mark, and started off for their second leg with the wind slightly abaft the starboard beam, and a shade less strong than on the first leg, though with occasional hard streaks. Columbia continued to work out and sail faster in the puffs, while Shamrock ploughed along steadily on her course, and seemed less lively when knocked down, her bow appearing to bury rather than work out under pressure. Her jib-topsail sheet got adrift, or was eased, in one puff, but was soon belayed. Jib-topsails were stowed shortly before the second mark was reached.

Shamrock's time at the turn was 12.45.57, and Columbia's 12.46.39, Shamrock's elapsed time for the leg being 54 m. 47 s., and Columbia's 54 m. 17 s., showing a gain for Columbia on the leg of thirty seconds, and for the twenty miles of sailing, of fifty-two seconds.





of THE AMERICA'S CUP

[1901]

Hauling at the mark, Shamrock took the starboard tack, toward the Jersey coast. Columbia tacked short around, going off to port. Shamrock immediately followed to port. At 1.06 Columbia, on the starboard tack, crossed Shamrock's wake. The challenger at once came about on Columbia's weather, and both stood shoreward on the starboard tack, Columbia pulling rapidly through Shamrock's lee. When they next tacked to port, at 1.20, the question of supremacy in windward work was settled, for Columbia was now well out on Shamrock's weather. This tack lasted until 1.57, when both came about for the light-vessel. They had stood farther to windward than necessary, and the last tack was made with started sheets.

The pace was terrific as the two thus came home, Columbia handsomely leading the challenger, their wakes streaming far a-lee, two paths of dancing white on the deep blue of the sun-kissed sea. The sight made men forget rivalries, prejudice and real or fancied wrongs, and cheers went up for victor and vanquished that were pæans of pure joy in the privilege of paying tribute to a thing that was beautiful.

Columbia swept past the old yellow light-vessel in a splendid burst of speed. Her buff decks glistened wet with foam and spray, her lee rail was under pure green brine, and the golden afternoon sun lighted up in strong relief the distended surface of her pure white sails. Along her weather rail her crew, in white, lay like carven images as she neared the line, springing into life as one man when her wheel was thrown over for a luff home, and making for her headsails and halyards. A thousand yards behind came Shamrock, her olive-green hull throwing back in a dull gleam the beams of the sun, the foam, by contrast with it, dazzling white under her bows, and her buff sails as hard as if cut from amber.

Columbia's victory was decisive, as shown by this summary:

	Start H. M. S.	1st Mark H. M. S.	2d Mark H. M. S.	Finish H. M. S.	Elapsed Time H. M. S.	Corrected Time H. M. S.
COLUMBIA	11.01.47	11.52.22	12.46.39	3.15.05	3.13.13	3.12.35
SHAMROCK	11.00.13	11.51.10	12.45.57	3.16.23	3.16.10	3.16.10

Columbia won by 2 m. 52 s. elapsed time, and 3 m. 35 s. corrected time.

The race was sailed by Columbia at an average speed per mile of 6 m. 25.6 s., and by Shamrock at an average speed per mile of 6 m. 32.33 s., an average loss of 8.73 seconds per mile. Columbia's average speed per mile in the first ten-mile reach was 5 m. 3.5 s., and Shamrock's 5 m. and 5.7 s., a loss of 2.2 seconds per mile. On the second ten-mile reach Columbia's average speed was 5 m. 25.7 s. a mile, and Shamrock's 5 m. 22.7 s., a loss of 3 seconds a mile. On the ten-mile beat to windward Columbia's

THE LAWSON HISTORY

average speed was 8 m. 50.6 s. per mile, and Shamrock's 9 m. 2.6 s., a loss of 12 seconds a mile.

The time for the race was the fastest made by single-stick vessels in a cup match, though not so fast by some minutes as the record for thirty miles in a cup race made by the schooner *Columbia*, when sailing against the *Livonia*, October 18th, 1871, (previously noted in this book;) nor was it as fast as the time made by *Columbia* and *Independence* off Newport, August 3d, 1901.

Sir Thomas Lipton after this race expressed keen disappointment in Shamrock, telling press representatives that he believed the fault lay in the boat's model rather than in sails or handling; that in his opinion Mr. Watson had done his best, but had met in Mr. Herreshoff a stronger designer than himself. He added that his racing flag would remain up until victory crowned his efforts.

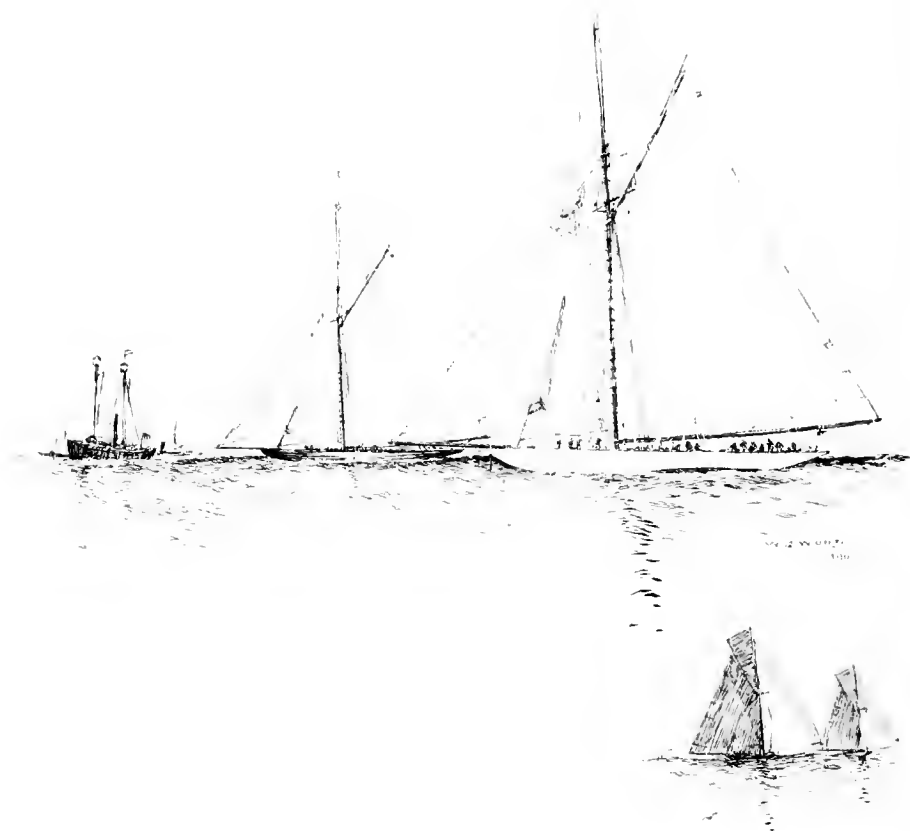
The London press as a unit discussed the race editorially, styling it a "Homeric contest," and agreeing that Shamrock scored "a splendid failure" because "she was not good enough."

After this race the American public decided that only one more meeting was needed to decide the races. This meeting took place October 4th, and resulted in the closest race of the series and in the history of the cup, the challenger making the better showing on elapsed time, but losing on allowance.

The northwester of the day before had not blown itself out when the yachts came to the line on the morning of the 4th, and there were indications that it would hold through the day. The wind at 10.45, when the preparatory gun was fired, was about nine knots from N. N. W. The course was fifteen miles to leeward and return, the same as that sailed by *Columbia* and Shamrock I. at their last meeting, October 20th, 1899.

Manœuvring for the start began with the preparatory gun at 10.45, the aim of each skipper being to force his rival to start first, as the rear boat would have a possible advantage of blanketing her opponent in the run down the wind. Each captain held back until after the two-minute handicap gun was fired, thus making in effect a one-gun start. *Columbia* was forced to lead the way, which she did twelve seconds after the handicap gun. Shamrock followed her seventeen seconds later. Both were timed as having crossed at 11.02.

The run was made under a cloud of light canvas, with spinnakers to starboard, and enormous balloon jib-topsails aloft to catch every air that escaped the other sails. Each boat carried her largest club-topsail. With the advantage of larger sail-spread Shamrock set the faster pace at the start, running better than in the lighter winds of September 28th, and soon overhauling *Columbia*, which she passed at 11.20. The wind increased on the run, and was unsteady, giving *Columbia* occasional advantage; but she



was unable to hold the challenger, which gradually increased her lead until about a mile from the mark, where she took in her balloon jib-topsail. This allowed Columbia to reduce the gap between them considerably.

While Columbia's spinnaker was being taken in it caught in a snaphook on her jib-topsail sheet, and a hand had to be sent down in the bight of a halyard to clear it. This accident caused a delay in getting up her small jib-topsail, which was not ready when the mark was reached.

Shamrock rounded the mark with a gain of forty-nine seconds from the start, the time being : Shamrock 12.48.46, Columbia, 12.49.35. Shamrock's official time for the run was 1 h. 46 m. 46 s. ; Columbia's, 1 h. 47 m. 35 s. In actual sailing time Shamrock's gain on the run was 1 m. 6 s.

Hauling about the mark Shamrock went on the starboard tack, inshore, finding a fostering wind off the land. Columbia on rounding made a short port tack, then went after the challenger, to windward of her wake. Shamrock tacked to port, and at 1.07 crossed Columbia's bow, when, according to common racing usage, she was expected to tack on Columbia's weather. This she did not do, Columbia being left with her breeze clear to sail inshore looking for more wind, while Shamrock stood offshore. This error cost Shamrock much, for when she tacked after Columbia at 1.08 it was too late to neutralize the latter's gain. It was found Shamrock fell into Columbia's wake on this tack, and at 1.12 she was again headed offshore. Up to this point Shamrock had made three tacks to Columbia's two, the honors being with Columbia. At 1.13 Columbia was sent on the port tack after Shamrock. Being inshore, she carried a better wind, and soon appeared to have weathered her rival. This tack was the longest of the race, lasting until 2.03.30, when Columbia went to starboard. Shamrock followed a minute later, and the two stood inshore.

Shamrock here made up some of the loss sustained on the long tack, and when Columbia tacked to port and tried to cross her bow, Shamrock held her easily, tacking at 2.16.30 with her slippery opponent under her lee. Columbia, having fallen short of crossing her rival's bow, went again to starboard, at 2.16.45, with her wind free, and in the landward berth, where the wind, now falling rapidly, was somewhat fresher.

At this period in the race there appears a point on which Shamrock's managers were freely criticised. Instead of throwing over, and holding Columbia still under her lee, Shamrock allowed her rival to stand inshore, while she stood offshore. A westerly puff headed Columbia at this point, and helped Shamrock, but this notwithstanding, there was a question whether the challenger

would not have done better to keep her rival under her lee. The mark was now about four miles away, and the wind unsteady. The race was counted by Shamrock's partisans as won. From this point the contest was a series of short tacks to the finish. Such a game was one at which Shamrock could only lose ground, for she was some seconds slower in stays than Columbia. Capt. Barr sailed his boat with rare judgment, keeping her well to the westward, where a slant in the wind might help him. The breeze had now fallen to six knots.

At 2.41, with the mark three miles away, the boats approached each other on opposite tacks, Shamrock with the right of way. All eyes in the fleet were on them. If Columbia crossed Shamrock's bow the race was as good as won. The crowd counted the seconds, and at last saw Columbia come into the wind, forced about by Shamrock. She was close enough, however, to backwind the challenger; the outcome was yet in doubt. Half an hour later the boats were on the port tack, with Columbia about one-third of a mile to windward, and though astern, carrying a better wind. Each was being sailed extremely close.

At 3.30 the end was in sight, with both vessels on the starboard tack, pinching desperately to fetch the line. Columbia headed higher and footed faster than her rival, but in her leeward position seemed unable to fetch.

The scene on this last tack was beautiful and exciting. In a clear field of gently rippling water, between two far-stretched columns of motionless steamers, two yachts, one golden with saffron sails, the other pure white from peak to water-line, sped along through a vast space of silence toward an imaginary line between a yellow light-vessel and a black tug, to which their courses converged in a broad angle. Their skippers sailed them as if for life or death, and as they neared the finish no man in the fleet could say which would snatch the wreath of victory. A surge of feeling came into every heart when Columbia was seen to be sliding along the faster, as if aided by spirits of the deep, and when the challenger luffed over the line near the light-vessel, as a spent runner staggers home, loud cheers went up, for abreast her, from her leeward position, Columbia shot across also, two seconds behind, but a winner by forty-one seconds on time allowance. It was indeed a Homeric contest, and one in which the challenger was deserving of better reward.

The conditions that prevailed are thus summarized: Course fifteen miles to leeward, S.S.E. from Sandy Hook light-vessel and return; wind at start N.N.W., backing to N.W. by N. near outer mark; nine knots at start, twelve at the mark, six at the finish and uncertain; sea smooth, with very light southeast swell. The summary:

of THE AMERICA'S CUP

[1901]

	Start	Outer Mark	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
COLUMBIA	11.02.00	12.48.46	3.35.40	4.33.40	4.32.57
SHAMROCK	11.02.00	12.49.35	3.35.38	4.33.38	4.33.38

Shamrock's gain to the outer mark was forty-nine seconds, and Columbia's gain on the beat home was forty-seven seconds. Shamrock made fifteen tacks in the beat home, and Columbia seventeen, the longest one being a board offshore lasting fifty-two minutes, which Shamrock took at 1.12, and Columbia at 1.13.

In the three races of the series, ninety nautical miles were sailed in 12 h. 18 m. 3 s., resulting in a total gain of 3 m. 27s. actual time for Columbia, or 5 m. 36 s. corrected time, a record which showed that with the advantage of a longer racing career Shamrock might have proved, under the exceptional conditions that prevailed in the series, Columbia's equal in speed.

Shamrock II. was stripped directly after the races, and laid up for the winter at Erie Basin. Sir Thomas was anxious to try again with her, and made a proposal to challenge for another series of races, to be sailed in 1902. On October 9th the New York Yacht Club cup committee informed the Royal Ulster Yacht Club committee that the New York Yacht Club had no authority to accept a second challenge naming a defeated boat unless a full season intervened, or a match had been sailed by some other vessel.

This ruling brought to the fore again the vexed question of the deed of gift, English yachtsmen remarking that the club appeared always to construe the deed with reference to its own interests. The skeleton in the club-house closet on this occasion as in the past was made to give out sounds by critics of the deed. Mr. W. P. Stephens of New York wrote *The Yachtsman* on the club's decision as follows :

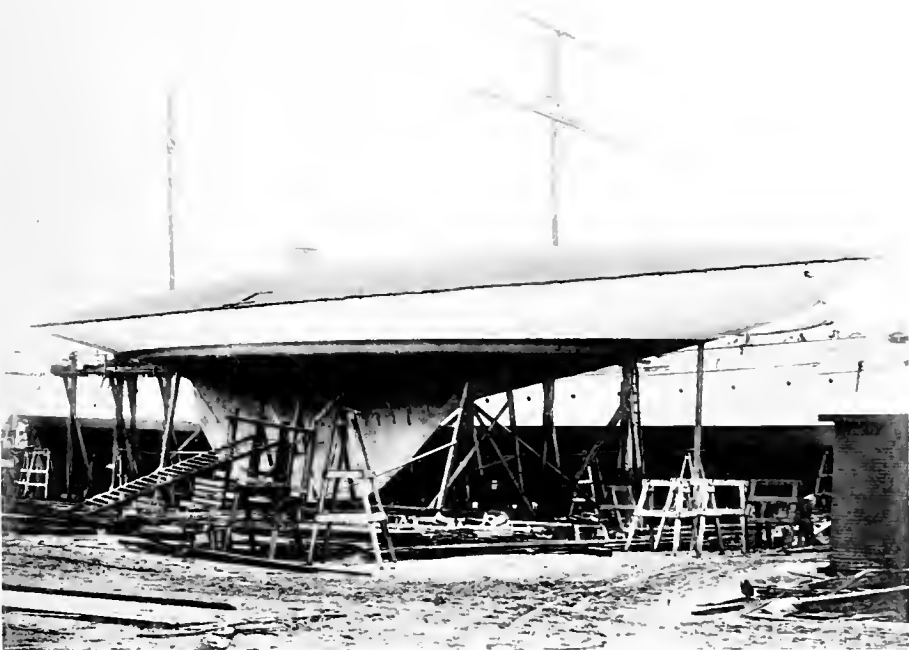
"In view of the construction of the new deed of gift in part and as a whole, and of the way in which it has been repudiated in actual practice by the New York Yacht Club, this decision is absurd. The new deed is a mixture of bad sportsmanship, bad law and bad English, made in a hurry by a little clique, and never yet ratified by the New York Yacht Club. It is encumbered by meaningless legal verbiage, and its provisions are obscure and contradictory. The one point aimed at above all others by its makers, the filing of the dimensions of a challenger ten months in advance, and the holding her to those dimensions when measured in New York, has been abandoned, under pressure, by an unwarranted and unofficial interpretation of the mutual agreement clause. By this same interpretation the holder of the cup is at liberty to make any arrangement with a challenger, even for a second match in successive seasons with the same yacht. The clause quoted as barring a second challenge from Shamrock II. in

1902 is as follows: 'No vessel which has been defeated in a match for the cup can be again selected by any club as its representative until after a contest for it by some other vessel has intervened, or until the expiration of two years from the time of such defeat.' Under the literal reading of this clause, no further negotiations for a match with Shamrock II. are possible until after October 4th, 1903, unless some other yacht should race in the meanwhile.

"Though possibly subject to modification by the mutual agreement clause and its mention of the ten months' notice, the noted dimension clause is imperative. 'The challenging club *shall* give ten months' notice in writing . . . accompanying the ten months' notice of challenge there *must* be sent . . . the following dimensions of the challenging vessel, namely, length on l.w.l., beam at l.w.l. and extreme beam, and draught of water.' Another clause is, 'Vessels selected to compete for this cup must proceed *under sail* on their own bottoms, to the port where the contest is to take place.'

"The question of the interpretation of such a document as the new deed is one on which there will naturally be much difference of opinion, as the first slight departure from the literal meaning opens a door of unknown width and height. In order to secure a challenge for the cup after seven years' cessation of the races, the New York Yacht Club in negotiating a deal with Lord Dunraven interpreted the deed in a way to suit itself. To any one familiar with the way in which the deed was made, the temper of its makers at the time, and their public statements, but one interpretation of the mutual agreement clause is possible; that while by mutual agreement a match might be held within less than ten months from the date of notice, the initial point of all negotiations for a match must be the forwarding by the challenger of a formal challenge naming a series of dates not less than ten months distant and giving the dimensions of his vessel. With such a formal challenge made and accepted, the two parties are at liberty to agree on earlier dates; but no formal challenge can be legal and obligatory unless it names the dates and gives the dimensions. This interpretation is in accord with all the precedents of the New York Yacht Club for years preceding the change of the deed of gift.

"In order to meet certain conditions, it has been openly disregarded by the club, and an informal challenge, giving no ten months' notice and no dimensions, was accepted from the Royal Yacht Squadron (Lord Dunraven) in 1893, and again in 1895, 1899 and last year. At the same time the club has had no hesitation in violating the express provision that the challenger must proceed under sail, in allowing both Shamrocks to tow the greater





part of the distance across the Atlantic. With these acts constituting a precedent by which all conditions of the match may be arranged by mutual agreement, it is childish to fall back on the secondary and comparatively unimportant point under which a vessel clearly eligible in every other way as a challenger is debarred because she has already raced once for the cup."

Sir Thomas accepted the New York Yacht Club's ruling with his accustomed cheerfulness, and declared he would, when sure, by waiting a reasonable time, that he was depriving no other sportsman of the opportunity of challenging, again consider ways and means of "lifting the cup."





THE AMERICA'S CUP

A WORD TO THE STUDENT OF YACHTING.

TO assist the student of the second fifty years of America's cup history in making a correct start in the study of so important a subject, it is the writer's purpose to present a word picture of the social and economic conditions which shaped the incidents in the defence of the cup in the first year of that period, 1901, as well as the conditions that through the various phases of the development of American social life made those incidents possible — to draw this picture so plainly that when dimmed by time it may stand forth in that simplicity of outline so dear to those who with their pens turn yesterdays into vivid to-days.

To do this it will be necessary to travel the dusty roads of America's social and political progress, for so interwoven has become yachting in America with things social and economic that the knowledge thus gleaned should be ever before the yachtsman; and what the real sportsman, the manly man of every clime and every time always wants, hankers for, is the thing as it is, the things that make it and the things that made them.

The student of the history of the America's cup in the year 1950 could have no accurate idea of the conditions that created the "Independence episode" in the opening year of the cup's second half-century were he not provided with a truthful picture, not only of the episode itself, but of the conditions which brought into being the men and things that produced it; and it would be as impossible to paint that truthful picture without going into the past and analyzing a few generations of American life as it would be to describe an end-of-the-nineteenth-century cup defender without referring to the details of construction that embrace the use of aluminum decks and bronze plating.

For the student-yachtsman of the future to understand how it was possible in the year of American progress and American patriotism, 1901, the first of the second half-century of the America's cup, (the one great international emblem of America's yachting supremacy,) for the custodians of the cup to take and hold the position that no American built and owned ship other than one belonging to a member of a private club representing one city in America — a club whose total membership numbered only one-forty-thousandth part of the people of the United States — could take any part in the cup's defence, he must not only know this club and its members, and their relations as custodians

THE LAWSON HISTORY

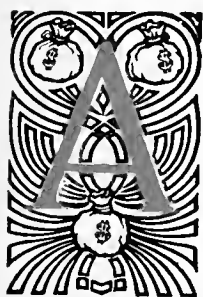
of the America's cup with the yachting world, but he must know the peculiar conditions which permitted the existence of such a club.

When these two thousand Americans arrogated to themselves power to compel all other Americans to obey their mandate or forego all part in upholding America's supremacy in its leading sport, there were among them not more than a score who bore names at any time in the world's history associated with those deeds of daring or of merit, at the wars, in the church or in the peaceful walks of science, art or literature, that would compel their fellow-men to doff the hat and bend the knee, and but few yachtsmen, yachtsmen in the broad meaning of the word.

In that part of the following pages which does not deal directly with the events in the history of the cup in which I figured, I shall endeavor to make clear the conditions which made it possible for this club, as a body, to wield, in the face of strong opposition from the entire American press and people, and almost all foreigners interested in the sport of yachting, a power as absolute, so far as the rights of other American citizens in the cup defence were concerned, as that of any monarch over his subjects.

THOMAS W. LAWSON.

ECONOMIC CONDITIONS PRODUCE A VICIOUS CLASS IN AMERICAN YACHTING: 1870-1901. CHAPTER XVI.



AFTER the ninth series of challenge races for the America's cup, between Valkyrie III. and Defender, was over, the attendant unsportsmanlike and unsavory wrangle had subsided, and the calm which succeeds such affairs allowed American yachtsmen to fairly and sensibly review this contest, together with those that had immediately preceded it, what had been for years a vague and undefined feeling that the America's cup races were headed for the rocks became clear crystallized conviction. It was believed the last genuine America's cup contest, in the sense contemplated by the men who made the cup an international trophy, had taken place; or at least the last until radical changes in methods of conducting the matches had restored the broad tone which should govern this, the most important branch of international sport.

While there was taking place the trial of the English lord who had twice crossed the ocean to meet in friendly struggle the fairly-chosen representative of America's fleet, in an endeavor to take back to the fatherland of yachting the sport's recognized emblem of world-supremacy, the trial upon whose verdict depended the honor of American sports, all Americans stood stanchly for their countrymen, and with all the intensity of the Anglo-Saxon, would admit no possibility of wrong-doing. But when the verdict had been given and the applause of victory and howls of derision had followed the humiliated guest across the ocean, with a sickening sense of something amiss came the conviction that yachting, in the broadest sense of the word, — that sports, American sports, had received a staggering blow; and with this conviction, there came slowly, but nevertheless clearly, to the real pillars of American yachting the disjointed, fragmentary proof that the sport in America had, as it neared the end of its first fifty years, been gradually worked from the broad seaway of open honesty into the narrow channel, fast becoming crowded to the danger-point, which the world designates by the significant title, sharp practice.

While it has never been possible in the entire America's cup contests for a Briton to make good in a single instance any accusation of trickery or unfairness, and while no American has been found who would publicly place his finger upon a single dishonest act in connection with the cup's defence, yet, after the calm had

settled over the Dunraven incident, Englishmen felt they had been "up against it." They had no proof, and, consequently, charged no crime, but they whispered one to another, "Why should we dine with fellows who serve us muddy wine?"

More serious than what the Briton felt or whispered was the conviction of real American yachtsmen and the foremost representatives of other American sports, that it had become the custom in defending the America's cup to make all challengers walk the plank, no matter what befell. In their rumor-proof haunts they repeated one to another stories of odd doings in connection with the details of this race or that trial, which had been passing current among the initiated since the finish of the Volunteer-Thistle races, many of them bearing upon their face proof of no better foundation than idle rumor or senseless untruths born in vicious or petty jealousies, but some of them carrying the signs of plausibility, and a few the indelible imprint of truth.

Among the latter the one most cited as evidence that the America's cup contests were degenerating into a game half tricky diplomacy and half yachting, was that which told how the Scotch contingent improved their time during the Thistle-Volunteer races to get the lay of the land; how they selected Charles Sweet, a Scotch resident of New York city and a member of the New York and Royal Clyde Yacht Clubs, as the challenger for a boat which, if their experience had rendered them clever enough to obtain for her equal chances, would have a good prospect of taking the cup abroad; how Mr. Sweet delivered his challenge from the University Club to the New York Yacht Club two hours after his return from the final race between Volunteer and Thistle, and how the receipt of his challenge hurriedly called together a number of the prominent members of the New York Yacht Club, who went into an informal executive session at the club-house at ten o'clock on the same evening; how when they parted in the early hours of the following morning a new deed of gift had been decided upon and mapped out in its every detail, to be brought into existence by a committee which was to be created by this self-constituted board of directors; how this committee four days later was appointed, and how twenty-two days later the New York Yacht club voted not to accept Mr. Sweet's challenge, because it was not in accordance with a deed of gift which had been drawn after the receipt of the notice of challenge, for the purpose of circumventing its acceptance; and how upon this story being borne across the ocean on some gossiping breeze, the leading clubs of Great Britain tacitly agreed among themselves they would have nothing to do with the America's cup under this new deed; and how the fear caused by the action of European clubs compelled the new clique in the New York Yacht Club, which was just intrenching itself behind the

throne of the America's cup, to advise the club to take sufficient "back water" to enable the cup contests to be resumed and continued, as they subsequently were through the Dunraven challenges.

After the close of the Dunraven trial, — that clearly did not leave, in the minds of fair sportsmen, a peg upon which could be hung his lordship's charge of fraud, but which nevertheless focused the eyes of the world on the fact that yachting, as it neared the end of the nineteenth century, was in the hands of men who had come in through the cabin window, — it became known that the leading yacht clubs of Great Britain, which had been induced reluctantly to waive their objections to what they were fond of designating as our peculiar methods, instead of accepting the Dunraven verdict seized upon it and the entire incident as the last straw, and entered into a hard and fast "gentlemen's agreement" to the effect that never again would the clubs which were parties to the agreement have aught to do with the New York Yacht Club. As all the prominent clubs of Great Britain were parties to this ostracism, it seemed to ring the knell of America's cup contests.

It is but fair to the yachtsmen of Great Britain who brought about this decision, for a history of the America's cup, written by Americans, and necessarily from the American standpoint so far as Lord Dunraven's charges of fraud were concerned, to state these yachtsmen admit, almost to a man, where it has been possible to obtain their confidential views, that their action was not because of any specific thing done in the last Dunraven races, or the trial which followed, and not because they believed the Earl of Dunraven had ground for his charges; but solely because it had become conviction with them that in the conduct of its sports the New York Yacht Club employed methods that required of gentlemen a mental activity which, while perhaps allowable in trade, was rather too wearing for healthy sport.

One of the prominent and most liberal-minded of the Englishmen mentioned voiced the prevailing sentiment of his fellow-yachtsmen when he said: "It is not a question of cheating, or of what proportion of the American club are gentlemen and what part cads; it is simply, Is the game worth the playing when players must be prepared to split hairs like barristers, wrangle like fish-women, or be licked and told they are good fellows by those who are continually under the impression they will be taken for cut-purses unless allowed to bore you with tittle-tattle of who they are and what they sprung from? Englishmen might be willing to submit to all this if it was necessary, but to voluntarily seek it as sport is, we think, asking a bit too much."

When it is said the resolution of a dozen or so of the leading yacht clubs of Great Britain to have nothing more to do with the most prominent yacht club in America, and the one which had

sole custody of the America's cup, seemed to ring the knell of the America's cup contests, it is meant that this was the view taken of their action by almost all thinking American sportsmen; but when the clique which had become the motive power of the New York Yacht Club had satisfied themselves that not only had the yacht clubs of Great Britain closed their doors to them and their sports, but that they had sealed them against the peculiar influences which were the principal stock in trade of the class of which this clique was a prominent representative, — when they found that their inducements of ground-floor admittance to Yankee promotions, and the influence of those Americans who had purchased the right to the Anglomaniac's state of transitory existence which can best be described as half American and half English, the worst half of both, had lost their potency in this particular case, — with that grim determination which is the most admirable characteristic of the class that has during the past quarter of a century been working to the fore in America, and which was so aptly dubbed by an international writer as "mushroom aristocracy," they set about offsetting the damage which they foresaw would be done their prestige in America if America's cup racing ceased to be; for it was evident to them it would be impossible to keep from the American public for any length of time the real reasons for the cessation of international racing.

They determined, therefore, at any cost to get on another race, and started about it by bringing to bear their tremendous business acumen, which in all other walks of life had proved very nearly irresistible. They sent one of their number to England with full authority to offer any inducements necessary to any one who could comply with the technical conditions to challenge. The story which has been so often told as to appear to bear the imprint of truth is to the effect that they were prepared to furnish a challenger with funds sufficient to build his boat and defray all his expenses of the contest.

While the negotiations for securing an eligible challenger were under way with the prospect of a successful result becoming more and more dim, the proverbial Yankee luck supplied that which persistence, dollars and cunning well-nigh found it impossible to secure; but before going into this chapter of the America's cup history it will be necessary to describe those conditions before referred to, that brought into existence the clique and their syndicated methods which at this period controlled the New York Yacht Club, the sole custodians of the America's cup.

As students of American history know, the foundation for America's greatness was laid by three God-fearing, liberty-loving classes: the poor laborer, the sturdy emigrant from every nation

of the globe ; the great middle-class, big-hearted, intelligent men and women who left their native heaths for self-betterment in mind, body and purse ; and Nature's aristocrats, noble men and women through whose fearless hearts coursed the blood of uncounted generations of Nature's royalty, the blood which prompted them to leave the luxuries and comforts of old-world homes for the hardships and romances of a new world.

Students of American progress know that at the beginning of the last quarter of the nineteenth century these three classes had grown, multiplied and waxed strong, notwithstanding there had sprung from them two additional classes, which, although powerful and well-rooted, had not in any way weakened the three classes which had founded the American republic and established her institutions.

These two new classes, a democratic aristocracy of wealth and a democratic aristocracy of sports, together with the other three, in the early 70's controlled America in her many-sided greatness.

All five classes were clearly defined, and although from the very nature of things American they ran one into another in a way that confused any but close students of American life, their respective rights to existence were recognized each by the others. The right of the representative of the lower class, the poor laborer, not only to exist, but at any time through merit to enter the second, fourth or fifth class was at all times conceded by the other four ; the rights of representatives of the great middle class to enter by merit at any time the fourth or fifth class were conceded by all ; the rights and privileges of the broadly liberal aristocracy of the third class were proudly conceded and respected by all, and those rights of the fourth class founded upon honestly acquired and generously handled great fortunes, were disputed by no true American.

Of the five classes the one over which hung a mellow halo of romantic pride was the aristocracy of sports, composed, as it was, of those of all the other classes who were pre-eminent in manly contests, pre-eminent by reason of their acts or their devotion to that code which is recognized throughout the civilized world, by the peasant in the field and the king upon his throne, as the fruit of the great law of compensation, which says : " All men are entitled at the hands of their fellow-men to the prize, honor, in that proportion in which they shall excel in those physical and mental feats wherein all have equal chance regardless of birth or environment."

In the early 70's the worst elements, — the weaknesses, the defects, the poison, — of these five classes generated a sixth class, as in Nature the mixing and stirring of certain elements, each in itself useful in its sphere, produces an insidious, noxious poison which, as it generates, spreads until it strangles and kills not only

the foreign substances with which it comes in contact, but also the ingredients that generated it.

At this period certain Americans found they could, by the exercise of a daring and cunning of a peculiar, reckless and low order, so take advantage of the laws of the land and its economic customs as to create for themselves wealth, or its equivalent, money, to practically an unlimited extent, without the aid of time or labor or the possession of any unusual ability coming through birth or education.

The creators of these extraordinary, and, for the speed of their acquirement and their size almost magical fortunes, were quickly imitated with much success by other Americans of a kindred type, possessed of the same mental and moral attributes and having for their life object the same end: the acquirement of power through the use of their easily acquired wealth, to be employed in the destruction of the nobler standards of life, and the indulgence of vicious instincts.

This class has sometimes been confused with the American democratic aristocracy of wealth, but the classes are two and distinct, having nothing in common other than the possession of wealth.

The American democratic aristocracy of wealth is composed of those Americans who, in addition to the ownership of great fortunes, more or less quickly acquired, are possessed of a refined perception of the rights of their fellow-men, and an increased sense of their duties to their country and their God, which are entailed by the intelligently accepted responsibilities of a great fortune.

The American "mushroom aristocracy" is composed of those who know no law but might, who admit no God but self, whose standard is cunning and whose code is "get there." Probably never in the history of the world has there been a class so powerful for evil as this. Finding its power for the creation of wealth unlimited, by the use of its wealth it built up a system which in the early 80's became so powerful that it dominated the political, and through the political the financial and industrial branches of the American republic, and was reaching for a domination of the finances and the industries of Europe.

With the possession of this wealth and power came an ambition to rule socially, and, as the inborn characteristics of the men and women of this class were opposed to those things necessary to social prominence, measured by the standard lived up to by the five old classes, they proceeded to create a new social code, in which vulgarity replaced refinement, ostentation modesty, corruption virtue, cunning courage, trick talent, and might right. This new class, never above reproach in their private lives, kept their

paid corrupters in the halls of legislation and temples of justice, and with their wealth purchased the most powerful organs of public opinion, daily, weekly and monthly, news and pictorial, that they might defame and hold up to ridicule those who despised and opposed their kind, and that they might corrupt the common people by scoffing at virtue.

It is almost impossible for those unacquainted with the secret workings of the gigantic system of this class to understand what a tremendous influence it exerts in almost every walk of American life. Its most powerful agency is the employment, at wages that are irresistible, of the ostensible representatives of the different classes.

Let the people rise to political rebellion, and the fruits of their effort are seized by this class through the purchase of their leaders. Let the laboring classes, goaded to desperation, employ their only weapon, the strike, and their trusted chiefs find themselves transformed between night and morning into capitalists.

Let the judges upon the bench interpret laws literally, and they awaken with, "In justice to ourselves and our families, we resign to take the legal direction of the corporation because we can earn much more than is possible on the bench."

In only one phase of life did this class find itself balked and powerless—sports. Natural cowards, queer in body and perverted in mind because of a vicious or low order of ancestry and habit, they could not take active part in those things which have for their foundation courage, manliness and well-proportioned bodies, and their wealth could not buy, their cunning steal nor their power seize these things, which Nature alone can give. But as it was necessary to destroy that mark of distinction between them and the gentlemen which true sport kept always in the foreground, this all-conquering class determined they would do the next best thing: If they could not take active part in sport, if they could not appreciate its true merits, they would pretend to and they would, by taking possession of those associations which controlled sports, make it well-nigh impossible to distinguish between the pretence and reality.

Thus it was that in the 80's and early 90's it became obvious to students of American life that the insidious system of this class was at work in many of the prominent social and sporting clubs throughout the United States. It was obvious because suddenly they were admitted in large numbers to circles where before it had been impossible for them to find countenance; their doings were exploited through the mysterious channels back of the press, and their praises sung by club men of undoubted standing, but of limited purse.

The most prominent sporting and social club to which they

laid siege was the New York Yacht Club, an institution in its early days composed largely of the very flower of America's sturdy manliness from every walk of life, men who first asked on every important question affecting sport, "Is it for the best interests of the sport?" and next, "Is it good for the club?" men who never asked, "What is there in it for us, financially or socially?" men who did what was right, what was fair first, and then with a smile took the consequences; men who were incapable of understanding the worth of "glory" which came through trickery and cunning; men such as the Stevenses and the Schuylers, who made possible the glorious careers in yachting of others who followed them in the sport.

So well did the mushroom class bring their peculiar ability to bear upon the New York Yacht Club that it grew rapidly in numbers, rapidly in public importance, and rapidly in those things for which the class was noted. Steam vessels and those forms of yachting which required only a saloon above and sleeping luxuries below decks, an unlimited stock of liquor and a full supply of gambling implements, multiplied rapidly, while those which necessitated an acquaintance with the sea and a knowledge of sails, ropes and spars shrunk to an insignificance in all but name, in proportion as steam grew.

There had taken place at the same time fully as great a contrast in the people who were met in the club-house and in the ships which flew the blue flag with the red cross and white star. Where in the 50's and 60's it was common remark that "Thus-and-So looks like a member of the New York Yacht Club," which was the equivalent for, "He looks a gentleman," and where a member who felt it necessary to open his correspondence with a statement of who he was or how he acquired his crest was unheard of, under the régime of this new class the queer men and women one was obliged to stumble over on the club-house balconies or yacht decks ceased to draw even comment from the oldest members; while the headline in the daily papers naming this absconder or that scoundrel as a prominent member of the New York Yacht Club was by no means infrequent, and the open admissions of new members that they had paid for an election to membership was of common occurrence.

In fact, so openly was the syndicated system of this class practised that when a certain conspicuous individual threatened to go to the courts with a suit based on the allegation that in consideration of his having knocked off a million dollars in a trust stock-jobbing settlement he had been assured of admittance to this club, which agreement had been subsequently repudiated because he had attacked the trust previous to his promised election, it only produced a quiet titter.

of THE AMERICA'S CUP [1870-1901]

This was the club, and this the moral and sporting tone which permeated its government and control when the last cup contest of the first fifty years, and the first cup contest of the second fifty years of the America's cup, which made so fast and furiously for yachting history, took place.

This was the foremost association in American sports which in the year 1901, the first of the second fifty years of the America's cup, issued, as sole custodians of the cup, the edict, "No American other than a member of the New York Yacht Club shall be allowed any part in the defence of the America's cup."

It would be unjust to hold all the club's members as individuals responsible for the acts of their fellows in control, and doubtless many American gentlemen whose membership in the club never led them to take an active interest in its management — in which only vessel-owners participate by vote — felt an apologetic blush for the company they found themselves in, as this and other unsportsmanlike acts bearing the stamp of their club went into the record of sporting history.

The historian of the second fifty years of the America's cup doubtless will have learned the names of many of the men whose control of the club led it into the stand taken on the defence of the America's cup in 1901, for time will have separated them, with inexorable hand, from the large majority of honest men in the club's membership, — the manliest men and fairest sportsmen to found anywhere in the world, — and will place them where they belong, on the pillory of the blacklist in honest sports.

A scanning of the New York Yacht Club's membership list of 1901 reveals the numerical smallness of this powerful cabal controlling the destinies of the club and casting the shadow of dishonor on the America's cup; while in a total membership of 1774, were numbered not only 240 officers of the United States navy, but, as honorary members, the president of the United States, the secretary of the navy, the secretary of the treasury, the collector of the port of New York and the commandant of the navy yard at Brooklyn, who from their high stations could ill afford to be connected, by even the tenuous tie of honorary membership, with a club in such hands as I have described; while, perhaps without their knowledge or desire, there were also named on the list of honorary members His Majesty King Edward VII., the Marquis of Dufferin and Ava, His Imperial Highness the Grand Duke Alexis of Russia, Commodore Prince Bernadotte, R. S. N., and count of Wisborg; the flag officers of the Royal London, Royal Harwich and Royal Cork Yacht clubs, as well as William J. Wallace, U. S. circuit court of New York, Rear-Admiral Stephen B. Luce, U. S. N., Rear-Admiral Bancroft Gherardi, U. S. N., Captain Alfred T. Mahan, U. S. N., Admi-

ral George Dewey, U. S. N., Hon. Elihu Root, and Rear-Admiral Robley D. Evans, U. S. N.

Such men as these must be held blameless for the acts of a club that has voluntarily placed their names upon its membership roll.

Of the active membership of the club no such view can be held. Their presence in the club was tacit endorsement of its policy. The club was to them a social organization first, and a sportsman's institution next. The America's cup was a piece of silverware no Englishman could win ; and the ethics of its control were to many a nebulous unreality.

In order to realize why this was so, one has but to analyze the personnel of the resident membership of the New York Yacht Club in 1901 with a view to ascertaining from what walks of life its rank and file were drawn. By 677 members resident in New York city who were generally known to be engaged in business or professional occupations, the following trades or callings were represented :

Architects 16, agents 12, artists 2, adjuster 1, auctioneer 1, author 1, bankers 60, beer 1, brass 1, brewer 1, bristles 1, brokers 114, builder 1, building materials 1, butcher 1, carpets 4, cement 2, chairman 1, chemist 1, clerks 4, coal 5, contractors 3, cork 1, cotton 1, consul 1, dancing 1, director 1, draughtsman 1, drugs 3, dry goods 11, editor 1, electrician 1, mining engineers 2, civil engineers 2, engineer 1, mechanical engineer 1, examiner 1, executor 1, flour 1, fruit 1, furs 1, furniture 1, glass 1, grain 1, grocer 1, grocer, wholesale 1, hats 1, hides 1, hotel 3, iron 1, importers 6, insurance 7, investments 1, jeweller 1, judges 4, lawyers 83, leather 4, linens 1, linings 2, lumber 3, machinery 1, managers 9, merchants 24, metals 5, news 1, oils 3, paintings 1, paints 1, patent medicines 1, physicians 22, piano mover 1, pictures 1, pocket handkerchiefs 1, police 1, presidents of corporations, etc. 116, promoters 2, publishers 8, railroads 4, real estate 17, ribbons 1, rubber 1, salt 1, sauce 1, schools 1, secretaries 24, shoes 3, signs 1, soda 1, steel 1, stenographer 1, stocks 1, stevedore 1, sugar 1, superintendents 2, supplies 1, treasurers 16, trustees 3, tailors 2, tobacco 1, tubes 1, vice-presidents of corporations, etc. 36, watches 1, wines 6, wire 1, wool 1, woollens 2, yacht and ship broker 1, total 677.

Of a total resident membership of 1032, exclusive of life members, 355 did not appear as having any business or occupation. Of life members there were 111, representing the following callings: architects 3, bankers 13, brokers 10, corporation officers, agents, etc. 9, engraver 1, insurance 3, inventor 1, judge 1, lawyers 8, manufacturers and merchants 17, treasurer 1, physician 1, publishers 3, railroad, steamship and express company

directors, etc. 111, real estate 5, not engaged in business, retired, or occupation not given 24, total 111.

A summary of the club's membership shows that there were of honorary members 30, life members 111, navy members 240, resident members not in business 355, resident members in business 677, non-resident members 356, flag members (women) 5, total 1774.

When the New York Yacht Club syndicate were meeting with rebuff after rebuff in their efforts to induce some European to rescue the chestnuts from the fire their petty jealousies and over-reaching practices had kindled, there appeared in the yachting firmament a new star of such a brilliancy and magnitude as easily to be recognized by all as that of a Moses to lead the New York Yacht Club out of the wilderness.

While the yachtsmen of Great Britain were whispering of the unparalleled generosity of the offer to purchase and equip a cup racer for any eligible challenger, then going the rounds, the predicament of the New York Yacht Club was discerned by the acute vision of Thomas Johnstone Lipton, a rollicking son, by parentage, of the little green isle whence come so many of America's leaders, but by birth a product of the land of the hardy thistle.

Thomas J. Lipton was unique in England, though his type was not uncommon in America. In his early days he had been a rolling stone, farm-hand, longshore man, stoker and laborer, gathering little moss in his wanderings in America, whither he had come as a lad, but returning to his old home in Scotland worn so smooth and bright by his contact with the world that when he hitched two pigs to a string and drove them, placarded with his name, through the streets of Glasgow, his future as a great tradesman seemed already assured. Behold him then in 1897 England's foremost tradesman-prince; not the old-fashioned, staid, proverbial English tradesman, but a tradesman of the hustling, strenuous Yankee brand. His grocery and provision shops were on every corner, and his income from them was so great that he was enabled to donate a princely sum to the Queen's charities in consideration of the only thing the American described in the last chapter finds it impossible to purchase from his countrymen with the dollars he has charmed from their pockets — knighthood.

In 1897 Thomas J. Lipton, soon to be created a knight, having in mind the incorporation of his many stores, shops, and plantations with distilleries into a trust called "Lipton's Limited," with shares to be floated upon the English public; and possessing an experienced eye for any new form of advertising, perceived that the America's cup races and the predicament of the New York Yacht Club could be made invaluable as a boomer of his business if properly worked. To perceive with him was to act, and coin-

cident with his appearance as challenger for the cup, as Sir Thomas Lipton, newly made knight, the American press and the dead walls of the United States teemed with the virtues of Lipton's wares ; while incidentally the fact was made known that Sir Thomas, though of Irish extraction and Scotch birth, and cheek by jowl the companion of His Royal Highness the Prince of Wales, was at heart a real Yankee.

While Sir Thomas J. Lipton was not the kind of challenger the syndicated branch of the New York Yacht Club would have preferred ; while he was possessed of none of those qualities which at this time were most necessary to the ironing-out of the creases in their sporting reputations : birth, social standing or polish ; they had no choice, and enthusiastically set about making the most of his good points. To that end therefore, immediately upon the receipt of his challenge, their system was started full speed.

Their social followers heard only of Sir Thomas, knight, boon companion of His Royal Highness the Prince of Wales. To the great thinking, religious element of America his deeds of charity were loudly sung. Yachtsmen were regaled with the tragedies of the Red Hand of Ulster and the romances of the Royal Ulster Yacht Club, a small club in Ireland which had the courage to accept Sir Thomas and thereby make him eligible to challenge after he had been refused admittance to clubs which had placed the New York Yacht Club under the ban. To financial America he was the great trust organizer and share boomer ; to the common people the keeper of a corner grocery ; and the workers never heard of him other than as the horny-handed son of toil who had left American shores with a cooking stove under one arm and a barrel of flour under the other as a present to the old folks at home. To the Irish, who number in America a hundred to one Scotch, his boats were the Erin and Shamrock, and their colors national green ; but to the Scotch their sails were yellow, and the only liquor aboard that distilled on "ye banks and braes o' bonny Doon."

From the time of the announcement of the reception of Sir Thomas' challenge to the arrival of Shamrock I. and her consort Erin, no lowering cloud darkened the serene waters on which the New York Yacht Club now found itself sailing. Public interest was never allowed to flag. The press of the nation teemed with interesting and strange tales, and when on the morning of October 3d, 1899, the two queens of the seas, Shamrock and Columbia, crossed the line at Sandy Hook in the presence of the largest pleasure fleet ever gathered in American waters, America's cup contests reached the zenith of their greatness — in the minds of the uncounted masses who glide the surface of life's ocean without a thought of the queer things that crawl upon the bottom.



SIR
THOMAS
LIPTON

Lipton's



CELEBRATED BOTTLINGS

OF WINES AND

Wholesale price list of one complete set

NEW

There had been no unseemly wrangling or untimely hair-splitting in the arrangement of this match. What the cup's custodians wanted was ever what Sir Thomas was just on the point of asking them to favor him by accepting, and Sir Thomas' wants were instantly supplied because Sir Thomas, with the canniness of the Scotch and the generosity of the Irish, had no wants. For the first time in the America's cup matches both parties were absolutely satisfied before the races that they would be satisfied during them, and with the result. The New York Yacht Club had revived interest in cup racing, and only wanted — to win ; while Sir Thomas, even before he crossed the ocean, was completely satisfied with what he was sure of getting — a rousing good boom ; and if by any chance he could win the cup — but Sir Thomas was too shrewd a business man to allow chance to enter into his business projects.

Before the races the press educated the uninitiated of America and Europe to Shamrock's great superiority over Columbia, and day by day enormous wagers were reported as having been made, with strong odds on Shamrock, while the initiated gamblers were snapping up all wagers that could be obtained on a basis of two to one on the American boat. But this imaginary uncertainty, along with other results of the system, tended to work up to an unprecedented intensity the interest attending these races, which held about the same general relation to the first America's cup contest as the circus with its painted white elephant and thimble-rigging sideshows does to the annual English Derby.

When the last race was over and the press had called attention for the last time to the fact that the eleventh America's cup contest was the very best of all, — had for the last time called attention to the record-breaking receipts of the New York hotels ; the record-breaking number of empty champagne bottles behind the palatial steam-yachts as they came up from Sandy Hook ; the record-breaking number of wagers on the races ; for the last time had announced *in extenso* that Sir Thomas' expenses had been considerably rising a million ; that the cup defence compelled expenditures which made it impossible for any one to even think of taking part other than Thus-and-so and What's-His-name ; that every prominent member of every prominent yacht club in Europe was on the point of challenging for the next race ; that this race more than any other had established forever and ever the bonds of good fellowship and friendship between all European and American yachtsman ; in fact had called attention to everything but the lessons in yachting to be drawn from the races — then the eleventh cup contest passed into history.

At selected intervals during the year following the close of the eleventh match for the America's cup, the American public was

regaled with stories of new challengers, each one a representative yachtsman of this or that club which was a party to the ostracism of the New York Yacht Club. The stories were plausibly told and so embellished as to deceive those unacquainted with the inside history growing out of the late contests.

During this year the agents and friends of the New York Yacht Club labored diligently to secure a new challenger, and in one case were nearly successful; but the person labored with, a prominent Englishman with large financial interests in America that might be affected for good or ill by the syndicated end of the New York Yacht Club, lacked enthusiasm, and found it impossible to obtain the necessary consent of his club; and in the fall of 1900, it becoming evident that it was not possible to break through the barriers erected against those in control of the New York Yacht Club's affairs, it was decided to fall back again upon Sir Thomas Lipton.

Sir Thomas, before sending his second challenge, made a mighty effort to deliver the club from its predicament by having his challenge come through the Royal Yacht Squadron; but in spite of his efforts and almost the command of His Royal Highness the Prince of Wales, its commodore, the Royal Yacht Squadron refused to admit the great tradesman to its ranks, and Sir Thomas was obliged to again challenge through the Royal Ulster Yacht Club.

Upon the receipt of his challenge, in the early part of October, 1900, the well oiled system of meretricious publicity was again started, to the disgust of all true American sportsmen, who, having fresh before them the "slush" of the last contest, were not in the best of humor to absorb the product of another business-social-sporting campaign; but this notwithstanding, the campaign was upon them immediately Sir Thomas' challenge reached America.

The press agent simply took the stories of the year before, and multiplied their vital elements a few times. Sir Thomas, who had been plain knight, was to be a full-fledged earl before race day; his friend, the prince, would one day be king; Shamrock II. was to cost a million, where Shamrock I. had only called for the insignificant expenditure of \$500,000; Erin was to be replaced with a fleet of royal steamers, while — "in confidence, mind you" — the King of Great Britain would come along and stand his turn during the races, while the necessities of the cup defence called for things whose cost was simply fabulous.

The old Columbia, built in secret and guarded by men of mystery, was said to be fit, but another craft already existed in the mind and on the drawing-board of "the wizard of Bristol," and the new one would sail the course in half the time of Columbia in a blow, and would be crossing the finish line when Columbia was rounding the outer mark in any of those zephyrs for which the

Sandy Hook course was noted. Again, "in confidence," because it was only known to a few of Sir Thomas' relatives who had privately informed a few American yachting writers, she would need this speed, because Shamrock II., then in the recesses of Watson's brain, would make all past challengers or defenders look like coal barges.

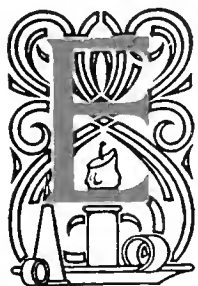
So deep was the disgust of exponents of wholesome sport at the hippodrome methods of the conspirators who had taken possession of the America's cup affairs, that the resultant indignation found vent in a determination of a number of the most prominent members of the New York Yacht Club to organize an opposition defence within the club. As the consummation of this project would have meant social war, and perhaps a split in the club, influence was brought to bear which caused it to be dropped.

At the same time a rumbling of discontent, distinct to all true American sportsmen, was heard in Philadelphia, Chicago, Baltimore and Boston. This discontent took tangible form in the decision of the leading yachtsmen of Boston to build and offer for the cup defence a ship which should be in its design, build and handling independent of the control of the New York Yacht Club's syndicated methods and distinct from its production.

Yachting history of serious moment grew from this resolution; and for the information of yachtsmen of all times it is given here at first hand, the unembellished story of the stand of a community, through its representatives, for the deliverance of a noble sport from the enmeshing tentacles of an offensive organism reaching with its myriad arms to pull down all voyagers who dared approach it, and, when attacked, hiding behind the sable curtain of secrecy with which it veiled its movements.



BOSTON'S CUP-DEFENCE VESSEL, AS EXPONENT OF A PRINCIPLE, MAKES HISTORY: 1901. CHAPTER XVII.



VERY great enterprise calls, from its inception, for the refutation of fallacious arguments, old or new, brought forward to discourage the undertaking, by those whose place is in the ranks of doubters, whose character is negation, and whose creed "What's the use?" and "It can't be done."

The first step toward building a yacht to represent Boston as a candidate for the America's cup defence, was the formation, November 28th, 1900, by a number of leading Boston yachtsmen, of a committee, composed almost entirely of practical racing men, in whose hands the shaping of the project lay. The first false premise of the past this committee was brought in contact with was that of the cost of a modern racer; and the committee decided that one could be built for much less than the amount the public had been led by the New York Yacht Club to believe was needed for the purpose, namely from one-quarter to one-half a million dollars.

The committee also decided that the boat to represent Massachusetts should be the product of home talent, and built from the designs of one of Boston's young naval architects, Bowdoin B. Crowninshield, whose small boats, of a pronounced type designated as the "scow," had met with success.

This committee on the 1st day of December set about carrying out the plans they had agreed upon. Among the first persons they sought to interest was the writer, to whom they explained their hopes and plans, asking if I would head a subscription of \$100,000. I told them I fully agreed with them in their plans, and that they could depend upon my hearty co-operation in every way. I headed their subscription with \$10,000, and promised to double the amount if in their opinion it became necessary.

At this meeting it was agreed that we should, in building and managing the yacht, eschew all the objectionable methods in vogue with the New York Yacht Club, and that the building of the boat, its racing and the general conduct of its affairs should be along simple old-fashioned lines, free from advertising and bombast; and that the entire management should be in the hands of the committee.

After some canvassing among Boston's yachtsmen the committee decided it was not possible to have the boat built by a gen-

eral public subscription without running the risk of attaching to it the objectionable features of a divided ownership such as characterized the syndicate boats of the New York Yacht Club.

Thereupon, at the request of the committee, I agreed to furnish one-third of the entire cost, the estimate of which, in the meantime, the committee had raised from \$100,000 to \$120,000. I authorized the committee to state to the other subscribers that with a personal subscription for \$40,000 I would delegate to the committee all my rights to the boat or the management of its affairs. After the committee had spent another day in consultation with various prominent New England yachtsmen, they informed me they had unanimously decided it would not be practicable to carry the project through on a \$120,000 subscription, because in the working out of their plans it had developed that it might be necessary to spend a larger amount or risk the falling through in the middle of the season of the entire project. They further informed me it was the unanimous opinion of those who had the best interests of the sport at heart in Boston that to be absolutely assured against the objectionable features of the New York syndicate plan the entire project should be carried through by one individual; and they asked if I would consent to build, equip and race the boat without the financial assistance of others.

Thereupon I agreed to do so, provided, first, I could be satisfied that I, who was not at the time a member of the New York Yacht Club, could have the boat participate in the trial races and, if she proved the best American boat, sail for the cup's defence without being compelled to join the New York Yacht Club; second, that a committee, composed of the leading yachtsmen of Boston and elsewhere in Massachusetts should take charge of the racing of the boat during the time necessary for her to be tuned up and during the trial and cup defence races. I explained fully to the committee all the conditions then existing which could in any way affect the eligibility of a boat owned by me for participation in the cup's defence: first, that I held pronounced views as to the right of any American to take part in the defence of the cup; second, that I was not a member of the New York Yacht Club and would under no circumstances become a member, at least until after the coming contest was over; third, that in all things where it was necessary for me to be represented by a club, that club would be the Hull-Massachusetts Yacht Club, one of the prominent Massachusetts yachting organizations in good standing; fourth, that I held, and was known to hold, pronounced views in regard to the methods which had been employed by the New York Yacht Club in the recent cup contests; fifth, that my principal object in building a cup defence vessel was that Boston might be represented in the contests, and that something might be done to check the prevailing influences

then surrounding the cup matches; and that my only possible return would be the satisfaction of knowing I had been instrumental in doing something to improve the sport.

With these conditions in mind the committee agreed they would do everything in their power to make the affair a success, and advised me that in their opinion and the opinion of all yachtsmen with whom they had consulted, my act could have but one effect upon the sport, a beneficial one.

At this meeting it was decided to leave the question of the eligibility of a boat owned by one other than a member of the New York Yacht Club to General Charles J. Paine, who, in the minds of all, was not only one of the best authorities on yachting in general, and American yachting in particular, but who from the fact that he had been one of the committee which drafted the new deed of gift and was an astute lawyer, ranked as the highest authority on everything pertaining to the America's cup.

After arriving at this decision I sent for Mr. A. G. McVey, the veteran yachting editor of the *Boston Herald* and a recognized authority in Europe and America on all things pertaining to yachting, laid before him the exact status of the affair as described, and asked him to procure from General Paine the desired opinion.

On the following day, December 6th, Mr. McVey made this report to me :

I called on General Paine, and after talking over the situation fully, and after I had explained the existing conditions, I asked this question : 'Has the owner of a yacht which is not enrolled in the New York Yacht Club a right to start in the trial races?' General Paine answered: 'The owner of any yacht built with the idea of possibly defending the cup has a right to start in the trial races, and, for that matter, she need not be a yacht either, if she is constructed in this country. Any Gloucester or Rockport stone sloop can start in the trial races provided she is within the water-line length agreed upon between the clubs. No, the New York Yacht Club will not debar Mr. Lawson's yacht.'

This opinion is from the throne itself, for General Paine has raced three times for the cup, and has been chairman and member of the America's cup committee a number of times. In view of such official authoritative opinion it will be impossible to find any member of the New York Yacht Club who will dare to whisper any objection, who will dare to suggest that your yacht could be barred. The very idea is small, nonsensical and ridiculous.

Immediately on receipt of this report I notified the committee I would build and equip a boat upon the designs of Mr. Crownin-

shield, and that I would do all things necessary to send this boat into the trial races in every way equipped to make the best showing possible; that if she was selected to defend the cup I would continue to do everything possible for her success until the races were ended; and that I would not hamper or in any way dictate to whosoever was selected by the committee to take charge of the boat during the season.

I entered at once into a verbal contract with George Lawley & Son Corporation, which subsequently was formally drawn up, (as given in another chapter), and was signed December 17th.

At the beginning of the conferences between the committee of Boston yachtsmen and myself the press published the statement that Boston was to enter the field of cup defence, and that I probably would supply its boat. This statement was followed immediately by denials in journals known to be the mouthpieces of the syndicated end of the New York Yacht Club. The following article from one of them is a fair example of the tone of all:

"A prominent member of the New York Yacht Club, a man closely connected with cup racing, when asked for his opinion about the story from Boston to the effect that the Hub was to enter the coming contest with a new boat designed by young Crowninshield and owned by Thomas W. Lawson, said:

"Such talk is moonshine, and has about as much foundation as similar yarns which are published every time the cup races are on. Boston yachtsmen have no idea of what it means to build a cup defender such as the last few contests have made necessary. They are still laboring under the impression that a \$40,000 to \$60,000 Volunteer or Jubilee can do the trick, and that a few months' time is all that is necessary to design and build a cup-defence yacht. I can tell Boston it would cost Boston over half a million dollars to produce a ninety-foot single-sticker that could stand up long enough to be knocked down in the trial races; and to talk of a new designer and builder without any data to guide them starting in December to get something afloat for the following summer, is a huge joke. Possibly Lawson would be willing to try and do the trick regardless of cost, but as he is not a member of our club, and is on record that he will not join, what sense would there be in his building a costly boat only to be compelled to present her to one of our club men; for you can put it down as one of the sure things that under no circumstances will anyone other than a member of our club be allowed to have a finger in the cup races. No, you can put it down as coming from me this Boston talk is all moonshine.'"

Owing to the publication of such statements as this, I was besieged by yachtsmen and the press to give the facts relative to the Boston boat, which I did in the following statement, issued to

the press December 9th, and published throughout the United States and Europe :

After a careful consideration of the subject of Boston being represented in the cup defence, it developed beyond question that the sentiment of our representative yachtsmen was that she should be, if it were possible. It likewise developed that there were many obstacles in the way of the successful realization of this desire. Modern cup defending has grown to be expensive — so expensive as almost to exclude small communities like ours from taking part in it.

At the beginning I said to a number of our yachtsmen that I would do whatever in their judgment was best ; if they wished to form a modern racing syndicate, they could count on me for any part of 40 per cent of the total cost without my having any active voice in the management ; but if they decided to go at it in the old-fashioned way, I would stand all the expense, own the boat and manage the affair, depending upon them for advice and assistance.

They have decided the latter course to be the better. Therefore, I have to-day entered into arrangements to build a boat which will meet the conditions necessary for participation in the cup contests. The entire affair will be conducted in a simple, open way, as befits an old-fashioned, sea-faring community which for generations has felt pride and taken pleasure in going down to the sea to sail ships of its own construction.

I trust the public, for truly the cup contests have become affairs of public import, will not think we hope to make our local effort one of all-round competition with the grand affairs which the gallant Sir Thomas Lipton and the New York Yacht Club are arranging, for to my mind this would be presumptuous. Sir Thomas Lipton has the active co-operation and assistance of all Britain ; the New York Yacht Club of one of the largest and wealthiest communities of true sportsmen in the world.

I understood in a general way that Sir Thomas Lipton and the New York syndicate bring to bear in their efforts all that money can purchase in the way of material, experiments, experience and workmanship ; that, if there is any doubt as to which is the best spar, rigging, plating or canvas, all kinds are bought and only the best used. Those who know tell me that to carry out the project on this scale necessitates an army of advisers and at least half a million in money. We expect to use neither.

Careful investigation leads me to believe that the genius



1000
1000
1000
1000

of one of our young naval architects, the experience and best efforts of a yachtsman who has already constructed three successful cup defenders, the expenditure of \$150,000 to \$250,000, the earnest and enthusiastic hard work of half a dozen of our younger yachtsmen and the best advice of two or three of our veterans, will enable us to go to the starting-line and make a showing in a sport which is dear to us all in keeping with that made by our townsmen in the past.

This is all we intend to do, and I have this day perfected the arrangements.

My part will be to own the boat, furnish the necessary money and have a general supervision of the affair.

Mr. Bowdoin B. Crowninshield will design the boat.

George F. Lawley will construct it.

A number of local yachtsmen will take the active management and supervision of the construction and sailing.

All matters pertaining to the construction and building of the boat will be open at any and all times to any one interested, and I believe that the yachtsmen upon whom will devolve the greater part of the work, and to whom will justly accrue the larger part of the credit, will be only too grateful for any suggestions or advice which may be offered by fellow-yachtsmen. As our boat is to be owned, designed, built and managed by Bostonians, we will, of course, endeavor to have our crew made up of local sailors.

As so much has been said in the public prints, to my mind injudiciously, about the eligibility of our boat to compete, her owner not being a member of the New York Yacht Club, I will say: This is, like the shape of her anchor, the name of her tug, or the color of her launch, a matter of minor importance, which I have given no consideration, and to which I will give no thought until such time as the boat is finished and manned, when I will notify the secretary of the New York Yacht Club that my yacht will be a starter in the trial races.

From my knowledge of those men who have control of the cup contests, and who are well versed in America's cup history, I have no question we shall be able to properly and pleasantly get over the starting-line, and should it be our good fortune to get the winning signal, I know we shall have no more hearty congratulations than those of the New York yachtsmen; if our fate should be otherwise, we shall have no more sincere sympathy than that which will be extended by those same yachtsmen.

I have taken the responsibility of building the boat, and if by any technicality it is found that she cannot sail the race

THE LAWSON HISTORY

because of her then owner's ineligibility, our yachtsmen may rest assured I will meet conditions as they exist, even though they necessitate my giving the boat to any member of any eligible club that the committee decides is a good enough fellow to have her, while I personally withdraw from further participation.

Immediately after the publication of this statement there called at my office in Boston an informal committee of the New York Yacht Club, who wished to confer with me in regard to my "intentions." I explained frankly and fully that my only intention for the time being was to rush the designing and building of the new boat, and that until the boat was launched I should have no great interest in the settlement of her status in the trial races.

They endeavored to impress me with the danger of my position — that I might find myself with a boat on hand and no opportunity to race her, unless I "backed water," by joining the club or turning over my boat to some member. I endeavored to impress them with the inalterability of my position: that under no circumstances would I join the club during the contest, or sell my boat to a member; and to relieve their minds on the point of the danger of my position, I carefully explained to them that, while fully appreciating their friendly interest, if I could obtain no races for my boat when she was ready to sail, I would consider it entirely my affair, and not that of the New York Yacht Club.

Immediately following this interview, by a mere coincidence perhaps, there began to appear, from some mysterious source, in the press of America and Europe, daily stories tending to throw discredit upon everything and everybody connected with the Boston boat, which immediately were seized by certain journals as texts for broadsides of blackguardism.

After a particularly vicious series of these stories, printed first in European journals and then in those of America in the form of news by cable, to the effect that the designs for the new Boston boat had been stolen by Crowninshield from the Herreshoffs, that the Herreshoffs had dragged all connected with the Boston boat into the courts, and that the guilty parties confessing, the entire project had been abandoned; at the request of my associates of the committee, who felt that these and similar reports not only were misleading to the public but damaging to us, I issued the following statement:

When I announced Boston would enter the coming America's cup contest all persons interested in the success of our boat agreed it would be best for the sport for us to make

no public talk or boasts, avoid all controversy with others already in the field, and particularly that we should not discuss our plans through the press, but should let our boat, when launched, speak for herself. Notwithstanding this resolution has been adhered to, there has been kept alive in the press since our first announcement continuous controversy, in which my associates and myself apparently have taken active part. Each day a story is put into our mouths only to be contradicted, then repeated in new form, until the friends of the Boston boat are bewildered.

It is not our intention in this statement to accuse anyone of trying deliberately to place us in a false position, but in fairness to all interested in our undertaking we feel it necessary to state emphatically we are not responsible for any of the stories that have been published, or for their contradiction; we know nothing of them, and are not engaged in any controversy with anyone; also we affirm that there is absolutely no foundation for any of the published statements referring to alleged ill-feeling between anyone connected with our boat and the New York Yacht Club, or the owners, designers, and builders of the other candidates for the cup defence.

We desire to have it understood we are engaged only in one undertaking — the designing and building of a boat to be offered for the America's cup defence, and that until this boat is launched we shall have no part whatever in any controversy. To that end all those directly connected with the boat have agreed that if it should become necessary to make any public statements concerning her, such statement shall be made in writing, over my signature.

Therefore, we ask that no one interested in our boat or the sport give credence to any utterance purporting to emanate from those authorized to speak for the boat, her designers, builders or the committee which is to handle her, unless it be in accordance with the above.

Immediately following the publication of this statement, one of the leading New York daily newspapers, noted for its reliability and conservatism, published the following:

"We can state on authority there will be no trouble about the Boston boat taking part in the trial races, as her owner has agreed to turn her over at the proper time to a member of the New York Yacht Club."

The apparent truthfulness of this statement caused it to be widely reprinted, and compelled me, much against my wish, to publish the following:

"The statement that I have agreed to give my new boat to

anyone is false. I will under no circumstances sell or give my boat to anyone unless formally requested to do so by the cup's custodians."

This brought forth within a few days the following from the same paper:

"We can state on authority that Mr. Lawson's denial that he is to give his boat to a member of the New York Yacht Club is purely technical, and that he will at the proper time in spite of his denial turn his boat over to a member of the New York Yacht Club, thereby making her eligible for the cup contest."

As we found it useless to further deny such persistently circulated falsehoods, all interested in the new boat concentrated their efforts in rushing her building and doing everything possible to overcome the serious handicap of limited time in which to get her into the water.

After some days exhausted in vainly endeavoring so to adjust existing contracts held by George Lawley & Son as to make it possible for them to lay down and build the yacht at their own yards, it was decided to have her laid down and built at the Atlantic Works, East Boston. The works being but a short distance from the yards of Lawley & Son, it was thought possible to shorten the time of her construction by the co-operation of these two concerns.

After overcoming many obstacles, largely arising from lack of time properly to lay out the work ahead, and that it was difficult to secure contracts for the delivery of the bronze plates within the necessary time, construction was finally well under way by March 1st, and it began to look as though the boat not only would be finished in time to take part in the trial races, but would prove a formidable competitor.

As the building of the yacht progressed, the newspaper controversy between the partisans of the New York Yacht Club and those of the Boston boat became more violent. Hardly a day passed without the leading dailies printing what purported to be a defiant or boasting statement by some one connected with our boat, or an equally pugnacious answer from "an officer," "a prominent member," or "a friend" of the New York Yacht Club; and public interest, already intense, was heightened by the now rapid march of yachting events.*

* There was at this time keen anticipation of a notable season's racing in Massachusetts bay, for the following prizes offered by me through the Hull-Massachusetts Yacht Club. For ninety-foot sloops a suitable cup, value, \$5000; schooner class, first prize, a cup valued at about \$1000, with suitable second and third prizes; seventy-foot sloops, cup valued at about \$1000; fifty-one-foot racing class, cup valued at about \$500; also cash prizes

for fishermen: First, \$1000; second, \$500; third, \$250.

Arrangements for the races were left in the hands of the following special committee of the Hull-Massachusetts Yacht Club, including some of New England's best known yachtsmen: Messrs. Louis M. Clark, James R. Hooper, John Bryant, Henry Bryant, E. V. R. Thayer, William Otis Gay, Geo. H. Richards, W. E. C. Eustis, C. E.

By this time the Boston yacht was so far advanced as to be named. Announcement of the naming of the vessel was made by me in the following statement :

"While I had not intended to name my boat until she was in the water, I think it only fair to her, now that there is daily comment on her construction, that she should be known by her own name instead of mine. Mr. Crowninshield's beautiful creation is from now on the 'Independence.' Although no one now can predict with any degree of certainty how she will race, whenever she does race I can assure all her well-wishers that she will never belie her name."

We furnished the newspapers each day with photographs of the boat's construction, which were printed so conspicuously and with such detailed explanations as to greatly interest the public, and especially those who had formerly known but little about such matters.

We secured as sailing-master for Independence the veteran cup-racing skipper, "Hank" Haff, after much public discussion as to who would command her.

It was announced that the famous New England rigger of cup-defenders, Charles Billman of Boston, had been taken away from us by the New York boat, which did not tend to lessen public interest in the controversy.*

Injunction was applied for to prevent us from continuing the further building of our boat because of the alleged infringement of a patent in connection with the fastening of frames to her keel casting.

At this time a number of journals again repeated the statement that I had made arrangements to turn over my yacht, and to strengthen it the names of three prominent members of the New York Yacht Club were given, each one of whom it was said, was to be her new owner. After consultation between the advisory committee of Boston yachtsmen and myself, it was decided to be for the best interest of the sport that I issue the following statement, which I did on March 11th :

My strongest reason for starting to build the Independence was that our yachtsmen desired a Boston designed, built and owned boat, and they asked my assistance, which I was willing to give to the extent of one-third the entire cost, without having any particular voice in the control or man-

Hodges, Henry S. Grew 2d, Francis Gray ; with James R. Hooper as chairman and C. E. Hodges as secretary.

Cable communication with Sir Thomas Lipton resulted in the announcement that Sir Thomas was willing to visit Massachusetts waters and compete

with Shamrock II. for the cup in the ninety-footer class. Various causes led to the abandonment of the series, the fisherman's race being the only one sailed.

* Mr. Billman rigged both Independence and Constitution.

agement of the vessel, or her construction or racing. At their request I agreed to build the boat alone, provided I believed after going over Mr. Crowninshield's plans his boat would be a good one.

He convinced me his boat would be one we would all be proud of. I therefore supplied the funds to build the Independence, and take her through the season. I explained to those who might think they were in any way responsible for inducing me to build, that once I had decided to go ahead all responsibility for her future, other than her construction, would be mine and mine alone.

It is here what the press is pleased to term the coming controversy started. There seems to be on the part of some people, (I do not know who they are nor do I care), an intense fear that I may be put to a large expense for nothing. I would call the attention of these unduly agitated spirits to that ripe old English proverb: "Never lose sleep about the pepper in your neighbor's snuffbox: it is he who does the sneezing."

I do not happen to be a member of the New York Yacht Club. When I started to build the Independence I knew I was not a member of the New York Yacht Club; I knew I did not intend to become a member, and I also had a fairly intelligent idea of the rules, regulations and customs governing yacht racing as it has been and is conducted by gentlemen throughout the world. With this knowledge I built the Boston boat, because with this knowledge I knew there was no rule or regulation, custom or law which prevented an American from building a boat for himself and after it was built sailing it upon the high seas in any lawful way he wished.

When my boat is finished I shall cause to be announced in as pleasing language as I am capable of using that I am ready to race under any fair conditions against any boat in American waters; that I prefer to race against the Columbia and the new boat which Mr. Herreshoff is building. If one or both of these boats will meet the Independence I shall be pleased. I will not quibble as to time, place or conditions, in fact will agree to any conditions that the New York Yacht Club or any club or association composed of American sportsmen decides to be fair.

If the Independence should lose I shall congratulate the owners of the boat beating her; if she wins I shall be happy and will ask that the Independence be allowed to defend the America's cup. If it is decided by those who have the right to decide that there is some reason which makes it

impossible for her to defend the cup I will cheerfully withdraw such request. I know of no reason why the owners of the Columbia or the new Herreshoff boat should race the Independence if they do not care to, any more than the Independence should race their boats if I did not wish to have her, and I might say here that I regret the talk which has been made about the Independence coming to the starting line of the trial races, or to the line in any yachting event, which is the affair of the New York Yacht Club or any other club, without being invited, as being too silly to receive consideration from any one.

In regard to the statements printed that under certain conditions I would resort to the subterfuge of allowing some one else, who had no ownership in my boat, to be proclaimed her owner for the sake of being allowed to race, I can only say I regret there is any one connected with yachting so unmanly as to think this possible. No one has ever suggested such a thing to me, and perhaps it is well no one has made that mistake.

Of course I want to have the Independence race. If she does not I suppose the tides will come and go out ; that good Boston sailors will go to sea in ships the same as heretofore ; but rather than resort to the methods suggested to obtain a race I would, without regret, sink the Independence on her launching day, turning her sternboard into a beacon for the guidance of future New England sailor-men.

Upon the publication of this statement a deep national interest in the situation became evident. Nearly every American newspaper made editorial comment on the ethics involved in the questions, which comment was, with hardly an exception, in one vein. The following editorials, taken from three daily papers in three distinct sections of the United States, are a fair illustration of the tone of the press on the subject :

From the *New York Journal*, March 18th, 1901.

INTERNATIONAL RACING, NATIONAL SNOBBERY

When we start out to be snobs in this country we can beat all the world at snobbery, as we beat all the world in other more reputable lines.

A great many years ago an American boat went to England and won "the cup." Since then the English have tried in vain to get it back. The challenge which we now consider comes from a "tradesman," an energetic tea merchant, who

THE LAWSON HISTORY

is willing to spend his money to prove that England can beat us at shipbuilding.

He is criticised as a tradesman, a parvenu and a "person" seeking advertisement and social advancement.

If this criticism came from England it might be understood. The amusing thing is that it comes from this country, with its modern republicanism and its highfalutin' snobbish scum called "society."

A Boston "person" named Lawson, replying to the English "person's" challenge, puts his money into a good American boat, to be managed by Hank Haff and other good American sailors.

It is hard to believe, but it is actually a fact, that this "person" is informed that his yacht cannot compete unless it is put in the name of a member of a certain yacht club.

Mr. Lawson is not a member of this club, and so he is not worthy to protect the cup, even though he may produce the best boat in America.

This is funny, isn't it?

We are solemnly informed that when an Englishman challenges the United States he really challenges a certain little club composed of admirable and conceited gentlemen, who, as a rule, don't work for a living.

A common American outside of this club, if he wishes to protect the reputation of American boats and American sailors, must disguise himself and persuade one of the club members to race his boat in that club member's name.

We don't wonder that Mr. Thomas W. Lawson, of Boston, announces that he will sink his boat before submitting to this outrageous snobbery.

It is bad enough to disgust even an American snob. To do that it has got to be very bad indeed.

Chicago *Inter-Ocean*, March 17th, 1901.

FAIRNESS AMONG YACHTSMEN

Unless the New York Yacht Club shall speedily make a declaration of fairness of intent toward Mr. Thomas W. Lawson of Boston, it will stand in peril of becoming both snobbish and ridiculous. As one of the first social and sporting institutions in the country it can scarcely afford to stand in any such light before its neighbors. The sound, manly, and sportsmanlike statement issued by Mr. Lawson some days ago should have provoked an instant and generous response from the yacht club. So far it has not done so.

Mr. Lawson, who is a gentleman gallant enough to pay \$30,000 for a rare carnation named by the growers after his wife, is building at his own expense a yacht which he wishes to enter in the trial races, with the object of winning the honor of defending the America's cup against Sir Thomas Lipton's challenger, Shamrock II. The contesting boats in these races would be the last defender, Columbia, and the new boat now being built at the Herreshoff yards. Both these yachts will have been built and paid for by syndicates of rich members of the New York Yacht Club, and the intimation has been made that the Lawson boat will not be allowed to compete with them in the trials because her owner is not a member of the club. A more unsportsmanlike and un-American attitude it is impossible to imagine.

Technically, perhaps, the club is within its rights, for under the deed of gift it has the custody of the cup and the regulating of the races; but to refuse admission to a candidate for the trials on any flimsy excuse will be a calamity and a shame. The sailing of yachts is one of the noblest sports permitted to man, and is supposed to breed in those that follow it the spirit of fairness, courage, and honor. No such spirit will animate men who seek to bar a rival from such a contest on a pretext that thinly veils the real reason — that he may have the better boat.

Mr. Lawson is building his own boat, and paying the cost single-handed. The New York Yacht Club, apparently, is unable to produce a cup defender without passing the hat. A sturdy British yachtsman, concerned with Sir Thomas Lipton in the construction of his new challenger, expressed regret that Shamrock II. would be compelled to meet another boat owned by "a syndicate — a thing without soul to repent or body to be kicked." This is rough talk; but, if future cup contests are to be close-fisted, cut-and-dried affairs, confined, so far as this country's share in them is concerned, to the New York Yacht Club and its subscription-syndicate boats, it is time American yachtsmen knew it.

Our old-time yachtsmen, with their stout wooden craft, nosed like a codfish and ballasted with slag, would have had some vigorous language for such a situation. At present Mr. Lawson is its dominant figure. In his statement he says he will not enter into a wordy controversy under any circumstances, and will accept without remark any decision the New York Yacht Club may make; but that he will sink his boat at her dock rather than enter and sail her, as has been suggested to him, under the name of some other man who happens to be a member of the New York Yacht Club.

[1901]

THE LAWSON HISTORY

There is the ring of true sportsmanship in that declaration. If membership in the New York Yacht Club is essential to a candidacy for cup-defending honors, the club should instantly elect Mr. Lawson a member, and invite him to bring along his boat, and win with her if he can. That would be fair.

Savannah, Ga. Press, March 18th, 1901.

THE YACHTING QUIBBLE

Thomas W. Lawson refuses to get his yacht, the *Independence*, into the race which will determine the cup defender by any trick or subterfuge such as members of the New York Yacht Club propose. It seems hardly possible that the members of the New York Yacht Club will ignore public opinion and the principle of good sportsmanship so far as to insist that no yacht not owned by a club member shall be allowed to enter the competition. The races for the possession of the America's cup have been international affairs ever since the racing days of the *America* herself. They have been contests between the best skill of the United States and the best skill of the British. If the new Boston boat, the *Independence*, is a better craft than the yacht being built by the New York syndicate, by all means let it be shown in a fair contest and let the successful yacht be chosen to defend the cup.

Any other course would be unfair and unsportsmanlike. The New York Yacht Club should welcome competition if only for the purpose of discovering its own strength or weakness in the matter of yacht building and racing. Will its members risk the imputation that they doubt their ability to represent American yachting interests as the leaders of the sport in this country? Mr. Lawson says he will sink his boat before he will let it sail under false colors. He is too good a sportsman to do that, and the quibble that is raised in New York, if carried out, will lessen the keen interest in the event, which must be a national affair to hold its position in American eyes.

While the discussion was at fever heat two important events took place :

The Newport Yacht Racing Association was formed. It was the natural outcome of the feeling which had been growing for years in the minds of those representative yachtsmen of New York and Newport, whose position in the social and sporting world did not require the employment of business methods, that something must be done to bring back the sport to the old-fashioned

basis. At the very start the names of those who were most active in its formation assured that success which it achieved during the season of 1901. Much pressure was brought to bear to have the association postpone its advent into active racing affairs until after the then raging controversy had been settled, but the stalwart yachtsmen in the association turned a deaf ear to the arguments of the syndicated end of the New York Yacht Club. I shall treat this incident more fully in another part of this chapter.

The second event was the reopening of negotiations for the settlement of the status of Independence by two prominent members of the New York Yacht Club, men of the highest integrity and representatives of the broadest type of sportsmen. As these two club members were personal friends, our canvass of the subject was more thorough than would have been possible had it not been conducted in the freedom of confidence. After thorough discussion I agreed to give way in my determination to postpone the settlement of Independence's status until the vessel had been launched, provided all negotiations were direct with the officers of the club and in writing. The net result was the correspondence which follows :

NEW YORK YACHT CLUB,
41 WEST 44TH STREET, NEW YORK,
April 23d, 1901.

T. W. LAWSON, ESQ., 31 *State Street, Boston, Mass.*

SIR: The committee appointed by the New York Yacht Club to which was referred the challenge of the Royal Ulster Yacht Club for a match for the America's cup, with power, among other things, to select a vessel to represent the club in the match, have been officially advised by the owners of the Columbia and Constitution that those vessels will be prepared to enter trial races to be held under the supervision of the New York Yacht Club with a view to the selection of its representative vessel.

The committee are informed that you are the owner of the Independence, now in process of construction in Boston from designs by Mr. Crowninshield; that she is of the same class as Shamrock II. and the vessels above mentioned, and, as is generally believed, is being built for the purpose of being offered as a possible defender of the cup.

It has seemed to the committee proper that they should officially confirm to you what was informally communicated by its chairman several months ago to Mr. Crowninshield, as to the conditions which would govern entries for the trial races.

The cup is held by the New York Yacht Club under the deed of gift. According to that deed, it is not open to contest between individuals, but a match can be sailed only between

THE LAWSON HISTORY

the challenging club on the one hand, and the club holding the cup, on the other. By its terms the vessel selected to defend the match is made the *representative* of the challenged club.

The challenged club is made responsible for the vessel defending the cup, and for her management and conduct during the match.

It is evident that no club can justly assume such responsibility unless it be vested with corresponding authority and control over the vessel by which it is represented, and for the conduct of which it is responsible. The challenged club can be effectively vested with such authority and control only by having the vessel under its flag and under the responsible management of one of its members; for only a member is bound by its rules, amenable to its control, and subject to its discipline.

These conditions have in fact existed in all former contests.

The committee are, therefore, compelled to hold that a vessel, in order to enter the trial races, must be qualified to fly the flag of the club, and must be under the responsible management of one or more of its members, and that if selected to defend the cup, these conditions must continue to exist until after the conclusion of the match.

It is proper to add that in their selection of a vessel, the committee, in accordance with the custom which has always been observed, would reserve to themselves absolute freedom to designate that vessel which, in their judgment, is, under all the circumstances, best adapted for the purpose. The result of the trial races will not be considered as necessarily conclusive, and the committee will regard themselves as at liberty to consider or not, at their discretion, the evidence furnished by performances of the respective vessels prior to the trial races.

The committee believe that they are expressing the unanimous sentiment of the New York Yacht Club in saying that the appearance of the Independence as a competitor for the honor of defending the cup would be very heartily welcomed. They are not forgetful of the distinguished part which Boston yachtsmen have taken in these events in the past, and are anxious to extend to the Independence every possible courtesy consistent with the duty of the club as trustee of the America's cup.

Respectfully yours,

LEWIS CASS LEDYARD,
Chairman of Committee.

of THE AMERICA'S CUP

[1901]

BOSTON, April 25th, 1901.

COMMODORE LEWIS CASS LEDYARD,

Chairman of Committee, New York Yacht Club.

SIR: Your letter of 23d inst., wherein you make clear to me the desire and intention of your club in regard to the selection and sailing of the vessel which will defend the America's cup, was duly received and I thank you for the information which you have so fully and plainly given to me about the rules, regulations and customs which must, by the deed of gift precedents, and decisions of your club, control the entire match from the beginning of the trial races to the conclusion of the match. I also thank you, and, through you, all the members of your club, for your kindly expressions in regard to the Independence and Boston yachtsmen.

That there may be no misunderstanding in this matter, which is one of great moment to us, who have exerted every effort and have been actuated by only one desire, namely, to create a boat which all Bostonians would be proud of, I ask the privilege of briefly reviewing your letter.

Your committee is correctly informed, I own the Independence; she is of the same class as the Constitution, Columbia, and Shamrock II., and I built her for the purpose of offering her as a defender of the cup. My understanding of the deed of gift is in accordance with your committee's, that "it is not open to contests between individuals, but a match can be sailed only between the challenging club on the one hand, and the club holding the cup, on the other," and that "the vessel selected to defend the match" *must be* "made the *representative* of the challenged club." "The challenged club is made responsible for the vessel defending the cup and for her management and conduct during the match."

I believe as does your committee "that no club can justly assume such responsibilities unless it be vested with corresponding authority and control over the vessel by which it is represented and for the conduct of which it is responsible." And I also believe with your committee that your club should be vested with authority and control and that the vessel representing your club should during the entire match and until its conclusion be absolutely under the management and control of your club, and I do not see how in fairness to all who have any right to any interest in the great contest for the cup, your committee could do otherwise than to rule that all vessels which enter the trial races must be prepared to have your club absolutely manage and control them at all times until the conclusion of the match. I entirely agree that it is

THE LAWSON HISTORY

only right and fair that your committee "reserve to themselves absolute freedom to designate that vessel which, in their judgment is, under all the circumstances, best adapted for the purpose," and that "the result of the trial races will not be considered as necessarily conclusive, and the committee will regard themselves as at liberty to consider or not, at their discretion, the evidence furnished by performances of the respective vessels prior to the trial races."

I therefore ask that the Independence be allowed the honor of defending the cup if on the fair and wise judgment of your committee she demonstrates she is, everything considered, the best boat for that purpose; and I pledge myself if the Independence is selected to defend the cup to give to the New York Yacht Club absolute control and management of her until the conclusion of the match.

In my anxiety to hurry this matter along to a conclusion that will be satisfactory to every one interested, I have immediately upon the receipt of your letter, and without opportunity to consult with Mr. Crowninshield or any of the other Boston gentlemen who are to sail the Independence, thus briefly answered it. At the first opportunity I will lay it before them and have little doubt but they will endorse my views.

Again thanking you, your committee and your club for your courteous attention, and assuring you that I know you will deal with the entire subject in that broad spirit of true sportsmanship for which your club is famed, believe me, sir,

Yours very truly,

THOMAS W. LAWSON.

NEW YORK YACHT CLUB,
41 WEST 44TH STREET, NEW YORK,
April 30th, 1901.

THOMAS W. LAWSON, ESQ., *Boston, Mass.*

SIR: The committee of the New York Yacht Club upon the challenge of the Royal Ulster Yacht Club, to whom I have submitted your letter of April 25th, desire me to express to you their gratification at learning that the Independence will be offered as a competitor in the trial races, under the conditions communicated to you in my letter of the 23d instant.

In reviewing my letter, you omitted to call attention in specific terms to the condition that the vessel must be qualified to fly the flag of the New York Yacht Club—but I assume from your cordial assent to the conditions in general, that the omission is inadvertent.

of THE AMERICA'S CUP

[1901]

I am requested to inform you that the committee will be glad to receive the entry of the Independence for the trial races, when she shall have been qualified under their ruling.

Should she before the trial races be qualified, under the rules of the club, to enter club events, there will be a number of occasions on which she can meet the Constitution and Columbia, and thus enjoy equal facilities with those vessels for getting her crew thoroughly trained and disciplined and the vessel herself in the best possible form.

The committee has no other desire than that the Shamrock II. should meet the very best boat this country can produce.

Respectfully yours,

LEWIS CASS LEDYARD,
Chairman of Committee.

Boston, May 1st, 1901.

COMMODORE LEWIS CASS LEDYARD,

Chairman of Committee, New York Yacht Club.

DEAR SIR: Your letter of April 30th was received to-day. In reviewing your letter of the 23d ultimo I purposely omitted calling your attention, in specific terms, to the condition contained therein, that the vessel must be qualified to fly the flag of the New York Yacht Club. I did not know what your club would hold to be the necessary qualifications to enable the Independence to fly your club flag, but I was satisfied your committee would, at a time and in a way they deemed best, convey to me this knowledge, which I could in no other way obtain, and in pledging myself to give to your club absolute control and management of the Independence, should she be selected by your committee to defend the cup, I felt I had covered beyond all possibility of misunderstanding, any and all requisite details; but as you are good enough, in the letter just to hand, to invite my views on this point, I will give them to you frankly, asking only that your committee will receive them in the same spirit in which they are sent.

In asking your committee to accept the entry of the Independence for the trial races, I would remind you, we agree upon five essential points: I am the sole owner of the Independence; I am not a member of your club; your club is unanimous in its desire to have the Independence a competitor; I desire to have her compete, and consent to have your club absolutely control and manage her until the conclusion of the match. It is my opinion that in giving to your club the absolute management and control of the Independence, I cover

[1901]

THE LAWSON HISTORY

the condition that she "must be qualified to fly the flag of the New York Yacht Club." As I understand such matters your club's power as to who or what shall fly its flag is supreme; you can qualify the owner of the Independence to fly it, or you can qualify the Independence without me by having her entrusted to your club by charter or by loan.

If your committee will inform me at its earliest convenience what steps it will be necessary for me to take to qualify the Independence to enter the trial races and the club events to which you refer, I assure you I will appreciate it, as I realize it may be essential to her success that she enjoy the same facilities for "tuning-up" as the Constitution and Columbia.

Again thanking you for your courteous attention, believe me.

Yours very truly,

THOMAS W. LAWSON.

41 WEST 44TH STREET, NEW YORK,
May 10th, 1901.

T. W. LAWSON, ESQ.,

DEAR SIR: Your letter of the 1st inst. would have been answered before, but I have been unable, until to-day, to procure a meeting of the committee.

The question, what qualifications are necessary to enable a vessel to fly the flag of the club, must be determined by the constitution and by-laws of the New York Yacht Club.

There are two methods in which a yacht may be thus qualified: First, by being enrolled in the name of one or more members of the club and registered on the club's records in the name of such member or members; second, by being chartered to a member or members for a period of not less than two months. Under the first of these methods she becomes entitled to all club privileges which any vessel can have, including the right to enter all club events. Under the second, she acquires the right to enter the squadron runs upon the annual cruise, but no other club races. She would, however, under the ruling of the committee, communicated to you in my former letter, be entitled, if thus chartered, to enter the America's cup trial races.

Either of these courses is open to the Independence; but you will perceive that the adoption of the former would give her a complete equality of privilege with the Constitution and Columbia as far as concerns preliminary opportunities for tuning up and comparison, the importance of which, to those

interested in her success, the committee fully recognizes, that could not be obtained by resorting to a charter.

Should you desire either to put the Independence in the name of a member, or to charter her to a member, of course the selection of such member would be a matter for your own personal choice, and the arrangement made would be one wholly between you and the member selected by you. The club itself could neither charter nor borrow a vessel for this purpose. Its control over the general conduct of the vessel selected to defend the match as its representative is acquired through the fact that the individual who is responsible for her management, by ownership of record or by charter, is a member of the club and subject to its jurisdiction.

Respectfully yours,

LEWIS CASS LEDYARD, *Chairman.*

The correspondence showed clearly, and beyond the possibility of other interpretation :

First : The New York Yacht Club was the sole custodian of the cup ;

Second : A challenge had been received and accepted, and a contest was to take place which necessitated the defending of the cup by an American-built and owned ship ;

Third : It was the desire of the New York Yacht Club that the best American boat be selected to defend the cup, and that in its selection all American-built and owned boats should have equal chance ;

Fourth : The America's cup committee of the New York Yacht Club, with full knowledge that I was not a member of the New York Yacht Club ; that I refused to become a member while the contest was on ; that I was building a boat for the sole purpose of offering her as a cup defender ; that the boat was in every way eligible to defend the cup ; that it could not be tuned up or got into condition for cup defence unless allowed to sail trials with the only other American boats of like class, which were controlled by the New York Yacht Club, voluntarily opened correspondence with me for the sole purpose of inviting me to take part in the cup defence ;

Fifth : Any boat, selected to defend the cup, must be under the full and absolute control of the New York Yacht Club, during the entire time, from the beginning until the end of the match, because the management and control of the match had been vested in the New York Yacht Club by the deed of gift, only through which the cup as an international trophy could exist.

Sixth : The New York Yacht Club would under no circumstances allow me, or any American not a member of the New

York Yacht Club, to take any part in the defence of the cup — it would allow no American other than the members of its own club to take part even in a trial race which properly should be held for the purpose of ascertaining whether other American built boats, belonging to Americans who were not members of its club, were better boats — better boats to defend the cup — than any owned by members of its own club.

The correspondence clearly showed :

First : I recognized that the New York Yacht Club was the sole custodian of the cup, and, under the deed of gift by which the cup existed as an international trophy, that some responsible American yachting organization must have full custody of the cup ;

Second : At a time when I was not a member, and would under no circumstances become a member, I had built a ship solely for the purpose of defending the cup ;

Third : I was willing to do everything necessary to have my boat take part in the cup defence ; (By the custom of selecting a defender the trials had become a part of the cup defence) ;

Fourth : I not only recognized the right of the New York Yacht Club to have full and absolute control of the ship or ships taking part in the cup defence at all times during the match, but I recognized the necessity and fairness of such condition ;

Fifth : If my ship was allowed any part in the defence, I would give absolute control of her during the entire match to the New York Yacht Club or to any man, men or organization they might appoint ;

Sixth : I was anxious to be shown any way by which my ship could take part in the match ;

Seventh : It was absolutely in the power and control of the New York Yacht Club to qualify the Independence while owned by me, or any American boat while owned by any American not a member of the New York Yacht Club, to take part in the cup's defence ;

Eighth : I would under no circumstances admit the right of the New York Yacht Club, or anyone, to say that a cup, rightly named "America's," and belonging to all Americans, could not be defended by an American built ship belonging to any American regardless of his membership in any club.

The correspondence clearly showed through its entire course, from its opening to the club's final announcement of its decision, that both sides were courteous, and only the pleasantest feeling prevailed — that is, so far as the correspondence shows.

The correspondence clearly showed that there was, in fact, no misunderstanding on either side ; that from the beginning the committee had no intention of allowing me any part in the cup defence ; that while they were willing to allow a boat built by me

to take part, they would only allow it when it belonged in some way, at the time it took part, to a member of the club ; that from the beginning, while I was anxious to do everything necessary to have my boat take part, I would under no circumstances place her in a position where it could be said at the time she took part "She now belongs in some way to a member of the New York Yacht Club, and if she had not been qualified by the admission that no American other than a member of the New York Yacht Club had a right to take part in the defence of a cup belonging to all Americans, she would not have been allowed to take part."

The correspondence clearly showed it was begun on the part of the committee with the defined purpose of compelling me to admit that the cup's custodians possessed the right to say what kind of an American could take part in the cup's defence, or to pay the penalty of refusing to make such an admission by having my boat barred ; that their correspondence was most carefully planned and conducted by astute lawyers, who from the beginning had in mind the time when, upon my refusal, they would make the same public, as they subsequently did, and by calling attention, as they subsequently did, to their fair intentions as evidenced by the closing paragraphs of the first two letters,* forestall the public indignation they were aware their unsportsmanlike and un-American acts would create.

When the arrangement for the opening of the correspondence between myself and the club was made by the club's committee it was distinctly understood and agreed between us that no part of the correspondence should be given to the press without the consent of both parties.

This agreement was adhered to for a time, and the public had no intimation that negotiations were on foot, but continued its controversy on the merits of the question ; until suddenly there appeared in the press of New York a statement, given "on authority," that the New York Yacht Club had been in correspondence with me, and had decided to bar the Independence.

When it became apparent to me, from the publication of these facts, that faith had been broken and the Independence was barred from taking part in the cup defence, I issued the following notice :

Apparently the reason for Independence no longer exists.
Apparently she cannot enter the trial races for the selection

* Closing paragraph of first letter :

"The committee believe that they are expressing the unanimous sentiment of the New York Yacht Club in saying that the appearance of the Independence as a competitor for the honor of defending the cup would be very heartily welcomed. They are not forgetful of the distinguished part which Boston yachtsmen have taken in these events

in the past, and are anxious to extend to the Independence every possible courtesy consistent with the duty of the club as trustee of the America's cup."

Closing paragraph of second letter :

"The committee has no other desire than that the Shamrock II. should meet the very best boat this country can produce."

THE LAWSON HISTORY

of a vessel to defend the America's cup, nor can she, if she is the best American vessel, have the honor of defending the cup.

For a number of weeks there has been correspondence between the New York Yacht Club and myself on the subject of Independence being allowed to take part in the cup defence.

This correspondence started with a courteous letter from the club, informing me that the cup racing committee of the club believed they were expressing the unanimous sentiment of the New York Yacht Club in saying that the appearance of Independence as a competitor for the honor of defending the cup would be heartily welcomed.

From start to finish the New York Yacht Club has expressed a desire to be fair and just, but has been unchangeably firm in its position that by either the deed of gift, the constitution and by-laws, or the rules, regulations and customs of the club, the Independence could take no part in the trial or cup races unless I gave up my ownership of her to a member of the club.

I conceded that the New York Yacht Club should have absolute management and control of my boat; that she should sail under the club's regulations; that while in such absolute control the club might fly its own flag or any flag it might choose over Independence, and I agreed to bind myself to do all those things they requested that were possible for an owner to do; but, of course, I was unchangeable in my position that under no circumstances would I give to any individual that which in every way belongs to me.

It is not for me to criticise the position of the New York Yacht Club, nor have I any desire to do so. I can only regret that the deed of gift of the America's cup, or the constitution, by-laws, rules, regulations or customs of the New York Yacht Club make it impossible for the Independence, which I believe is as good a boat as either Columbia or Constitution, to race; but it is for me to comment on the fact that if the position taken by the New York Yacht Club is tenable, and a fair way cannot be found out of this difficulty, and others like it that may arise, the existence of the America's cup is a menace to manly sport, as it tends to belittle and narrow international yachting, compelling as it does those who wish to take part in it, if they be Americans and not members of the New York Yacht Club, to do things which fair sportsmen should not be called upon to do.

I trust that sportsmen in passing judgment on this unfortunate affair will give due consideration to the things which





have influenced the New York Yacht Club in making its decision, for it may be that the members of the New York Yacht Club, like myself, are circumscribed by conditions over which they have no control.

As the matter stands, the New York Yacht Club cannot see its way clear to allow the *Independence* to start in the trial races, and consequently in the races for the cup defence, unless I transfer my ownership of the *Independence*, which under no circumstances will I do, although I will intrust the boat to the New York Yacht Club, or any committee or individual the New York Yacht Club may decide upon, in any way the club may elect.

If it cannot be settled definitely within a few days that *Independence* has something to exist for, I shall allow her merits to remain untested, and do all in my power to obliterate any evil effects that may have come to the grand sport of yachting through anything connected with this unfortunate episode.

On May 18th, without notifying me, the New York Yacht Club sent for the reporters of the New York papers and gave them the correspondence for publication, it appearing on the following morning in full, with sensational headlines, and editorial comment, in nearly every daily newspaper in America and many in Europe; while several of the club's members figured in interviews expressing their opinions on the correspondence and the issues involved.

In the heated popular discussion following the publication of the correspondence thus given the press, the act of giving out which publicly showed for the first time, officially, the intentions of the club, much was written of a senseless or baseless nature, having for an end the clouding of the real issue. Reports were printed of threats which it was stated I had made, and an ultimatum which the committee had given me during the negotiations, while garbled extracts were presented from the correspondence in progress between the committee and myself subsequent to that which actually defined the status of *Independence*, and is given here; which latter not only tells the whole story, but tells it in a simple, direct way that could not possibly be misunderstood or be given an obscured meaning unless for the deliberate purpose of misleading.

Much was printed to the effect that both the committee and myself at different times backed and filled or changed ground, and that the barring of the *Independence* was because of this or that language used in the correspondence or verbal negotiations; but all such was without foundation, as the correspondence shows. At no time did the committee depart from its position: "No Ameri-

can other than a member of the New York Yacht Club shall have any part in the cup defence," and never from the time I decided to build the Independence until her last plates had been separated one from another did I by word, act or intention depart from my resolution that if she took part in the cup's defence she must, at the time she took part, be in fact (and be known to all to be) the property of her rightful owner, and absolutely in his control, unless she was in the control of some other who had been selected solely because the New York Yacht Club, the rightful custodian of the cup, had formally asked me to have him selected, because in its judgment the best interests of the cup's defence demanded such selection.

In the voluminous correspondence which followed the final announcement of the committee's decision, made at the start, to bar Independence, in which both sides freely and in old-fashioned language expressed their opinion of each other's contention, several solutions of the difficulty were proposed and rejected, and the public at certain stages were led by self-elected sooth-sayers into seeing the controversy in a false light; but, in fact, in no part of the correspondence, nor in the verbal negotiations, did either side depart from its contention for the principles involved, principles clearly understood from the first by both sides. At one stage the club's friends tried to make capital out of my acceptance of the committee's proposal that I present my boat to the club by charter, but it was capital which dissolved in thin air when brought into daylight.

I did offer to present my boat to the club, or to any committee, or individual, outright, by loan or charter, or in any way the club decided was best for the cup's defence, provided the club, as custodian of the America's cup, asked me to do so, and gave as their reason: they had in the exercise of their trusteeship of the cup decided its proper defence required it. I informed the committee I cared not what form or language they used in their request, but that they must do something, as trustees, which would show by record the reason for my parting with my boat—which would clearly show the reason was not because I acknowledged, "No American other than a member of the New York Yacht Club has a right to take part in the defence of an international cup, rightly named America's and belonging to all Americans."

But the committee refused every offer made by me, because none contained the admission, "No American other than a member of the New York Yacht Club is possessed of a right to take any part in the America's cup defence."

The committee in taking the stand they did publicly stated they did so because of powers conferred by the new deed of gift, but they, like all other yachtsmen who had studied the original

deed of gift, knew that after the original deed had been executed the America's cup belonged, not to the New York Yacht Club outright, but to the New York Yacht Club as trustee; that the beneficiaries of its trust were all the people of the United States, and that the so-called deed of gift of 1882, and the deed of 1887, would have no more standing before any competent tribunal than so much blank paper, because they came into existence only through one of the original parties to the trust, who arbitrarily said, (and his unquestionably fair intentions could have no bearing on the validity of the act,) "I take back from you, all the people of the United States, that which was given to you by myself and four others, since deceased, and I do so without obtaining your consent."

The contention that the new deed of gift would stand if properly questioned is so puerile that the most rabid advocate of high-handed methods in the New York Yacht Club never pretended any other defence than, "We have done it, and who can undo it?—no one but the courts, and no sportsman would appeal to the courts on a matter of sport."

I was strongly urged by many good sportsmen, both American and English, including scores of active members of the New York Yacht Club, to ask the courts for a decision, but it was so repugnant I could not bring myself to do so; and I also had reason to believe that such a move on my part would immediately be met by the committee asking the club to throw up its trusteeship, an act which could have had only a disastrous effect upon the sport.

The statement that my refusal to become a member of the club left the committee no other alternative than their decision, because if the Independence, owned by an American not a member of their club, won the cup, it would become the property of the Hull-Massachusetts Yacht Club, had no sound basis, for although this should have been the fair and sportsmanlike result of a successful defence by my boat, my club offered to waive any rights it might acquire through victory.

I pointed out to the committee several simple solutions of the difficulty, the one most feasible and in every way fair being: "The committee, as custodians of the cup, request the owner of the Independence, in the best interest of its defence, to turn his vessel over to any individual or set of individuals, members of the New York Yacht Club, this club may select, for the trial races, and, if chosen, for the match." It was the opinion of a majority of the members of the New York Yacht Club that this should be done, but the syndicated end of the club would not allow even consideration to such a proposition, because with my boat, or the boat of any independent American, defending the cup,

even though managed absolutely by men selected by the committee, the methods then employed by the New York Yacht Club in the America's cup contests would probably have become things of the past.

When the American public and European yachtsmen became fully convinced that the club clique had determined at any cost to carry out their programme for using the cup for their own ends, there was a burst of public indignation unprecedented in the annals of sport. The press of two continents debated the stand taken by the New York Yacht Club with extreme warmth, and as a whole condemned it unqualifiedly. Important American journals of every section of the country called on the club to recede from its position for the good of the sport, and in deference to decency. The *New York World* characterized the club's attitude as "unsportsmanlike, un-American"; the *Chicago Gazette* referred to the "hair-triggering masters of marine etiquette" in the club, whose acts were "chilling the patriotism of builders of cup-defenders"; the *Chicago Tribune* spoke of "the insulting suggestion that unless Independence is under the direction of a club member 'we have no guarantee that the rules of yacht racing will be obeyed'"; the *Chicago Inter-Ocean* asserted the club displayed "a hoggish spirit, a dog-in-the-manger policy"; the *Philadelphia Inquirer* said, "We would rather see the cup cross the water than remain here under the slightest suspicion of unfairness"; the *Baltimore American* spoke of "the snobbery of a yacht club"; the *Savannah Express* of "New York's monopoly"; the *St. Paul Dispatch* of "cuteness more proper in Wall street than among a company of gentlemen"; and the *Rochester, N. Y. Post-Express* of the club's "scheming about to find some pretext to exclude Mr. Lawson"; while the *St. James Gazette*, most dignified of English papers, said: "It is the United States, not a particular club, Sir Thomas Lipton has challenged"; and thus on through a list of papers reaching into the thousands. The editorials from which these quotations are made, as well as many others of like tenor, are given in the appendix of this work, as an illustration of the deep public feeling in the question, reflected by the press.

The public found some small relief in the hope that Sir Thomas Lipton would give the Independence a race or series of races, as he had practically agreed to do; and the belief that if the owners of the New York Yacht Club boats could be forced into meeting Independence outside the trial races, but before the cup contest, and she should prove victorious, public opinion would compel the club to abandon its position. But the American public did not know the power of the class whose representatives were responsible for the existing conditions. I did, and I knew the struggle was yet to come. I had no hope of

a race with the knightly tradesman. I also foresaw a tremendous effort to compel the Newport Yacht Racing Association to bar the Independence, but knowing the sportsmen who composed it, I felt the attempt would be fruitless.

It will be well here to call the sportsman's attention to the correspondence of this association and, by contrasting it with that of the New York Yacht Club, point a lesson in sportsmanship which should not be lost on those who were led to believe by the outcome of the Independence episode that American sports were degenerating. A comparison of the smart legal documents of the New York Yacht Club, which would lead one to believe they pertained to a negotiation for a loan on family jewels, with the open, manly, sportsmanlike letters of the Newport Yacht Racing Association should be instructive as well as edifying, particularly when it is borne in mind that the New York Yacht Club was in a position to be without hindrance fair and manly, while the Newport Yacht Racing Association was in an extremely trying position—a new club composed of men chiefly members of the New York Yacht Club, having social and business relations with the members of the America's cup committee of the club, as well as with the owners of the Constitution and Columbia.

The Newport Yacht Racing Association not only refused to bar the Independence, but insisted on the other boats giving her, in addition to the races they had agreed to, another set at a time when it required even more courage to insist upon fair play.

The correspondence between the association and myself was as follows :

22 WEST 57TH STREET, NEW YORK.

March 7th, 1901.

THOMAS W. LAWSON, ESQ.,

Boston, Mass.

DEAR SIR : The Newport Yacht Racing Association wish to give a handsome prize for a race for the cup defender class off Newport at the first opportunity, when all the three boats are ready to race. If this is agreeable to you, will you inform me of your choice of dates, and greatly oblige,

Yours respectfully,

RALPH N. ELLIS.

BOSTON, March 14th, 1901.

MR. RALPH N. ELLIS,

Newport Racing Association.

DEAR SIR : Yours of March 7th received. I will be pleased to enter the Independence in any races your asso-

[1901]

THE LAWSON HISTORY

ciation arrange, and any dates you decide upon that will be agreeable to the other boats will suit me.

We expect to be in racing trim by the middle of June, and any racing we can get as soon after that time as is possible we shall be very thankful for, as our lack of a trial vessel makes some kind of racing previous to the trial races almost a necessity.

Thanking your association for its offer, which I assure you we all appreciate, I beg to remain,

Yours very truly,

THOMAS W. LAWSON.

22 WEST 57TH STREET, NEW YORK.

April 23d, 1901.

THOMAS W. LAWSON, ESQ.,

Boston, Mass.

DEAR SIR : I have only now been able to fix upon feasible dates for the races that the Newport Yacht Racing Association are to offer for the cup defender class. The dates we have selected for the races at Newport are July 2d, 4th and 6th. It will not be a series of races, but three separate events. I hope these dates will be agreeable to you, as they are to Mr. Duncan, as under the circumstances it will be very difficult to find other dates. Hoping to hear favorably from you, I remain,

Very truly yours,

RALPH N. ELLIS.

BOSTON, April 26th, 1901.

MR. RALPH N. ELLIS,

22 West 57th St., New York.

DEAR SIR : Your letter of the 23d inst. came to hand during my absence, and to-day I telegraphed you as follows : "Your letter received during my absence. Dates entirely satisfactory. Write you to-night." I herewith confirm same. The dates you have selected — July 2d, 4th and 6th — could not have been better for us, and your conditions, three separate races instead of a series, are equally satisfactory.

Therefore consider the Independence entered for all three races.

Again thanking you and your association for your courteous attention, and wishing you every success possible for the season, believe me,

Yours very truly,

THOMAS W. LAWSON.

of THE AMERICA'S CUP

[1901]

22 WEST 57TH STREET, NEW YORK.

April 26th, 1901.

THOMAS W. LAWSON, ESQ.,
Boston, Mass.

DEAR SIR : Your telegram of the 26th inst. is received. I am glad to know that these dates are satisfactory to you. To explain to you better my position, I am the chairman of the old Newport Yacht Racing Association, which is about to be reorganized and incorporated, and the management of these races will be under the new committee which will be appointed. The races will be held under the rules of the New York Yacht Club, but the details of the conditions cannot be published until the committee is organized. Each race will be a separate event, and not one of a series.

Very truly yours,

RALPH N. ELLIS.

BOSTON, June 7th, 1901.

MR. RALPH N. ELLIS,
22 West 57th Street, New York.

DEAR SIR : If, because of the unfortunate accident to the Constitution, or for any other reason, your association decides to change the dates of the three races I have entered the Independence for, you are free to do so, so far as my boat is concerned, as I shall be pleased to bring her to Newport and sail her against either the Constitution or Columbia or both at any time, upon notification from you a few days in advance. Believe me,

Yours very truly,

THOMAS W. LAWSON.

22 WEST 57TH STREET, NEW YORK.

June 8th, 1901.

THOMAS W. LAWSON, ESQ.,

DEAR SIR : Your favor of the 7th inst. is received. Mr. Duncan expects to be ready for the Newport Yacht Racing Association dates, as arranged, viz. : July 2d, 4th and 6th. Should he not be able to do so, I will notify you at the earliest opportunity. In the meanwhile I shall consider the Independence entered for those races.

Very truly yours,

RALPH N. ELLIS.

[1901]

THE LAWSON HISTORY

22 WEST 57TH STREET, NEW YORK.

June 11th, 1901.

THOMAS W. LAWSON, ESQ.,

Boston, Mass.

DEAR SIR: I beg to inform you that the races for the cup defender class to be sailed off Newport on July 4th, 6th, and 8th, have been changed to July 6th, 8th, 10th, and 12th.

Very truly yours,

C. E. LESTER,

Assistant Secretary,

Newport Yacht Racing Association.

BOSTON, June 12th, 1901.

MR. C. E. LESTER,

Assistant Secretary, Newport Yacht Racing Association.

DEAR SIR: Your letter of the 11th inst. is received. I note that you say the races for the cup defender class given by your association, to which I have already made entry through your president, Mr. Ellis, have been changed to July 6th, 8th, 10th, and 12th. These dates will be satisfactory to me. I shall have the Independence in readiness for the same. Believe me

Yours very truly,

THOMAS W. LAWSON.

While the arrangements for the races mentioned in this correspondence were being perfected, Independence was receiving her maiden trials in Massachusetts bay, and despite the fact that she was sadly out of balance, because of her fin being too far aft, her scow form gave her phenomenal speed, which, it was hoped, would offset her irremedial defects in design, if the yacht could be given proper trials against suitable vessels, and get enough races afterwards to assure her of a thorough tuning up.

Efforts were made to secure a vessel of her class to sail with her in her preliminary tests, but none could be found. Defender, cup-defence vessel of 1895, was for sale, and we purchased her provisionally; but it was found she was fit only for the junk-pile, owing to corrosion in her hull. General Paine placed Jubilee at our disposal, but as she had lain several years at Lawley's, afloat and uncovered, it was found she could not be put in proper condition to serve for our purpose.

As trial vessels Independence had for a few short brushes in Massachusetts bay two yachts generously placed at our disposal by their owners, the large schooner Hildegard, owned by Mr. George W. Weld, and the seventy-foot sloop Athene, owned by Mr.

William O. Gay; but as neither of these vessels was in her class, their services were of little practical value.

Independence stood in need of more extended and careful trials than any of the ninety-footers ever built, owing to the experimental nature of her design, and defects in her construction. She received less.

The building and sailing of vessels of this class is at best a game of chance. Pared away here and there to the last degree consistent with even a moiety of safety, in order to lessen weight; built of material no thicker than a dinner plate, that one might almost drive a boat-hook through at a single blow; equipped with towering spars built hollow of steel plate or wood shell; weighted far below the hull with eighty tons or so of lead — what wonder that these vessels are almost an unknown quantity as regards their powers when they leave the hands of their builders?

Independence was the product of a new designer, without data gained by experience to guide him, and in one vital point she proved deficient. Her interior bracing was too light to properly support her overhangs, with the result that the vessel strained and leaked, and at the end of a season was good only for the scrap-heap. In model the boat contained elements that made for phenomenal speed under certain conditions, and with even a small part of what sailor-men love to call luck, she would have made a far better showing than she did.

But luck was not with her. Her career was curiously marked with mishaps and hardships, and strangely enough she always seemed just within reach of better things.

On her trial trips in Massachusetts bay her steering-gears proved bad. We had no private dock large enough to take her out for a change of rudders, and it was only through the courtesy of the then secretary of the navy, John D. Long and the late Admiral William T. Sampson, then commandant of the Charlestown navy yard, that we were enabled to dock her north of Cape Cod.

The trip of Independence around Cape Cod, with several Boston amateurs of the advisory committee of yachtsmen on board, including Messrs. C. H. W. Foster, Edward N. Horton and Arthur Parker, and her designer in charge, resulted in damage to her hull that blighted her career then and there.

She was sent around the cape in tow on a day when she should have lain at anchor, and throughout the trip made hard weather in a short, vicious sea, causing her to leak badly; while men stood by her tenders on deck ready to put them over and abandon her if it was found she could not be kept afloat; and on three occasions it was thought the moment had arrived for such action. Bulldog pluck and courage saved the day, but so difficult was her pas-

sage that in one part of it only five miles were made in four hours' towing, behind a powerful tug, in the narrow channel between Shovelfull light-vessel and Handkerchief Shoal. Had there been sea room to proceed under sail at this point the vessel would have gone along without damage.

As a result of this treatment the yacht's floor forward was pounded up until there was a decrease of one and one half inches in the headroom forward for a distance of eight frames. From about eighteen inches on either side of the centre-line of the hull to the turn of the bilge, plates and frames were sprung upward about one inch. This pulled rivets on seams and butts, and while they still held, there was a resultant leakage in a sea way.

This damage was caused by the insufficient support given the forward part of the vessel by the truss construction of rods and struts with which her bow was strengthened. (This construction is described in detail in another chapter.) The fore and aft diagonal steel rods running from the mast-step to within one station of the bow snapped like pipestems. The tubular upright struts buckled and snapped, and the consequent disarrangement of the distribution of strain resulted in the bending of the vessel's interior vertical keel; while the collapse of its supports caused the bow to work badly.

An attempt was made to hold the worst of the leaks in check by plugging or "shimming" the seams inside, but this was of little avail, owing to continuous straining. A pump was kept going fifteen minutes on and fifteen off from Handkerchief to the Vineyard.

When under sail next day, going to New London, the vessel leaked less, but the pump was kept going fifteen minutes every hour, throwing at the rate of 3000 gallons of water an hour.

On the yacht's arrival at New London Capt. Haff reported to me by telephone to Newport that she could not be repaired in time for the Newport races—that the repairs would take weeks. I ordered him to rush the repairs night and day, and bring her to the line if she sunk before crossing.

Repairs were rushed therefore with the greatest possible speed. The broken and bent ties and braces in the yacht's hull were removed and replaced, the rods with others of double size, and the tubular struts with angles of double weight. The rivets in the forebody were tightened where loose, and the seams where there were leaks, the worst of which was where the fin joined the hull, were calked.

It was found on the vessel's being launched that the leak had not been stopped, and in her first races off Newport Independence sailed with her fin full of water to within a foot of the top. This extra weight, and the mobility of the water, noticeably deadened

and deranged the vessel's movements, and put her entirely out of proper racing form.

No one except those connected with the yacht knew at first of this condition of affairs, as it was considered better to bear the ill than reveal it by pumping in a race, which might have directed harsh public criticism at the beginning of her career against the vessel's designer and builders.

After Independence's second race at Newport (which see) a force-pump was sent aboard the yacht from the steam-yacht Dreamer, and was rigged up with piping obtained from Providence, being installed on the cabin floor, with the pipe led through the lazarette, and thence up to the deck when it was necessary to pump.

In the last two July races, when the water began to show above the lead in the fin the pump was started, and each time was kept going about twenty minutes. This took place every two hours. The pump's throw was at the rate of between 3500 and 4000 gallons an hour.

The worst leak continued to be where the fin joined the hull. Here the plates had been thinned to a feather-edge, and they failed to hold together. The water came aboard in such volume that it could be heard plainly running under the cabin floor boards. Various efforts were made by different means to stop the leak, but none availed. It was lessened somewhat by the application of a patch, or poultice, as large as the bottom of a bucket, made by soaking oakum in red lead. This was held on the leak with a brace wedged under a floor timber.

On the vessel's second trip to New London for fixing up, the number of vertical braces in her hull forward was doubled, angle-iron being used instead of pipe. There were also put in twelve extra diagonal angle braces forward, from the deck at the centre-line to the bilge-stringers; while all the old braces forward were replaced with new and heavier ones. The yacht was thus practically rebuilt inside. A locomotive patch was put on the leak at the fin, butt straps forward were replaced with heavier ones taking double rows of rivets, and an intercostal keelson was placed half way from the keel to the bilge-stringer on each side for twelve frame spaces, forward. All loose rivets were removed and new ones substituted, and the new forward fin, or skeg, (mentioned elsewhere), was put in place.

When the vessel started in her second and last series of races it was found she did not leak so much, and was firmer in her forward overhang, but her stern now began to give trouble. The braces abreast and forward of the rudder-post buckled, as mentioned in another chapter, and were stiffened after being straightened with a maul, by anchor-stocks and capstan-bars lashed to them. The stern of the vessel worked so badly, however, that

during her last race three men were required at the wheel to steer her, owing to the binding of her rudder-head at the deck. When the yacht lay down the braces to leeward buckled and those to windward straightened out; on the other tack those which had buckled straightened, and the others bent into crescents.

With such handicaps, with her balance wrong, and with miserable headsails, it is to be wondered at that Independence made the showing she did; and with more racing most of her defects undoubtedly could have been remedied.

Independence was managed in her earlier races by Charles Francis Adams 2d, of Boston, and in her last two races by Dr. John Bryant of Boston.

For the benefit of designers, builders, yachtsmen and students of yacht architecture, all available facts about the building of Independence are given in this book as carefully as possible. No such facts have ever before been made public in connection with a yacht of the cup class, and these must prove of inestimable value to all who wish to profit by the hard-earned experience of others, both by seizing what is good and avoiding the errors that had a part in the building and equipping of Independence.

Independence's existence was so brief that her name never appeared in any yachting annual or shipping register. She was enrolled in but one club, the Hull-Massachusetts, and she flew the flag of that club, with the private signal of her owner, a white bear on a blue field.

At the conclusion of the races at Newport, which proved to be the last and only ones the Independence ever engaged in, every one connected with her felt they had been, through the sportsmanship of the Newport Yacht Racing Association, amply repaid for all she had cost in care and labor by being brought into contact with that type of the true American sportsman "which stood four-square to all the winds that blew."

During our long stay in Newport harbor the most charming and thoughtful courtesy was shown all connected with the Independence by the members of the association. In addition, they gave to me personally, to my steamer, the Dreamer, to the people on all my other boats, to my friends and sailor-men, every facility in their power, and during the races they did those things which only true sportsmen know how to do to turn trying times into merry sporting events.

But for influences the animus of which was evident to even the man in the street, Independence might have had a few more races than the Newport Y. R. A. provided her with. The Larchmont Yacht Club held a special series of races for ninety-footers, as previously mentioned, and Independence was not invited to sail in them, as the club was playing Polonius to the New York Yacht





Club's Hamlet, and to it the weasel easily became very like a whale. The right of the club to invite whomsoever it pleased to sail under its auspices was undisputed, and no regret was felt, under the circumstances, because its lack of breadth led it to bar Independence.

On the other hand a club which desired to see the Boston vessel have fair play was obliged to abandon its projected races for ninety-footers because of the influence mentioned.

This was the Indian Harbor Yacht Club of Greenwich, Conn., which on May 4th, 1901, through Mr. Frank Bowne Jones, chairman of its regatta committee, extended to me an invitation to enter Independence for a race in Long Island Sound, to be sailed under the auspices of the club for the cup-defender class on a day in the latter part of June, to be selected. The date subsequently fixed was June 27th, but the race was put off owing to the dismasting of Constitution, which it was believed would be entered. On August 5th I was informed the race would be sailed August 24th, provided I would start Independence. My reply was that I should be pleased to start Independence on the date named.

I next received the following letter from Mr. Jones :

INDIAN HARBOR YACHT CLUB, GREENWICH, CONN.
August 8th, 1901.

THOMAS W. LAWSON, ESQR.,
33 State St. Boston.

DEAR SIR: We beg to acknowledge receipt of your telegram of the 5th inst. replying to our telegram to you asking if you would start Independence in a race for 90-footers under the auspices of our club on the 24th inst. We wish to express our appreciation of your willingness to start the yacht in the proposed race, but regret extremely to state that we have just been informed by Mr. Morgan that he cannot arrange to start Columbia and we are also informed that Mr. Duncan cannot enter Constitution. We judged from a conversation that we had with Mr. Duncan at Newport a short time since that he would start Constitution if we gave a race on the date named and we therefore endeavored to arrange it. You will understand that this proposed race was intended as a postponement of the event that we had scheduled for June 27th last, to which you were invited, and for which the other yachts were entered, and which we were compelled to postpone owing to the accident to the Constitution. As neither of these yachts will now start in the proposed race, we are compelled, much to our regret, to call the event off and we have telegraphed you this morning accordingly. The annual regatta of this

THE LAWSON HISTORY

club will be held on the 17th inst., for which we cordially invite you to enter Independence, though we cannot assure you a competitor in her class. We trust that we have not put you to any inconvenience and beg again to express our thanks to you for your acceptance of our invitation to race Independence. Yours very truly,

FRANK BOWNE JONES, *Chairman.*

After the finish of the racing at Newport, with which ended Independence's racing career, the press of the country, the public and yachtsmen with hardly an exception agreed upon three points :

First : The Independence had serious defects, caused almost entirely by the great rush in which she was designed and built and lack of proper tuning up ;

Second : That with her defects remedied she would have been the fastest yacht afloat ;

Third : That she should in all fairness and in the best interests of the sport have been given more races with boats of her class.

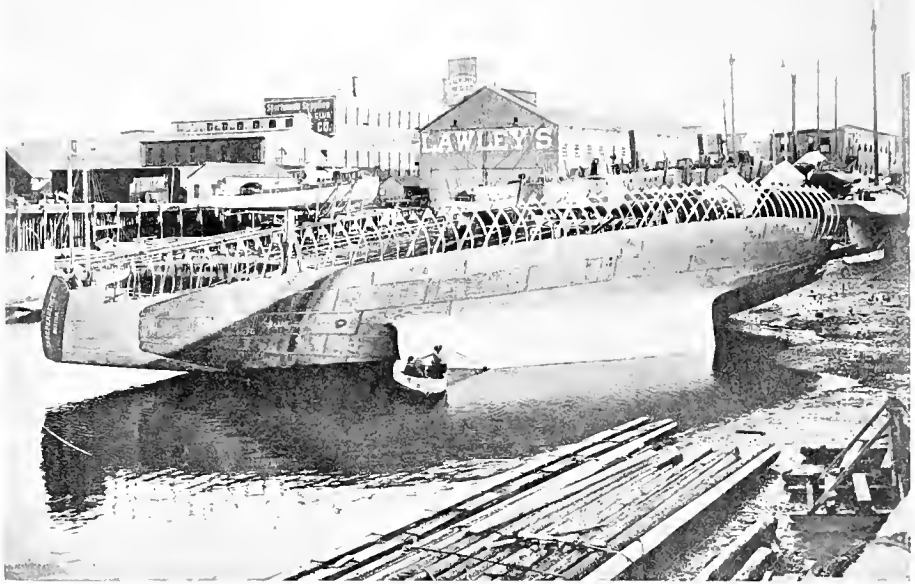
I did everything possible to secure a race or series of races for her with any or all the boats of her class then afloat, the Shamrock I. and Shamrock II., the Columbia and Constitution. I even offered to keep her in commission beyond the season of 1901 provided I was assured she would have an opportunity of racing against all or any of the above boats.

When I became convinced it would be impossible for her to secure another race, and that there was absolutely no reason for keeping her afloat, I gave orders that she be broken up.

Independence was in commission exactly three months. Her sails were hoisted for the first time off Boston light June 3d, and on September 3d they were lowered for the last time, in the same locality. The work of breaking up the yacht began as soon as she went out of commission, and in a month a pile of metal in a corner of a boat-shop at Lawley's yard was all that remained of her hull. Photographs of the yacht show her appearance two weeks after the work of demolition began. After all spars, rigging and fittings had been removed from the vessel, and the loose lead ballast had been taken out, she was beached, as shown in the pictures referred to, presented herewith; and the cement, shot and pig-lead in her fin were removed. Then the work of backing out rivets began. Each rivet necessarily was removed separately, and as fast as a plate was liberated from the frame it was lifted ashore and put on the scrap-pile.

At last nothing remained of the yacht but the body-frames, like the bones of a giant fish on the beach. These finally were severed from the keel-trough casting, and the heavy casting itself





was drawn ashore, leaving nothing suggesting a yacht in the place where the great bronze hull was first beached.

No attempt was made in taking the Independence apart to preserve the material from her with a view to future use in a yacht. She was as dead a ship as any wrecked by the sea, and nothing that came from her hull could be used again in a yacht unless worked over in foundry and rolling-mill.

Those journals which for months had been acting as mouth-pieces for the New York Yacht Club endeavored to mislead the public by asserting that my order to break up Independence was the act of a man filled with petulant disappointment. No thinking person could have been deceived by these statements, for I did not order her to be broken up until after I had given public notice that I would continue to keep her in commission if anyone could give me a reason for doing so. All yachtsmen were agreed that even after she had been deprived of the opportunity of engaging in the cup contest, Independence, if given races with vessels of her class, would have exercised a beneficial effect on yacht building, by demonstrating the practical value of the scow type in a ninety-foot cutter through comparison with the types then in existence. But this was not to be.

As soon as the syndicated powers behind the New York Yacht Club were assured the Independence would not further interfere with their schemes, they made a herculean effort to stimulate interest in the coming contest.

Following closely upon the announcement that the Independence was to be broken up, the public of America and Europe were startled to read sensationally-worded statements in the daily press to the effect that Shamrock II. was so sure of winning the cup match enormous pools of money had been subscribed by yachtsmen of Great Britain to wager even or at odds of two to one against the American boat. This "news" described in minute detail how prominent Englishmen had left for America with letters of credit for large amounts, how they were met when they landed in New York by prominent Americans; and after giving the names of both Englishmen and Americans, wound up with the information that legal documents covering the entire transaction were being drawn, and the wagers would be deposited with prominent banks.

This information was followed in a few days with the details of a first bet of \$400,000 having been actually made, and the names of the Americans concerned, and the banks that held the stake, were given. Included in these names were those of two Pittsburg, Pa., bank presidents.

This announcement astounded yachtsmen everywhere, and great was the speculation as to the surprises Shamrock had in

store. This excitement was intensified by Sir Thomas J. Lipton making a public statement that he was satisfied beyond a doubt of the Shamrock's ability to win.

The whole transaction of the betting was such a palpable fraud on the public that yachtsmen who had the best interests of the sport at heart set on foot an inquiry into the facts. Twenty-four hours' investigation brought forth evidence that there was absolutely no truth in any of the statements made. I, therefore, after consultation with these yachtsmen, made the following announcement through the press :

"Investigation by yachtsmen of unquestioned standing having demonstrated the falsity of the statements being published, to the effect that enormous wagers are being entered into between Englishmen and Americans at strong odds on the Shamrock II., and all true yachtsmen believing the perpetration of this fraud will seriously damage the sport, it has been decided to do something that will effectually and at once put a stop to this misleading of the public.

"To that end I herewith offer to wager \$100,000 or \$200,000 at odds of two to one in favor of the American boat, and as I am opposed to wagers for personal gain, I herewith agree to donate any amounts that I may win through the above offer to any public charity, to be named by the New York Yacht Club or the press of New York city."

As soon as this was published everyone actively connected with the fraud became panic-stricken, and the principals made public confession that the entire scheme was an effort to impose upon the public, and that no wagers had been made. Thereupon the betting odds fell to their legitimate level, of from two to five, to one on the American boat.

In bringing this work to a close I shall present, in addition to a detailed account of the construction and cost of building and conducting a modern racer meeting the requirements of the cup-defence class, four articles, a study of three of which, with the account mentioned, will assist the yachtsman-student of the future to form an opinion of the merits of the question : "Was the sport of yachting benefited by the existence of the Independence?" The fourth will throw much light on the legality of the deed of gift, under which the New York Yacht Club acts.

The first of these articles is a description of the last race of the Independence, by the veteran yachting writer A. G. McVey, published on the day following the race in the *Boston Herald*.

The second is a description of the same race by John R. Spears, published in the *New York World*.

The third article is on the "Independence episode," and is by Mr. McVey, one of the best equipped writers on the subject

because of long experience, acquaintance with yachting affairs and the men who conducted them, and intimate personal association with many of the great yachtsmen of America and England, and particularly with the representative members of the New York Yacht Club, as evidenced by the fact that he witnessed the Newport races as the guest of Ex-Commodore Elbridge T. Gerry on his steam-yacht *Electra*, at a time subsequent to the publication of the article referred to.

The fourth is an important article on the legality of the deed of gift of the America's cup, by Stinson Jarvis, a recognized authority on the subject.

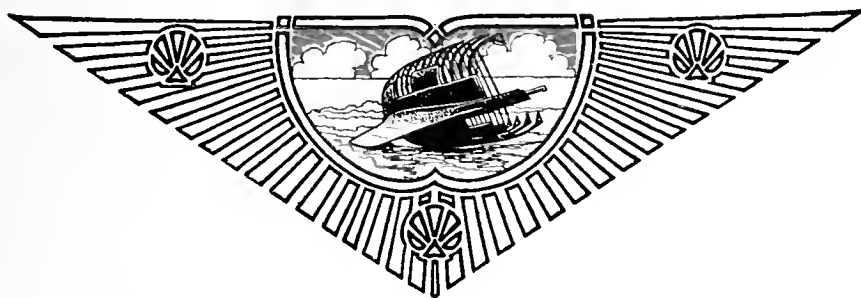
In presenting, as part of the record of international yachting contained in this work, my position in the important event in the America's cup's history known as the "Independence episode," I can but say :

The Independence was built for the sole purpose of engaging in a sport supposed by all to be free to all ; for the sole purpose of bettering that sport, and thus benefiting all who had its welfare at heart. It brought to those who had created it little of pleasure, and much of labor and pain ; but when the Independence was no more, and the "Independence episode" had passed into the keeping of history, whose white light brings into relief the work of all, those responsible, even in the smallest measure, for a part in her creation and her short existence, felt they could truthfully say, and that history would bear them out :

"Many fallacies were dispelled, which but for the 'Independence episode' would still appear as truths.

"Many truths long hidden from the wholesome air of open dealing, concealed in unknown cellars dug beneath the fair structure of the sport of yachting by men whose methods were not fellows of daylight and the sun, were given new life and brought once more to public view by the 'Independence episode.'

"The sport of yachting, international yachting, American yachting in particular, is better because the creation of the Independence compelled the 'Independence episode.'"





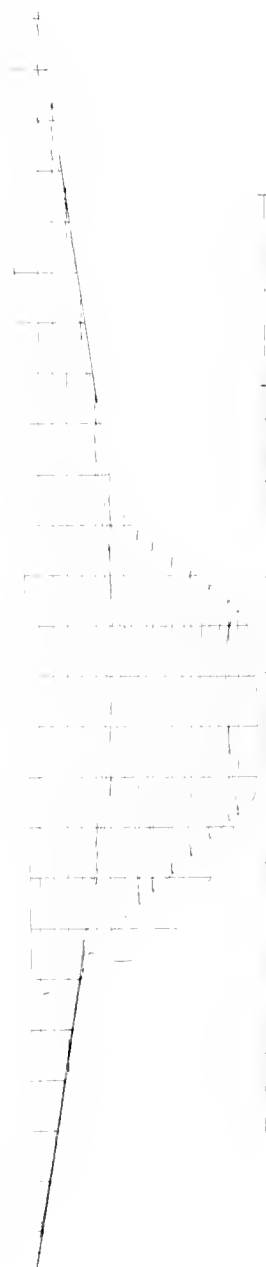


STRUCT. FOR SCALE 1/4" = 1' 0"

DEPT. OF COMMERCE



SCALE OF LINES
1/8" = 1' 0"



1' 0" = 1/8"

DATA CONCERNING INDEPENDENCE GIVEN IN FULL FOR THE BENEFIT OF YACHTSMEN: 1901. CHAPTER XVIII.



EW conditions in yacht-racing call for new men and new measures. With Mayflower the last of wood vessels in the America's cup defence went out of commission. Volunteer was of iron — as was indeed Mischief, which defended the cup in 1881—but Volunteer's successor, Defender, was a bronze and aluminum machine, and she set the pace for a type of vessel by which entirely new fields of effort were opened to designers and builders.

Very little reliable data about vessels of this class could be had previous to the building of Independence, as those possessed of such information kept it to themselves, to be used as a stock in trade. It was the purpose of the owner of Independence from the first to give the yachting world all possible information about the building of such a boat, and while she was being built all the details of her construction, lines, etc., were published, as the work progressed, in the daily and weekly papers and yachting journals. These details are presented here in connected form for the first time, together with a comprehensive statement of the yacht's cost, the whole making a presentation of facts never before published in connection with a yacht of the cup-defence class.

The cost of building and equipping Independence, and keeping her in commission three months, was \$205,034.80. This sum does not include about \$10,000 expended for cups and other prizes offered for races in Massachusetts bay, which could not properly be charged as an item of expense for a cup-defence vessel; nor is any account made of the expense of maintaining the steam-yacht Dreamer, her consort. Had the Dreamer been commissioned solely for such a purpose, from \$25,000 to \$50,000 might be added to the above total on account of her maintenance, and expense incidental thereto, for a season. This item is not counted here, as the owner of Independence and Dreamer used the steam-yacht for his personal convenience, and not primarily as the consort of Independence.

The contract for building Independence was signed Dec. 17th, 1900. The vessel's lines were laid down in the mold-loft of the Lawley yard, the work beginning Dec. 31st. The vessel was built at the Atlantic Works, East Boston, where her keel was put in place Jan. 26th, its base being a bronze casting, described elsewhere. This casting was made at East Braintree, Mass.

[1901]

THE LAWSON HISTORY

Independence's nickel-steel frames were made at Phoenixville, Pa., and bent at the Atlantic Works. The first three frames set up, sections 41, 42 and 43, were put in place Feb. 19th, 1901. The vessel was fully in frame March 6th, and plating began at once. All her body-plates were on April 25th, when burnishing began. Her deck was laid within the week. She was launched May 18th, as previously mentioned.

The contract for the building of Independence was in the following form :

CONTRACT AND OUTLINE SPECIFICATIONS FOR A VESSEL OF THE AMERICA'S CUP CLASS, 1901.

This contract made and entered into this seventeenth day of December, 1900, between THOS. W. LAWSON of WINCHESTER, MASS., hereinafter called the owner, and GEORGE LAWLEY & SON CORPORATION of BOSTON, MASS., hereinafter called the builders.

WITNESSETH : That the builders for and in consideration of the sum of seventy-five thousand dollars (\$75,000.00), to be paid to them in the manner hereinafter provided, agree to build for the owner a sailing yacht suitable for competing in the trial races for the selection of the defender of the America's cup, and according to the plans and specifications to be furnished by B. B. Crowninshield of Boston, Mass., hereinafter called the architect.

The builder agrees that all work under this contract shall be executed in first class manner, and to the entire satisfaction of said architect and owner, and that said boat shall be built with the least weight of material consistent with requisite strength, and shall be built under cover and with all possible dispatch. It is understood that the builders shall give the architect the benefit of their employees' experience and advice as the work progresses, and that during construction the architect shall have access to all records and tests that may apply to this yacht which may at any time be in the possession of the builders.

The builders agree that during construction the yacht shall be insured for the benefit of the owner and builders as their interests may appear. The cost of such insurance to be paid by the builders.

OUTLINE SPECIFICATIONS.

DIMENSIONS :

The general dimensions of the yacht shall be as follows :

Length over all	about 140 ft.
Length on the waterline	about 90 ft.
Beam	about 24 ft.
Draft	about 20 ft.

BALLAST :

The ballast is to consist of about eighty tons of lead, more or less, stowed or attached to the hull as may be decided.

STERN AND STERN-POST :

Stern and stern-post to be cast of strong bronze as may be called for by the design, with rivet holes drilled.

ENTIRE FRAME WORK :

The frames, deck-beams, and interior structural work of the boat shall be constructed of mild steel of high tensile strength and great ductility ; shapes to be determined. Parts will be riveted together with best quality of soft steel rivets.

PLATING :

The yacht will be wholly plated outside with Tobin or manganese bronze plates or other composition approved by the architect. The strakes shall be in and out, and the whole riveted up with Tobin bronze rivets. The outside of the plating shall be kept as fair and smooth as possible, and after finishing shall be smoothed up by filing and polishing or other approved means.

RUDDER :

The rudder shall be made with bronze stock and frame cast in one piece and plated on both sides with same material as hull. Rudder properly hung to stern-post.

DECK :

The deck beams shall be thoroughly strapped with light steel bars and covered in with clear white pine deck plank in as long lengths as possible to be obtained. Said plank to be fastened to the deck beams by brass screws from beneath, and to be thoroughly caulked and payed with marine glue in the usual manner. Should it be decided later that another form of deck is preferable, it will be substituted for the above.

SPARS :

The yacht shall be furnished with steel mast, boom, and gaff ; Oregon pine topmast, bowsprit, and spinnaker pole ; six spruce topsail poles and six spruce topsail clubs of such lengths and sizes as may be required ; also boat booms and all other small spars and poles that may be required to fit out the boat.

SPAR IRON WORK :

All forgings for the spars and rigging are to be furnished by the builders, and to be smooth forged of Norway iron or mild steel as may be required. The iron work to be nicely galvanized, and where possible all welds to be tested.

INTERIOR ARRANGEMENT :

The builders are to fit the boat up below deck with a large forecastle forward, fitted with twenty-five gas-pipe cot

THE LAWSON HISTORY

berths, complete with canvas mats, hanging hooks and chains, and stowage lockers for crew. Aft of this a large galley fitted with sink, ice chest, dressers, shelves, etc., sufficient for the necessary cooking for the crew. Aft of this two state rooms, to be fitted with two gas-pipe cot berths, hooks, wardrobes, transom seats, etc. Aft of these state rooms a main cabin with three berths on each side. Sofas in front of berths and dining table. Aft of main cabin there will be two state rooms fitted in a similar way to other state rooms before mentioned.

JOINER WORK :

All bulkheads to be of $\frac{5}{8}$ -inch white pine or butternut, tongued and grooved, and put together with screws, so arranged that they can be easily taken down if required ; to be cleated with oak cleats, and fastened in place with brass hooks or buttons wherever possible. All doors to be fitted with canvas panels, and to be of white pine or butternut or other approved material. No ceiling will be required except where necessary for lining lockers. All the joiner work to be of the simplest and lightest character.

DECK JOINER WORK :

All hatches, companionways, and skylights that may be required to be made of butternut. Skylights to be made of McIntyre's style. All properly furnished with brass hardware.

PLUMBING :

To include two or more galvanized tanks of combined capacity of about one thousand gallons. To be fitted with all the necessary swash plates, fill and vent pipes, hand holes, etc., and so arranged that the pipes can be easily disconnected and tanks taken out through the main hatch. Also three (3) W. C.'s of approved make, and three (3) folding lavatories to be placed as directed ; also the necessary pumps, piping, cocks, etc., to connect up the above.

OUTFIT :

It is understood that all the necessary outfit such as windlass, anchors, cables, davits, steerer, steering wheel, lines, cleats, chocks, covers, ring bolts and eye bolts, etc., will be furnished to make the yacht complete. They will be made as light as possible consistent with strength. The exposed iron work to be galvanized, and all to be securely attached or stowed in proper place.

BOATS :

The builders shall furnish two cedar tenders built in lap-streak manner with mahogany seats. One shall be 18 feet over all and the other 15 feet.



of THE AMERICA'S CVP

[1901]

PAINTING :

All steel work inside to be painted with two coats of best red lead, and in the living quarters to be finished with another coat of such color as may be selected by the architect. The topsides of the yacht to be finished with two coats of best lead paint, color as required. All bright work about deck to be filled and finished with best spar varnishes.

It is the meaning and intent of this specification to cover the entire construction of the yacht as herein described, with all her appurtenances complete, whether herein mentioned or not, with the exception of the following :

Sails ; china ; crockery ; galley stove ; cooking utensils ; linen ; bedding ; flags ; upholstery ; lights ; nautical instruments, and stores of all kinds.

In consideration of the foregoing the owner agrees to pay the builders the sum of seventy-five thousand dollars (\$75,000.00) in amounts as follows :

Ten thousand dollars (\$10,000.00) upon signing this contract ; balance, in such amounts as may be called for by the builders at any time, it being understood, however, that the sum of such amounts paid at that date will not exceed the value of labor and material incorporated into said yacht.

WITNESSETH our hands and seals this seventeenth day of December, 1900.

THOMAS W. LAWSON,

GEO. LAWLEY & SON CORP'N,

by GEO. F. LAWLEY, *Pres.*

Independence was of the following dimensions :

Length overall	140 ft. 10½ in.
Designed water-line	90 ft.
Forward overhang	27 ft. 5 in.
After overhang	23 ft.
Beam extreme	23 ft. 11½ in.
Greatest beam at water-line	23 ft. 5 in.
Beam at forward end of water-line	15 ft.
Beam at after end of water-line	18 ft. 9 in.
Beam at taffrail	11 ft. 8 in.
Freeboard at stem-head	6 ft. 11 in.
Least freeboard	4 ft.
Freeboard at taffrail	4 ft. 8 in.
Draft	20 ft.
Area of midship section	117.9 sq. ft.
Area of water-line plane	1771.5 sq. ft.
Area of lateral plane	772.6 sq. ft.
Wetted surface	2913.5 sq. ft.
Centre of lateral plane aft forward end of load water-line	51 ft. 5 in.
Centre of buoyancy aft of forward end of load water-line	47 ft. 3 in.

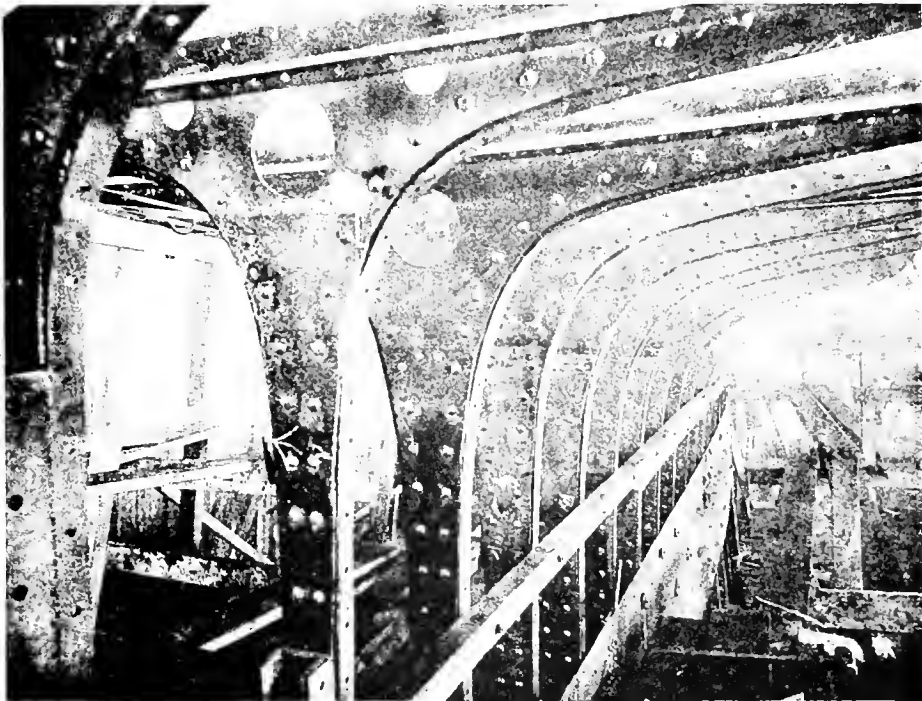
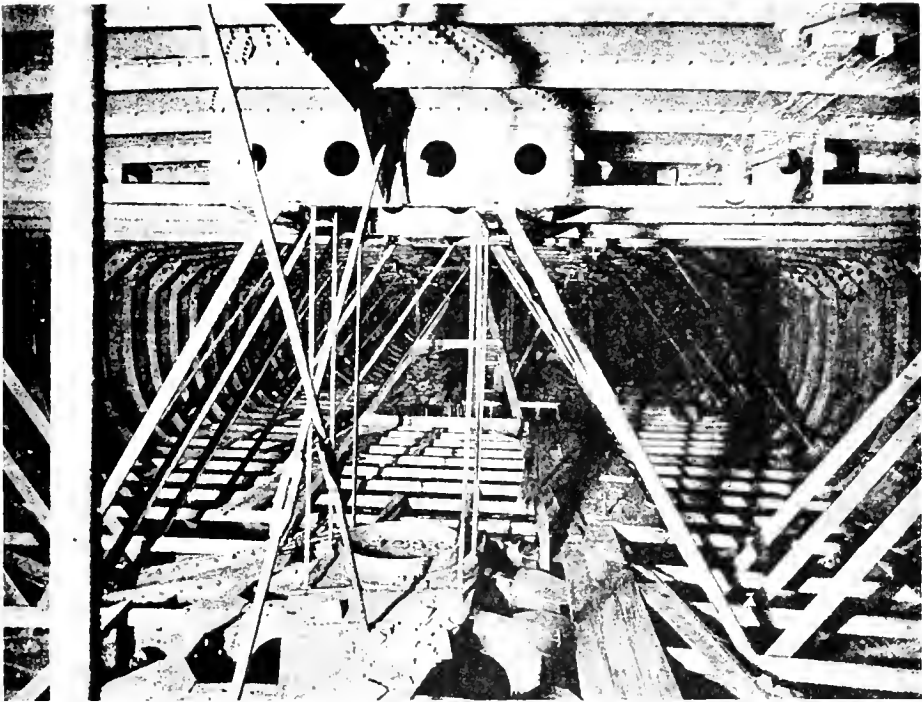
Her displacement was 146.75 tons, and her measured water-line length for racing at Newport in July 89.16 feet, and in August 88.03 feet.

Three metals entered into the construction of Independence, bronze, steel and aluminum. Her frames were of nickel steel, her plating of bronze, except the sheer-stake, which was nickel steel, and her deck aluminum, except in the wake of the mast, where steel was used. The yacht's frames numbered seventy-nine. They were of nickel steel bulb-angles spaced 21 inches on centres, those in the bow, from frame 1 to 17 inclusive, and in the stern from frame 62 to 79 inclusive, being $2\frac{1}{2} \times 1\frac{1}{2}$ inches, 2.66 pounds to the linear foot; and those amidship being $3\frac{1}{2} \times 2$ inches, 4.65 pounds to the foot. The frames entering the keel or fin extended to the bottom, where they were riveted to transverse webs $4 \times 3\frac{1}{2}$ inches, that were in turn riveted through the bronze trough that formed the bottom of the keel. This trough was a single casting, $\frac{7}{8}$ -inch thick, 19 feet 3 inches long, $4\frac{1}{2}$ inches deep, 37 inches wide at the widest part, $17\frac{1}{2}$ inches wide at the forward end, and 5 inches wide aft, where it turned up with a rise of 12 inches and overlapped the foot of the sternpost, to which it was riveted. In shape the casting was something like a shallow canoe. Its weight was 2100 pounds.

Sternpost and stem were also solid bronze castings, with short lugs or floor-plates cast on them, to take the riveting of the frames. Their combined weight was 2000 pounds.

Extending to the bottom of the keel at every set of frames, to which it was riveted, was a vertical floor-plate of 10-pound steel, 8-pound at the lower end, its thickness being about $\frac{1}{4}$ -inch. These divided the fin completely at every frame, and rendered it absolutely stiff. For ballast there were placed at the bottom of the keel about sixty tons of lead in pigs, and around it was poured about ten tons of shot. The top was then levelled with a layer of Portland cement $1\frac{1}{2}$ inches deep, presenting a smooth surface. Additional lead to the extent of ten to fifteen tons was stowed on top of this cement, and was added to or taken from as occasion demanded in racing. The vessel carried more ballast than was needed to insure stability, owing to an error in the relation of her centre of gravity to her centre of buoyancy. With the designed amount of lead in her fin her centre of weights came too far aft to give her a proper line of immersion, necessitating the piling of lead on the floors forward of the fin. This condition was but one evidence of several that the vessel was designed with her fin too far aft. Had it been in its proper place, with relation to the centre of displacement, not only the carrying of an excess of lead would have been done away with, but the yacht would have steered much better than she did.

In the forward end of Independence's hull there was an interior vertical keel from the stem-head to frame 38, its weight being 8 pounds to 10 pounds forward, and 15 pounds at the mast-step,





and its greatest depth 18 inches, tapering to 8 inches. Inter-costals, or clips, $2\frac{1}{2} \times 2\frac{1}{2}$ inches were employed as stiffeners at each frame. At frame 38, where the vertical keel met the fin, a similar vertical plate was placed under the centre of the deck-beams, the two being connected fore and aft by $\frac{7}{8}$ -inch steel rods set up with thread and nut. Aft of the fin the vertical keel extended from frame 59 to the transom, the weight being 10 pounds, and 8 pounds at the end. Around the rudderposts this keel was spread, forming a box or trough, 15 inches wide, for a distance of 9 feet 6 inches, for the rudders to pass through.

Independence's nickel steel sheer-stake was $\frac{1}{4}$ -inch thick in the overhangs and $\frac{9}{32}$ in the body of the boat. The second stake, of bronze, was $\frac{3}{16}$ -inch in the forward overhang, $\frac{1}{4}$ -inch amidship, and $\frac{3}{16}$ and $\frac{7}{32}$ aft. The next four stakes were the same. The first stake in the fin below the turn was $\frac{1}{4}$ -inch throughout, and the three stakes below that $\frac{5}{16}$. There were nine stakes in all, laid to lap, the garboard being an outside, and sheer an inside stake. The body-plates were double riveted, with bronze liners and pan-head bronze rivets. Button-head aluminum rivets were used in the aluminum decks, those at the seams and laps being countersunk.

An elaborate system of interior strengthening devices * was employed in the construction of Independence. A set of bilge-stringers, of nickel steel bulb-angles, extended fore and aft, their position amidship being about midway between the turn of the floor to the keel, and the designed water-line. Their size was $3\frac{1}{2} \times 2$ inches, and their weight 4.65 pounds to the foot in the body of the vessel, and $2\frac{1}{2} \times 1\frac{1}{2}$ inches, 2.66 pounds to the foot, in the overhangs. A similar set of side-stringers extended fore and aft, their position amidship being at the water-line, and their sizes and weight the same as the bilge-stringers. From the bilge-stringers to the centre line of the deck there extended, on every fourth frame, a tubular steel strut or brace 2 inches outside diameter, its ends flattened and riveted to the stringer and deck timber respectively. From the side-stringers at every fourth frame there extended similar struts to the deck timbers midway between the centre line and gunwale, except opposite the mast-step, where braces of $3 \times 3 \times \frac{3}{8}$ -inch bulb-angles were introduced at frames 28, 29 and 30, extending from the bilge-stringers to a point where deck-beams and frames were joined by gusset plates of 15-pound steel, to which the braces were riveted. These gussets were heavier here than elsewhere in the boat (all others

* Experience showed that except for the bilge- and side-stringers in Independence, the strengthening devices used were ineffective. The struts, braces and tie-rods with which she was equipped were incapable of taking all the strain put upon them, the vessel's flat floors and long overhangs making her specially susceptible to strain in a breeze or seaway.

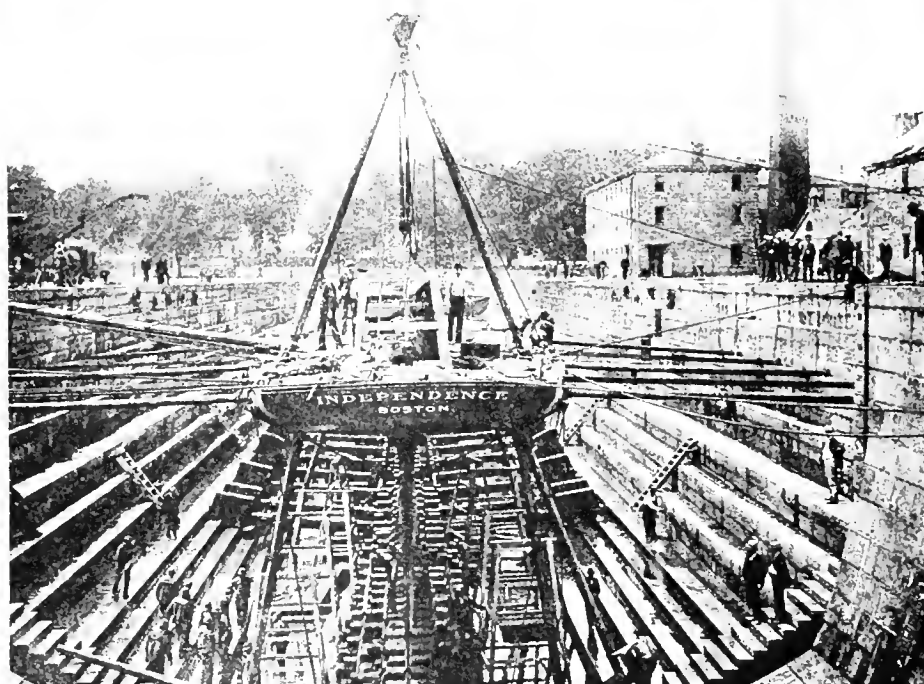
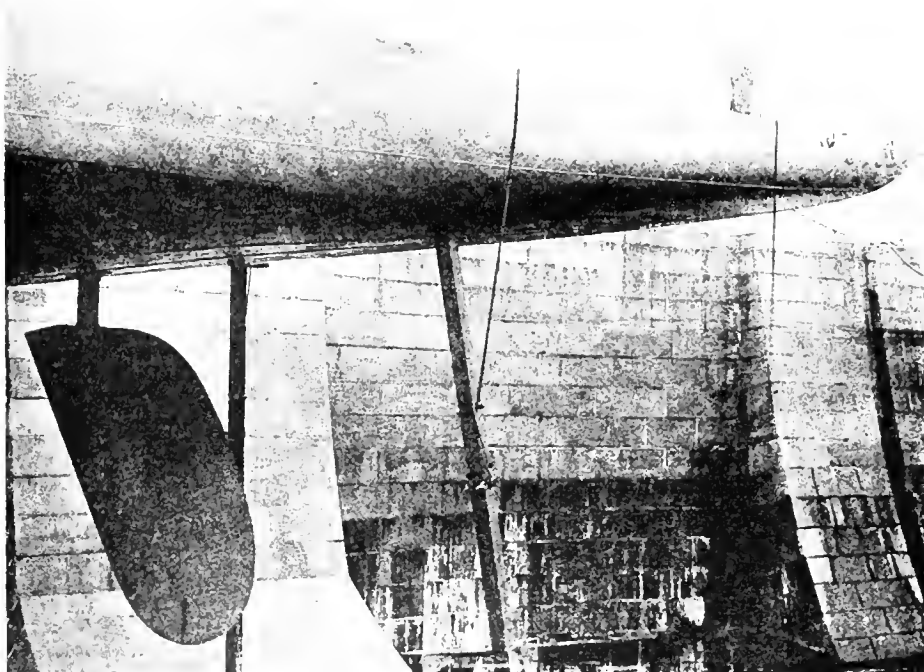
being 8 pounds), and had a 2-inch flange on the inner edge, with a thickness of about $\frac{1}{4}$ -inch.

To strengthen the overhangs steel tie-rods were employed, extending fore and aft from the vertical keel to the centre-stringer of the deck, at different angles, the average being about 45 degrees. There were six forward and six aft, those forward being designed to set up with turnbuckles.

The vessel's seventy-nine deck-beams were the same size and material as the frames, they also being lighter forward and aft than amidship, in the same proportion. In the neighborhood of the mast-step four extra deck-beams were laid without crown, directly under four regular beams, with which they were connected by vertical plates, forming a strong web construction. The mast-step was built up of steel intercostal plates, it being 14 feet long by 12 feet wide, and 2 feet 6 inches deep under the mast. In the centre 15-pound plates were used, and on the ends 12-pound and 10-pound. The heel of the mast, 22 inches in diameter, stepped into a socket of angle-iron $4 \times 4 \times \frac{3}{4}$ inches, through which one of the three sets of $\frac{7}{8}$ -inch tie-rods extended from the mast-partners, setting up underneath with thread and nut. At the deck an angle-collar $3 \times 4 \times \frac{1}{2}$ inches took the wedges around the mast. The entire step was braced transversely and fore and aft, in the first instance by 3×3 -inch angles to the gussets, and $2\frac{1}{2}$ -inch diameter hollow steel struts to the mast-partners, as previously mentioned; and fore and aft by steel rods set up with turnbuckles.

Through the centre of the yacht's deck there extended fore and aft a stringer of steel plate 2 feet wide, tapering to 18 inches, and weighing 10 pounds to the foot amidship and 7.65 pounds at the ends. There were also two side deck-stringers corresponding to the covering-board in a wood vessel, of the same sizes and weights as the centre-stringer. The aluminum deck-plating was $\frac{1}{4}$ -inch thick, and the steel deck-plating opposite the mast 7.65 pounds to the foot. The deck was covered to the edge of the side-stringers with canvas glued fast. Deck fittings, such as cleats, bitts and capstans were of white metal. Chain-plates were of Tobin bronze, extending 20 inches below the gunwale, with zigzag riveting into the shell plating and gunwale bar, $\frac{5}{8}$ -inch rivets being used. The gunwale bar was a nickel steel angle $3\frac{1}{2}$ inches high by 2 inches, extending around the vessel and forming her only rail.

Independence was designed with two rudders, one of the common sternpost type, the other a balance rudder, whose sole support was its stock, which was a bronze casting, $5\frac{7}{8}$ -inches diameter, weighing half a ton. This stock passed through a 6-inch bronze tube set plumb, which was threaded into a socket





at the deck and riveted to the keel-plate. Over webs cast on the foot of the stock the bronze plates of which the rudder was composed were riveted, the thickness of the rudder being 6 inches at the stock, $\frac{7}{8}$ -inch on the forward edge, and $\frac{3}{4}$ -inch at the aft edge. The rudder was $10\frac{1}{2}$ feet long, 5 feet wide at the widest part, and raked aft at an angle of 20 degrees. It entered the hull 5 feet 3 inches forward of the after end of the water-line. Its weight was 1997 pounds, and its shape elliptical. This rudder was shipped before launching the vessel, the other being left ashore. It was fitted with a diamond steerer with steel screw $2\frac{7}{8}$ inches in diameter and $1\frac{5}{16}$ -inch pitch, cut with one right-hand and one left-hand thread crossing. The wheel, of mahogany, was 48 inches in diameter, and the screw-shaft horizontal.

On its first trial the balance rudder proved unfit for use on a vessel so large as *Independence*, the strain on it being so great that the rudder-stock bound hard enough to make an incision three-eighths of an inch deep in it where it entered the hull, and to cause the shaft of the steering gear to buckle so badly the yacht could not be steered by it.

The balance rudder was removed after a few trials, and the vessel's sternpost rudder was hung. This was made of bronze plates over webs cast on the stock, which was of bronze, 6 inches in diameter and 30 feet long. The rudder with stock weighed 2500 pounds. It was 21 feet deep, 4 feet 8 inches wide in its widest part, which was above the centre, and raked forward at an angle of 40 degrees. It entered the hull 11 feet 3 inches forward of the after end of the water-line.

To this rudder was attached, when the yacht came out of dock at Charlestown June 15th, a quadrant and pinion gear, which collapsed on its first trial (see page 225,) and was replaced by an oscillating screw gear, of government metal and steel, the screw being $2\frac{7}{8}$ -inch outside diameter, with $1\frac{5}{16}$ -inch pitch, 48 inches long. From the rudder-head to the wheel was 16 inches. The screw and wheel had a rake of 45 degrees. The wheel was the same as used on the balance rudder. This steering gear worked well, though when the vessel strained under sail the rudder-head bound at the deck so badly that some of the plate was cut away to give it play. The cause of this strain is explained elsewhere.

Independence was equipped with exceptionally satisfactory spars. Her bowsprit, of spruce, 25 feet 9 inches outboard and 9 feet inboard, was braced from the stem-head by means of a specially designed device, consisting of a strap of galvanized iron passing around the stem under the gammon iron, extended by galvanized rods to a bar passing through the heel of the spar, where the rods were set up with threaded nuts. An inner gam-

THE LAWSON HISTORY

mon of steel with flanged edges held the heel of the spar. The martingale, 4 feet 9 inches long, was solid steel, oval in section, $2\frac{1}{2} \times 2\frac{1}{4}$ -inches diameter at the centre, tapering to $1\frac{1}{4}$ -inch at the stay end. The whiskers were $\frac{2}{8}$ -inch diameter galvanized pipe, 6 feet 5 inches long.

Another bowsprit of hard pine, the same dimensions as the first, was made for use in case of need, and shipped after the season began, while a third one of Oregon pine was held in reserve.

Independence's mainmast was of steel, 115 feet long, and weighed 9700 pounds without spreaders or gear. Its diameter was 22 inches from heel to near the hounds, where it tapered to 17 inches. The plates used in it were 12 pounds to the foot at the gaff, and 7.65 pounds at the deck. The plating was flush, over eight fore-and-aft vertical angles $2\frac{1}{2} \times 2$ inches, 2.7 pounds to the foot, which were stiffened by 9-pound diaphragm plates, 10 feet apart, leaving a cylindrical space of 8 inches diameter through the centre.

As a support to the mast when in place a strut was designed on the forward side, 77 feet 5 inches from the deck, over which a truss-stay from the masthead to the deck was set up. The strut was 4 feet 3 inches long, of tubular steel, in two parts at the mast, and joined at the outer end with a transverse support midway, presenting the shape of a sharp A. The truss stay or jumper, was of double $2\frac{1}{2}$ -inch circumference steel wire.

Two sets of tubular steel spreaders were used on the mast. The upper ones, taking the strain of the topmast shrouds, were double, like the strut, 11 feet 5 inches long. The throat-halyard blocks were placed just above them. The shrouds leading over these spreaders were $2\frac{3}{4}$ -inch circumference plough steel.

The lower spreaders, taking the strain of the masthead shrouds, were single steel tubing, 5 feet 3 inches long. They were at first placed on a plane with the strut, the jaws of the gaff coming just below them. Later they were put above the gaff-jaws. The shrouds leading over them were $2\frac{3}{4}$ -inch circumference plough steel. At the time the change was made in the lower spreaders, an extra stay was fitted to stiffen the masthead, which buckled under the pull of the peak-halyards. This was placed midway between the other two stays leading from the bowsprit end to the masthead.

A steel main-boom 108 feet 5 inches long, and 20 inches diameter at the widest part was built on the same plan as the mast, but never used, the vessel carrying throughout the season a built-up hollow boom of pine, 105 feet 6 inches long and 20 inches diameter at the widest part, with 4-inch shell. The spar was strengthened by struts and trusses, the struts being of wood,

5 feet 6 inches long, with a lift off centre of 2 feet 3 inches. The trusses extended from just forward of the main-sheet strap to near the gooseneck by which the boom was slung. Two hundred feet of $2\frac{3}{4}$ -inch circumference steel wire was used for the trusses.

A hollow gaff of steel was designed for Independence, but was not made. It was 62 feet 3 inches long, 12 inches diameter in the middle, and 9 inches at the outer end.

The vessel's equipment of spars, other than those mentioned, was as follows:

Hollow gaff, 64 feet $1\frac{1}{2}$ inches long, $13\frac{3}{4}$ inches diameter in the middle, shell 3 inches.

Second hollow gaff, of Oregon pine, 64 feet 4 inches long, $13\frac{1}{2}$ inches diameter at middle, 11 inches at inner end, 10 inches at outer end, shell $2\frac{3}{4}$ inches.

Hollow topmast 46 feet long from heel to top, 12 inches diameter at heel, and $11\frac{3}{4}$ inches at centre, with $2\frac{3}{4}$ -inch shell.

Solid spruce topmast of the same dimensions.

Solid pine topmast, 40 feet from heel to top, diameter at heel 12 inches, at hounds $9\frac{3}{4}$ inches.

Solid pine topmast, heel to top 50 feet, diameter at heel and centre $12\frac{1}{4}$ inches.

Two solid topsail poles 55 feet 8 inches long, $4\frac{1}{2}$ inches diameter at inner end, $9\frac{1}{2}$ inches greatest diameter, 5 inches at outer end.

Two other solid topsail poles same as above.

Two solid topsail sprits, 47 feet 3 inches long, 4 inches diameter at inner end, $8\frac{1}{2}$ inches greatest diameter, $4\frac{1}{2}$ inches at outer end.

Two other solid topsail sprits same as above.

Hollow topsail pole, 55 feet 10 inches long, 10 inches greatest diameter, $4\frac{3}{4}$ inches at inner end, 5 inches at outer end, shell $1\frac{5}{8}$ inches.

Second hollow topsail pole, of Oregon pine, 47 feet 4 inches long, greatest diameter $8\frac{1}{2}$ inches, 4 inches at inner end, 5 inches at outer end, shell $1\frac{5}{8}$ inches.

Third hollow topsail pole, Oregon pine, 47 feet 4 inches long, $8\frac{1}{2}$ inches greatest diameter, 4 inches at inner end, 5 inches at outer end, shell $1\frac{5}{8}$ inches.

Spinnaker pole, 75 feet long, 9 inches greatest diameter, 6 inches diameter at ends.

Also spinnaker pole formerly used on Jubilee.

Independence was supplied with a considerable variety of sails, their total weight being 14,365 pounds, or more than seven tons. Sixteen thousand eight hundred and forty-eight (16,848) yards of material were used in making them, and their combined area

was 67,595 square feet, or more than $1\frac{1}{2}$ acres. The cost of these sails is given in detail on another page.

Following is a list of the yacht's outfit of sails, with the dimensions, area in square feet and weight, as well as the kind and amount of material used in the making of each sail:

First mainsail: Hoist 72 feet 7 inches; foot 107 feet 7 inches; head 63 feet 2 inches; leach 137 feet; area 7620 square feet; weight 2670 pounds; material used 2550 yards of No. 3/0 special yacht duck.

Second mainsail: Hoist 69 feet 6 inches; foot 108 feet; head 63 feet 2 inches; leach 132 feet; area 7470 square feet; weight 2620 pounds; 2500 yards of No. 3/0 special yacht duck.

First forestaysail: Luff 86 feet 4 inches; foot 39 feet; leach 76 feet 4 inches; area 1312 square feet; weight 560 pounds; 515 yards No. 1/0 special yacht duck.

Second forestaysail: Luff 80 feet; foot 37 feet 6 inches; leach 68 feet 6 inches; area 1430 square feet; 680 pounds; 470 yards No. 2 special yacht duck.

First No. 1 jib: Luff 115 feet; foot 43 feet 9 inches; leach 86 feet 3 inches; 1205 square feet; 515 pounds; 615 yards No. 2 special yacht duck.

Second No. 1 jib: Luff 107 feet 6 inches; foot 43 feet; leach 75 feet; 1192 square feet; 514 pounds; 510 yards No. 3 special yacht duck.

Third No. 1 jib: Luff 107 feet 6 inches; foot 42 feet; leach 74 feet 6 inches; 1430 square feet; 680 pounds; 525 yards No. 2 special yacht duck.

No. 2 jib: Luff 97 feet; foot 41 feet; leach 65 feet 6 inches; 870 square feet; 370 pounds; 415 yards No. 2 special yacht duck.

No. 1 jib-topsail: Luff 152 feet 5 inches; foot 70 feet 2 inches; leach 103 feet 5 inches; 2976 square feet; 250 pounds; 540 yards 7-ounce special yacht duck.

No. 2 jib-topsail: Luff 125 feet 6 inches; foot 59 feet 7 inches; leach 77 feet 3 inches; 1670 square feet; 250 pounds; 320 yards 10-ounce special yacht duck.

No. 3 jib-topsail: Luff 84 feet; foot 38 feet; leach 59 feet; 956 square feet; 153 pounds; 198 yards 10-ounce special yacht duck.

No. 4 jib-topsail: Luff 100 feet 7 inches; foot 45 feet 7 inches; leach 62 feet 8 inches; 1163 square feet; 170 pounds; 220 yards 10-ounce special yacht duck.

No. 5 jib-topsail: Luff 80 feet; foot 35 feet; leach 50 feet; 560 square feet; 96 pounds; 125 yards 10-ounce special yacht duck.

Balloon jib: Luff 150 feet; foot 82 feet; leach 129 feet 6

inches; 5235 square feet; 492 pounds; 1025 yards 7-ounce special yacht duck.

First working-topsail: Luff 71 feet; foot 60 feet; leach 42 feet; 1260 square feet; 380 pounds; 415 yards No. 4 special yacht duck.

Second working-topsail: Luff 66 feet; foot 61 feet; leach 39 feet; 1210 square feet; 355 pounds; 400 yards No. 4 special yacht duck.

First No. 1 club-topsail: Luff 94 feet; foot 80 feet; leach 49 feet; 2182 square feet; 254 pounds; 370 yards of 10-ounce special yacht duck.

Second No. 1 club-topsail: Luff 88 feet; foot 76 feet; leach 50 feet; 1890 square feet; 260 pounds; 315 yards of 12-ounce special yacht duck.

Baby club-topsail: Luff 71 feet; foot 66 feet; leach 39 feet; 1320 square feet; 185 pounds; 220 yards of 12-ounce special yacht duck.

No. 3 club-topsail: Luff 59 feet; foot 52 feet; leach 33 feet; 1800 square feet; 248 pounds; 300 yards of 12-ounce special yacht duck.

Big club-topsail: Luff 91 feet; foot 79 feet; leach 45 feet; 2070 square feet; 237 pounds; 345 yards of 10-ounce special yacht duck.

No. 1 balloon forestaysail: Luff 84 feet; foot 39 feet; leach 76 feet 9 inches; 2376 square feet; 460 pounds; 525 yards No. 8 special yacht duck.

No. 2 balloon forestaysail: Luff 89 feet 4 inches; foot 57 feet 2 inches; leach 88 feet; 2550 square feet; 350 pounds; 425 yards 12-ounce special yacht duck.

No. 1 spinnaker: Outer leach 166 feet; foot 89 feet 6 inches; inner leach 152 feet; area 6676 square feet; weight 460 pounds; 1225 yards 6-ounce special yacht duck.

Second spinnaker: Outer leach 160 feet; foot 89 feet 6 inches; inner leach 147 feet; 6676 square feet; 266 pounds; 1065 yards "spinnaker silk" (silk and linen).

Trysail: Luff 74 feet 6 inches; foot 67 feet 7 inches; leach 104 feet; 2496 square feet; 950 pounds; 715 yards No. 0, 22-inch duck.

Independence's blocks, forty-four in number, were of a special make combining lightness with strength. They had lignum-vitæ shells, with teak ends, and brass sheaves, the bearings of which were noiseless.

Standing rigging, of galvanized plough steel, was as follows: Six masthead shrouds 116 feet long, four lower shrouds 101 feet, two topmast shrouds 158 feet, all $2\frac{3}{4}$ -inch circumference; two jumper stays 114 feet, $2\frac{1}{2}$ -inch; forestay 121 feet, $3\frac{1}{4}$ -inch;

THE LAWSON HISTORY

two runners 100 feet, $2\frac{3}{4}$ -inch; one topmast stay 170 feet, $2\frac{1}{2}$ -inch; one bobstay 50 feet, $4\frac{3}{4}$ -inch; two preventer backstays 175 feet, $2\frac{1}{2}$ -inch; boom truss, 200 feet, $2\frac{1}{2}$ -inch; bowsprit shrouds, 100 feet, $2\frac{3}{4}$ -inch.

Independence's running rigging was of flexible steel wire with manila overhauling-ends. The peak- and throat-halyards were $1\frac{3}{4}$ -inch circumference, topsail-halyards $\frac{5}{8}$ -inch, foresail-halyards $1\frac{1}{4}$ -inch; jib-halyards $\frac{5}{8}$ -inch diameter; quarter-lifts $2\frac{1}{4}$ and 2-inch circumference, main sheet $2\frac{3}{4}$ -inch. The peak-halyards were rove through four blocks on the mast and three on wire bridles of $1\frac{3}{4}$ -inch circumference on the gaff. The throat-halyards worked through a double block on the mast and single at the gaff-jaws.

The following lengths of wire were used: Peak-halyards 270 feet; throat-halyards 208 feet; topsail-sheets 200 feet; foresail-halyards 144 feet; jib-halyards 200 feet; topsail-halyards 160 feet; topping-lifts 275 feet; gaff bridles 135 feet; main sheet 100 feet.

Independence had two 450-pound anchors, 45 fathoms of $\frac{13}{16}$ -inch stud-link chain, a steel hawser of $\frac{3}{4}$ -inch diameter 45 fathoms long, and several manila hawsers. A dinghy required by racing rules was carried on deck. It was 14 feet long, lap-built, of cedar.

One tug was in constant attendance on the yacht except at races, and others were employed as the occasion demanded. The yacht's crew lived on board the barge Penokee (a dismantled coasting schooner) which was fitted up for their use, and was towed about, as when the boat went to Newport, by a tug. A 30-foot naphtha launch was used by the crew as a working-boat between the yacht and tender.

The cost of building, equipping, maintaining and breaking up Independence was as follows:

ORIGINAL CONTRACT for vessel, rigged,	\$75,000.00	
COMMISSION to DESIGNER,		6,000.00
EXTRA COST OF CONSTRUCTION:		
Atlantic Works,		
Extra labor, nights and holidays, on construction of yacht, on steel boom and balance rudder, and for work not provided for in contract,		5,856.82
George Lawley & Son,		
Interior fittings,	\$190.50	
Labor and material on hull,	671.50	
Carried forward,	\$862.00	\$86,856.82
[348]		

of THE AMERICA'S CVP

[1901]

<i>Brought forward,</i>	\$862.00	\$86,856.82
Shot for ballast,	368.60	
Rudders, material and labor,	563.65	
Tobin bronze plates for balance rudder,	322.25	
Manganese bronze for balance rudder post,	639.04	
Miscellaneous,	703.79	3,459.33

SPARS, outside of contract :

George Lawley & Son, Material and labor,		4,735.05
Spalding St. Lawrence Boat Co., 4 hollow topsail spars,		541.70
Gen. C. J. Paine, Spiinnaker pole from Jubilee,		300.00
H. Pigeon & Sons, 2 spruce topsail poles,		90.50

RIGGING, extras :

George Lawley & Son, Material and labor,	452.81	
Special hemp for rope	63.52	516.33
Charles Billman & Son, Personal services,	380.00	
Man's services, season,	296.00	
Extra rigging and gear,	504.14	
Extra labor,	582.50	1,762.64

SAILS :

Wilson & Silsby,	
1st Mainsail,	2,932.50
2d "	2,875.00
1st Forestaysail,	540.75
2d "	446.50
1st No. 1 Jib,	707.25
2d " 1 "	586.50
3d " 1 "	603.75
No. 2 Jib,	477.25
No. 1 Jib-topsail	432.00
No. 2 "	304.00
No. 3 "	188.10
No. 4 "	209.00
No. 5 "	118.75
Balloon Jib,	768.75

<i>Carried forward,</i>	\$11,190.10	\$98,262.37
-------------------------	-------------	-------------

[1901]

THE LAWSON HISTORY

<i>Brought forward,</i>	\$11,190.10	\$98,262.37
1st Working-topsail,	394.25	
2d " "	380.00	
1st No. 1 Club-topsail,	351.50	
2d No. 1 " "	365.40	
Baby Club-topsail,	225.20	
No. 3 " "	348.00	
Big " "	327.75	
No. 1 Balloon forestaysail,	446.25	
No. 2 " "	493.00	
No. 1 Spinnaker,	918.75	
2d Spinnaker (silk)	1,704.00	
Trysail (fittings \$20.)	449.00	
Two wind-sails,	30.00	
Sail covers,	278.00	
Sail stops (330 ft.)	33.00	
Jib thimbles,	30.00	
Extra battens,	65.00	
Peak halyard-straps,	33.50	
Splicing,	19.63	
Extra man on yacht for season, to watch sails,	240.00	
Wire rope, special hooks, ma- terial, extra labor, etc.,	1,675.49	19,997.82
Walter Coleman & Sons, blocks, (extra),		580.80
GENERAL EQUIPMENT :		
Anchors,	131.25	
8 coils rope for use in docking	164.28	
Edson Manufacturing Company, Two extra steering gears,	502.60	
Charles C. Hutchinson, Nautical in- struments, binnacle and compass, code flags, etc.,	951.35	
Working launch, (naphtha), for crew,	1,650.70	\$3,400.18
OUTFITTING EXPENSES :		
Mattresses, pillows, cushions, etc.,	1,302.93	
Blankets, sheets, towels, etc.,	594.15	
Kitchen furnishings,	1,186.46	
Suits and caps for officers and crew,	4,064.50	7,148.04
<i>Carried forward,</i>		\$129,389.21
[350]		

of THE AMERICA'S CVP

[1901]

Brought forward,

\$129,389.21

MAINTENANCE, REPAIRS, etc.,

Hire of barge for crew quarters, 3½ mos.,	2,450.00	
Cost of fitting up same,	730.57	
Labor on same,	70.00	3,250.57

Dock charges :

Before fitting out,	100.00	
Use of State Dock, So. Boston,	44.00	
Use of shears at Atlantic Works,	24.00	
Use of dry dock at Charlestown Navy Yard,	178.63	346.63

Thames Towboat Co., hauling out three times at New London,	750.00	
Materials, labor, etc., on railway,	641.77	1,391.77

Morgan Iron Works, New London, Material and labor for repairs,		1,089.74
George Lawley & Son, Material, labor, etc., for repairs at New London,		841.72

TOWING AND GENERAL USE OF TUGS :

Boston Tow Boat Co., Services of tug Storm King attendance on yacht and tow- ing around Cape Cod,	375.00	
Services of tugs Confidence, Juno, and Pallas, in Massa- chusetts Bay,	780.00	1,155.00

Red Star Towing & Wrecking Co., Services tug Chesterton, 3½ mos.,	5,250.00	
Services tug Wrestler, one month,	3,875.00	
Services various other tugs,	3,293.41	
Towing at Lawley's,	30.00	12,448.41

RUNNING EXPENSES :

Wages, etc., H. C. Haff, sailing-master, salary,	4,000.00	
Mate's wages,	1,500.00	

Carried forward, \$5,500.00 \$149,913.05

[1901]

THE LAWSON HISTORY

<i>Brought forward,</i>	\$5,500.00	\$149,913.05
2d Mate's wages,	1,590.66	
Steward's department, wages,	1,000.00	
Sailor's wages,	10,127.50	18,218.16
	<hr/>	
Sundries in addition to above,	1,362.71	
Sundries on account steward's department,	847.44	2,210.15
	<hr/>	
Provisions, etc.,		
Water, ice, general supplies,		
extra meals, refreshments		
and cigars,	10,097.53	
Oil, naphtha, polish, emery cloth,		
waste, etc.,	74.40	
Laundry bills,	351.00	10,522.93
	<hr/>	
MISCELLANEOUS EXPENSES :		
Money distributed as bonuses among		
workmen and crew,	12,595.00	
Souvenir mugs and cups,	5,752.00	
Paintings, photographs, etc., of		
yacht,	1,806.05	
Medical attendance, expense etc.,		
on account of an injured seaman,	300.00	
Legal fees,	290.00	
Express charges, travelling ex-		
penses, etc.,	119.37	
Measuring yacht at Newport,	62.50	20,924.92
	<hr/>	
BREAKING UP YACHT, and storing material,		
George Lawley & Son,		3,244.87
		<hr/>
Total		205,034.08



APPENDIX

BEST RACE IN YEARS.

Columbia Wins by Only 40 Seconds.

INDEPENDENCE ALL RIGHT.

The Boston Boat Behaves Poorly but Sails Gloriously.

[SPECIAL DISPATCH TO THE SUNDAY HERALD.]

NEWPORT, R. I., Aug. 3, 1901. — Excepting the Puritan-Priscilla race of 1885,* no such royal water fight as today's battle between the Columbia and the Independence was ever seen off Newport. The Independence was second home, but she was a dangerous second. The supporters of the Columbia got quite a scare, for the Independence

gave the '99 champion such an elbow race as the older boat had not been given before in her own sea and wind.

Unbalanced in her steering as the Boston boat is; wild, very wild, on her helm; unfair in her design forward of the waterline, still she held the "wonder" queen of the fleet with close grip, and

* Sailed August 3d. See page 99.

APPENDIX

had things gone right Lawson's ship would have led the Columbia across the line and not followed 40 seconds after her.

The day and the weather were worthy of the occasion. The clouds were dark and the water reflected no shadow; in fact, for the first hour of the race it was a sort of heavy gray, with mist hanging all about and shortening the observation. The Independence people wanted a breeze, and they got one of sufficient strength to compel them to send down their clubtopsail and in its place set a working one.

The wind blew on an average of 15 knots, with many heavy flaws. The sea was sharp, quick and snappy, with the tide running out two hours, and against a head sea this made the work of the boats all the harder. White caps could be seen everywhere, and they rose and fell on the crests of the waves in tumble-down order. One could not be quiet if he wanted to, for the sea tossed the steam and sailing yachts about, and then the picture kept all those who saw it on edge every second.

The race was under the auspices of the Newport Yacht Racing Association, whose members are to be congratulated on the success of their first series held since their incorporation a few months ago. The New York Yacht Club shut out the Independence, but the Newport club, also composed of New Yorkers, let her in, and thereby solved one of the ugliest questions that ever came up in yachting.

In all shades of wind, from light to strong breezes, and in mirror-surfaced to steep seas, the Independence has steadily advanced in all round going, and had she some more events ahead, she would make a closer fit with the other 90-footers and add to the interest in the racing.

Though today's event was a regatta, it was practically a match between the Columbia and the Independence. The Elmina, schooner, raced against the Quissetta, schooner, and the yawl trio, Ailsa, Vigilant and Navahoe, with three of the British 65 raters, raced in a bunch.

It goes without saying that there was some feeling over the race between the Independence and the Columbia. The permanent residents here, with few exceptions, are for the Boston boat. Ask them why, and they will tell you: "Oughtn't to have shut her out." Then, too, both skippers wanted the honor of winning in the conditions, and this feeling extended to the crews.

The Columbia was out about the line in good time, and the conditions were those in which she has made her best history. Charlie Barr had the wheel, and over lower sails had set a small clubtopsail, the spars of which just extended beyond the gaff and topmast. The Independence had her big clubtopsail on going out to the line, but this gave way to the working one, and thus the pair were canvased alike, with the Independence having the greater total area.

On board the Lawson boat were the clever trio of Boston yachtsmen, Dr. John Bryant, manager in charge; the Hon. Chas. Francis Adams, 2d, and Mr. C. H. W. Foster, all worthy of 90-foot work. "Old Man" Haff had the wheel, and was himself from whistle to whistle. Alert for his years as the best of them, keen in his judgment,

clever in his touch of helm, he sailed the race of his life.

Charlie Barr never got such a blocking as Haff gave him today. Haff forced him to weather just 10 seconds before the whistle and away from the line and under the stern of the committee's boat, while Haff took the Independence in the lead seconds to the good and with his wind clear.

The start was booked for 11 o'clock. At this time the conditions were excellent, and the wind was taking on all the while and making clear that the race to weather would be sailed in fast time. The steam-yacht Nourmahal set course signals indicating a triangular course of 10 miles to each leg.

Out at the line were a number of steam-yachts, including the Dreamer, the Tuscarora, the Narada and the Electra, besides others, all having distinguished parties on board. Mr. Lawson was on the Dreamer with his family, and none of them took their eyes off the racers for a minute after the yachts had scored.

As they worked off and about the line, it could be seen that the Columbia stood up to her canvas better than did the Independence. The latter time after time rolled out to a big angle of heel; her lee deck was immersed in solid water in the puffs, and, as she madly drove through sea after sea, it was with a roar and rush, through a wild smother of foam which began at the bow, swept along the deck and rolled off the taffrail, suds white, a lather of foam.

With the preparatory whistle sounding at 11:20, and the yachts then under the rules, Barr, coming in from off-shore, with sheets off, headed for the Independence. Haff sailed away in toward Beaver Tail light. Neither had jibtopsail on, and none was carried to the weather mark.

After holding well over to the Beaver Tail light, Haff jibed his ship, and, after taking in sheets, hauled her on the port tack and held along by Beaver Tail in the direction of the entrance to Newport harbor. Soon afterward he flung her about on the starboard tack, and then held off for the line.

The Columbia drove down on her, and when close aboard Barr wore her and soon had her on the weather quarter of the Independence. Haff then broke and filled away, and both, on cross tacks, held for the line. Barr sailed along by the committee's boat. Meanwhile Haff, with the Independence sharp by the wind, started to cross. Both looked to be "over soon."

A minute away from the send-away whistle the Independence, on the starboard tack, sharp by the wind, with a fine move on, shot ahead for the scoring. The Columbia was then on her weather, and, with sheets lifted, Barr, as usual, drove down on the Independence, and this time missed it in two ways. He violated racing rules by fouling the Independence when she was sharp by the wind, while sheets were lifted on the Columbia—for which act the latter should have been disqualified—and then Haff, after the collision, blocked him so nicely that the Columbia was almost carried over the line before the starting whistle.

As Barr drove down on Haff the latter held his way, so that when the two boats met the end of the bowsprit of the Independence struck the centre of the mainsail of the Columbia, and then the foul

APPENDIX

occurred, with part of the Columbia's mainsail lying along the fore triangle of the Independence. The circumstances were quite like those in the Defender-Valkyrie race, for which fouling the latter was disqualified.

Barr, in order to save his ship and get his wind clear, broke away and tacked under the stern of the committee's boat. Then he held on a piece, when, for the second time, he headed for the line and went over at the weather end, close under the steam-yacht Nourmahal. Ahead Hafl had sent the Independence over well down to the leeward end. Both were on the starboard tack.

All was life and motion, so fine was the picture. Rolled out to long angles, smashing and banging the sea as they were driven on, Hafl and Barr were having it out. The Columbia had a list on, but it was not as bad as the Independence's, for the latter was on her uppers, staggering and raising as the puffs hit her and the wind let off.

Once away, the pair began their greatest fight. The writer was on the bridge of the Electra, and saw every inch of the battle. It was the old story; even in the breeze the Columbia looked a higher road, while the Independence, widened away, was forereaching her, but just enough to offset the lifting out to weather that the Columbia made. Hafl gave his charge a hard full and sent her for all that was in her. On the other hand, Barr pinched the Columbia; her jib was lifted often, and this against a head sea.

The pair pounded hard. The Independence was not such a known quantity to Hafl in the weather as was the Columbia to Barr, hence, so far as knowledge of balance and trim went, all was in favor of the Columbia.

The latter held offshore on the first tack until 11:33:30, when she was stayed inshore. The Independence tacked in 10 seconds later, and then both, on the port tack, stood in toward the Narragansett shore, in a sea a little abaft the beam with the ebb tide setting both almost broadside up to weather.

On the way in, even in the quartering sea, the Columbia showed her weather going qualities and looked and fetched one-half point higher than the Independence. The latter, although Hafl tried in every way known to him to stop her falling down from the Columbia, would not do it. The Independence slowly and steadily fell behind all the road in to Narragansett shore. At times she staggered badly under the heavy hits and rolled out so that solid water was well up to the centre line of the deck.

Hafl was the first to break inshore, and this was a bit of a surprise, for the game has been to hold as far into the shore as is safe. The Independence stayed offshore at 11:46:30, against a growing, smashing head sea, conditions which slowed her down.

Barr did not follow Hafl, but held on seven minutes longer, and this in a beam sea, into smoother water, and a heavier draught of wind along the shore. This move on the part of the Columbia people stood the latter in good stead, because in the beam sea, smoother water and more wind she covered distance faster and wrought out many seconds to the good.

Offshore Hafl held the Independence against the "upper cut" head sea until 11:49:30, when she was headed in again. Less than 30 seconds later she was hit by the heaviest flaw of the day. It knocked her down, she staggered, then rallied, and soon had her "feet" again. Lying out almost on her beam ends, she struggled along, always at a great pace, seemingly none the worse for the "solar plexus" slammer.

Barr held in until 11:53:20, when he sent the Columbia on an offshore board with right of way. The excitement, always great since the scoring, now was intense. The followers of the Independence said that if she could weather the Columbia in such a sea and wind, they would be in a position to throw out their chests and tell about the "fastest yacht" being shut out. On the other hand, the Columbia contingent wanted the Boston boat beaten, and badly, too, so that no such matter would come up for discussion. Add to this a subdued feeling of "doing each other up," and one had the principal reason why all onlookers were on edge as the pair neared each other on cross tacks.

So fast had the racers gone since the start that slow steam-yachts and tugs were left behind, and with the racers now in the mist all except those on the faster steam-yachts were in doubt as to the positions of the yachts.

The Columbia, sleek and clean, cutting out a 10-knot pace going through the water to weather, held up for every inch that she could pinch out, closed in on the Independence. As the seconds ran off they neared each other, and just at 11:54:35 the Columbia crossed the bow of the Independence, fully two minutes to the good and in pride of place.

Then the Columbia followers gave way to their pent-up feelings. Sober faces took on smiles, cheers went up and hearty handshakes were exchanged.

With the Independence crossed and the Columbia berthed safely in the lead, the pair held off shore against the big tumbling head sea. The Columbia took to it better than did the Independence, for the latter pounded and banged from sea to sea, knocking and throwing the spray on all sides and high in the air.

The fight kept on without let-up. Do not think Columbia did not pound and hit it hard. She did, but without as much of the battering ram blow about it as the Independence showed. The spray flew from under the Columbia's bow, but it was spray, and not big chunks, as came from under the Independence.

The fight kept on without let-up. No matter on which tack, whether against a head or in a beam sea, the Columbia steadily edged out on the Independence, and after Point Judith was passed she both forereached and outfooted her. Out clear of Judith the pair fell in with a west-going tide, which set them to leeward, with just a let-up in the sea and wind. Several short tacks were made, the Columbia always pulling out in going into and coming out of stays.

One thing was especially noticeable in the sailing of the pair, and that was in the way they acted after filling away when going out of stays. The Columbia, with her nicer balance and her general all-around going, well known to Barr, when she

APPENDIX

tacked and was hauled by the wind looked where Barr sent her. On the other hand, every time the attempt was made to haul the Independence by the wind, she wound off, fell away; and, let Half do what he would, he could not hold her up for seconds after she got going. Weighing this falling off on every tack, and considering that the Independence had to make more tacks to get the weather mark than did the Columbia, there are some reasons why the Columbia made her gains on the windward leg. She looked higher by half a point, she held headway when going out of stays, she made fewer tacks, and was easier in the seaway.

The Columbia wound around the weather mark, four miles to the north and east of the centre of Block Island, and instantly the main boom was eased away to port, and with it out broke the intermediate jibtopsail on the stay. She rounded at 12:42:30; and the Independence at 12:45:20. In sharp order the latter's boom was eased off to port and the intermediate jibtopsail set; the latter was of about the same size as the Columbia's.

In the troughs and hollows of the beam sea, the pair reached for the second mark at roaring speed. The jib and the staysail on the Columbia looked to be larger than those on the Independence, and the sheets were well lifted and all the canvas was doing its work. The Columbia's tender, the steamer Park City, had started ahead to be a guide for steering the Columbia. She was too slow, however, for the Columbia passed her half over the leg, although everything was wide open on the tender. Owner Lawson, too, on the Dreamer, astern, had a race with the Independence, but the slick looking steam-yacht was beaten out by the sloop.

As the 90-footers rolled off mile after mile, the pull out was all in favor of the Lawson boat, at the rate of eight seconds a knot, a clever gaining on such a clever reacher as the Columbia.

The wind at the five-mile point of the leg took on the best of the day. Before the start many predicted breakdowns, and surely the conditions warranted the suspicion. None came, however.

The Independence sailed as never before, and jumped from sea to sea nearer to the Columbia yard by yard. The gain was perceptible, so much so that, when the time of rounding was taken, the gain in 10 knots, with booms well off to port, was in favor of the Independence by 1 m. 35 s., and this in even conditions and where the Lawson boat did the worse roll act of the two.

With two legs on the race finished in a weather-bow sea, both, on an easy fetch, started on the port tack for the finish.

The writer has seen many races, but never such a performance as that shown by the Independence. Her wild lee helm lost her the lead on the way in. She got wild, and ran off her helm three times, and so much so that it looked as if she might jibe. Half slacked her away to get the jibtopsail in, doing this to take the weight of the wind off that sail.

To onlookers it looked as if the Independence had the "bit" in her mouth and had taken control, so wide did she run off. This, of course, put her back, and add to it the fact that she was eased to set up the backstay, and one can see why she did not go at her best in the conditions. The mainsail, also, settled at the head, and, lest anything

might carry away, no attempt was made to hoist it; the masthead was springing, and it would have been a mistake to put any more strain on it. The gaff, also, buckled, and this threw the draught of the mainsail forward.

Notwithstanding her wildness, sailing a wider course, running off almost to the jibing point, the Independence made up in the latter part of the last leg almost all of what she lost in the first part, under conditions such as no other skipper ever met before. Capt. Half so nursed and steadied her that with all her faults he drove her fast enough after the Columbia to make the latter's followers shiver, and when the screeching of the whistle told the story that both had crossed the finish line, the Columbia had beaten the Boston boat 37 seconds on the last leg of the race.

The sight as they crossed the line was grand. Both were in a smother of foam, and going at a 14-knot pace. The Columbia, rolled out, had solid water on deck, and the spray swept over her bow and along the deck.

The Independence presented a wilder look. Beginning at her whiskers, she took on the lee bow wave and sea in tons; the water was carried along deck and swept over her taffrail in waterfall style, with a roar and a rush never seen before in any race. She had a tremendous move on. So grand was her performance that she silenced all opposition, and she, and not the Columbia, received the more generous salute, in which every one of every shade of yachting opinion joined heartily. The salutes which she received were deserved, and her performance raised the query, "What would a well turned boat of the scow type do?"

To-night the Independence is greater than before, and all interested in yachting are indebted to the Newport Yacht Racing Association for bringing about the races, and the grand finale of today was a closing triumph to its labors.

Mr. Lawson left for home to-night. Before leaving he said that the Independence's performance to-day evened up all that he had spent on her. Still, the Independence was designed two years after the Columbia, and she was supposed to beat her. The Columbia has won every race the pair started in.

Capt. Half said to-night: "I don't want to make any excuses for the Independence, but the facts are that, when our boat was heeled out, the compass did not work right and we were heading a course three points off what we should have sailed, and this during the first part of the last leg."

The following is the summary of the race:

CLASS G. SLOOPS.

Name	Start		Finish		Elapsed Time		Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	
Columbia	11.25.00		2.16.48		2.51.48		2.51.17
Independence	11.25.00		2.17.28		2.52.28		2.52.28

Columbia beat Independence 40 s. elapsed time, and 1 m. 11 s. corrected time.

It is safe to say that no crew ever showed more pluck and courage than that of the Independence. Without a win, beaten very badly in some races, still they have that same dogged courage that has been theirs since the beginning, and on the streets to-night they all said: "We've got the fastest vessel."

APPENDIX

From the New York *World*, August 4th, 1901.

LAWSON'S YACHT SWIFTLY GAINS ON COLUMBIA.

John R. Spears Says That
Two Mistakes in Seaman-
ship Keep the Boston
"Scow" from Beating the
Herreshoff Beauty in a
Fierce Tussle.

COLUMBIA FINISHES 40 SECONDS AHEAD.

At the Start the Old Cup Defender
Fouled Independence, and Had
Lawson Claimed His Rights the
Race Would Have Been His.

BY JOHN R. SPEARS,

**Historian of Our Navy and The World's Yacht-
ing Expert.**

NEWPORT, Aug. 3. —Rarely if ever have the old yachtsmen now at Newport seen a more stirring race than that between the old cup defender Columbia and Mr. Lawson's Independence, off this port to-day, and never in all their experience did they see a ninety-footer lie down to her work as did the Boston boat when on the last leg of the triangle.

It was fairly enough to make the oldest barnacle in the fleet gasp, for when the wind caught her abeam the crew were literally obliged to cling fast to whatever was in reach to keep clear of the flood of solid water that surged up over her deck to the mast coat.

And for another hair-lifting event, Barr slammed Columbia down on Independence just

at the start, fouled her and all but took the mast out of her, but Lawson was too good a sportsman to protest the foul.

It was a piping breeze, a genuine half-gale from the start, and that was just what both yachts were built for, and the result was a splendid exhibition of speed, a thorough search for defects, and a test of the relative merits of the two that was, curiously enough, satisfactory to the friends of both boats.

COLUMBIA'S NARROW ESCAPE.

Columbia won by forty seconds, official time, not counting her time allowance. With that added she was one minute and eleven seconds to the good in official time. Further than that, if the difference in time in crossing the line were considered, as in an international race, then Columbia must have thirty seconds more added to her gain.

On the bare figures as taken at the different marks, Independence showed herself to much better advantage than in any previous race. It is certain that she has been improved by the recent work upon her. It is also certain that she was not in as good sailing trim as she might be by a margin of enough time to wipe out her defeat.

Nor is that all, for there were at least two errors in handling Independence, either of which accounts for more than the forty seconds between the two vessels at the finish.

SETTING THE COURSE.

The regatta committee at about 10.40 set signals announcing that the first leg of the course would be ten miles long southwest by south, or within one point of the wind that was then south-southwest. The second leg was 12.1 east ten miles, and the third ten miles north-northwest to the starting point at the Brenton Reef lightship. For some unexplained reason the race, which should have started at 11 o'clock, was postponed, but at 11.15 o'clock the warning whistle was blown, which notified the big racers that they were to go at 11.25.

The Columbia at this time was away off at the southeast of the line and the Independence over toward the Beaver Tail light. Both were ready for the fight, and Columbia made the pace by reaching over to Independence and swooped around on the weather bow of the Boston boat.

Columbia's speed was great, and as she rounded to she spilled the wind from her big mainsail into the sails of the Independence to deaden her headway. Both had been heading westward on port tack.

At that both came to the wind and Independence turned to the starboard tack, while the Columbia went off on the port again. But Columbia soon turned to the starboard tack and then both reached back toward the starting line.

It was then 11.32.30 o'clock or 2½ minutes before the starting signal was to be given, and a minute later it appeared that they would reach the flagship, the Nourmahal, ahead of time.

To understand what happened next the reader must recall that under the rule of the road Columbia had to keep clear of the Independence.

But when Barr saw that he was ahead of time he put up his helm and swooped down on Inde-

APPENDIX

pendence, intending apparently to gain time by lengthening his route and then to turn up to the line, spill his wind on the Independence, deaden her headway and then go on triumphant.

It was precisely the trick which Lord Dunraven tried with *Valkyrie* III. in the race with *Defender* off Sandy Hook, and, like Dunraven, Capt. Barr swooped too far. For when he put his helm down to turn toward the line he was so close to Independence that the end of Columbia's boom barely missed the shrouds of Independence, and then scraped along both head sails.

INEXCUSABLE FOUL

It was an inexcusable foul, and the rule says that a yacht so fouling another shall be disqualified. By that folly Columbia gave the race to Independence, but Mr. Lawson, who was near at hand on the *Dreamer*, was too good a sportsman to take advantage of his legal rights. Independence had been thrown slightly out of her course, she held on parallel with the line, waiting for the starting signal.

For some reason this signal was delayed beyond the moment, greatly to the disadvantage of Independence, for she was heading for the lee end of the line, and every second was of great value.

Just short of the lightship (the lee end of the line) Independence turned up and crossed, and the committee sounded the signal as her bowsprit reached the line.

Columbia at this time was turning on her heel just west of the flagship. She was quickly around and reached the line but thirty seconds behind Independence, as timed by the reporters. They were then both away at a smoking speed, on the starboard tack, which was taking them out to sea.

What the schooners did no one saw, and what befell the yawls was noted rarely thereafter. For now the old Herreshoff boat and the Boston boat were in a fight in wind and weather that was a joy to both skippers. The Columbia was heeled with gunwale to the waters, the Independence with lee rail clear down out of sight. The waves swept in over her lee bow and went breaking along aft, as waves break along a sandy beach, and finally spilled out in a pouring torrent over the taffrail. The lee shrouds and the back stays cut spurting sprays from the water that were thrown four feet into the air, while a wave that, now and again smashed itself to windward threw the water thirty feet above the deck. She was crashing along like an aquatic avalanche, so to speak. It was glorious sport for the spectators on dry steamers, but somewhat moist for the seamen.

It was also depressing for them mentally, for within ten minutes after the crossing, Columbia steadily, if slowly, worked out ahead.

Instead of standing out to sea in one long board, as on Thursday, they worked to and fro until 11.56, when Columbia crossed the bow of the Boston boat with ample room to spare, and the first leg was won by the Bristol beauty.

Down off Point Judith Independence did for a time catch up some of her precious loss, but that gain was thrown away, at least so it seemed, for at

12.37 o'clock, with the first mark in plain view, and both boats to leeward of the mark, Capt. Haff filled away and went flying off to leeward of Columbia.

They were both then on the starboard tack. At 12.38 both went to the port tack, and Haff still sailed her a point free. In consequence the distance between the two boats was soon doubled, if the reporters could see all right.

As timed by the reporters the yachts reached the first mark thus: Columbia, 12.42.30; Independence, 12.45.20. Columbia gained 2 minutes 50 seconds in beating ten miles against a twenty-knot wind.

In the second leg the wind was well off the starboard quarter. Both yachts set reaching jib-topsails of a medium size. During this leg the wind rose to a speed estimated at from twenty-two to twenty-five knots by different experienced observers. The sea was in a splendid tumble and the froth of the white caps stretched out in lines of white across green water, and the harder it blew the more Independence gained on Columbia. The time, as taken by the reporters at the second mark, was: Columbia, 1.30.00; Independence, 1.31.15. Independence was but 1 minute 15 seconds behind and had gained 1 minute and 35 seconds.

Having jibed around the second mark, Columbia, with no jib-topsail, headed on the course with the wind abeam. To the astonishment of all, Independence came around with her medium jib-topsail up and straightway she heeled over until her mast was considerably below an angle of forty-five degrees with the horizon. No old salt present had ever seen a 90-footer heel like that. The water swashed up alee to the mast, and the crew clung to the weather rail, or whatever was at hand, literally for life.

But that was not all. The yacht simply took charge of herself and went yawing off as if bound for West Island.* After a little she came up and luffed until her jib-topsail was flapping, then she yawed off again and came to again. She was simply slashing around over the whole Atlantic Ocean. For a while Columbia followed her motions somewhat, as if to keep in ahead of her, but eventually straightened out for home. Independence after five minutes or so stopped yawing, but was then seen to be heading well off the course of Columbia.

Then the jib-topsail on the Independence was lowered, only to be set again after a few minutes. Thereafter she soon headed up in true course for home, and at 1.56.30 took down her jib-topsail. During all this time she had, at worst, held her own, and when relieved of the jib-topsail she steadily gained, although Columbia, meantime, had set a windward jib-topsail at 1.44 o'clock.

The official time at the finish was: Columbia, 2.16.48; Independence, 2.17.28. Columbia by official time finished 40 seconds ahead, but Independence had gained 35 seconds.

Mr. Lawson was seen when he landed after the race. He had followed Independence on the *Dreamer*. He said: "The race to-day has fully recompensed me for building the Independence. I

* The error in Independence's compass, which was responsible chiefly for this running off, was unknown to

the writer of this article when the above was written. See page 236.

APPENDIX

would have been willing to build two such yachts for the pleasure I got out of to-day's race."

He added that he had made no plans for the future, but that he should race Independence whenever he could get the chance. When he was asked about the story (printed twice in a New York paper) that he had offered \$100,000 to his crew if the Independence should win, he replied: "That was a malicious lie, and I cannot see what the object of the man who wrote it was."

The summary:

90-FOOT SLOOPS—CLASS G.

Name	Start	Finish	Elapsed Time	Corrected Time
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Independence	11.25.00	2.17.28	2.52.28	2.52.28
Columbia	11.25.00	2.16.48	2.51.48	2.51.17

90-FOOT YAWLS—CLASS G.

Vigilant	11.30.00	2.44.21	3.14.21	3.14.23
Navahoe	11.30.00	2.45.16	3.15.16	3.14.54
Ailsa	11.30.00	2.40.26	3.10.26	3.09.01

65-FOOT CUTTERS—CLASS I.

Hester	11.45.00	3.42.46	3.57.46	3.57.46
Senta	11.45.00	3.51.54	4.08.54	4.00.38
Isolde	11.45.00	3.47.04	4.02.04	3.53.08

75-FOOT SCHOONERS—CLASS D.

Quiesetta	11.40.00	3.43.06	4.03.06	4.03.06
Elmina	11.40.00	3.38.22	3.58.22	3.58.02

GENERAL PAINE'S OPINION

A. G. McVey in the *North Shore*, June, 1901.

"He knew before he started that unless the Independence was given over to a member of the New York Yacht Club his yacht would not be entitled to start in the trial races."

The above is the text of those who blame Mr. Lawson for going ahead with the building of a yacht to defend the cup, when, it is claimed, he knew in advance, that the club's doors were shut against his entry in the trial races.

This is the argument of those who for personal reasons have wished for, and wanted his yacht barred out, and who are now pleased that this has practically been done. Un-American in thought, in wish and desire.

Have those who believe in the text any grounds whatever to rest their case on? None, for the contrary is the positive fact. The owner of the Independence was informed of what General Paine told me before the contract was let out, that he had the right. The best posted American yachtsman told me in his own home, in answer to my query, in the following specific language:

"Any yacht or vessel built in the country of the club holding the cup, if within the terms of the agreement between the parties to the match, has a right to be considered among the vessels built for the defence of the cup. She may not be a yacht; a Rockport sloop may defend it if she comes within

the agreement, and there is nothing in the deed of gift which says that a man who builds, or has one, need be a member of any club."

This is the statement General Paine made to me, and I in turn told it to Mr. Lawson.

What better opinion could any man ask for, and, from the time he told me the above, General Paine has never changed his opinion. He holds to it now; in fact, word for word, he repeated it to me only a few days ago.

Is any explanation now needed on the statement, that Mr. Lawson started on uncertain ground?

Did he not have the best authority in this country to proceed on, on the question as to his right to build a yacht to defend the cup, even if not a member of any club? At the inception of the building there was no thought on the subject "barring out."

What has the present America's cup committee done toward successfully defending the cup. They have deliberately treated the opinion of one who has thrice successfully defended the cup, been chairman of the America's cup committee, also a member of it, almost with contempt, for it is a matter of public knowledge that General Paine thinks that a wrong has been done in the matter now uppermost in the public mind.

Was it not the committee's duty, if for no other reason than as an act of courtesy, to make inquiry by letter asking General Paine's views, especially when the members must have known that Mr. Lawson placed all confidence and faith in our beloved yachtsman's opinion and judgment on a matter which has caused him a large expenditure of money.

What can be said of the conclusions of a committee who give no heed to the judgment of one of the club's best members, especially when they act against all the precedents and the customs of the club, by throwing out a yacht which one man, single handed, built for the purposes of defending the cup. I know many of the members of the New York Yacht Club well, and strongly dissent from the flippant statement now so commonly used, "they're a set of cads and snobs."

They are quite the opposite of this, for a more democratic, generous, whole-souled lot of men it would be hard to find. I fully agree with General Paine and consider his opinion superior to that of any committee which the club could possibly appoint, because he was one of the parties who made the deed, was in frequent consultation with the late George L. Schuyler, who gave the club the cup, hence, their frequent conferences when the latest trial deed was written have given General Paine a better idea of what the donor wanted and desired than anyone else.

There has been too much law, too much technicality, and too much personal prejudice in the matter, and the committee, instead of doing their duty in accord with the terms of the trust deed which the club bound itself to follow, has drifted away from the language of the deed.

The committee seems now to be actuated more with the desire to beat Lawson than it is to beat Shamrock II.

Construing the terms of the deed liberally is manly, generous, and sportsmanlike, and such decisions are in line with the work of successfully

APPENDIX

defending the cup. Opinions wholly at variance with the views of all former cup committees are set up for the first time in America's cup history, and this by men a majority of whom are better posted in steam than they are in sailing yachts.

It is my opinion that the members of the New York Yacht Club do not fully understand the situation.

Never before has any cup committee held the views of the present one. The latter, instead of following precedents, has deliberately set them aside; and this they hold to be the best way and means of successfully defending the cup.

The members can hardly justify the act, — shutting out a yacht built at great expense, after the endorsement and the opinion of General Paine had been ascertained prior to starting the work.

The present committee seem to have a purpose of avoiding their duty as defined by the deed, and thus far they have refused to obey its terms.

General Paine today says their decision is wrong, and so do all those who believe that the committee's duty, above all other considerations, is to find the fastest American yacht, and thus defend the cup with the best tools possible.

The idea that a yacht must be enrolled in the New York Yacht Club, so that the committee may have full control and full power over her, is childish, since the America's cup committee has full power to select such yacht as they please without appeal.

It is the argument of a child, viz: "An owner might violate the rules, and if he was not in the club he could not be disciplined."

Does any reasonable man for one moment believe that there is a man the world over so silly as to invest a fortune in building a yacht with a view of defending the cup, and then have her thrown out on a violation of the racing rules?

The members of the New York Yacht Club are too sensible to give any such a proposition any serious thought, and the wonder is that the present American cup committee does.

Still, to be consistent with their present action, decisions which no other committees have ever made are now in order. As between General Paine and the committee, the former stands out on the broad ground — "the fastest American yacht should defend;" "the duty of finding her out is an obligation assumed by the club when it took the America's cup in trust." Technical decisions at variance with all former ones, those narrow in conclusion and spirit, should give way to those which are in the interest of success and the advancement of the sport.

The principle involved is well worth fighting for.

The DEED ILLEGAL

Forest and Stream of July 7th, 1892, contained the following on the legality of the deed of gift, from the pen of Stinson Jarvis, Esqr., of New York, a lawyer, an authority on the legal phases of the question dealt with, and a writer on yachting whose views are notably conservative and sound:

"If the reader reperuses the conditions of the first conveyance of 1857 he will see that 'it is distinctly understood that the cup is to be the property of any club whose representative yacht shall win it;

and also 'that the condition of keeping it open to be sailed for by yacht clubs of all foreign countries shall forever attach to it, thus making it perpetually a challenge cup for friendly competition between foreign countries.' Here it will be seen that a distinct trust was created in favor of all yacht clubs whose representative yachts should either compete for or win the cup; that the cup should be 'the property' (in trust, of course) of such clubs, 'which shall always be entitled * * * to claim the right of sailing a match for this cup;' and that the only ways in which the New York or any other yacht club could deal with the cup were to observe the conditions which should forever attach to it, keep it perpetually open to challenge, and hand it over to the club whose yacht should win.

"In the face of this unmistakably clear language in the creation of the trust, the officers of the New York Yacht Club twice handed the cup over (as is said) to a man who legally had nothing to do with it, and on each occasion took back alleged conveyances from a man who had nothing to convey, because nothing had been conveyed to him. Mr. Schuyler, together with the other owners, parted forever with all their title in the cup in creating a trust in favor of certain institutions. The important benefits passing to the beneficiaries under this trust gift immediately attached as of right to all of them, and could not be revoked or altered by arrangements between Mr. Schuyler and the present and merely temporary trustees. Mr. Schuyler's former intimacy with the matter, as one of the donors, seems to have blinded everybody's eyes to the fact that after the first conveyance he was, legally, a complete stranger to the cup; and also that the trusts and conditions first made cannot be interfered with.

"Surely it must be clear to all that the New York Yacht Club could not possibly convey to Mr. Schuyler an ownership in the cup *which it did not itself possess*, and that consequently his alleged conveyances to the club should never have been made. The New York Yacht Club is a conduit-pipe to lead the cup to another conduit-pipe which will lead it to another; and so on into the future. Even if Mr. Schuyler had actually paid the full hundred guineas for a conveyance to him from the club, he could gain no particle of ownership in the cup, as against the beneficiaries, and he took the same with full notice of the trusts attaching to it.

* * * * *

"If, then, the club had no power to reconvey, where did Mr. Schuyler receive his ability to make the so-called deeds now in question? If anyone could be so absurd as to claim that any property in the cup remained in him after the first conveyance to the club, made by all the original donors, this would be to admit that the legal representatives of the four other deceased donors were now entitled to a four-fifths share of the same remnants of ownership as his. A member of the club suggested to the writer that perhaps these legal representatives ought to have been also dealt with in the transactions with Mr. Schuyler. This is a mistaken idea which many possess. These representatives and Mr. Schuyler were, at the time of the last transactions, total strangers to the cup, legally speaking, who never, by any imaginable means, except, perhaps, an act of Congress, could hold ownership again."

APPENDIX

THE VOICE OF THE PRESS ON THE "INDEPENDENCE EPISODE"

From the New York *World* May 19th, 1901 :
UNSPORTSMANLIKE, UN-AMERICAN.

In the controversy between Mr. Lawson, the owner of the yacht *Independence*, and the New York Yacht Club the sympathies of the public are instinctively with Mr. Lawson. The public reasons that, whatever the technicalities, Sir Thomas Lipton's challenge is to all America; that the New York Yacht Club is custodian of the America's cup for the yachtsmen of America; that its sole desire should be to send against the British challenger the best yacht which America can build; that Mr. Lawson, of Boston, is right in refusing to sail his candidate, *Independence*, under the flag of the New York Yacht Club, since he is not a member of it, and does not wish Boston to be deprived of any glory which might come through *Independence*.

Let us see how the facts are related to the public instinct.

The yacht *America* was built by a syndicate headed by and inspired by John C. Stevens, the founder of the New York Yacht Club. The *America* was not built by or under the auspices of the New York Yacht Club, and the famous cup she won on Aug. 22d, 1851, came into possession of the New York Yacht Club only by deed of gift, dated July 8th, 1857.

That original and only binding deed of gift was conceived and written in the true, the broad spirit. It simply provided for the sailing of the best obtainable American yacht against any foreign aspirant for the cup.

In that spirit the cup was defended twice, in 1885 and again in 1886, by yachts flying the flag of the Eastern Yacht Club—the *Puritan* and the *Mayflower*; and in 1887 the cup-defender *Volunteer* sailed as the joint representative of the Eastern and the New York Yacht Clubs.

But in 1887 a new deed of gift was drawn up—a preposterous, illegal proceeding. This contained a clause most offensive to the democratic spirit of this country and of the original donors of the cup, who were the only persons having a right to fix conditions. The new condition made the *America's* cup not an American cup but a New York Yacht Club cup. This proceeding would find a parallel if at some future time the trustees of the Carnegie free public libraries should make a new deed of gift excluding every one from the libraries except the trustees themselves.

Clearly, then, the public instinct is sound. Mr. Lawson is right; and the New York Yacht Club is showing a spirit unworthy of this city, unsportsmanlike, un-American. It is trying to make these races no longer international, but New York Yacht Club affairs.

The alleged deed of gift of 1887 should be disregarded and the New York Yacht Club should return to the only lawful and sportsmanlike deed of gift, that of 1857. Under this any and all Ameri-

can yachts could compete for the honor of defending the America's cup; and the America's cup would continue to be regarded both at home and abroad as the American cup.

From the New York *World*, May 21st, 1901 :
AMERICA'S CUP BARRED TO
AMERICANS.

In order that his boat *Independence* may try for an opportunity to defend the America's cup Mr. Thomas Lawson, of Boston, agrees :

That the New York Yacht Club shall have absolute management and control of the yacht through committee or official.

That the *Independence* shall sail under the club rules and regulations.

That the club may fly over the boat its own colors or any colors it may choose.

That in brief the club may enjoy every privilege except that of absolute ownership, which he refuses to give up.

Mr. Lawson thus cheerfully makes greater concessions than ought to be asked of him. And to all of them the New York Yacht Club is indifferent, standing obstinately by its altered deed of gift and its assumed monopoly of the cup. This attitude of the club is unsportsmanlike and unpopular. The longer it is maintained the stronger the sympathy of the people for Mr. Lawson and the wider the feeling against "New York's exclusiveness."

On the other side the cup event is recognized as being distinctly national. A British boat will race for British glory. The King himself is to witness a Shamrock trial. Here a small body of yachting men insist on making the great race a club event, barring the nation at large.

Do the members of the New York Yacht Club aspire to reputations as kill-sports?

From the Chicago, Ills., *Gazette*, May 20th, 1901 :

CHILLING THE PATRIOTISM OF
BUILDERS OF CUP DEFENDERS.

It certainly must appear to one who has closely watched the course of recent events that Mr. Lawson, the copper magnate of Boston, has properly been punished for his presumption. Mr. Lawson attempted to forcibly and rudely intrude upon the pleasant pastimes of the New York Yacht Club.

Apparently Mr. Lawson regards the international yacht races as really international. He does not know that in the opinion of members of the New York Yacht Club these races are of English challengers against the N. Y. Y. C. The rest of the country has no more interest in them than in the personal investments of members of the club.

Mr. Lawson foolishly believed that it was the privilege, even the duty, of a patriotic American citizen to do all in his power to assist in maintaining the sea supremacy of the United States by building

APPENDIX

fleet yachts to defend a cup gained many years ago and placed in the custody of the New York Yacht Club. He even went so far in defending this theory as to build a yacht, which will shortly be launched.

He has learned by this time, however, that his action cannot be regarded as other than presumptuous in the extreme. The defense of the America's cup is intrusted solely to the New York Yacht Club, and members of that club would gladly see the cup pass into the hands of British or Irish yachtsmen rather than have it held on this side by some enthusiastic sportsman not affiliated with that organization.

Mr. Lawson will not be so hasty in dealing with these hair-trigger masters of marine etiquette after this. He will pocket his enthusiasm and superfluous zeal, and be content to take his place with other spectators of events over which he can have no control. Should the new Shamrock win the cup, however, and after events demonstrate the superiority of the Lawson boat over that owned by Lipton, Mr. Lawson would have the satisfaction of knowing that he had won more than the blue ribbon of the sea. The esteem of the people of this country would not be withheld from him.

Just what would be thought of the dog-in-the-manger policy of the N. Y. Y. C. cannot easily be predicted.

From the Chicago, Ills., *Tribune*, May 21st, 1901 :

THE CUP RACE CONTROVERSY.

Whether Independence will be allowed to prove itself the worthier and make the final races with Shamrock II. depends entirely upon the spirit of fairness in the New York Yacht Club, and thus far the club has manifested neither fairness nor sportsmanlike courtesy in dealing with Mr. Lawson.

The conditions imposed upon Mr. Lawson in order that he may enter Independence in the preliminary contests are such as no man of spirit would submit to. The position taken by the club is that his yacht must be transferred to it, and owned by some member of it, and fly its pennant, and that no yacht outside of the New York Yacht Club's fleet can be a defender of the cup. In other words, on this side of the water this race is to be purely a local and not an international one, though on the other side any yacht may challenge and seek to recover the trophy.

The action of the New York club, if it shall be persisted in, absolutely bars Independence from participating in the trial or cup races. And, worse than this, the refusal is accompanied by the insulting suggestion that unless Independence is under the direction of a club member "we have no guarantee that the rules of yacht racing will be obeyed." It has taken this action in the face of the deed of gift, which says that "any yacht of a foreign country, etc., shall always be entitled to the right of sailing a match for the cup against any one yacht or vessel constructed in the country of the club holding the cup." As General Paine says: "There is nothing in the deed of gift which requires that a party building a yacht to defend the cup need be a member of the New York Yacht Club." Any yacht or vessel, if falling within the terms of the agreement between the clubs to the match, may sail in defence of the cup.

Mr. Lawson has done everything that could be expected of him. He has conceded that the New York club shall have absolute management and control of his boat, that it shall sail under the club's rules and regulations, that the club, pending the races, may fly its flag over Independence, but he absolutely refuses to give up his ownership of Independence, and every fair-minded person will justify him.

From the Chicago *Inter-Ocean*, May 19th, 1901 :

Events of the last few days indicate that the New York Yacht Club means to adhere to its determination to compel Mr. Lawson to sail his boat Independence under its colors and the pennant of some member of that institution or else deny him the right to sail in the trial races at all. This is the acme of snobbishness, or nearly so, and would give the impression that the America's cup is hereafter to be considered as under mortgage to the New York Yacht Club and not in any sense an international trophy to be sailed for and won by the man with the best boat.

From the Chicago *Inter-Ocean*, May 21st, 1901 :

The insinuations of the New York Yacht Club simply demonstrate the snobbishness of those making them. They are unsportsmanly, ungentelemanly, and un-American. They invite the inference that the New York Yacht Club is dominated by a set of cads. They indicate that that organization is thinking of petty personal glory rather than of its country's honor. They exhibit that hoggish spirit, that dog-in-the-manger policy which has made so many New Yorkers the objects of derision and contempt in other parts of the nation.

If the New York Yacht Club shall persist in its course, if it shall insist upon excluding what might easily be the best yacht, and thus sacrifice victory to its own selfish desire for personal renown, its name will rightly become a by-word and a scoffing. The American people demand that our very best yacht be put forward to meet the British challenger, and if the Shamrock wins they will never be convinced that victory was not thrown away by the New York Yacht Club.

From the Philadelphia, Pa., *Inquirer*, May 20th, 1901 :

GIVE THE INDEPENDENCE A CHANCE.

The whole question [of Independence's recognition] turns on whether Mr. Lawson will give his boat to a member of the New York Yacht Club, which, under the deed of gift, claims absolutely that no one but one of its members can own a defender. Into the technicalities of this contention we do not care to go, but we do wish to call attention to the fact that Bostonians have defended the cup with success at a time when New Yorkers were not able to build good enough boats.

Mr. Lawson is willing that a club committee shall sail the boat, but he takes the ground that he will not give up even the pro forma ownership of the boat which he has built at such great expense, and this seems a reasonable proposition, as nothing but glory comes to the man who constructs a defender. Vicarious glory is at best rather un-

APPENDIX

satisfying. The club says that it is bound by the letter of a document, which, if true, is all the worse for the document and it ought to be changed.

Mr. Lawson has just made a proposition which we think will commend itself to all honest men. He says:

"If within the next few days I definitely determine that the Independence cannot have any opportunity in the cup races, I will ask the owner of the Shamrock I and Shamrock II and the owners of the Columbia and Constitution to give the Independence a race after the America's cup match has been decided, and will agree to any terms or conditions, time or place which any reorganized American yacht club will decide to be fair, and as such race will not be confined to existing conditions I trust no insurmountable obstacle will prevent its consummation."

Certainly no fairer proposition than this can be made and we trust that it will be accepted if the Independence is kept out of the trial races. The American spirit of fair play is too strong to be overthrown by the technicalities of a document which certainly is a human instrument and which was drawn in the interest of international sport on the highest basis and not for the purpose of keeping the cup here at all hazards. We would rather see the cup cross the water than remain here under the slightest suspicion of unfairness.

From the Philadelphia *North American*, May 21st, 1901:

Mr. Lawson, builder of the Independence, proves himself a true sportsman and puts to shame the narrow and would-be exclusive New York Yacht Club by offering to race his boat against all the craft built for the America's cup races at any time and upon any fair terms.

The sport-loving public of America and England will approve Mr. Lawson's proposal as heartily as they endorse his refusal to be a party to the subterfuge of bogus ownership suggested by the self-appointed dictators of the America's cup competition. The public wants to know which is the fastest boat, and it does not care who owns her. Sir Thomas Lipton who has reason to know how small a swell yacht club can be, probably can be depended upon to meet Mr. Lawson's proposition in the right spirit.

From the Boston *Journal*, May 20th, 1901:

THE INDEPENDENCE OUT?

It is unfortunate that the successful launch of the great sloop Independence from the Atlantic Works Saturday evening should have been clouded by uncertainty whether the Boston champion will be allowed to defend the America's cup or, indeed, even to enter the trial races.

Massachusetts yachtsmen have been reluctant to believe that the New York Yacht Club had actually chosen the narrow and inhospitable course of barring out the Independence merely because her owner holds no membership in the organization. But there is no longer any doubt that this is the official attitude of the club. It is all the more deplorable in that this is based upon a technical interpretation of New York Yacht Club rules, and that on this interpretation the club is by no means agreed. Gen.

Charles J. Paine of Boston, who has three times successfully defended the America's cup against British challengers, is of the opinion that the club has no right to exclude Mr. Lawson and his Independence.

Gen. Paine has long been a member of the New York Yacht Club, and is familiar with its regulations. Moreover, he was a member of the official committee acting for the New York Yacht Club which drew up the new deed of gift defining the exact conditions under which challenges may be received and cup races sailed. Gen. Paine declares that there is nothing in this deed of gift which requires that the owner of a yacht built to defend the cup should be a member of the New York Yacht Club. "Any yacht or vessel falling within the terms of the agreement," he says, "may sail in defence of the cup, and this means that she may compete in the races."

Mr. Lawson could not well ask for a more powerful endorsement. Public sentiment is unquestionably with him. Millionaire sportsmen may say that it makes no difference whether he has spent one thousand or one hundred thousand dollars in his preparations to defend the cup, but that is not the way in which plain, everyday people will look at it. His treatment thus far by the New York Yacht Club is rasping to American notions of fair play.

Some of the New York officials assert that Mr. Lawson has sent them rather tart communications. Perhaps he has. Almost any one would have done so under the circumstances.

From the Baltimore, Md., *American*, May 20th, 1901:

SNOBBERY OF A YACHT CLUB.

The controversy between the New York Yacht Club and Mr. Lawson, who on Saturday launched the Independence, does not reflect credit on the former. The club promises to publish the correspondence, which, it claims, will relieve it of criticism; but the facts are known, and they will certainly create an unpleasant impression. The gist of the matter is that Mr. Lawson built the Independence for a cup boat, and the New York club has refused to allow a trial of the yacht unless he turns her over to a member of the club. As Mr. Lawson is a member of a rival yacht club he naturally declines to do anything of the sort.

The claim of the New York club is that under the deed of gift of 1887 it is the only club which can defend the cup, but this deed of gift is not lawful. The cup was won by Mr. Stevens in 1851, and was not even turned over to the New York Yacht Club until 1857, the America, which won the famous cup, having been built by Mr. Stevens and his associates as a private venture. When the cup was handed over to the New York Yacht Club it was under a deed of gift which required the club to select the fastest American yacht, regardless of any club, to defend it, and, as a fact, it has been defended on two occasions by a club other than the New York, and on one by a boat which represented two yacht clubs. The New York club had no more right to change the deed of gift than has a member to alter the charter of a company without the consent of the power which conferred the charter.

APPENDIX

The object of Mr. Stevens, who went to Europe and won the cup, was to maintain the superiority of American yachts and yachtsmen, and not to encourage the snobbery of a particular yacht club. These races are events of some importance, because the American public is interested in them and regards them as international struggles. Take away the interest of the American public and they would be as flat as a dish, and if they are to be the exclusive diversion of one yacht club in New York the public interest will soon evaporate. The stand taken by the New York Yacht Club is rendered more inexcusable by the fact that of the five races run for this cup in recent years in three of them the boats which defended it did not belong to the New York Yacht Club.

Mr. Lawson, of Boston, should understand that he cannot play in the Atlantic Ocean except by permission of the New York Yacht Club.

From the Baltimore, Md., *Star*, May 21st, 1901 :

RIVAL CUP DEFENDERS.

Our difficulty is not, as in England, to find someone willing to incur the expense of building and maintaining a cup racer, but to choose from among several claimants for the honor of upholding the dignity and the prestige of the country as the constructor of the fastest sailing vessels afloat. While British yachtsmen were for years disturbed by the prospect of being unable to discover a personage daring and liberal enough to pay out a large sum of money for the mere satisfaction of enabling England to assert her claims of supremacy, the custodians of the trophy actually have two yachts to choose from.

A syndicate last winter placed a contract with the Herreshoffs for a new boat. This has been recently launched under the name of the Constitution. About the same time Mr. Lawson, a rich Bostonian, gave an order for a vessel of such dimensions as to place it in the Constitution class, he also being desirous to enter the contest. This craft was christened the Independence. Mr. Lawson asks for nothing more than to be allowed to enter his boat in competition, the fleetest yacht to be chosen as the cup defender. The New York syndicate, however, demurred to the proposition, contending that the ownership of the defender must under all circumstances be vested in the club which holds the trophy. In other words, Mr. Lawson is to be shut out from participation in the speed trials, unless he consents to the transfer of the Independence to the New York Yacht Club.

Evidently, the cup contests are viewed as a medium for advertising the greatness of New York, and seem to be regarded by the New York Yacht Club as a shrewd business speculation.

From the Atlanta, Ga., *Constitution*, May 21st, 1901 :

THE CUP DEFENDER.

It has been popularly supposed that the defense of the America's cup was an international affair, but it seems that the New York Yacht Club arrogates to itself the sole right to meet the challenger. The New Yorkers regard themselves the virtual owners of the famous cup and not its custodians for the yachtsmen of America, as has been popularly sup-

posed ; and because Mr. Lawson is a member of a Boston club, his yacht is to be barred.

In the controversy he has had with the officials of the club Mr. Lawson has met every condition save that he should transfer the ownership of his yacht to some member of the New York club. This is insisted upon by the New York autocrats, though for what reason, unless it is fear that the honor of furnishing the defender might go to Boston, it is impossible to see. Very naturally Mr. Lawson declines to make any such transfer. He has been inspired in building the Independence solely by the sportsmanlike desire to see that the cup has as its defender the best yacht this country can build ; if the New York yacht is proven in the preliminary trials to be the better, he will not complain ; but if his boat is the better one, he very naturally wants Boston to have the credit of furnishing it.

From the Savannah, Ga., *Express*, May 24th, 1901 :

NEW YORK'S MONOPOLY.

There is considerable dissatisfaction because the New York Yacht Club insists upon monopolizing the cup defenders. New York seems to imagine that she is the whole Atlantic coast and that she not only controls the business of the country, but must be the centre of all its sport. So far the New York Yacht Club has managed to enter boats that could successfully defend the America's cup, although three of these sloops have been built in Boston. Now suppose the Boston Yacht Club should build a larger and faster boat and that in the preliminary trials she should prove to be speedier than the yacht put up by New York. Would the fact that she is not flying the colors of the New York Yacht Club bar her from competing ? The challenge can be issued from any yacht club of any foreign country. The only provisions are that the foreign yacht must be constructed in the country of the challenging club. The defender must be built in the country of the club that holds the cup. The challenging club shall give ten months' notice. Now, if any foreign yacht club can challenge, then any American yacht club which happens to put up the fastest yacht proven by a preliminary contest should be allowed to defend the trophy. The New York Yacht Club should give Mr. Lawson and his yacht a chance to show what they can do.

From the St. Paul, Minn., *Dispatch*, May 23d, 1901 :

NOT A NATIONAL AFFAIR.

The contests for the cup of the America will hereafter have to be taken out of the class of international and restricted on our part, to the New York Yacht Club. Mr. Thomas W. Lawson is a wealthy Boston gentleman, with a taste for yachting and means to gratify it. When Sir Thomas Lipton announced that he would build another Shamrock to compete for the cup, Mr. Lawson, supposing that an "international" contest was open to any citizen of the nation, and after consulting Gen. Charles J. Paine, a recognized authority, entered into a contract for the building of a yacht, conforming to the terms under which

APPENDIX

the cup is held by Mr. Schuyler's deed of gift. The yacht is completed.

When Mr. Lawson informed the New York Club that he wished to enter the Independence in the race for the cup, to defend it against Shamrock II., the club informed him that, as he was not a member of that club, his yacht could not be permitted to defend the possession of the cup. With a cuteness more proper in Wall Street than among a company of supposed gentlemen, the New York club told him that if he would make a formal but fictitious transfer of his yacht to a member of that club, it might then enter the contest. This, of course, Mr. Lawson, being a gentleman, rejected. The position of the New York club is made more discreditable by the fact that members of its committee which refused permission to Mr. Lawson to enter his yacht, are members of the syndicate which owes the Constitution the yacht that will contest with Lipton's Shamrock II. The effect of this action is to deprive the race of all national character and make it purely, now and hereafter, an affair of the New York Yacht Club.

From the Seattle, Wash., *Post-Intelligencer*, May 28th, 1901:

It seems that the New York Yacht Club has a rule by which only yachts owned by members of the club can compete in its races. Mr. Lawson, the Boston gentleman who elected to build a cup defender to compete with that of the New York syndicate for the honor of meeting Lipton's Shamrock, was met with this rule, which, if enforced, barred him from the preliminary races. He was offered the option of racing his yacht under the name of some member of the New York Yacht Club, but very properly declined to do so. He considered it neither the part of a gentleman nor of a sportsman to sail his yacht in a race under false colors, when she was barred from competing under the name of her actual owner. The position is impregnable, and in taking it he has the sympathy of all true sportsmen.

It does not seem to have occurred to the members of the New York Yacht Club that the rule which they themselves had adopted might very profitably be amended to meet the peculiar circumstances of the case.

From the Springfield, Ohio, *Republican*, May 22d, 1901:

UNFAIR TO MR. LAWSON.

There may be technical grounds for barring Mr. Lawson's Independence from all trial races for the selection of a cup defender, but upon no other pretense can the New York Yacht Club committee defend its ungenerous and unsportsmanlike action. The committee arrogates to itself too much authority in narrowing the list of possible competitors in the international contest to the membership of its own club.

It is not so much a question of Mr. Lawson's privilege in the case as of one local club's assumption of the right to declare that no American yachtsman should be considered who does not comply with its regulations and fly its flag.

The New York Yacht Club is nothing more than the trustee of the America's cup. It may have the legal right to decide who shall defend it, but what have its private racing rules to do with the international trophy? If Mr. Lawson had transferred his boat to a member of the New York club, as was proposed, there would have been no objection to its entrance in the trial races. But he was not a member of the club and therefore he refused to become a party to an unworthy trick by accepting its flag.

The substitution of the deeds of gift of 1882 and 1887 for the original instrument was a wholly unjustifiable proceeding, nor should it be permitted to stand. In effect, the New York Yacht Club, by its unfair treatment of Mr. Lawson, is only drawing attention to its own breach of trusteeship in altering the original deed.

From the Rochester, N. Y., *Post-Express*, May 18th, 1901:

In going to an expense of something like \$200,000 for the Independence, Mr. Lawson has been actuated only by a feeling of true sportsmanship. He wants the cup to be defended by the speediest craft Americans can produce and it seems to us that he has a right to demand that his boat shall have a fair chance in trial races. The sportsmanlike spirit displayed by Mr. Lawson should be recognized and rewarded. His arguments seem reasonable and just to all American yachtsmen — except a small but powerful clique in the New York Yacht Club. These men have expended a very large amount of money in the construction of the Constitution and are naturally desirous of defending the cup. But they are acting as though they wanted to defend it even though they did not have the best boat. It seems clear, also, that they are not willing to admit this fact, but are scheming about to find some pretext to exclude Mr. Lawson without divulging the real reason. They say, for example, that Mr. Lawson is not a member of the New York Yacht Club, but what of that? The race should not be between the best boat that Great Britain can produce and the best one that the New York Yacht Club can build, but between the best boats that can be built in the two countries. Beside that fact, all other facts about club membership and club flags are trivial and inconsequential. We fear that the members of the New York Yacht Club are about to make a very great mistake. If the club wishes to maintain its position as the leading club of the New World and retain the respect of those Americans outside of New York who have true sporting blood in their veins, they will disregard their personal animosities toward Mr. Lawson, waive little technicalities, admit his boat to the trial races, and defend the cup with it if it prove the fastest boat in the country.

From the Portland, Me., *Express*, May 20th, 1901:

MR. LAWSON'S POSITION.

Fair-minded sportsmen all over the country will extend to Thomas W. Lawson of Boston, their hearty support in his honest, straightforward position in refusing to transfer the ownership of his yacht

APPENDIX

Independence to any one else. It is a matter of regret that the New York Yacht Club, who has hitherto had the custody of the America's cup, should not find it possible to admit the Independence to a trial race with the Constitution and Columbia. Americans do not care whose yacht defends the cup, as long as the best boat that can possibly be built on this side of the water is selected, and as there are many expert yachtsmen and designers who believe the Independence will prove a better racer than the syndicate defender, it is no more than fair that she should be given a chance. The America's cup was given to the New York Yacht club in 1857, and it has been on this side of the water so long and has been defended so gallantly, that it has come to be regarded as a sort of public possession, to be defended, not by a select few who have been admitted to the exclusive New York club through the possession of a few millions, but by any patriotic American who could build a boat that would defeat all comers.

The club's action changes the question from an international contest in which the people of two continents are vitally interested, to a meeting of a challenge by an aristocratic association not representative of the country's best sporting element. When thorough sportsmen like "Tom" Lawson come forward and from their private fortunes put up the money to build a big racer to defend the honor of American yachting interests, it is hard to learn that the responsibility of the cup's safety rests, not on the shoulders of the American people, but on the New York Yacht Club.

But never mind, Lawson, we're with you.

From the Springfield, Ills. *Register*, May 22d, 1901 :

LAWSON A GOOD AMERICAN.

Americans very often mistake merit, but it can generally be said of them that they wish whatever they believe to be meritorious to win. If they are heated in any undertaking they want to know that the effort they put forth was the best possible, and if they win, they can feel no pride in a victory over an unworthy competitor.

This is the American spirit. It is the spirit of fairness, and it is the spirit that an exclusive organization known as the New York Yacht Club is trying to violate, in preventing Mr. Lawson's yacht Independence from contesting with the British challenger, Shamrock II., for the America's cup. The yacht club holds this cup, which has been in possession of Americans for more than a generation, all attempts of foreign challengers to transfer it across the sea having been successively futile, and heretofore the contests have been of an international character, and the American victories applauded as our national triumphs.

The yacht club, however, now holds that no yacht can enter into the preliminary contests for defending this cup unless the title be transferred to some member of the club, and accompanies its refusal to permit Mr. Lawson's yacht Independence to enter with the insulting suggestion that "we have no guarantee that the rules of yacht racing will be obeyed." It does this in face of the deed of gift which states that "any yacht of a foreign country, etc., shall always be entitled to the right

of sailing a match for the cup against any one yacht or vessel constructed in the country of the club holding the cup." As General Paine says : "There is nothing in the deed of gift which requires that a party building a yacht to defend the cup need be a member of the New York Yacht Club." Any yacht or vessel, if falling within the terms of the agreement between the clubs to the match, may sail in defense of the cup.

Mr. Lawson has done everything reasonable to give Americans what they have a right to expect — that the cup shall be defended by the very best yacht in America. He has offered to permit the New York Yacht Club to have absolute control and management of his boat, that it shall sail under the club's rules and regulations, and that pending the races it shall fly the club's pennant, but he has refused to do what every fair-minded person will justify him in — he refuses to give up his ownership of it.

Mr. Lawson is acting in the spirit of a true American and true sportsman.

From the New York *News*, May 22d, 1901 :

If only yachts belonging to members of the New York Yacht Club are to enter into competition for the America cup, that venerated trophy could scarcely be regarded as an emblem of supremacy which the nation is bound to defend. It would be a mere club cup, not an American cup ; and interest in its fate would be sectional even as its permitted defenders are sectional. Limitation of the circle of possible cup defenders is clearly opposed to the intent of the original deed of gift, which provided for the sailing against any challenger of the best American yacht that could be secured.

From the Syracuse, N. Y., *Telegram*, May 20th, 1901 :

The boat built by Mr. Lawson of Boston will not be allowed to race in defense of the America's cup after all. This is certainly an injustice to the great Boston sportsman. He has expended upwards of \$250,000 in building a boat to help defend the blue ribbon of the sea, and when everything is completed finds out that it is not an open race after all, but merely a club affair. The conditions of the New York Yacht club are such that Mr. Lawson cannot accept them.

From the Boston *Globe*, May 20th, 1901 :

Mr. Lawson can afford to wait the judgment of the unprejudiced public of this and other countries as to the barring out of the Independence from the America cup races. Can his opponents in the New York Yacht Club say as much ?

From the Brooklyn, N. Y., *Times*, May 24th, 1901 :

LIPTON AND LAWSON.

Among the many messages of sympathy that Sir Thomas Lipton has received from the United States, none, he says, has been more highly appreciated than that which he received from Thomas W. Lawson, of Boston, the owner of the Independence. Lawson cabled across the Atlantic his regret for the

APPENDIX

accident to the Shamrock and his congratulations that there was no loss of life attendant, and he added: "If for any reason you can't bring either boat, and you desire, I will be happy to bring my Independence over, and to race either or both Shamrocks." That message was sent in the true spirit of a sportsman. A race in British waters could bring no reward such as the possession of the trophy won by the America to the victor; it would be a contest for the love of contest and the glory of victory alone, and that is the contest which every true yachtsman likes to see.

Mr. Lawson is not a member of the New York Yacht Club, and, in consequence, the Independence, whatever its merits may be, may be debarred from taking part in the race for the America cup. But it is gratifying to know that Sir Thomas Lipton, who himself is the possessor of a good share of Irish sporting blood, has promised that, whether the Independence is allowed to make a trial for the cup or not, he will give Lawson the satisfaction of matching his boat against the Shamrock in American waters. The episode is equally creditable to both men, and every lover of sport will hope that the race, when it comes off, may be a close one.

From St. James' Gazette, London, England, May 21st, 1901:

AN UNFORTUNATE HITCH.

Mr. Lawson's yacht Independence, which has been built to defend the America cup against Shamrock II., was launched on Saturday at Boston, but an unfortunate hitch has occurred with reference to the international race. The new yacht is a Boston boat, and the New York Yacht Club insists that she must be transferred to a member of the club before she can defend the cup. Her owner is willing to place her at the club's disposal, but refuses to part with the ownership, and declares that she must sail under his flag and as a Boston boat or not at all. What right the New York Yacht Club has to dictate such terms we do not know, and it certainly seems a strangely unsportsmanlike policy to degrade an international match to a club regatta. It is the United States, not a particular club, that Sir Thomas Lipton has challenged. And what will happen supposing the yacht club and Mr. Lawson fail to agree, and no boat is forthcoming to take up the challenge of Shamrock II.? Will not Sir Thomas Lipton be entitled to sail over the course and claim the cup? The particular quarrel in New York is not our affair, of course, but it is greatly to be hoped that the difference will be adjusted before the time for the sailing of the great race, to which both countries are looking forward with so much interest.

From the London, England, Daily Express, May 22d, 1901:

The plucky fight against the exclusiveness of the New York Yacht Club that is being made by Mr. Thomas Lawson, the Boston yachtsman who built and owns the yacht Independence, deserves to be crowned with success.

The Independence was projected many months ago by Mr. Lawson as a possible defender of the America cup against Shamrock II., and no word was forthcoming at the time that she would not be allowed to compete with the Constitution, built

by the New York syndicate, for the honour of defending the precious "mug."

It is only recently that the New York Yacht Club has notified Mr. Lawson that he must surrender the ownership of his yacht for racing purposes, or he will not be allowed to sail her even in the trial races to decide on the defender. To this fiat of exclusiveness the Bostonian naturally declines to accede, and must yachtsmen and sportsmen will side with him.

This is not the first fight that Mr. Lawson has been in. He has won most of the others, and many think he will win this one.

From the Newcastle, England, Chronicle, May 22d, 1901:

MR. LAWSON AND THE N. Y. Y. C.

While the behaviour of Shamrock II. during her last trial has satisfied Sir Thomas Lipton as to merits, her difficulties in regard to the race for the America cup seem to have arisen on the other side of the Atlantic. Mr. Lawson's yacht Independence, which has been built to defend the cup, is a Boston boat; and the New York Yacht Club pretend that she must be handed over to a member of the club before she can be allowed to engage in the contest. Mr. Lawson has no objection to placing his craft at the disposal of the club, but he has no intention of surrendering the ownership; and he has made up his mind that if the Independence is to defend the cup at all, it must be as a Boston boat and under his flag. The arbitrary claims of the N. Y. Y. C. in the matter are not very plain, inasmuch as Sir Thomas Lipton is not challenging any club, but attempting to recover a long lost international trophy. But in the circumstances, a deadlock is threatened, and it would be curious if on the strength of having issued a challenge duly accepted on the other side, Sir Thomas Lipton should have the further right, in the event of opposition breaking down, of recovering the cup by an easy if unsportsmanlike "walk over." But doubtless Americans will not allow it to come to that.

From the Glasgow, Scotland, Daily Mail, May 21st, 1901:

Mr. Lawson, who seems to have some grit in him, has intimated that his boat will be raced in the trial in spite of the decision of the New York Yacht Club, and it will now be seen what the New York Yacht Club may do as the result of the note of defiance against their decision uttered by Mr. Lawson. As Mr. Lawson intimated some time ago that whatever the New York Club would do he intended to challenge the challenger, the situation may come to be highly interesting. For suppose such an event were to take place that the Constitution was beaten by Shamrock II., and that in turn the Independence beat the Shamrock, the question might arise—Ought the cup to leave America after all, even though the Constitution lost her races? One cup defender has hitherto been quite sufficient to retain the cup in America, but when there are two Richmonds in the field contending for the honour of defending the cup, the situation grows so complicated that the interest in the end may turn on the quarrel between the cup defenders rather than on the races for the cup itself.

APPENDIX

THE DEED OF GIFT OF 1887, UNDER WHICH THE NEW YORK YACHT CLUB HOLDS THE AMERICA'S CUP.

THIS deed of gift, made the 24th day of October 1887, between George L. Schuyler, as sole surviving owner of the Cup won by the yacht America at Cowes, England, on the twenty-second day of August, 1851, of the first part, and the New York Yacht Club, of the second part, witnesseth :

That the said party of the first part, for and in consideration of the premises and of the performance of the conditions and agreements hereinafter set forth by the party of the second part, has granted, bargained, sold, assigned, transferred, and set over, and by these presents does grant, bargain, sell, assign, transfer, and set over unto said party of the second part, its successors and assigns, the Cup won by the schooner-yacht America at Cowes, Eng., upon the twenty-second day of August, 1851, to have and to hold the same to the said party of the second part, its successors and assigns, in trust, nevertheless, for the following uses and purposes :

This Cup is donated upon the condition that it shall be preserved as a perpetual challenge Cup for friendly competition between foreign countries. Any organized yacht club of a foreign country, incorporated, patented, or licensed by the Legislature, Admiralty, or other executive department, having for its annual regatta an ocean water-course on the sea, or on an arm of the sea, or one which combines both, shall always be entitled to the right of sailing a match for this Cup with a yacht or vessel propelled by sails only and constructed in the country to which the challenging club belongs, against any one yacht or vessel constructed in the country of the club holding the Cup.

The competing yachts or vessels, if of one mast, shall be not less than sixty-five feet, nor more than ninety feet on the load water-line ; if of more than one mast, they shall be not less than eighty feet nor more than one hundred and fifteen feet on the load water-line.

The challenging club shall give ten months' notice in writing, naming the days for the proposed races, but no race shall be sailed on the days intervening between November 1st and May 1st.

Accompanying the ten months' notice of challenge there must be sent the name of the owner and a certificate of the name, rig, and following dimensions of the challenging vessel, namely : Length on load-water line, beam at load water-line, and extreme beam, and draught of water, which dimensions shall not be exceeded ; and a Custom-House registry of the vessel must be sent as soon as possible.

Vessels selected to compete for this Cup must proceed under sail on their own bottoms to the port where the contest is to take place.

Centre-board or sliding-keel vessels shall always be allowed to compete in any race for this Cup, and no restriction or limitation whatever shall be placed upon the use of such centre-board or sliding keel,

nor shall the centre-board nor sliding keel be considered a part of the vessel for any purposes of measurement.

The club challenging for the Cup and the club holding the same may, by mutual consent, make any arrangement satisfactory to both as to the dates, courses, number of trials, rules and sailing regulations, and any and all other conditions of the match, in which case also the ten months' notice may be waived.

In case the parties cannot mutually agree upon the terms of a match, then three races shall be sailed, and the winner of two of such races shall be entitled to the Cup. All such races shall be on ocean courses, free from headlands, as follows :

The first race, twenty nautical miles to windward and return ; the second race, an equilateral triangular race of thirty-nine nautical miles, the first side of which shall be a beat to windward ; the third race, if necessary, twenty nautical miles to windward and return ; and one week-day shall intervene between the conclusion of one race and the starting of the next race.

These ocean courses shall be practicable in all parts for vessels of 22 feet draught of water, and shall be selected by the club holding the Cup ; and these races shall be sailed subject to its rules and sailing regulations, so far as the same do not conflict with the provisions of this deed of gift, but without any time allowances whatever.

The challenged club shall not be required to name its representative vessel until at a time agreed upon for the start, but the vessel when named must compete in all the races, and each of such races must be completed within seven hours.

Should the club holding the Cup be, for any cause dissolved, the Cup shall be transferred to some club of the same nationality eligible to challenge under this deed of gift, in trust and subject to its provisions.

In the event of the failure of such transfer within three months after such dissolution, said Cup shall revert to the preceding club holding the same, and under the terms of this deed of gift.

It is distinctly understood that the Cup is to be the property of the club, subject to the provisions of this deed, and not the property of the owner or owners of any vessel winning a match.

No vessel which has been defeated in a match for this Cup can be again selected by any club as its representative until after a contest for it by some other vessel has intervened, or until after the expiration of two years from the time of such defeat.

And when a challenge from a club fulfilling all the conditions required by this instrument has been received, no other challenge can be considered until the pending event has been decided.

And the said party of the second part hereby accepts the said Cup, subject to the said trust, terms,

APPENDIX

and conditions, and hereby covenants and agrees, to and with the said party of the first part, that it will faithfully and fully see that the foregoing conditions are fully observed and complied with by any contestant for the said Cup during the holding thereof by it, and that it will assign, transfer, and deliver the said Cup to the foreign yacht club whose representative yacht shall have won the same in accordance with the foregoing terms and conditions, provided the said foreign club shall, by instrument in writing, lawfully executed, enter with said party of the second part into the like covenants as are herein entered into by it, such instrument to contain a like provision for the successive assignees to enter into the same covenants with their respective assignors, and to be executed in duplicate, one to be retained by

each club, and a copy thereof to be forwarded to the said party of the second part.

In witness whereof the said party of the first part has hereunto set his hand and seal, and the said party of the second part has caused its corporate seal to be affixed to these presents, and the same to be signed by its Commodore and attested by its Secretary, the day and year first above written.

GEORGE L. SCHUYLER,
THE NEW YORK YACHT CLUB,

By ELBRIDGE T. GERRY,
Commodore.
JOHN H. BIRD,
Secretary.

{ Seal of the New }
{ York Yacht Club }

In the presence of H. D. HAMILTON.

APPENDIX

RECORD OF RACES FOR THE AMERICA'S CUP

DATE	NAME	OWNER	COURSE	START		FINISH		ELAPSED TIME	CORRECTED TIME		WINS BY M. S.
				H. M. S.		H. M. S.			H. M. S.		
1851	America Anora	John C. Stevens et al Mr. T. Le Merchant	Around Isle of Wight	10.00.00		8.37.00	8.38.00	10.38.00	10.37.00	10.38.00	21.00 Second
1870	Magie Cambria	Mr. Franklin Osgood Mr. James Ashbury	N. Y. Y. C. Inside Course	11.26.00		3.53.54	4.00.57	4.37.54	4.34.57	4.37.38	30.17 Eighth
1871	Columbia Livonia	Mr. Franklin Osgood Mr. James Ashbury	N. Y. Y. C. Inside Course	10.40.00		4.57.42	5.03.00	6.17.42	6.10.41	6.47.45	27.04
1871	Columbia Livonia	Mr. Franklin Osgood Mr. James Ashbury	15 miles to windward and return	12.05.36 ¹ / ₂		3.07.15	3.10.10	3.07.41 ³ / ₄	3.07.41 ³ / ₄	3.15.15 ¹ / ₂	10.33 ¹ / ₄
1871	Livonia Columbia	Mr. James Ashbury Mr. Franklin Osgood	N. Y. Y. C. Inside Course	1.25.00		5.48.05	5.57.38	3.53.05	4.02.25	4.17.35	15.10 Disabled
1871	Sappho Livonia	Mr. W. P. Douglas Mr. James Ashbury	20 miles to windward and return	12.11.00		5.44.24	6.17.30	5.33.24	5.36.02	6.09.23	30.21
1871	Sappho Livonia	Mr. W. P. Douglas Mr. James Ashbury	N. Y. Y. C. Inside Course	11.21.00		3.50.05	4.25.41	4.38.05	4.46.17	5.11.44	25.27
1876	Madeleine Countess of Dufferin	Mr. J. S. Dickerson Major C. Gifford et al	N. Y. Y. C. Inside Course	11.16.31		4.41.26	4.51.59	5.24.55	5.23.54	5.34.53	10.50
1876	Madeleine Countess of Dufferin	Mr. J. S. Dickerson Major C. Gifford et al	20 miles to windward and return	12.17.24		7.37.11	8.03.58	7.10.47	7.18.46	7.40.50	27.14
1881	Mischief Atalanta	Mr. J. R. Busk Capt. Alex. Cuthbert	N. Y. Y. C. Inside Course	11.14.50		3.31.59	4.04.13 ¹ / ₄	4.17.00	4.17.00	4.45.29 ¹ / ₄	28.20 ¹ / ₄
1881	Mischief Atalanta	Mr. J. R. Busk Capt. Alex. Cuthbert	16 miles to leeward from Buoy 5 and return	11.58.17		4.53.10	5.05.19	4.54.53	4.54.53	5.33.47	38.54
1885	Puritan Genesta	Mr. J. Malcolm Forbes et al Sir Richard Sutton	N. Y. Y. C. Inside Course	10.32.00		4.48.05	5.54.02	6.06.05	6.06.05	6.22.24	16.10
1885	Puritan Genesta	Mr. J. Malcolm Forbes et al Sir Richard Sutton	20 miles to leeward and return	11.06.01		4.09.15	4.10.39	5.03.14	5.03.14	5.04.52	1.38

APPENDIX

1886	Sept. 9,	Mayflower Galatea	Gen. C. J. Paine Lieut. William Henn, R. N.	N. Y. C. Inside Course	10.56.12 10.56.11	4.22.53 4.35.32	5.26.41 5.39.21	12.02
1886	Sept. 11,	Mayflower Galatea	Gen. C. J. Paine Lieut. William Henn, R. N.	20 miles to leeward and return	11.22.40 11.24.10	6.11.49 6.42.58	6.40.00 7.13.09	29.09
1887	Sept. 27,	Volunteer Thistle	Gen. C. J. Paine Mr. James Beil et al	N. Y. C. Inside Course	12.34.58½ 12.35.06	5.28.16¼ 5.45.52¾	4.53.18 5.12.46¾	19.23¼
1887	Sept. 30,	Volunteer Thistle	Gen. C. J. Paine Mr. James Beil et al	20 miles to windward and return	10.40.50¾ 10.40.21	4.23.17 4.35.12	5.42.56¼ 5.54.45	11.48¾
1893	Oct. 7,	Vigilant Valkyrie II	Mr. C. Oliver Iselin et al Lord Dunraven	15 miles to windward and return	11.25.00 11.25.00	3.30.47 3.38.23	4.05.47 4.13.23	5.48
1893	Oct. 9,	Vigilant Valkyrie II	Mr. C. Oliver Iselin et al Lord Dunraven	30-mile triangle	11.25.00 11.25.00	2.50.01 3.02.24	3.25.01 3.35.39	10.35
1893	Oct. 13,	Vigilant Valkyrie II	Mr. C. Oliver Iselin et al Lord Dunraven	15 miles to windward and return	12.27.00 12.27.00	3.51.39 3.53.52	3.24.39 3.25.19	0.40
1895	Sept. 7,	Defender Valkyrie III	Mr. C. Oliver Iselin et al Lord Dunraven et al	15 miles to windward and return	12.20.50 12.20.46	5.21.14 5.29.30	5.00.24 5.08.44	8.49
1895	Sept. 10,	Defender Valkyrie III	Mr. C. Oliver Iselin et al Lord Dunraven et al	30-mile triangle	11.01.15 11.00.13	2.57.40 2.55.22	3.56.25 3.55.09	0.47
1895	Sept. 12,	Defender Valkyrie III	Mr. C. Oliver Iselin et al Lord Dunraven et al	15 miles to leeward and return	11.20.24 11.21.59	4.04.36 4.44.12	4.44.12 4.43.43	
1899	Oct. 16,	Columbia Shamrock	J. Pierpont Morgan et al Sir Thomas Lipton	15 miles to windward and return	11.01.06 11.01.03	3.34.59 4.05.10	4.53.53 5.04.07	10.8
1899	Oct. 17,	Columbia Shamrock	J. Pierpont Morgan et al Sir Thomas Lipton	30-mile triangle	11.00.17 11.00.15	2.37.17 Disabled	3.37.00	Sail-over
1899	Oct. 20,	Columbia Shamrock	J. Pierpont Morgan et al Sir Thomas Lipton	15 miles to leeward and return	11.01.35 11.00.34	2.40.00 2.45.17	3.38.25 3.44.43	6.34
1901	Sept. 28,	Columbia Shamrock II	J. Pierpont Morgan et al Sir Thomas Lipton	15 miles to windward and return	11.00.16 11.00.14	3.31.23 3.31.58	4.30.24 4.31.44	1.20
1901	Oct. 3,	Columbia Shamrock II	J. Pierpont Morgan et al Sir Thomas Lipton	30-mile triangle	11.01.47 11.00.13	3.15.05 3.16.23	3.12.35 3.16.12	3.35
1901	Oct. 4,	Columbia Shamrock II	J. Pierpont Morgan et al Sir Thomas Lipton	15 miles to leeward and return	11.02.00 11.02.00	3.35.40 3.35.38	4.33.42 4.33.38	0.41

APPENDIX

INSCRIPTIONS ON THE AMERICA'S CUP

THE text of the inscriptions on the America's cup, given here in full, was copied from the cup through the courtesy of Tiffany & Co., in whose vaults the trophy is kept. On the six large shields encircling the cup are the following groups of lettering :

100 Guinea Cup		
won		
August 22nd, 1851, at Cowes, England,		
By Yacht AMERICA,		
at the		
Royal Yacht Squadron Regatta,		
"Open to all Nations"		
Beating		
CUTTERS		
VOLANTE,	48	Tons
ARROW,	84	"
ALARM,	193	"
MONA,	82	"
BACCHANTE,	80	"
FREAK,	60	"
ECLIPSE,	50	"
SCHOONERS		
BEATRICE,	161	"
WYVERN,	205	"
IONE,	75	"
CONSTANCE,	218	"
GIPSY QUEEN,	160	"
BRILLIANT,	392	"

Schooner AMERICA, 170 Tons
Commodore JOHN C. STEVENS,
Built by GEORGE STEERS of New York,
1851.

Presented to the
NEW YORK YACHT CLUB
as a

Challenge Cup
Open to all Foreign Clubs

By the Owners, { JOHN C. STEVENS,
HAMILTON WILKES,
GEO. L. SCHUYLER,
J. BECKMAN FINLAY,
EDWIN A. STEVENS.

Challenged to be sailed for over
NEW YORK YACHT CLUB COURSE,
August 8th, 1870,

By
MR. JAMES ASHBURY, with Schooner Yacht
CAMBRIA,

Representing Royal Thames Yacht Club. Cambria
beaten in the following order by Schooner Yachts :

MAGIC,	AMERICA,	PHANTOM,
IDLER,	DAUNTLESS,	ALICE,
SILVIE,	MADGIE,	HALCYON.

OCT. 16th, 1871
SCHOONER SCHOONER
LIVONIA vs. COLUMBIA
JAMES ASHBURY, Esq. FRANKLIN OSGOOD, Esq.
Owner. Owner.
COLUMBIA winner by 27 m., 4 sec.
N. Y. Y. CLUB COURSE

OCT. 18th, 1871
SCHOONER SCHOONER
LIVONIA vs. COLUMBIA
COLUMBIA winner by 10 m., 33 sec.
Outside Course

OCT. 19th, 1871
SCHOONER SCHOONER
LIVONIA vs. COLUMBIA
LIVONIA winner by 15 m., 10 sec.
N. Y. Y. CLUB COURSE

OCT. 21st, 1871
SCHOONER SCHOONER
LIVONIA vs. SAPPHO
WM. P. DOUGLAS, Esq., Owner
SAPPHO winner by 30 m., 21 sec.
Outside Course

OCT. 23d, 1871
SCHOONER SCHOONER
LIVONIA vs. SAPPHO
SAPPHO winner by 25 m., 27 sec.
N. Y. Y. CLUB COURSE

AUGUST 11th, 1876
SCHOONER SCHOONER
COUNTRESS OF DUFFERIN vs. MADELEINE
CHAS. GIFFORD, Esq. JOHN S. DICKERSON, Esq.
OWNER OWNER
MADELEINE winner by 10 m., 59 sec.
N. Y. Y. CLUB COURSE

AUGUST 12th, 1876
SCHOONER SCHOONER
COUNTRESS OF DUFFERIN vs. MADELEINE
MADELEINE, winner by 27 m., 14 sec.
Outside Course

NOV 9th, 1881
N. Y. Y. CLUB COURSE
SLOOP SLOOP
MISCHIEF beat ATALANTA
Bay of Quinte Y. Club (Canada)
28 m., 20 1/4 sec.

NOV. 10th, 1881
16 miles to Leeward from Buoy 5
Sandy Hook and return
SLOOP SLOOP
MISCHIEF beat ATALANTA
38 m., 54 sec.

APPENDIX

On the small panels under the large shields are the following :

SEPT. 14th, 1885
N. Y. Y. CLUB COURSE
SLOOP CUTTER
PURITAN beat GENESTA
Royal Yacht Squadron of England
16 min., 19 sec.

SEPT. 16th, 1885
20 miles to Leeward of Sandy H. L. S.
and Return
SLOOP CUTTER
PURITAN beat GENESTA
1 min., 38 sec.

SEPT. 9th, 1886
N. Y. Y. CLUB COURSE
SLOOP CUTTER
MAYFLOWER beat GALATEA
Royal Northern Yacht Club of Scotland
12 min., .02 sec.

SEPT. 11th, 1886
20 miles to Leeward of Sandy H. L. S.
and Return
SLOOP CUTTER
MAYFLOWER beat GALATEA
29 min., .09 sec.

SEPT. 27th, 1887
N. Y. Y. CLUB COURSE
SLOOP CUTTER
VOLUNTEER beat THISTLE
Of Royal Clyde Yacht Club of Scotland
19 min., 23 $\frac{3}{4}$ sec.

SEPT. 30th, 1887
20 miles to Windward from Scotland L. S.
and Return
SLOOP CUTTER
VOLUNTEER beat THISTLE
11 min., 48 $\frac{3}{4}$ sec.

OCT. 7th, 1893
SLOOP
VIGILANT, N. Y. Y. C.
CUTTER
VALKYRIE, R. Y. S.
15 miles to Leeward and Return
VIGILANT won by 5 min., 48 sec.

OCT. 9th, 1893
A triangle 10 miles to a leg
VIGILANT won by 10 min., 35 sec.

OCT. 13th, 1893
15 miles to Windward and Return
VIGILANT won by 40 sec.

SEPTEMBER 7th, 1895
DEFENDER, N. Y. Y. C.
vs.
VALKYRIE III, R. Y. S.
15 miles to Windward
DEFENDER won, 8 min., 49 sec.

SEPTEMBER 10th, 1895
Triangle 30 miles VALKYRIE III, disqualified

SEPTEMBER 12th, 1895
15 miles to Windward
DEFENDER won, Valkyrie III withdrew
Time of race 4 hrs., 43 min., 43 sec.

1899
COLUMBIA, N. Y. Y. C.
vs.
SHAMROCK, ROYAL ULSTER Y. C.
FIRST RACE OCTOBER 16TH
15 miles to Windward and Return
COLUMBIA won by 10 min., 8 sec.
Time of Race, 4 hrs., 53 min., 53 sec.

SECOND RACE OCTOBER 17TH
Triangular 30 miles, 10 miles to a leg
COLUMBIA won, Shamrock disabled, lost top-
mast.
Time of Race 3 hrs. 37 m.

THIRD RACE OCTOBER 20TH
15 miles to Leeward and Return
COLUMBIA won by 6 m., 34 sec.
Time of Race 3 hrs., 38 m., 9 sec.

1901
COLUMBIA, N. Y. Y. C.
vs.
SHAMROCK II, ROYAL ULSTER Y. C.
FIRST RACE SEPTEMBER 28TH
15 miles to Windward and Return
COLUMBIA won by 1 min., 20 sec.

SECOND RACE OCTOBER 3D
Triangular 30 miles, 10 miles to a leg
COLUMBIA won by 3 min., 35 sec.

THIRD RACE OCTOBER 4TH
15 miles to Leeward and Return
COLUMBIA won by 41 sec.

APPENDIX

THE BRENTON REEF, CAPE MAY, GOELET AND ASTOR CUPS.

Among the cups mentioned in this book, other than the America's cup, the most important are the Brenton Reef and Cape May challenge cups, both of which have been sailed for in international matches.

The Brenton Reef cup was presented to the New York Yacht Club, March 23d, 1871, by Ex-Commodore James Gordon Bennett, to be held and raced for in accordance with the following conditions:

This cup will be offered to the yachts of all nations, to be sailed for in an ocean race, on a course from the Lightship off Newport to and around the Lightship off Sandy Hook and outside of Long Island, and return. Said cup to be held by the winner for the term of thirty days after the race, without liability to challenge. Upon the expiration of said period, the winner of the Cup must accept any challenge, and be prepared to sail a race over the same course within the space of fifteen days next ensuing the receipt of such challenge, or forfeit the Cup to the challenger. Should any yacht succeed in holding the Cup in two consecutive races during one season, the owner thereof will not again be liable to challenge until the commencement of the yachting season of the year next ensuing.

In the event of the Cup being held at the close of a season by a foreign yacht, the owner thereof will be liable to challenge during the season of the year ensuing for an ocean race over a course from the Needles, Isle of Wight, to and around a stakeboat off the harbor of Cherbourg, and return.

The ocean races for the Brenton Reef Cup will be sailed according to the rules of the New York Yacht Club, but without allowance for time.

It is understood that in case any yacht holding the before-mentioned challenge Cup shall be sold out of the New York Yacht Squadron, the Cup is not disposed of with her, but must be returned to the New York Yacht Club, to be sailed for again in the manner and form before provided for the schooners and sloops and for the ocean races.

It is also understood that in case a foreign yacht should hold the challenge Cup, and should be sold out of a Royal Yacht Club, the Cup is not sold with her, but must be returned to the New York Club, to be sailed for again in an ocean race, as above provided.

The yachting season in American waters for the before-named challenge Cup will be from the third Thursday in June until the third Thursday in October.

Upon this challenge Cup there shall be engraved the names of those yachts, and the owners thereof, that have held the same, and a

die, with appropriate devices thereon, shall be engraved, from which a medal can be struck, to be held by the owners of said yachts.

Any yacht challenging the holder must deposit five hundred (\$500) dollars with the Regatta Committee, to be forfeited in case the challenging party is not successful in winning, otherwise to be returned to him. If forfeited, to be invested in a Cup to become the property of the challenged party.

The cup was raced for by schooners in the club, July 25th, 1872, when won by Madeleine, sailing against Rambler; September 19th, 1873, when won by Rambler sailing against Madeleine; July 26th, 1876, when won by Idler, sailing against the America, Wanderer and Tidal Wave. September 21st, 1885, it was won by Genesta, cutter, from the schooner Dauntless (see page 106), and taken to England. In August, 1893, Genesta resigned the cup to Britannia, cutter, and September 14th, 1893, Britannia sailed for it against the American centre-board cutter Navahoe, losing the race on a protest. (See footnote, page 204.) No challenges were received for Navahoe to sail for the cup between the time of its return to this country with that vessel and the spring of 1902, when Navahoe was sold out of the New York Yacht Club to a German owner, the cup remaining in the keeping of the club in accordance with the terms under which it is held.

The Cape May (gold) cup was presented as a challenge trophy to the New York Yacht Club in 1872, by Ex-Commodore James Gordon Bennett, to be sailed for over the following course:

From an imaginary line between the judge's steamer and buoy 5, off Sandy Hook, to and around the Five Fathom light-vessel, off Cape May, leaving it on the port or starboard hand at will, and back to Sandy Hook light-vessel, passing the same to the southward and eastward, within one hundred yards distance.

The conditions provided by the donor for the holding of the cup were as follows:

1st. It is to be held by the winner for thirty days after the race, without liability to challenge.

2d. Upon the expiration of that period the winner must accept any challenge, and be prepared to sail a race over the same course within fifteen days from the receipt of such challenge, or forfeit the Cup to the challenger; but should any yacht succeed in holding the Cup in two consecutive races during one season, it will not again be liable to challenge until the commencement of the yachting season of the following year. The Cup will become the bona fide property of any yacht holding it successfully through three consecutive contests.

APPENDIX

3d. The yachting season in American waters, in reference to this Cup, is understood to be from the third Thursday in June until the third Thursday in October in each year.

4th. Should a yacht holding this Cup be sold out of the New York Yacht Club, the Cup shall not go with her, but shall be returned to the Club, to be again sailed for; and if the Cup should be held by a foreign yacht, and she should be sold out of the Club to which she belongs, the Cup shall not be sold with her, but shall be returned to the New York Yacht Club, to be sailed for again as above provided.

5th. In the event of the Cup being held at the close of the season by a foreign yacht, the owner thereof will be liable to challenge during the season of the next year for an ocean race, over a course from the Needles, Isle of Wight, to and around a stakeboat off the harbor of Cherbourg, and return.

Any yacht challenging the holder must deposit five hundred (\$500) dollars with the Regatta Committee, to be forfeited in case the challenging party is not successful in winning, otherwise to be returned to him. If forfeited, to be invested in a Cup to become the property of the challenged party.

The cup has never been held by any vessel through three successive contests, and therefore still is open to challenge. It was first won October 10th, 1872, by the schooner *Dreadnaught*, sailing against the schooner *Palmer*; next October 10th, 1873, by the schooner *Enchantress*, on a sail-over, by default of *Dreadnaught*; next September 4th,

1877, by the schooner *Idler*, sailing against the schooners *Dreadnaught*, *Rambler* and *Vesta*; and September 26th, 1885, by the cutter *Genesta* sailing against *Dauntless*.

The cup has been sailed for three times in English waters, and twice resigned by English yachts without a race. August 14th and 15th, 1886, *Irex*, cutter, defeated *Genesta* for the cup over a course of 144 miles, from Cowes to Cherbourg Breakwater and return, by 3 h. 47 m. 26 s.; September 12th, 1889, over the same course, *Wendur*, yawl, had a sail-over, *Irex* not appearing to defend the trophy; August 5th, 1893, *Wendur* (then *Viking*), resigned the cup to *Britannia* without a race. September 15th, 1893, *Britannia* defended the cup against *Navahoe*, the course being from Alum Bay pier, near the Needles, to Cherbourg Breakwater and return, winning by 36 m. 13 s. From 1893 to 1902 the cup was not sailed for.

The Goelet cups, mentioned in this history, were trophies presented annually from 1882 to 1897 inclusive, by the late Ogden Goelet of New York for sloops and schooners of the New York Yacht Club, and sailed for off Newport at the end of the club's annual cruise.

The racing events created by these trophies were continued after the death of Mr. Goelet for similar cups offered by Col. John Jacob Astor, sailed for under the same conditions as were the Goelet cups, but known as the Astor cups. (Which see.) In years of contests for the America's cup the Goelet cups, and later the Astor cups, for single-masted vessels, have generally been won by the defender of the America's cup.

INDEX

INDEX

ACKERS, CAPT., owner of schooner Brilliant, mentioned, 70.

ADAMS, CHARLES FRANCIS 2d, has charge of sloop Pilgrim in her races, 140; manages Independence in her first races at Newport, 328; mentioned, 356.

ADVERTISING by challengers, reference to, 89, 214, 215; as an element in the challenge of Sir Thomas Lipton, 287, 288.

AILEEN, naval militia converted steam-yacht, is in patrol fleet at cup races, 1899, 206.

AILSA, cutter and yawl, reference to, and length, 141; races of, with Valkyrie III., 161; as a yawl, is defeated by Columbia, 224; races of, off Newport, 233; mentioned, 356.

ALARM, cutter, fails to meet the America, 20; is in R. Y. S. regatta, 23, 25.

ALARM, schooner, is in America's cup race, 1870, 53.

ALEXIS, grand duke of Russia, is on list of honorary members, N. Y. Y. C., in 1901, 285.

ALGONQUIN, revenue cutter, is in patrol fleet at cup races, 1899, 206.

ALICE, schooner, is in America's cup race, 1870, 53.

ALUMINUM, is first used in a cup-defence yacht on Defender, 156; is used in blocks on Jubilee, 140; is used in Shamrock I., 203; is used in Independence, 340.

AMATEURS, too many aboard Dauntless in ocean race, 50, 51; too many on Columbia (schr.) Oct. 19th, 1871, 71; crew of Atalanta composed of, 86.

AMERICA, why built, 4; correspondence regarding building of, 5-8; owners of, 6; is launched, 7; amount paid for, 8; trials of, against Maria, 8; description of in *Spirit of the Times*, 10, 11; sails of, 11; custom-house register of, 12; log of, on voyage across Atlantic, 12-14; arrival of, at Havre, and sentiment regarding, 14; is fitted out at Havre for racing, 15; is termed a "glorified pilot-boat," 15; leaves Havre and arrives in England, 16; English description of, 17; first challenges of, untaken, 17, 18; second challenge of, 19; is entered for Royal Yacht Squadron regatta, 21; wins cup in R. Y. S. regatta, 23-26; pilot of, in England, 27; winnings of, in England, 28; last racing of, in England under American ownership, 28; visit of, to England has far-reaching effect, 30; is visited by Queen Victoria, 32, 33; leads Englishmen to suspect presence on board of a motor, 34; lessons taught English builders by, 35; difference of, from English models, 35; superior sails of, 35; comment on model of, by Capt. A. J. Kenealy, 35; on sails of, by George L. Watson, 36; on model of, by J. D. Jerrold Kelley, 37; is sold to Lord John de Blaquière, 38; loses in Queen's cup race of 1852, 38; career of, 38; is in a gale in the Mediterranean, 39; is bought by Lord Templeton, 39; is laid up at Cowes, 39; is rebuilt in England, 40; is sold to H. E. Decie and named Camilla, 40; is a blockade runner called Memphis, 40; is a practice-ship for naval cadets, 40, 41; is bought at auction by Gen.

B. F. Butler, 41; winter quarters of, 41; affection of naval cadets for, 41; is owned by Butler Ames, 41; defeats schooner Resolute, 42; wins Centennial regatta, 42; is damaged on Brigantine shoal, 42; is altered by Edward Burgess, 42; makes a cruise in the West Indies, 42; is rebuilt at East Boston, 42; outsails ship North American, 42; is offered N. Y. Y. C. as a trial vessel, 42; spar dimensions of, 42; is last in Brenton Reef challenge cup race, 42; is defeated in Eastern Yacht Club regatta, 43; aggressive racing career of, ends, 43; is honored in modern fleets, 43; is in America's cup race, 1870, 53-56; mentioned, 70; is in Brenton Reef cup race, 1876, 79; goes over course with cup racers, 1876, 81, 82; mentioned, 99, 137; crowding of course in race of, at Cowes, referred to, 171; mentioned, 365; record of, in R. Y. S. regatta, 373; is defeated by Idler for Brenton Reef cup, 376; for facsimile of contract letter for building of, sail-plan, and pictures of, see list of illustrations.

AMERICA'S CUP, condition of American yachting when it was won, 1; original name of, 26; when voted as a trophy, 28; is won by the America on a Friday, 28; cost of winning the, 38; description of, 43; is displayed in New York, 43; inscriptions on, mentioned, 44; is made a challenge trophy, 45; text of original deed conveying the cup, 45; first challenge for is received, from Mr. James Ashbury, 47; first challenge race for, 51-55; second attempt of Mr. Ashbury to win the, 59; second challenge for, and controversy over same, 60-65; ruling of George L. Schuyler regarding races for, 60; dates and courses of races for, 1871, 65; first race for, 1871, 66; record race for, Oct. 18th, 1871, 66; reference to history of, 67; conditions under which only race was lost for, 71, 72; race for, of Oct. 21st, 1871, 72, 73; final race for, 1871 series, 73; first Canadian challenge for, is received, 76; Canadian challenge keeps interest in cup alive, 76; weakest efforts to win the, 76; first race of 1876 match for, 80, 81; second race, 81, 82; second Canadian challenge for, 83; liberal interpretation of deed of gift of, advised by flag officers of N. Y. Y. C., 83, 84; first yacht built especially for defence of, 84; first trial races of candidates for defence of, 84; races for, under second Canadian challenge, 86, 87; progress of sport during first epoch in history of, 90; second epoch in history of, begins 1885, 90; is returned to George L. Schuyler and again deeded to the N. Y. Y. C., 90; text of deed of, 1882, 90, 91; principle that cup is a national trophy is reiterated by George L. Schuyler, 92; challenge to sail for is received, in behalf of Genesta and Galatea, cutters, 1884, 92; courses and dates for 1885 races for, 94; great public interest in challenges for, 94; no existing sloop believed fast enough to beat Genesta in races for, 95; Puritan is ordered in Boston for defence of, 96; trial races for defence of, 1885, 99, 100; inconclusive meetings in

INDEX

1885 races for, 101; two abortive attempts of Puritan and Genesta to race for, 101, 102; third and fourth abortive attempts of Puritan and Genesta to race for, 102; first race for, between Puritan and Genesta, 102, 103; second and decisive race for, between Puritan and Genesta, 104; conditions governing 1886 races for, 107; Mayflower is ordered in Boston for defence of, 107; trial races for defence of, 1886, 110; first race for, between Mayflower and Galatea, 111, 112; second race for, 1886, 112-114; challenge for, in behalf of Thistle, is received from the Royal Clyde Y. C., 116; Volunteer is ordered in Boston for defence of, 116; no great concern for safety of, is felt, 1887, 117; owners of Thistle boast they will drink Scotch whiskey from cup, 118; trial races for defence of, 1887, 119; first race for, between Volunteer and Thistle, 122; other races for, in 1887, 123, 124; deed of gift of, is amended by N. Y. Y. C., 126; no general vote taken by N. Y. Y. C. on acceptance of same, 126; yachtsmen refuse to accept the amended deed, 127; formal challenge for, in name of Charles Sweet, is made and withdrawn, 127; trying period in history of, 128; changes made in deed of gift of, 1887, 128, 129; cup is formally returned to George L. Schuyler, and reconveyed to the N. Y. Y. C., 128; action of club in changing deed of gift of, is criticised, 129; motives of N. Y. Y. C. in making the changes, 129, 130; action of club is severely condemned, 130, 131; deed of gift of, is modified by N. Y. Y. C., 132; first challenge of Lord Dunraven for, 132; challenge for, fails of confirmation by Royal Yacht Squadron, 133; terms of deed of gift of, not accepted by Royal Yacht Squadron, 133; objections of Dunraven to deed of gift, 134, 135; second challenge of Lord Dunraven for, 135, 136; concessions obtained under deed of gift by Lord Dunraven before second challenge for is sent, 136; second challenge of Lord Dunraven for, is accepted, 137; four candidates for defence of in 1893 meet, 140; trial races for defence of, 1893, 140-143; interest in trial races is widespread, 140; models of candidates for defence of, in 1893, criticised, 143; one-gun start agreed on in conditions of races for, 145; first meeting of Vigilant and Valkyrie II., contestants for, abortive, 145, 146; first race of these vessels for, 146; their second race for, 146, 147; their last race for, 147-151; departure from wholesome type of vessels in races for, 152; third Dunraven challenge for, 154; date of first race for, under third Dunraven challenge, is fixed, 156; Defender, cutter, is ordered for defence of, 156; trial races for defence of, 1895, are held, 160, 161; conditions governing 1895 races for, are signed, 163; first race for, 165; Lord Dunraven charges fraud in first race for, 166, 179, 180, 181; Defender is fouled by Valkyrie III. in second race for, 167, 168; Valkyrie III. is disqualified, 169; Defender has a sail-over in third race for, 172; careers of challengers for, 173; statements of Lord Dunraven in report on 1895 races for, 173-176; challenge for, from Charles Day Rose, 177; conditions for races for, under same, 177; a hearing is held on Dunraven's charges of fraud in 1895 races for,

181-194; a challenge for, is received, in behalf of Sir Thomas Lipton, 199, 200; text of Sir Thomas Lipton's challenge for, 200; conditions of races for, under same, 201; Columbia is ordered for defence of, 201; probable cost of vessels sailing for, in 1899, 201; trial races for defence of, 1899, won by Columbia, 203; changes in conditions for match of 1899, 204, 205; text of statute for keeping clear courses in races for, 205, 206; first government patrol at races for, 206; largest fleet in history of matches for, greets Shamrock I. and Columbia, 207; races for, 1899, begin under trying conditions, 207-209; Columbia defeats Shamrock I. in their first race for, 209; Columbia has a sail-over in second race for, 210; spirited final race for, between Columbia and Shamrock I., 211-214; Sir Thomas Lipton announces intention to again challenge for, 214; second challenge of Sir Thomas Lipton for, 216; conditions of match for, under same, 217, 218; three yachts of the cup class ready for defence of, in 1901, 218; revival of rivalry between Boston and New York for defence of, 219; records of fastest races for, 237; races for, 1901, postponed one month on account of accident to Shamrock II., 248; postponed five days on account of death of President McKinley, 255; first meeting of Columbia and Shamrock II. in races for, 1901, 257-259; first race for, 1901, 260-263; third meeting of contestants for, proves abortive, 263; second race for, 264-267; final race for, 268-271; criticisms of New York Yacht Club's interpretation of the deed of gift of, 271-273; conditions in racing for, after 1887, 277-291; agreement of British clubs to cease challenging for, mentioned, 278; challenges for are sought by New York Yacht Club, 280; campaign of publicity which followed first Lipton challenge for, 288, 289; reference to match of 1899 for, 288, 289; publicity following second challenge of Sir Thomas Lipton for, 290; discontent with methods in defence of, leads to Boston's re-entering the field of defence, 291; details of building Independence, candidate for defence of, in Boston, 1901, 292-303; deep national interest in question involved in offering of Independence as a candidate for defence of, 303; mentioned, 307, 308, 309, 310; correspondence between N. Y. Y. C. and Thomas W. Lawson relative to qualification of a vessel to sail in defence of, 307-313; deed of gift of, not a legal document, 319; press condemns New York Yacht Club's attitude on defence of, 320; stories of enormous bets on outcome of 1901 races for, prove false, 331, 332; last wood vessel employed in defence of, mentioned, 335; first metal vessel employed in defence of, mentioned, 335; article embodying opinion of Gen. Paine on ethics of defence of, 361, 362; deed of gift of, is declared to be illegal by Mr. Stinson Jarvis, 362; press comments on action of New York Yacht Club in denying Independence entrance to trial races for defence of, 363-369; text of 1887 deed of gift of, 370-371; tabulated record of races for, 372, 373; text of inscriptions on, 374, 375; for charts of courses over which the cup has been sailed, and picture of cup, see list of illustrations. (See also "New York Yacht Club.")

INDEX

- AMERICAN LIFE, elements of, which produced a vicious class in yachting, 280-291.
- AMERICAN YACHTING, vicious class in, 277-291.
- AMES, BUTLER, as owner of the America, mentioned, 41.
- AMES, OLIVER, as governor of Massachusetts, mentioned, 125.
- ANGLESEY, MAEQUIS of, visits the America, 17, 34; christens his son by dipping him in the sea, 32; is owner of Pearl, first cutter, 34; expresses opinion on the America, 35.
- ARISTOCRACY, of wealth in America, 281, 282; of sports, 281, 282; mushroom, 282, 283.
- ARMENIA, schooner, trial proposed for, with the America, 20.
- ARROW, American sloop, is considered desirable as a cup defender, 84.
- ARROW, cutter, is in R. Y. S. regatta, 23, 25; defeats the America, 1852, 38; owner of, invites American sloops to sail for Queen's cup of 1851, 125; challenge for a match with, from Mayflower, 125.
- ASHBURY, JAMES, is owner of schooner Cambria, which defeats schooner Sappho, 46; biographical sketch of, 46, 47; challenges for the America's cup, 1869, 47; invites N. Y. Y. C. to arrange an ocean race, 47; withdraws his challenge of 1869, 49; repeats 1869 challenge, 49, 50; proposes to exclude centre-board vessels from cup races, 50; offers cups, 57; races Cambria aggressively, 57; makes good impression, 58; determines to try again for cup, 58; lays plans for second attempt to win cup, 59; orders schooner Livonia, 59; acrid correspondence of, with N. Y. Y. C., 59, 60; telegrams of, arranging second series of challenge races, 60, 61; gives notice he will sail for "several clubs," 61; letters of, to N. Y. Y. C., 61, 62; is advised by Dixon Kemp, 63; "ultimatum" of, to sail twelve races, 63; threatens to claim cup if one race in twelve is won, 63; proposes to sail against twelve vessels, 64; proposes three races against each vessel selected to defend cup, 64; claims right to sail one race for Royal Albert Yacht Club, 64; argues that N. Y. Y. C. agreed to sail twelve races, 65; proposes to sail seven races for Royal Albert Y. C., 65; accepts seven races as representative of Royal Harwich Y. C., 65; comment on attitude of, 65; protests cup race Oct. 18th, 1871, 66-68; is justified in protest, 69; declines to accept report of cup committee of N. Y. Y. C., 70; is willing to sail against Magic, 71; sails "without prejudice to confirmed claim," 72; gives notice after final race of 1871, that he will make seven starts, 73; claims majority of races in 1871 series, 73; races Cambria against Dauntless, 73, 74; reviews races, accusing N. Y. Y. C. of "unsportsmanlike proceedings," 74; letter of, to N. Y. Y. C. tabled, 74; cups offered by, returned, 74; issues a pamphlet, 74; is cut by W. P. Douglas at Havre, 74; good accomplished by, to international racing, 75; judgment of N. Y. Y. C. upon, 75; experience of, has two effects, 76; political aspirations of, mentioned, 89; attempts of, to win the cup, mentioned, 92; as owner of Cambria, named in record of America's cup race, 372.
- ASQUITH, G. R., is counsel for Lord Dunraven at N. Y. Y. C. inquiry, 187.
- ASTOR, COL. JOHN JACOB, offers a cup to winner in trial races of 1895, 160; is governor of Newport Y. R. A. 1901, 227; cups offered by annually, mentioned, 377.
- ASTOR CUP, is won by Columbia 1899, 203; is won by Columbia 1901, 232; under what conditions offered, 377.
- ATALANTA, sloop, is named in challenge for the America's cup from the Bay of Quinte Yacht Club, 83; is launched at Belleville, and proceeds to New York by canal, 85; voyage of, leads to a change in deed of gift, 85; is over-spurred and not prepared for racing, 86; crew of, composed of amateurs, 86; is defeated by Mischief in cup races, 86, 87; is taken back to the lakes, 88; career of, 88; comment on races of, 88; mention of photograph and model of, 88; model of, not in N. Y. Y. C. model room, 88; mentioned, 117; record of, in America's cup races, 372; see also list of illustrations.
- ATHENE, sloop, is placed at disposal of Mr. Lawson as a trial vessel for Independence, 324.
- ATLANTIC, sloop, is built for cup defence, 109; owners of, and description of, 109; is last rule-of-thumb vessel of the cup class, 109; is changed to a schooner, 110; is defeated by Volunteer for the Golet cup, 1887, 117; see also list of illustrations.
- ATLANTIC WORKS, Independence is built at, 300; is launched at, 336; mentioned, 335, 348.
- AURORA, cutter, is in R. Y. S. regatta, 23, 25; name of, not on America's cup, 44; record of, in R. Y. S. regatta, 372.
- BACCHANTE, cutter, is in R. Y. S. regatta, 23, 25.
- BANKS, GEN. NATHANIEL P., mentioned, 125.
- BARING, CHARLES, serves on special committee of R. Y. S. on America's cup, 1889, 133.
- BARR CAPT. CHARLES, sails imported cutter Minerva, 137; is sailing-master of Vigilant, 1895, 157; complains of being forced off his course in Vigilant, 159; reference to claim that in Columbia he forced Constitution off her course in starts, 159; is disqualified in final trial race, 1901, for bearing down on Constitution, 240; refusal of, to sail against Defender in 1895, is recalled, 241; sails Columbia with Scotch canniness, 241, 242; is accused of bearing Columbia down on Shamrock II. in a start, 258; foul of Independence by, mentioned, 356, 357, 358, 359.
- BARR, CAPT. JOHN, is sailing-master of Thistle, 118; sails imported cutter Clara, 137; is sailing-master of Jubilee, 1893, 140.
- BARROW WESTERN YACHT CLUB of Ireland, is named by Mr. Ashbury as one of his sponsors, 61.
- BATES, JOHN, R. N., secretary R. Y. S., mentioned, 20, 21.
- BATES, W. W., U. S. Commissioner of Navigation, mentioned, 99.
- BAY OF QUINTE YACHT CLUB, issues challenge for the America's cup in behalf of Atalanta, sloop, 83; members of, form crew of Atalanta, 86; goes out of existence, 88.
- BEATRICE, schooner, is in R. Y. S. regatta, 23-25.
- BEDOUIN, is only cutter to contest for cup defence, 99; description of, 99; record of, in trial races, 1885, 99, 100.

INDEX

- BECKMAN, NICHOLAS, owner of Sverige, mentioned, 39.
- BELL, JAMES, vice commodore Royal Clyde Yacht Club, and managing owner of Thistle, mentioned, 115; is in conference regarding Thistle's excess of water-line, 120; statements of, regarding Thistle's excess of water-line, 120; is given a reception with Mr. Watson by N. Y. Y. C., 124; mentioned, 171; as part owner of Thistle, named in record of America's cup races, 377.
- BELL, RICHARD S., signs second Canadian challenge for America's cup, 83.
- BELLE, pilot-boat, mentioned, 2.
- BELMONT, AUGUST, as part owner of Vigilant, mentioned, 139; serves on America's cup committee, 1900-1901, 217; is part owner of Constitution, 223; is replaced on cup committee by J. Malcolm Forbes, 241.
- BELMONT, OLIVER, as part owner of Vigilant, mentioned, 139.
- BENNETT, JAMES GORDON, as owner of Dauntless, mentioned, 49; offers a cup for schooners, 57; correspondence of, as Commodore of the N. Y. Y. C., with Mr. Ashbury, 60, 61; mentioned, 79; is part owner of sloop Priscilla, 1885, 99; offers a cup for schooners and single-masted vessels, 1885, 106; date of presentation by, of Brenton Reef cup to N. Y. Y. C., 376; presents Cape May cup to N. Y. Y. C., 376.
- BERNADOTTE, prince, commodore R. S. N., is on list of honorary members, N. Y. Y. C., 1901, 285.
- BILES, PROF. J. HARVARD, University of Glasgow, reference by, to secrecy in building yachts, 201, 202.
- BILLMAN, CHARLES, rigger, mentioned, 301, 349.
- BINNEY, ARTHUR, yacht designer, mentioned, 140.
- BLAQUIÈRE, de, LORD JOHN, is given some rare wine by Commodore Stevens, 12; buys the America and races her, 38; sails against Sverige, 39; challenges all England with the America, 39; sells the America, 39.
- BOSTON, home of deep-sea ships, builds a cup defender, 1885, 96; defends the cup, 1885, 96-106; defends the cup, 1886, 107-114; defends the cup, 1887, 116-125; city government of, extends resolutions of thanks to Messrs. Paine and Burgess, and publishes testimonial volume on defence of cup by Boston vessels, 125; produces two candidates for cup defence, 1893, 138; again puts forward a yacht for cup defence, 1901, 219; resolution of yachtsmen of, to enlist in the cup defence for 1901, 291; aspirations of, called "moonshine," 295.
- BOSTON TOWBOAT CO., mentioned, 351.
- BOSTON YACHT CLUB, when founded, 2.
- BOURNE, FREDERICK G., as vice commodore N. Y. Y. C., mentioned, 2; is part owner of Constitution, 223.
- BRANSCOMBE, C. H., U. S. Consul at Manchester, mentioned, 58.
- BRENTON REEF CUP, race for in 1876, 79; is won by Genesta, 1885, 106; is won back by Navahoe, 204; conditions under which it may be sailed for, and races for, 376.
- BRILLIANT, three-masted schooner, is in R. Y. S. regatta, 23; owner of, protests the America's race, 27; mentioned, 70; see also list of illustrations.
- BRITANNIA, cutter, wins from Valkyrie III., 161; is beaten by Valkyrie III., 161; is at regatta of Mudhook Y. C. when Valkyrie II. is sunk, 172; description of, 203, 204; loses race for Brenton Reef cup, 204; defence of Brenton Reef cup by, mentioned, 376; defeats Navahoe in race for Cape May cup, 377.
- BROKAW, W. GOULD, offers cup for winner of first trial race, 1899, 203.
- BRONZE, first used in a cup yacht in Vigilant, 139.
- BROOKS, REGINALD, is a governor of Newport Y. R. A., 1901, 227.
- BROOKS, JOHN E., as part owner of Colonia, 1893, mentioned, 139.
- BROWN, CHARLES, sails the America in 1870 cup race, 56.
- BROWN, CAPT. "DICK," is first sailing-master of the America, 12; remarks of, on flying jibs, 25; is on Dauntless in ocean race, 50.
- BROWN, EDWARD M. serves on America's cup committee, 1898-1899, 199; serves on America's cup committee, 1900-1901, 217.
- BROWN, JESSE, member of the America's crew, is at reception to Volunteer's crew, 125.
- BROWN, WILLIAM H., ship-builder, employs George Steers, 3; supplies means to build the America, 3.
- BRYANT, HENRY, serves on a committee in Hull-Massachusetts, Y. C. to arrange races for Lawson prizes, 300.
- BRYANT, DR. JOHN, as owner of Shadow, sloop, mentioned, 95; is manager of Independence in her final races, 234; serves on a committee in Hull-Massachusetts Y. C. to arrange races for Lawson prizes, 300; manages Independence in her final races at Newport, 328; mentioned, 356.
- BULWER, SIR H., mentioned, 90.
- BURGESS, EDWARD, alters the America, 42; is commissioned to design Puritan, 96; is made owner's agent for Puritan, 98; name becomes well-known, 107; designs Mayflower, 107; designs Volunteer, 116; is then ahead of Watson in designing, 116; reception to, (with Gen. Paine), by city of Boston, 124; testimonial volume to, (with Gen. Paine), 125; biographical sketch of, 137, 138; number of vessels designed by, 138; business successors of, mentioned, 140; popularity of, reference to, 144; type of yacht introduced by, is abandoned in cup defence, 152.
- BURNHAM, L. G., owner of Pilgrim, steam-yacht, mentioned, 143.
- BUSK, JOSEPH R., defends the cup when not a citizen of the United States, 85; serves on America's cup committee, 1885, 93; serves on America's cup committee, 1889, 132; letter to, by Lord Dunraven, on deed of gift, 134, 135; represents N. Y. Y. C. on Valkyrie III. in second cup race, 167; as owner of Mischief, named in record of America's cup races, 372.
- BUTLER, GEN. B. F., buys the America, 41; races her, 42, 43; requests timing of America in cup race of Aug. 12th, 1876, 81.
- BYERLY & SON, as builders of Palmer, mentioned, 66.
- CALYPSO, schooner, in the America's cup race, 1870, 53.
- CAMBRIA, schooner, wins from Sappho, 46; wins ocean race from Dauntless, 1870, 50; prestige

INDEX

- of, 51; description of, 51; is defeated in first challenge race for the America's cup, 52-55; joins N. Y. Y. C. cruise, 56; is defeated by Magic off Newport, 56; is defeated by Palmer, 57; is defeated by Idler, 57; loses to Palmer in race for schooners off Newport, 57; is defeated by Phantom and Madeleine off Newport, 57; wins a subscription cup off Newport, 57; is defeated by Sappho off Sandy Hook, 57; last race of, in American waters, 57; is defeated by Dauntless, 57; losses of, attributed to heavy rig, 57; career of, 173; record of, in America's cup races, 372; see also list of illustrations.
- CAMILLA, see America, 40.
- CANADA, winner of Canada's cup, mentioned, 200.
- CANADIAN attempts to win the cup, reference to, 92.
- CANADIAN CHALLENGERS, mentioned, 173.
- CANFIELD, A. CASS, serves on the America's cup committee, 1895, 153; serves on special committee to mark cup contestants at water-line, 165; is a governor of Newport Y. R. A., 1901, 227.
- CAPE MAY CHALLENGE CUP, conditions under which it is held, 376-377.
- CAPES, WILLIAM, as builder of Maria, sloop, mentioned, 8.
- CAREY, estate of Henry Astor, is part owner of Vigilant, 139.
- CARROLL, ROYAL PHELPS, enters protest in race for Brenton Reef cup between Navahoe and Britannia, 204; is a governor of Newport Y. R. A., 1901, 226, 227.
- CARTER, CAPT. JOHN, is sailing-master of Genesta, 101.
- CENTER, ROBERT, serves on America's cup committee, 1881, 83; designs Volante, cutter, 94; builds Vindex, first American metal yacht, 94; interests A. Cary Smith in design, 99.
- CENTRE-BOARD YACHTS, provisions made for challenges by, in deed of gift, 1887, 129; Valkyrie II. causes abandonment of, for America's cup races, 149; type is objected to in proposed Arrow-Mayflower match, 1887, 125, 126.
- CHAMBERLAYNE, TANKERVILLE, owner of cutter Arrow, invites challenges from American sloops, 125; objects to centre-boards, 125, 126.
- CHAPIN, CHESTER W., as part owner of Vigilant, mentioned, 139.
- CHOATE, HON. JOSEPH H., is counsel for C. Oliver Iselin, in inquiry on Dunraven charges, 187.
- CHUBB, PERCY, races Vigilant as a yawl, 141.
- CLARA, cutter, is imported, 1885, 137; mentioned, 140, 200.
- CLARK, GEORGE C., as part owner of Vigilant, mentioned, 139.
- CLARK, JOHN, commodore Royal Clyde Y. C., as part owner of Thistle, mentioned, 115.
- CLARK, KENNETH, buys cutter Distant Shore and names her Kariad, 178.
- CLARK, LOUIS M., serves on a committee in Hull-Massachusetts Y. C. to arrange races for Lawson prizes, 300.
- CLARK, WILLIAM, as part owner of Thistle, mentioned, 115.
- CLARKE, A. D., as owner of Satanita, cutter, mentioned, 172.
- COATES, ANDREW, as part owner of Thistle, mentioned, 115.
- COATES, GEORGE, as part owner of Thistle, mentioned, 115.
- COATES, JAMES, as part owner of Thistle, mentioned, 115.
- COATES, WILLIAM, as part owner of Thistle, mentioned, 115.
- COFFIN, CAPT. ROLAND F., yachting writer, description by, of cup race of Oct. 18th, 1871, 66; incident related by, regarding an episode in Havre regatta, 74.
- COLEMAN, WALTER & SONS, block-makers, mentioned, 350.
- COLONIA, cutter, is ordered as a cup defence vessel, 138; owners of, 139; description of, 139; is first keel vessel built for cup defence, 139; sailing-master of, 139; mentioned, 140; makes a dead heat with Vigilant, on allowance, in first trial race, 141; is faulty in windward work, 141; is third in second trial race, 141, 142; racing length of, 142; is second in third trial race, 142; reasons for weakness of, in windward work, 143; is altered to a schooner and renamed Corona, 143; see also list of illustrations.
- COLUMBIA, schooner, is reserved with three others for cup defence, 1871, 66; description of, 66; defeats Livonia Oct. 16th, 1871, 66; defeats Livonia Oct. 18th, 1871, 66; mentioned, 70; is pressed into service for cup race, Oct. 19th, 1871, 71; is not in shape for racing, 71; loses flying-jib stay, and steers hard, 71; is disabled, and beaten by Livonia, 72; is at line Oct. 21st, 1871, 72; accompanies racers, 72; holds record for fast time in a cup match, 237; record time of, referred to, 268; record of, in America's cup races, 372; see also list of illustrations.
- COLUMBIA, cutter, mentioned, 137; is ordered by J. Pierpont Morgan, as a defender of the cup, 201; dimensions of, 202; is a finer Defender in model, 202; is launched, 202; shows superior speed in first trial against Defender, 202; is considered handsomest yacht afloat, 202; is commanded by Charles Burr, 202; is distasted, 202; wins the Astor cup, 1899, 203; defeats Defender in a close race to Vineyard Haven, 203; defeats Defender in a special race, 203; defeats Defender in trial races, 203; is formally selected to defend the cup, 204; official measurements of, for match with Shamrock I., 206; allowance of, to Shamrock I., 207; fails to make a race with Shamrock I. on seven consecutive race days, 207-209; defeats Shamrock I. in first race for the cup, 1899, 209; has a sail-over in second race for cup, 210; defeats Shamrock I. in last race for cup, 211-214; is again in commission, in 1901, 218; comparison of model of Constitution with, 219; is in charge of E. D. Morgan, 224; sailing-master of, 224; has a Scandinavian crew, 224; defeats Vigilant and Ailsa, yawls, off Glen Cove, 224; defeats Constitution at their first meeting, off Newport, 226; is disabled, 226; is measured for Newport Y. R. A. races, 226; is defeated by Constitution in first Y. R. A. race, 228; is defeated by Constitution in second race, 228; defeats Constitution and Independence in third Newport Y. R. A. race, 230; races of, against Constitution, in N. Y. Y. C. cruise, 231, 232; wins the Astor cup race from Constitution, 232; defeats Independence in first race, Newport

INDEX

- Y. R. A. second series, 233; wins by a close margin from Independence in a record-making race, 236; fastest time of, in 1901 cup matches, mentioned, 237; time of in final race against Independence mentioned, 237; is beaten by Constitution in four Larchmont Y. C. races in light weather, 238, 239; defeats Constitution in first Sewanhaka-Corinthian Y. C. race, 239; finishes alone in second, 239; wins first trial race from Constitution, 239; is disqualified in second trial race, 240; is again selected to defend the cup, 240, 241; management of, contrasted with that of Constitution, 242, 243; summary of season's races of, 244; is docked before cup race at South Brooklyn, 255; official measurements of, 256; leads Shamrock II. in unfinished race at their first meeting, 257-259; wins by a small margin over Shamrock II. in first race for the America's cup, 1901, 260-264; third meeting of with Shamrock II. results in no race, 263; defeats Shamrock II. in second race for the America's cup, 264-267; average speed of, per mile, in second cup race, 267; fast time of, in last race with Independence, referred to, 268; gain of, over Shamrock II., in three cup races, 271; is outsailed by Shamrock II. in final cup race, but wins on allowance, 268-271; match of, with Shamrock I., mentioned, 288, 289; mentioned, 290, 303, 307, 309, 311, 312, 316, 323, 330; race of, against Independence August 3d, 1901, described, 355-360; record of, in America's cup races, 373; see also list of illustrations.
- COMET, see Thistle, 173.
- COMSTOCK, ANDREW, sailing-master of *Magic*, sails *Columbia*, (schooner), Oct. 19th, 1871, 71.
- COMSTOCK, NELSON, is mate of the *America*, 12; is sailing-master of *Columbia* (schooner), 71.
- CONSTANCE, schooner, trial proposed for, with the *America*, 20; is in R. Y. S. regatta, 23, 25.
- CONSTITUTION, cutter, is built for cup defence, 218, 219; dimensions of, 219; construction of, described, 220-222; trials of, 222, 223; owners of, 223; is managed by W. Butler Duncan, 223; sailing-master of, 223; is dismasted, 223; is officially measured, 223; length of, compared with *Defender* and *Columbia*, 223; presents various undesirable features, 224; earlier dates for, are cancelled, 224; is defeated by *Columbia* in their first race, 226; is measured for races of Newport Y. R. A., 226; defeats *Columbia* and *Independence* in first and second Newport Y. R. A. races, 228; is defeated by *Columbia* in third Newport Y. R. A. race, 230; races of, against *Columbia* on N. Y. Y. C. cruise, 231, 232; is defeated in Astor cup race by *Columbia*, 232; statement by W. Butler Duncan concerning, 232; is taken to Bristol for change in sails, 233; wins four Larchmont Y. C. races from *Columbia* in light weather, 238, 239; loses first Sewanhaka-Corinthian Y. C. race to *Columbia*, 239; is withdrawn in second, 239; goes to Bristol for final overhauling, 239; is defeated in first trial race by *Columbia*, 239; is driven off the line by *Columbia* in second trial race, 240; is given race after disqualification of *Columbia*, 240; is rejected as a cup defender, 241; failure of, is much discussed, 241; criticism of management of, 242, 243; sails of, a reproach, 243; is laid up at New London, 244; summary of season's races of, 244; mentioned, 290, 291, 302, 303, 307, 309, 311, 312, 316, 323, 330, 367; see also list of illustrations.
- CORA, sloop, mentioned, 78.
- CORONA, schooner, is flagship of N. Y. Y. C., 143; mentioned, 241. (See also *Colonia*.)
- CORSAIR, steam-yacht, flagship N. Y. Y. C., 1899, mentioned, 204; is in patrol fleet at cup races, 1899, 206.
- COWES ROADS, see list of illustrations.
- CRANFIELD, CAPT. WILLIAM, is sailing-master of *Valkyrie II.*, 145; is sailing-master of *Valkyrie III.*, 161.
- CROCKER, CAPT. AUBREY, is sailing-master of *Puritan*, 98.
- CROWNINSHIELD, BOWDOIN B., is named as designer of *Independence*, 292; mentioned, 295, 297, 298, 302, 307, 310; is in charge of *Independence* on trip around Cape Cod, 325.
- CUTHBERT, CAPT. ALEXANDER, designs and builds *Countess of Dufferin*, first Canadian challenger for the America's cup, 76; receives inspiration from American models, 78; consoles himself philosophically after the cup races, 82; encounters financial difficulties, 82; takes *Countess of Dufferin* back to lakes, 82; is given credit for producing a fast schooner, 82; is again heard from as a challenger, 82, 83; designs and builds the sloop *Atalanta*, second Canadian challenger, 83; is not discouraged by defeat of *Atalanta*, 88; announces intention of trying again with *Atalanta*, 88; models of challengers designed by, not in N. Y. Y. C. model room, 88; credit belonging to, 89; as owner of *Atalanta* named in record of America's cup races, 372.
- CUTHBERT, ALEXANDER G., son of Capt. Cuthbert, and yacht designer, mentioned, 88.
- CUTHBERT, ANNIE, sloop, mentioned, 78.
- CUTTERS, first vessel to have cutter rig, 34; type in favor in England, 92; make deep impression on minds of Americans, 94; combination of type with sloop, 94; first American, 94; difference in, and sloop, 95.
- DAUNTLESS, schooner, ocean race of *Cambria* with, is proposed, 49; description of, 50; is defeated by *Cambria* in ocean race, 50; is in America's cup race 1870, 53, 54, 55; defeats *Cambria* off Sandy Hook, 57; wins Douglas cup off Sandy Hook, 57; loses topmast off Newport, 57; meeting on board of, to consider second Ashbury challenge, 63; is reserved with three other vessels for cup defence, 1871, 66; is disabled before race of Oct. 19th, 1871, 71; hands from, sent aboard *Columbia*, 71; is at line Oct. 21st, 1871, 72; accompanies racers, 72; defeats *Livonia* in private match, 73; losing of Brenton Reef cup by, to Genesta, mentioned, 376; defeat of, by Genesta, for Cape May cup, mentioned, 377; see also list of illustrations.
- DAY, THOMAS FLEMING, editor of *The Rudder*, expresses hope the cup might go abroad, 244, 245; gives cause of dismasting of *Shamrock II.*, 248.
- DE LUZE, LOUIS P., civil engineer, testifies at Duncaven inquiry, to trim of *Defender*, 190.
- DECIE, H. E., buys the *America*, 40.

INDEX

- DEED OF GIFT, see "America's cup," and "New York Yacht Club."
- DEER ISLE, ME., supplies first Yankee crew employed in defence of cup, 157.
- DEFENDER, cutter, is ordered by a N. Y. Y. C. syndicate as a cup defence vessel, 156; is first keel boat to defend the cup, 156; description and dimensions of, 156; saving in weight in, by use of aluminum, 156; is not strong structurally, 156; is favored throughout career, 157; is rebuilt in 1899, 157; deterioration of, through galvanic action, 157; short career of, 157; construction of, justified, 157; model of, a result of evolution, 157; is like British vessels, 157; is sailed by Capt. "Hank" Haff, 157; is given first sailing trial, 157; outsails *Colonia*, 157; spars and sails of, unsatisfactory, 157; practice races of, against *Vigilant*, productive of friction, 157, 158; meets with minor accidents, 158; protests against handling of, by *Vigilant*, 158; meets *Vigilant*, *Volunteer* and *Jubilee* on N. Y. Y. C. cruise, 158; *Vigilant* withdrawn from contests with, 158; is disabled in Goellet cup race, 158; foul of, by *Valkyrie III.*, mentioned, 159; defeats *Jubilee* in an individual race, 160; grounds on a sandbar, 160; meets *Vigilant* in trial race, 160; has a mishap, 160; goes aground at Bristol, 160; receives a new mast and steel boom and gaff, 160; defeats *Vigilant* in second trial race, 160; claimed not to be structurally weak, 160; wins third trial race, 161; conditions for races of, with *Valkyrie III.*, signed, 163; dimensions of, from official measurements, 163; defeats *Valkyrie III.* in first cup race of 1895, 165, 166; is remeasured with *Valkyrie III.*, 166; is fouled by *Valkyrie III.* before start of second cup race, 167; is defeated after foul by *Valkyrie III.*, which is later disqualified, 168, 169; photographs of, during foul, as evidence on protest, 169; has a sail-over in third race, *Valkyrie III.* withdrawing, 172, 173; conditions of match with *Valkyrie III.* mentioned, 177; carries 85 tons of lead in keel, 189; testimony at Dunraven hearing relative to trim of, 190; reference to cost of, 201; is practically rebuilt as a trial vessel for *Columbia*, 202; is defeated by *Columbia* in a special race, 203; is defeated by *Columbia* in close race to Vineyard Haven, 203; is defeated by *Columbia* for the Astor cup, 1899, 203; is defeated by *Columbia* in trial races, 203; comparison of model of *Constitution* with, 219; mentioned, 241; match of, with *Valkyrie III.*, mentioned, 277; is unfit to serve as a trial vessel for Independence, 1901, 324; mentioned, 335; record of, in America's cup races, 373; see also list of illustrations.
- DEWEY, GEORGE, Admiral U. S. N., is on list of honorary members N. Y. Y. C., 1901, 286.
- DENNY, WILLIAM & BROTHER, as builders of *Shamrock II.*, mentioned, 246.
- DEPAU, LOUIS A., is an original member N. Y. Y. C., 2.
- DICKERSON, JOHN S., as owner of *Madeleine*, mentioned, 79; serves on America's cup committee, 1887, 119; as owner of *Madeleine*, named in record of America's cup races, 372.
- DISTANT SHORE, cutter, named in challenge for the America's cup from Charles Day Rose, 1895, 177; designed by Watson, 178; ultimately built as *Kariad*, 178.
- DOUGLAS, WILLIAM P., owner of *Sappho*, cup is offered by, 57; cuts James Ashbury at Havre, 74; is part owner of *Priscilla*, 1885, 99; offers cups for schooners and single-masted vessels, 1885, 106; as owner of *Sappho* mentioned in record of America's cup races, 372.
- DREADNAUGHT, schooner, accompanies racers Oct. 21st, 1871, 72; wins the Cape May cup, 377; is defeated for Cape May cup by *Idler*, 377.
- DREAMER, steam-yacht, mentioned, 328; as consort of Independence mentioned, 335; mentioned, 356, 358.
- DREXEL, JOHN R., is a governor of Newport Y. R. A., 1901, 227.
- DUFFERIN AND AVA, MARQUIS OF, is on list of honorary members, N. Y. Y. C. in 1901, 285.
- DUFFERIN, COUNTESS OF, schooner, first Canadian challenger, is built, 76; arrives in N. Y., 77; description of, 77; is criticised by salt-water sailors, 78; is an American model, 78; joins Brenton Reef cup racers, 79; is docked at Port Richmond, 79; is in charge of Capt. "Joe" Elsworth, 79; is defeated by *Madeleine*, 81, 82; career of, 82; mention of photograph of, 88; model of, not in N. Y. Y. C. model room, 88; record of in America's cup races, 372; see also list of illustrations.
- DUNCAN, W. BUTLER, is manager of *Defender* as a trial vessel for *Columbia*, 202; is manager of *Constitution*, 223; makes statement regarding *Constitution*, 232; is blamed for failure of *Constitution*, 241; represents the N. Y. Y. C. on board *Shamrock II.* in cup races, 257; mentioned, 322; regrets he cannot start *Constitution* in Indian Harbor Y. C. race against Independence, 329.
- DUNRAVEN, EARL OF, challenges for the America's cup, 132; asks for five races, 132; challenge of, fails of confirmation by the R. Y. S., 133; letter of, embodying objections of English yachtsmen to deed of gift, 134, 135; second challenge of, for the America's cup, 135, 136; concessions obtained by, incorporated in second challenge, 136; revival in yacht designing follows second challenge of, 137; conditions secured by, from N. Y. Y. C., 145; titles of, 145; makes a statement concerning the cup races of 1893, 151; begins correspondence, looking to a third challenge for the cup, 153; wishes to race off Marblehead, 153; is granted privilege of racing with fastest British yacht, 153; requests modified conditions, 153; third challenge (1895) of, is received, 154; asks reduction of ten-months' notice, 154; argues in favor of one-gun start, 154, 155; controversy under challenge of, regarding custody of the cup, 155; challenge of, is accepted, 155; ten-months' notice is changed to eight-months', 155; associates of in ownership of *Valkyrie III.*, 161; signs agreement to conditions for *Defender-Valkyrie III.* races, 163; suggests possibility of fraud in measurement of cup contestants, 164; requests that cup contestants be marked at water-line, 164; request of, that vessels be marked at water-line, is acted on, 165; charges that *Defender* sailed first cup race on more than measured length, 166; remeasurements of cup contestants in accordance with request of, 166; accompanied by daughters on

INDEX

- Valkyrie III. in second cup race, 167; lays blame of foul on Defender, 169; declines to resail races, 170; refuses to finish series unless guaranteed clear course, 170, 171; refuses to withdraw threat not to sail, 172; withdraws from cup races, 172; is at tiller of Valkyrie II. when she is sunk by Satanita, 172; excerpts from report of, to Royal Yacht Squadron, on cup races, 173-176; no cause for complaint of, that he did not receive fair play in cup races, 176; attitude of, a disappointment, 177; charges of fraud by, arouse indignation, 179; charges of, printed in the *London Field*, 179; returns to England and repeats charge of fraud, 179-181; expresses willingness to appear before committee of inquiry of N. Y. Y. C., 182; base of claim made by, that he was denied opportunity to prove fraud, 184; repeats charges against N. Y. Y. C. in a speech at Cardiff, 184, 185; inquiry into charges of, begins, 187; does not attempt to prove charges at inquiry, 187; puts onus of publicity on N. Y. Y. C., 187; reasons of, for publishing charges are set forth by counsel, 187, 188; testimony of, at hearing, not conclusive, 188, 189; cross-examination of, by Mr. Choate, 191-193; decision of committee of inquiry that charges of, had their origin in a mistake, 194; is expected to make apology to N. Y. Y. C., 195; is not sustained in England, 195; makes no apology, 195; re-argues his case, 195; is asked to resign, 195; offers resignation, but is expelled, 196, 197; hearing on charges of, referred to, 277, 279; as owner of Valkyrie II., and part owner of Valkyrie III., named in record of America's cup races, 373.
- DUPONT, torpedo-boat, is in patrol fleet at cup races, 1899, 206.
- DURFA, HERMAN B., is a governor of Newport Y. R. A., 1901, 227.
- EASTERN YACHT CLUB, prominent members of, build Puritan, 98; Puritan wins in regatta of, 1885, 98; fund of, to Edward Burgess, 138; defence of cup by, mentioned, 363.
- EARLE, JOSEPH P., as part owner of Gracie, sloop, mentioned, 84; writes to the press on rejection of Gracie for cup defence, 85.
- ECLIPSE, cutter, is in R. Y. S. regatta, 23.
- EDGAR, WILLIAM, is an original member of N. Y. Y. C., 2.
- EDSON MANUFACTURING CO., manufacturers steering gears, mentioned, 350.
- EDWARD VII., King of England, as commodore of R. Y. S., mentioned, 17; as owner of Britannia, cutter, mentioned, 203; is on board Shamrock when that vessel is dismantled, 247; is on list of honorary members, N. Y. Y. C. in 1901, 285; reference to friendship of (when Prince of Wales), for Sir Thomas Lipton, 287, 288; influence of, fails to secure admission of Sir Thomas Lipton to the Royal Yacht Squadron, 290; mentioned, 363.
- ELECTRA, steam-yacht, mentioned, 333, 356, 357.
- ELLIS, RALPH W., correspondence of, as secretary Newport Y. R. A., with Thomas W. Lawson, 321-324.
- ELMINA, schooner, mentioned, 356.
- ELSWORTH, CAPT. "JOE," is pilot of Countess of Dufferin, 79; mentioned, 109.
- ELSWORTH, PHILIP, designer of Atlantic, sloop, mentioned, 109.
- ENCHANTRESS, schooner, accompanies racers, Oct. 21st, 1871, 72; takes the Cape May cup on a sail-over, 377.
- ERIN, steam-yacht, convoys and tows Shamrock I. on Atlantic voyage, 204; is in patrol fleet at cup races, 1899, 206; social festivities on board of, 214; convoys King Edward VII., to Shamrock II., 247; convoys and tows Shamrock II. on Atlantic voyage, 249, 250; mentioned, 288.
- EUSTIS, W. E. C., serves on a committee in Hull-Massachusetts Y. C. to arrange races for Lawson prizes, 300.
- EVANS, CAPT. ROBLEY D., U. S. N., is placed in charge of government patrol fleet at cup races, 1899, 206; is on list of honorary members N. Y. Y. C., 1901, 286.
- EVERETT, DR. WILLIAM, mentioned, 125.
- EYRE, W. J., as owner of Atalanta, sloop, mentioned, 88.
- FANNY, sloop, mentioned, 117.
- FAY, J. C. & COMPANY, as builders of Valkyrie I., mentioned, 132.
- FERNANDE, schooner, is in R. Y. S. regatta, 23, 24.
- FIFE, WILLIAM, JR., as designer of Clara and Minerva, mentioned, 137; as designer of Ailsa, mentioned, 141; designs Shamrock I., 200; biographical sketch of, 200; is put aside by Sir Thomas Lipton after defeat of Shamrock I., 216.
- FISH, LATHAM A., is part owner of Atlantic, sloop, 109; serves on committee to change deed of gift, 128; serves on America's cup committee, 1889, 132; serves on America's cup committee, 1895, 153; Lord Dunraven makes charge to, implying fraud, 166; is mentioned in Lord Dunraven's charge, 180, 181; testimony of, at hearing on Dunraven charges, 188, 189; text of memorandum made by, relative to Lord Dunraven's request for remeasurement, 189.
- FISH, CAPT. ROBERT, yachting skipper and modeller, mentioned, 50, 99.
- FLEETWING, schooner, is in ocean race, 46; is in America's cup race, 1870, 53.
- FLINT, CHARLES R., as part owner of Gracie, sloop, mentioned, 84; writes to the press on rejection of Gracie for cup defence, 85; is part owner of Vigilant, 139.
- FORBES, J. MALCOLM, as part owner of Puritan, mentioned, 95; is owner of Volunteer, 124; replaces August Belmont on America's cup committee, 1901, 241; as part owner of Puritan named in record of America's cup races, 372.
- FORBES, CAPT. R. B., joins first N. Y. Y. C. cruise, 2.
- FORBES, W. H., as part owner of Puritan, mentioned, 96.
- FORTUNA, schooner, defeats the America, 43.
- FOSTER, C. H. W., is on Independence on trip around Cape Cod, 325; mentioned, 356.
- FREAK, cutter, is in R. Y. S. regatta, 23, 25.
- FREMONT, J. C., LIEUT.-COMMANDER U. S. N., is in command torpedo-boat division, patrol fleet, at cup races, 1899, 206.
- FROUDE, PROF. WILLIAM, designer of model-testing tank, mentioned, 252.
- FULTON, E. M. JR., as part owner of Vigilant, mentioned, 139.

INDEX

- GAGE, HON. LYMAN**, secretary of treasury, first enforces law for keeping clear courses in cup matches, 206.
- GALATEA**, cutter, challenge in behalf of, for the America's cup, 92; races asked for in September, 1885, 92; arrives from England, 109; joins N. Y. Y. C. cruise, 109; is not considered by Americans equal to Genesta, 110; description, of, 110; popular interest in, 110; is defeated by Mayflower in cup races, 111-114; winters in America, 1886-7, 114; races in 1887, with indifferent results, 114; Lieut. Henn challenges to race her around Bermuda, 114; mentioned, 115; sails for England, 125; terms of races with, referred to by N. Y. Y. C., 132; becomes a houseboat, 173; record of, in America's cup races, 373; see also list of illustrations.
- GARDNER, JOHN L.**, as part owner of Puritan, mentioned, 96.
- GARDNER, WILLIAM AMORY**, is owner of Mayflower in 1901, 110; is part owner of Pilgrim, 140.
- GAY, WILLIAM O.**, serves on a committee in Hull-Massachusetts Y. C. to arrange races for Lawson prizes, 300; as owner of Athene, sloop, mentioned, 325.
- GENESTA**, cutter, challenge in behalf of, for the America's cup, 92; races asked for in August, 1885, 92; arrangements for match with, progress smoothly, 93; arrives at N. Y., 100; description of, 100; difference of, from Puritan, 101; defeats best English cutters, 101; American comment on, 101; is led by Puritan on first meeting, 101; is fouled by Puritan, 101; meets Puritan third and fourth times without results, 102; is defeated by Puritan in cup races, 102-105; makes a fine showing in last cup race, 105; wins Bennett-Douglas, Brenton Reef and Cape May cups, 106; returns to England, 106; mentioned, 107, 115; is defeated by Thistle, 1887, 117; terms of races with, referred to by N. Y. Y. C., 132; final race of, against Puritan mentioned, 148; is broken up, 173; mentioned, 250; record of, in America's cup races, 372; winning of Brenton Reef cup by, mentioned, 376; resigns Brenton Reef cup to Britannia, 376; winning of Cape May cup by, mentioned 377; see also list of illustrations.
- GERRY, ELBRIDGE T.**, serves on the America's cup committee, 1887, 119; serves on committee to change deed of gift, 128; serves on the America's cup committee, 1889, 132; is governor of Newport Y. R. A., 1901, 226; mentioned, 333.
- GHEKARDI, BANCROFT, REAR-ADMIRAL U. S. N.**, is on list of honorary members, N. Y. Y. C., 1901, 285.
- GIFFORD, MAJ. CHARLES**, challenges to sail for the America's cup, with Countess of Dufferin, 76; asks that six-months' notice be waived, 76; asks if one or more vessels will be sent against Countess of Dufferin, 77; asks postponement of races, 79; share of, in Countess of Dufferin is sold, 82; as part owner of Countess of Dufferin, mentioned in record of America's cup races, 372.
- GIMCRACK**, schooner, N. Y. Y. C. is founded on board of, 2.
- GLORIANA**, forty-six-footer, description of, 137; record of in first season, 137; mentioned, 138; reference to model of, 139; mentioned, 157.
- GODDARD, WILLIAM G.**, offers cup for special race between Columbia and Defender, 203.
- GODDING, CAPT. GEORGE H.**, commands cutter Windom in patrol fleet at cup races, 1899, 206.
- GIPSY QUEEN**, schooner, is in R. Y. S. regatta, 23, 24.
- GITANA**, schooner, defeats the America, 43.
- GLENNIE, ARTHUR**, rear commodore of Royal Portsmouth Y. C., is on Valkyrie III., 1895, 167.
- GOELET CUP**, is won by Bedouin, 1883, 99; is won by Puritan, 1885, 99; is won by Mayflower, 1886, 109; is won by Volunteer, 1887, 117; how long sailed for, 377.
- GOELET, OGDEN**, character of cups offered by, 377.
- GONDOLA**, schooner, a match for, against the America is proposed, 22.
- GOULD, GEORGE J.**, fits out Vigilant as a trial-vessel for Defender, 157.
- GRACIE**, sloop, wins Ashbury cup off Newport, 56; is in first trial race, 1881, 84; is rejected as cup defender, 84, 85; is at line and again rejected, 86; goes over course with racers, 87; see also list of illustrations.
- GRAHAM, SIR BELLINGHAM**, visits the America, 17.
- GRANBY, SHEPPARD**, serves on the America's cup committee, 1871, 63.
- GRANT, GENERAL U. S.**, visit of, to Cambria mentioned, 58.
- GRANT, RICHARD**, secretary R. Y. S., sends challenge of Dunraven for the America's cup, 132.
- GRAY, FRANCIS**, serves on a committee in Hull-Massachusetts Y. C. to arrange races for Lawson prizes, 301.
- GRAY, WILLIAM**, as part owner of Puritan, mentioned, 96.
- GRAYLING**, schooner, mentioned, 109.
- GREELEY, H.**, advises against racing the America, 14.
- GRESHAM**, revenue cutter, is in patrol fleet at cup races, 1899, 206.
- GREW, HENRY S.**, 2d., serves on a committee in Hull-Massachusetts Y. C. to arrange races for Lawson prizes, 301.
- GRINNELL, MOSES H.**, serves on America's cup committee, 1871, 63.
- GRISWOLD, CHESTER**, serves on regatta committee of N. Y. Y. C., 166.
- GUINEVERE**, schooner, mentioned, 74.
- HAIGHT, CHARLES COOLIDGE**, serves on the America's cup committee, 1887, 119.
- HAIGHT, GILBERT L.**, serves on the America's cup committee, 1887, 119.
- HALL, CAPT. DAVID A.**, is in command cutter Onondaga at cup races, 1899, 206.
- HALL, J. PRESCOTT**, presides at dinner to John C. Stevens and associates, 26.
- HAFF, CAPT. HENRY CLAYTON**, is selected to sail Volunteer, 117; mention of career of, 117; is sailing-master of Colonia, 1893, 139; is sailing-master of Defender, 1895, 157; claims Defender was properly sailed in disputed start against Vigilant, 159; is at wheel of Defender when fouled by Valkyrie III., 167; testifies at hearing on Dunraven charges, 189; testimony of, at Dunraven inquiry, regarding weights on Defender,

INDEX

- 191; is sailing-master of Independence, 274; mentioned, 301, 304, 351, 356, 357, 358, 359.
- HALCYON, schooner, is in America's cup race, 1870, 53; is in race for schooners off Newport, 57.
- HAMILTON, COL. JAMES A., represents George L. Schuyler in racing the America, 12; letter of to Lord Desart, 20; standing of, 30; notes of, on courtesies received in England, 31, 32; excerpts from "Reminiscences" of, 14, 18, 26, 27, 31, 34.
- HANSEN, CAPT. WILLIAM, is sailing-master of Vigilant, 1893, 139.
- HARVEY, JOHN, as designer of Muriel, cutter, mentioned, 95; as designer of Bedouin, cutter, mentioned, 99.
- HATHORNE & STEERS, ship-building firm of George Steers, mentioned, 4, 5.
- HENENWAY, AUGUSTUS, as a part owner of Puritan, mentioned, 96.
- HENDERSON, B. D., is Lord Dunraven's representative on Defender, 167.
- HENDERSON, D. AND W. & Co., as builders of Thistle, mentioned, 115; as builders of Valkyrie II., mentioned, 145; as builders of Valkyrie III., mentioned, 161.
- HENN, WILLIAM, Lieutenant R. N., owner of Galatea, challenge in behalf of, is received by the N. Y. Y. C., 92; challenge of, is definitely accepted by N. Y. Y. C., 107; crosses Atlantic on Galatea, 109; biographical sketch of, 109; is ill during second cup race, 1886, 112; request of, for shorter course, not granted, 112; meets defeat with good nature, 114; is popular with Americans, 114; challenge of, to race around Bermudas not taken, 114; racing of, for America's cup has true spirit of sport, 114; reference to, 171; as owner of Galatea, named in record of America's cup races, 373.
- HENRIETTA, schooner, wins ocean race, 46.
- HERRSHOFF, NATHANIEL G., biographical sketch of, 137; produces Navahoe, Vigilant and Columbia, 138; sails Vigilant in cup races, 1893, 139; contempt of, for the public, 144; no one found in 1895 to take chances against, in designing a cup defender, 156; designs and builds Defender, 156; uses aluminum freely, 156; puts unsatisfactory sails and spars on Defender, 157; lack of correct information about boats built by, 163; testifies at inquiry on Dunraven charges, 189; is given an order to design and build Columbia as a cup defence vessel, 201; aims at great secrecy in building Columbia, 201, 202; designs and builds Constitution as a cup defence vessel, 218, 219; sails made by, for Constitution, severely criticised, 243; is much chagrined over Constitution's rejection, 244; mentioned, 298, 302, 366.
- HIBBS, FRANK W., assistant naval constructor, testifies in Dunraven inquiry, to triun of Defender, 190.
- HIGGINSON, F. L., as part owner of Puritan, mentioned, 96.
- HILDEGARDE, schooner, is placed at disposal of Mr. Lawson as trial vessel for Independence, 324.
- HILDEGARD, sloop, is in trial race, 1881, 84.
- HILLIARD, J. B., as part owner of Thistle, mentioned, 115.
- HOBSON, RICHMOND PEARSON, naval constructor, reference by, to use of aluminum in Defender, 156.
- HOBGES, C. E., serves on a committee in Hull-Massachusetts Y. C. to arrange races for Lawson prizes, 301.
- HOGARTH, CAPT. ARCHIE, is sailing-master of Shamrock I., 204.
- HOLMES, DR. OLIVER WENDELL, excerpt from letter of, on Volunteer's victory, 125.
- HONE, ROBERT S., serves on the America's cup committee, 1871, 63.
- HOOPER, JAMES R., serves on a committee in Hull-Massachusetts Y. C. to arrange races for Lawson prizes, 300.
- HOPKINS, DR. BARTON, as part owner of Vigilant, mentioned, 139.
- HORTON, REV. E. A., mentioned, 125.
- HORTON, EDWARD N., is on Independence on trip around Cape Cod, 325.
- HOVEY, HENRY S., as part owner of Puritan, mentioned, 96.
- HULL-MASSACHUSETTS Y. C., prizes offered by Thomas W. Lawson for races under auspices of, in 1901, 300; committee of, on same, 300, 301; waives right to cup if defended by Independence, 319; Independence is enrolled in, as her only club, 328.
- HUTCHINSON, CHARLES C., dealer in nautical instruments, mentioned, 350.
- HYSLOP, JOHN, measurer, N. Y. Y. C., mentioned, 2; builds Petrel, cutter, 1876, 94; mentioned, 163; testifies at inquiry on Dunraven charges, 189; measures 90-footers at Newport, 1901, 226; measures Columbia and Shamrock II., 256.
- IDLER, schooner, defeats the America, 42; is in the America's cup race, 1870, 53-55; defeats Cambria, 57; is in race for schooners off Newport, 57; is in Brenton Reef cup race, 1876, 79; wins Brenton Reef cup, 376; wins Cape May cup, 377.
- INDEPENDENCE, cutter, building of, mentioned, 219; is launched, 224; proves fast, 224; has accident to balance rudder, 224; balance rudder of, is taken out, 225; mast is cut down, 225; breaks her steering gear, 225; receives hard usage rounding Cape Cod, 225; is docked at New London, 225; great interest in, at Newport, 226; is measured, 226; is sluggish in first race off Newport and badly beaten, 227, 228; is defeated in second Newport Y. R. A. race, 228; is lightened by removal of lead, 228; sails a fine race after losing topmast, 229, 230; proves to have raced leaking, 231; is docked at New London for alterations and repairs, 231; steers badly and loses first race, second series, Newport Y. R. A., 233; is fouled by Columbia in second race, second series, Newport Y. R. A., 234; sails a brilliant race, 234, 235; makes record time at reaching in fastest race ever sailed by 90-footers, 234-236; loses by 40 seconds, 236; fast time in final race of, mentioned, 237; is praised for fast reaching, 237; has no opponents for Indian Harbor Y. C. races, 237; is not invited to sail in Larchmont Y. C. races, 237, 238; returns to Boston and is broken up, 238; summary of races of, 244; fast time of, in last race, referred to, 268; first steps toward building of,

INDEX

- reviewed, 292; quick work in preparations for building of, 300; public controversy concerning status of, 300; naming of, 301; mentioned, 301, 302, 303, 307, 308, 309, 310, 311, 313, 315, 316, 317, 318, 320; is given extra races by Newport Y. R. A., 321; mentioned, 321, 322, 323, 324; reference to early career of, 324; effort to secure Defender as a trial vessel for, 324; Jubilee is offered as a trial vessel for, 324; proves deficient in structural strength, and develops leaks, 325; is docked through courtesy of Hon. John D. Long and Admiral William T. Sampson, 325; career of, blighted by hard usage in trip around Cape Cod, 325; character of damages sustained by, 326; character of repairs made on, at New London, 326; sails first Newport races with fin full of water, 326; heavy force-pump is installed on, 327; character of worst leaks in, 327; character of repairs made on second hauling out at New London, 327; hull of, works badly in final races at Newport, 327; is managed in first and second series of races by Charles Francis Adams, 2d and Dr. John Bryant, respectively, 328; name of, does not appear in any shipping register, 328; is enrolled in but one club, 328; facts demonstrated by racing of, 330; reasons for breaking up of, 330; is in commission only three months, 330, 331; disposition of materials in, 330, 331; career of, dispels many fallacies and re-establishes some truths, 333; details of construction and cost of, 335-352; dates of signing contract for, and laying down, completion, etc., of, 336; text of contract and specifications for, 336-339; dimensions of, 339; last race of, as described by A. G. McVey and John R. Spears, 355-360; press comments on barring of, 365-369; see also list of illustrations.
- INDIAN HARBOR YACHT CLUB**, proposed special races by, for 90-footers, in 1901, abandoned, 237; is forced to abandon special races for 90-footers, 329.
- IONE**, schooner, is in R. Y. S. regatta, 23.
- IREX**, cutter, mentioned, 101; description of, 101; thought better than Genesta, 101; is defeated by Thistle, 1887, 117; defeats Genesta for Cape May cup, 377.
- ISLE OF WIGHT**, course around, criticised, 27.
- ISELIN, C. OLIVER**, is part owner of Vigilant, 139; makes no claim to popularity, 144; is part owner of Defender, 156; calls statements that Defender is structurally weak "absurd," 160; is in charge of Defender when fouled by Valkyrie III., 167; protests Valkyrie III. for fouling Defender, 168, 169; protest of, is sustained, 169; proposal of, to sail disputed race, declined by Lord Dunraven, 169, 170; asks authority of regatta committee to cross line in final cup race, 173; letter of, to N. Y. Y. C., on Dunraven's charges, 179; is present with counsel at inquiry on Dunraven charges, 187; arranges with Sir Thomas Lipton for changes in conditions of cup match, 1899, 204; serves on the America's cup committee, 1900-1901, 217; sells interest in Columbia to E. D. Morgan, 224; as part owner of Defender, named in record of America's cup races, 373.
- JAMESON, W. G.**, amateur manager of Shamrock II., is in charge when vessel is dismantled, 247.
- JARVIS, STINSON**, declares deed of gift illegal, 362.
- JAY, JOHN C.**, is an original member of N. Y. Y. C., 2.
- JONES, FRANK BOWNE**, as chairman of Indian Harbor Yacht Club regatta committee invites Independence to sail in a special race for 90-footers, 329; is obliged to announce cancellation of the event, 329, 330.
- JUBILEE**, fin-keel cutter, is produced in Boston, 138; owner of, 139; description of, 139, 140; sailing-master of, 140; meets with accident on day of first trial race, 140; is second in second trial race, 141; racing length of, 142; sails third trial race with broken gaff-jaw, 142; is fourth in race, 142; is laid up at South Boston, 143; proves not to have been properly rigged, 143; is lengthened, and sails in N. Y. Y. C. cruise, 1895, 158; is last in Goelet cup race, 158; is defeated by Defender in an individual race, 160; retires from racing and is laid up, 160; reference to cost of, 295; is unfit to serve as a trial vessel for Independence, 1901, 324; see also list of illustrations.
- KANE, S. NICHOLSON**, serves on regatta committee of N. Y. Y. C., 166; serves on America's cup committee N. Y. Y. C., 1900-1901, 217.
- KANE, WOODBURY**, is a governor of Newport Y. R. A., 1901, 227.
- KARIAD**, cutter, is designed by G. L. Watson, as Distant Shore, 178; dimensions of, 178.
- KELLEY, J. D. JERROLD**, yachting writer, on effect of the America's model, 36, 37; on affection of cadets for the America, 41; describes first challenge race for the America's cup, 52-55; reference of, in "American Yachts," to Mr. Ashbury's claims, 69.
- KELLY, HUGH C.**, honorable secretary Royal Ulster Y. C., serves on committee presenting challenge of Sir Thomas Lipton, 200; represents Royal Ulster Yacht Club on Columbia, 1899, 207.
- KEMP, ARTHUR T.**, is a governor of Newport Y. R. A., 1901, 227.
- KEMP, DIXON**, advises Mr. Ashbury, 63.
- KENEALY, CAPT. A. J.**, yachting writer, mentioned, 35; description by, of incident following Puritan-Genesta foul, 102.
- KERSFV, H. MAITLAND**, gives out a statement from Lord Dunraven, 151; is on Valkyrie III. in second cup race, 1895, 167; informs N. Y. Y. C. Lord Dunraven is willing to appear before its committee of inquiry, 182.
- KING, CHARLES**, president Columbia College, proposes toast at dinner to John C. Stevens and associates, 26.
- KINGSLAND, COMMODORE G. L.**, as owner of Alarm, schooner, mentioned, 42.
- KIRBY, DAVID**, builds Pocahontas, sloop, 84.
- KORTRIGHT, GOUVERNEUR**, serves on committee to change deed of gift, 128; serves on America's cup committee, 1889, 132; serves on America's cup committee, 1895, 153.
- KREBS, WILLIAM**, serves on America's cup committee, 1881, 83; serves on America's cup committee, 1887, 119; serves on America's cup committee, 1889, 132.

INDEX

- LAPTHORNE, EDWIN, sailmaker, mentioned, 100, 101.
- LARCHMONT YACHT CLUB, Independence not invited to enter races of, for 90-footers, 237; record of Columbia and Constitution in races of, 238, 239; is influenced to bar Independence from its special race for 90-footers, 328, 329.
- LAVEROCK, cutter, meets the America, 16.
- LAWLEY, GEORGE & SON, as builders of Puritan, mentioned, 97; as builders of Mayflower, mentioned, 107; lengthen Volunteer, 124; as builders of Jubilee, mentioned, 139; are given contract to build Independence, 295; mentioned, 297, 300, 335, 336, 339, 348, 349, 351.
- LAWRENCE, ABBOTT, American minister to England, witnesses the R. Y. S. regatta, 24.
- LAWSON, THOMAS W., builds a yacht called Independence, 219; issues statement concerning condition of Independence, 231; is asked to subscribe \$10,000 to Boston's cup-defence fund, 292; raises the subscription to \$40,000, 293; agrees to pay for the vessel in full, 293; position of, on cup defence defined, 293; secures opinion of Gen. Paine on rights in cup defence, 294; mentioned, 295; issues a statement on building of a cup-defence vessel in Boston, 296; receives a call from a committee of the N. Y. Y. C., who asks his "intentions" in cup-defence matters, 298; warns the public against misleading stories, 299; denies that he will give his yacht Independence to a N. Y. Y. C. member, 300; announces that he will offer her for cup defence, 302; states he would sink Independence rather than sail her by subterfuge in the cup's defence, 303; stand of, is endorsed by the press, 303; commendatory editorial expression on stand of, 303-306; correspondence of, with the New York Yacht Club, regarding Independence, 307-313; analysis by, of correspondence between himself and New York Yacht Club, 313-315; statement by, again affirming Independence would not be transferred, 315-317; position of, misrepresented in the press, 317; adheres to resolve not to transfer Independence, 318; correspondence of, with Newport Y. R. A., relative to Independence's races, 321-324; mentioned, 356, 358, 360, 361; press comment on stand of, 363-369.
- LAWTON, NEWBURY D., as part owner of Atlantic, sloop, mentioned, 109.
- LAYCOCK, FREDERICK, as owner of Valhalla, steam-yacht, mentioned, 179.
- LEACH, SIR GEORGE, vice-president Y. R. A., mentioned, 56; writes on sportsmanship of N. Y. Y. C., 65, 66; reference by, to final race between Vigilant and Valkyrie II., 149.
- LEDYARD, L. CASS, as commodore N. Y. Y. C., mentioned, 2; flagship of, mentioned, 143; offers resolution at N. Y. Y. C. requesting Lord Dunraven's resignation, 195; takes place of Commodore J. P. Morgan on America's cup committee, 1899, 204; serves on America's cup committee, 1900-1901, 217; correspondence of, as commodore N. Y. Y. C., with Thomas W. Lawson, relative to qualifying Independence to defend the America's cup, 307-313.
- LEEDS, HERBERT C., testifies at Dunraven inquiry, to trim of Defender, 191.
- LENNOX, LORD and Lady Algernon Gordon, are on Valkyrie II. when she is run down in the Clyde, 172.
- LESTER, C. E., assistant secretary, Newport Y. R. A., mentioned, 324.
- LIPPITT, HENRY F., serves on the America's cup committee, 1898-1899, 199; represents New York Yacht Club on Shamrock I., 207.
- LIPTON, SIR THOMAS J., merchant and knight, challenges for the America's cup, 198; standing of, 198; text of challenge from, 200; asks little and is well considered, 201; secures permission from N. Y. Y. C. to tow Shamrock I. on voyage across Atlantic, 204; has conference with Mr. Iselin, regarding change in conditions of cup match, 204; announces intention to send a second challenge for the cup, 214; requests change in starts and time limit, 217; request of for one-gun start denied, 218; first season of, as a challenger counted a success socially, 214, 215; announces plans for second attempt to "lift the cup," 216; second challenge of, is received, 216; hope expressed in an American yachting paper that he wins, 244, 245; asks for one month's delay in races owing to accident to Shamrock II., 248; receives postponement requested, 248; proposes that races be sailed every day, and secures provisional agreement, 264; expresses keen disappointment in Shamrock II., 268; compares designer George L. Watson with Herreshoff, 268; makes proposal to challenge again with Shamrock II. for races in 1902, 271; proposal of, is rejected, 271; expresses intention of challenging a third time for the cup, 273; how appearance of as a challenger relieved the N. Y. Y. C., 287; reference to career of, 287; complaisance of, as a challenger, 289; endeavors, unsuccessfully, to join the Royal Yacht Squadron, 290; mentioned, 296; expresses willingness to race for Lawson cup in Massachusetts Bay, 301; mentioned, 303, 304; does not race in Massachusetts Bay, 320, 321; mentioned, 363, 365, 366, 368, 369; as owner of Shamrock I. and Shamrock II., named in record of America's cup races, 373; see also list of illustrations.
- LIVONIA, schooner, second challenger for the America's cup, is built at Cowes, 59; description of, 59; area of sails of, 59; is named for province in Russia, 59; arrives in New York, 62; masts of, are reduced to cross Atlantic, 63; four vessels are reserved to sail against, 66; is defeated by Columbia, schooner, Oct. 16th, 1871, 66; is defeated by Columbia Oct. 18th, 1871, 66; method of, in rounding mark in cup race of Oct. 18th, 1871, 67, 68; wins from Columbia in race of Oct. 19th, 1871, 72; is defeated by Sappho, Oct. 21st, 1871, 72, 73; is defeated by Sappho in final cup race of 1871 series, 73; is defeated by Dauntless in private match, 73; is at Havre regatta, 74; mentioned, 76, 173; fast time in race of, Oct. 18th, 1871, mentioned, 237, 268; record of, in America's cup races, 372; see also list of illustrations.
- LONG, HON. JOHN D., Independence is docked through courtesy of, 325.
- LUCE, STEPHEN B., REAR-ADMIRAL U. S. N., is on list of honorary members N. Y. Y. C., 1901, 285.

INDEX

- LONSDALE, LORD, as part owner of *Valkyrie III.*, mentioned, 161.
- LYONS, MARTIN, Sandy Hook pilot, mentioned, 50.
- MADELINE, schooner, is in America's cup race, 1870, 53; is in race for schooners off Newport, 57; wins Stuyvesant cup off Sandy Hook, 57; is selected to sail against Countess of Dufferin, in cup races, 1876, 79; description of, 79, 80; defeats Countess of Dufferin, 80, 81; record of, in America's cup races, 372; wins Brenton Reef cup, 376; see also list of illustrations.
- MADGE, cutter, is brought to America, 95; description of, 95; races won by, 95; mentioned, 137, 138.
- MAGIC, schooner, is in America's cup race, 1870, 53; is in race for schooners off Newport, 57; wins America's cup race of 1870, 53-55; description of, 56; defeats Cambria off Newport, 56; is offered to sail a cup race against Livonia Oct. 19th, 1871, 71; record of, in America's cup races, 372; see also list of illustrations.
- MAHAN, CAPT. ALFRED T., naval expert, joins N. Y. Y. C. committee of inquiry on Dunraven charges, 184; secures services of government expert in Dunraven hearing, 190; is on list of honorary members N. Y. Y. C., 1901, 285.
- MANNING, revenue cutter, is flag-ship of patrol fleet at cup races, 1899, 206.
- MARIA, sloop, outsails the America, 8; description of, 8; see also list of illustrations.
- MARCONI WIRELESS TELEGRAPHY, system is first used in a cup match, 1899, 208.
- MARSHALL, WILSON, as owner of Atlantic, schooner, 1901, mentioned, 110.
- MAUD, schooner, see Maria, 9.
- MAXWELL, J. ROGERS, as part owner of Atlantic, sloop, mentioned, 159.
- MAYFLOWER, sloop, is designed for cup defence, 107; description of, 107, 108; is not a success at first, 108; loses first three races to Puritan, 108; is found fault with by public, 108; is knocked down off Marblehead, 109; wins the Goelet cup, 109; defeats Puritan, Priscilla and Atlantic in trial races, 110; is selected to defend the cup, 110; career of, 110; defeats Galatea in cup races, 111-114; is defeated by Volunteer for the Goelet cup, 1887, 117; is defeated in trial races, 1887, by Volunteer, 119; mentioned, 124; challenge for, to sail against cutter Arrow, is made and withdrawn, 125; terms of races of, referred to by N. Y. Y. C., 132; mentioned, 144, 152; mentioned, 335, 363; record of, in America's cup races, 373; see also list of illustrations.
- McCALMONT, CAPT. HARRY, as part owner of *Valkyrie III.*, mentioned, 161.
- McGIEHAN, P., boat-builder, mentioned, 78.
- McGILDOWNY, H. M., serves on special committee of Royal Ulster Y. C., presenting challenge of Sir Thomas Lipton, 200; replaces Robert C. Ure as representative of Royal Ulster Y. C. on Columbia in cup races, 1901, 257.
- McKENZIE, torpedo boat, is in patrol fleet at cup races, 1899, 206.
- McKINLEY, WILLIAM, President of the United States, death of, leads to postponement of cup races five days, 255.
- McMANUS, J. H. & SON, furnish sails of Puritan, 98.
- McVEY, A. G., yachting editor *Boston Herald*, secures an opinion from General Paine on ethics of cup defence, 294; reference to description by, of Independence's last race, 332; description by, of last race of Independence, 355-358; article by, on General Paine's opinion on Mr. Lawson's rights in cup defence, 361, 362.
- MEASUREMENT, methods of, employed, past and present, by the N. Y. Y. C., 93; question of, is important in Defender-Valkyrie III. races, 164.
- MEMPHIS, see America, 40.
- MERCHANT, T. LE, as owner of Aurora, cutter, mentioned in America's cup record, 372.
- METEOR, see Thistle, 173.
- MINERVA, cutter, is imported, 1889, 137; effect of visit of, 137; mentioned, 157, 200.
- MINTON, CHARLES A., secretary N. Y. Y. C., serves on America's cup committee, 1871, 63; mentioned, 96.
- MISCHIEF, sloop, is in trial races, 1881, 84; is selected to defend the cup, 85; allowance of, to Atalanta, 85; is second metal yacht in America, 85; description of, 85; marks important point in American yacht building, 85; easily defeats Atalanta in cup races, 86-88; mentioned, 99, 117; reference to cost of, 201; mentioned, 335; record of, in America's cup races, 372; see also list of illustrations.
- MOHICAN, steam-yacht, brings the Thistle syndicate from Scotland, 118.
- MONA, cutter, is in Y. R. S. regatta, 23.
- MONTANT, JULES A., serves on America's cup committee, 1885, 93.
- MONTAUK, schooner, mentioned, 109.
- MORGAN, E. D., as owner of Mayflower, mentioned, 119; is part owner of Vigilant, 139; is owner of Gloriana, 137; is part owner of Defender, 156; serves on America's cup committee, 1898-1899, 119; serves on America's cup committee 1900-1901, 217; buys C. Oliver Iselin's part in Columbia, and manages her, 224; replaced on cup committee by Archibald Rogers, 241; informs Ind. in Harbor Yacht Club he cannot start Columbia in special race against Independence, 329.
- MORGAN IRON WORKS, mentioned, 351.
- MORGAN, J. PIERPONT, gives N. Y. Y. C. land for club-house site, 2; is part owner of Colonia, 1893, 139; serves on N. Y. Y. C. committee of inquiry on Dunraven charges, 182; serves on America's cup committee, 1898-1899, 195; is chief owner of Columbia, 201; resigns from cup committee, 1899, 204; serves on America's cup committee, 1901, 217; takes no part in cup committee's deliberations on selection of cup defender, 241; as part owner of Columbia, named in record of America's cup races, 373.
- MOSQUITO, cutter, defeats the America, 1852, 38; mentioned, 94.
- MUDHOOK YACHT CLUB, accident to *Valkyrie II.* at regatta of, 172.
- MULHOLLAND, JOHN, serves on special committee of R. Y. S. on America's cup, 1889, 133.
- MUMM, JOHN, as builder of Volante, cutter, mentioned, 94; as builder of Atlantic, sloop, mentioned, 109.
- MURIEL, first American cutter, description of, 95.

INDEX

NARANA, steam-yacht, mentioned, 356.

NAVAROE, cutter, first large yacht built by Herreshoffs, description of, 138; is raced as a yawl, 141; mentioned, 157, wins back the Brenton Reef cup from Britannia, 204; races as a yawl off Newport, 233; mentioned, 356; winning of Brenton Reef cup by, mentioned, 376; is sold to a German owner, 376; race of, against Britannia, for Cape May cup, mentioned, 377.

NEWPORT YACHT RACING ASSOCIATION, is re-organized, 226; governors of, 226, 227; regatta committee of, 1901, 227; influence of, in racing of 1901, 227; first series special races for 90-footers under direction of, begins, 227-230; second series special races for 90-footers under direction of, 233-237; reference to races of, in 1901, 244; reference to its standing in 1901, 306, 307; refuses to bar Independence and arranges extra races in which she may appear, 321; correspondence of, with Thomas W. Lawson, 321-324; extends courtesies to Mr. Lawson, 328; sportsmanship of, appreciated by Independence's owner, officers and men, 328; mentioned, 356.

NEW YORK YACHT CLUB, history of, 2; first Cornithian regatta of, mentioned, 8; accepts the America's cup in trust and invites competition, 45; declines to sail an ocean race, 48; fails to arrange a match with Mr. Ashbury, 1869, 49; declines to depart from rules regarding centre-board vessels, 50; sends a fleet against the first challenger for the America's cup, 51; builds no vessel to meet Livonia, second challenger for the America's cup, 59; accepts George L. Schuyler's ruling against meeting challengers with a fleet, 60; holds that Mr. Ashbury's second challenge is from Royal Harwich Y. C., 61; names committee on America's cup, 1871, 63; a principle of sport is laid down by committee of, 63; ruling of, regarding sailing against more than one club, 63; resolves to meet Mr. Ashbury as representative of Royal Harwich Y. C. only, 63; offers Mr. Ashbury seven races, 64; refuses to sail against Mr. Ashbury as representative of Royal Albert Y. C., 65; America's cup committee of, repeats proposal to Mr. Ashbury for seven races, 65; comment on sportsmanship of, by Sir George Leach, 65, 66; reserves four vessels to sail against Mr. Ashbury's challenger Livonia, 66; club's regatta committee rules against Mr. Ashbury, 66-68; report of club's cup committee on race of Oct. 18th, 1871, 69, 70; makes no reply to Mr. Ashbury's claim to winning majority of 1871 races, 74; is accused by Mr. Ashbury of "unsportsmanlike proceedings," 74; puts on table a letter from Mr. Ashbury, 74; returns cups offered by Mr. Ashbury, 74; considers Ashbury pamphlet an attack, 74; protests to Royal Harwich Y. C. against language of Mr. Ashbury, 75; lack of tact on part of, in dealings with Mr. Ashbury, 75; passes judgment on Mr. Ashbury as a gentleman, 75; is led to adopt less arbitrary attitude toward challengers, 76; agrees to name but one defender, 77; agrees to give first Canadian challenger, Countess of Dufferin, three races, 77; names dates and courses, 77; declines to postpone races, 79; cruise of, 1876, begins, 79; names Madeleine to meet the Canadian challenger, 79; races sailed under direction of,

against first Canadian challenger, 80-82; receives second Canadian challenge for the America's cup, 83; waives six months' notice, 83; cup committee of, asks advice of flag officers on naming a defender, 83; flag officers of, advise liberal interpretation of deed of gift, 83, 84; Pocahontas, first vessel built for cup defence, is ordered, by officers of, 84; club selects Mischieff, sloop, to sail against Atalanta, second Canadian challenger, 85; club rules that a member not a naturalized citizen may defend the America's cup, 85; races under direction of, against Atalanta, 86, 87; returns the America's cup to George L. Schuyler, and has it reconveyed, 1882, 90; sends draft of cup deed of 1882 to foreign clubs and invites competition under it, 92; receives challenges for Genesta and Galatea, 92; accepts Genesta challenge, 93; provisionally accepts Galatea challenge, 93; relations of, with owners of Genesta and Galatea harmonious, 94; appeals to American clubs to assist in cup defence, 1885, 95, 96; employs for cup defence in Puritan a vessel flying the flag of a non-member, 98; enters Puritan in name of Gen. Paine, 98; cruise of, 1885, mentioned, 99; trial races under direction of, for defence of cup, 1885, 99, 100; cup races under direction of, 1885, 101-105; gives a reception to Sir Richard Sutton, and elects him to honorary membership, 105; definitely accepts Lieut. Henn's challenge, 107; cup defence sloops in club cruise of, 1886, 109; trial races under direction of, 1886, 110; club selects Mayflower to defend the cup, 110; races for the cup, under direction of, 1886, 111-114; club regatta committee declines to grant Lieut. Henn's request for shorter course, 112; receives a challenge from the Royal Clyde Y. C. in behalf of Thistle, 116; statement of cup committee of, regarding Thistle's excess of load waterline, 119; conference at club-house regarding same, 120; report of George L. Schuyler to cup committee of, in Thistle measurement case, 121; last race is sailed on inside course of, 122; races for cup under direction of, 1887, 123, 124; gives a reception to Messrs. Bell and Watson, 124; receives notice from Charles Sweet of intention to challenge for the America's cup, 126; appoints a special committee to change the deed of gift, 126; declines to accept resignation and challenge of Charles Sweet, 126; orders copy of new deed sent to Royal Clyde Y. C., 126; receives Royal Clyde Yacht Club's acknowledgment of receipt of copy of deed of gift, 127; personnel of committee to change deed of gift, 128; as trustee for America's cup changes terms of its trust, 129; criticisms of committee on change, 129; motives for change, 129, 130; modifies the deed of gift by resolution, 132; receives a challenge from Lord Duntaven to sail for the America's cup, and appoints a committee to act thereon, 132; is informed Royal Yacht Squadron cannot accept amended deed, 133; calls attention of Royal Yacht Squadron to possible interpretation of deed of gift, 133; accepts Lord Duntaven's challenge, 137; raises a fund for Edward Burgess, 138; four candidates for cup defence meet on 1893 cruise of, 140; trial races under direction of, 1893, 140-143; selects Vigilant to defend the cup, 143; conditions

INDEX

accorded Lord Dunraven by, 145; agrees to a one-gun start, 145; races for the cup under the direction of, 1893, 145-150; receives a third challenge from Lord Dunraven, 153; permits Lord Dunraven to come with fastest British yacht, 153; refuses to consider Lord Dunraven's request to race off Marblehead, 153; refuses to again employ one-gun start, 153; receives notice from R. Y. S. that it accepts deed of gift only as construed by N. Y. Y. C., 155; syndicate of club members orders Defender, as a cup-defence vessel, 1895, 156; yachts of cup class in 1895 cruise of, 158; Defender and Vigilant meet under club's direction, 157-161; regatta committee of, decides against Vigilant on Mr. Willard's protest of Defender, 159; conditions of, for races between Defender and Valkyrie III., 163; is requested by Lord Dunraven to remeasure and mark Defender and Valkyrie III., 164; appoints special committee to mark cup contestants at water-line, 165; races for the cup under the direction of, 1895, 165-168; regatta and cup committees of, learn of charge of fraud by Lord Dunraven, 166; members of regatta committee of, in 1895, 166; is represented by Latham A. Fish on Valkyrie III., 166; is represented by J. R. Busk on Valkyrie III., 167; regatta committee of, rules in favor of Defender on protest lodged against Valkyrie III. for fouling, 169; cup committee of, declines to order protested race re-sailed, 170; club is criticised, 170; receives notice from Lord Dunraven that he contemplates withdrawing from races, 170, 171; sends special committee to reason with Lord Dunraven, 172; references to club's regatta committee, in Lord Dunraven's report to the Royal Yacht Squadron, 173-176; club's committee on America's cup replies to complaints of Lord Dunraven, 176; receives a challenge to sail for the America's cup in the name of Charles Day Rose, which is withdrawn, 177; club's committee on America's cup reports on 1895 races, 179; club is addressed by C. Oliver Iselin on Dunraven's charges, 181, 182; club appoints a committee of inquiry on Dunraven's charges, 182; club's committee of inquiry addresses the R. Y. S., 182; assumptions of Lord Dunraven distasteful to, 184; America's cup committee of, denies charges of Lord Dunraven, 185, 186; inquiry by, into Dunraven's charges begins, 187; report to, of committee of inquiry on Dunraven charges, 193, 194; committee of inquiry of, replies to a statement of Lord Dunraven, 195; resolution in, is offered requesting Lord Dunraven's resignation, 195; is withdrawn, 196; resolution expelling Lord Dunraven is passed with enthusiasm, 196, 197; a challenge to sail for the America's cup is received from Sir Thomas Lipton, 198, 199; club appoints a committee to act on the Lipton challenge, 199; bases conditions for match on those accorded Charles Day Rose, 200; cordial relations of, with Royal Ulster Yacht Club committee, 201; two members of, have Columbia built for cup defence, 201, 202; permission is granted by, to Sir Thomas Lipton to tow Shamrock I. on voyage across the Atlantic, 204; selects Columbia to defend the cup, 204; members secure law for keeping clear courses in cup matches, 205; races under direc-

tion of, for the America's cup, 1899, 207-214; receives second challenge of Sir Thomas Lipton, 216; accepts same, 217; America's cup committee of, grants request of Sir Thomas Lipton for change of time of starts, 217; denies request of Sir Thomas Lipton for one-gun start, 218; club selects Columbia to defend the cup, 240, 241; changes in America's cup committee of, 1901, 241; club grants one month's postponement of races to Sir Thomas Lipton, 248; agrees to postponement of races five days on account of death of President McKinley, 255; races under direction of, for the America's cup, 1901, 258-271; club declines to accept a challenge for Shamrock II., for races in 1902, 271; is criticised, 271-273; reference of challenge to, by Charles Sweet, 278; method of, in changing the deed of gift in 1887 described, 278; modification of 1887 deed of gift by, mentioned, 279; gentlemen's agreement between British club's ostracizing the, 279; is dominated by a clique, which seeks to offset loss of prestige by securing new challenges, 280; how siege was laid to the, by mushroom aristocracy, 284; effect of membership of same on the, 284, 285; ruling of, that only members can defend the America's cup, mentioned, 285; analysis of membership of, in 1901, 285-287; ostracism of, by British clubs, mentioned, 288; makes much of Sir Thomas Lipton as a challenger, 288; labors in 1900 to secure a challenger other than Sir Thomas Lipton, 290; rivalry in cup defence within the club is suppressed, 291; mentioned, 293, 294, 296, 297; committee from, calls on Thomas W. Lawson regarding his cup-defence vessel Independence, 298; committee of, intimates to Thomas W. Lawson that he may have a cup-defence vessel left on his hands, 298; mentioned, 299, 300, 301, 302, 303; criticisms of, in the press, for attitude toward Mr. Lawson, 303, 305, 306; again sends a committee to Mr. Lawson, 307; correspondence of, with Thomas W. Lawson, regarding Independence, 307-313; analysis of correspondence of, with Thomas W. Lawson, 313-315; agreement of, not to publish correspondence, violated, 315, 317; review of attitude of, by Thomas W. Lawson, 315-317; course of, in Independence episode condemned by the press of two continents, 320; rules of, employed in Newport Y. R. A. races of 1901, 323; reference to barring of Independence by, 356; acts of, in changing deed of gift, declared to be illegal by Mr. Stinson Jarvis, 362; press comment on barring of Independence by, 363-369; is given Brenton Reef and Cape May challenge cups, 376; for sketch of club-house and courses of, see list of illustrations. (See also "The America's Cup.")

NORTHERN LIGHT, schooner, mentioned, 20.

NOURMAHAL, steam-yacht, mentioned, 356, 357.

O'BRIEN, HUGH, mayor of Boston, presides at reception tendered Messrs. Paine and Burgess, 1887, 125.

OCEAN RACES, between Henrietta, Fleetwing and Vesta, 46; N. Y. Y. C. declines Mr. Ashbury's invitation to sail, 148; Cambria defeats Dauntless, 1870, 50.

INDEX

- ODDIE, J. V. S., secretary N. Y. Y. C., reference to death of, 2; serves on America's cup committee N. Y. Y. C., 1900-1901, 217.
- OELRICHS, HERMAN, as rear commodore N. Y. Y. C., advises liberal interpretation of deed of gift, 84; is part owner of Pocahontas, 84.
- ONONDAGA, revenue cutter, is in patrol fleet at cup races, 1899, 206.
- OSBON, B. F., editor of *The Nautical Gazette*, mentioned, 71.
- OSBORNE HOUSE, America anchored opposite, 32; see also list of illustrations.
- OSGOOD, FRANKLIN, is owner of Columbia, schooner, 66; receives instructions from committee in race of Oct. 18th, 1871, 67; as owner of Magic and Columbia, named in record of America's cup races, 372.
- OTTAWA, gunboat, finds the America sunk, 40.
- PACIFIC, early Atlantic liner, mentioned, 12.
- PAGET, LORD ALFRED, visits the America, 17; biographical sketch of, 32.
- PAINE, GEN. CHARLES J., is managing owner of Puritan, 96; biographical sketch of, 96; orders Mayflower as a cup-defence vessel, 107; orders Volunteer as a cup-defence vessel, 116; selects "Hunk" Haff to sail Volunteer, 117; is in conference regarding Thistle's excess of water-line, 120; reception to, (with Mr. Burgess), by city of Boston, 124; challenges Mr. Tankerville Chamberlayne to sail Mayflower against Arrow, 125; withdraws challenge, 125; testimonial volume to (with Mr. Burgess), 125; serves on committee to change deed of gift, 128; builds Jubilee, 139; manages Jubilee in her races, 140; sails Jubilee under difficulties in third trial race, 142; makes no claim to popularity, 144; serves on America's cup committee, 1895, 153; retirement of, from yachting, 160; declines to serve on the America's cup committee, 1898-1899, 199; expresses opinion that a vessel need not belong to N. Y. Y. C. to defend the cup, 294; places Jubilee at disposal of Mr. Lawson as a trial vessel for Independence, 324; mentioned, 349; article embodying opinion of, on cup defence, 361, 362; opinion of, on cup defence quoted, 364-367; as owner of Mayflower, named in record of America's cup races, 373.
- PAINE, JOHN B., designs Jubilee, cutter, 139.
- PALMER, schooner, wins over Cambria off Newport, 57; is reserved with three other vessels for cup defence, 1871, 66; description of, 66; is not in condition to race Oct. 19th, 1871, 71; is defeated for Cape May cup by Dreadnought, 377; see also list of illustrations.
- PARK CITY, steamer, tender to Columbia, mentioned, 358.
- PARKER, ARTHUR, is on Independence on trip around Cape Cod, 325.
- PAYNE, OLIVER H., as part owner of Constitution, mentioned, 223.
- PEARL, cutter, is first of that rig, 34; see also list of illustrations.
- PENOEKE, barge (formerly schooner) tender to Independence, mentioned, 348.
- PERRY, MATTHEW C., Commodore U. S. N., attends dinner to John C. Stevens and associates, 26.
- PETREL, cutter, description of, 94.
- PHANTOM, schooner, is in America's cup race, 1870, 53-55; is in race for schooners off Newport, 57; wins citizens' cup, Newport, 57.
- PHILIPS, EDWARD J., joins N. Y. Y. C. committee of inquiry on Lord Dunraven's charges, 184; is chairman of committee, 187.
- PIEGRAS, HENRY, as builder of Bedouin, Muriel and Yolande, cutters, mentioned, 95.
- PIGEON, H. & SONS, furnish spars of Puritan, 98; mentioned, 349.
- PILGRIM, fin-keel cutter, is designed as a cup-defence vessel, 140; owners of, 140; description of, 140; sailing-master of, 140; meets with accident on day of first trial race, 140; is third in second trial race, 141, 142; racing length of, 142; shows freakishness in steering in third trial race, 142; is third in third trial race, 142; proves unreliable, 143; is converted into a steam-yacht, 143; see also list of illustrations.
- POCAHONTAS, sloop, is first vessel built for cup defence, 84; description of, 84; proves a failure, 84; career of, 84; see also list of illustrations.
- POILLON, C. & R., is builders of Sappho, mentioned, 46.
- PORTER, torpedo-boat, is in patrol fleet at cup races, 1899, 206.
- PORTER, W. T., editor *The Spirit of the Times*, anecdote by, of Commodore Stevens, 11.
- PRINCE, FREDERICK O., ex-mayor of Boston mentioned, 125.
- PRISCILLA, sloop, is built as a cup-defence vessel, 99; description of, 99; is in N. Y. Y. C. cruise, 1885, 99; is in trial races, 99, 100; is fast in light weather, 99; is defeated by Puritan for Goelet cup, 99; is defeated by Mayflower for Goelet cup, 1886, 109; is changed to a schooner, 110; is defeated by Volunteer for the Goelet cup, 1887, 117; race of with Puritan Aug. 3d, 1885, mentioned, 355; see also list illustrations.
- PURITAN, sloop, is ordered as a cup-defence vessel, 1885, 96; owners of, 96; is a radical departure from the old-time sloop, 97; is launched at South Boston, 97; description of, 97; is an Eastern Y. C. vessel, 98; flies the flag of Edward Burgess, 98; not on N. Y. Y. C. list as a club vessel, 98; maiden trip of, 98; wins in her first race, 98; wins the Goelet cup, 1885, 99; defeats Priscilla, Bedouin and Gracie in trial races, 1885, 99, 100; leads Genesta at their first meeting, 101; fouls Genesta, 101; owners of, offer to pay for repairs to Genesta, 102; meets Genesta a third and fourth time without results, 102; defeats Genesta in final cup race, 104, 105; mentioned, 107; defeats Mayflower in latter's first three races, 108; is defeated by Mayflower for Goelet cup, 1886, 109; is changed to a schooner, 110; is defeated by Volunteer for the Goelet cup, 1887, 117; mentioned, 124; terms of races of, referred to by N. Y. Y. C., 132; mentioned, 137, 144; final race of, against Genesta, mentioned, 148; mentioned, 152; race of, against Priscilla Aug. 3d, 1885, mentioned, 355; mentioned, 363; record of, in America's cup races, 372; see also list of illustrations.
- PUSEY & JONES SHIPBUILDING COMPANY, as build-

INDEX

- ers of Volunteer, mentioned, 116; as builder of Pilgrim, mentioned, 140.
- PUTNAM, TARRANT**, treasurer N. Y. Y. C., mentioned, 2.
- QUEEN'S CUPS**, how long offered, 18; course sailed for, 18; cup of 1851 not competed for by the America, 34; America beaten for, 1852, 38; 1851 cup of R. Y. S., put up as a challenge trophy, 125; proposed match for, falls through, 125.
- QUISSETTA**, schooner, mentioned, 356.
- RACES**, for America's cup, and trial, see "America's Cup" and "New York Yacht Club"; see also Ocean races.
- RAMBLER**, schooner, is in America's cup race, 1870, 53; wins Brenton Reef cup, 376; is defeated for Cape May cup by Idler, 377.
- RATSEY, MICHAEL**, as builder of Livonia, mentioned, 59.
- RED STAR TOWING & WRECKING CO.**, mentioned, 351.
- RHODES, CAPT. URIAS**, mentioned, 159; is sailing-master of Defender, 1899, 202; is sailing-master of Constitution, 223; shows lack of spirit in handling Constitution, 241, 242; criticisms of, 242, 243.
- RICHARDS, GEORGE H.**, serves on a committee in Hull-Massachusetts Y. C. to arrange races for Lawson prizes, 300.
- RIVES, GEORGE L.**, serves on N. Y. Y. C. committee of inquiry on Lord Dunraven's charges, 182; is a governor of Newport Y. R. A. 1901, 226.
- RIVES, WILLIAM C.**, minister to France, is doubtful of America's success, 14.
- ROBERTS, CAPT. W. H.**, commands cutter Manning in patrol fleet at cup races, 1899, 206.
- ROBINSON, C. L. F.**, as rear commodore N. Y. Y. C., mentioned, 2; serves on America's cup committee, 1900-1901, 217.
- ROGERS, ARCHIBALD**, as owner of Bedouin, cutter, mentioned, 99; serves on America's cup committee, 1889, 132; is part owner of Colonia, 1893, 139; serves on special committee to mark cup contestants at water-line, 1895, 165; replaces E. D. Morgan on America's cup committee, 1901, 241.
- ROGERS, JAMES**, is an original member of N. Y. Y. C., 2.
- ROLLINS, GEORGE E.**, is an original member of the N. Y. Y. C., 2.
- ROOT, ELIHU**, is on list of honorary members, N. Y. Y. C., in 1901, 286.
- ROSE, CHARLES DAY**, challenges to sail for the America's cup, 177; conditions accorded, 177; withdraws challenge, 177, 178; comment on action of, 178; builds Distant Shore, cutter, in 1899, and sells her in 1901, 178; is not a yachtsman, 178; reference to conditions accorded, 200.
- ROYAL ALBERT YACHT CLUB**, is named by Mr. Ashbury, as one of his sponsors, 61; Mr. Ashbury wishes to sail for, 64; Mr. Ashbury proposes to sail seven races for, 65.
- ROYAL CANADIAN YACHT CLUB**, challenges in name of Countess of Dufferin to sail for America's cup, 76; loses records by fire, 88.
- ROYAL CLYDE YACHT CLUB**, names of members of, in Thistle syndicate, 115; challenges for the America's cup, 116; request of, for five races, not granted, 116; members of, owning Thistle proceed to New York, 118; sends notice of challenge for the America's cup in behalf of Charles Sweet, but withdraws same, 127; challenge of Charles Sweet in name of, mentioned, 278; flag officers of, are honorary members of N. Y. Y. C., 285.
- ROYAL HARWICH YACHT CLUB**, challenge of James Ashbury to sail for the America's cup, is accepted in name of, 61; resolution of N. Y. Y. C. to meet Mr. Ashbury as representative of, 63; N. Y. Y. C. insists Mr. Ashbury is representative of, 65; harmonious relations of, with N. Y. Y. C., mentioned, 70; protest to, of N. Y. Y. C., against language of Mr. Ashbury, 75; flag officers of, are honorary members of N. Y. Y. C., 285.
- ROYAL LONDON YACHT CLUB**, is named by Mr. Ashbury as one of his sponsors, 61; requests interpretation of the deed of gift, 1887, 132; flag officers of, are honorary members of N. Y. Y. C., 285.
- ROYAL MERSEY YACHT CLUB**, is named by Mr. Ashbury as one of his sponsors, 61.
- ROYAL THAMES YACHT CLUB**, Cambria is the representative of, 48-52; is named by Mr. Ashbury as one of his sponsors, 61.
- ROYAL ULSTER YACHT CLUB**, gives notice of a challenge for the America's cup in behalf of Sir Thomas Lipton, 198; special committee of, presents challenge, 200; second challenge of, in name of Sir Thomas Lipton, to sail for the America's cup, 216; suggests postponement of cup races on account of death of President McKinley, 255; signs agreement to sail races daily, 264; is informed that no challenge for 1902 in name of Shamrock II. will be accepted, 271; action of, in backing Sir Thomas Lipton, mentioned, 288; mentioned, 307, 310.
- ROYAL VICTORIA YACHT CLUB**, is named by Mr. Ashbury as one of his sponsors, 61; challenge from, in name of Charles Day Rose, to sail for the America's cup, is made and withdrawn, 177; reference to conditions accorded Charles Day Rose under challenge of, 250.
- ROYAL WESTERN YACHT CLUB of England**, is named by Mr. Ashbury as one of his sponsors, 61.
- ROYAL WESTERN YACHT CLUB of Ireland**, is named by Mr. Ashbury as one of his sponsors, 61.
- ROYAL YACHT SQUADRON**, extends hospitality to the America's owners, 9; history of, 17, 18; the regatta of, August 22d, 1851, 23-26; regatta of, course, 24; America's owners elected honorary members of, 30; courses for regatta of, mentioned, 70; Queen's cup of, 1851, mentioned, 125; challenge sent through, by Lord Dunraven, 132; refuses to accept terms of the deed of gift, 133; refuses to confirm challenge of Lord Dunraven, 133; a second Dunraven challenge is sent through, 136; a third Dunraven challenge is sent through, 154; agrees conditionally to accept custody of cup if won, 155; report of Lord Dunraven to, on cup races, 1895, 173-176; refuses to take action

INDEX

- on Lord Dunraven's charges, 183, 184; for sketch of club-house see list of illustrations.
- ROYAL YORKSHIRE YACHT CLUB, is named by Mr. Ashbury as one of his sponsors, 61.
- SAILPLANS, for American and English, for schooners, contrasted, and of Independence and Puritan, see list of illustrations.
- SAMPSON, WILLIAM T., Admiral U. S. N., Independence is docked through courtesy of, 325.
- SAMUELS, SAMUEL, blue-water skipper, mentioned, 50.
- SANDS, FRED P., is a governor of Newport Y. R. A., 1901, 227.
- SAPPHO, schooner, description of, 46; goes to England and is defeated, 46, 47; is "hipped," and defeats Cambria, 50; defeats Cambria off Sandy Hook, 57; loses topmast in race for schooners off Newport, 57; is reserved with three other vessels for cup defence, 1871, 66; is not ready for race of Oct. 19th, 1871, 71; defeats Livonia, Oct. 21st, 1871, 72, 73; defeats Livonia in final race of 1871 series, 73; career of, 73; is at Havre regatta, 74; record of in America's cup races, 372; see also list of illustrations.
- SAVAGE, REV. MINOT J., mentioned, 125.
- SAFANITA, cutter, runs down and sinks Valkyrie II. in the Clyde, 172.
- SCHERMERHORN, F. AUGUSTUS, as part owner of Colonia, 1893, mentioned, 139.
- SCHUYLER, GEORGE L., is a sponsor for N. Y. Y. C., 2; becomes interested, with John C. Stevens, in proposal to build a fast schooner yacht, 4; is a part owner of the America, 6; is active representative of the America's owners in the business of building the vessel, 6; correspondence of, with William H. Brown, builder, 6-8; is unable to accompany the America abroad, 12; suggests that the America's cup be made an international trophy, 45; with associates conveys the cup to the New York Yacht Club under a trust deed of gift, 45; interprets deed of gift, 60; revises deed of gift, 90; sets forth that the America's cup is trophy of the nation, 92; is suggested as referee under challenges for Genesta and Galatea, 93; serves on America's cup committee of 1885, 93; is referee in question of Thistle's right to race, 119; is in conference regarding Thistle's excess of load water-line, 120; report of, as referee in Thistle measurement case, 121; re-conveys the America's cup to the N. Y. Y. C., 1887, 128, 129; biographical sketch of, 130; reconveyance by, of America's cup, mentioned, 362; mentioned, 367; see also list of illustrations.
- SCHUYLER, PHILIP, son of George L. Schuyler, mentioned, 45; serves on America's cup committee, 1871, 63; serves on America's cup committee, 1885, 93; serves on America's cup committee, 1887, 119; serves on committee to change the deed of gift, 128; serves on America's cup committee, 1889, 132; serves on America's cup committee, 1895, 153.
- SCHUYLER, ROOSEVELT, as owner of Yolande, cutter, mentioned, 95, 102.
- SEARS, DAVID, early Boston member of N. Y. Y. C., mentioned, 2.
- SEARS, J. MONTGOMERY, as a part owner of Puritan, mentioned, 96.
- SEAWANAKA-CORINTHIAN YACHT CLUB, speech of James R. Steers at, on the America, 28; mentioned, 93; races of, for 90-footers, 1901, 239.
- SHADOW, sloop, wins from cutter Madge, 95; mentioned, 98, 138.
- SHAMROCK (1.), cutter, is named in challenge of Sir Thomas Lipton, 200; is built on the Thames, 203; dimensions of, 203; features in design of, 203, 204; launch of, 204; reports on speed of, 204; is brought across Atlantic in tow, 204; is given trials off Sandy Hook, 204; official measurements of, for match with Columbia, 206; allowance of, from Columbia, 207; belief she is equal of Columbia in light weather dispelled, 207; fails to make a race with Columbia on seven consecutive race days, 207-209; is defeated by Columbia in first race for cup, 1899, 209; is disabled in second race for cup and withdraws, 210; accident to, shows rig to be too light, 210; is given more ballast, 210; is defeated by Columbia in last race for cup, 211-214; returns to England, 214; match of, with Columbia, mentioned, 288, 289; mentioned, 330, 365; record of, in America's cup races, 373; see also list of illustrations.
- SHAMROCK II., is named in Sir Thomas Lipton's second challenge, 217; is launched at Dumbarton, 246; is tried in The Solent, 246; is dismantled with King Edward VII. on board, 247; cause of dismasting of, 248; is not considered fast enough to take the cup, 249; shows improved form after refitting, 249; is towed across the Atlantic, 250; is docked at Erie Basin, 250; American comment on, 250, 251; is compared with other yachts, 251; tank tests on model of, described, 251-253; construction and dimensions of, 254; is caught in a squall, 254; is docked a second time at Erie Basin, 255; paint on hull of, is removed to reduce friction, 256; official measurements of, 256; is outsailed by Columbia in unfinished race at their first meeting, 257-259; is defeated by Columbia in their first race for the America's cup, 260-263; third meeting of, and Columbia, results in no race, 263; is defeated by Columbia in second race for the America's cup, 264-267; average speed of, per mile in second cup race, 267; loses final cup race by 41 seconds time allowance, 268-271; London press comments on failure of, 268; is laid up at Erie Basin, 271; is offered as challenger for a second series of races, 271; mentioned, 291, 301, 307, 309, 311, 330; "fake" bets on, 331, 332; mentioned, 363, 364, 365, 366, 367, 368, 369; record of, in America's cup races, 373; see also list of illustrations.
- SHARMAN-CRAWFORD, R. G., vice-commodore of Royal Ulster Y. C., serves on special committee presenting challenge of Sir Thomas Lipton, 200.
- SHAW, JOHN O., JR., as owner of Puritan, 1901, mentioned, 110.
- SHERLOCK, CAPT. EDWARD, is sailing-master of Pilgrim, 140.
- SILVIE, schooner, is in America's cup race, 1870, 53-55.
- SLOOPS, "skimming-dish" type of, not good rough-

INDEX

- weather vessels, 94; combination of type with cutter, 94; difference in, and cutter, 95.
- SMITH, A. CARY, as designer of *Mischief*, mentioned, 85; designs *Vindex*, first American metal yacht, 94; designs *Priscilla*, 99; biographical sketch of, 99.
- SMITH, JAMES D., as vice commodore N. Y. Y. C., advises liberal interpretation of deed of gift, 84; is part owner of *Pocahontas*, 84; serves on America's cup committee, 1887, 119, 121; serves on committee to change deed of gift, 128; serves on America's cup committee, 1889, 132; as chairman of America's cup committee, calls attention of R. Y. S. to "mutual consent" clause of deed of gift, 133; serves on America's cup committee, 1895, 153; signs agreement to conditions for Defender-Valkyrie III. races, 163.
- SPALDING ST. LAWRENCE BOAT CO., mentioned, 349.
- SPARS, hollow wood, used on sloop *Maria*, 8; on *Cambria* (bored), 51; on *Defender*, 158; hollow steel, first used in cup contests on *Defender* and *Valkyrie III.*, 160, 162.
- SPEARS, JOHN R., reference to description by, of Independence's last race, 332; description by, of Independence's last race, 359, 360.
- SPORTS, aristocracy of, in America, 281, 282.
- STARTS, from anchor, 23, 39, 53; in first race between *Madeleine* and *Countess of Dufferin*, 80; one-gun start: is employed in 1893 races, 145; arguments for and against, 153, 154; is employed in races between Independence and *Columbia*, 233.
- STEBBINS, C. H., serves on America's cup committee, 1885, 93.
- STEEL SPARS, (See "Spars").
- STEERS, GEORGE, fast pilot-boats of, 2; prominence of, as a designer in 1850, 2; biographical sketch of, 3; designs the *America*, 3, 4; sails on the *America*, 12; see also list of illustrations.
- STEERS, HENRY, sails on the *America*, 12; sails on *Columbia*, schooner, Oct. 19th, 1871, 71.
- STEERS, HENRY T., brother of George Steers, mentioned, 4.
- STEERS, JAMES R., brother of George, mentioned, 4; sails on the *America*, 12; keeps log of *America*, 12-14; excerpts from journal of, 19, 20; excerpt from speech of, before *Seawanhaka Yacht Club*, on the *America*'s winnings, 28.
- STEERS, J. R. & G., shipbuilding firm, mentioned, 5.
- STEERS, JAMES W., is owner of *America*'s log, 12.
- STEERS, PHILIP, brother of George Steers, mentioned, 4.
- STELLA, cutter, is in R. Y. S. regatta, 23, 24.
- STEPHENS, W. P., description of *Constitution* by, 220; criticism of deed of gift by, 271.
- STEPHENSON, ROBERT, matches *Titania* with the *America*, 21.
- STEVENS BROTHERS, are founders of the New York Yacht Club, 2, 3; cost of the sloop *Maria* to, 9; standing of, 30.
- STEVENS, EDWIN A., is one of the sponsors for the N. Y. Y. C., and its third commodore, 2; is part owner of the *America*, 6.
- STEVENS, JAMES, brother of John C. Stevens, mentioned, 3.
- STEVENS, COL. JOHN, father of John C. Stevens, and inventor of the screw propeller, mentioned, 3.
- STEVENS, JOHN C., is founder and first commodore of the New York Yacht Club, 2, 3; biographical sketch of, 3; offers a sailing prize which is won by George Steers, 4; is part owner of the *America*, 6; delights to sail the sloop *Maria*, 9; courtesies extended to, as representative of America, by the Earl of Wilton, commodore R. Y. S., 9; letter of, to Earl of Wilton, 10; crosses the Atlantic to race the *America*, 12; excerpts from speech of, on the *America*'s reception in England, 16; writes first challenge for the *America*, 18; writes second challenge for the *America*, 19; dinner to, Oct. 2d, 1851, 26; speech of, on courtesies received in England, 31; receives Queen Victoria on board the *America*, 32, 33; mentioned, 70; winning of *America*'s cup by, mentioned, 363, 365, 366; as part owner of the *America*, mentioned in *America*'s cup record, 372; see also list of illustrations.
- STEVENS, ROBERT L., brother of John C. Stevens, mentioned, 3; designs *Maria*, sloop, 8.
- STEVENS, THOMAS H., commander U. S. N., waives right to prize money for the *America*, 40.
- STEWART, GEORGE, yacht designer, manages *Pilgrim*, 140.
- STEWART & BINNEY, designers of *Pilgrim*, mentioned, 140.
- STILETTO, torpedo boat, is in patrol fleet at cup races, 1899, 206.
- STILLMAN, JAMES, as owner of *Muriel*, cutter, mentioned, 95; is part owner of *Constitution*, 223.
- STONE, CAPT. MARTIN V. B., sailing-master of *Mayflower*, mentioned, 108.
- STURGIS, FRANK K., is a governor of Newport Y. R. A., 1901, 227.
- STUYVESANT, RUTHERFORD, offers a cup for *Cambria*, 57; is owner of *Palmer*, schooner, 66; serves on cup committee, 1889, 132.
- SUTTON, SIR RICHARD, owner of *Genesta*, cutter, challenge in behalf of, received by the N. Y. Y. C., 92; mentioned, 114; refuses to accept a cup race on a foul, 102; broad sportsmanship of, 105; is given a reception by N. Y. Y. C., 105; generous conduct of, referred to, 170; mentioned, 171; as owner of *Genesta*, named in record of *America*'s cup races, 372.
- SVERIGE, schooner, is built at Stockholm, 38; description of, 38; loses to the *America*, 38, 39; see also list of illustrations.
- SWEET, CHARLES, gives notice of intention to challenge for the *America*'s cup, 126; challenge of, is withdrawn by the Royal Clyde Y. C., 127; reference to challenge of, 278.
- SYCAMORE, CAPT. EDWARD A., as assistant sailing-master of *Valkyrie III.*, mentioned, 161; is at tiller of *Valkyrie III.* when *Defender* is fouled, 167; steers *Shamrock II.* when dismasted, 247; is criticised for being caught in a squall, 255; sails *Shamrock II.* skilfully in cup races, 258-271.
- SYNDICATE, in the N. Y. Y. C., for the control of cup-racing, 284, 285.
- TAMS, J. F., serves on *America*'s cup committee, 1881, 83; serves on *America*'s cup committee, 1885, 93; mentioned in connection with *Puri-*

INDEX

- tan-Genesta foul, 102; serves on America's cup committee, 1889, 132; serves on America's cup committee, 1895, 153.
- TAROLINTA, schooner, is in America's cup race, 1870, 53; fouls Cambria, 55, 56.
- TAYLOR, GEN. CHARLES H., as part owner of Pilgrim, mentioned, 140.
- TAYLOR, MARY, pilot-boat, mentioned, 5; sails of, used on the America, 11; mentioned, 12.
- TEMPLETON, LORD, buys the America, 39.
- THAMES TOWBOAT CO., mentioned, 351.
- THAYER, BAYARD, as part owner of Pilgrim, mentioned, 140.
- THAYER, E. V. R., serves on a committee in Hull-Massachusetts Y. C., to arrange races for Lawson prizes, 300.
- TIDAL WAVE, schooner, defeats the America, 42; is in America's cup race, 1870, 53; is in race for schooners off Newport, 57; wins Ashbury cup off Sandy Hook, 57; is in Brenton Reef cup race, 1876, 79; is defeated by Idler for Brenton Reef cup, 376.
- THISTLE, cutter, is built to sail for the America's cup, 115; owners of, 115; launch of, 115; is expected to prove a dangerous opponent, 116; dimensions of, known to Volunteer's builders, 116; makes a brilliant early record, 117; sails for America in command of Capt. John Barr, 118; arrives at New York, 118; believed in Scotland able to "whip the Yankees," 118; is a smart vessel, 118; points of, in comparison with Volunteer, 118; description of, 118, 119; is found to exceed water-line length specified in challenge, 119; a question is raised as to right of, to race, 119; incident of measurement of, is settled, 122; meets Volunteer for first time, 122; is defeated by Volunteer in first cup race, 123; is defeated in second cup race, 124; no pipes played on after defeat, 124; sails for England, 125; reasons for failure of, 125; terms of races with, referred to by N. Y. Y. C., 132; mentioned, 140; defect of, in windward work mentioned, 141; mentioned, 144; career of, as Meteor and Comet, 173; match of, with Volunteer, mentioned, 278; record of, in America's cup races, 373; see also list of illustrations.
- THORNEYCROFT, J. I. & Co., as builders of Shamrock I., mentioned, 203.
- TITANIA, schooner, is defeated by the America, 22; is in R. Y. S. regatta, 23, 24; mentioned, 70; see also list of illustrations.
- TUSCARORA, steam-yacht, mentioned, 356.
- UNA, sloop, is designed by George Steers, 4; description of, 4.
- URE, ROBERT C., steers Satanita when that vessel sinks Valkyrie II., 172; represents Royal Ulster Y. C. on board Columbia in first cup race, 1901, and is later replaced, 257.
- VALETTA, the America in a storm off, 39.
- VALHALLA, steam-yacht, takes Lord Dunraven back to England, 1895, 179.
- VALKYRIE (I.), cutter, is named in first challenge of Lord Dunraven for the America's cup, 132; dimensions of, 132.
- VALKYRIE II., cutter, is named in Lord Dunraven's second challenge, 136; length of, 136; arrives at New York, 144; believed by Americans to be very fast, 144; is compared with Vigilant, 144; dimensions of, 144; meets Vigilant, but fails to make a race, 145, 146; is defeated by Vigilant in first race for cup, 1893, 146; is considered abler in light weather than first cup race showed, 146; is defeated by Vigilant in second cup race, 146, 147; fourth meeting of, with Vigilant results in no race, 147; is defeated by Vigilant in final cup race after a hard contest, 147-151; mishaps to, in final cup race, 148-150; statement of Lord Dunraven on races of, 151; is left at New York for the winter of 1893-4, 153; composite construction of, mentioned, 161; is run down by Satanita in the Clyde and sunk, 172; is raised by underwriters and broken up, 172; reference to sinking of, 173; fast time in final race of, with Vigilant, mentioned, 237; record of, in America's cup races, 373; see also list of illustrations.
- VALKYRIE III., cutter, is named in third challenge of Lord Dunraven for the America's cup, 154; length of, 154; is first challenger to have greater beam than defending yacht, 157; fouling of Defender by, mentioned, 159; owners of, 161; description and dimensions of, 161; found at first to be deficient in stability, 161; record of, in maiden races, 161; proves to be England's fastest yacht, 161; leaves the Clyde for New York, 161; makes voyage under sail, 162; time for trials of, too brief, 162; steel mast used in, 162; description of spars of, 162; is shown to be a formidable light-weather boat, 162; dimensions of, from official measurements, 163; conditions for races of, against Defender, 163; is ablest boat sent after cup to her time, 165; meets Defender for first time, 165; is defeated by Defender in first cup race, 166; is remeasured with Defender, 166; fouls Defender before start of second cup race, 167; defeats Defender after foul, but is disqualified, 168, 169; photograph of, fouling Defender, as evidence on protest, 169; crosses line and withdraws in third cup race, 172, 173; career of, after cup races, 173; conditions of match of, with Defender, mentioned, 177; match of, with Defender, mentioned, 277; record of, in America's cup races, 373; see also list of illustrations.
- VAN DERBILT, CORNELIUS, as part owner of Vigilant, mentioned, 139.
- VAN DERBILT, FREDERICK W., as part owner of Colonia, 1893, mentioned, 139.
- VAN DERBILT, WILLIAM K., as part owner of Colonia, 1893, mentioned, 139; as part owner of Defender, mentioned, 156; is a governor of Newport Y. R. A., 1901, 227.
- VAN DEUSEN, J. B., as builder of Columbia, schooner, mentioned, 66.
- VENDENESSE, is first yacht in which aluminum was freely used, 156.
- VESTA, schooner, is in ocean race, 46; is in race for schooners off Newport, 57; is defeated for Cape May cup by Idler, 377.
- VICTORIA, Queen of England, Queen's cups presented by, 18; is at R. Y. S. regatta, 25; conversation of, with signal master, 29; visits the America, 32, 33; is greatly impressed by the America, 33.
- VICTORIA AND ALBERT, royal yacht, passes the

INDEX

- America in R. Y. S. regatta, 25, 27; see also list of illustrations.
- VIGILANT**, cutter, is ordered from Herreshoff for cup defence, 138; owners of, 139; represents new type of cup-defence vessel, 139; description of, 139; launch of, 139; commander of, 139; meets with an accident, 140; shows sluggishness in stays, 141; career of, 141; beats Colonia in elapsed time in first trial race, which allowance makes a dead heat, 141; wins second trial race, 141, 142; wins third trial race, 142; racing length of, 142; is selected to defend the cup, 143; is compared with Valkyrie II., 144; dimensions of, 144; national faith in, is displayed, 144; defeats Valkyrie II. in first race for cup, 1893, 146; again meets Valkyrie II., but fails to make a race, 146; wins second cup race, 146, 147; fourth meeting of, with Valkyrie II. results in no race, 147; defeats Valkyrie II. in final cup race after a hard contest, 147-151; accident to centre-board of, in final cup race, 148; is first of a vicious type of yacht, 152; crosses the Atlantic, 152; racing season of, in England, mentioned, 157; is fitted out as a trial-vessel for Defender, 157; races of, against Defender productive of friction, 157, 158; meets Defender, Volunteer and Jubilee on N. Y. Y. C. cruise, 158; leads in Goelet cup race after withdrawal of Defender, 158; protests Defender in practice race, 158; is defeated by Defender in second trial race, 160; is defeated by Defender in third trial race, 161; is at regatta of Mudhook Y. C. when Valkyrie II. is sunk, 172; as a yawl is defeated by Columbia, 224; races as a yawl off Newport, 233; fast time of, in final race against Valkyrie II., mentioned, 237; mentioned, 241, 356; record of, in America's cup races, 373; see also list of illustrations.
- VINDEX**, cutter, first American metal yacht, description of, 94; mentioned, 99.
- VOLANTE**, American cutter, description of, 94.
- VOLANTE**, cutter, is in R. Y. S. regatta, 23-26.
- VOLUNTEER**, is built as a cup-defence vessel, 1887, 116; description of, 116; characteristics of, compared with Puritan, Mayflower and Thistle, 116; is sailed by Capt. "Hank" Hall, 117; proves a success from the first, 117; defeats Puritan and Mayflower, 117; wins Morgan, *Boston Herald* and Providence and Newport citizens' cups, 117; wins the Goelet cup, 1887, 117; defeats Mayflower in trial races, 119; is measured at Erie Basin, 119; defeats Thistle in cup races, 123, 124; career of, after cup races, 124; terms of races of, referred to by N. Y. Y. C., 132; mentioned, 137, 139, 144, 152; is second in Goelet cup race, 1895, 158; meets Defender, Vigilant and Jubilee on N. Y. Y. C. cruise, 1895, 158; match of, with Thistle mentioned, 278; reference to cost of, 295; mentioned, 335, 363; record of, in America's cup races, 373; see also list of illustrations.
- WABASH**, frigate, chases the America on Savanah blockade, 40; as a receiving ship, mentioned, 41.
- WALKER**, CAPT. THOMAS D., commands cutter Gresham in patrol fleet at cup races, 1899, 206; is in charge of government patrol fleet at cup races, 1901, 257.
- WALLACE**, WILLIAM J., justice U. S. circuit court, is on list of honorary members N. Y. Y. C. in 1901, 285.
- WALLACK**, LESTER, actor, sails on Columbia, schooner, Oct. 19th, 1871, 71.
- WALLER**, JOHN R., as commodore N. Y. Y. C., advises liberal interpretation of deed of gift, 84; is part owner of Pocahontas, 84.
- WALTERS**, HENRY, as part owner of Constitution, mentioned, 223.
- WANDERER**, schooner, defeats the America, 42; is in Brenton Reef cup race, 1876, 79; is at line, cup race of August 12th, 1876, 81; is defeated by Idler for Brenton Reef cup, 376.
- WASP**, cutter, description of, 138; reference to, 139, 157.
- WATERBURY**, JAMES M., is an original member of N. Y. Y. C., 2; is owner of Una, sloop, 4.
- WATSON**, GEORGE L., yacht designer, remarks of, on the America's sails, 36; makes notes on American yachts, 115; designs Thistle, 115; is in conference regarding Thistle's excess of water-line, 120; statement of, on Thistle's excess of water-line, 120; is given a reception, (with Mr. Bell), by N. Y. Y. C., 124; explains cause of Thistle's failure, 125; designs Valkyrie I., 132; designs Valkyrie II., 144; biographical sketch of, 144; designs Valkyrie III., 161; is on Valkyrie III. in cup races, 167; is on Valkyrie II. when she is run down in the Clyde, 172; designs Distant Shore, afterward Kariad, 178; designs Britannia, 203; designs Shamrock II., 216; is on board Shamrock II. when that vessel is dismasted, 247; statements concerning experiments of, with Shamrock II. model, 253; is compared with Herreshoff by Sir Thomas Lip-ton, 268.
- WEALTH**, democratic aristocracy of, in America, 281-283.
- WEBB**, J. BEAVOR, challenges to sail for the America's cup, 92; requests that Genesta and Galatea race in the same season, 92; conditions requested by, under Genesta-Galatea challenges, 93; steers Galatea in first cup race, 1886, 111.
- WEBSTER**, DANIEL, remark of, on announcement of the America's victory, 29.
- WELD**, GEORGE W., as owner of Hildegard, schooner, mentioned, 324.
- WELD**, WILLIAM F., as part owner of Puritan, mentioned, 96.
- WENDUR**, yawl, takes Cape May cup on a sail-over, 377; resigns same to Britannia, 377.
- WHITNEY**, HARRY P., is a governor of Newport Y. R. A., 1901, 227.
- WHITNEY**, WILLIAM C., serves on N. Y. Y. C. committee of inquiry on Lord Duntaven's charges, 182.
- WINGEON**, schooner, is in America's cup race, 1870, 53.
- WILDFIRE**, cutter, joins fleets in R. Y. S. regatta, 25; outsails the America in running, 39.
- WILEY**, CAPT. OWEN S., commands cutter Algonquin, in patrol fleet at cup races, 1899, 206.
- WILLARD**, E. A., manages Vigilant for George J. Gould, in practice races against Defender, 157; protests Defender in practice race off Sandy Hook, 158; withdraws Vigilant from contests with Defender, 158; is informed regatta committee considers him in wrong, 159; protest of, decided against Vigilant, 159.

INDEX

- WILKES, HAMILTON**, is an original member of N. Y. Y. C., 2; is part owner of the America, 6.
WILSON, R. H., as maker of the America's racing sails, mentioned, 11; recuts Countess of Dufferin's sails, 79.
WILSON & SILSBY, sail-makers, mentioned, 349.
WILTON, EARL OF, commodore R. Y. S., letter of, to John C. Stevens, 9; replies to first challenge for the America, 18; sends stakes of the America-Titania race to winners, 32; mentioned, 70.
WINANS, ROSS, as owner of Arrow, sloop, mentioned, 84.
WINCHESTER, COL. W. P., joins first N. Y. Y. C. cruise, 2.
WINDOM, revenue cutter, is in patrol fleet at cup races, 1899, 206.
WINSLOW, torpedo boat, is in patrol fleet at cup races, 1899, 206.
WINTHROP, RUTHERFORD, is a governor Newport Y. R. A., 1901, 227.
WOLVERTON, LORD, as part owner of Valkyrie III., mentioned, 161.
WOODBURY, J. MCG., is fleet surgeon N. Y. Y. C., 2; is named as representative of J. Beavor Webb, 1885, 93.
WORTHINGTON, GEORGE H., as owner of Priscilla in 1901, mentioned, 110.
WRINGE, CAPT. ROBERT, is assistant sailing-master of Shamrock I., 204.
WYVERN, schooner, is in R. Y. S. regatta, 23.
XARIFA, is stake-boat for the America and Titania, 22.
YACHT CLUBS, early American, 2; (See also names of clubs individually.)
YACHT DESIGNING, American, revival of, following second Dunraven challenge, 37; English, effect of the America on, 35-39.
YACHTING, American, vicious class in, 277-291.
YACHTSMEN, British, ostracize the N. Y. Y. C., 279.
YACHT RACING ASSOCIATION of England, requests interpretation of the deed of gift, 1887, 132.
YACHTS, English, models of, in 1851, 35.
YOLANDE, second American cutter, description of, 95.
YORK, WILLIAM, as secretary of Royal London Y. C., requests interpretation of deed of gift of 1887, 131, 132.
YORKTOWN, CITY OF, steamer, mentioned, 167.
YOUNG, ALLEN, serves on special committee of R. Y. S. on America's cup, 1889, 133.
ZIEGLER, WILLIAM, as one of syndicate building Atlantic, sloop, mentioned, 109.

RETURN TO → CIRCULATION DEPARTMENT
202 Main Library

LOAN PERIOD 1 HOME USE	2	3
4	5	6

ALL BOOKS MAY BE RECALLED AFTER 7 DAYS

1-month loans may be renewed by calling 642-3405.
1-year loans may be recharged by bringing the books to the Circulation Desk.
Renewals and recharges may be made 2 days prior to due date.

DUE AS STAMPED BELOW

REC. CIR. SEP 23 1961

UNIVERSITY OF CALIFORNIA, BERKELEY
FORM NO. DD6, 60m, 1/83 BERKELEY, CA 94720

THE UNIVERSITY OF CALIFORNIA LIBRARY

