

HOW AN AMERICA'S IS SAILED

CUP RACE



Now as to this matter of yacht racing. It is a sport in which a large number of people profess to take delight, and in which a still larger number assume a pleasure though they may feel it not. These last be also prone to ask riot provoking questions as to the relative value of a fin keel over a starboard tack, or just wherein a gybe exceeds in merit a balloon jib.

It is the purpose of this effort to give the enthusiastic inquirer some few hints which may furnish him or her with a clearer understanding of the game. At first sight it seems no more complicated than is a horse race, and there is a certain analogy between the two. For the racing yacht of to-day is as much a result of high breeding as is its prototype of the turf. "A yachtsman," as a devotee has pointed out, "will trace the pedigree of his favorite racer back through the Gloriana, Puritan, Magic, and name the exact points of excellence which she has obtained from each. One has given windward qualities, one exceeding stiffness, one beauty, and so on throughout a long list since the America brought home the famous cup."

But it is to those who follow yachting on the rolling blue and not from behind rollop desks that these qualities most appeal. The slight points of difference in these racing machines—points apparently so slight that even those fairly familiar with the contestants have difficulty in discovering them, and which to the casual observer are wholly hidden—are to the yachtsman as plain as are the forest signs to a trained woodsman. For instance, the Constitution and the Columbia so closely resemble each other that few outside the initiated can tell one from the other. Both have the same marble white hull, the same great towering mainmast stepped just forward of amidships, the same great bowsprit spearing out from forward, the same Matterhorn of canvas. One unfamiliar with the two might have before him a perfect technical description of each and the photographs of both and the chances are he would search the pictorial representation in vain for identification of either.

Points of Difference.

And yet there are points of dissimilarity, which the trained eye will distinguish as far as it can see. The one distinguishing point in these two, which all who sail may note, is the double spreader of the Constitution, whereas the Columbia carries only a single spreader. To make plain what a spreader is, it may be well to explain that it is a small spar extending laterally on either side of the mast for the purpose of "spreading" the shrouds and in so doing giving them greater strength and resisting power. As between the challenger and the defender there will be no need of searching out the points of differences, as the color of the hull will indicate which—the one being emerald green, the other milk white. But he or she who goes down to the course in an excursion craft may still be all at sea as to which is winning the race or which comes in victorious across the finish line, as there are rules which complicate results. One yacht, for instance, will have to give the other a time allowance and the one which to all appearances may seem the winner may, when the count is done, show up loser by so many seconds or minutes, as the case may be.

There doubtless are few finer or more inspiring marine spectacles than that afforded by two high-class racing yachts struggling neck and neck for the finish line. But that is a sight one seldom has the good fortune to see, although many such heart disease finishes are promised in the coming contest; this by reason of the general belief that challenger and defender are more evenly matched than any other two that ever fought out the battle for the trophy. Even drifting matches have an exciting interest for some, but the writer, who has drifted on the flank of many of these, has never been able to extract any excitement from contests of that kind.

How the Courses Differ.

Coming now to the projected races these will be run over what is known as the Sandy Hook course, the victor being the yacht which wins three out of five events. The races are to be a fifteen-mile straight-away beat or run to an outer mark and back to the finish line, and a contest over a triangular course with ten miles to each leg. Like racing thoroughbreds of the turf, racing yachts have their specialties, but in the case of the latter these may be broadly summarized under the head of pointing, reaching and running.

Unquestionably a racing yacht's most valuable quality is her ability to lie close to the wind, and to sail fast when going in the direction from which the wind is blowing. This is technically known as

"pointing," and the yacht which can sail straightest and quickest toward the wind will, of course, beat any competitor which has not this quality of footing fast when pointing high. In pointing the main boom is laid as nearly parallel with the keel as possible, and the sheets (ropes which control the sails) are hauled aft until the sails are taut as drum heads, in which position the yacht is said to be "close hauled," and if good at this sort of going she will "beat" her way into the wind and make slanting approaches to her destination at an angle well within four compass points, or forty-five degrees.

Suppose then that at the time the first race is called the outer mark is placed due

south of the starting line, and that the wind is straight from the southward. The first part of the contest would naturally be a beat to the outer mark, in which case the contestants would have an opportunity of showing their respective merits in this matter of pointing. The one which can sail closest to the wind and maintain good speed will naturally be the first around the mark. Hence on will be a run, by which is meant that sheets (already explained) can be eased off or loosened, with the main boom at a broad angle to the hull. Then if the wind is not too strong the immense balloon jibs and spinnakers, great expanses of silk-like sails, are flung to the impelling breeze, and with

"every stitch showing," the yachts drive before the wind to the finish line.

Faster Than the Wind.

But it is in going over the triangular course that the best all-around qualities of a yacht are brought out. The wind holding fair, she must show her paces in every point of sailing—pointing, running and reaching. In reaching, the boom is eased off at an angle, the acuteness of which is determined by the angle which the wind makes to the direction of the course. In a close reach it is little more than for pointing; in a broad reach a little less than in running. In reaching a yacht, though sailing against the wind,

displays greater speed than she does in going dead before it. This may sound incredible, but it is nevertheless true. For instance, it is inconceivable that a yacht going before a ten-knot breeze can go faster than ten knots, whereas one reaching on a ten-knot breeze might considerably exceed that rate. Although very simple, the terms "starboard tack" and "port tack" confuse many. Any sailing vessel is said to be on the starboard tack when the wind is coming from the starboard, or right hand side, and on the port tack when the wind is coming from over the left, or port side. The term "running" is so plain as to tell its own story, meaning just what it says,

that a vessel is "running," and, of course, before the wind, as a sailing craft can run in no other direction.

The question of keeping the course clear this year as it was done at the time when Sir Thomas made his first effort to lift the cup has been discussed, and arrangements have been made whereby the excursion fleet—expected to be more than usually large this year by reason of the great interest attaching to the contest—will be kept clear of the course of the racing yachts. Lord Dunsraven, it will be recalled, bitterly complained of blanketing and interference on the part of excursion vessels.

It was never shown that the challenger

was more hindered than was the defender, but to prevent any possible recrimination on that score the National Government, at the time of the Shamrock I-Columbia contest, detailed a flotilla of torpedo-boats and revenue cutters and instructed the officer in charge, Captain, now Rear Admiral, Robley D. Evans, to employ this force for the purpose of keeping the course clear. The course being outside the three-mile limit and, therefore, on the high seas and outside the jurisdiction of the United States, there was no legal warrant for such proceedings. But the establishment of the patrol met with that enthusiastic popular approval which is a law unto itself and which was, in this case, a universal testimony to a wish to see fair play accorded both yachts.

As a result of this patrolling of the course there was no reason for complaint on the part of either racer, and this year the same system will be adopted. Captain Walker of the revenue marine service has been detailed for this duty and a number of vessels, sufficient to see that his orders are obeyed, will be placed under his command.

What Cup-Defenders Cost.

The cost of an attempt to "lift" the cup and the price of fending off such effort are particularly interesting. The statement that this cup attaining ambition of Sir Thomas will cost him in the neighborhood of a round million for this present effort alone may seem incredible at first reading, but it is not likely that his expenses will fall much below that figure, if any. The building of the Shamrock, the pay and maintenance of her crew, the cost and maintenance of the magnificent steam yacht, the Erin; the charter of the Porto Rico, a big ocean going steamship, which is to be used as a tender for the Shamrock; the charter of the yacht Titile, a pretentious steam yacht which will be employed by Sir Thomas for the use and convenience of his many guests; the charter of the big James A. Lawrence and of the launch Dufferin, must all be counted in the cost.

Writing in McClure's after the last international yacht race, Ray Stannard Baker gave some interesting figures concerning the cost of cup defenders. Speaking of the Columbia, he said: "It is probable that no one outside of the builders and owners of the Columbia knows exactly what she cost. She could be constructed, so a well-known builder told me, for \$30,000. But the Herreshoffs were given carte blanche, and the very best of everything was used in her construction, so that she probably cost, including the services of the designer, Captain 'Nat' Herreshoff, fully double that sum. The cost of the Defender was about \$100,000, a striking contrast with the old America, which was built for about \$20,000. The famous cup defender Puritan, built in 1858, cost about \$30,000, so George Lawley, her builder, told me. It will be seen that the price of cup defenders has gone up marvellously in fourteen years. A substantial merchant vessel of the same length of water line as the Columbia, first class in every particular, can be built and fully rigged for \$12,000 or \$14,000.

Adopted American Sails.

"The Columbia's mainsail cost something more than \$200, and it required ten men, working twelve and one-half days, to sew its long seams. The full suit of sails for the great racer cost fully \$12,000, a sum quite sufficient to purchase outright a good, full-rigged cruising-yacht. The making of these sails so that they will curve and catch the wind like a bird's wing, drawing perfectly and yet without wrinkling or straining the canvas, requires a degree of art and accuracy not easily appreciated without a visit, such as I made, to the lofts of the Wilsons, who have rigged many a famous racer. Indeed, the snowy cotton sails of American ships are famous the world over. Up to the time when the Genesta came cup-seeking in the 'eighties the English had used hempen sails exclusively. The English yachtsmen of the Genesta, wondering at the marvelous work of the American canvas, took back with them the material for a new suit of sails. Since then American cotton has been widely adopted by all grades of British ships, as well as the American system of attaching the sails to the spars—both being a curious outgrowth of the cup races."

The superb suit of racing canvas which the Shamrock II will wear in the coming contest was cut and fitted by Mr. Ratsey, reputed to be the best sailmaker in Great Britain. He accompanied Sir Thomas here, as did George L. Watson, the eminent designer, who constructed the challenger.

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The Visit of the Duke of Cornwall.

the especial use of their Royal Highnesses; the compartment car Canada, and the sleeping cars Australia, India and South Africa, together with cars for baggage and railway employes. The long, heavy train is hauled by locomotives of the Atlantic and consolidation type of passenger engines of the Canadian Pacific Railway. The train is truly a marvel of elegance. It is finished outside in natural mahogany. At either end of each car and on both sides of the long train are the armorial bearings of the Duke of Cornwall and York. The train is lighted from end to end with electricity by the Gould system, the lamps being concealed behind ornamental shades of cut glass set in the ceilings.

The Cornwall is placed as the rear most coach of the train, so that their Highnesses may have an uninterrupted view of the scenery along the northern shore of Lake Superior and the vast crags of the Selkirk Mountains and the gorge of the Fraser River. The Cornwall is seventy-eight feet in length, with a width of ten feet and a height of fourteen feet. It weighs sixty tons and contains a reception-room, boudoir, dining-room and kitchen. The reception-room opens from the large observation platform on the rear and is the largest room of the suite. It is paneled in Circassian walnut and gives an effect of supreme richness and

admirable taste. The ceilings are finished in dead gold. The hangings and drapings are of dark blue velvet, while the floor is carpeted with a heavy Wilton of a quiet gray-green shade. Into the very texture of which the foot slips soundlessly.

The sofa, armchairs, escritoire and other articles of furniture are upholstered in blue velvet to match the hangings. The piano is of Canadian manufacture and is a very perfect instrument. The Duchess' boudoir is between the reception and dining rooms, half-way along the corridor which joins them. Its prevailing shade is pearl gray. The panels are painted in a Watteau. The lattice work of the ceiling, by which ventilation is secured, as well as the ornaments of the panels, are touched lightly with gold. The draperies are of light blue moire silk, and the divans, chairs and table match. This little boudoir on wheels will be the envy of every woman who sees it. For the size nothing more perfect could be imagined. Adjoining it is a complete toilet room, containing a cheval glass reaching to the floor.

The front of the car is devoted to the dining-room, which is finished in African coromandel, ornamental cartouches in bas relief displaying at one end the armorial bearings of the King and at the other the blended coats-of-arms of the Duke and Duchess. A candelabrum of electric fix-

tures casts a subdued light upon a dining table which will accommodate eight persons.

Adjoining the dining-room are a pantry, kitchen and storeroom, perfect in all their arrangements, and in reality a model kitchen, smaller in size than those found in palaces, but not a bit less complete. The china-ware is so exquisite that a connoisseur would go into raptures over it, although it is perfectly plain, not even bearing the ducal crest. The silver service is almost of the same design and is from the same maker as the one who supplied the Opéra.

The "Night" coach York is of the same size as the Cornwall. A corridor extends its entire length. The central portion of the York is occupied by two royal bedrooms, and on either side of them are bedrooms, one for the gentleman in waiting and the other for the lady-in-waiting. The royal bedrooms are finished in pearl gray enamel and paneled in silk to match the draperies. Each contains a brass bedstead, wardrobe, dressing table and large mirror. The draperies in the Duke's room are of crimson silk armure, and those in the Duchess' of pale blue moire. The furniture is all of satinwood. Each of the royal bedrooms has its own bathroom attached. These are unique, being upholstered in a soft, tasseled, waterproof

cloth of pearl gray. The baths are of full size, upholstered round the borders with the same waterproof cloth, and have heavy curtains of a similar material.

The Canada, which is the third car from the rear of the train, is a compartment car, containing six staterooms, a large smoking-room, a lavatory, bathroom and shower bath, which is a novelty even in royal trains. The shower bath is installed in a small chamber and is upholstered in gray waterproof cloth. All the vestibules of the train have their diaphragms protected by velvet curtains, matching in shade the green-tinted carpet. The Sandringham is the dining-car for the staff, and consists of the main dining-room, pantry and kitchen. The sides are paneled with red mahogany, the ceilings embossed with old gold and the floor carpeted with a soft green Brussels. Ten large windows light the car by day, and at night twenty-eight electric lights. Thirty persons can be seated at the tables. In one of the other cars forward a consulting and dispensing room have been provided for the use of his Highness' medical attendant and his assistant. All the latest surgical appliances and a complete stock of drugs are here arranged for immediate use. Three regular sleeping cars and two baggage cars, in one of which is a cold-storage plant, complete

the train, which has been used on the royal progress from Quebec to Vancouver and will on their return carry them clear through to Halifax, where the Opéra is now awaiting them.

As much as possible of the wild side of the Northwest has been exhibited to his Highness. A day was spent by him at Calgary, near the foot of the Rocky Mountain, in Alberta, watching a great assembly of the Indian tribes, in inspecting the Northwest mounted police, and in observing a typical Northwestern exhibition of steer roping, bronco rough-riding, cowboy races and other sports of the plains. To-morrow is planned to be spent in Vancouver and the two succeeding days in Victoria, where there will be another rounding up of the Indians who will give a war dance. After leaving Victoria the royal party will return with all speed to the Opéra at Halifax and thence to England, not setting foot in America, as it is purely and solely a royal progress through British territory which is being made, in no sense other than that, a tour of the world.

It is calculated that the respectable sum of \$60,000,000 is spent annually by about 270,000 visitors who frequent the Riviera during the winter season, which lasts about 150 days. This makes an average of \$400 per day. Of these visitors about one-third, or 90,000, are of the English-speaking race—80,000 British and 10,000 American.