

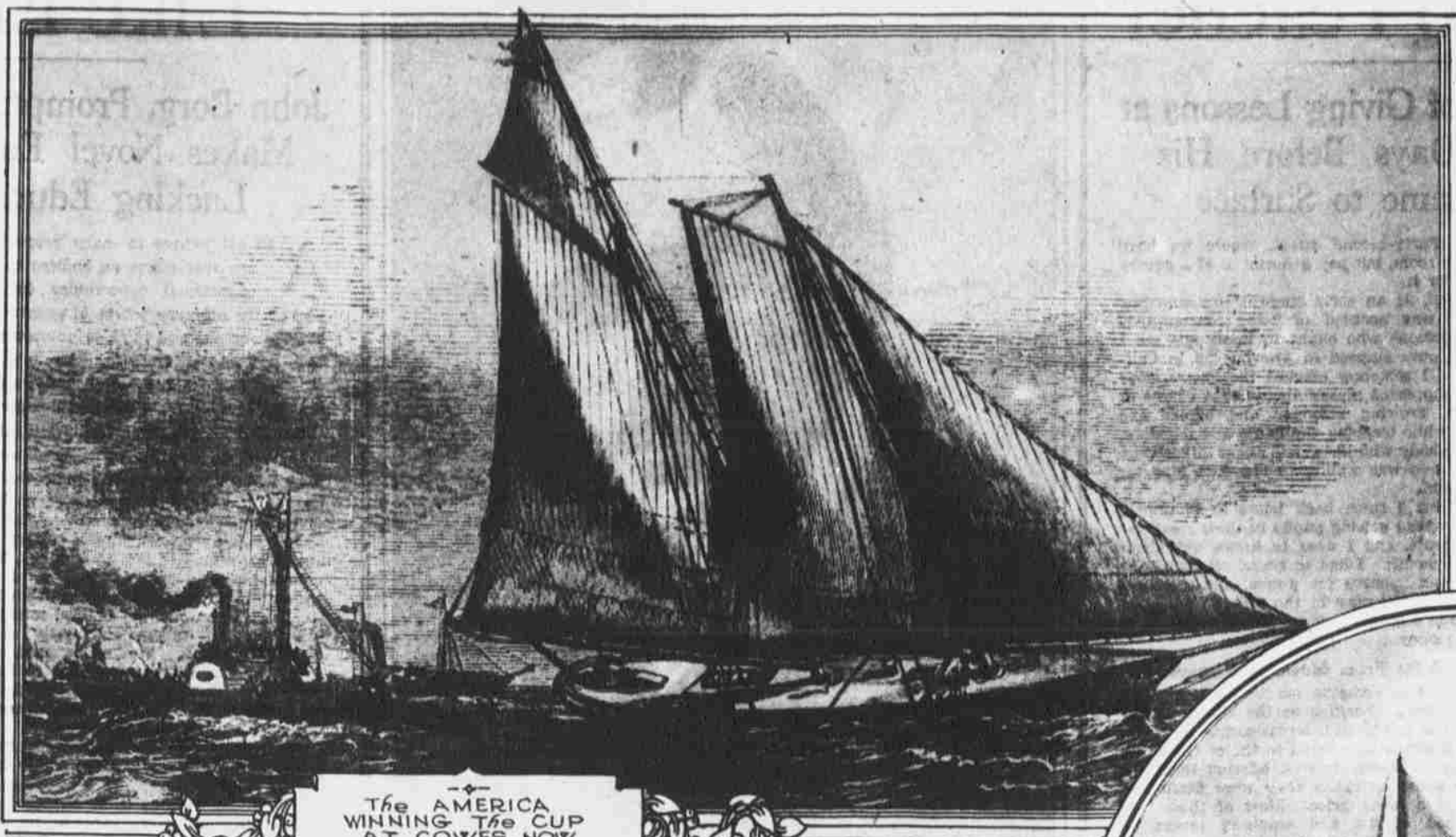
Strange Fate Befalls Cup Yachts After Their Racing Days

The America Serves as Museum After Thrilling Adventures in Blockade Running--Mayflower Wrecked on Fortune Hunting Cruise

By FRANK L. CURTIS.

WHEN Shamrock IV was undergoing her final grooming for the Cup races at Jacobs' shipyard in City Island two months ago Bob Jacobs, who knows 'em all, from the old America down, noticed a working schooner heading into the little harbor under sail and power. Her graceful lines were reminiscent of better days. Bob looked again, and recognized the famous old Puritan, defender of the America's Cup in 1855, when she twice defeated the challenger Genesta.

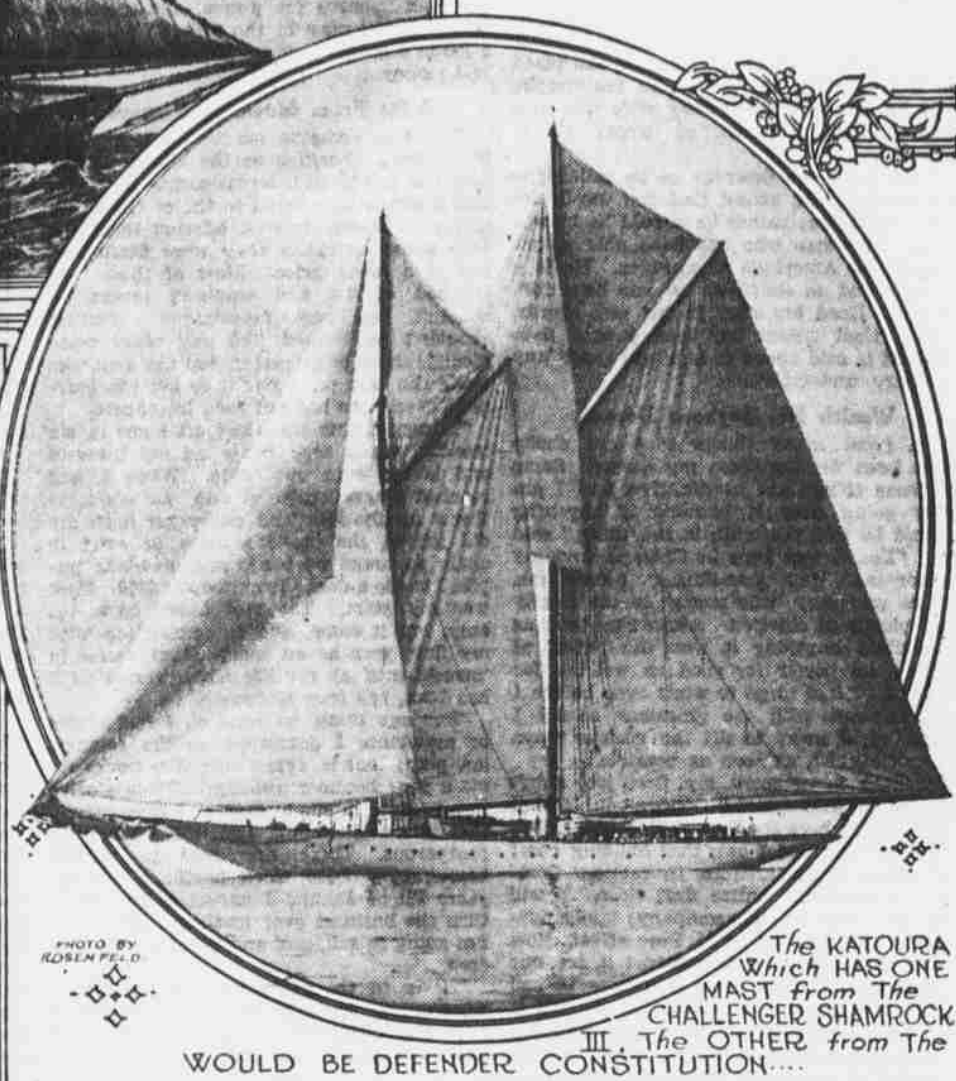
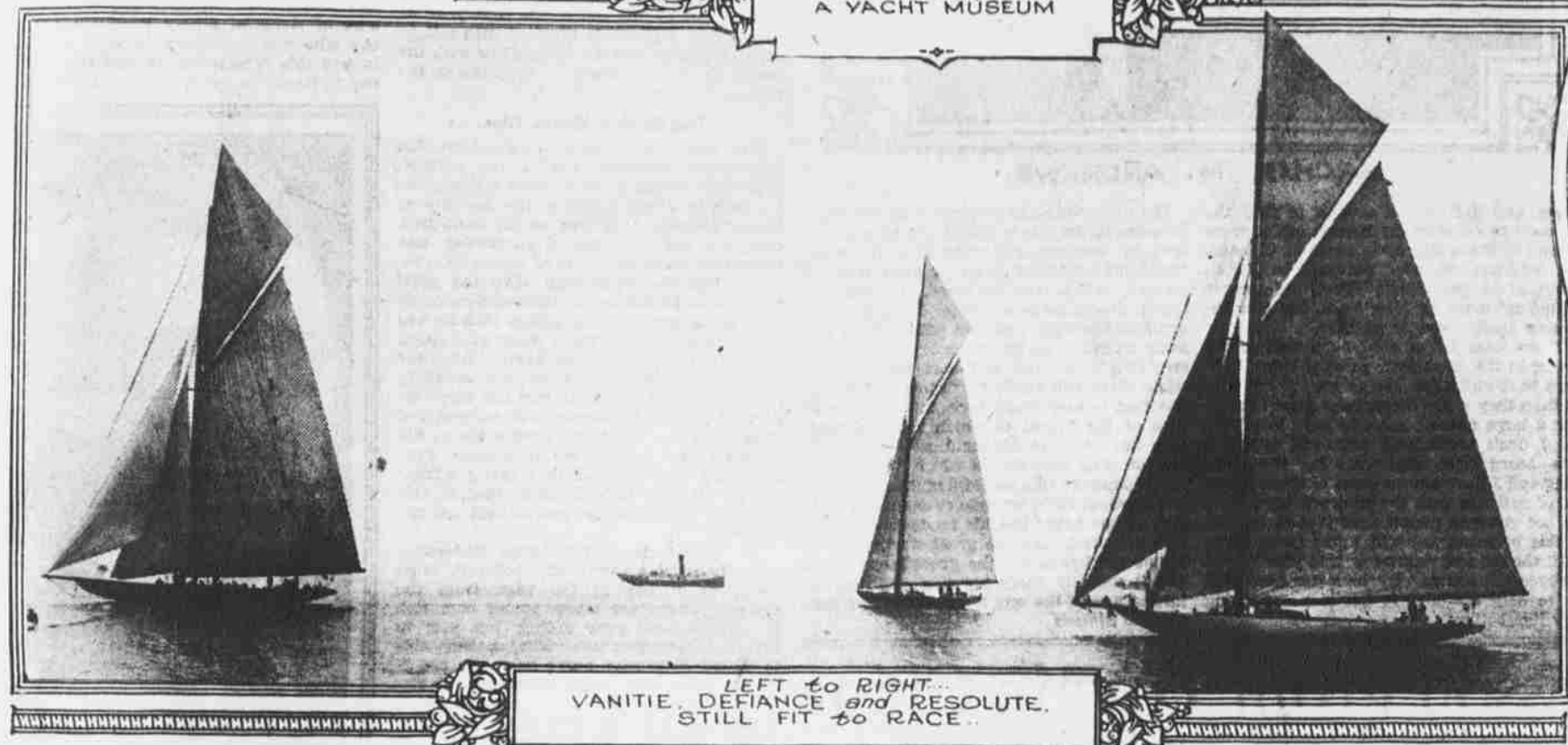
What becomes of the Cup yachts? Gone are the glories of yesteryear are most of those glorious old vikings—the challengers and defenders of the hundred guinea pewter prize Queen Victoria offered as a prize seventy years ago for a race around the Isle of



One of the Famed Old Racers Smuggles Whiskey, While Commnoplac Trade Has Become the Lot of Others--Modern Ones Scrapped

he turned the other boat over to the prince and she was used as a training yacht for them. The Meteor I—the old Thistle—was a Watson cutter, built on the Clyde. The Volunteer was lengthened after the race with Thistle and turned into a schooner. She is now a trader in the Azores service.

Four yachts were built to defend the Cup when Lord Dunraven challenged with the



Wight. The modern boats, built for speed without regard to seaworthiness, have been without up for the value of their lead, spars and sails. Some of the sturdy old ones, like the Puritan, are still afloat and in honest trade. One, at least, and it would be unfair to tell her name, is engaged in the whiskey smuggling business, and was identified by a friend of the writer down in Delaware Bay about three weeks ago.

Most famous of all, the America, from which the Cup derives its name, is now laid up in Lawley's shipyard in Boston. She was offered for sale recently, and would probably have gone into the Azores-New Bedford trade had not a syndicate of yachtsmen of the Eastern Yacht Club bought her with the intention of anchoring her in the Charles River, or at Marblehead, as a yacht museum.

The America was designed by George Steers, builder of famous pilot boats, and her original owners were George L. Schuyler, John C. and Edwin A. Stevens, James A. Hamilton and Hamilton Wilkes. She was a schooner, 88 feet on the waterline, 22 foot beam and 11 foot draft. She was the fastest boat in this country and in 1851 her owners sent her to England to sail in the races there.

The story of her victory over the entries of the Royal Yacht Squadron has been told many times. The prize she won was the Queen's Cup, since known as the America's Cup. In 1857 the owners of the trophy, at the suggestion of Mr. Schuyler, transferred it to the custody of the New York Yacht Club, with an instrument known as the "original deed of gift," making it a perpetual international prize.

Once a Blockade Runner.

The America was a blockade runner in the Civil War and was sunk in the St. John's River, in Florida, by a Confederate gunboat. After the war she was raised and was sailed as a yacht for years under various owners. All the America's rivals in the Isle of Wight race are of existence now. They were sturdy old vessels, and many of them went into pilot boat or fishing service.

Hereschoff's wonderful sloop Resolute, which defended the Cup this year, calls to mind the old Resolute, one of the finest of the old schooner yachts. She sailed in the race for the America's Cup which the Magic won in 1870. Cambria, the British challenger, finished tenth.

After many years service as a yacht the Resolute was sold for trade. Like many other vessels of her class, she went into the Azores-New Bedford service. There are a number of sailing ships engaged in the immigrant service between the New England ports and the Azores and Cape Verde Islands. They bring over Portuguese and Spanish immigrants, who are employed in the mills and cranberry bogs on Cape Cod during the busy season, and carry them home when the season closes. The old Resolute is still in this trade and the America might have been if the Boston syndicate had not bought her.

The first defender, Magic, is one of the few Cup boats that have not been broken up. She is a centreboard schooner and until a few years ago was a coaster and fisherman along the Florida coast. She was last heard from in New Orleans, where she is in trade and still serviceable.

In 1871 the Livonia raced the Columbia,

the only American yacht until this year that lost a race. Columbia was disabled and the Sappho defended the Cup in the two subsequent races. All these boats went into trade and Sappho was lost at sea.

The next challenger was the Countess of Dufferin in 1876. She was a Canadian schooner from the Great Lakes and was badly beaten by the Madeleine. The Countess of Dufferin returned to the lakes and sailed as a yacht there for years. Eventually she was broken up. The Atalanta, another Canadian boat, challenged in 1881. She sailed the Mischief. Some years after the race she was burned in Chicago, where she was in service as a yacht.

Did Not Belie Her Name.

The Mischief was a yacht for some time sailing from Boston. She was finally converted into a working schooner and her subsequent career was dubious. She was in trouble for smuggling on several occasions and more than lived up to her name. She, too, has been broken up.

Sir Richard Sutton challenged with the Genesta in 1885. She was a cutter built especially for racing, but was beaten by the Puritan. After the race Sir Richard took her home and lived aboard of her until his death. His widow lived on the boat until her death a few years ago. The Genesta was unfit for trade and was broken up.

The Puritan after being used as a yacht for years was converted into an auxiliary schooner and is engaged in the Azores trade. It was she that put in at City Island when the Shamrock was in dry dock there. She kept her sloop rig and was sold at auction in New York several years after the race with the Genesta. Commodore J. Malcolm Forbes bought her then for \$13,500.

The Priscilla was one of the boats that sought the honor of defending the Cup in 1885, but was not chosen. She was used by Commodore A. Cass Canfield of the Seawanhaka Corinthian Yacht Club for several years. He altered her for the trials in 1886, but she was again unsuccessful. She was sold later to Robert Lenox Helms and named the Elma. George H. Worthington of Cleveland finally bought her and had her on the Great Lakes until a few years ago, when she was sold for junk and converted into a "party" boat. She is now at Sheephead Bay and takes out fishing parties. She went down to the races this year, but only a few of the old timers recognized her in her disguise as a motorboat.

The first boat built especially to defend the Cup was the Pocahontas, launched in 1881. She was a terrible failure, and afterward became a fishing boat.

In 1886 Lieut. William Henn, R. N., challenged with the cutter Galatea. She was defeated by the American sloop Mayflower. After the race Lieut. Henn kept the boat in Dartmouth harbor, in England, where he lived on her until his death. Capt. Dan Bradford, who sailed her against the Mayflower, was in command until about twelve years ago, when Mrs. Henn died and the Galatea was broken up.

The Mayflower was one of two boats built to defend the Cup; the other was the Atlantic, a failure. The Mayflower was sold to Commodore E. D. Morgan and was in the trials for the races in 1887. Later she was converted into a schooner and was used as a yacht for many years.

In 1908 five adventurous young men chartered her to seek treasure in a sunken Spanish galleon in the Caribbean Sea. The modern Argonauts were R. A. Derby, New York; Guy H. Scull, who was a Deputy Police Commissioner under Arthur Woods; S. H. Noyes and Hayden Richardson of New York and S. S. Boylston of Baltimore.

The party sailed from New York in September on the old Mayflower, which had been converted into an auxiliary schooner and was owned by the Southern Exploration Company. They carried a crew of seven men. Aside from admitting their destination was the Caribbean, the treasure hunters surrounded their mission with secrecy.

For two weeks they met with fair weather and their hopes for a successful voyage ran high. But two hundred miles east of Watlings Island they ran into a terrific West In-

dian hurricane which was one of the worst storms ever encountered in those waters. Capt. C. Harding in describing the Mayflower's experience said that for a day and a night the staunch little vessel scudded along with bare poles before the wind, tossed about like a cork by the enormous waves, which at times swept over her decks and carried away all movable objects.

When day broke the wind was howling and the storm had greatly increased. At noon it reached its height of its fury. Several times the Mayflower, struck by huge waves, was thrown on her beam ends and twice was almost overturned. Her topmasts both times were under water as she lay on her side, but by a miracle she succeeded in righting herself.

It was a terrifying experience for all on board, and the treasure hunters, some of

Police Billy in Red, White and Blue

By FRANK N. EVANHOE,

Retired Police Detective.

HERE is a suggestion for the police—a weapon and badge of authority all in one. I call attention to the benefits that might be derived from the adoption of a ten inch billy made of wood and painted red, white and blue, especially in cases where policemen work in civilian clothes.

As an effective weapon it would be a worthy substitute for the familiar blackjack which is made of a steel rod with a knob of lead or iron at the end, is covered with leather and measures about seven inches. You can fracture a skull with a short snap of the wrist. The symbolic significance of the colors, of course, becomes apparent at once—white stands for peace, red for the good blood of good Americans and blue for law—that is, if the law is not too blue. The practical value of the colors is scarcely less obvious.

These are speedy times and the shield that the police officer wears and is good enough in a way is not fast enough for the crook of to-day, whose joy in life is getting something from some one else and then beating the police who are giving chase and when caught beating the case in court. Should the police officer be required to get such a small billy painted or enameled it would not cost much. Crooks who make a getaway with a machine could be quickly overtaken if the officer instantly could make his identity known. If he was in civilian clothes he could commandeer a car of any good citizen without losing time in showing his shield, and from the number of shields one sees nowadays it may be questioned by the good citizen.

Now, we take a case of a man on a car or a crowd anywhere. The cry is, "I lost my watch." People get excited. Should an officer get on the job in plain clothes the shield has a poor chance to be seen, while if a red, white and blue billy were held aloft every one would know help was at hand—no room for argument—and the good citizen would give a hand and stand. Should one draw a pistol people may think you are

crazy or that the thing may go off and they go for cover. Should a police officer rush in he could not tell which was the thief at once, and by the time shields were shown and explanations were made some of the gang could get away, as often happens.

Red, white and blue are emblematic and symbolic as well, and all good citizens stand by the colors of Old Glory. The meaning of this could be explained to the foreigner of other lands who comes to this good land of ours through the public schools, the naturalization bureau and immigrant stations; they may never learn to read, but they can see red, white and blue and easily learn what it stands for, and that no one would have a right to have one unless he was authorized by law.

By showing a billy to any one he would not be apt to think that you were about to knock off his block. You take an officer who is making an investigation in a hotel or apartment house—often people will not open the door on demand for some fear. You could hold up the little club to the transom and they would know that an officer of the law was on the other side.

You go to any city or town where there are crowds and the police are expected to form a line. To-day it is the same as it ever was: "Get back, get back—why in hell don't you people get back?" Now, if the little club had red, white and blue on it he might call it his little "Betsy Ross." The officer would have a chance to say something like this: "Now, my good people, get back there and give little Betsy a chance to earn our money."

It would put the gathering in a better frame of mind, and you could say the hard things any time after. It would give the officer a chance to talk at least, for anything with our colors on it gets attention. I dare say a crook would hesitate to pull the trigger or attack the holder of a red, white and blue billy even if it were displayed by a man in civilian clothes. Any police officer will tell you that the defence when a policeman is assaulted or his commands disobeyed always is, "I did not know he was an officer."

whom had never seen a storm at sea, momentarily expected to see the little schooner founder. That afternoon, while the Mayflower was pounding her way through the sea, her mainmast went by the board and her foremast snapped off about twenty feet above the deck. The once famous defender of the America's Cup had become a hopeless derelict.

In this condition she was sighted next morning by the steamer Advance of the Panama Railroad Company, which lay to and tried to give aid. Finding it impossible to lower a boat and unwilling to waste any more time, the Advance steamed on her way to New York.

Almost Yielded to Despair.

As the smoke from the Advance's funnels faded away on the horizon the hope which had run high in the party of adventurers sank again and they gave themselves up for lost. Just when it seemed that the poor old Mayflower would founder, and that her crew had endured all suffering humanly possible, the steamship Ran, from Daquiri to Baltimore, hove in sight and rapidly bore down on the sinking yacht.

The Ran came as near as she dared, but like the Advance was unable to lower a boat. She endeavored to throw a line over the Mayflower and rig a breeches buoy, but all to no avail. In each attempt the line fell short. Then the captain of the Ran, although he realized he was unable to give aid until the seas subsided, signalled that he would stand by until the end with the view of picking up what men he could after the Mayflower went down.

That afternoon the Hippolyte Dumois, laden with bananas from Port Antonio, Jamaica, to Baltimore, steamed up and joined the Ran, manoeuvring about the shipwrecked vessel and trying to throw a line aboard her. By skillful seamanship Capt. Danfelson brought his ship to windward of the yacht and shot a line across her forward deck.

A dozen eager hands seized it and a cheer went up on the Norwegian ship when the rope was made fast to the Mayflower's broken mast. A breeches buoy was rigged and man after man was dragged to safety on the steamer's deck. After three sleepless nights and days they were a haggard looking lot. The gallant old Mayflower, which had managed to keep afloat until her crew was rescued, sank almost immediately.

The Atlantic, which was built as a Cup defender and eliminated by the Mayflower, was sold to Wilson Marshall and Clinton Barnum Seeley, the latter one of the heirs of P. T. Barnum. She also was converted into a schooner and was sailed as a yacht for several years, when she was broken up.

Kaiser Got One of Them.

In 1887 the Volunteer defended the Cup against the Thistle. The challenger went back to Scotland, where she was owned for some time by Sir James Bell. He sold her to the Emperor of Germany, the then Kaiser William II., and her name was changed to Meteor. She was the first of an illustrious line of that name. The Kaiser sailed her often in English waters and it was she who sailed a dead heat with the Averna.

This race and the dead heat in the third race between the Resolute and Shamrock last month are the only two on record of two boats starting and finishing in exactly the same time. By a curious coincidence the time difference at start and finish in both races was nineteen seconds.

When the Kaiser bought the Meteor II.

Valkyrie II. in 1893. One of these, the Colonia, now the Corona, a schooner yacht and the property of Cleveland H. Dodge, is the only surviving representative of the old 90-footer sloop class. The Corona is 88 feet on the waterline. She was out at the races this year.

Another candidate was the Pilgrim, a freak fin keel boat, built by a Boston syndicate headed by Bayard Thayer and Gen. C. H. Taylor. She had a cigar shaped hull with an enormous overhang, 128 feet over all. After the trials her fin keel was taken off and she was converted into a power boat and went into trade.

A third aspirant to race the Valkyrie was the Jubilee, built for Gen. Paine. She was a combination of fin keel and centreboard—another freak. For several years the Jubilee was laid up in Burgess's yard in Marblehead. She was eventually broken up.

The successful defender, Vigilant, which beat the Valkyrie in three consecutive races, was afterward sold to George Gould, who took her abroad the following year with Hank Haf, her skipper. She raced in British waters, but was not notably successful, winning only three out of seventeen starts. She returned to this country in 1895. E. A. Willard had charge of her and she was used as a trial boat against Oliver Iselin's Defender that year. She has been broken up.

In 1895 Valkyrie III, another Watson sloop, was Lord Dunraven's challenger. She sailed against the Defender. This contest was marred by the British Earl, who protested the race on the ground that Defender's ballast had been tampered with. The charges were thoroughly investigated and disproved.

Corroded by Salt Water.

Defender was a fast boat, but in one sense a freak, being built of a combination of steel, aluminum and bronze, which corroded badly. She virtually ate herself up in the salt water and was broken up. All Sir Thomas Lipton's Shamrocks have been broken up. The challenger Shamrock IV, designed by Charles Nicholson and notable for her spoon shaped hull, is now being demolished at Jacobs' yard in City Island.

Three seventy footers were built to defend the Cup in 1887. One of them, owned by J. Rogers Maxwell, was named Shamrock. She has been converted into a power boat and took parties to the races last month. On account of her name a report was circulated that she was one of Lipton's Shamrocks. The only Lipton Shamrock now afloat is the 23 meter boat used as a trial horse for Shamrock IV. In the opinion of experts this staunch craft is worth more than the Shamrock IV, Resolute and Vanitie put together.

The schooner yacht Katoura, built by Herreshoff for Commodore Robert E. Todd in 1914, has the mast of Shamrock III, for her mainmast and her foremast was the mast of the Constitution, unsuccessful candidate to defend the Cup in 1901. Another mast of one of Lipton's Shamrocks serves as flag pole for the Atlantic Yacht Club at Sea Gate, where Sir Thomas had his steam yacht Victoria during the races this year.

The mast of the Columbia is a flag pole in Queensboro Bridge plaza.

The Columbia, Constitution, Independence (Thomas W. Lawson's unsuccessful boat) and Reliance have been broken up. The Resolute will probably lay up in Herreshoff's yard in Bristol, R. I., until another challenge is received. Vanitie is now laid up in City Island.