

YACHT-RACING IN OLD ENGLAND.

Long Pursue Tells in Favor of the English Yachtsman.

LESSON WE MAY LEARN.

MORE RACING IN ENGLAND THAN IN AMERICA.

"We've been to school," said Capt. Hank Hafl, when he returned from England, after racing the Vigilant against the Britannia-Fin Keel vs. the Centre-board-Herreshoff's Influence in England.

[Written for The Herald.] (Copyright, 1895, by S. S. McClure, Limited).

New York, June 21, 1895. "We've been to school," said Capt. Hank Hafl, when he returned from England, after racing the Vigilant against the Britannia-Fin Keel vs. the Centre-board-Herreshoff's Influence in England.

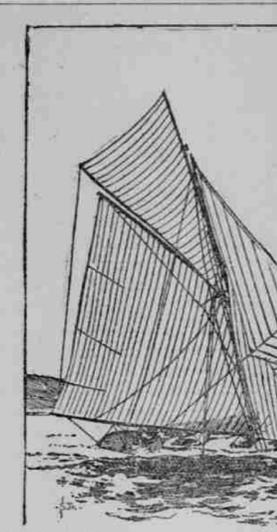
Hafl is an old sea dog, with long gray whiskers, through which irrevocable scribbles sometimes say the wind whistles melodiously, but he is not too old to learn new tricks. When a racing skipper gets to be that age, it is time to lay him on the shelf, not before.

Hafl has put a crew of picked Yankee sailors on board the Columbia, the yacht that would have been selected as a cup defender in '93, if the Vigilant hadn't proved a trifle faster, and will teach them all the things that he knows about sailing a yacht before he went abroad, and the things he learned there, and the things he has

that there are lessons to be learned in racing on the other side. What it costs to be a Racing Yachtsman. Yacht racing, there as here, except in what might be called the "top" classes, is a pastime so expensive that only the rich can afford to indulge in it. To begin with, the yacht itself comes high, because both material and workmanship have to be of the finest description. Roughly speaking, a first class racing yacht, of composite construction—that is, steel frames planked with wood sheathed with copper—and without any extravagant interior furnishings, will cost, if of 20 tons measurement, about \$9,000; of 40 tons, \$17,500; of 60 tons, \$25,000. The suit of canvas, which is included in the above figures, but will probably have to be renewed at the beginning of the next racing season, will cost in round figures, for a 20-ton boat, \$1,000; for a 40-ton boat, \$2,500; for a 60-ton boat, \$3,500. The cost of a season's racing, inclusive of fitting out and laying up, at a very moderate estimate will be, for a 20-ton boat, \$3,000; for a 40-ton boat, \$6,000, and a 60-ton boat, \$10,000. Of these sums, men's wages are paid \$8 a week each, and during racing days are allowed as much beer as they can drink without getting drunk; \$5 each for every time that their boat wins a race, and \$2.50 when they lose, but falls through no fault of theirs, to compensate them for their hard work and disappointment. Then the owner is supposed to furnish each man with two caps, two Guernsey frocks, one pair of yachting shoes, one pair of leather "co-shoes," a suit of ducks and sometimes a suit of oilskins.

In addition to his salary the captain of a crack racing yacht is also allowed from 5 to 10 per cent of the winnings which is an item worth taking into consideration as in British yacht racing prizes are not given until the yacht has won a certain number of races. A cash prize detracts nothing from the glory of winning a race

was adopted by the British Yacht Racing Association in 1887 and the cup challenger, the Britannia, was one of the first yachts built under it. It is obtained by multiplying the water line length by the sail area and dividing the product by 6,000. The Queen Mary, for instance, now owned on this side, was for a season the crack of the forty raters in British waters. Her water line length is sixty feet and her sail



1—British Two-and-a-Half Rater Gareth, Showing the Hull Fin. 2—A British Two-and-a-Half Rater.

area 4,000 square feet, which multiplied together and divided by 6,000 yields her rating classification—forty. The proportion of length and sail area may be varied at will in any class by the designer so long as the application of the rule does not carry his boat above the rating limit. In the half rating class for instance a water line length of 18 feet and a sail area of 1,565 square feet would give half rating, or a water line length of 15 feet and a sail area of 200 square feet would yield the same measurement. But in actual practice the variations are fixed in comparatively small limits. Roughly speaking, forty-rater averages about 60 feet in the water line, a twenty-rater, 46 feet; a ten rater, 37; a five rater, 30; a two and a half rater 25 feet; a one-rater 19 and a half rater 16 feet.

Good Racing in All Classes in England.

In all of these classes, besides that represented by the Britannia, there is keen competition and keen racing in England. That is something calculated to fill an American yachtsman with envy when he recalls the fact that in these waters the only really live racing yacht is the little twenty-one footer, in all other classes the entries being confined to boats more than one season old, whose relative merits are decided throughly tested and the results of contest between whom were foregone conclusions. The seventy foot class, the forty-six footer and the forty-foot class, which have afforded such keen sport at the various regattas of the leading yacht clubs in the vicinity of the Wasp, have fallen into a condition of innocuous desuetude. For two seasons no new yachts have been built in any of them. Most of the yachts the owners struggle for supremacy among them have dropped out of the racing lists. Among the seventy-footers the Katrina is without a doubt the best. In the forty-six footer class the Gloriana and the Wasp, both Herreshoff boats, still continue to race occasionally with the invariable result that the Wasp wins. No new boats have been added to the forty-footers since Burgess died. The Minerva and the Gosson are the only two yachts that enter the regattas, but their meetings are of no interest because everybody knows that the Gosson is a little faster than the Minerva.

The Varied Equipment of English Yachtsmen.

One reason why yacht racing flourishes in England to a much greater extent than it does here is that the British clubs do not limit the equipment of their yachts. Equally certain it is that considering alone her capacity for speed, she represents the nearest approach to perfection yet attained in a boat of her length and sail area. That is what she has done for her hull. He has fulfilled his contract. It is none of his business to impose limitations on his own genius. If a yacht club should legislate against sailing machines for the purpose of encouraging sailing yachts, no doubt he would be very glad of it. He would probably get many more orders for racing than he does for machines. He is, so to speak, killing the goose that lays the golden eggs. But he can't help himself.

The One-Gun Start.

A distinctive feature of English yacht racing which is gradually coming into vogue there also, is the one gun start. That means that the competing yachts in any race instead of being allowed to start in which they cross the starting line—the time of each yacht being taken separately as she crosses—are timed when the gun is fired. The English racing yachtsmen derive from the superior skill displayed by her captain. It puts a premium on the captain's judgment, and adds greatly to the excitement attending the beginning of a race. That was made apparent in the cup races between the Vigilant and the Britannia, in which the Vigilant was the victor. From the point of view of the spectator it has everything in its favor. It enables him to tell at any stage of the race which boat is really ahead, and he knows that the boat which finishes first has made the fastest time. He hasn't got to wait until the regatta committee has done its duty to certify the points, which simplifies the work of the regatta committee. There is an element of danger about it when boats are crowded together each striving to be over the line first, but in the hands of skipper who thoroughly understand their business collisions are extremely rare. The crews of English racing yachts are all picked men. Practicing makes perfect and they get plenty of it. With anything like the same amount of training American crews would probably prove a little better. The disparity that was apparent in the handling of the Vigilant and the Britannia in their earlier races last year disappeared from the racing between them came to an end.

The Flia Keel as Against the Centre Board.

William Willard Howard, formerly commodore of the New York Canoe Club, who raced his canoe, Yankee, in England last season, said in a recent article: "As the designers of the two countries had an even start on the new type, it was a matter of curiosity to see which would extend the fastest form of hull for a given rating. It can now be said without prejudice, that England has been most successful in this respect, and that the best of the British one-raters and half-raters have greater intrinsic merit of form than the best of the American boats of the same form."

And here is something that is still more surprising. In the smaller classes on this side, the Herreshoff-fin keels have completely wiped out the centre board boats. This was conclusively shown in the races of the twenty-ton footer last year. But in England, Linton Hope has succeeded in turning out a centre board boat, and one of the extreme skimming dish type at that, which generally shows a clean

pair of heels to the fin-keels. It is generally conceded that his one-rater Sorceress, was the most successful boat in her class last year. With a water line length of 18.5 feet, she has a beam of 8 feet, and depends upon that entirely for stability. Her draught is only 7 inches. She has a dagger centre board 7 feet deep, which twists her bodily to windward, and she sails almost bolt upright. "Her record on the water is something to be proud of," says William Willard Howard again, "leaves no room to deny that she is an actual improvement over all other types of small yachts."

More Sailing Machines.

In the ten-rater class no boat stood the ghost of a chance against Herreshoff's Dakota. She is merely a big canoe, with a bulb fin keel. Her interior accommodations are of the scantiest description. That she represents a very undesirable type of yacht from the point of view of the man who seeks seaworthiness and cabin accommodation sufficient to live in, is no doubt a fact. Equally certain it is that considering alone her capacity for speed, she represents the nearest approach to perfection yet attained in a boat of her length and sail area. That is what she has done for her hull. He has fulfilled his contract. It is none of his business to impose limitations on his own genius. If a yacht club should legislate against sailing machines for the purpose of encouraging sailing yachts, no doubt he would be very glad of it. He would probably get many more orders for racing than he does for machines. He is, so to speak, killing the goose that lays the golden eggs. But he can't help himself.

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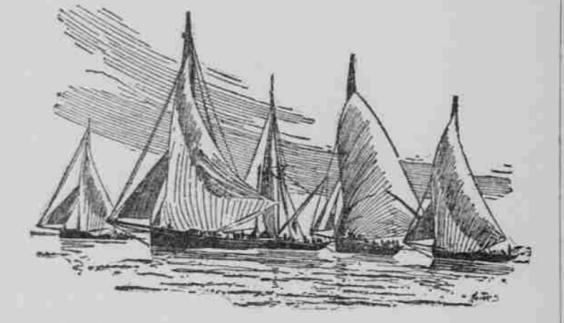
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A ONE-GUN START, BRITISH STYLE

been thinking up during the winter, and it is dollars to doughnuts it will turn out that he has bettered the instruction. At all events, it is certain that when he transfers the crew to the Defender, which the Herreshoffs are building, to compete for the emblems of yachting supremacy with the Britannia or the new Valkyrie, he will have as smart a set of tars as ever hauled on a main sheet, reefed a main-sail or set a spinnaker in a hurry. And they will exhibit that automatic perfection which is the fruit only of constant practice, and which was of such manifest advantage in the Britannia in her earlier contests with the Vigilant last year.

More Yacht Racing in England Than Here.

England goes in for yacht racing to an extent that is unknown in this country. Not only is the fleet of racing yachts far more numerous than on this side of the ocean, but the opportunities which such yachts have to engage in races are proportionately greater. This is due to the climate, which admits of a far more extended racing season; the comparatively limited dimensions of the island and numerous seaports, which allows of the establishment of a racing circuit, that takes in nearly the whole coast line; the greater number of men of leisure and sporting proclivities; and the existence of a Yacht Racing Association, which exercises a sort of general supervision over yacht racing matters, requiring adherence to uniform rules and arranging dates for the regattas of the various clubs, so that they do not conflict one with another, and will allow a yachtsman who wants all the racing he can get, to take in nearly all of them.

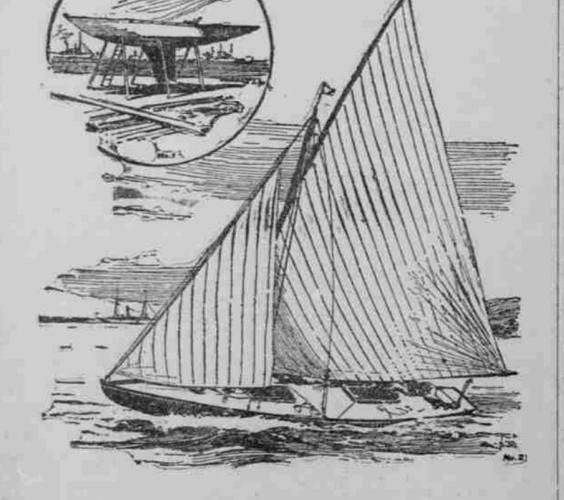
With all the advantages that wider experience gives, England ought to

and it affords some relief to the strain which it imposes on the pocketbook. At the same time, the expenditure incurred is so heavy that the money awards are not high enough to make it worth while to go in for yacht racing as a means of earning a living, or as a pecuniary speculation.

The Prince of Wales's Yacht Winnings.

The Prince of Wales's big cutter Britannia beat all previous records as a prize winner last season. She was engaged in forty-two races and won thirty-two first and second prizes, the sum total of which was \$10,350. In addition to this she also carried off \$4,500 in the Mediterranean regatta. The prince has the reputation of being a very liberal employer and there is no doubt that it cost him a good deal more to run his boat than she brought in. And this season with either the Asia or the new Valkyrie as a competitor in most of the racing events his winnings will not be anything like as big.

The Carrina, the crack among the forty-raters won \$3,750 last season in the thirty-five races in which she took part, capturing first prize nineteen times and the second four times. Among the twenty-raters the Luna designed by Fife stood at the top of the list with eighteen first and eight second prizes to her credit, out of forty-nine starts, the amount in cash being \$2,060. The Dakota, Herreshoff's phenomenal ten-rater, started twenty-nine times and in all but four of these races crossed the finish line first. Her cash winnings amounted to \$985. The figures for the smaller classes—the five, two and a half, one and one-half raters are not so complete. In the two and a half rater class the Gareth, designed by Nicholson carried off the honors. Her prize winnings footed up \$750 represented by thirty-one first and thirteen second



1—J. Arthur Brand's Half-Rater Spruce III. 2—The 10-Rater Dakota, the Champion of Her Class.

have recaptured the America's cup long ago. That she hasn't done so is due to that peculiar ingenuity, which is a national characteristic, that enables Americans to put it to it, to master all that others have learned about a game, but when one or two points better, and win the trick. When the Genesis challenged for the cup, there was no boat in existence on this side that would have stood a chance against her, but Burgess evolved the Puritan, which had outside ballast as well as a centre board, and the cup was kept. And so it has gone ever since, and so it will go; but still it remains true, as Hank Hafl discovered,

prizes out of fifty-seven starts. In the same class the Herreshoff built boat stood next and put \$655 into her owner's pocket.

The British Method of Racing.

Some explanation of what racing means as applied to British yachts is desirable since it conveys no idea to the average yachtsman on this side of the Atlantic of the nature of the contest. One not otherwise informed would naturally infer that a one rater was twice as big as a half rater and so on, and he would be hitting it off very wide of the mark. The rating rule at present governing yacht classification in Great Britain