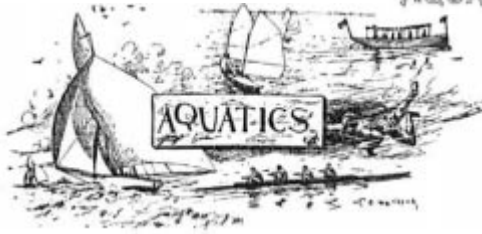


AQUATICS.



YACHTING.

AN interesting class next season will be the new one-design cutters being built by the Herreshoffs. Four are already well advanced, it is reported, their owners being W. K. Vanderbilt, Jr., H. P. Whitney, August Belmont and E. D. Morgan. Their dimensions are given as 104 feet long over all, 70 feet on the load water-line, 19 feet 6 inches beam and 14 feet draught.

Commodore J. Pierpont Morgan on November 17th transferred to the New York Yacht Club the property on the north side of West Forty-fourth street, 370 feet east of Sixth avenue, with plot 75 feet by 100.5 feet, for a nominal consideration. The stamps on the deed show the value of the property to be \$148,000. This is the site on which the new club-house is being built. There has been much delay on the structure, owing to strikes and the failure of contractors to fulfill their agreements. It is hoped, however, that the house will be opened before the next yachting season begins.

Mr. Dixon Kemp, yachting editor of the London *Field*, an author of several able yachting books and a designer of many fine pleasure craft, died in London on November 21st at the age of 60. He came to this country in Mr. Ashbury's schooner *Cambria*, and reported the international race for his paper. He established the Yacht Racing Association of Great Britain in 1875, and two years later he founded *Lloyd's Yacht Register*, an invaluable publication. In 1873 he published "Yacht and Boat Sailing." He was also the author of "Yacht Designing," a scientific volume of great popularity, "An Exposition of Yacht Sailing Rules," published last year, and he left passing through the press a "Handbook for Yachtsmen." He was an associate of the Institute of Naval Architects, and for many years was Secretary of the Yacht Racing Association. He was the recipient some time ago of a handsome testimonial in cash from his many admirers. He died in harness. Although one of the best authorities on British yachting the cable despatch which told of his death gave his name as Dixon Kent. Such is fame!

There will be no race this year for the *Canada's Cup*, the time for challenging having expired. The cup, after being held for duty by the United States Customs officials, was exhibited at Rochester, and finally forwarded to the Chicago Yacht Club, which now holds it. The Royal Canadian Yacht Club met on November 11th, but, contrary to expectation, took no action with regard to the Cup. The elected the following Sailing Committee: F. J. Campbell, W. H. Parsons, G. A. Macrae, Æmilius Jarvis, J. S. McMurray, F. M. Gray and J. W. Rutherford.

At the annual meeting at Chicago, on November 11th. of the Lake Michigan Y. A., the following officers were elected: President, W. R. Crawford, Chicago Y. C.; Vice-President, Alex. Mather, Milwaukee Y. C.; Secretary, H. P. Finney, Chicago Y. C.; Treasurer, W. S. Bougher, Columbia Y. C.

The Jamaica Bay Yacht Club has elected the following officers: Commodore, H. F. Hewlett; Vice-Commodore, Ben. F. Daley; Rear-Commodore, Oscar M. Lipton; Fleet Captain, L. R. Jaeger; Treasurer, M. H. Cristopher; Recording Secretary, Charles P. Daley; Financial Secretary, A. C. Cristopher. The club's affairs are prosperous.

Lake Geneva has been chosen for the next annual regatta of the Inland Lakes Yachting Association, the date of the regatta being fixed for the last two weeks in August.

The Knickerbocker Yacht Club has purchased the grounds at College Point which it has leased for several years. The price was \$6,200, which was raised by subscription.

The Y. R. A. of Long Island Sound has abolished the "girth rule" of measurement and adopted the load water-line length and sail area rule for all classes. Time allowance was also abolished in all regular races in regular classes. In view of the increasing popularity of the yawl rig, separate and distinct classes were made for 43-foot, 36-foot and go-foot yawls. One-gun starts were also decided on. Mr. C. T. Pierce presided at the meeting, which was held at the Manhattan Hotel on November 3d.

The Eastern Yacht Club has established a perpetual challenge cup for competition by the New York, Seawanhaka-Corinthian, Larchmont, Atlantic and Eastern Yacht clubs, open to single-masted vessels with or without centerboards, with a water-line of not less than 39 feet or more than 46 feet in racing trim, without crews aboard; the half sum of this water-line length, plus the square root of the sail area, shall not exceed 51 feet. The ballast shall not exceed 55 per cent. of the actual displacement in racing trim without crew aboard, and shall not be less than 22,000 lbs., including inside and outside ballast, with bolts and fastenings and metal in fins or centerboards. The load water-line plane shall not exceed 80 per cent. of its circumscribing parallelogram. The frames, beams, planking or plating, shall not be constructed of any materials other than wood, iron or steel. All challenges shall be in writing, and received before January 1st of the year of the proposed race by the club holding the cup. In case there shall be more than one challenge for the cup, the challenging yachts shall sail a series of races, the winner being accepted as the challenger for the year. The races between challenger and defender shall be to windward or to leeward and return, and an equilateral triangular course not less than 24 nautical miles, without time allowance, in the waters of the club holding the cup and under its management and rules.

The *Shamrock* left New York on November 2d in tow of *Erin*. She passed Fayal, Azores, on November 10th, and arrived at Gourcock on

Sunday, November 19th. She made the passage in fifteen days seven hours. She was towed the greater part of the way. She was laid up for the winter at Greenock. She will be raced next season against *Meteor II* and Mr. C. D. Rose's new Watson cutter. Sir Thomas Lipton denies the report that he will challenge in 1901 with a schooner designed by Mr. Watson. Mr. Fife will design *Shamrock No. 2*, with which Sir Thomas will challenge in 1901. She will be a 90-foot cutter. The New York Yacht Club has elected Sir Thomas an honorary member, his name being proposed by Commodore Morgan and seconded by Vice-Commodore Ledyard; Secretary of War Root and Capt. Robley D. Evans were also elected members of the club. Resolutions thanking Commodore Morgan, C. Oliver Iselin, W. Butler Duncan, were passed, and loving cups were voted to them for their defense of the cup.

At the time I write no definite plans have been made for sending *Columbia* a road on a cup-hunting trip. Mr. and Mrs. Iselin are now in England. It is now understood that Mr. William Clark, of Paisley, has purchased *Valkyrie III.*, and will race her next season. If Commodore Morgan and Mr. Iselin determine to let *Columbia* sail for England, there would be a lot of interesting sport. As it is, the coming season will not have the exciting fillip of a race for the *America's Cup*, and our yachtsmen will have to depend on their own resources.

A. J. KENEALY.

ICE YACHTING.

Howard S. Folger, of the Kingston I. C. Y. Club, of Canada, who owned the *Breeze*, and is known as one of the best racing men in Canada, has had built by George E. Buckhout, of Poughkeepsie, on the Hudson, the Herres-

hoff of ice-yacht builders, one of the finest ice yachts in existence to-day, carrying about 400 square feet of canvas. The new boat will be named *Snowcloud*, and will be raced this winter. This is the first purely up-to-date Hudson River racing ice yacht that has ever been raced in Canada, and her advent is looked forward to with the greatest interest. Neither money nor brains have been snared, and Mr. Buckhout has simply outdone himself on a finished and well-nigh perfect piece of expert work.

Speaking of the Hudson River type of boat, the West realizes their worth, or at Lake Minnetonka, Minn., they have purchased the following well-known ice yachts from the New Hamburg and Hudson River Clubs on the Hudson: *Avalanche*, *Zero*, *Magic* and *Quickstep*. The West is looking with longing eyes at the yacht challenge pennant of America, now held by Mr. John A. Roosevelt, of the Hudson River Ice Yacht Club, who won it last winter with his *Icicle*, carrying 735 square feet of duck.

The newest style of ice yacht is a rig known as a jib-headed mainsail boat. It has moved very fast in light winds. Several of these boats are now completed. The *Nansen*, owned by Senator Newbold, and built by Buckhout, gave a good account of herself on the Hudson last season. The rig, to be more explicit, is simply a leg-o'-mutton mainsail with a spit-fire jib. The jib stay leading halfway up the mast and ending at the tip of the bowsprit. There is hardly a lake in the West and East but will build from the OUTING \$60 boat. Already I have received numerous communications regarding the \$60 ice yacht. It fills the long-felt want of Captain Chas. G. Davis' *Lark*, on which he struggled so long for reduction of price and simplicity of construction. H. PERCY ASHLEY.

ROWING.

HARVARD'S NEW BOAT-HOUSE.

AT Harvard during the past few years a great deal has been done to encourage the interest in rowing, and the hard work of coaches and graduates has brought its reward. The rowing men of the future are to be far more fortunate than their predecessors, for, through the generosity of the members of the Harvard Club of New York, a sum of twenty-seven thousand dollars has been subscribed for the building of a new boat-house.

The new boat-house, which is now in the course of construction, will be located a short distance above the Boylston street bridge! on the Brighton side of the Charles River. This is nearer to the college than the old location, and also has the advantage of being close to the house of the Weld Club, so that in future all rowing interest will be located in close proximity, a great advantage.

The new house is 139 feet long and 85 feet wide. The main floor is to be used for storage of boats and shells, a large workshop and a rowing tank; on the second story there will be a gymnasium and rowing machines, with ample accommodation for dressing-rooms, lockers and baths; special rooms are also provided on this

floor for the University crew and the coaches, and a piazza 55 feet long on the river front. The house will be ready for occupation about March 1st, and will, when completed, be one of the best-appointed boat-houses in the country.

The new house is so large that both the University crews and the Newell Club will be accommodated there.

CORNELL'S BOAT-HOUSE.

Harvard is not to be alone in additional facilities for the boat-house next season, for the Cornell Athletic Association have completed plans for a large addition to the present boat-house which will involve an expenditure of at least five thousand dollars. The large increase in freshmen candidates, in addition to the regular University candidates, has made a much larger floor space a necessity. The bathing facilities, which are at present by no means good, will be very much improved, and new shower-baths will be added and more locker room provided. The addition will also provide for more storage-room for shells. The Navy are to have at least two new ones this spring—one for the University and one for the Freshman crew. In all probability these new shells will, as usual, be built under the supervision of Coach Courtney in the Navy's workshop. VIGILANT.