

# SAIL AND MOTOR CRAFT PREPARING FOR SUMMER

## Many Yachts Fitting Out in Nearby Yards and Big Fleet Expected.

### MANY DO THEIR OWN WORK

#### Demarest Lloyd Purchases Nancy II. Formerly Elmina I.—Will Race Her Often.

The covers have been removed from many yachts in the big yards and basins and the work of fitting out has started. Every advantage is being taken of fine weather and very soon the ugly stained hulls and the weather beaten spars which have weathered many a winter storm will have been changed and the yachts put on their spring garbs of white paint and fresh varnish.

To out a vessel is a big undertaking. Every inch of outside woodwork must be scraped and smoothed down before the new dress is applied and every spar must be scraped and sanded until all the old dirt, weather stain and varnish has been removed and then, with the new coat of spars laid new again. Each piece of standing rigging must be overhauled, all metal work cleaned and brightened and then all running gear thoroughly tested before being reeve. With the wealthy yachtsman this is only a matter of engaging a crew and setting the men to work. The yachtsman, however, who really gets the most enjoyment out of his vessel is the one who helps in the fitting out work. There are hundreds of them in this city. They have longed for the return of warm days since their boats were laid up just before the winter and now they can be seen at all times that they can spare working like beavers, hardening their muscles with vigorous exercises, filling their lungs with pure fresh air and working with vim in anticipation of many days' delightful sailing before the season ends.

All around the water front of this city are many small basins and yards where the yachtsman does his own work. Many of these enthusiasts are capable of doing almost anything to a yacht. They will rearrange the interior, put in new planks when necessary, even make the hull, and do everything that a practical yachtsman will do. Others are content to do some of the light work and leave the harder one to hired men or the builder. These will visit their boats if they have leave their houses for a few hours on a Saturday afternoon and will spend Saturdays and Sundays in the basin hard at work. By the end of this month many of these small boats will be launched and even if the weather is rather cool for sailing, their owners will be out on the water and their boats will be used constantly until the end of the season.

The sailing craft are still popular. Sometimes a sailing yacht owner is called old-fashioned, but those who like to see the sailing vessel instead that they derive more pleasure from their yachts than do those who have taken to the motor boat. They prefer to make trips and be absolutely at the whims of the wind. They may not be looked for hours with a strong wind and rough sea and fight through some ugly squalls, and they will feel better afterward, knowing that they have conquered and have not simply steered while the motor does the work.

The indications now are that more yachts will be in commission this year than ever before. The pleasure fleet is much larger than it used to be. This is chiefly due to the popularity of the motor boat. A motor boat can be purchased for much less money than a sailing craft. It is not costly to run, and those who can only spare a few hours at a time for outings are nearly sure of being able to get back to port again unless the wind goes dead as it will sometimes. Then there is a brotherhood among motor boat men and they will always help another yachtsman who is in distress.

Morton F. Plant's schooner Elmina is being out at Greenport, and after going to New York to get new sails and spar will be started up of New London. Work has been started on the Iroquois, Echantress and others of the big craft. At Greenport, New London, Bay Island, Tebo's Basin, Port Jefferson, Bristol, and every other place where yachts are stored, work on the big vessels is being pushed and the season is being pushed ahead as far as possible. All that is needed to have the yachts out early is fine weather. Painting and varnishing must be done well when the atmosphere is at all damp.

Demarest Lloyd has purchased the Nancy II. Formerly Elmina I.—will race her often. This transfer was made through John H. Alden and Tams, Lemone & Crane. The boat was purchased last year by Frederick Gallatin, Jr. Mr. Lloyd is a member of the New York and Eastern Yacht Club and his yacht will be racing as often as possible. He will probably rename the yacht Progress. She will be taken at once to Marblehead to fit out. The Nancy II is 100 feet over all, 42 feet on the water line and 27 feet draught. She was built in 1907 from designs by A. Cary Smith by the Townsend, Downey Company, who were the builders of the Meteor for the German Emperor. She was built by F. Brewster and won Astor cups in 1901 and 1902. In a racing southwester she defeated the Herreshoff schooner Ingomar in 37 minutes. In 1903 the Elmina crossed the finishing line in a squadron run of the New York Yacht Club ahead of the Reliance. Owners of the big racing yachts will have all the racing they want this year. There will be several long distance races, the squadron runs of the Eastern and New York Yacht Clubs and the six days racing at Lattamont during that club's race week.

Until this year there has always been more racing of yachts in these three big clubs have arranged their events so that an owner who wishes to race in all events will have lots of time between each race. The Eastern Yacht Club long distance race will start on Saturday, June 29, and the races with ordinary luck will be at Marblehead in time to take part in the Eastern Yacht Club race on July 4. The Elmina will start on its cruise to the eastward, backing on July 1 to the larger yacht will race back to Marblehead for the Norman Yacht Club race on July 4. The first of the long week of sport there will be plenty of time for the yacht to start on the cup. Lattamont week will end on July 27, and there will be ten days rest for yachtsmen to get their vessels ready for the annual cruise of the New York Yacht Club. This cruise will begin on August 7. The fleet will be at Huntington. This is a change from the usual practice, usually the rendezvous has been off the club station at Glen Cove. Sometimes the squadron has sailed a race from off Glen Cove and ending in New London and then New London. This year the fleet will start on a sixty-four mile race in New London. This out of New Haven, and there is no reason why the fleet should do except to fight the mosquitoes and avoid going around in the Atlantic channel. From New London the fleet will sail to Block Island. This is another change and gives the yachtsmen a new port of call from Block Island and the fleet will sail to Newport, where it will remain at anchor on Sunday. Then there will be two days of racing. The first will be Vineyard Haven and back, and the old whaling town of New Bedford will be left out of this year's programme. The second will be the races for the Astor and the King's cups. There are two Astor cups, one for sloops and one for yachts, and the King's cup is for all yachts in one class, with full time allowance according to actual rating.

After the racing for the Lattamont and Cape Cod cups will be sailed, and it is expected that there will be a fair sized fleet of yachts in the latter event. It is expected that all yachts enrolled in the New York Yacht Club as the cup is now in possession of the club.

The Atlantic Yacht Club race week will be August 20 to 24 inclusive. Just what the

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The Bug did well as far as speed was concerned and made a mile at the rate of 21.72 miles an hour. The Vita Junior went at the rate of 27.08 miles an hour. The experts will try to determine whether the Bug, with 60 horse-power motors, or the Vita Junior, with 40 horse-power, is the better boat. An 40-footers on the models of these two tiny hydroplanes are being built for the defence of the British trophy. The performances mean much more than a mere race for pleasure. The performance of the Bug, considering her length, is remarkable. It is not long since designers feared that length counted for speed and that it was impossible to get high speed without length. Now length is not a factor, and the hydroplanes are built to skim along on the shortest length possible.

While the defenders of the trophy are working to keep it safely in his country for another year and at least six new boats will be ready for the trials the British are not wasting any time, but are bending all their energies to take the handsome bronze home again. At a meeting of the Royal Motor Yacht Club of Great Britain recently E. P. Armstrong, chairman of the club committee, referred to the international races in this way: "With regard to the British international trophy, the club for the third time has been unsuccessful in attempting to win back the cup. I hope, however, that this year we will be more successful. Four boats are being built by members of the club, and there is a possibility of a fifth."

The Yachting World says that the total number of pleasure vessels built, building or on order for the coming season in Germany amounts to 375, of which 235 are sailing and miscellaneous vessels and 141 are motor boats. The sailing boat is showing in popularity in Germany very fast.

### BROOKLYN HORSE SHOW NEAR.

The twentieth annual exhibition of the Riding and Driving Club will be held in the club building, Prospect Park Plaza, April 18, 19 and 20. This show marks the close of the indoor horse show season. More than 400 entries have been received for the forty-five classes for which prizes are offered, showing results of the hard work done by the committee, of which Charles F. Hubbs is chairman and Hamilton H. Salmon secretary. These entries include many noted prize ring winners, and the show promises to be the most successful in the history of the club.

It will be well supported by the members and by horsemen and horsewomen generally. Every box around the ring has been sold for each exhibition and many of the seats too have been disposed of. All the prizes have been contributed by members of the club. Among the prizes are some challenge trophies, for which keen competition is expected.

Next Friday evening has been set aside as military night, and the feature of the programme will be the classes for military mounts. The horses will be ridden by officers of the army and militia in uniform. These include Captains John D. Long, E. H. DeArmand, W. A. Bryant, Frank D. Barrett, Lieutenants John K. Kerr, E. Winfree, Alden S. Blodgett, Isham Henderson, W. Davis Conrad, Charles A. Doscher, W. Springer Mitchell, John T. Delaney, and men from Squadron C.

In the harness classes the exhibitors are W. H. Moore, whose horses will compete at the International Horse Show in London in June; James McLean, J. Sumner Draper, Philip Livingston, Mrs. A. S. Colgate, Emil Seelig, David B. Rintoul, Miss Olga L. Laurentz and Tonzo Sauvage. The other classes have entries from Miss Vera A. H. Cravath, Miss Ruth Draper, Miss C. Kearney, Mrs. W. A. McElroy, Mrs. George W. Levere, Miss Henderson, the Misses Hubbs, Mrs. L. A. D. Percival, Miss Laura H. Muri, Mrs. J. Carleton, Mrs. Margaret, Mrs. Margaret, Mrs. Thomas J. Regan, Mrs. M. Barrett, Miss Tillie M. Whiting, Mrs. Charles Holm, Miss Sara S. Park, Miss Margaret Gage, Miss Theodora Dunham, Sequoia Farm, A. L. J. Smith, L. M. Newnam Company, Mrs. Josephine B. McKay, John P. Beatty, Charles L. Bailey, B. K. Jacobs, George Chipchase, J. Parker Kirin, Geoffrey France, William N. Dykman, B. S. Castles, E. B. Spring, A. Lincoln Studier, Harold C. Parsons and G. William Hesch.

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While the defenders of the trophy are working to keep it safely in his country for another year and at least six new boats will be ready for the trials the British are not wasting any time, but are bending all their energies to take the handsome bronze home again. At a meeting of the Royal Motor Yacht Club of Great Britain recently E. P. Armstrong, chairman of the club committee, referred to the international races in this way: "With regard to the British international trophy, the club for the third time has been unsuccessful in attempting to win back the cup. I hope, however, that this year we will be more successful. Four boats are being built by members of the club, and there is a possibility of a fifth."

The Yachting World says that the total number of pleasure vessels built, building or on order for the coming season in Germany amounts to 375, of which 235 are sailing and miscellaneous vessels and 141 are motor boats. The sailing boat is showing in popularity in Germany very fast.

### BROOKLYN HORSE SHOW NEAR.

The twentieth annual exhibition of the Riding and Driving Club will be held in the club building, Prospect Park Plaza, April 18, 19 and 20. This show marks the close of the indoor horse show season. More than 400 entries have been received for the forty-five classes for which prizes are offered, showing results of the hard work done by the committee, of which Charles F. Hubbs is chairman and Hamilton H. Salmon secretary. These entries include many noted prize ring winners, and the show promises to be the most successful in the history of the club.

It will be well supported by the members and by horsemen and horsewomen generally. Every box around the ring has been sold for each exhibition and many of the seats too have been disposed of. All the prizes have been contributed by members of the club. Among the prizes are some challenge trophies, for which keen competition is expected.

Next Friday evening has been set aside as military night, and the feature of the programme will be the classes for military mounts. The horses will be ridden by officers of the army and militia in uniform. These include Captains John D. Long, E. H. DeArmand, W. A. Bryant, Frank D. Barrett, Lieutenants John K. Kerr, E. Winfree, Alden S. Blodgett, Isham Henderson, W. Davis Conrad, Charles A. Doscher, W. Springer Mitchell, John T. Delaney, and men from Squadron C.

In the harness classes the exhibitors are W. H. Moore, whose horses will compete at the International Horse Show in London in June; James McLean, J. Sumner Draper, Philip Livingston, Mrs. A. S. Colgate, Emil Seelig, David B. Rintoul, Miss Olga L. Laurentz and Tonzo Sauvage. The other classes have entries from Miss Vera A. H. Cravath, Miss Ruth Draper, Miss C. Kearney, Mrs. W. A. McElroy, Mrs. George W. Levere, Miss Henderson, the Misses Hubbs, Mrs. L. A. D. Percival, Miss Laura H. Muri, Mrs. J. Carleton, Mrs. Margaret, Mrs. Margaret, Mrs. Thomas J. Regan, Mrs. M. Barrett, Miss Tillie M. Whiting, Mrs. Charles Holm, Miss Sara S. Park, Miss Margaret Gage, Miss Theodora Dunham, Sequoia Farm, A. L. J. Smith, L. M. Newnam Company, Mrs. Josephine B. McKay, John P. Beatty, Charles L. Bailey, B. K. Jacobs, George Chipchase, J. Parker Kirin, Geoffrey France, William N. Dykman, B. S. Castles, E. B. Spring, A. Lincoln Studier, Harold C. Parsons and G. William Hesch.

A fine lot of jumpers has been entered and these classes will be better than in former years. Among those showing hunter topplers are Paul D. Cravath, B. Bryce Wing, J. E. Davis, J. A. Dykman, W. Burlingame, A. Livingston, A. Riding, A. C. Adams, Alfred W. Booram, Morris C. Hauger, B. Lambert Sackett, the Little Pony club, Mrs. C. C. Hille, George Chipchase, Henry Deegan, Sequoia Farm and Jeremiah Beall. The Longfellow race will be from Godfrey France, Miss Mary Cummings, Lieut. H. D. Higby, Alfred G. Bartle, Lieut. B. Winfree, Henry Deegan and Edward King.

There will be several long distance races, the squadron runs of the Eastern and New York Yacht Clubs and the six days racing at Lattamont during that club's race week. Until this year there has always been more racing of yachts in these three big clubs have arranged their events so that an owner who wishes to race in all events will have lots of time between each race. The Eastern Yacht Club long distance race will start on Saturday, June 29, and the races with ordinary luck will be at Marblehead in time to take part in the Eastern Yacht Club race on July 4. The Elmina will start on its cruise to the eastward, backing on July 1 to the larger yacht will race back to Marblehead for the Norman Yacht Club race on July 4. The first of the long week of sport there will be plenty of time for the yacht to start on the cup. Lattamont week will end on July 27, and there will be ten days rest for yachtsmen to get their vessels ready for the annual cruise of the New York Yacht Club. This cruise will begin on August 7. The fleet will be at Huntington. This is a change from the usual practice, usually the rendezvous has been off the club station at Glen Cove. Sometimes the squadron has sailed a race from off Glen Cove and ending in New London and then New London. This year the fleet will start on a sixty-four mile race in New London. This out of New Haven, and there is no reason why the fleet should do except to fight the mosquitoes and avoid going around in the Atlantic channel. From New London the fleet will sail to Block Island. This is another change and gives the yachtsmen a new port of call from Block Island and the fleet will sail to Newport, where it will remain at anchor on Sunday. Then there will be two days of racing. The first will be Vineyard Haven and back, and the old whaling town of New Bedford will be left out of this year's programme. The second will be the races for the Astor and the King's cups. There are two Astor cups, one for sloops and one for yachts, and the King's cup is for all yachts in one class, with full time allowance according to actual rating.

### TREKKING BACK FROM SOUTH COME BOATMEN

#### Owners of Motor Speeders Awaited With Great Expectancy.

### DISCUSS INTERNATIONAL ANNUAL CONFLICT WITH CRAFT OF BRITONS ALREADY TALKED OF.

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