PATROL OF YACHT RACES.

Rules That Must Govern All Vessels on Course.

[FROM THE TRIBUNE BUREAU.]

Washington, Aug. 15.—Rules and regulations to govern the patrol of the course of the international yacht races have been issued by Secretary Cortelyou of the Department of Commerce and Labor. The regulations apply to owners and masters of excursion steamers, yachts and all craft carrying passengers to view the races. The regulations are explicitly drawn, and Secretary Cortelyou, who is made responsible under the law for the patrol of the course, makes it clear that he regards the responsibility placed on him for the protection of life with proper weight. Every violation of the regulations is to be met with prompt and full penalty.

The regulations are issued in "Department Circular No. 13," and are to be observed under penalty of revocation of license, "and such additional or other penalty as may be prescribed by law." The rules are as follows:

Rule 1. Observe carefully the movements of the patrol vessels and carry out promptly and cheerfully the instructions received from them. These vessels will fly the revenue flag at the masthead, and these only are hereby authorized to enforce the rules.

Rule 2. A clear space of half a mile abeut the starting line will be maintained until the race has been started. To accomplish this, presupposing that the race is to windward, the vessels of the first division of the patrol fleet will be formed in column extending from the vicinity of the starting line to the left, in a direction four points from the wind. The second division will form a similar line four points to the right of the direction of the wind. The two lines of patrol vessels will thus form a right angle. All vessels, except the judges' and committee boats, or vessels carrying the patrol flag, must keep outside of the patrol lines. The space inclosed in the right angle thus formed will be reserved for the competing yachts. If, on the other hand, the first leg be to leeward, Rule 6 will apply.

Rule 3. If, after crossing the line, the competing yachts stand on the port tack, the second division will form column and stand on a course parallel with them. All vessels outside the second division will take the same course. The first division will form line and take the same course as the competing yachts. All passenger vessels outside of this line will head in the same direction and be careful to keep astern of the line of patrol vessels. The entire fleet of vessels will thus be heading the same course with the yachts, and will be entirely clear of them. When the yachts tack, all patrol vessels will at once change course and steer the course taken by them. Passenger vessels will do the same. The second division will find themselves in line in this case, and the first division in column.

Rule 4. When the competing yachts turn at stakeboat for the run in, all patrol vessels will head for the vicinity of the finishing point. The first division in column, inverted order, will head for a point half a mile to the right of the finish line. The second division, in similar formation, will head for a point half a mile to the left of the finish line. Thus a clear space, one mile wide, will be maintained astern of and to windward of the competing yachts.

But whether this space for the movement of the competing yachts be more or less than one mile wide, all vessels present for sight seeing purposes must keep outside of the patrol lines. Any intrusion within the patrol lines, irrespective of the distance of the latter from the competing yachts, will be held as a violation of these regulations and the offender will be rigorously dealt with.

Rule 5. All passenger vessels will be careful not to cross astern of, or crowd in upon, the competing yachts on the run in, but will remain on the outside of the line of patrol vessels, and they must also avoid crowding about the finish line. This is imperative.

Rule 6. If the race be to leeward and return, the patrol vessels will form two parallel lines one mile apart, first division to the left and second division to the right, and in this formation head the course steered by the competing yachts. Passenger vessels must keep outside of these lines and observe Rule 5. Until reaching the outer mark, Rule 4 will apply. When the yachts turn the outer mark and start on the beat back, Rule 3, with the patrol in inverted order, will be observed.

Rule 7. Should the wind shift during any of the races, patrol vessels will immediately indicate the line to be formed, as in the rules laid down, and passenger vessels must keep outside of these lines with as little delay as may be consistent with safety.

TRIANGULAR RACE.

All seafaring men will understand the difficulties in the way of keeping a triangular course clear, and it is hoped that the public will be patient with the rules which must, from the necessities of the case, bar them from following the entire course. The fact that the competing yachts will be faster on the second leg of the course, with their sheets eased, than a majority of the vessels carrying passengers, renders it impossible to allow these vessels to follow the entire course. Therefore the following rule becomes imperative and must be carefully observed:

Rule 8. When the competing yachts reach a point on the first leg of the course to be determined by the officer in charge of the patrol fleet, the patrol flag will be lowered to half-mast and the steam whistles blown on all patrol boats. When this signal is made, all vessels carrying passengers will run at full speed for a position to leeward of the last leg of the course, and as near the second stake boat as may be, without approaching it nearer than half a mile. The patrol boats will in this case establish a single line, the first division in the lead, to the leeward of the line on which the competing yachts will run, and all passenger vessels must find themselves to leeward of this patrol line before the yachts turn the second stake boat. On the run in all vessels must be careful not to cross the sailing line of the competing yachts, either ahead or astern of them, but keep to leeward of the patrol line until the race is finished.

Note—The movement of the patrol fleet, steam yachts, and excursion boats across the triangle from the first leg of the course, as shown in Rule 8, presupposes that the first or windward stretch of the competing yachts is to the right from the starting point. In the event that the direction of the wind is such that the regatta committee selects the left leg from the starting point as the first leg of the course, the movement of the patrol fleet, the steam yachts, and the excursion boats—when the signal is given by the flagship—will be across the triangle to the right.

Rule 9. A blank cartridge fired from any one of the patrol vessels will indicate that some vessel is persistently violating some rule. Prompt attention to this warning signal will obviate the necessity of sending the offender back to New-York in charge of an officer of the Revenue Cutter Service, and the revocation of the license of the master.

By direction of Secretary Cortelyou the supervising inspector general of the Steamboat Inspection Service has written all the local inspectors of steam vessels in the Second District, from Bath, Me., to Philadelphia, giving explicit instructions as to the part they are to take in enforcing the regulations governing the patrol for the international yacht races. This follows the recent action of the Department of Commerce and Labor in enjoining upon the local inspectors, and particularly upon the supervising inspector at New-York, the necessity of taking every precaution against the overcrowding of excursion steamers. The rules governing the patrol of the races are practically the same as those issued for the races two years ago.

THE CAROLINA BEATS THE BARBARA.

[BY TELEGRAPH TO THE TRIBUNE.]

Newport, R. I., Aug. 15.—The race between the 30-footers this afternoon was won by the Carolina. It was sailed in a strong southwest wind, and the course was from the outer harbor to Brenton's Reef Lightship and return, a distance of ten miles. It was a beat out, and a run back with spinnakers.

The start was close, the Barbara and the Carolina crossing with the gun, the latter boat being to windward, and on the beat out she gradually worked up into the wind, until, at the lightship, she was a few seconds ahead of the Barbara. The lightship was rounded at 4 o'clock, and after the boats had squared away there were several luffing matches, but the Carolina would not let the Barbara pass her. When the boats got in the bay the wind lightened considerably, and the Carolina gradually drew ahead, until at the finish line she was nearly a minute in the lead.

All the boats were sailed by their owners, with the exception of the Raccoon, which was sailed by Reginald Ronald. The summary (start, 3:20):

Boat and owner.	Finish. H.M.S.	Elapsed time. H.M.S.
Carolina, P. Jones	4:45:11	1:25:11
Barbara, W. Rutherfurd	4:46:09	1:26:09
Raccoon, J. R. Drexel	4:47:44	1:27:44
Vaquero III, P. Whitney	4:48:09	1:28:09

BROOKLYN YACHT CLUB HOLDS RACES.

The Brooklyn Yacht Club held races yesterday in the series for cups offered by the board of governors. The larger classes started for Sandy Hook Bay, where the night was spent. To-day the craft will return to the clubhouse and Bensonhurst. For the series a special classification has been arranged. Class A got away at 3:35 and included A. C. Soper's sloop Winona and the yawl Gaviota, owned by G. Curtis Gillespie. Class B got away at 3:25. In it were the Bonito, Haviland Bros.; the Kangaroo, C. H. Humphreys; the Pocahontas, B. Atkinson, and the Bess, Sydney Grand.

The other boats went twice over the usual association course, with marks at Sea Gate, Fort Hamilton, the Marine and Field Club, and the start off the Brooklyn Yacht Club anchorage. The Sandpiper and the Rascal were the winners. A good breeze held throughout the contest from the southwest. The summary:

CLASS D—START 3:35.

Boat and owner.	Finish. H.M.S.	Elapsed time. H.M.S.
Sandpiper, W. W. Redfern	5:01:14	1:26:14
Warren, W. T. Paal	5:00:37	1:34:37

CLASS E—START 3:40.

Rascal, D. G. Whitlock	5:02:47	1:22:47
Boonie, C. D. Durkee	5:03:28	1:23:48

CONDITIONS FOR RACES.

New-York Yacht Club Tells How Coming Contests Will Be Sailed.

S. Nicholson Kane, the chairman of the regatta committee of the New-York Yacht Club, and his associates, Newbury D. Lawton and Edward H. Wales, issued yesterday the official rules for the government of the coming match races for the America's Cup, beginning on August 20.

The conditions of the races, according to the "mutual agreement" clause, which is not included in the deed of gift, are as follows:

Best three out of five races, each thirty nautical miles in length, over ocean courses outside of headlands, and with a time limit of five and a half hours; the first, third and fifth races being fifteen miles to windward, or to leeward, and return, and the second and fourth around a triangle ten miles to a leg. In every case the outward course shall be laid to windward, if possible, from Sandy Hook Lightship. The races shall be sailed on Tuursdays, Saturdays and Tuesdays, commencing on Thursday, August 20. An unfinished race of one kind shall be repeated until decided. The starting line shall be established and the compass course signalled as early as practicable, and the vessel laying the course shall be started ten minutes prior to the preparatory signal. In case a serious accident occurs to either vessel prior to the preparatory signal she shall have such time, not exceeding in any event four weeks, as the respective committees of the New-York Yacht Club and the Royal Ulster Yacht Club shall determine to be re[illegible] to effect repairs, before being required to start; or, if such accident occurred during a race, before being required to start in the next race; but no such allowance of time to repair shall permit of any race being sailed after October 31, 1903. If either vessel be disqualified in any race, such race shall be awarded to the other vessel, whether she shall complete the course within the time limit or not. If through the fault of either vessel, the other be totally destroyed or so injured as to be incapable of repair, and the latter shall be free from fault, the match shall be awarded to her. If in the opinion of the regatta committee, the weather shall, at the time appointed at the start of any race, be or threaten to be of such severe character as not to afford a reasonable opportunity of fairly testing the speed of the two vessels, the race may be postponed in the discretion of the regatta committee, unless either contestant shall insist upon its being started. Each vessel shall stand by the consequences of any accident happening to her after the preparatory signal, and, upon the occurrence of any such accidents disabling either vessel, the other shall sail out the race. The committee may postpone the start in case of accident, as stated; if the course cannot be laid from the lightship; if in their opinion the space around the starting line is not sufficiently clear; in case of fog; and if both vessels agree to a postponement, in which case the committee shall determine the time of the start. But no race shall be started after 1 p. m.

The start will be made from Sandy Hook Lightship, at as near 11 a. m. as will be practicable, the preparatory signal being given fifteen minutes in advance. But always with the understanding that should the direction of the wind prevent laying the course from the lightship, the starting line will be shifted to the nearest available point, and that in this case the preparatory signal will be given about half an hour later than the time set for starting from the lightship.

The courses are: No. 1. Letter S. From the starting line to and around a mark fifteen miles to windward, or leeward, and return, leaving the mark on the starboard hand.

No. 2. Letter T. From the starting line, ten miles to and around a mark; ten miles to and around a second mark, and ten miles to the finish line, leaving the marks on the outside of the triangle to port of starboard, according as the vessels are sent around.

The starting and finish lines will be between a point on the committee boat indicated by a white flag, and the mainmast of the lightship, or other stakeboat if the start is shifted from the lightship. These lines will be at right angles with the outward and home courses, respectively.

The compass courses (magnetic) will be set before the preparatory signal is given. The signals for course No. 2 must be read beginning forward.

The marks will be white floats carrying a red ball with horizontal white stripe showing letters "N. Y. Y. C." in blue, and surmounted by a flash cone. The position of each mark will be indicated by a two masted vessel lying about one hundred yards beyond, and swinging a red ball from the triatic stay. Should a mark be wrecked its place will be taken by its marking vessel, which will display a red flag with diagonal white stripe in addition to the other indications, and in turning the vessel the directions for the mark will govern.

Starting Signals.—Preparatory—A gun will be fired, the club signal lowered and a "blue peter" cone hoisted. Warning—Ten minutes later, a second gun will be fired and a red ball hoisted. The Start—Five minutes later, a third gun will be fired, the "blue peter" cone lowered and a second red ball hoisted. Handicap Time—Two minutes later, a fourth gun will be fired and both balls will drop. Should a signal gun miss fire, a prolonged blast of the whistle will be given. At the finish a short blast will be given as each vessel crosses the line.

The committee boat, the Navigator, will display the committee flag, and at the finish she will also show a red ball. The courses will be laid by the John S. Scully, in charge of Lieutenant Commander W. J. Sears, U. S. N. (New York Yacht Club). The Coastwise, in charge of Lieutenant Commander H. C. Poundstone, U. S. N. (New York Yacht Club), will be the guide vessel, and in running the courses she will show two red balls hung horizontally, on the fore. The Unique, in charge of Commander Henry Morrell, U. S. N. (New York Yacht Club), will serve as an emergency vessel, and, should the start be shifted from the Lightship, she will serve as stakeboat, and, like the committee boat, will show a red ball.

Instructions with regard to the manœuvring area and the methods adopted for patrolling the courses can be obtained at the clubhouse or from Captain W. S. Kilgore, U. S. R. C. S., at the Barge Office.

During a fog the committee boat and the marking vessels, when not under way, will "at intervals of not more than one minute, ring the bell rapidly, for about five seconds," and at intervals of two minutes will sound five short whistle blasts.

CUP YACHTS IN DRYDOCK.

To Be Measured on Tuesday, and Have Spins Before First Race.

HERRESHOFF EXAMINES RIVALS.

Sir Thomas Lipton, C. Oliver Iselin and Captain "Nat" Herreshoff formed an interesting group yesterday standing on the edge of the Erie Basin drydock in which the Cup defender the Reliance had just been placed. Sir Thomas had come ashore from the Erin, Iselin from the Sunbeam and Herreshoff from his steam yacht the Roamer, anchored in the Basin.

Almost on the eve of the international race these three prominent figures in the coming contest—the owner of the challenger, the designer and manager of the defender—attracted attention as they chatted about the chances of the two yachts.

As a result of the conference it was decided that the Reliance and Shamrock III are to be measured on Tuesday afternoon instead of early on Wednesday morning, as originally intended. This will give both sides an opportunity to have a final sail stretching spin outside, for they are to be towed to their moorings off Sandy Hook on Wednesday morning.

Captain "Nat" Herreshoff made a thorough inspection of his latest "creation" as soon as the dock was clear of water. In company with Captain Charles Barr, he went down and examined the keel plates, the rudder, the stern—in fact, every part of the yacht below the waterline. When he returned to the pier he seemed well pleased with the result of his investigations. He then walked across to the larger drydock, where the finishing touches are being put on the white hull of Sir Thomas Lipton's Shamrock III. It is said to be the first time the "Wizard of Bristol" has had an opportunity to see his rival designer's craft out of water. He did not go down into the dock, but he examined her with a critical eye while walking completely around her.

The Reliance, in tow of her tender, the Sunbeam, arrived in the basin early in the forenoon, but it was 11:40 before there was water enough to float her in over the sill of the big dock. The gate was closed soon after, and the work of placing her over the blocks and shoring her up began. The pumps were started, and in two hours the water was all out of the dock and the beautiful hull of the yacht stood revealed. The Tobin bronze underbody of the Reliance was remarkably clean considering the fact that she had not been docked for about five weeks. The crew were put to work at once scrubbing and polishing the plates, and by "knocking off" time there was practically not a speck of dirt on the yacht's hull.

The Lipton tug, Cruizer, arrived from City Island at 4:30 p. m. with some new sails from the Ratsey sail loft. The last coat of enamel has been put on the Shamrock, and her crew finished painting her deck a dark yellow.

Sir Thomas Lipton was the guest last night of Lieutenant Governor Timothy Woodruff at dinner at Delmonico's. A large party will go on board the Erin this morning as guests of Sir Thomas, and after luncheon the yacht will sail for Oyster Bay to be ready for the naval review.

Sir Thomas will breakfast on board the Mayflower with President Roosevelt on Monday morning. Mr. Carmichael, of London, and Mr. and Mrs. Love, of Glasgow, guests of Sir Thomas, arrived yesterday. The Earl and Countess of Shaftesbury are to arrive on Wednesday. They will be met by Baron de Brabant and conveyed in his yacht to the Erin. Lord Charles Russell is expected back from Canada on Tuesday.

While Sir Thomas Lipton was being entertained on board the Sunbeam yesterday by C. Oliver Iselin and his party, the Shamrock's owner jokingly remarked: "Please don't leave me too far behind. It would not look well in the papers, you know."

Sir Thomas said yesterday that the government has afforded him every facility for embarking and landing his guests. The steamer William Fletcher, chartered by the Shamrock's owner, will leave Pier A every race day at 7:20 a. m. to convey guests to the Erin at Sandy Hook, where she will arrive at 9 a. m.

SIXTY YACHTS START.

Big Entry in Horseshoe Club's Regatta Off Larchmont.

Sixty yachts started, and all but six of them finished in the fourteenth annual regatta of the Horseshoe Harbor Yacht Club yesterday. The race was sailed on Long Island Sound, off Larchmont, and it was one of the most successful and interesting contests for small yachts seen in these waters this season.

The feature of the day's sport was the racing of the competitive one design classes, in which there were entered two yachts from the Seawanhaka-Corinthian Yacht Club, two from the New-Rochelle, two from the Manhasset Bay and one each from the Ardsley and American Yacht clubs. The two latter were the Fidget and the Midget, both owned by Edwin Gould. J. W. Alker's 36-footer Alert and Trenor L. Parks's Mimosa sailed a good race, the latter winning by 4 minutes 4 seconds.

The wind was light from the south at the start. It freshened and shifted to the southwest before the finish. Several yachts were disqualified for going the wrong course, and the owner of the Chingachcook protested the Snapper and the Spinster for not complying with the scantling rules of the Yacht Racing Association.

Commodore C. W. Crossman, of the Horseshoe Yacht Club, and the regatta committee—Willard Fisher, Butler Whiting and E. E. Griffin—were the guests of Mayhew Bronson on board his steam yacht, the Trochilus, the judges' boat. Newbury D. Lawton, of the regatta committee of the New-York Yacht Club, was also on board. The class prizes were presented to the winners immediately after the race. The summaries:

SLOOPS—30-FOOT CLASS—START 11:35—COURSE 9 MILES.

Yacht and owner.	Finish. H.M.S.	Elapsed time. H.M.S.
Alert, J. W. Alber	2:06:40	2:31:40
Mimosa, T. L. Park	2:02:36	2:27:36

SLOOPS—25-FOOT CLASS—START 11:55—COURSE 9 MILES.

Chingachgook, E. A. Stevens	3:24:25	3:29:25
Firefly, G. F. Granberry	3:13:33	3:18:33
Snapper, Frank Page	2:51:16	2:56:16
Spinster, M. R. Babbott	2:54:41	2:59:41
Naiad, J. B. Palmer	Did not finish.	
Priestess, Iselin & Lane	Disqualified.	

SLOOPS—21-FOOT CLASS—START 12:00—COURSE 9 MILES.

Gazabo, H. T. Vulte	3:37:25	3:37:25
Jeerl, A. D. R. Brown	Did not finish.	
Montauk, G. P. Sheldon	2:57:10	2:57:10

SLOOPS—18-FOOT CLASS—START 12:00—COURSE 9 MILES.

Pandora, H. B. Towle	3:26:04	3:26:04
Cricket, B. Whiting	Did not finish.	

CATBOATS—21-FOOT CLASS—START 12:00—COURSE 9 MILES.

Jag, Thomas Clapham	3:28:21	3:28:21
Arline, E. Rendle	Disqualified.	
Dorothy, C. A. Marsland	Disqualified.	

CATBOATS—18-FOOT CLASS—START 12:00—COURSE 9 MILES.

Lobster, A. M. Brush	3:55:41	3:55:41

CATBOATS—15-FOOT CLASS—START 12:20—COURSE 4½ MILES.

Champion, T. J. Dee	Did not finish.	
Sneaker, Harmon	2:41:16	2:21:16

CHARLES HERRESHOFF ONE DESIGN CLASS—START 11:45—COURSE 9 MILES.

Hope, Adrian Iselin III	2:27:50	2:22:50
Lively, Columbus Iselin	2:31:49	2:46:49

RACEABOUT CLASS—START 11:50—COURSE 9 MILES.

Jolly Tar, Slocum Howland	2:26:20	2:36:20
Rogue, A. B. Alley	2:33:07	2:43:07
Mavis, G. Pirie	2:37:39	2:47:39
Rascal, Samuel C. Hopkins	2:37:22	2:47:22
Hobo, T. L. Park	2:35:18	2:45:18
Grasshopper, H. C. Pryer	2:46:19	2:56:19
Maryola, Charles M. Alley	2:24:02	2:34:02
Sis, F. T. Bedford, jr.	2:47:49	2:57:49
Howdy and Bertha	Disqualified.	

LARCHMONT 21-FOOT CLASS—START 11:55—COURSE 9 MILES.

Dorothy, L. Spence	2:53:09	2:58:09
Houri, J. H. Essex	2:49:37	2:54:37
Adelaide, J. J. Dwyer	Did not finish.	

COMPETITIVE ONE-DESIGN CLASS—START 12:05—COURSE 9 MILES.

Cayenne, Sherman Hoyt	3:39:35	3:34:35
Sabrina, C. W. Wetmore	3:35:04	3:30:04

NEW-ROCHELLE YACHT CLUB.

Knave, R. N. Bavier	3:32:10	3:27:10
Caper, P. L. Howard	3:31:30	3:26:30

MANHASSET BAY YACHT CLUB.

Bab, J. R. Hoyt	3:39:09	3:34:09
Lambkin, S. W. Roach	3:38:22	3:33:22

ARDSLEY YACHT CLUB.

Midget, Edwin Gould	3:40:03	3:35:03

AMERICAN YACHT CLUB.

Fidget, Edwin Gould	3:37:31	3:32:31

SEAWANHAKA KNOCKABOUTS—START, COURSE 9 MILES.

Fampero, R. T. Bailey	3:22:07	3:12:07
Lucille, H. E. Black	3:28:54	3:18:54

MANHASSET YACHT CLUB ONE DESIGN CLASS—START, 12:10—COURSE 9 MILES.

Arizona, George A. Corry	3:40:26	3:30:26
Falcon, Stevens & Cole	3:45:10	3:35:10

NEW-ROCHELLE YACHT CLUB ONE DESIGN CLASS—START 12:10—COURSE 9 MILES.

Deuce, N. D. Lawton	3:42:09	3:32:09
Ace, A. Bavier	3:38:34	3:28:34

SEAWANHAKA YACHT CLUB ONE DESIGN CLASS—START 12:10—COURSE 9 MILES.

Baby, F. J. Gould	3:52:50	3:42:50

HEMPSTEAD HARBOR YACHT CLUB ONE DESIGN CLASS—START 12:10—COURSE 9 MILES.

Wif Waf, H. H. Sayer	3:36:15	Disqualified.
Scud, Donald S. Abbott	3:39:34	3:29:34

INDIAN HARBOR SAILABOUTS—START 12:20—COURSE 4½ MILES.

Cero, R. Mallon, jr.	2:23:25	2:03:25

PELHAM COUNTY CLUB LARKS—START, 12:20—COURSE 4½ MILES.

Echo, T. A. Weatherby	2:12:12	1:52:12
Gloria, George B. Mott	2:16:10	1:56:10
Skidoo, M. St. G. Davies	2:09:14	1:49:14
Flirt, D. Carll	Did not finish	

HORSESHOE HARBOR ONE DESIGN CLASS—START, 12:20—COURSE 4½ MILES.

Jessie, F. Blauvelt	2:16:45	1:56:45
Whiff, W. B. Manny	2:25:54	2:05:54
Catherine, R. E. Robinson	2:57:54	2:17:54

SPECIAL HORSESHOE HARBOR OPEN CAT CLASS—START, 12:15—COURSE 9 MILES.

Miriam, Joseph Price	3:45:35	3:30:35
Ripple, Daniel Downing	3:35:47	3:20:47

The winners were the Mimosa, the Montauk, the Pandora, the Jag, the Lobster, the Sneaker, the Hope, the Maryola, the Houri, the Caper, the Pampero, the Arizona, the Ace, the Baby, the Scud, the Cero, the Skidoo, the Jessie and the Ripple.

ATLANTIC YACHT CLUB RACES END.

The Vagabond Wins First Prize—Many Compete in the Water Sports.

The Atlantic Yacht Club race week ended yesterday with a "ladies' race" and water sports. For the contest for the yachtswomen Commodore Robert E. Tod gave a silver platter as first prize. The club offered trophies for boats finishing in second and third places on corrected time. Sixteen craft started and finished the contest. T. A. Vernon's the Vagabond, sailed by the owner's wife, won first prize. W. H. Childs's the Trouble, sailed by Mrs. M. Childs, captured second, and W. A. Barstow's the Cockatoo, handled by Mrs. Barstow, took third.

A good sailing breeze from the southwest was blowing when the boats came to the line. All started in one class on time allowance. The boats started well bunched. They had a run to Fort Hamilton, a reach to the Marine and Field Club stake boat, a close reach to the spar buoy off Ulmer Park, and windward work home to the start off Sea Gate. The course was covered once, an approximate distance of three and three-quarter miles. The summary:

Boat.	Start. H.M.S.	Finish. H.M.S.	Elapsed time. H.M.S.	Corrected time. H.M.S.
Vagabond	2:05:30	2:50:12	0:44:42	0:39:54
Trouble	2:15:00	3:00:48	0:45:48	0:40:07
Cockatoo	2:05:30	2:51:10	0:45:40	0:41:03
Bobtail	2:07:30	2:49:42	0:42:12	0:41:36
Vivian II.	2:05:30	2:47:45	0:42:15	0:42:15
Bagheera	2:05:30	2:48:46	0:43:16	0:42:45
Adeline	2:07:30	2:51:25	0:43:55	0:42:51
Scalawag	2:05:30	2:57:10	0:51:40	0:43:54
Kate (yawl)	2:05:30	2:55:50	0:50:20	0:44:16
Mary	2:05:30	2:56:23	0:50:53	0:44:51
Wraith	2:05:30	2:56:22	0:50:52	0:45:11
Peccina	2:05:30	2:59:00	0:53:30	0:45:44
Constance	2:05:30	2:59:30	0:54:00	0:46:14
Carona	2:08:20	2:57:20	0:49:00	0:46:38
Apukwa II.	2:05:30	3:00:23	0:54:53	0:47:07
Smoke	2:05:30	2:58:00	0:52:30	0:48:43

The water sports in the afternoon were witnessed by a large crowd of spectators seated on the boardwalk facing the basin. Eight contests were held, including power launch and dingy races. Money prizes were given to all save club members or their sons, who received medals. The summary follows:

Launch race, 3½ miles—Won by Varuna, F. F. Ames. Corona, Arthur F. Luke, and Taniwha covered wrong course.

Single dingies, ¼ mile—Won by Ed Albertson, Corona; Charles Holme, Mira, second; Loyal, third. Alex Olsen, Vivian II, also started.

Double gigs, ¼ mile—Atlantic Yacht Club boat won; Loyal, second; Corona, third. Thistle also started.

Swimming race, fifty yards (novice)—Won by Hudson Booth; H. S. R. Anderson, second; Walter S. Sinclair, third. Henry Eagle also started.

Potato race—Won by John Lake, Thistle; Lewis Nelson, Ondawa, second; Charles Holme, Mira, third. Albert Young and John Matthews, Taniwha, also started.

Tub race, for members' sons—Won by Henry Eagle; Hudson Booth, second. There were five other starters.

Special swimming race—Won by Albert Hyde, Thistle; Hudson Booth, second; John Lake, Thistle, third.

Walking greased pole—Won by Albert Hyde, Thistle.

THE BAT WINS HER FIFTH VICTORY.

[BY TELEGRAPH TO THE TRIBUNE.]

Bar Harbor, Me., Aug. 15.—The Saturday race of the Bar Harbor 31-footers was held in the outer bay to-day. The wind was strong at the beginning of the race, but died out toward the finish. Edgar Scott's Bat, sailed by William Wright, won her fifth victory. W. C. Allison, on the Indian, was second. The summary:

Boat and owner.	Elapsed time. H.M.S.
Bat, Edgar Scott	1:50:09
Indian, W. C. Allison	1:50:46
Cricket, W. G. Ladd	1:50:48
Ben, Stuart Brothers	1:51:58
Astrild, H. L. Eno	1:53:32
Joker, H. M. Sears	1:54:15
Scud, A. J. Cassatt	1:55:06
Curlew, R. H. Gallatin	1:56:32
Zara, J. M. Sears, jr.	1:57:05
Papoose, V. E. Macy	2:02:37
Redwing, T. G. Condon	2:06:02

BRITISH SKIPPERS CONFIDENT.

General Belief That Shamrock III Will Carry Away the Cup.

London, Aug. 15.—The yachting skippers on the Clyde are generally optimistic regarding Shamrock III's chances of winning the America's Cup. John Carter, the well known skipper of King Edward's Britannia, believes that Shamrock III is able to beat the Reliance, but hopes that the managers will speedily make up their minds definitely regarding the trim of the boat and her canvas.

"Ben" Parker, the captain of Emperor William's Meteor III, says "the flat footed Shamrock will win."

Captain "Archie" Hogarth, who sailed Shamrock I, is similarly confident, "provided the weather suits her, and what suits her is a smart breeze with a good sea on."

Captain Sycamore, skipper of Shamrock II in the America's Cup races in 1901, is non-committal on account of the in and out form shown by the challenger in the trial races.

THE LUCK PROVES HER NAME TRUE.

Long Branch, N. J., Aug. 15 (Special).—Commodore Arthur Byron's The Luck won the race this afternoon for the Monmouth Yacht Club cups. The Luck crossed the line a winner by eight seconds in a close and exciting race, and now leads in the series by seven points. This afternoon's race was the sixth of the series, and three more are to be sailed. This does not include a special race to be sailed to-morrow afternoon. The corrected time of the yachts was as follows:

	H.M.S.
The Luck, Arthur Byron	0:46:20
Spendrift, Reginald Pell	0:48:28
Maizie, William Nash	0:49:55

SHELTER ISLAND YACHT CLUB RACES.

Shelter Island, Long Island, Aug. 15.—The Shelter Island Yacht Club held a series of races over the club's courses in Deering Harbor to-day. The wind blew from the southwest and held strong. The Oiseau, handled by H. L. Maxwell, got the windward berth on the run home and own in the slip class, defeating the Kalmia, of George Trowbridge Hollister, and the Empronzi, og Paul J. Rainey, of the Corinthian Yacht Club, of Philadelphia. The Class R race was captured by Horace Keim's Arrow. The summary:

SLOOP CLASS—START 3:10.

Boat and owner.	Finish. H.M.S.	Elapsed time. H.M.S.
Oiseau, H. L. Maxwell	6:30:49	3:29:59
Kalmia, G. T. Hollister	6:36:58	3:28:58
Empronzi, P. J. Rainey	6:39:57	3:29:59

CLASS R—SLOOPS—START 2:15.

Arrow, Howard Keim	5:18:52	3:03:52
Iris, G. Piel	5:23:54	3:08:54
Harp, J. D. Lunning	5:27:54	3:13:54
Flash, N. Schieckel	5:29:29	3:14:29
Snook, J. G. Bowcker	5:31:50	3:16:50

ARROW AND EMLA WIN CONTESTS.

The fourth special race for the Lighthouse Cup was sailed over the club course of the Penataquit Corinthian Yacht Club yesterday in a southwest breeze which varied to northwest. In the Sloop Class A. T. R. Macy's Arrow won an easy victory. The Emla won in the cruising class. The summaries:

SLOOPS—CLASS A.

Yacht and owner.	Corrected time. H. M. S.
Arrow, T. R. Macy	2:38:10

SLOOPS—CRUISING CLASS.

Emla, G. B. Williams	2:46:54
Nindith, C. A. O'Donohue	2:51:26
Lillian, S. F. Rothschild	2:57:18
Toboggan, W. J. Gordon	2:57:40

LAWN TENNIS.

Larned Beats R. F. Doherty in Exhibition Match at Southampton.

Southampton, N. Y., Aug. 15 (Special).—Closely contested tennis marked the final rounds of the unfinished matches of the tournament on the courts of the Meadow Club to-day. The mixed doubles and an exhibition match in the singles between the tall Englishman, Reginald F. Doherty, and William A. Larned divided the interest.

Much to the surprise of the gallery in the morning the Doherty brothers and their partners were defeated in the second round of the mixed tournament. The Britons did not appear to act in concert with the women experts, who were strongly aggressive and ever ready to go to the net.

The spirited and dashing work of Miss Hollins and Ollie Campbell completely overwhelmed Miss Hiss and Reginald F. Doherty, as the score was 6—3, 6—0. Miss Hollins and Campbell played the record match of the day in the semi-final round, in which it was necessary to play thirty-eight games in two sets to decide the victory. Only the steadiness of Miss Hollins and the former national champion saved their side from defeat, as Miss Hiss and the tall Briton were several times within a stroke of capturing the sets. The final score was 7—5, 15—13.

The winning pair of the mixed doubles was Mrs. Hoadley and H. F. Mahony, who defeated Miss J. Russell and Robert Huntington, 6—4, 7—5.

Larned was in much better form than he had been against the younger Doherty on the previous day, and brought off his passing strokes with consummate skill and brilliancy. The match ended in favor of Larned, 6—3, 6—4, 6—4. The summary:

Mixed doubles (second)—Miss Pell and William J. Clothier defeated Miss Kobbe and Harry L. Doherty, 6—4, 6—3; Miss Hollins and Ollie Campbell defeated Miss R. Hiss and Reginald F. Doherty, 6—3, 6—0; Miss Kobbe and Edgar S. Leonard defeated Miss Jones and Ford Huntington, 6—2, 7—5.

Third round—Miss Pell and William J. Clothier defeated Miss M. Russell and Harry Torrance, 6—1, 6—2; Miss J. Russell and Robert P. Huntington defeated Miss Neeser and Harry F. Allen, 6—1, 6—3; Mrs. Hoadley and Harold F. Mahony defeated Miss Wilmerding and William A. Larned, 6—3, 8—6; Miss Hollins and Ollie S. Campbell defeated Miss Kobbe and Edgar S. Leonard, 7—5, 15—13.

Semi-final round—Miss J. Russell and Robert P. Huntington defeated Miss Pell and William J. Clothier by default; Mrs. Hoadley and H. F. Mahony defeated Ollie S. Campbell and Miss Hollins, 6—4, 4—6, 7—5.

Final round—Mrs. Hoadley and H. F. Mahony defeated Miss J. Russell and R. P. Huntington, 6—4, 7—5.

CYCLING.

Kramer Outrides Lawson in Match Race—Wins Two Heats.

Frank Kramer defeated Iver Lawson in two out of the three heats at various distances in the $3,000 match race at Manhattan Beach yesterday. In the first heat, at a third of a mile, Lawson won by a length and two feet. Kramer got the pole at the start. They loafed until the last turn then Lawson, who was a few feet behind, made a sprint. Inch by inch Kramer caught up to his rival, but despite his efforts Lawson finished first by two feet.

In the second heat, for a mile, Lawson vainly tried to get behind Kramer, but was unable to do so. Climbing the bank, the men started the last lap without pace. Just as Lawson had jumped out in the one-third mile race, Kramer made a dash in the one-mile, taking the lead and winning by two feet.

The third heat was for a third of a mile. After a false start Lawson was forced to take the lead. He started off at a lively pace when he found that he could not hope to outmanœuvre his opponent. Mounted high on the bank, Lawson led the final sprint, closely followed