

PERSONALITIES BEHIND THE STRUGGLE FOR THE CUP

Pertinent Facts Concerning the Yachtsmen in the Contest for the America's Cup

The long history of contention in the coming yacht races is the ugly side of a silver trophy known as the America's cup. It was won by the schooner yacht America in 1851 in an open regatta and was later made a perpetual challenge cup. It is not old enough to be an antique, its original value was only \$500, and it is now worth only its value in silver except for sentimental reasons.

Since it was made a challenge trophy English, Scotch, Irish and Canadian yachtsmen have given to win it. The representatives of the New York Yacht Club have always succeeded in prolonging its stay in this country. This year will be the thirteenth time that the New York yachtsmen have defended it, and it may be that the number 13 will mean ill luck for the home club. Then too the challenging yacht will fly the four-laced Shamrock, an omen of good luck, but whatever happens there will be some for the taking.

Sir Thomas Lipton is the trouble maker in this year, and it is his fault that the cup is not to be won by the Royal Ulster Yacht Club, the most hooshy hand of Ulster, the nation of the club, will fly from the halyard tonight.

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W. P. Burton will be the first challenger to sail the Resolute for the America's cup. If the Resolute is chosen to defend the trophy it will be a battle between amateurs for the first time in the history of the cup and a battle between men very similar in their nature and thoroughness. Years ago it was held that only a professional could sail such yachts as cup defenders, but the amateurs have demonstrated a degree that there are few professionals who can cope with them.

W. P. Burton has sailed in more than 100 races in British waters. For twenty years yachting has been his hobby, but instead of making a play of yachting he has made it a study, and as much as he has his business, he is one of those men who never say "I don't know." Everything that he does he enters into with heart and soul, and for that reason he is also a master of the book of bounds and during the season he is an ardent hunter-man. Of the 100 races that he has sailed he has won 618 were on his own account and he won with these 22 first prizes and 119 others, making 337 in all.

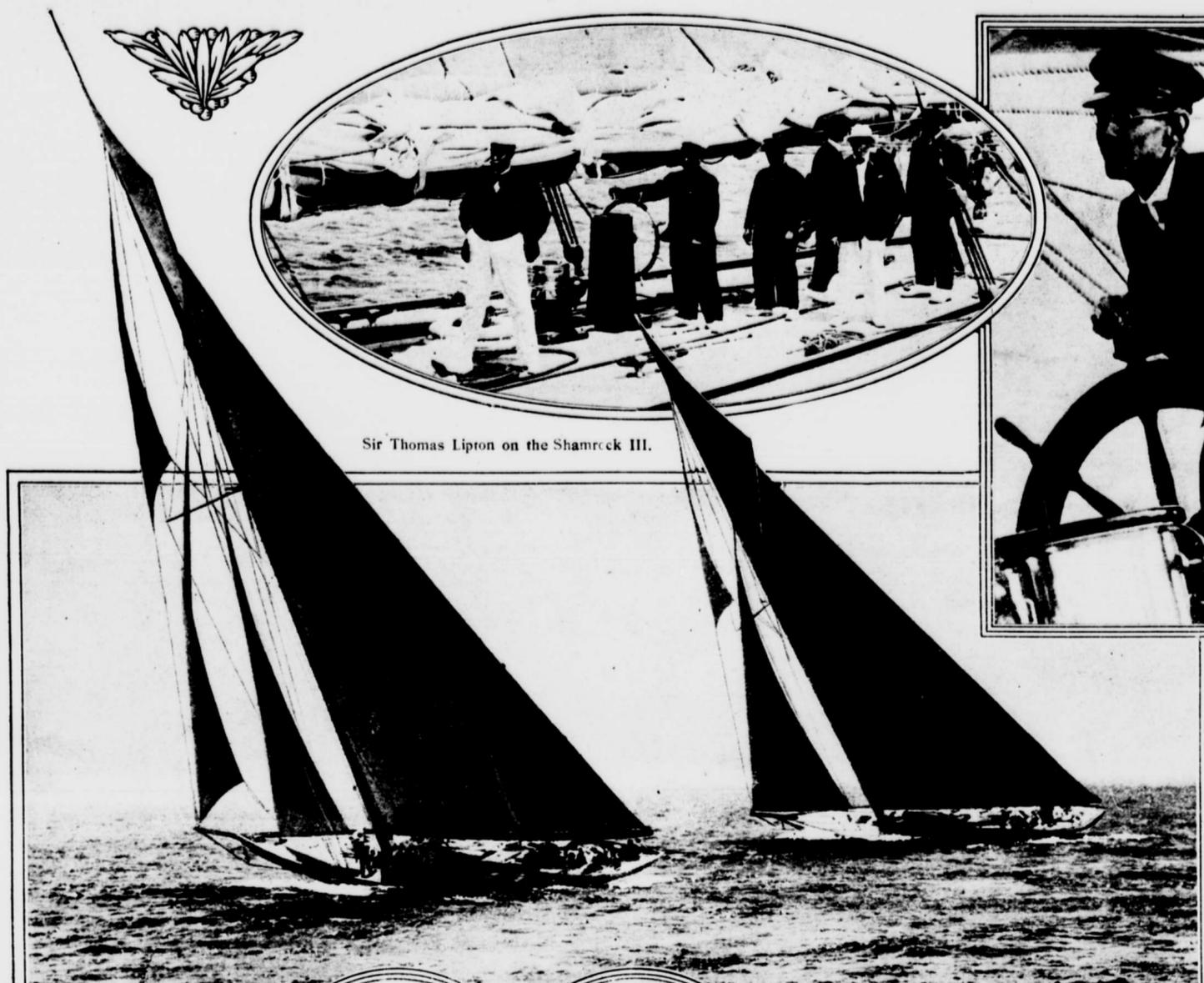
Mr. Burton will be the skipper and commander of the Shamrock and he will sail under the charge. He has with him a skipper, Capt. Turner, who will sail the yacht, and he has with him a crew of 10 men, all of whom are first-class sailors. He has a reputation for being a quick thinker, and then acts promptly and never gets rattled.

Charles E. Nicholson is now making his first attempt to win the America's cup. He designed the Shamrock IV, and he has shown that he is the most ardent sailor on the other side. He has sailed away all his life and he has turned out a boat which is the best in the world in the opinion of many who will be fast enough to win. He has a new type built to fit a rule which is not so good, and if Nicholson is successful he will have beaten the American rule badly. He is an enthusiastic sportsman as well as a designer of yachts. He can sail a yacht and he can design one when the Shamrock IV was built.

As the challenge was accepted by the New York Yacht Club set to sail the America's cup. First of all the club organized a committee consisting of 20 members and present of the club. They subscribed funds to build a new defender. That defender was named Resolute. The men who designed it were Cornelius Vanderbilt, J. P. Morgan, George F. Baker, Jr., Henry Walters, Arthur Curtiss James and William H. Bourne.

William H. Bourne is a yachtsman it is well known to be one of the best in the country for the many years he has sailed, and after long consideration Robert W. Emmons 24 of Boston was chosen, and through Mr. Emmons the Resolute has practically been made a Harvard yacht and might be called the Harvard yacht. Two members of her crew, G. F. Baker, Jr., and J. P. Morgan are Harvard graduates, and the management of the yacht Mr. Emmons has associated with him Charles Francis Adams 21, who is treasurer of Harvard, John D. Rockefeller and George C. Peabody are Harvard graduates, and George A. Cormanck, secretary of the New York Yacht Club.

Robert W. Emmons 24 was captain of the Harvard football team in 1894 and was captain of the following spring. He was also a member of yachting, and soon after leaving college began to sail small boats. He was a member of the Beverly Yacht Club and was a summer boater



Sir Thomas Lipton on the Shamrock III.



Alexander S. Cochran, owner of the Vanitie.

Gloriana many years ago and managed the Columbia, the defender of 1901, and H. P. Perkins, a yachtsman of experience in cup races.

Capt. Harry Hoff, son of the late Capt. Hank Hoff of Volunteer and Defender fame, sails the yacht and sails it well. He is assisted by Capt. H. Willis, one of the best professionals in these waters, and Capt. Edward Sherlock, another skipper who has had lots of racing experience and who has navigated yachts all over the world.

The third of the defenders is the Defiance, built at Bath, from designs by George Owen. She was built for a syndicate of yachtsmen of which G. M. Pynchon is the manager and E. Walter Clark the treasurer.

There are fifteen yachtsmen in this syndicate and as these members represent New York, Boston and Philadelphia, the yacht is called the Tri-City defender. G. M. Pynchon, E. Trowbridge Hall, George Lauder, Jr., George D. Barron, James B. Ford and Thomas C. Dunham represent New York; E. Walter Clark is the representative of Philadelphia. From Boston there are Frederick C. Fletcher, E. S. Webster, Charles Hayden, F. E. Peabody, J. C. Cobb, Oliver Ames and Henry Taggard.

Mr. Pynchon, the manager, is a banker. He is also a yachtsman of considerable experience and has owned and raced very successfully the Neola I, Neola II, and Istana. With the last named he won a King's cup, which is the ambition of all yachtsmen. He began his racing on the Sound, later went to the lakes, where he was interested in the sloop Vencedor, which was built to race for the Canada cup, and then returning to New York started with the 60 footer Neola.

E. Walter Clark, who sails with Mr. Pynchon on the Defiance, has been the most prominent of the Philadelphia yachtsmen for several years. He has owned several yachts, all of which he names Iroquois. His present yacht is the big schooner Iroquois, which was formerly the Queen. This yacht is in commission and is used as a tender for the cup yacht. She goes with the sloop everywhere in company with the two motor yachts, Marie and Zepherus.

George Lauder, Jr., owns the Endymion and is an ocean racer. He has not taken much interest in racing over short courses, but has crossed the ocean several times in his yacht, and at one time the Endymion held the record for the fastest time across the western ocean. James B. Ford, vice-president of the United States Rubber Company, owns

The Resolute leading the Vanitie.

Buzzards Bay, where the Beverly yachts race.

After sailing small craft successfully for several years he purchased the 46 footer sloop Humma and took part in the cruise of the New York Yacht Club, winning several races. The Humma finished first in the race for the Astor cup, but Mr. Emmons found later that through a technicality his yacht had been disqualified. The next winter the 65 footer was built by Herreshoff, and after these yachts were well under way Mr. Emmons went to Herreshoff and ordered a yacht of nearly the same size as the Aurora, Istana and Winsome, but so modified that she would get considerable time allowance. He named the yacht Avenger and had the satisfaction of beating all the cracks in the races for the Astor and King's cups.

In 1911 Mr. Emmons sailed the sloop yacht Biblot, one of an American trio, in the Kiel races and won the German Emperor's prize for the international series. Last year he handled the Barbara, owned by Harry Payne Whitney, in most of her races and was very successful.

Mr. Emmons is a very clever manager and has built up a machine on the Resolute which in the opinion of many is responsible for that yacht's successes. "Change the management in the Resolute and Vanitie and Vanitie will win," has been said by many who have watched the yacht sail.

Managing a cup defender is not all fun. It is a task of constant worry from the time the yacht is planned until the last race is over, and all this work and worry is done for glory. Mr. Emmons's first big stroke was when he secured Charles Francis Adams 24 to act as helmsman of the yacht. In doing so he broke all traditions. He firmly believed that Mr. Adams would handle the yacht more skillfully than any professional and determined to make the America's cup race an amateur event, and in this he has been supported by Sir Thomas Lipton.

Charles Adams, as he is known among his friends, is the head of the Adams family, one that has been famous in the history of this country. His great-grandfather was John Adams, the second President of this country and one of the signers of the Declaration of Independence, and his great-grandfather was John Quincy Adams, the sixth President. His grandfather was Charles Francis Adams, Minister of the United States to Great Britain during the civil war and head of the United States delegation to the Geneva Tribunal, the first international arbitration court, which settled the Alabama claims.

He began sailing a small catboat 18 feet long in 1880 and with his brothers raced in Hull Bay. The catboat was named Dandelion and was very successful. In 1885 the Adams brothers secured the sloop Cricket. She was 26 feet long and was raced with varying success until 1887.

At that time the Herreshoff sloop Shadow had been winning everything in Massachusetts Bay, and the Adams boys went to Burgess, who turned out for them the Papoose, which favored the colors of the Shadow. Charles Francis Adams then had the Baboon, a 40 footer, built and it won many prizes. In 1889 Mr. Adams went to England and studied yachting there. He sailed the cutter Ilex, the 49 footer Dragoon and the 10 footer Yvonne and learned much of British methods.

In the meantime the Minerva had been brought to this country and was winning everything. In 1890 Mr. Adams had the Gossoon built. After a very active season the Gossoon and Minerva



Charles E. Nicholson, designer of the Shamrock IV.



W. P. Burton, who will sail the Shamrock IV.

were tied. Next the 46 footer Beatix was purchased and named Harpoon and was sailed by Mr. Adams against the Gloriana, sailed by Capt. John Barr, and the Wasp, sailed by Charles Barr, who was then becoming prominent as a skipper.

For many years Mr. Adams was president of the Yacht Racing Association of Massachusetts Bay. He took a prominent part in the formation of the 21 footer class and owned the Chinook and the Rooster and then took an active part in the sloop class. First he owned the Auk, which was beaten, and later he won the President Taft cup with the Harpoon. Mr. Adams has one superstition. The names of his yachts must have seven letters and must have the double o. Those so named have been very successful.

In the race of 1906 with the Germans Mr. Adams was sailing the Auk against the Vim, as the final result depended on the position in which these two finished in the race. The other boats were beaten. The Vim was a Gardner boat owned by Trevor L. Park.

The fight was a hot one. Vim held the lead and Auk was trying to get by to windward. A luffing match followed and then those watching the race saw the Auk bear away and head for the harbor; she had given up the race. Later Mr. Adams was asked why he had quit. He said that in luffing his lead-stay had caught the end of the Vim's boom. He had fished and was out of the race from that time.

He might have continued and waited for his opponent to protest, but Mr. Adams's idea of yacht racing is that each yachtsman should see that the rules are carried out and when a foul or an infringement of a rule is committed the yachtsman should withdraw at once and not injure the chances of other yachts.

Mr. Adams has raced yachts of all sizes and has probably had more experience than any other yachtsman in the country. He has the nerve necessary to handle a big sloop and thoroughly understands the racing rules so that he can judge quickly the right thing to do. He thinks quickly and acts quickly and in yachting things happen so quickly that quick thought and action are necessary to success.

Mr. Adams is a wonder in sailing a yacht to windward. He has the rare faculty of paying no attention to his rival after he has started. Many yachtsmen when in close company will begin to worry about what their opponent will do, but with Mr. Adams this is the last thing he thinks about. He is bent on making the best of his way to the mark and nothing disturbs his work.

George Nichols is the navigator on the Resolute. He plots out the course sailed and carefully records every move that is made so that should fog shut down at any time he can tell exactly

where the yacht is and how to fetch the next mark on the course. Mr. Nichols is the secretary of the Seawanhauk Corinthian Yacht Club. He has owned and raced small craft and has made several voyages in windjammers on long cruises.

The timer on the Resolute is George A. Cormanck, secretary of the New York Yacht Club. Mr. Cormanck has been an active racing man for many years. He sailed on the Coronet in 1896 when that yacht defeated the Dauntless in a race across the Atlantic from Sandy Hook to Daunt's Rock at the entrance to Queens-town Harbor. Both yachts experienced particularly hard weather and when the Coronet got in all hands turned in, glad that they had arrived and tired out. They sailed little about the race then, but when the next day they learned that the Coronet had won it had a wonderfully stimulating effect. Mr. Cormanck sailed on all the crack yachts since that time.

When the New York Yacht Club was arranging for the defence of the America's Cup Alexander Smith Cochran was asked if he would join the syndicate to build the Herreshoff boat. He asked for a few hours to think it over, and then said:

"I have decided not to join your syndicate. If, however, you would like to have a second yacht built for the defence of the America's cup I will build that yacht."

It was just what the club wanted. Unless a second yacht was built it would be very difficult to tune up the Herreshoff boat. Mr. Cochran's offer was accepted at once. Mr. Cochran commissioned William Gardner to design his new yacht, which was built at Lawley's, near Boston, and named Vanitie. It is the popular boat of the trio of defenders because it represents one man.

Alexander Smith Cochran was graduated from Yale in 1896 and later inherited the Smith carpet works at Yonkers and a very large estate from his uncle. He determined to fit himself to manage this estate and started in at once to learn the business from the bottom and for a long time worked in the factory, donning overalls and becoming acquainted with all the departments of the big factory at Yonkers. He began yachting when very young with a small sloop and returned to the sport in 1910, when he purchased the sloop Avenger, then owned by Robert W. Emmons 24, now manager of the Resolute. The transfer was made late in the season, and after a few weeks of racing Mr. Cochran commissioned Herreshoff to build a big schooner for racing in European waters. This was the Westward, which in the hands of the late Captain Barr won almost everything at Kiel and in the English Channel races. The Westward returned to this country the



Nathaniel G. Herreshoff, designer of the Resolute.

next year and raced successfully against the Elena, which had been built for Morton F. Plant.

At the close of the yachting season Mr. Cochran, who has rather delicate health, had to spend the winter in New Mexico. Returning the next year in much better health, he gave \$250,000 for the establishment of a hospital at Yonkers for consumptives. He has always taken a lively interest in the welfare of his employees and was one of the first of the big manufacturers to introduce the cooperative system. Each man working in the Smith factories participates in the profits. Two years ago Mr. Cochran was interested in politics and supported the Progressive movement. He ran for Congress on the Progressive ticket.

He has managed the Vanitie himself, and while not as expert as some yachtsmen who have been active in the sport all their lives, he has learned fast and done extremely well. The Vanitie is a strong contender for the honor of defending the America's cup against the Shamrock.

Mr. Cochran said recently that it did



George M. Pynchon, manager of the Defiance.



George Owen, designer of the Defiance.

not matter to him which yacht was chosen as the defender. He had promised to assist in the defence of the cup and had built the Vanitie for that purpose. If she had succeeded in making the Resolute sail a minute or two faster than she would have done without the Vanitie then he had accomplished his purpose. His yacht is always ready to race. It has started in every event and has not parted a rope yarn since it was launched.

With Mr. Cochran on the Vanitie have been Frederick M. Davies, another Yale man, a son of Julien T. Davies and treasurer of the Horse Show; former Commodore E. D. Morgan, who built the

schooner Katrina, which a few years ago he used to race consistently, but the Katrina has been outbuilt, although she is still wonderfully fast under certain conditions. F. C. Fletcher is vice-commodore of the Larchmont Yacht Club and has always been interested in racing craft.

Capt. Howell is the sailing master of the Defiance and he handles the yacht when sailing against the wind. He is regarded as being particularly clever on that point of sailing. He had charge of the sloop Effort when that yacht won the first race for the King's cup. The Defiance was not as successful as expected and has withdrawn from racing.