



YACHTING.

THE prospects seem bright for a prosperous yachting season. The annual elections of all the clubs have been held, and the annual reports show that affairs financial are flourishing. A few large yachts may not go into commission so early this year as last, because of the Paris Exposition, but the cruise of the New York Yacht Club promises to be as well attended as ever.

This year will be remarkable for races among the smaller classes. I don't remember having ever seen so fair an outlook for grand sport in knockabouts, raceabouts and little fry generally. The clubs, recognizing that these are the life of racing, are offering to their owners every encouragement. This is true of salt water as well as of fresh water.

The first of the new one-design class which, it is hoped, will afford good sport this season, was launched by the Herreshoff Co., at Bristol, R. I., on January 16th. She is owned by Mr. August Belmont and was christened *Mineola II.*, after the 46-footer of that name designed by Edward Burgess in 1891 and raced persistently with a certain amount of success by Mr. Belmont. Only a small party attended the launch, which occurred at eight o'clock in the morning. The yacht was christened by Miss Nathalie Schenk, a cousin of the late Mrs. Belmont. This boat may be described as a miniature *Columbia*. She is 106 ft. over all, 70 ft. on the load water-line, with a beam of 20 ft. and 15 ft. draught of water. Her frames are of steel angle bars, with a single skin of wood above the water-line and a double skin below. Her lead-keel weighs 40 tons.

She will carry quite a cloud of canvas, judging from her spar dimensions. Her mast is 78 ft. extreme length; topmast, 47 ft. 4 in.; bowsprit, 25 ft. 8 in.; main boom, 75 ft.; gaff, 42 ft. 9 in.; spinnaker boom, 58 ft. 3 in.; topsail yard, 48 ft.; topsail club, 36 ft. 3 in. The mast is 57 ft from deck to hounds, with 14 ft. in the mast-head. It is 15¾ in. in diameter at the deck, with an inch greater diameter just below the hounds. The boom is 12 in. in its greatest diameter.

No sooner was *Mineola II.* in the water than an 80 - ft. steam tender for her was launched. Morgan Belmont, son of Mr. Belmont, christened her *The Scout*. She will accompany the racing yacht on her cruises, carrying her spare spars and sails, and will also be used for towing her big sister in a calm. Since the launch of *Mineola II.*, her owner has been elected Vice-Commodore of the New York Yacht Club.

Three others in the same class and of precisely the same dimensions are in course of construction for Messrs. E. D. Morgan, Harry

Payne Whitney, and W. K. Vanderbilt, Jr. It is not unlikely that six in all may be built in time for the August cruise of the New York Yacht Club.

The old 70-footers, *Titania*, *Katrina*, *Bedouin*, and *Shamrock*, afforded some pretty sport to their owners in the heyday of their youthful pride, but they would seem mere pigmies alongside of their successors. A few comparisons may not be uninteresting. *Bedouin*, a keel craft, designed by Harvey, was looked upon as a "lead mine" her draught being 12 feet, and her beam 15 feet 8 inches. *Titania*, a centerboard, designed by Mr. Burgess, drew 8 feet 9 inches, and had a beam of 21 feet. *Katrina*, designed by A. Cary Smith, was also a centerboard, with a beam of 20 feet 4 inches, and a draught of 9 feet 3 inches. *Shamrock*, designed by James Rogers Maxwell, was the shallowest of the class, drawing 8 feet 5 inches with her centerboard up. Her beam was 20 feet. The boats met frequently in 1887-8-9, and *Titania* proved the fastest. *Bedouin*, in 1887 was five years old, and was the slowest except in a strong blow, when she always sailed fast.

The fate of the four old 70-footers teaches a lesson. *Bedouin*, a wooden craft of light double-skin construction, is as sound as when she was launched. She has never needed any repairs to her hull, and her rig is practically the same as when it was designed. She is now the property of Commodore J. Murray Mitchell, and is the flagship of the American Yacht Club, an organization formed in the first place to exploit steam yachts pure and simple. It is curious when you come to think that an English cutter of the most pronounced type in hull and rig when she made her debut, should become the flagship of what was once a club for steam yachtsmen only. But while marvelling at this it should also be borne in mind that yachtsmen the world over have concluded that there is no real sport in the racing of steam yachts, and that such racing is no longer countenanced or encouraged by the club of which *Bedouin* is the flagship. *Katrina* was altered to a yawl and later was transformed into a schooner, and very pretty and fast she is as a two-sticker. The same fate befell *Shamrock* and *Titania*.

There is much difference in the expense of racing one of the old 70-footers and the new. Irrespective of the difference in first outlay, which is perhaps more than double, the cost of running a steam-tender must also be taken into consideration. This, with the wages of the extra men and the short life of the fragile fabric, makes racing in this very aristocratic class possible only to millionaires. But outsiders will be treated to some tip-top races.

Newport is to be the headquarters of the new class, which will in time supersede the popular 30-foot class which has been raced so steadily and so admirably for several seasons. There is talk of a new and influential yacht club to be established in Newport, which is yearly becoming more and more popular among the yachting fraternity.

Lewis Cass Ledyard, the newly-elected Commodore of the New York Yacht Club, has bought the schooner-yacht *Colonia* from Commodore Postley, of the Larchmont Yacht Club. For the first time in many years the flagship of the club will be a sailing craft. As a matter of

fact the commodores since 1882 have all owned steam-yachts, James D. Smith's schooner *Estelle*, having been the last "windjammer" to fly the commodore's flag.

Commodore Postley now owns the steam-yacht *Alberta*, a steel twin-screw vessel, 189 feet over all, 163 feet long on the water-line, 22 feet beam, with 9 feet draught. She was built last year at Roach's shipyard, Chester, Pa., from designs by Gardner & Cox. She is a handsome craft and quite fast. Her moderate draught is admirably adapted for the shallow harbors of Long Island Sound. She has been improved, altered, and re-christened *Colonia*, so the flagships of the largest two yacht clubs in the United States now bear the same name.

C. L. F. Robinson, the new Rear-Commodore of the N. Y. Y. C., now owns the famous 51-footer *Syce*. He is cruising in the Mediterranean on the steam-yacht *Morven*, which he chartered from Lord Lathom.

The cup defender *Vigilant*, Commodore Percy Chubb's craft, is the new flagship of the Seawanhaka-Corinthian Yacht Club. The was built the same year as *Colonia*, and for the same purpose—viz., the defeat of *Valkyrie II*.

There will be seen at the Paris Exposition, when it opens next month, a representative collection of models of American yachts, both steam and sail, which were gathered together by Lieutenant J. Rutherford Buchan, of the New York Yacht Club. The exhibit is by the United States Government, and for the first time in its history the club has been induced to part temporarily with some of its most cherished treasures: Full-rigged models of *Sappho*, *Vigilant* and *Defender*, and half models of *Corsair III*, *Uncas*, *Katonah*, *Emerald*, *Hildegarde*, *Gossoon*, *Quickstep*, *Eleanor*, *Niagara*, *Colonia*, *Navahoe*, *Ingomar*, *Latona*, and *Liris*.

The Seawanhaka Corinthian Yacht Club loaned models of *Utowana*, *Ariel*, *Yampa*, *Wasp*, *Iroquois*, *Katrina*, *Sea Fox*, *Ethelwyn*, *Audax* and *Aloha*. From private sources Lieutenant Buchan obtained models of *Magic*, *Pocabontas*, *Mischief*, *Norota*, *Constellation*, *Mayflower*, *Quissetta*, *Syce*, *Sachem*, *Amorita*, *Intrepid*, *Kanawha*, *Madeleine*, and others.

The interest of the exhibit is enhanced by models of ice boats, fishing schooners, whale-back steamers, pilot boats, ferry boats, tugs and other interesting craft. The exhibit was taken to France on the United States steamship *Prairie*.

The new steam yacht *Dreamer*, built by Lewis Nixon, from designs by Mr. Crane, for Mr. Thomas W. Lawson, has had a satisfactory trial trip, runs being made between Sandy Hook and Scotland lightships. Speeds of 13.13 knots under natural, and 14.80 knots under forced draught were attained. She is a fine-looking craft, 175 feet long over all, 148 feet on the load-water line; beam, 24 feet; draught, 9 feet 6 inches. She is driven by a triple expansion engine, and has a steam-steering engine, and electric windlass, electric lights and heaters, and ice-making plant and other conveniences. The interior is handsome and commodious. The deckhouse is paneled in teak. The state-rooms are finished in mahogany, bird's-eye maple and quartered oak. In the owner's quarters there are four bath-rooms with tiled floors.

There are eight large staterooms below and a dining-room, boudoir and smoking-room in the deckhouse.

The Seawanhaka Corinthian Yacht Club will make a feature this season of races for the 21-foot race-about class, which it is doing its best to foster. Contests will take place every Saturday afternoon, and series races, if enough interest is shown to warrant them. Arrangements have been perfected for the acquisition of a town-house in the club district, the upper part to be used as bachelor apartments, and lower two floors to be fitted up especially for the use of the club. It has been announced that sufficient funds have been assured to make certain the success of the scheme, which will be pushed forward vigorously.

The latest proposed social organization for brethren of the craft is the Yachtsmen's Club. It is intended as a resort which members of all clubs may frequent, and it is hoped that its inducements may attract a large number of out-of-town yachtsmen. Charles T. Pierce, of the Riverside Y. C., and Charles P. Tower, of New Rochelle, are two of the leaders in the undertaking.

The famous 40-footer, *Gloriana*, one of the epoch-making racing yachts of the century, has been bought by Mr. Burr H. Whitely, of the Chicago Yacht Club. Other smart Eastern craft are being examined by Western buyers. I hear that the Chicago Y. C. proposes to establish cruising stations at several points between that city and Mackinac. Commodore Morgan is the pioneer in this work. If he is successful, yachtsmen on the Lake will owe him a heavy debt of gratitude.

The Corinthian Yacht Club, of Philadelphia, has reached its limit of membership, and has a number of applicants on its waiting list. The floating debt has been canceled, and a new basin has been built at Essington, and the club has a good balance in the treasury. The fleet consists of 10 schooners, 15 cutters and sloops, 9 yawls, 8 knockabouts, 22 open boats, 11 steam yachts, 5 auxiliaries, and 8 launches.

FOREIGN ITEMS.

William Fife, Senior, father of the designer of the *Shamrock*, explains as follows the failure of her attempt to win the *America's Cup*:

"The true cause why the *Shamrock* sailed so poorly in the last two races was that she was screwed up. In all my sixty years' experience I have never known a yacht sail her best with tight rigging and tight sheeting; and from all I can learn from some that were on board of the said yacht, she was pinned up to an extraordinary degree.

"I believe that the *Columbia* is as good a yacht for her inches as has yet been built, but at the same time I believe *Shamrock* is as good as *Columbia* under equal management, and I am not often wrong in my opinion of a yacht."

Mr. W. K. Vanderbilt's steam yacht *Valiant* is cruising in the Mediterranean. Mr. Eugene Higgins' *Varuna* is being overhauled at Southampton. The American schooners *Alcea*, bought by Sholto Douglas, and *Lasca*, bought by Dr. W. von Bruening, arrived safely at Cowes on January 14th. The *Alcea's* name has been changed to *Südwest*.

A. J. KENEALY.