

UNDER PROTEST THE SPEEDY DEFENDER SAILED TO HER FIRST DEFEAT

During the Jockeying for Position at Starting the American Boat Was so Badly Crippled That the Valkyrie Won the Second Cup Race by Forty-Seven Seconds.

The Valkyrie finished first at 2:55:22. The Defender was 2 minutes and 18 seconds behind at 2:57:40. The elapsed times were: Valkyrie, 3:55:09; Defender, 3:56:25. Valkyrie allows Defender 29 1-10 seconds and Valkyrie started 1 minute and 2 seconds ahead. The corrected time was: Valkyrie, 3:55:09; Defender, 3:55:56. The Valkyrie won by 47 seconds, corrected time.

NEW YORK, N. Y., Sept. 10.—A perfect morning, smooth sea, fair breeze, yachts moving into position, gun fired, yachts maneuver. The Valkyrie brushes against the Defender and a foul is claimed and disallowed. A second gun and the yachts are off. The Valkyrie secures the windward position, the breeze increases and both yachts move with the grace of the cygnet. The Valkyrie leads, but falls off a little to the leeward.

The Defender is pointing beautifully and gaining slightly. The Valkyrie carries

gaining. The home run is the most perfect race possible. The Defender makes a splendid effort to overcome her bad start and loss by injured rigging, but is beaten by forty-seven seconds.

CRIPPLED AT THE START.

After Entering a Protest Captain Hank Haff Piloted the Defender Over the Course to Defeat.

NEW YORK, N. Y., Sept. 10.—Close jockeying between the British and American combatants for the America cup

fair play for the visitor has been made, and methods that prevail in English races when an American boat competes are not tried here. The boats, in jockeying for the line, had shown some of the prettiest work that has been seen here, and when the jockeying resulted in the Valkyrie obtaining the windward position, as the two boats headed for the line, there were murmurs of disappointment in the crowd when it was discovered that the Valkyrie had the windward position. Both finally approached the starting line, with the Valkyrie leading and to the windward of the Defender.

But for the accident the race to-day would probably have been one of the finest in the history of America cup contests. Nothing was lacking to make it a memorable affair. The crowds of spectators and the fleet of excursion craft and private yachts were present to lend animation to the scene. There was a good sailing breeze, the sky was clear after the mist of the morning had been dispelled and the ocean was comparatively smooth.

It was a good day for the Valkyrie, but it would have been a better one for the Defender had she not met with an accident. The weakened topmast of the Defender prevented her from carrying the sail that the Valkyrie carried and she could not keep the pace set by the Dunraven boat. In the beat of ten miles to windward to the first turn the Valkyrie gained an advantage of two minutes and fifty-two seconds. At one time she led by fully a mile, but as the wind freshened from the six knots at the start to fifteen at the first turn and eighteen shortly afterward, the Defender, crippled though she was, began to gain.

The early morning crowds found the harbor and bay wrapped in fog. A general murkiness filled the air and blew up the city's streets from the river. The dubious outlook kept many people at home, but there were many thousands of others who filed down to the water front and embarked upon everything that was going out to see the race. Many of the steamboats were dangerously overcrowded, owing, no doubt, to their reduction in price of tickets from \$3 to \$1.

On the steamer St. John the members of the New York Yacht Club and their guests were assembled. The America cup committee and the regatta committee went down the bay on the tug Walter F. Luckenbach. The yachting contingent was not dismayed by a whiff of fog in the morning. The people were out to see all that could be seen of the great international doings beyond Sandy Hook. That portion of the general public which was actuated by a patriotic desire to be present when the crack yachts of Uncle Sam and John Bull met for their second bout made haste to secure good seats on the excursion boats and club steamers.

Down at Bay Ridge, tugging at their anchor chains, lay the two yachts in whose performance the world is deeply interested at present. After yesterday's sail-stretching spin both sought the picturesque anchorage inside Owl's Head. Their towering spars poked holes in the mist this morning as each champion tugged at its moorings. Like a racehorse champing at the bit they seemed anxious to get away.

The crews breakfasted early in the lumbering propellers Hattie Palmer and City of Bridgeport, which served as floating boarding-houses for the men. After breakfast there was a careful tautening up and testing of rigging and deck tackle. The skippers of both yachts looked long and earnestly at the weather. The wind was light from the southwest and the fog was lifting slowly. Both boats got club topsails ready and made preparations for light airs. The Defender was the first to leave Bay Ridge. At 7:40 she took a line from the tug Wallace B. Flint and started for the scene of action.

The Valkyrie left her moorings ten minutes later in tow of the White Star tug Pulver. Both boats got up their mainsails going down the bay. The Defender used the Herreshoff mainsail and the snow white topsail which she displayed for the first time on Saturday. The Valkyrie's mainsail was fitted far better than that of

the American boat. On the Valkyrie with Lord Dunraven were Arthur G. Glennie, H. Maitland Kersey and J. R. Bush of the America cup committee. Lord Dunraven's daughters did not sail on the Valkyrie today. They saw the race from the deck of a steam yacht.

On the Defender were Mr. and Mrs. Iselin, "Nat" Herreshoff, Woodbury Kane, Newbury Thorne, Herbert C. Leeds and David Henderson, the representative of Lord Dunraven. The fleet of excursion steamers and yachts which followed the racers was smaller than on Saturday. They did not begin to arrive off Sandy Hook lightship in much force until just

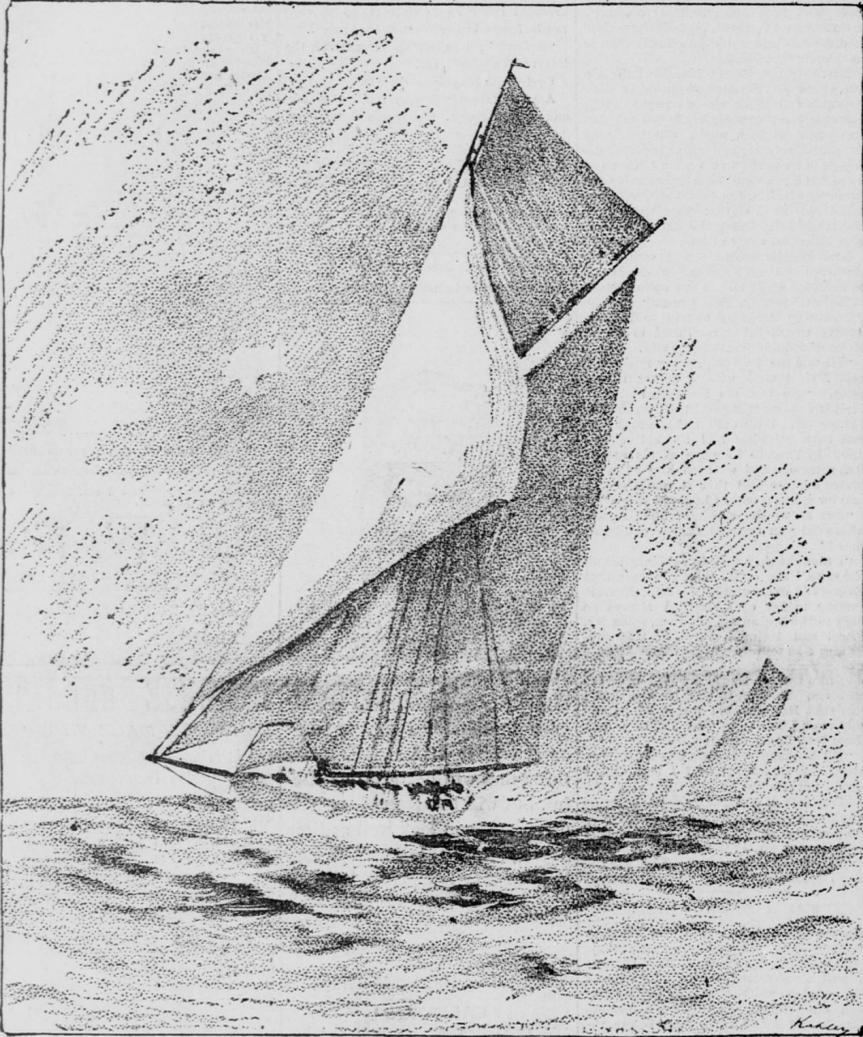
for once saluting a British yacht. The Defender received the greater ovation of the two. Her plucky fight elicited much praise from yachtsmen. Both yachts were towed to Bay Ridge, where they are anchored for the night. To-morrow a new topmast will be put on to the Defender. The regatta committee stopped their boat at Bay Ridge on the way to the city and Mr. Iselin made a verbal protest in regard to the fouling.

Mr. Bush, the club representative on the British boat, was asked by the committee to present his version of the affair. At 10:30 p. m. the following notice was posted on the bulletin board at the club:

ing from almost due south at the rate of six or seven miles an hour. The conditions of wind and weather were very much like those of Saturday. It was most emphatically the Valkyrie's day at the start.

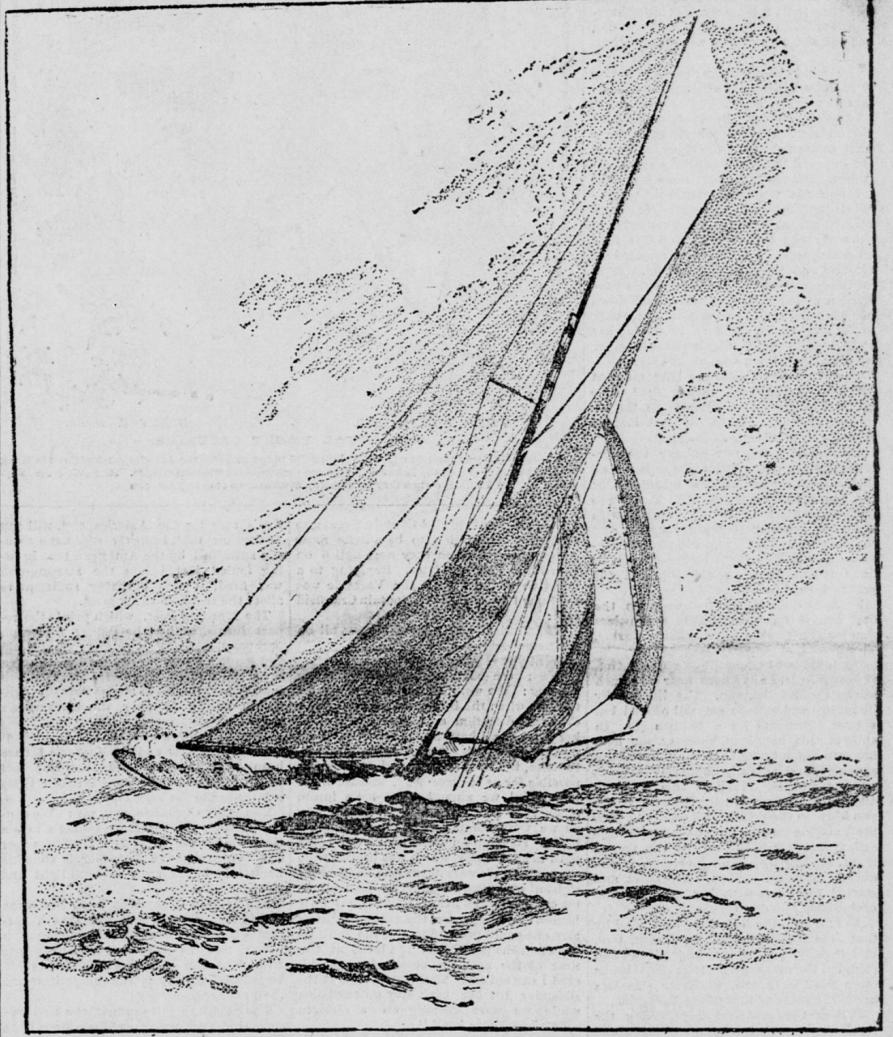
At 10:50 the preparatory signal was fired. Both the racers were then to the leeward of the line and some distance apart on the starboard tack. Each had the same canvas set, consisting of mainsail, club topsail, staysail and jib, with a jib topsail in stops ready to break out. When the gun was fired the Defender, which was to the eastward, came about on the port tack and stood toward the Valkyrie. The latter, being still upon the starboard tack, had the right of way and as the Defender approached her she luffed up into the wind and went about. This brought the Valkyrie on the weather quarter of the Defender, that is, to windward of her and just a trifle behind but well overlapping her and so gave her the weather gauge.

The maneuvers by which the Defender endeavored to make the Valkyrie lose her grip were especially interesting in view of



THE DEFENDER RESPONDING TO A CALL FOR SPEED.

[Reproduced by "The Call's" Art Department from the latest engraving in Harper's Weekly.]



THE VALKYRIE III IN A RATTLING BREEZE.

[Reproduced by "The Call's" Art Department from the latest engraving in Harper's Weekly.]

club topsail, staysail and jib topsail, the Defender the same without the jibsail. A vast semicircle, prolonged into a race of battle, shows all the river steamers packed with an excited multitude eager, anxious and not hopeful, for the Defender is not gaining.

The Valkyrie is still leading. Both yachts come about like the swift turn of carrier-pigeons. The Defender breaks out her jib topsail, but immediately takes it in again. There is something wrong with her spreader. The Valkyrie increases her lead. The breeze falls off to seven knots. The Defender is unable to carry her jib topsail, and something is wrong with her rigging. Both yachts come about. The Valkyrie increases her lead. Evidently the brush with the Valkyrie did some damage to the Defender's shrouds. The excursion steamers are behaving well. I have just sighted George Bromley, Harry Gillig and Frank Unger on our lee bow in the George Gould yacht Atalanta. Clay Greene is at my elbow. The weather is perfect. The Valkyrie, the ox-eyed Juno, has it all her own way. Mercury wingless is powerless, and the Defender appears crippled somehow. Neptune is smiling upon the woman in white, and turns his back upon the Yankee maid. The old god is fickle, false and frothy.

The Defender is working well to windward, but lacks power. The first stake is in sight and both boats will fetch it this tack. The Valkyrie rounds the stake and breaks out the balloon jib-topsail and balloon staysail. The Defender rounds the stake three minutes and fifty-eight seconds later and breaks out her jib topsail and balloon staysail. Considering that she is hurt in her rigging, the Defender sails beautifully. The Valkyrie takes in her balloon jib, substituting the regular jib baby topsail, thus placing the yachts on even terms as to sail spread. Now they are nearing the second stake. The Valkyrie rounds the stake. The Defender takes in her baby topsail and rounds the second stake three minutes and twenty seconds later. In this leg the Defender gained by about twenty seconds.

The Defender breaks out No. 2 jib topsail. The yachts are on the home run with an equal spread. The Defender is

in the race off Sandy Hook resulted in an accident to the American boat which spoiled the race.

Fifteen thousand persons, on steamboats, tugs, steam yachts and ocean steamers, sent up a groan of disappointment when the beautiful aluminum and bronze creation was crippled before their eyes. Not all were near enough to see what had happened, but all the yachting sharps said at once that it was an accident to the topmast rigging. Some remarks were made which would have made ears tingle had they reached the Valkyrie, but Lord Dunraven's boat, after fouling the Defender, was away, cup-hunting. While no one suspects the owner of the visiting yacht of such unsportsmanlike conduct as intentional fouling the Yankee yacht, yet the way he raked his great steel boom over the deck and tore down the other fellow's rigging, and then sailed away at his best over the course was not pleasant to patriotic Americans to contemplate.

From the first, every attempt to secure

have been no trouble, but the anxiety of the British skipper to get his boat over the line first and to windward of the enemy made it a question if he would not cross before the starting gun sounded. To prevent such a predicament, the Valkyrie bore away a trifle and eased out her sheets. The main boom of the Britisher swept over the deck of the Defender, carrying away the topmast shrouds on the starboard side and tearing out the jaws of the spreader. The topmast cracked and was badly sprung. Just as the crash came the starting signal was given, and the Valkyrie sped away like a rocket.

The Defender was luffed in the wind, the jib topsail lowered, the wreckage removed, and Mr. Iselin decided to continue the race. Probably a couple of minutes were wasted making repairs before the boat continued on her course. A protest flag was displayed, and the committee-boat showed an answering pennant. Then the gallant Defender and her plucky crew went in pursuit of the British cutter.

before the start. A few minutes before 11 o'clock the various craft could be seen hustling down to the starting-point around the lightship. While the yachts were maneuvering for position the patrol boats were very vigilant in warning the over-eager captains to keep out of the way. The yachts were not seriously hindered about the start, although at times it looked as though they might be.

The Grand Republic brought down an enormous crowd, and the St. John, the Monmouth, the Sandy Hook, the City of Lowell, the General Slocum, the Cetus, the Sam Sloan and a score of other boats were filled very close to the limit. After the race was under way more boats continued to arrive. At the turns and during the race the attendant fleet gave the yachts plenty of room. The warning whistles of the patrol vessels were heeded and no serious interference with the yachts occurred at any time.

At the finish there was the usual scene of excitement with patriotic Americans

Tuesday, Sept. 10, 1895.—The Defender protests the Valkyrie on the ground that she bore down on her just before reaching the starting line, thereby causing a foul which resulted in the carrying away of her spreader and the springing of her topmast.

THE REGATTA COMMITTEE.

Commodore Smith of the America cup committee said this evening that in his opinion the protest will not be decided until to-morrow. Speaking of the Defender, Commodore Smith said that his faith in the Herreshoff boat is tremendously strengthened and that the cup is safe.

MADE A GAME RACE.

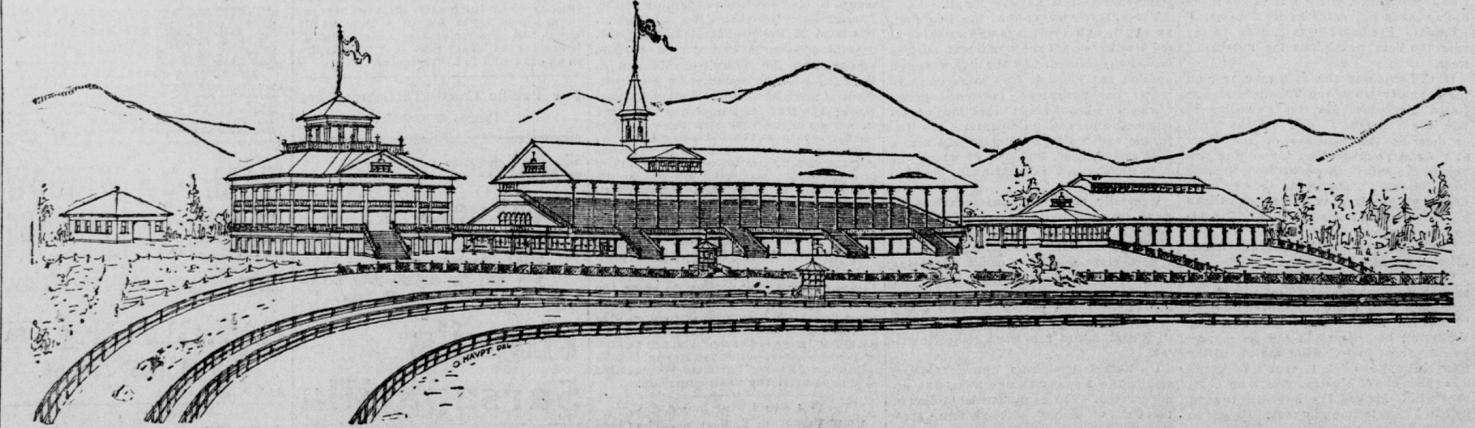
Had the Last Leg Been Five Miles Longer the Defender Would Have Won.

NEW YORK, N. Y., Sept. 10.—Shortly after 10 o'clock the committee's tug, Walter Luckenbach, arrived off Sandy Hook lightship. She found a gentle breeze blow-

the subsequent foul to which they led. After the Englishmen had secured the much-coveted position, both yachts stood along the westward on the port tack until beyond the committee-boat. Captain Haff then gibed, hoping to get around and luff up the windward on the Valkyrie before she could get around. But Captain Cranfield gibed so quickly that the relative positions of the two boats remained unchanged, the Valkyrie still keeping the weather. This was at 10:56.

The two boats came back on the starboard tack toward the starting line. They passed around one of the big excursion steamers, and then, as time was short, began to approach the line from their westward end, breaking out their jib topsails as they did so. On came the boats until only a few seconds elapsed before the starting gun. Then it was seen that the Valkyrie was too near the line and was in danger of crossing a second or two before the gun. She immediately began to bear away to avoid crossing. There was the Defender just to the leeward and a little behind her, which had no need to bear away, and so did not propose to do it. The Defender was allowing the Valkyrie plenty of room between herself and the mark and was acting strictly within her rights in keeping her course. Captain Cranfield could not call for room and there was but one thing he could do to save himself—that was to stop the headway of the Valkyrie.

The orders were given and all her sheets were slacked off wide at once, to spill her sails and stop her headway. Hence came the foul and its resulting trouble. The long boom of the Valkyrie, reaching out to leeward, raked across the deck of the Defender, only eighteen or twenty feet away, and striking the topmast shroud on the starboard side carried it away, breaking



The work of constructing the new race course and buildings of the Pacific Coast Jockey Club at Ingleside, which has been in progress for several months, will be completed and the track in readiness for the November meet. The grand stand, 320 feet in length by 115 deep, has a seating capacity of 4000. Connected with the betting ring by a colonnade is a saddling paddock of sixteen box stalls on the right, and on the left, connected with the grand stand by a colonnade, is a three-storied clubhouse, surrounded by a fourteen-foot veranda. The clubhouse has a frontage of 100 feet and a depth of 80. The architecture of all the buildings is of the colonial style. Two hundred workmen are at work on the buildings. T. J. Welsh is the architect and A. M. Allen superintendent of construction.

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