

VICE COMMODORE WILLETT KIDD'S "SNOWDRIFT."

ICE YACHTING.

WE are apparently in for an old-fashioned winter. As Shaffer Flanagan remarked to his assistant "Wollie" last fall, as he put the finishing touches to the Orange Lake I. Y. C. fleet, "I am sure that there will be good ice on the lake this winter, for the gulls are flying up the Hudson early this season and the ducks are dropping on the lake in good shape for the crowd at Pine Point." "Quite correct," was the reply to the veteran ice-yachtsman and custodian of the Orange Lake Ice Yacht fleet. His experience on the Hudson in sailing sloops and ice-yachts was conclusive.

The first ice in the East was at Red Bank, N. J., just back of Long Branch, in the Shrewsbury River, with six inches of clear, smooth, black ice, on December 13th. All boats were ready, including the *Daisy* and Chas. P. Irvin's pennant-winner, lateen *Georgie*, Chas. Burd's *Zip*, and Jacob Cornwell's *Aurora* with Garrett Moford's *Flaw*. The Snipe and Mosquito fleet had some hot impromptu races, but shortly the ice dissolved as quickly as a summer day's dream. This has been the luck of the Shrewsbury for several years, although they now hold the Van Nostrom challenge cup, won from the Orange Lake I. Y. C. years ago by James Weaver's *Scud*, and if the Orange Lake Club wishes to get it back they must race over the North Shrewsbury I. Y. C. course. These laws are as unalterable as those of the Medes and Persians with ice-yachtsmen. As has been proved with the "blue rag," known as the ice-yacht pennant of America in the Hudson, the Northwestern pennant, now held at Lake Pepin, Wisconsin, and the Walker Cup at

Cape Vincent, N. Y., whoever will win them must race over the holder's course, or go without.

The first real racing of the season started at Orange Lake, N. Y., December 16th. Good ice was formed on the lake for the smaller boats, but just as the races were being planned came a thaw, followed by a snow-storm, and heavy at that. It was on the afternoon of December 27th that the opening race, at Orange Lake, took place. It was the short course of 10 miles, with an old-fashioned line start, over a triangular course, five times around, for the challenge cup of 1898, open to all yachts of the fleet. The starters were: Vice-Commodore Kidd's *Snow Drift*, Captain Robert Kernahan's *Troubler*, and Elijah Walsh's new boat *Arctic*. The breeze was stiff from the southwest and good time was made, considering the number of turns at stakes required. The *Snow Drift* won; time, 21m. 30s.; *Troubler*, second; *Arctic* did not finish.

In the second race on the same day, under the handicap rule, for the Higginson Challenge Cup, were entered George E. Trimble's new *Aeolus*, Robert Kernahan's *Troubler*, Vice-Commodore Kidd's *Snow Drift*, Commodore H. C. Higginson's new *Cold Wave*, and Frank G. Wood's *Flying Jib*. The *Snow Drift* also won this, race her time being 28m. 10s.; *Troubler* second; *Cold Wave*, third; *Aeolus*, fourth.

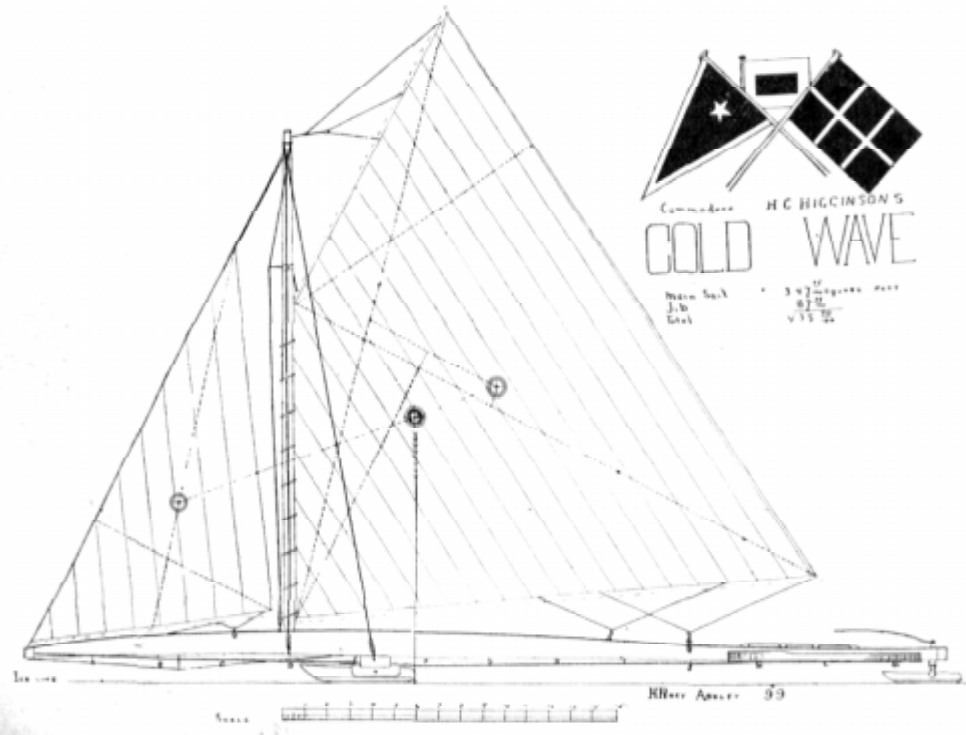
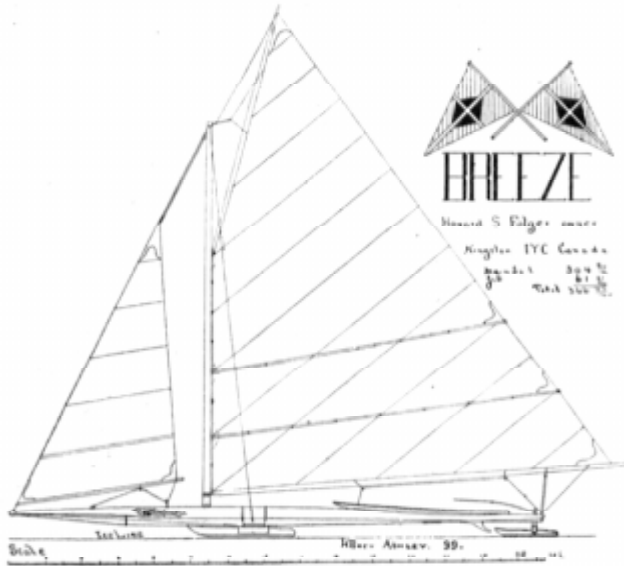
On the 29th of December a 10-mile race was sailed for the Kidd champion pennant at Orange Lake, with a light breeze from the southwest. The yachts entered were *Flying Jib*, sailed by Captain James O'Brien; *Cold*

Wave, sailed by Commodore H. C. Higginson; *Troubler*, sailed by Alderman ("Capt. Bob") Kernahan, and *Arctic*, sailed by Elijah Walsh. The *Trouble*, led from the start, closely followed by the *Cold Wave*. The wind gradually petered out, and at the end of four miles the race had to be given up, owing to a dead calm. The boats stood at this point, *Troubler*, first; *Cold Wave*, a close second.

On December 30th two races were sailed at Orange Lake in the afternoon. The ice was soft and covered with water in patches, but a fair breeze was blowing from the southwest. It was the usual 10-mile triangular course. The starters were, for the challenge cup of '88, *Troubler*, *Cold Wave*, *Arctic*, and *Flying Jib*. *Troubler* led and won in 30m. 30s.; *Cold Wave*, second;

Arctic, third; *Flying Jib*, fourth.

In the second race on the same day, for club champion pennant, the following yachts lined up: *Troubler*, *Cold Wave*, *Arctic*, *Flying Jib* and lateen *Graziella*. Slower time was made over the course, owing to the wind and ice, but Capt. Bob Kernahan's *Troubler* covered the 10 miles, winning in 35 minutes flat, *Cold Wave* second, the last three boats not being near the finish.



366 43-100 square feet in her cross-cut sails. The dimensions of the *Cold Wave* follow, per draft: Backbone over all, 41ft. 3in.; center timber from rudder post to center of runner plank, 27ft. 7in.; length of runner plank, 20ft. 7in. x 5in. x 5¹/₄in., tapering to 3 inches at ends. The offset table, allowing 3 feet for each letter working toward the rudder post and allowing for a 2-inch oak cap, is as follows: A, 6in.; B, 11¹/₄in.; C, 11¹/₄in.; D, 11³/₄in.; E, 11¹/₂in.; F, 11¹/₂in.; G, 11¹/₂in.; H, 11in.; I, 9¹/₂in.; J, 8¹/₄in.; K, 7in.; L, 6¹/₂in.; M, 6in.; cap at stern, 4³/₄x5¹/₂in.; cap at bow, 4x5¹/₈in. The backbone is selected glass wood, cut green. The runner plank is butternut wood. Each stick has the natural curve upward. The runners are the regulation Buckhout, with oak chocks and braces. All spars are hollow, and as light as can be produced. The dimensions of the sails are as follows: Mainsail, leech, 29¹/₂ft.; boom, 23¹/₂ft.; hoist, 13¹/₂ft.; gaff, 14¹/₄ft.; jib: on stay, 19¹/₂ft.; hoist, 15¹/₄ft.; foot, 11ft. Our readers will note that the total of C. R. comes within a straight line of heel of forerunner. This is required for a perfectly balanced ice-yacht, no matter of what rig or design. The *Breeze*, owned by Howard S. Folger, a prominent ice-yacht racing man, of the Kingston (Canada) Club, is one of the newest boats built outside of the United States, her backbone, of British Columbia cedar, and as fine a piece of wood as ever cut, being exactly 29 feet 6 inches over all. The runner plank is of one piece of bass wood with considerable upward curve, and the runners have a track of 15¹/₂ feet. The runners are of Buckhout production, only longer than usually used for a boat of her size. They measure 6 feet over all, and work in angle chocks of aluminum bronze. All iron work is of aluminum, aloft, and all spars are hollow. Her

suit of sails are of the very newest pattern of special 8oz. duck, and are cross-cut. The dimensions are as follows: Mainsail boom, 22ft.; hoist, 12ft.; gaff, 14ft. 6in.; leech, 30ft. 6in.; jib: leech, 17ft.; hoist, 13ft. 6in.; foot, 9ft.

At the annual meeting of the Orange Lake Ice Yacht Club, the following officers were elected for the season: H. C. Higginson, Commodore; Dr. Willett Kidd, Vice-Commodore; Chas. M. Stebbens, Secretary and Treasurer, with Chas. A. Dixon, Measurer. Commodore Higginson appointed the following a Regatta Committee: Vice-Commodore Kidd, Frank G. Wood, Lester Ketcham, P. Delany, and James O'Brien. The meeting showed a membership of 65, with 16 ice-yachts in commission in the fleet. There are five club prizes in the way of cups and pennants to be raced for this season.

This year's election for officers of the Kingston Ice Yacht Club, of Canada, resulted as follows: Commodore, Francis H. Macnee; Vice-Commodore, E. C. Gildersleeve; Secretary and Treasurer, J. Campbell Strange; Measurer Chas. M. Parker. Regatta Committee: D. Allan Black, James Dix, Alexander Horn, James B. Conway, W. D. Hart, Frank Strange, and J. Campbell Strange.

Zero weather in the early days of January brought out most of the big boats of the fleets of the Hudson River, Carthage Landing and New Hamburg Ice Yacht clubs. The contest for fourth-class honors was fought out on January 11 by the boats of the Hudson River Club. The competing yachts were: *Brisk*, H. Vonderlinden; *Esguimaux*, James Breese; *Ariel*, Archie Rogers; *Comet*, Norman Wright. The *Ariel* finished first in 30 minutes, and the *Comet* second in 30 minutes 20 seconds. The *Brisk* came in third and the *Esguimaux* fourth.

H. PERCY ASHLEY.

MODEL YACHTING.

MODEL yachtsmen, recognizing that union is strength, have followed the lead of their brethren in the broader field of sport and have formed an organization called the Model Yacht-Racing Union of North America. Its objects may be briefly summarized as follows: To encourage and stimulate model-yacht designing, sailing and racing. All recognized model or miniature yacht clubs in good standing, composed of members of lawful age, having sailing stations in North America, are entitled to representation in the union. Each club shall be represented in the union by three delegates, one of whom shall be the commodore of the club. The other two delegates shall be selected advisedly from the regatta committee.

The powers of the union shall be advisory, and no club shall be bound by the action of the union until two-thirds of the clubs composing the union have ratified such action. The union shall be governed by seven representatives, elected annually by the union; not more than two representatives from one club shall be eligible.

The duties of the council shall be to appoint special officers and committees to frame racing rules and arrange dates for union racing events

for adoption by the union; to determine and settle all questions and disputes between members of the union relating to model yachting which may be referred to them for a decision, which decision shall be final; and to take such steps as they may consider necessary and expedient to carry into effect the objects of the union. The council shall elect a chairman, secretary and statistician.

The annual meeting shall be held in New York in April, the fall meeting in November. Special meetings shall be called upon the written request of the representatives of two clubs. Four representatives, representing two clubs, shall constitute a quorum. The expenses of the union shall be borne equally by all clubs belonging to the union. Each representative shall be entitled to one vote, and voting by proxy is permissible.

Model yachtsmen generally have hailed with joy the formation of this organization, which seems sure in the near future to give a stimulus to the fascinating pastime, and to encourage competition. By and by when our Canadian cousins join the union, which is only a question of time, international races of great interest and importance are sure to result to the great advantage of yacht designing.