

THE HISTORY
OF
AMERICAN YACHTS
AND YACHTSMEN.
1901.

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INTRODUCTORY

REVIEW OF CONTENTS.

"If 'twere done, when 'tis done, then 'twere well it were done quickly."

Not so, however, in this case, as the "History of American Yachts and Yachtsmen" is the fruit of more than a year of very hard work and untiring patience. It has been obtained and compiled under the most trying circumstances.

It contains an excellent history of yachting from its inception to date—histories of clubs, prize cups, biographies and portraits of yachtsmen, illustrations and descriptions of yachts of beauty, speed and fame, with a complete record of all the America Cup races and matters of general interest to yachtsmen and the public generally, all of which have been extremely difficult to obtain.

To this in a great measure is due the delay in publishing the work. There are in the United States over two hundred yacht clubs. The secretary's position, save in two or three instances, is only honorary, it is non-lucrative and not an enviable office to hold; therefore with little time to spare, urgent requests for data concerning the club sometimes received tardy response. For this the Secretaries can scarcely be censured or criticized.

We wish here to acknowledge the many courtesies extended by those who have furnished information, and assert that this is the only volume of its kind published under the direct patronage of a committee composed of representative commodores and yachtsmen of national fame.

"The History of American Yachts and Yachtsmen" is published for the benefit of the yachting world, and if there are any criticisms to make please remember, "to err is human, to forgive is divine."

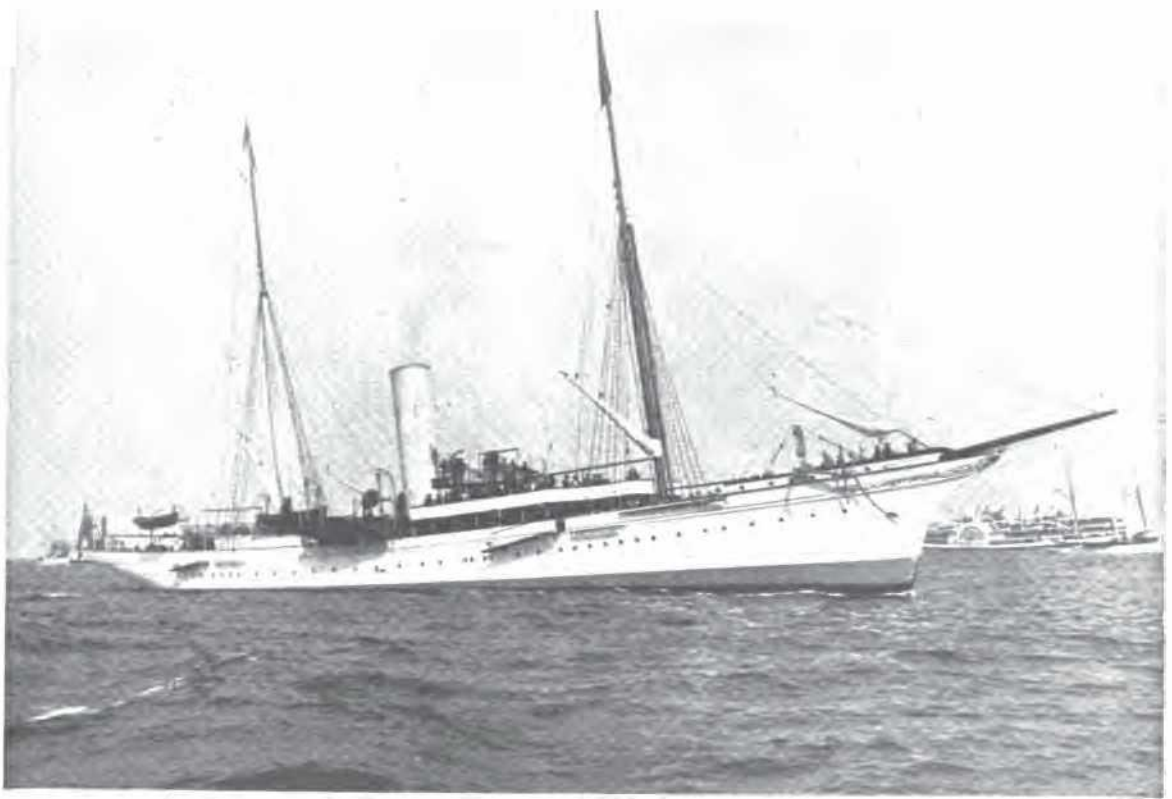
Yours very sincerely,

HARRY BROWN,

Yachting Manager.



SIR THOMAS J. LIPTON.



THE ERIN

SIR THOMAS J. LIPTON.

Notwithstanding the mistakes and misunderstandings of long ago, there are many well-balanced persons on both sides of the Atlantic who believe that the best interests of the two great English-speaking nations of the world run on parallel lines. They assert that as time passes this fact will be more strongly emphasized.

Sir Thomas J. Lipton has expressed his views on the subject, and no man has done more than he to further the good cause.

It is not international treaties or "entangling alliances" that knit nations together in a lasting bond of unity. It is not entirely commercialism, though this is a potent factor. It is something deeper, stronger, more vital than either of these, something which has its root in a common mother tongue in a national love of sports and fair play and in the same open and straightforward methods of obtaining successful results, whether in the patriotic training of the young or among the more settled lines of domestic and commercial life. In these matters America and Great Britain are close together.

How close few people dreamed until that day a few years ago, when a hurricane swept Samoa and the British warship Calliope, her cables having parted, headed out, under full steam, to the open sea and, as many thought, to destruction. She had to pass the United States frigate Trenton, and Englishmen will never forget how the Trenton's crew swarmed aloft and cheered the Calliope's crew as they went forth to fight the tempest to a finish or until their ship sank. At Manila, when the question arose as to what the powers would do at a critical moment, the British officer, Capt. Chichester, when asked what he would do, replied: "No man in the world knows but Admiral Dewey and myself."

While the Spanish guns were thundering away at Manila Sir Thomas Lipton in his English home twines the Stars and Stripes with the Union Jack, and gave orders that on his buildings in Chicago the Stars and Stripes should be kept flying day and night. These are the things small in themselves which in the mass bind nations together in bonds of steel.

The Spanish guns had scarcely cooled when this sterling British yachtsman sent his first challenge for the America's Cup, the most coveted yachting trophy in the world. He came as a thorough sportsman, anxious only to race. He had no condition to make, no concessions to demand; he accepted the standing terms of agreement, and only asked a clear course and plenty of wind. When the Columbia met the Shamrock off Sandy Hook it was a battle of giants, a meeting between the representatives of the two greatest ship-building and ship-sailing nations of the world, a yachting contest such as no other nation has attempted to equal.

On all sides the unity of interests and tastes was demonstrated. Those that witnessed the Columbia-Shamrock races and noticed the earnest, brotherly feeling and desire on both sides for true and clean sport cease to wonder that Sir Thomas J. Lipton is so highly regarded among the yachtsmen of this country.

Who is this Sir Thomas J. Lipton with a magnificent "bee in his bonnet" which buzzes so cheerily for international good feeling? Every American who can read knows of his unswerving democracy, his generosity and his modesty. His own story is that he was born in Glasgow, Scotland, of Irish parents, who had left Ireland during the hard "famine" times, and that at the age of fifteen years he ran away to sea as aspiring to a fortune, which was to consist of a barrel of American flour and an American rocker for his mother. To get these he came to America. Two years later he returned to Glasgow and presented his early fortune to that mother. The love and tenderness of the boy's vague dream had been fulfilled in filial love. When, after another trip to America the boy Thomas returned to his home, it was with one thousand good American dollars in his pocket. This modest sum enabled him to open the tiny grocery store which proved the foundation of his present magnificent business. Since then all things have come his way. His friends are the most influential at home and abroad, and his charities dispensed on a princely scale. At the Jubilee, when a great dinner to the London poor was being subscribed for, Sir Thomas was dining with the Lord Mayor and Lady Mayoress. The later subscriptions had been coming in slowly. The Lady Mayoress was much interested in the project. "How much is the shortage?" asked Sir Thomas. When being told that it was \$125,000, he promptly wrote a check for the amount and presented it. Later, when the Alexandra fund was founded by the Princess of Wales to provide cheap, well-cooked dinners for the workmen, Sir Thomas gave \$500,000 and promised as much again if the fund required it. During the Spanish war he donated \$10,000 to American societies aiding the wounded and suffering. While on board the Cunarder Cam-

pania, thronged with Americans and Englishmen, Sir Thomas Lipton organized an Anglo-American fraternity, enrolling many prominent men. He said: "In England there are thousands who will volunteer to aid the United States if need be, although they know Columbia is well able to take her own part." In recognition of his generosity the Empire State Sons of the Revolution presented Sir Thomas with Old Glory made of silk, the one twined with the Union Jack in his English home.

To win the America's Cup is no new dream of his. For the last ten or twelve years he had owned and raced yachts on the Clyde. The more he saw of blue water the stronger grew the idea that he wanted to try for the cup. At last he gathered the best talent in Great Britain—designers, builders and sailors. He treated them all with his usual princely generosity, obtaining thereby the swiftest vessel that their hands could fashion. What if it was in vain as far as actual results went?

No yachtsman ever had a more delightful experience, and never did a man, under the guise of healthy, exhilarating sport, ever do so much to draw the people of two nations together.

Sir Thomas J. Lipton's challenge was franked by the best yachtsmen in England. His representative was the Hon. Charles Russell, and from start to finish there was nothing but perfectly pleasant associations. When the races were over and he prepared for the return journey without a cup, we are half sorry to say, a loving cup was subscribed for by the citizens of this country. It was sent to England and there presented to Sir Thomas by Ambassador Choate and a number of prominent Americans in London. So well was he pleased with his reception that he has challenged again. The two old bull-dog spirit of the Anglo-Saxon (for want of a better term) shows itself ready for another friendly contest. Sir Thomas doggedly admits that he would give every penny he possesses and begin again at the bottom of the ladder to "lift" the America's Cup. That is the spirit which compels admiration, which has made Americans feel that he in some way belongs to them. His challenge is briefer than others. It has no conditions except a request to have the races earlier in the year.

The Shamrock II, is to be the best vessel that English brains and brawn can produce. Sir Thomas realizes that no possible improvement in the old Shamrock can ever make her quite the equal of the Columbia. It is conceded that the Herreshoffs are sure to produce a better boat than the Columbia, so the Shamrock II, must be much faster than her sister ship before her popular owner can do that "lifting" act he so ardently desires. Not a few genuine Americans, old-time yachtsmen, are actually wishing him luck. What higher compliment could be paid this excellent sportsman?

When the original Shamrock rounded to off Tompkinsville, Staten Island, on August 18, 1898, she was criticized as powerful looking and so full forward that she seemed much shorter over all than she really is. Her bow from the water line had a much sharper curve than that of the Columbia. It was full and almost blunt, and there did not seem to be more than 18 feet of overhang forward. Her sides were high out of the water and her sheer much straighter than that of the Columbia. The counter was about twenty feet in length and rose sharply out of the water with a slight incurve. There was no tumble home to her sides, and she carried her beam straight from the water line to the deck. Her racing deck was metal, covered with canvas. The dimensions of the Shamrock are 132 feet over all, 89 feet 6 inches on the water line, 24 feet beam, and she is supposed to draw about 20 feet of water. Her mast is stepped about thirty-five feet from the forward end of the water line. This is much further aft than the Columbia's. Taking her all in all, the Shamrock was in many ways an innovation and a departure from preceding types of cup challengers. She was justly considered to be the most dangerous challenger since the Genesta. Her races, especially in light airs, showed how close this verdict was to the actual facts. As a beauty she takes the palm, and the accompanying illustrations give an exceedingly good idea of her general appearance.

The Erin is the private steam yacht of Sir Thomas Lipton. She acted as convoy to the Shamrock during her passage of fifteen days across the Atlantic and also during the races. She is a very handsome, comfortable and fast yacht, 264.7 feet over all, 252 feet water line, with a beam of 31.65 feet and a draft of 16 feet. She has tandem four-cylinder engines of 325 horse power, capable of making 16 knots an hour. She was designed by Watson and built by Scott & Co. at Greenock in 1896. The Erin is classed 100 A1 at Lloyd's. She is commanded by Capt. Matthews.



THE AMERICA'S CUP.
The Most Prominent Yachting Trophy in the World.

THE HISTORY OF AMERICAN YACHTS AND YACHTSMEN.

The history and evolution of the modern yacht is so interwoven with data, all valuable in its way, that it is difficult to decide what to eliminate and what to retain, yet the progressive steps in the evolution of the modern floating palaces and water greyhounds, which are styled yachts, fit together like the links of a chain.

Before the yacht the pleasure vessel was the ship, and before that—what?

The very earliest records point to a plain log on which the primeval savage ferried himself across waters. Later he learned to point it at one end and the first step of progress was taken. When was this? Nay, there is not the iota of an idea to be gleaned in all the literature and records of the world. What we do find is that the log was soon advanced into the raft, by means of which more than one man could be carried, and that experience soon showed that the blunt, shovel nose of the raft impeded progress, and that by placing one sharpened log in front and grading other logs backwards, somewhat similar to the finger ends on one's hands, this was obviated and the first crude form of a vessel prow obtained. This was first found in New Guinea, where such rafts, seventy feet long and twenty feet beam, were found when the country was discovered, but the early history of them is lost in the ages.

Then, of course, came the hollowed log, the primitive canoe. This dates back beyond the Stone Age, as shown by the specimens found in the Swiss debris, and also in the Irish bogs, where specimens were found over thirty feet below the level of the earth. These logs were not the clumsy items one is accustomed to regard them before investigation, but were manageable, sea-going craft, one of which with a beam about eight feet was met by Columbus near the Guanuja Islands, over 100 miles from shore, and the meeting is duly recorded by him, with notes and comments. In the National Museum at Washington is a canoe which was first exhibited at the Centennial, at Philadelphia, in 1876. It is fifty-nine feet long by eight foot beam, and was made for Moquilla, a Nootkan chief, and is fully authenticated to its present owner. It was shaped and hollowed by the dextrous work of axes, and then, being filled with water, this was heated by red-hot stones, at the same time that bark fires were lit around it, at a slight distance from the sides so that it could not burn, but simply to render the wood flexible, and to this treatment was due its beautiful lines. These, Curator J. W. Collins states, are remarkably like those of the

Transatlantic steamship City of New York. The bark canoe with its beautiful shape appears to be of about the same period and was used for smaller craft.

With increased size came the necessity for other powers of propulsion than that of the paddle, and the first sail is said to have been branches of trees, and from them it was an easy transition to the triangular sail of the Maoris, which is surely the most primitive extant. It was a triangular piece of matting, the lower end was tacked to the bottom of the boat, where the boom would come out and was simply stretched along until the sheet passed through a hole in the side of the canoe, and instead of a mast a light spar like a sprit between the leach and the single forward stay held the sail up for the wind to catch. It was placed practically amidships, and while taking considerable time to fix it could be taken down in a second. This type of sailing craft was very cranky and unsafe, and from it was evolved the pirogue, the first glimmer of a catamaran. It had but one hull, and over the side extended a long plank, which was stayed to a slender pointed log laying parallel with the main hull, and which supported the plank above the water. When it blew hard the crew climbed out on the plank and maintained the balance, as does the modern keel or centre-board. This device was used some years ago to win a catch bet, the boat being over-canvassed and the crew walked out on a plank to enable her to carry it. Then soon came the cabin, the mat sails were improved upon in various ways, and finally the full fledged catamaran, the speediest boat afloat, was born, and is still held, vastly improved by the Fijians and others. In these the mast works on a pivot, and when desired can be slid forward or aft, the stays going with it, and the boats, like our modern ferries, can travel in either direction without going about. A curious feature of this craft is that the planks of her hull are not nailed, they are neatly graded and flanged holes are made at corresponding places, the upper plank is laid over the lower one and then laced together with vegetable fibre, this being pitched over, the work being done so neatly that the native who smooths over the outer body is frequently nonplussed to find the joint. There is no caulking, and the boat is finished off with pumice stone. The sails were made of the pith of a palm tree beaten into a species of felt. The rudder is now an enormous oar, an advance without knowing of it on the immense cottonwood rafts of the Balsas of Peru, which are steered by false keels dropped fore or aft as desired (similar to the method em-



Courtesy of Home Magazine.

BRENTON REEF CUP.

ployed on our ferry boats), and whose immense sails are hoisted on shears or tripods of massive spars.

From the outrigger canoe of the catamaran came the famous Nonpareil Life Raft, which, under sail, crossed the Atlantic in 1873-4, when the accident to the great White Star Liner Atlantic boomed their use to such an extent that the warships of Uncle Sam's navy were equipped with them and carried them for years.

In other waters, those of the Orient, the Mediterranean and the North, other types of vessels had been evolved from the common, original source. The flying prahu of the Ladrone Islands, those used by the famous pirates, carried an enormous triangular sail and had a flat lee side to the hull, the windward side being rounded, and to this in a great measure was ascribed their wonderful speed and stability. Of course they could only sail on one tack with the maximum speed. The Chinese junks are familiar in appearance to almost every one, but not so the fast Lorchas, which carry even stiffer sails than the United States fore and afters. These were lug shaped and slatted like a Venetian blind, and were reefed in the same manner as a blind is drawn up and closed. Under this curious rig one man could handle a very large boat. The graceful Latteen sail of the Mediterranean, another very fast type, was known to the Phoenicians and to King Solomon. It is still on the Medi-



GOELET PRIZE FOR SCHOONERS 1895.
Made by Tiffany & Co., New York.

terranean waters, and a few years ago was seen on the upper Hudson as an experiment on an ice yacht. It carries a single sail, this being a jib and mainsail in one, stretched on a gaff which curves upwards and backwards from the very nose of the boat, up over the mast and out aft to where the peak of the mainsail would ordinarily come. The Arab Dhaw and the Nile Dahabieh have all been tried and tested and all contributed their quota to the modern yacht, while Xebecques, Feluccas, Sampavias of the Levant have all assisted. Then the felucca, it is claimed, graded into the lugger, followed by the yawl, which in 1874 was extended into a cutter called the dandy rig, ugly as sin, with an enormous sliding jib, a club topsail as large as a mainsail, balloon topsail, jib-headed spinakers, etc., a perfect freak. The City of Ragusa in 1872 came over from Liverpool under that rig, and MacGregor, the famous canoeist, had a cutter so rigged and sailed round the British Isles.

Away up in the North was the long dragon ship of the Norsemen of the type of the Viking, which came to the World's Fair, totally different from any other craft in the world, yet partaking of many. The model of 800 A. D. was the type of the great fair boat, and her lines to-day will bear comparison with those of the best yachts which are being used for deep water sailing, and she has aptly been termed "a cross between the keel and the centre-board." The Viking was built of oak, not nailed, but sewn, as before described. Her rudder was on the starboard side, her mast almost amidships, and she carried a primitive sail like a square sail. Yet she sailed safely across the Atlantic in forty-three days, making port at New London, Conn., passing through hard weather and carrying ten brave men. She was of the type in use when the Norsemen ruled the waters and long before the caravels, high-pooped and square of sail, the forerunner of the Dutch Galliot, which, with its lee-board, appears to have been the pivot pin of the modern type of boat. These leeboards were boards to let down at the side of the boat and which acted as centre-boards, and it is curious to note that in England, where everything relative to a centre-board was derided and laughed at until a few years ago, all during the laughter in England the trading sloops known as "billyboys" carried on their sides the old leeboard of the Dutch, but for ornament, firmly rivetted to the timbers, and not for use. Not one Englishman in a hundred thousand, even those connected with the sea, know the why and wherefore of the ornament.

From this point progress really seemed to commence. It was then discovered that improvements must be made on the sail plan rather than in the hull, and little by little the change was made until the American clipper the Queen of the Seas was evolved. To tell this evolution would require a volume in itself. The largest wooden sailing vessel was the Roanoke, built by Andrew Sewall & Co., of Maine. She was 311.2 feet long, 49.2 foot beam, 29.2 foot hold, and had a gross tonnage of 3,539.03 tons, carrying 20,000 square feet of canvas. There with the ship, the noble clipper ship of Uncle Sam, a halt must be called.

The yacht was undoubtedly the first taking of a smaller

vessel for purposes of privacy, freedom from the dirt and noise of freight and traffic, and for convenience. The earliest trace is the famous "bed chamber ship" of Ptolemy Philopater, of Egypt. Another was the pleasure craft of Hiero, King of Syracuse, and Archimedes, the father of mathematics, designed and had built a wonderful craft. The first English yacht (spelled that way) appears to have been a present to the Prince of Wales from the Dutch East India Company, and was called the Mary. This was in 1604, and later he had one built by Phineas Pett, to whom the English navy is so much indebted. The Prince setting the fashion, noblemen fell in with the idea, and in the record is found a match between the Prince of Wales' flyer and that of the Duke of York, over a course from Greenwich to Gravesend, for \$500, the Prince steering his own boat and losing the race. Hitherto racing had been mainly by wherries rowed by men, but from then on sailing boats appear to have taken their place, and yachting as a sport commenced.

Very early in the history of this country, while the Dutch were still holding New Amsterdam, they had pleasure craft which conveyed them to their country homes on Staten Island and various other places, and of these the Perauger, or double-masted keel boat, with a leeboard, appears to have been the favorite. In fact these were used for ferries from New Amsterdam to Powles Hook, now New Jersey, and were favored by reason of their good showing against head wind and tide. The chronicles state that it was esteemed quite a journey in those days. Then, in our shallow waters, as time passed, was evolved the sharpie, skipjack, lugger, sloop, cat, double cat, and now the "birds," and on both sides the Atlantic the prevailing types of water appear to have graded the type of boat. Thus the shallow bays and inland waters of our own country have given prominence to the centre-board craft, and the deeper English waters to the keel cutter. In the old days the word "sloop" was taken to imply a centre-board boat with a fixed bowsprit, a mainsail, topsail and jib. A "cutter" meant a deep, narrow keel boat with a straight bowsprit, which could be "housed" if desired, and carrying a mainsail, topsail, forestaysail, and jib which extended to the bowsprit end. There was no jibstay, and the sail was hoisted by the halyard alone, the jib and foresail being in one. Later the term sloop or cutter came to apply to the lines of the hull only and not to sail, the cutter rig proving so handy that it was applied to other than keel boats.

The first cutters were the English revenue boats, the chasers and runners down of the smuggler, and were styled "revenue cutters." The first sloops appear to have been pleasure boats. Thus one was for the deep sea and the other for shore waters. Thus when the English cutter graded into the yacht the American sloop was still carrying passengers, freight, and also being used for pleasure, all under the same rig but differing in size. Wherever inland water work was done there was the sloop, and it was later that the small trading schooners began to appear. Thus it may be said that a century of the United States has been devoted to the development of the sloop, as against the century of development of the cutter in England, and, with reservations, it

may be said that the sloop has always won. These reservations are that as change followed change development followed development, the modern boat retained only the beam and centre-board of the sloop, and all else was cutter improved. This appears to be admitted by the leading American authorities, who say the top side is directly cutter, also that the depth, displacement and midship sections are compromises, the lead keel being surely British. Thus the Puritan was a centre-board cutter. While in no sense a servile imitation of the British cutter model, she was essentially a cutter, displaying the skill and enterprise of her designer in all parts of her hull and rig. Then, in deference to public, or, rather national opinion, was coined the term "keel sloops," such as the Pappoose, Gossoon, etc., which are claimed to have all the characteristics of the cutter. It is interesting to note that in 1874 the "Yachting List" shows over five hundred boats, of which only seven were keel sloops of over thirty feet water line.

The name "yacht" appears to come from the Dutch "jagt," which is from "jaghten," to speed.

The first yacht club appears to have been Irish, the Cork Harbor Water Club, founded in 1720. Matches were sailed at Cowes in 1780. In this country the first yacht, in the modern sense, appears to have been the Jefferson, built at Salem, Mass., by Christopher Turner for Capt. George Crowninshield, 22 tons, very fast. In 1812 she was made a privateer, captured three prizes, and eventually became a Gloucester fishing boat. Then, in 1802, came the famous Diver of John C. Stevens, also the Trouble and Wave, and Onkable, which was the first boat with a sharp bow and a clean run, afterwards made a pilot boat. Salem then turned out many boats, famous among which was the Cleopatra's Barge in 1816, costing Benjamin W. Crowninshield \$50,000, a much greater sum than that amount represents to-day, and later she was sold at auction for \$15,000. She was almost the exact dimensions of the Mayflower as a sloop, and the same tonnage, but not in the least like her in appearance. In 1839 came the centre-board schooner Slyph, the fast Martin Van Buren, the Gladiator, Petrel, Rapids, John C. Stevens, Mary Taylor, and finally the Maria, in 1846, of which more anon, for here dawns the world famous America.

A great many people imagine it was the famous schooner America that first brought to English notice the great superiority of the smaller boats built and designed in America as contrasted with those of other countries. Our clipper ships had long stood on a pedestal apart by themselves as world beaters. This, however, was scarcely so, for the United States pilot boats had won equal recognition with the clippers at the great exposition of 1851, and were unhesitatingly ranked as the speediest and most seaworthy craft of their kind in the world. It was also generally acknowledged that the large sloop Maria, with her two centre-boards and outside lead ballast, was the fastest yacht afloat. She was one of the first scientific racing machines one has heard so much about of late years. She was designed by R. L. Stevens and built by William Capes, of Hoboken, and by competent authorities is looked upon as the prototype of the



THE GLORIANA CUP, 1891.
New York Yacht Club, Special Cup. 1st Prize, Class G, for Sloops, Cutters and Yawls. Won by the Gloriana,
Newport, August 13th. 1891.

modern yacht. She was 110 feet over all, 28 feet 8 inches beam, with a forward draught of 6 feet and an aft draught of about 5 feet. She had a sharp bow and tapered aft. The main boom was hollow, built like a barrel, with staves and hoops. The outside lead was not bolted on, but her description states "molds five inches deep were fixed outside her bottom, carefully shaped to the lines of the floor for a distance of twenty feet on each side of the keel; holes were then bored through the skin and several tons of melted lead were poured into the molds." This process, it is claimed, was about twenty years in advance of the times, and shows what progressive minds have ever existed among American yacht designers and builders. She carried an enormous sail plan, and had a number of novelties, such as an india rubber compressor on the traveller to ease the strain on it and the main sheet in a heavy blow; also springs on the large centre-board to raise it without damage if it chanced to touch ground, and it is stated that Mr. Stevens never received the proper credit or recognition for these inventions until recent years, when one of our veteran yachting scribes, Capt. Keeney, brought the matter very ably into prominence. The Maria was built the year the N. Y. Y. C. was founded. It is claimed that in smooth water she once logged seventeen nautical miles an hour, and in all her races was but once beaten. That was by the Swedish schooner Coquette, 66 feet long, drawing 10 feet of water, carrying iron ballast in pigs, very low, on Oct. 17, 1846. The water was rough and the Maria was beaten handily, which was the reason she was not sent to Europe in 1851.

About this time Commodore J. C. Stevens of the N. Y. Y. C. became interested in George Steers, who won a catboat prize, offered by the Commodore, with his own boat, built by himself before he was fifteen years old. Later Steers was commissioned by the Commodore, Hamilton Weeks, George L. Schuyler, James Hamilton and J. B. Finley to build a schooner yacht to race in England. This was the America, rigged like a pilot boat, tried against the Maria and beaten badly by the fast sloop. Think of it! But in smooth water! Commodore Stevens received a letter in March, 1851, from the Royal Yacht Squadron offering the hospitalities of the club to him and friends, asking the probabilities of taking over a pilot boat to show her speed in English waters, but no formal challenge was received, even though it appears to have been known in England that a fast schooner was being built with the idea of taking it over. The America was the first yacht to cross the Atlantic either way, and was sailed by George Steers and his brother James under cruising rig. "Dick" Brown, a Sandy Hook pilot, was sailing master, and Nelson Comstock was mate. She reached Havre in twenty-one days, was joined by Commodore Stevens, and when fitted was taken to Cowes, even then the yachting headquarters of Great Britain. She arrived at night, and when observed at dawn showed a rig the English had never seen. No jib boom, no foretopmast and a hull such as they had never even dreamed of. It had been intended to play smart on the Englishmen, to trifle with the leading yachts before racing

in dead earnest and then talk about cash or cups on a business basis. Unfortunately for the plan they ran across the fast cutter Laverock, one of the largest and best in the English fleet, who went out most courteously to show the stranger an anchorage. It would have been easy to let the Laverock win the palm to anchorage, but the good sportsman Commodore Stevens could not resist the temptation for a brush, and under a dead beat to windward headed for Cowes, weathered the Englishman in a tack or two and then actually lost him. It was a revelation! In those days baggy sails were the mode, and the American craft went in with sails as flat as boards, marking the point when baggy sails were discarded forever, and it is the opinion of most experts that the excellence of the America as a craft was largely due to the superior fit and cut of her sails, then a new idea and entirely American. Here may be started the brief history of the America Cup, as the trophy is universally known and standing pre-eminently ahead in the yachting history of the world. There is nothing like it, and it is no rash statement to say there never will be anything to approach it in yachting circles in the years to come. Originally it was just a "pot," an every day English "pot." Not a special cup, not a Queen's cup, as is often erroneously supposed and believed, but simply a \$500 cup for yachts of all nations in an English regatta. To-day this one time humble trophy stands at the head of everything yachting, won in a most unexpected an unusual manner, revolutionizing the yachting of the world, and successfully defended against many challengers for a full fifty years. What a record to be proud of!

The story has been told several times, but there is always something new and fresh about it, and the following account will be found to be a little more close to actual facts than some of those which have been heralded in the past with much blare of trumpets. At that time England stood alone as the only country which pursued yachting at all, for the United States had never been dreamed of in that connection any more than five years ago it was dreamed of as a factor in the balance of the European world and its vast armaments. We make history quickly on this side of the Atlantic when we once get started. True the Czar of Russia had turned his attention to yachting to the extent of officially authorizing the establishment of the Imperial Yacht Club at St. Petersburg, and a year later Commodore Bartlett was to have the pleasure of taking over his Warhawk, winning a handsome gold vase and selling his boat for an immense sum to a Muscovite millionaire, but that was in the future. The United States had in New York gathered together half a dozen public spirited men who liked the sea, and in 1844 founded the New York Yacht Club in a modest, democratic way, but the Royal Yacht Squadron of Great Britain had never heard of it, in all probability, and would not have recognized it if the tidings had been brought to its attention. Thus things aquatic were when Commodore J. C. Stevens dropped from the clouds with the America and offered to sail any yacht afloat for any stake not exceeding \$50,000.



Made by Tiffany & Co., New York.

THE AILSA'S \$25,000 CUP.

It is a Gem of American Art Work and One of the Most Costly Prizes raced for in Years.

The \$25,000 yacht prize for the great fifty-three-mile race upon the Mediterranean for first-class yachts, which was raced for at Nice, France, on Friday, March 29, and captured by the swift new cutter Ailsa after defeating the Prince of Wales' yacht, the Britannia, was made by Tiffany & Co., of this city, upon a cable order from Mr. James Gordon Bennett, and it is another conspicuous illustration of the evolution of metallic art work in recent years, while not so many years ago the products of the art centres of the old world were accepted as embodying the highest development of art both by connoisseurs and students. The rapid progress made in this country has so completely revolutionized the studies of the old school that America has in this, as in many other directions, set the pace, and with its own products established the standard of the world. Within the past two years Tiffany & Co.'s designing department and workshops have executed many foreign orders for costly sterling silver products, notably prizes for English sportsmen's clubs and other organizations, all of which is significant, for it indicates that the high standard of American art work has at last forced a recognition abroad. Another pleasing indication of this feeling was a recent editorial notice in Labouchere's London "Truth" to the effect that the London branch of the house of Tiffany & Co. had recently made such considerable strides that their premises were about to be enlarged again.

Tiffany & Co.'s most recent product of prominence shipped abroad, the Ailsa's Cup, is graphically described in the New York "Herald" of March 30, and we quote it below:

"DESCRIPTION OF THE CUP.

"The trophy won by the Ailsa is a punch-bowl in form and has a capacity of fifty quarts. Its height is 17½ inches. Its diameter 24½ inches and its weight 750 ounces. From an

artistic view this bowl is one of the most beautiful yachting prizes, as well as costly, ever offered. The spirit of the decorations is thoroughly American and suggests some of the most successful pieces shown at the World's Fair by Tiffany & Co., who designed and executed this bowl.

"The body and foot of the bowl represent a surging mass of water, with dolphins and other nautical attributes treated in bold relief. These form merely the base of the decorations. The foundation upon which the artist has built his tale of the sea is the evolution of navigation by water from the little Indian bark canoe to the peerless steam yacht of to-day. The American spirit predominates and crops out all over the decorations. Two American Indian maidens with their girdles of feathers form the handles, one of the maidens being pictured with her hand raised to her eyes looking afar toward the Indian brave paddling over the waves in his canoe, while the maiden on the opposite side, with a look of awe and astonishment, watches the approach of the modern steam yacht, with its masts, its big funnel and long trail of black smoke floating between the sky and the sea, and, above all, the great speed of the strange craft. The craft plying upon the water are pictured in etched work about the body of the bowl, while the border around the top is formed with festoons of Indian feathers, treated in Indian girdle fashion. There are also two large Indian shields, with feathers, tomahawks and other implements upon the feet of the bowl, and beautifully modelled mermaids in full relief, rising out of the sea, are to be found.

"The bowl rests upon a solid octagon base of rosewood, and in its entirety it will probably rank as the artistic product of the year, an example of American art work that must challenge the critical admiration of European connoisseurs and yachtsmen throughout the world."

The America was a long, lean, snaky looking craft, something in appearance like the then popular Fenimore Cooper described in his marvellous sea stories: the typical raking schooner with no topmasts, and a rig throughout in marked distinction to anything ever seen in English water. She lay off Cowes, and it is a little wonder that Lord Anglesey, gallant sportsman as he was, slow to decry the unknown quantity of a courteous stranger, should say, as he looked closely at her: "If she be right, then we are all wrong." This prophetic utterance of opinion on the deck of his magnificent cutter yacht Pearl was fully indorsed later and universally admitted by the English people. He was not speaking without some little pointer to guide him, for the meeting with the Laverock and the result was still fresh in his mind, as it was with most Englishmen, and this may have tempered the judgment of his lordship. So the Royal Yacht Squadron was rather standing aloof, and, to use a modern phrase, was wondering "what it was up against."

Lord Fitz-Harding was the first to step into the breach and move for an immediate acceptance of Commodore Stevens' challenge, and he proposed that Mr. Weld lend the club his crack cutter Alarm to try conclusions with, but this the owner would not agree to. Then G. N. Stephenson, the son of the builder of the Rocket, the first locomotive, picked up the gauntlet for Titania, a hundred-ton schooner, and the match was made. In the meantime, however, Stevens had entered the America in a race for \$500 for yachts of all nationalities, to sail around the Isle of Wight, and he did this after declining to sail for Her Majesty's Cup, his reason being the question of "time allowance," and it is worthy of remembrance that the English Club courteously offered to waive the "members only" clause to give him a chance to race in that event if he felt so inclined.

The interest shown in the race was something enormous. It was unprecedented in quiet going, rather stolid England. The papers teemed with news and comments on the contest, the nobility and wealthy people forsook their grouse shooting and left the Scotch moors for the south. Special methods of transit brought people from every section of the country, and accommodations on the island were so utterly inadequate that camping out had to be indulged in to a great extent by those who arrived late or who could not pay the naturally exorbitant prices which were charged.

Eighteen vessels in all were entered, and of these fifteen started, eight being cutters and seven schooners, and among these contestants were the very cream of the English fleet, with the exception of the Mosquito. There were the Volante, Mona, Arrow, Alarm, Aurora, Bacchante (winner of the Queen's Cup of that year) the cutters being smaller than the America and the schooners being larger, ranging up to the Brilliant, of 893 tons.

The morning opened with a drizzling rain and a five-knot breeze. At the start the America stole through the fleet like a witch and dropped them one by one, only the crack cutter Volante appearing to hang on and give any trouble. The America lost her jib-boom, but continued on her way

rejoicing, winning by seventeen minutes elapsed time, or two minutes on the time allowance of those days, a detail often lost sight of. The rest came in—sometime.

Then came the match with the Titania—twenty miles out and home. The America only beat the Britisher to the outer mark by 4 minutes and 12 seconds, but, the breeze freshening, she beat her home by 47 minutes and 12 seconds, proving herself much the drier and much the best sea boat, and so universally admitted to be. These two races were the only ones she sailed under Commodore Stevens. He then sold her to the Hon. John de Biquiere, of the Indian Army, for \$21,000, of which more anon.

This victory simply revolutionized English yachts and yachting. Among the first thing noticed was that her mainsail was laced along the boom, and at once the English owners saw the advantage and followed suit. It was believed that she had some hidden motive power concealed in her hull, and only her running aground, carrying away several feet of her false keel and her subsequent visit to the dry dock exploded this unique theory in the minds of some people who could not understand her phenomenal speed. Her Majesty was interested, and the gallant American sailed his beauty to Osborn Bay and was visited by Queen Victoria, her husband and the Prince of Wales, the royal party leaving many souvenirs of their visit among the crew, which probably now are heirlooms on this side. Stevens never had such a time in his life. Everything in the Seven Seas was his for the asking, and when he sold his snip and came home a similar reception was accorded him here. By this time the Englishmen came to the conclusion that there was another yachting country besides Great Britain, and this fact has become more and more pertinent as time rolls along. The visit of the America turned English yachting inside out in more ways than one. Yachting had previously been under naval influence, and a yacht was treated as a frigate, but with the new order of things all this was abolished and everything was Americanized to the limit.

The new owner of the America cruised in her for the winter, and the following July sailed her in the Royal Victoria Yacht Club race for the Queen's Cup against eight Americanized English vessels and was beaten by two of the cutters, the times being: Arrow, 6 hours 58 minutes, 42 seconds; the Mosquito, 6 hours 58 minutes and 41 seconds; the America, 7 hours 0 minutes 45 seconds, a five-knot breeze blowing steadily all day. It must be remembered, however, that the America was sailed under her old cotton sails of the previous season, considerably "bagged" by the winter cruise. This beating annoyed her owner, and he had her refitted and at once challenged the world, with the United States barred, for \$500, to race any vessel not larger than the America.

This challenge was accepted by Nicholas Beekman with the Sverige, built in Stockholm in 1852 on lines taken from the America, a palpable copy, but slightly smaller. The race came off Oct. 9, 1852, and the America won easily. Her owner subsequently sold her and she came back to this country, and in 1870 was still found good enough to beat the English yacht Cambria. Then, alas for the luck or public spirit of those days, she was used for trading purposes.

Her visit to England was the cause of a general lengthening of the bow and several other innovations, which had the result, apparently, of enabling the cutter Julia to beat the next United States schooner, the Silvie, which tried conclusions in those waters.

Such is the brief history of the first dawn of American yachting history. A, comparatively speaking, valueless cup, but worth a king's ransom by reason of the fifty years of glamour surrounding it, the cup which was presented under the now famous deed of gift to the New York Yacht Club July 8, 1857, to be preserved as a perpetual challenge trophy between the United States and foreign countries, not alone England, as is so often understood—but it hardly seems probable than any other country would now feel it exactly etiquette to try for it, at all events not until England has again won it, which seems a rather remote contingency, judging from past history.

The first challenge came humming over seas from James Ashbury in 1870, owner of the schooner Cambria, and on Aug. 8, that year, he sailed her against the New York fleet over the New York course, and Franklin Osgood's Magic won by a matter of 39 minutes and 12 seconds, the Cambria finishing tenth, the race being sailed under the original conditions. Ashbury was so far encouraged, either by the showing he had made, though that seems questionable, or by what he had learned here of our boats, that the following year, 1871, he again challenged with the Livonia, a schooner, the conditions of the race being that the challenger was to be raced against a vessel to be selected by the New York Yacht Club the morning of each race, seven matches to determine the winner of the series. The first race was over the New York course, and Franklin Osgood defended the cup with the Columbia, winning the first race by 28 minutes 28 seconds, and the second race by 10 minutes 33 seconds. The third race was won by the Livonia by 15 minutes 10 seconds, the Columbia carrying away her steering gear. Then the Sappho, of W. P. Douglass, was named to defend the fourth race, and won by 30 minutes 21 seconds, and she also won the fifth race and the final in 25 minutes 27 seconds.

Then came a rest until 1876, when the Royal Canadian Yacht Club challenged with the schooner Countess of Dufferin, which was in all respects a very American boat rather than of an English type, and J. S. Dickerson's fleet Madeleine had no difficulty in winning the first race by 9 minutes 18 seconds and the next one by 27 minutes 13 seconds actual time. It was during this year that the great change occurred in English yachting circles, the English yacht clubs being brought together under certain staple rules and regulations, as is the case with the Jockey Club, etc.

In 1881 a challenge was received from Alex. Cuthbert of the Bay of Quinte Yacht Club of Canada, naming his sloop Atlanta, and the cup was defended by the Mischief, owned by J. R. Busk, over the N. Y. Yacht Club course for the race, which the Mischief won in 31 minutes 15 seconds. The second race was sixteen miles to leeward from buoy No. 5, off Sandy Hook, and return, and again the Mischief was successful, this time by 36 minutes 54 seconds.

In 1881-4 two fast English cutters, the Madge and the Maggie, ten and fifteen tons, respectively, built in Dan Hatcher's yard, came to the United States and were very successful, beating almost everything in their class, and this success of English built craft encouraged Sir Richard Sutton to challenge for the now famous cup. He brought over the cutter Genesta, one of the best and handsomest of all the challengers, as she proved later. Sept. 14 the Genesta met the Puritan, owned by J. Malcolm Forbes, and over the New York Yacht Club course the Puritan won by 6 minutes 47 seconds, and over the second course, twenty miles to leeward, off Sandy Hook Lightship and return, the Puritan won by 2 minutes 9 seconds. The Puritan was 80 feet water line, 23 feet beam and 8 feet depth, while the Genesta was 81 feet water line, 15 feet beam and 11 feet 6 inches in depth,



AMERICAN STEAM YACHT CLUB CHALLENGE CUP.

the Puritan having a centre-board. The wind was light and baffling, and England never made a nearer bid for the race. Although beaten for the cup Sir Richard did not feel particularly disheartened. He kept his boat here in commission and later won the Cape May Cup with her, beating the Dauntless, Grayling and Fortuna schooners, and later still knocked spots off the Dauntless, beating her 6 hours over a 360 mile course for the Brenton Reef Cup.

Next year came gallant Lieut. Henn with his accomplished wife, both good yachtsmen from the word "go" and sportsmen to the core in the highest sense of the word. His cutter Galatea is still remembered as one of the handsomest craft of the challenging series. Gen. C. J. Palne, wearing his never-to-be-forgotten red suspenders, was the defender with the peerless Mayflower, and on Sept. 9, 1886, over the New York Yacht Club course, the Mayflower won by 12 minutes 48 seconds, and over the twenty miles to leeward and return from the lightship she won by 29 minutes 48 seconds.

In 1887 James Bell, of Glasgow, challenged with the Thistle, 89.30 feet, the Volunteer of Gen. C. J. Palne being the defending boat, and the result was much the same as the earlier races, the Volunteer winning the New York Yacht Club course race by 19 minutes 23 seconds and the twenty mile course to windward and return by 11 minutes 55 seconds. The winds were light and fluky. The Volunteer was a 89.35 foot boat, there being but a shade difference between the two.

Then until 1893 no more challenges were received, and it was almost thought that John Bull had relinquished the idea of ever building a boat fast enough to carry away the coveted trophy. Then Lord Dunraven challenged and brought over his Valkyrie II., a boat which was believed to be much better than his Valkyrie I., which had sailed with much success in European waters. She was met by the Vigilant, owned by a syndicate represented by C. Oliver Iselin, and the American boat won the first race by 7 minutes 36 seconds, this being twenty miles to windward and return, the second race, fifteen miles to windward and return, being won by the Vigilant by only 2 minutes 13 seconds, or 40 seconds actual time. It will be remembered that when, seemingly, about to win the race, the Valkyrie split her spinnaker. Lord Dunraven announced his intention of again challenging, and then commenced a voluminous correspondence, a haggling for changes and new conditions, until finally in 1895 he brought over Valkyrie III., and the unfortunate surroundings of that contest are still fresh in the minds of most American yachtsmen. They will not be reviewed here. Suffice to say that the defending boat was the Defender, owned by W. K. Vanderbilt and the syndicate represented by him. In the fifteen miles to windward and return race the Defender won by 8 minutes 20 seconds, actual time. In the second race, over the equilateral triangle, starting from Sandy Hook Lightship, the Defender was beaten, but was awarded the race on a foul sustained while jockeying for positions at the start just upon passing the line. The third race, over the windward and leeward course, was signalled by both

boats going to the start, the Defender sailing over the course, while the Valkyrie crossed the line a few yards to make a start, and then, spinning round on her heel, headed for the harbor, declining to race.

Next came the gallant sportsman, Sir Thomas Lipton, with his Shamrock, making friends with both hands, believing he had a boat good enough to beat creation, and when he found the Columbia just a little too fast for him he made more friends, and then went home determined to try again, it seems next year. England has sent many good fellows with their boats across the pond, but it is safe to say that none won more hearty recognition than did the owner of the Shamrock, and as far as it is patriotic so to do most of us wish him better luck next time—just enough luck to keep the cup still on this side.

It will thus be seen that the races started with schooners, graded to keeled sloops, cutters and centre-board boats, and finally to the speedy fin-keel type, such as the Defender and Columbia, and who does not remember the qualms and misgiving when Herreshoff announced his intention to forsake the Vigilant type and make a bold departure along another line, which proved still more successful. It also shows how history is made quickly when one turns to Capt. Kenealy's dictum over his signature in 1894, which was as follows:

"It was pointed out how preferable it was for the Valkyrie to be met by a boat of what has in the past been regarded as the national type of racing craft—of course I allude to the centre-board—than by a ballast fin boat, which old sailormen have scarcely had time to classify, much less to understand. It would be better, too, in the interest of true sport, that the Valkyrie should be beaten by a craft of the Yankee variety than by a bulb keel, whose victory would not be acknowledged as of the slightest significance by British yachtsmen. * * * Better for the Valkyrie to take the cup in triumph over the ocean, for us to proudly bring back next season, than for it to be kept on the American side by a boat of the kind mentioned. In the natural course of events ballast fins must doubtless take their place in yacht racing, but they have not yet been developed sufficiently to supersede the centre-board or the keel." This in January, 1894!

It is also well to recall that only the spirit and gentlemanly action of Lieut. Henn made it possible for the Navahoe, and later the Vigilant, to take part in the English racing, the old rules barring out centre-board craft. Lieut. Henn made a strong appeal to the Yacht Racing Association for the repeal of this manifestly unfair rule—so he termed it—and it was repealed solely as a result of his efforts. Since then the centre-board has flourished in British waters, this being helped by the success of the 1892 Watson model, the Queen Mab, which later came to this country and is still here.

It is also interesting to note that it has been printed since the Columbia-Shamrock races that Designer Herreshoff had stated that, in his opinion, the pinnacle of excellence with the fin keel boat had been reached, and that for further de-

velopment a return must be made to the centre-board. Under date of July 2 Mr. Herreshoff sets this matter at rest by writing to THE SPIRIT OF THE TIMES as follows:

"Permit me to say I have never expressed the opinion that 'the highest excellence of the fin keel boats had been reached in 'Columbia,' or anything to that effect, or that 'we would have to return to the centre-board type.' Neither statement is correct as coming from me. Yours very truly,

"NATHANIEL G. HERRESHOFF.

"Bristol, R. I., July 2, 1900."

The success of Herreshoff has been undoubtedly due to the fearless manner in which he has thrown aside conventionalities and looked steadily upward and ahead, unfettered in thought or deed, simply guided by his wonderful genius.

The America Cup was made by R. & S. Garrard, of London, and when it was first brought to this country was

placed in care of Tiffany & Co., in whose hands it has since remained in their safe deposit vault. It stands twenty-seven inches high and is thirty-six inches in circumference. It is of solid silver and weighs 134 ounces, or over eleven pounds. On the various "bosses" surrounding the swell is engraved the early records of the races, and when these were filled the lower shield-shaped spaces were utilized, and with the result of the Columbia-Shamrock race all these are now filled also. The records, verbatim, are as follows:

Schooner America, 170 tons.

Commodore John C. Stevens.

Built by Geo. Steers, of New York.

1851.

100 Guinea Cup.

Won

August 22, 1851, at Cowes,



ATLANTIC YACHT CLUB PRIZE.

Presented by Vice-Commodore David Banks. Won by the "Gloriana." 1891.

Made by Tiffany & Co., New York.



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\$1,000 GOELET CUP.

Made by Tiffany & Co., New York.

at the
Royal Yacht Squadron Regatta.
"Open to all Nations."

Beating
Cutters.

Volante, 48 tons.	Arrow, 84 tons.
Alarm, 193 tons.	Mona, 82 tons.
Bacchante, 80 tons.	Freak, 60 tons.
Eclipse, 50 tons.	

Schooners.

Brilliant, 392 tons.	Gypsy Queen, 160 tons.
Constance, 160 tons.	Ione, 75 tons.
Wyvern, 205 tons.	Beatrice, 161 tons.

Presented to the
NEW YORK YACHT CLUB
as a

Challenge Cup.

Open to all Foreign Clubs.

By the Owners,

JOHN C. STEVENS,
HAMILTON WILKES,
GEORGE L. SCHUYLER,
J. BEEKMAN FINDLAY,
EDWIN A. STEVENS.

Challenged to Be Sailed for Over
New York Yacht Club Course.

August 8, 1870,

by

Mr. James Ashbury with Schooner Yacht Cambria,
Representing Royal Thames Yacht Club.

Cambria Beaten in the Following Order by Schooner Yacht

Magic,	Idler,
Silvie,	America,
Dauntless,	Madge,
Phantom,	Alice,
Halcyon.	

October 16, 1871.

Schooner Livonia, Jas. Ashbury, Esq., Owner,
vs.

Schooner Columbia, Franklin Osgood, Esq., Owner.
Columbia Winner by 27 min. 4 sec.
N. Y. X. C. Course.

October 18, 1871,

Schooner Livonia vs. Schooner Columbia.
Livonia Winner by 15 min. 10 sec.
N. Y. Yacht Club Course.

October 21, 1871,

Schooner Livonia vs. Schooner Sappho,
W. P. Douglass, Esq., Part Owner.
Sappho Winner by 30 min. 21 sec.

Outside Course.

October 23, 1871,

Schooner *Livonia* vs. Schooner *Sappho*.

Sappho Winner by 25 min. 27 sec.

N. Y. Y. Club Course.

August 11, 1876,

Schooner *Countess of Dufferin*, Charles Gifford, Esq., Owner.

vs.

Schooner *Madeleine*, John S. Dickison, Esq., Owner.

Madeleine Winner by 10 min. 59 sec.

N. Y. Y. C. Course.

August 12, 1876,

Schooner *Countess of Dufferin*

vs.

Schooner *Madeleine*.

Madeleine Winner by 27 min. 14 sec.

Outside Course.

November 9, 1881,

N. Y. Y. Club Course,

Sloop *Mischief* Beat Sloop *Atlanta*,
Bay of Quinte Yacht Club (Canada).

28 min. 34½ sec.

November 10, 1881,

Sixteen Miles to Leeward from Buoy 5, Sandy Hook and
Return.

Sloop *Mischief* Beat Sloop *Atlanta*.

38 min. 45 sec.

September 14, 1885,

N. Y. Y. Club Course,

Sloop *Puritan* Beat Cutter *Genesta*.

Royal Yacht Squadron of England.

16 min. 19 sec.

September 16, 1885,

Twenty Miles to Leeward of Sandy Hook Lightship and
Return.

Sloop *Puritan* Beat Cutter *Genesta*,

1 min. 38 sec.

September 9, 1886,

N. Y. Y. Club Course.

Sloop *Mayflower* Beat Cutter *Galatea*.

Royal Northern Yacht Squadron of Scotland,

12 min. 2 sec.

Twenty Miles to Leeward of Sandy Hook Lightship and
Return,

Sloop *Mayflower* Beat Cutter *Galatea*.

28 m. 59 sec.

September 27, 1887,

N. Y. Y. Club Course,



THE NARADA CUP.

Offered by Mr. Henry Walters of Baltimore. Won by the
Sloop, *Vigilant*, 1807. Mr. Walter's steam yacht
Narada etched on the front.
Made by Tiffany & Co., New York.



THE GOELET CUP, 1891.
 Won by the "Gloriana."

Made by Tiffany & Co., New York.

Sloop Volunteer Beat Cutter Thistle of Royal Clyde
 Yacht Club of Scotland.
 19 min. 23¼ sec.
 Twenty Miles to Windward and Return from Scotland
 Lightship,
 Sloop Volunteer Beat Cutter Thistle.
 11 min. 48¾ sec.

October 7, 1893.
 Sloop Vigilant, N. Y. Y. C.

Cutter Valkyrie, R. Y. S.
 Fifteen Miles to Leeward and Return.
 Vigilant Won by 5 min. 48 sec.
 October 9, 1893.
 A Triangle, Ten Miles to a Leg.
 Vigilant Won by 10 m'n. 35 sec.
 October 13, 1893.
 Fifteen Miles to Windward and Return.
 Vigilant Won by 40 sec.



GOULD CUP.
Atlantic Yacht Club, 1898.



THE WELD CUP.

Presented by Mrs. Wm. F. Weld, widow of the late Commodore Weld, of the Eastern Yacht Club of Boston.
Raced for off Marblehead, Mass., Aug. 28th, 1893.

Made by Tiffany & Co., New York.

1895.

Defender, N. Y. Y. C.

Valkyrie III., R. Y. S.

September 7.

Course Fifteen Miles to Windward.

Defender 8 min. 49 sec.

September 10,

Course, Triangle Thirty Miles.

Defender, won, 8 min. 49 sec.

September 12.

Course, Fifteen Miles to Windward.

Defender Won; Valkyrie Withdrew.

Time of Race, 4 hrs., 43 min. 43 sec.

1899.

Columbia, N. Y. Y. C.

Shamrock, R. U. Y. C.

October 16,

Course Fifteen Miles to Windward and Return.

Columbia Won, 10 min. 8 sec.

October 17,

Course Triangular, Ten Miles to a Leg.

Shamrock Carried Away Topmast, Withdrew.

Columbia Sailed Over the Course.

3 hrs. 37 min.

October 20,

Course Fifteen Miles to Leeward and Return.

Columbia Won, 6 min. 34 sec.



From Harper's Weekly.

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GOLET CUP, 1888.

Made by Tiffany & Co., New York.



NEPTUNE AND AMPHITRITE YACHT CLUB.
Made by Tiffany & Co., New York.



COMMODORE'S CUP FOR SCHOONERS. 1898.

Presented by the late Ex-Commodore Caldwell H. Colt to the Larchmont Yacht Club.

What will the next inscription be?

We know what we all hope!

The Brenton Reef Cup and the Cape May Cup were presented by James Gordon Bennett, then Commodore of the New York Yacht Club, as perpetual challenge cups. The Brenton Reef Cup was for a three-hundred-mile race off Newport to Sandy Hook and return. It was won July 25, 1872, by schooner *Madeleine*; Sept. 19, 1873, by schooner *Rambler*; July 26, 1876, by *Idler*; Sept. 21, 1885, by English cutter *Genesta*, R. Y. Squadron, from the schooner *Dauntless*; Aug. 14-15, 1886, won by cutter *Irex* in a race from Cowes round Cherbourg Breakwater, 144 miles. The Cape May Cup was won by the English *Genesta* from *Dauntless*, Sept. 26, 1885, *Genesta* losing to *Irex*, who in turn lost to the yawl *Wendur*, Sept. 12, 1889. The English held both these cups until June, 1893, when Royal Phelps Carroll went over with the peerless *Navahoe* and won back both of them.

Another beautiful yachting trophy is the *Allsa* Cup, ordered from Tiffany & Co., by James Gordon Bennett at a

cost of \$2,500. It is a fifty-quart punch bowl, standing 17 inches high, 24 inches in diameter, made of 750 ounces of silver. The spirit of the decorations is thoroughly American, and it has been awarded universal approval. This cup was won by the cutter *Allsa* from the *Britannia*, owned by the Prince of Wales, on May 29, 1895, the course being fifty-three miles race off Nice, Italy.

The most curious item is the American Steam Yacht Challenge Cup, costing \$15,000, which has never been raced for. It was made in 1888 as a perpetual challenge cup for the American Yacht Club, but no challenge has yet been received. It stands 3 feet 9 inches in height and weighs 85 pounds. It is a beauty! This is the more curious when the magnificent fleet of steam yachts enumerated hereafter in these columns are taken into consideration. It is to be hoped that a challenge may before long be forthcoming. The trophy is, indeed, worthy of it, and, once started, some spirited contests would undoubtedly ensue.



FIRST CLASS, SCHOONERS.

THIRD CLASS, SCHOONERS.

SECOND CLASS, SCHOONERS.

FOURTH CLASS, SLOOPS.

THIRD CLASS, SLOOPS.

THE ANNUAL REGATTA OF THE NEW YORK YACHT CLUB—THE PRIZE CUPS, 1889.

Made by Tiffany & Co., New York.