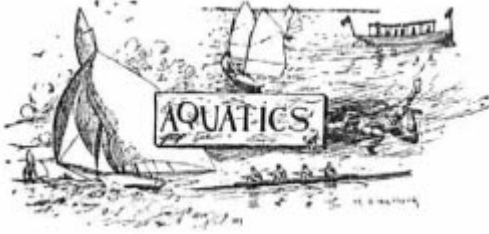


YACHTING.



IF Mr. C Oliver Iselin is successful in his negotiations with British yachtsmen, *Columbia* may, after all, spend the yachting season of 1900 in English waters. Under the present system of measurement, in which girth plays such an important part, *Columbia*, if she raced against a modern cutter of smaller size—*Bona*, for instance—would be handicapped so heavily that she might easily be beaten. While such a defeat would have no significance whatever to expert yachtsmen, still, its moral effect would have a tendency to belittle the American champion in the eyes of the general public, who are not, as a rule, versed in the niceties of yacht measurement and time allowance. It is, I think, pretty certain that Commodore Morgan and Mr. Iselin will not endanger the reputation of *Columbia* by sending her across the sea to take part in all club races for which she may be eligible. The experience of *Vigilant* in her British expedition, when she figured as a Yankee knight errant, against all comers, was by no means satisfactory to the Messrs. Gould. The skippers of the British yachts against which she sailed had only one object in view. They looked upon the American boat as their hereditary foe, and all worked to the common end that the adventurous stranger should be worsted. Taking this potent circumstance into consideration, it is indeed surprising that *Vigilant* made the creditable record that she did.

If the Y. R. A. of Great Britain will sanction an arrangement by which all the big cutters and yawls may sail for special prizes offered by the clubs, and by which girth will be excluded as a factor in the measurement, *Columbia* might, perhaps, for the sake of international sport! be induced to take a transatlantic trip. But it would be obviously unfair to expect *Columbia* to race against craft constructed specially to sail under a system of yacht measurement totally different from that of the New York Yacht Club, to which *Columbia* was built to conform.

The only opponents with which *Columbia* could fairly compete are *Valkyrie III.*, *Ailsa*, *Meteor* and *Shamrock*. Of these only *Shamrock* may be available, as *Valkyrie III.* still remains on the hands of Lord Dunraven and his partners, the negotiations for her sale having fallen through. Lord Dunraven not long ago declared that she might rot at her moorings for all he cared, sooner than he would let her act as a "trial horse" for *Shamrock*, and it is safe to assume that he will not fit her out just for the fun of seeing her beaten by *Columbia*.

If, however, a few sportsmanlike concessions are made, the owners of *Columbia* will gladly send her across the Atlantic. The Paris

Exposition will attract a great number of yachtsmen thitherward, and many of them will not put their craft in commission this coming season. Thus a little of their pet sport, in the shape of an international race or a series of races, would form quite a pleasing interlude to their French festivities. I hear, on what I believe to be excellent authority, that Sir Thomas Lipton's cogent reason or postponing the issue of his second cup challenge until next year was on account of the Paris fair, which would be sure to detract from the interest in the contest. Besides this, he naturally does not want to suffer again such a severe handicap as he did last year in racing an untried craft against one thoroughly tuned up and fit as a fiddle. Sir Thomas has been elected Rear Commodore of the Royal Ulster Y. C., which will challenge again in his name for the *America's Cup*.

My advices from the Clyde inform me that Mr. Fife, Jr. has not yet recovered from the attack of inflammatory rheumatism contracted in this country. His convalescence is slow, I regret to hear, but his physician promises his thorough restoration to health by the spring. It is reported that he contemplates making some radical changes in *Shamrock* if he can get the sanction of Sir Thomas Lipton.

The prizes won by the schooner *Cambria* while she was the property of Mr. James Ashbury have been sold by auction. The only trophies which brought prices approximating their value as old metal were the cup won in her ocean race against *Dauntless*, in 1870, and that won by her in the regatta of the Royal Victoria Yacht Club in 1868, the first-named being sold for £76 and the other for £53. The others were almost given away. The *Cambria* has had a queer career. After her yacht-racing days were over she engaged in the palm-oil trade between West Africa and England. Later she carried coals between England and Ireland. She is now a yacht again. It is needless to add that she was originally of sound and wholesome construction and that to-day she would pass a Lloyd's survey. Fancy a modern flimsy racing machine carrying coal!

KNOCKABOUTS FOR LAKE MICHIGAN.

The Lake Michigan Yachting Association has formulated sensible rules for the establishment of a seaworthy knockabout class in the waters over which it has yachting jurisdiction. I hail this the first recognition of this type of craft on the lake, as a step in the right direction. It is curious that fresh-water yachtsmen have evolved racing "freaks" of a "freakier" kind than their salt-water confrères, also flimsier by far. The new Lake Michigan knockabout, however, will be quite a little ship, whose hull will never be mistaken for a pig trough when hauled out on the beach. The rules call for a craft 21 feet long on the load water-line, with at least 7 feet beam on the load water-line in a keel boat and at least 7 feet 9 inches in a centerboard vessel, the draft of centerboard boats to be not less than 3 feet and of keel boats not less than 4 feet 6 inches, with a freeboard of 20 inches. Outside fixed ballast shall not be less than 3,000 pounds for centerboards and

3,500 pounds for keels. If a metal fin be used it shall not be less than half an inch thick. A substantial cabin-house is called for, at least 7 feet long. Keel, frames and beams of oak, planking three-quarters of an inch in thickness and substantial clamps and stringers are specified, and also sufficient air-tight space to keep the boat afloat when full of water. The actual sail area is limited to 600 square feet, 480 feet of which shall be in the mainsail, besides which one headsail and a spinnaker only shall be carried. The equipment includes a 25-pound anchor and a go-fathom cable of 1/4 inch rope, bucket, pump, compass, foghorn, boathook, lead and line, lantern and five life preservers. The crew is limited to five persons, the helmsman to be an amateur, and only one professional allowed aboard.

A number of boats for this class will be built in time for the coming season in Milwaukee and Chicago.

AMERICAN SCHOONERS FOR GERMANS.

The fine schooner yacht *Lasca*, well-known as both a smart racer and an able deep-water cruiser, has been sold to Dr. Walter von Bruening, of Berlin. She was designed by Mr. A. Cary Smith, who also designed the schooner *Yampa*, now owned by the Kaiser. Another German subject, Mr. Sholto Douglas, a yachting friend of the Kaiser, has bought the schooner *Alcea* from Mr. Vaughn L. Clark. She was designed by Mr. Gardner in 1892, and is a capital seagoing craft. There is some talk of inaugurating a racing class of schooners in Germany, and these two craft though outclassed in this country will do admirably and no doubt carry all before them in German waters.

THE SEAWANHAKA CUP.

The agreement between the St. Lawrence

Yacht Club and the White Bear Yacht Club which will govern the race for the Seawanhaka International Challenge Cup specifies:

The course to be triangular, and to windward or leeward and return, each one 12 nautical miles in length. The races shall be sailed alternately over the triangle and to windward and return, and the match to go to the winner of three out of five races. Each club must name its representative five days before the first race. All the races shall be started with a one-gun flying start, and there shall be no time allowance. Yachts must not exceed as feet racing length, with a dead weight of 450 pounds aboard. Draft not to exceed 5 feet of hull or keel, or 6 feet with centerboard down. Centerboards must house without leaving any projection below keel or hull. The total sail area of the mainsail and fore triangle shall not exceed 500 square feet, and the spinnaker shall not exceed twice the area of the fore triangle. Shifting ballast shall not be allowed, but centerboards shall be regarded as fixed ballast, Wooden centerboards shall not be loaded except to overcome flotation. If made of metal they must not be more than 3/8-inch thick, and shall not weigh over 300 pounds. Double-hullers are barred. The scantling specified in the agreement will insure a craft of moderate strength. The weight of crew, including their belongings carried with them, shall not exceed 650 pounds. All the crew shall be amateurs and members of the respective clubs.

The above are the salient conditions of the match condensed from a long document. It is to be hoped that all further contests for the cup will occur without being the cause of such frequent and lamentable friction as has unfortunately attended them in the past.

A. J. KENEALY.

ROWING.

COMPARATIVE COST OF RACING CREWS.

IN looking over the various financial reports of the colleges and universities, it has occurred to me that many of our readers might be interested in knowing what it costs to put out and maintain an eight-oared shell with all the necessary appliances and training expenses, relatively in this country and in England. Of course no comparison can be drawn with regard to the expenses of the crews on the two sides of the Atlantic, nor in fact between two crews in this country, for circumstances vary in every case, and necessarily expenses with them. The following items are gathered from the various college publications:

The Cambridge (England) University boat last year extended £1,064 12s., which is practically equal to \$5,323.

Of this total expenditure comparatively little is incurred until about six or seven weeks before the race against the Oxford crew; no training table is kept before that time, and men do all their work on their local waters. After this the rowing takes place some sixteen miles down the river, on more open water, to which the crew and coaches travel every day. For about the last three weeks of training the whole establishment, crew, coaches and quarters, is

removed to the neighborhood of the Thames, near London, and this is the cause of the greater part of the expenditure.

At the University of Pennsylvania we find that the boat expenses were \$8,383. At Harvard the expenditures amounted to \$10,530, and at Yale there was an expenditure of \$12,691.

HARVARD BOAT HOUSE.

The new University Boat House, in the course of construction, at Harvard, was completely destroyed by fire on December 27th, when about two-thirds finished. It would have been ready for use this year, but it is doubtful under the present circumstances if the crews will now be able to make any use of it.

YALE-HARVARD RACES.

The arrangements for the annual Yale-Harvard boat races have been completed. They will be held on the Thames just above New London, on June 28th.

Each college will be represented by three crews, the University eight, University subs four-oar, and the Freshmen eight.

The University eight-oared race will be rowed first, the ours will race next over the first two miles of the course. The Freshmen crews will race last, their starting-point being at the two-mile point of the four-mile course.

VIGILANT.