

OUTING'S MONTHLY REVIEW

OF

AMATEUR SPORTS AND PASTIMES.

YACHTING.

THE NEW MEASUREMENT RULE.



THE new measurement rule is a matter of vital interest. The Y. R. A. of Long Island have discussed it fully and their Executive Committee have made the following report upon it:

In the matter of the new measurement rule adopted on October 1st by the Y. R. U. of North America, your Executive Committee recommends that it be adopted to apply to schooners and cabin sloops, cutters and yawls; that as regards open sloops and all catboats, the rule now in force be retained; that as to classification the 43-ft. class be retained as at present, and that other changes, as adopted by the Y. R. U., be

adopted by the Association. Your committee also recommends that the 15-ft. and 20-ft. classes be abolished and that 18-ft. and 21-ft. classes be established in their place, also that provision be made for knockabout classes of 18 ft., 11 ft. and 25 ft. l. w. l.

The suggestion relating to the changes in the 15-ft. and 20-ft. classes was tabled, in order that an effort may be made to admit the knockabouts without making special classes for them, a committee being appointed to confer with the Boston Knockabout Association as to uniform rules.

The most interesting and timely topic discussed was brought to the attention of the Association by Mr. E. C. Seward, of the Sachem's Head Yacht Club, who deplored the rapid introduction of yachts of light and flimsy construction in all classes, to the exclusion of vessels of honest and wholesome build. All hands agreed with him that some sort of legislation was necessary, and it was suggested that some limit to construction be imposed. Finally it was agreed that the Executive Committee should prepare a scheme of restrictions as to scantling, construction, etc., for all classes from 30 ft. downward, with the end in view of estab-

lishing cruising classes as distinct from racing classes. The proposition was made because of the serious results in certain classes through the introduction of a single new yacht of extreme model and exceptionally light and flimsy construction driving out of the racing a number of good all-round boats and entirely killing the class.

The question raised by Mr. Seward is one of vital interest, as it brings up the conflict between the racing machine pure and simple, and the good, honest boat with fair accommodations. Monstrosities with fin-keels now monopolize the races in the larger classes, while scows and ingenious nondescripts, which sailors would never mistake for boats, control all the sport in the smaller classes. How to give the owner of the honest boat a fair show, while at the same time dealing justly with the owner of the racing machine, is a problem that seeks for solution at the hands of constituted yachting authorities. The present fleet of "freaks" is due in the first instance to the want of foresight displayed by the clubs in not legislating against them when they first made their appearance. Naval architects are only human, and they cannot be blamed for taking advantage of any and every ill-considered rule adopted by the clubs. For instance, when beam was taxed in Great Britain the result was the long, deep and narrow craft which so long prevailed across the Atlantic. The tax was taken off beam in 1886, and the consequence was the practical abolition of the narrow British cutter and the adoption of a beamier type of craft. At the present time, beam as a factor is utilized in much the same way both in this country and in Great Britain. Until some sage discovers what is absolutely the best type of yacht we shall continue to go beating about the bush.

The adoption of the girth rule, I fear, is not destined to work any very valuable lasting reform, but it would not be fair to judge it until it has had a trial. There is no doubt that a rating rule can be so framed as to make any

particular type come into vogue, and in the end that type is bound to be pushed to extremes. Experience has shown that when this stage arises in an acute form the standard of rating is altered. This has been the case in the United States ever since the sport became established. When the New York Yacht Club was organized in 1844 the yachts were rated according to Custom House tonnage, first-class sloops allowing 35 seconds a ton and second-class sloops 45 seconds a ton to their inferiors. This system was in force only for two years. In 1846 a startling innovation was made. It was neither more nor less than getting the actual weight of the yachts, which was computed by the revolutions of screw-jacks placed under the keel of the boat when in dry dock. Here is an example culled from the club's archives:

YACHT "SYREN."

Weight of boat.....	115,776 lbs.
Weight of keel.....	3,400 lbs.
Weight of rudder.....	219 lbs.

Total..... 119,395 lbs.
 Racing measurement, 53 tons 6 cwt. 9 lbs.

From these data the allowances were computed. This queer rule was in vogue until 1852, when a widely different regulation was adopted. Sail area alone was taken into account, the following being the allowance:

First class—Over 3,300 square feet sail area, 1 second per foot.

Second class—Between 2,300 and 3,300 feet, 1/4 seconds per foot.

Third class—Less than 2,300 feet, 1/2 seconds per foot.

The natural result of this rule was the adoption of the light-draught boats vulgarly designated as "skimming dishes." It was found that it took less canvas to drive this type of yacht through the water, and the consequence was the building of many curious craft whose models may now be seen on the walls of the New York Yacht Club. Here is a striking example, which shows how the rule affected the sail area of the yachts. The schooner *Rebecca*, which, before the rule was made, used to carry a sail spread of 3,303 square feet, was cut down to an area of 1,306 square feet. This absurd rule was in force with a few modifications until 1871, when yet another sweeping change was made. This time the elements consisted of the yacht's displacement in cubic feet and the length of the water-line. In 1873 the rule was changed so as to take into account the cubic contents of the whale hull. In 1883 a plan was adopted taking into account, as a function of the new system, twice, the water-line length and once the sail area. In 1890 the present rule was adopted by the New York Yacht Club, which, it should be understood, is not a member of the Y. R. U. of North America, but stands aloof, like the Larchmont and some other clubs, and is not affected by this new girth rule, particulars of which were given in OUTING for last month.

Personally, I am opposed to a system that restricts or taxes sail, and I am glad to be able to quote the veteran Scotch yacht designer, Mr. William Fife, Sr., as being on my side of the fence. He wrote, in January, 1895: "I am not a believer in restricting sail; every yacht should get what she can carry, I know this idea has many opponents, although I never saw a valid season against it. A yacht can be spoiled with

excessive spars and sails, and sail area may therefore be left to take care of itself. To satisfy those, however, who fear that, in the absence of any tax on sail area, excessive sail areas might be introduced, a maximum allowance of so many square feet per ton might be specified."

It will be quite interesting to note how artfully our naval architects will seek to cheat this new girth rule.

Meanwhile the only way I see out of the difficulty between racing machine and honest boat is to sail them in different classes. It would be well to draw up tables of scantlings and rules for the construction of all racing yachts to be built in the future. As for the "freaks" unhappily now in existence, it is consolatory to be assured that they will all fall to pieces very soon. It is a great wonder, indeed, that some of them did not succumb at the close of the first season.

One thing is certain. The Y. R. U. of North America destined to work many needed reforms. The formation of such an association was advocated by me in OUTING eight years ago, but the times were not ripe for it then. It has, no doubt, a hard and uphill road before it, but it is bound to succeed, and the sport is sure to benefit both here and in Canada by its well-directed legislation.

COMING EVENTS.

The Atlantic Yacht Club will this year endeavor to surpass itself in the way of aquatic brilliancy. The new club-house down at Sea Gate has fulfilled every proud anticipation of the members. The war, which played havoc generally with the sport, affected the Atlantic Club perhaps more than any other yachting organization, for the channels leading seaward were not only mined with torpedoes and other infernal machines, but closed to all vessels between dusk and dawn. It is gratifying to learn, therefore, that in spite of these dominating drawbacks the club has cause for congratulation on the result of last season and is also in a prosperous condition financially.

In the great fresh-water lakes the challenge of the Chicago Yacht Club for the *Canada's* Cup, which has been accepted by the Royal Canadian Yacht Club, has put all the amateur tars who ply on these magnificent sheets of water on their mettle; and there will be, unless present indications fail, quite a fleet of boats that will aspire to the honor of fighting for or defending the trophy that *Vencedor* failed to capture. Perhaps our Canadian cousins will not take it amiss if I venture to suggest that the race would have a truer international flavor if their champion were designed by a Canadian born and bred. It will be remembered that the successful Canada was a craft wholly designed and partly built by William Fife, Jr., of Fairlee, on the Clyde, and cannot by the wildest stretch of imagination lay claim to be a representative Canadian racing yacht. I am sure that if such was ordered, a yacht designer could be found somewhere in the Dominion to turn out a creditable craft. This, however, is by the way.

The final arrangements for the match have been concluded, and the conditions signed by the committees of the Royal Canadian Yacht

Club, the challenger, and the Chicago Yacht Club, the defender.

The race is to be sailed on Lake Ontario, off Toronto Harbor, on a date and over courses to be afterward specified, under the racing rules of the Y. R. U. of the Great Lakes, subject to minor variations, and in accordance with the deed of gift of January 16, 1897. The winner of three out of five races shall be declared the winner of the match. The first, third and fifth races shall be triangular, and the second and fourth to windward or to leeward and return; the triangular races to be once round an equilateral triangle of twenty-one nautical miles, one side of the triangle to be to windward, if possible; the windward and leeward races to be nine nautical miles and return. Any race not sailed in $5\frac{3}{4}$ hours shall be resailed.

The competing yachts shall be in the 35-foot class of wooden construction, built in accordance with the scantling tables of the Y. R. U. of the Great Lakes. The yachts shall be measured by the judges, or by a disinterested nominee of the judges, at least two days before the first race. The crews shall be limited to six men, whose total weight shall not exceed 1,050 pounds. Each yacht shall have on board during the races a representative named by her competitor, whose weight shall not exceed 150 pounds.

The races shall be sailed under the management of three judges, none of whom shall be interested in either yacht. One shall be appointed by each club, and the two so appointed shall select a third on or before the first day of July, 1899, and they shall act as judges and timekeepers, and settle all disputes. The decision of the majority shall be final in all matters.

The signers of the conditions were: For the Chicago Yacht Club, D. R. Crawford, Chairman; John B. Berryman, George Warrington, and Charles H. Thorn, Secretary.

For the Royal Canadian Yacht Club: Æmilijus Jarvis, Commodore; C. A. B. Brown, E. H. Ambrose, F. M. Gray, and F. J. Ricardo-Seaver, Honorary Secretary.

The Buffalo Y. C. will send a boat to Chicago to compete in the trial races for the selection of a challenger. One, and perhaps two, craft will represent Lake Erie in the contests. The intention is that the fastest craft on the Great Lakes shall be sent to Toronto to meet the Canadian defender.

The new twin-screw steel steam yacht *Corsair*, built by T. S. Marvel & Co., at Newburg, N. Y., for Commodore J. Pierpont Morgan, was launched on December 12, 1898, Miss Morgan eldest daughter of the owner, christening her. A large party witnessed the launch, which was entirely successful. The *Corsair* was towed to Hoboken, where she will be fitted with her machinery, joiner work, furniture, etc.

The *Corsair* is similar in appearance to *Corsair* No. 2, now the U. S. S. *Gloucester*, but she is considerably larger than that vessel, being 302 feet over all, 252 feet 6 inches on the water-line, 33 feet 3 inches beam, 20 feet 6 inches deep, with a draught of 15 feet. She has bilge keels 92 feet long and 18 inches deep. Her twin engines are of the triple expansion type, steam being supplied by two double-ended Scotch boilers. A speed of 19 knots is

confidently expected. She will be rigged as a schooner with two pole masts and a bowsprit. There are three large deck-houses, sheathed with mahogany, that forward being a dining-room, the one amidships the galley and chart-room, while the after one contains a stateroom for the owner and a companionway to the main cabin.

Below deck the crew's quarters are forward; then the main saloon. Aft the machinery, are several staterooms, all of which are finished in white and gold. The main saloon is finished in quartered oak. The yacht has an elaborate electric-lighting plant. She carries six boats, a crew of sixty men, and her contract calls for her delivery on June 1st. Her cost is said to approximate \$500,000.

Colonel Oliver H. Payne's big steam yacht *Approdite*, launched last December at Bath, Me., is being completed as fast as possible. She measures 303 feet over all, 260 feet on the load water-line, with a beam of 35 feet 6 inches, and a draught of 16 feet. She will be rigged as a bark, and will carry 17,000 square feet of canvas. Her bilge keels are 140 feet long, and project from the hull at their widest part 24 inches. She has a single screw, and her speed will be about 15 knots, her engines developing with natural draught 3,200 horse-power. Her hull is divided into fifteen water-tight compartments. She has a steel deck-house 140 feet long, which is cased with mahogany. This makes a fine promenade deck.

Colonel A. J. Drexel's new steam yacht, designed by Mr. George L. Watson, is being built by Messrs. Scott at Greenock. She is to be 275 feet long, 36 feet beam, and her Thames measurement will be 1,700 tons. She will have twin screws, and a speed of 17 knots. It is said she will be the most expensive yacht of her size ever built.

The German Emperor's cutter *Meteor* will come out as a yawl this season.

It is estimated that there are more than 22,000 registered members represented in the Yacht Racing Union of North America. The sport is finding numbers of new recruits every day.

Work is being pushed on the new home of the New York Yacht Club in West Forty-fourth street. No time will be lost, as the club is anxious to be settled comfortably there for the *America's* Cup races.

Y. R. U. OF THE GREAT LAKES.

The Yacht Racing Union of the Great Lakes held its annual meeting at Buffalo, the following members of the Council being present: I. B. Hower, E. W. Radder and Otto F. Barthel of the Interlake Yachting Association; Æmilijus Jarvis, J. Frank Monck and J. E. Burroughs, of the Lake Yacht Racing Association of Lake Ontario and W. R. Crawford, George R. Peare and F. W. Morgan, of the Lake Michigan Yachting Association. The Council, after due discussion, adopted new measurement and classification rules, which are practically identical with those of the Y. R. U. of North America, with the exception of a few amendments. Officers for the year were elected as follows: Chairman, Charles E. Kremer, of the Lake Michigan Yachting Association, Chicago, Ill.; Secretary-Treasurer, J. Edmund Burroughs,

Lake Yacht Racing Association of Lake Ontario, Rochester, N. Y. Mr. Æmilius Jarvis was elected delegate to the Yacht Racing Union of North America. It was hinted that, as the Chicago Yacht Club had challenged the Royal Canadian Yacht Club for the *Canada's Cup*, the Council should suggest that the contest be confined to yachts of 35 feet racing length, this with a view to stimulate the building of many craft on the Great Lakes to take part in the trial contests. It is understood that the Council did use its influence for the plan, for the match was made on the 35-foot basis.

CUP DEFENDER AND CUP CHALLENGER.

It took the *Defender* only sixteen hours to sail under storm canvas from New Rochelle to Bristol, K. I., a distance of 145 miles. She was dismantled, and after her mast had been removed she was hauled out under the shed of her builders. There she was thoroughly overhauled, her defective aluminum plates being removed and replaced. As she was completely under shelter the severe storms of late November and early December did not delay the work.

It is announced that both the old *Defender* and the new Herreshoff craft will be in commission early in the season; that they will be manned as nearly as possible by American seamen; that the crews will be drilled until perfect, and that the two vessels will be raced against each other until there is not the slightest doubt as to the relative merits of each. Mr. C. Oliver Iselin will have the general supervision of both craft. Thus he will be a very busy man all summer.

It is now announced authoritatively that Sir Thomas Lipton's cup challenger, *Shamrock*, will be constructed of nickel steel; that she will be built in sections by the Thornycrofts, the famous firm of torpedo-boat builders on the Thames; and that the sections, when completed, will be transported to Belfast, where the vessel will be put together at the shipyard of Harlan & Wolff. Nickel steel, as its name implies, is an alloy of steel with nickel. It possesses all the qualities of steel for shipbuilding purposes, but it has in addition a breaking strain of 40 tons to the square inch as against 27 for ordinary steel. It will thus be seen that there will be a great saving in weight from the use of this expensive metal.

It is interesting to note that the 20-rater, *Dragon III.*, designed by Fife in 1893, had frames and beams of this metal, which was then for the first time used in yacht-building. The only yacht at present in existence built of nickel steel is the crack German 65-footer *Kommodore*, designed by Herr Hagen, Director of the shipyard at Kiel.

It is taken for granted by British yachtsmen that *Valkyrie III.* will act as pace-maker for the *Shamrock*, so that Sir Thomas Lipton may be able to "get a line" on the speed of his craft.

Valkyrie has been docked at Greenock for the first time since her return to Scotland. Several tons of mussels and barnacles were scraped from her bottom, which was fearfully dirty, as was only to be expected after being anchored so long in the muddy water of Greenock Bay. Her underbody was so rough that in all probability she will have to be coppered if she re-

sumes her racing career. Those who saw her docked in 1895 in the Erie Basin will remember that the only covering of her underbody was a coat or two of coal tar thinned with turpentine, which as a preservative seems to have acted capitably. After being cleaned and tarred, *Valkyrie* was towed back to Gourcock.

SALE OF THE "EMERALD."

The sale of the fine schooner *Emerald*, winner of two Goelt cups, by Mr. J. Rogers Maxwell, to Mr. W. E. Iselin, does not in any way mean that Mr. Maxwell will retire from the sport which he has followed enthusiastically from boyhood. He began his yachting career with a mere cockleshell of a craft some fifteen feet long, ascending by easy stages, and having had a hand in the design of every craft that has carried his private signal. I am assured that Mr. Maxwell will take part in this coming season's racing in one or the other of the two new boats now being built for his sons. Mr. Maxwell always steers his own yacht when racing, and he has perhaps the largest collection of cups ever won by a yachtsman. *Emerald* had won many splendid victories, but her original owner was forced at last to admit that *Colonia* was just a wee bit too fast for her. It is said that Mr. Maxwell will charter a steam yacht just to see how he likes it, for, strange to say, he has had no experience of a craft propelled by steam. If he finds boiler and engine to his taste, he may build a steamer for himself. Meanwhile one becomes curious to know what Commodore Postley will do during the season without Mr. Maxwell to sail against his dearly beloved *Colonia*. The rig of *Emerald* will be cut down, her wings will be clipped, and she will be used as a cruiser. Her racing days are over.

A. J. KENEALY.

PACIFIC COAST.

At the third annual regatta of the Pacific Interclub Yacht Association, over the channel course, San Francisco, the yachts were divided into the following classes: 20-foot special, yawl special, 25-foot, 30-foot, 36-foot and 44-foot. Yachts of the 20-foot special class sailed over the "special course," reckoned as five nautical miles; those of the 25-foot and yawl classes over the "middle course," reckoned as ten nautical miles, and those of the 30-foot, 36-foot, and 44-foot classes over the "long course," reckoned as fourteen nautical miles. The courses are triangular, and test the yachts in beating, reaching and running free. The greatest interest was felt in the 30-foot class, in which were entered J. W. pew's sloop *Truant*, winner in the first Association regatta, Carl Westerfeld's sloop *Æolus*, winner of the Perpetual Challenge Cup and of the Macdonough Cup in the second Association regatta, and R. B. Mitchell's sloop *Fawn*, and Encinal Yacht Club's defender of the Perpetual Challenge Cup. After a very close and exciting contest, the sloop *Æolus* won by 42 seconds actual time and 2 minutes corrected time. The Law Cup for 20-footers, presented by H. E. Law, last season's Commodore of the Pacific Yacht Club, was won by O. Eastwood's yawl *Kittiwake*. The Delegates' Cup, presented by tine delegates to the Association, was won by E. Donohoe's *Speedwell*, in the 44-foot class.

ARTHUR INKERSLEY.