

British Yachts and Yachtsmen - Colonial Yachting

Chapter XIV COLONIAL YACHTING

The Royal Perth Yacht Club of Western Australia

Like many other institutions, this club owes its existence to a process of evolution which commenced in the year 1870. The love of aquatics inherent in the race, and encouraged by the enthusiastic yachtsman, Governor Weld, led to the formation of a nucleus around which was gathered the present club.

On June 4, 1873, Mr. S. H. Parker (now a Judge of the Supreme Court of Western Australia) moved that a club be formed, and the Hon. Secretary submitted a design for a suitable structure to be built on piles in a depth of water sufficient to allow boats to come alongside. This proposition was postponed *sine die*.

On May 22, 1876, at a special meeting convened for the purpose, the subject of the formation of a 'Boat and Yacht Club' was discussed. Rules drafted by the chairman (the late Sir James G. Lee-Steere, Speaker of the Legislative Assembly) were adopted, and a committee authorized to canvass for members.

At a general meeting of members of the new club held on November 13, 1876, the club was formally established. From that time the annual regattas were held under the auspices of the club, but up to and including the year 1883 the public contributed towards the necessary expenses.

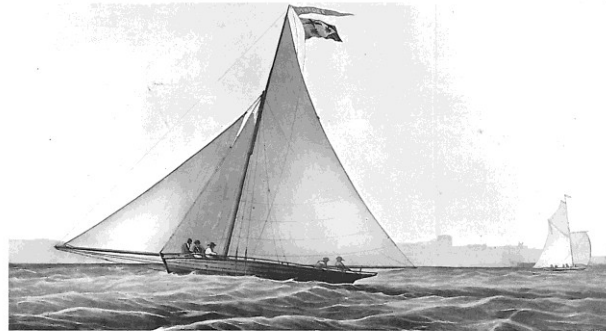
On March 8, 1880, the City Council consented to the erection of a jetty and a boat-shed and slip.

By September 30, 1884, the title of the club had been altered to 'Perth Yacht Club,' and the membership roll had gradually increased to seventy-one names. It was no longer necessary to appeal to the public for contributions, and the club was made self-supporting.

After flourishing for three years, the club finances became so unsatisfactory, owing to departures, deaths, and default in paying subscriptions, that a special general meeting was held on August 9, 1889, and, after much discussion, it was decided to raise the amount of annual subscription from £1 1s. to £3 3s., with an entrance fee of £1 1s. How much the club then flourished is shown by the fact that in 1889 a new club-room was built over the club-house at a cost of £230.

The title 'Royal' was conferred upon the club by her late Majesty Queen Victoria. The Admiralty warrant was not applied for till 1903, and Admiral Sir Frederick D. Bedford, G.C.B., Governor of Western Australia, conferred the warrant on July 4.

The lead which the Royal Perth Club had given to yachting generally was followed by the establishment of several other yacht and sailing clubs on the estuary of the Swan. A large fleet entered for any open races, and it was no unusual sight to witness sixty spinnakers set on the run home. About this time, too, a number of raters were imported from the Eastern States, and built locally - a revolution in contrast to the straight-



THE 'HAIDEE.'
From an original painting.

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stemmed cruisers which previously contested for pride of place. So many of these racing machines were commissioned that it became necessary to classify them separately, leaving the keel boats to sail under handicap allowances in their several classes.

The progress made by the Royal Perth Yacht Club is shown in the magnificent new club-house which was erected in 1905, adjoining the old premises. The new house contains all modern conveniences, and is a handsome and well-built structure.

The membership roll of the club in 1906 was ninety-eight.

Prince Alfred Yacht Club, Sydney

On the evening of October 15, 1867, a number of boat-owners and other aquatic supporters foregathered in the commercial room of McGrath's Hotel in King Street and organized what was first known as the Mosquito Yacht Club, which club, after thirty-nine years of continuous working, has developed into one of the most progressive yachting institutions of the Southern Hemisphere.

The reason for the inauguration of such a club was stated to be that the Royal Sydney Yacht Squadron, which had been in existence for some four or five years, did not cater for the smaller boats, and that some organization for the proper control of racing amongst such craft was considered to be necessary. Nowadays there are numerous sailing clubs which foster the small boats of all classes, and the Prince Alfred Yacht Club, together with the Royal Sydney Yacht Squadron, look after the interests of the yachts only. In this connection there has been much argument of late as to what constitutes a yacht, and the question has proved quite as vexatious as the problem of arriving at a satisfactory definition of an amateur.

At the inaugural meeting it was decided that the title of the new body should be 'Prince Alfred Yacht Club,' in honour of the then recent visit of his late Royal Highness the Duke of Edinburgh, and royal patronage has been extended to the club ever since its inception.

Success appears to have attended the beginnings of the club, for in two months no less than twenty yachts were registered and eighty members enrolled, and for thirty-two years this latter number was not exceeded. On application to the Admiralty some eighteen months after inauguration, a warrant was issued authorizing the yachts of the club to fly the blue ensign, with a ducal coronet in the lower fly. At the same time it was decided that the burgee be blue ground, with broad red cross, and these flags have been in use up to the present day.

A yachtsman whose name has always been associated with the sport in Sydney is that of the late Mr. Richard Harnett, who was the first Commodore of the Prince Alfred Yacht Club. Not only was Mr. Harnett a keen sportsman, but one with original ideas regarding yacht design and construction. So far back as 1868 he conceived and put into practice the idea of a boat with cutaway ends and a fin keel - truly a primitive form of the present-day racer. On these lines he produced *Australian*, a boat that had a remarkable record extending over nearly twenty years, despite the fact that when the model was shown to such eminent builders as Hatcher of Southampton, White of Cowes, and Ratsey, they ridiculed the possibility of such a craft being able to sail.

In the absence of evidence of great vitality and enthusiasm it can only be concluded that from 1872 onward the club affairs drifted on in a steady way for a number of years, continuing with the orthodox opening and closing functions, and ordinary racing events

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in the sailing seasons, until towards the end of 1899, when we find the commencement of a new era.

For the last quarter of the nineteenth century the club had existed with an average membership ranging between seventy and eighty. Younger members were not satisfied with this, and advocated the opening of a club-house, and, after much discussion, spacious rooms were opened in the heart of the city. This progressive policy was rewarded with a great influx of new members ; and so great was this increase that it was found necessary to double the accommodation, and between the annual meetings of 1899 and 1900 the membership increased nearly 100 per cent. In 1899 the members numbered 77; to-day there are 280. The fleet, according to the register, has also increased to between 60 and 70 vessels, the majority of which are of an up-to-date type.

The introduction in 1900 of half a dozen modern-designed 30-raters also gave a fillip to the club's progress, and this served to revive interest in racing. As indicating the increasing popularity of the contests conducted by the 'Alfreds' (as the club is colloquially known), the committee have found it necessary during recent seasons to engage a steamer capable of accommodating 400 to 500 members and friends who wish to witness the various events.

With the finish of the 1904-1905 season came evidence of further progress. The club flag now flutters above the roof of the highest building in Moore Street, in the centre of the city. The new quarters are spacious and airy, and from the windows glimpses of the port may be obtained. The premises have been most economically and well apportioned, the card-rooms and the cosy library being specially attractive features.

Among those who have served the club most prominently may be mentioned Mr. F. J. Jackson, the father of the club; Mr. H. S. Harden, whose generosity helped the club off a lee shore in 1889; Mr. S. Hordern, who has held the position of Commodore for some thirteen years; and Mr. S. M. Dempster, the present popular Commodore, who has been the energetic spirit in the progressive movements of the last few years. The following is a list of Commodores of the club:

Richard Harnett	1868-1869
J. W. G. Hanks	1869-1872
W. H. Deloitte	1872-1877
J. H. Want	1877-1882
Dr. Milford	1882-1888
W. M. Maclardy	1888-1891
H. S. Harden	1891-1892
S. Hordern	1892-1905
S.M. Dempster	1905-

Port Jackson, the world-renowned harbour and the home of the club, is for eight months of the year a scene of aquatic animation. Steam yachts, power boats, and sailing craft of every size and description, from the stately old-fashioned cruiser to the tiny six-footer, flit about a beautiful expanse of water, bounded by 170 miles of foreshore of bays and coves, that show the touch of Nature's best handiwork, with an environment of unimaginable colour, to constitute a spectacle that must be seen to be appreciated.

The club's programme opens towards the end of October with a cruise to the rendezvous, and the racing of the season admits of all the yachts of the club entering. The prize-money aggregates about £225, and there are several handsome trophies sailed for. To keep the sport strictly amateur has ever been one of the traditions of the club.

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Amongst the early rules was one which stipulated that all yachts competing in a club race must be manned entirely by members, and after thirty-nine years - whilst membership is not now enforced - the amateur status of each man of a racing yacht's crew (except the regular paid hand or hands, according to size) must be maintained, and it is compulsory that the man at the helm shall be a member.

Port Jackson

Times out of number have various writers endeavoured to fix the origin of yachting, and just as many times have the well-meaning scribes failed to trace the exact date when a boat was first built for racing or pleasure purposes. A modified repetition of the difficulty experienced by the historians of the world's yachting presents itself in tracing the date of the inception of yachting as a sport in Port Jackson. To trace the evolution of local yacht-designing, from the old, beamy, full-bodied vessel to the fin-keeled modern rater, would involve a scientific and far too voluminous disquisition.

Probably the earliest records of yachting in Port Jackson have passed away with the many brave yachtsmen who have sailed into the 'great beyond.' Nevertheless, some veterans remain to beguile an hour for the modern enthusiast with amusing personal reminiscences and entertaining anecdotes of the early days of the sport.

From the retentive memories of such men, who are unanimous in attributing their longevity to the pursuit of the health-giving pastime, have been gleaned the facts and particulars herein chronicled; and with which, together with the illustrations of the early craft - now dubbed 'old-timers' - it is hoped to interest the reader. 'Old-timers' the present generation of boat-sailers disparagingly call the old billow-punchers which formed the foundation of our yachting; but the veterans never tire of singing their praises. Speaking of the ancient schooner-yacht *Petrel*, not so long ago, one of the old salts said, 'No picture has ever done justice to her beautiful lines.'

It is on record that the first pleasure-boat in these waters was one owned by a Mr. Robert Campbell. She was an open boat of about 3 tons yacht measurement, built in 1827 - a three-sticker with sliding gunter sails, which was then the most approved type, being particularly recommended for their windward work.

Nowadays, if upwards of 500 or 700 people are present on the flagship at a regatta, it is considered a good attendance; but in the old days, when there were not innumerable holiday resorts within easy distance of the metropolis, and travelling facilities and cheap excursions were unknown, almost the entire population turned out to witness an aquatic carnival which to-day would be considered of mediocre order.

The first regatta was held on January 9, 1834, the promoter of which was a certain Captain Daniels of the clipper ship *Rubicon*, who is said to have fairly stormed the community when his vessel was in port. The sailing races in this carnival were contested with the boats belonging to the vessels from oversea ports. They were, however, fitted with temporary keels to increase their stability and weatherliness. Contemporary records describe the gathering at this event as the most numerous and select that ever assembled in the colony, and the heights surrounding Fort Macquarie were crowded with enthusiastic spectators.

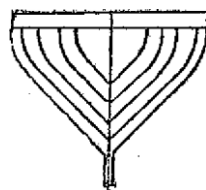
To celebrate the forty-ninth anniversary of the colony in 1837 a regatta was organized, and this was the first of the many excellent regattas which have been conducted annually for the past sixty-eight years; but at this, again, the sailing races were confined to open boats, and it was not until 1839, or in the early forties, that decked and

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ballasted yachts appeared in history. The ballasting was not then done with lead fitted to the keel in the manner to which we have become accustomed, but with iron or, more often, heavy stones packed in the lower hold.

Amongst these early craft the most prominent were *Friendship*, *Haidee*, and *Petrel*. The first-named was built as a cruiser, but her exceptional turn of speed led to the late Mr. J. Milson's father purchasing her. She was rigged with sliding gunter sails, and beat all her class, notably in the regattas of 1840 and 1843. *Haidee* was built for the late Hon. George Thornton, and was winner at a regatta in 1839; but she came to a tragic end in a southerly burster, sinking in sixteen fathoms off Shark Point, and five out of six of her crew were drowned. Another yacht owned by the late Hon. George Thornton was the *Midge*, which carried off the prize for second-class yachts at the Anniversary Regatta of 1845. Just about this time the gaff mainsail was coming into fashion, though the *Midge's* success was achieved with the sliding gunter rig. *Champion*, built in the following year by Underwood, was another of the many yachts owned at various times by Mr. Thornton. It was with this boat and the *Alarm* that the *Eclipse* - one of the most notable yachts ever built in Sydney - had her first race in 1851. When the *Eclipse* was being constructed by Holdsworth, a hoarding was erected round her to preserve secrecy of the design, which was from the model of a famous English yacht. Her first match occasioned quite a furore in aquatic circles, and it is said that the late Mr. Alfred Fairfax, who afterwards owned *Eclipse*, obtained a horse and galloped from point to point in order to witness the whole contest.

From 1851 onwards there were many good boats which had remarkable careers, and kept the sport alive up to the beginning of the present era.



The 'Australian'

It would not be possible here to do justice to such famous boats as *Neried*, *Mischief*, *Mistral*, *Xarifa*, *Alec*, *Magic* (champion from 1873 to 1885), *Doris* (winner of the intercolonial race for 6-tonners in Port Philip in 1883), *Waitangi* (which defeated the Victorian crack *Janet* in 1886), *Violet* (Mr. F. J. Jackson), *Sirocco* (Mr. E. W. Knox), *Era* (Mr. A. G. Milson, winner of the inter-colonial event in Port Philip in 1888), which kept the sport moving between 1855 and 1894, for their achievements alone would require a volume.

But it would not be right to proceed without some mention of *Australian* - the 'old beakie,' as she was stigmatized by the facetious - which flourished between 1866 and

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1890. She was a creation of the late Mr. Richard Harnett, and though a decided departure from the traditions of yacht-designing up to that time, it had to be admitted that she was unique in design, staunch in construction, and fast in sailing. She possessed what were considered essential elements of a successful boat - small skin, relatively big displacement, and perfectly gradual approach and delivery ; and it may reasonably be contended that in her design were many of the features (though in a crude form) which have been so successfully developed in the modern type of racing yacht.

For a period extending over a quarter of a century in the history of yachting in these parts the attention of builders ran in the direction of attempting to create a new code of natural, or rather unnatural, laws, including excrescences of every conceivable description: wall-sided packets with straight keels and plumb stems, inordinate dead-woods aft, and deep rectangular forefeet, to say nothing of the bulk of the floating power being unscientifically concentrated. Some few years ago, however, yacht-builders returned to normal ideas, and, as one of the best authorities logically puts it, instead of trying to batter the water into their way of thinking, they succumbed to the dictates of natural laws, and built accordingly.

We come now to the last decade, with the accompanying innovations - overhangs, fin keels, hollow sections, and balanced rudders.

Although the length and sail area measurement rule was adopted in 1887, it was not until 1895 that a yacht was produced to take full advantage of its provisions, Mr. James Cox built *Herreshoff* a 5-rater of shallow hull and with bulb-fin and other novelties - and it was predicted before her launching that she would show a clean pair of heels to anything up to 10 tons in Port Jackson. Given her time allowance, there is no doubt the other yachts only had a view of her taffrail from start to finish, and the 10-tonners and others had to look to their laurels when racing her from scratch.

In 1898 Mr. S. Hordern (Commodore of the Prince Alfred Yacht Club, 1892-1905) imported designs from Fife of Fairlie, and had *Whitewings* built by Ford, of Berry's Bay, and she eclipsed all her predecessors.

From this date onwards there was a growing inclination amongst the yachtsmen to entirely modernize the fleet. In 1899 Dr. J. Elliott bought *Meteor* (30-linear rating) from Auckland, and later in the same year Mr. C. T. Brockhoff introduced *Aoma*, a boat of the same type and about the same size, built by Messrs. Logan Bros., of Auckland. Both these boats were of the fast cruiser type - a healthy class, well adapted to the ideas of Sydney yachtsmen; and, Mr. Brockhoff being so successful with *Aoma*, others were induced to import similar craft. The beginning of the 1900-1901 season, therefore, saw five more 30-linear raters in our waters. Mr. Hordern secured designs from Fife and had *Fleetwing* built in Sydney; Mr. S. M. Dempster and Dr. Gordon Craig imported *Petrel* and *Heather* respectively from Auckland; Mr. J. O. Fairfax brought out *Magic* from the yard of Messrs. Summers and Payne; and Mr. A. W. Crane procured *Cooya* from A. W. Bailey, of Auckland.

Bona (Mr. J. E. Chinnery), 36-rater, was also imported about the same time, and she proved herself to be the champion of the harbour.

Magic, like her famous and historic namesake, proved a marvel in all kinds of weather, and during the 1900-1901 season many prizes found their way into her lockers. It must not be forgotten, however, that *Sunbeam*, which was brought over from Auckland for the express purpose of annexing a £100 prize in the inter-colonial race at the Twentieth-Century Regatta, proved more than a match for *Magic*. *Sunbeam* was purchased

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by Mr. Fred Doran (the well-known amateur skipper of the smaller class of racers), who was most successful with her. Later she became the property of Mr. Arthur Crane; but the change in rating affected her and *Magic* more than any of the others, and where they formerly received time they were compelled to concede allowances to the scratch boats. The racing was, however, much closer and more exciting.

In the 1901-1902 season Mr. S. M. Dempster's *Petrel* was champion, and the following statement of her record is interesting, as she has been the most successful boat of the present era:

Racing record of the *Petrel*

Season	Starts	Places First	Second	Third	Prize money £
1900-1901	15	3	3	2	46
1901-1902	17	3	7	3	79
1902-1903	21	4	4	7	77
1903-1904	20	3	4	5	56
1904-1905	7	4	1	0	47
Total	80	17	19	17	305

In the 1904-1905 championship competition of the Prince Alfred Yacht Club *Petrel* won with eight points out of a possible nine. *Petrel* has always shown a decided liking for ocean racing.

Kukuburra was a new boat that season, built for Mr. A. E. Cutler to his own designs. Mr. W. M. Marks also imported *Cubwulla*, 31.7 rating, and while she was only in racing trim during the latter half of the season she came out with third top score. In the next season, however, her record was bracketed with *Petrel* in the front rank, and her achievement in beating *Bona* in the championship of the Prince Alfred Yacht Club is one of which her owner may be justifiably proud.

Scotia is a late addition to the fleet; she is a 30-footer, built for Mr. T. W. Bremner to Fife designs, and is undoubtedly a fast boat, though up to the present she has shown a decided penchant for light weather, for most of her successes have been achieved in light breezes.

The racing is just as keen as of yore, though instead of wide intervals separating the competitors at the conclusion of a contest as formerly, when a 5-tonner would start off the same mark as a 25-tonner, we have to-day close and interesting finishes, which require expert judges to discriminate and tick off the seconds as each white-winged flier crosses the finishing-line. It was in 1868 that handicapping and time allowance according to measurement were introduced.

Record of Fleetwing, Owner C T Brockhoff

Season	Rating	Starts	Places First	Second	Third	Total	Prize money £
1901-1902	31.7	17	4	1	1	6	50
1902-1903	31.7	21	6	-	2	8	70
1903-1904	31.7	20	4	-	6	10	50
1904-1905	33.1	17	1	5	-	6	32

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Record of Culwulla, l.r. 31.9. Owner, W. Moffitt Marks.

Rating races							
Starts	Firsts	Seconds	Thirds	Starts	Firsts	Seconds	Thirds
25	8	7	2	38	6	10	3
	Six were rating races	Two were rating races	One was a rating race		One was a dead heat		

In the 1902-1903 and 1903-1904 seasons *Fleetwing* won the 30-rating championship of the Prince Alfred Yacht Club.

The Open Boats

Amongst the thousands of sail-borne craft that may be seen upon the waters of Port Jackson during the summer, perhaps the open racing boats peculiar to Australia and which, for their sail-carrying capacity, are of world-wide renown, are the most notable. For some thirty years the genuine centre-boarder has attracted much attention. In that period the type has grown and multiplied exceedingly and has been divided into classes, all of which have increased amazingly.

The class, as a spectacular one, is pre-eminent. There are few grander sights in local waters than a group of 22-footers smashing along to windward against a fresh breeze; and no finish could be more exciting than with these boats running for the mark in close company, and each staggering under a cloud of canvas, the measurement of which is upwards of 2,500 square feet.

The type is the same in all classes, differing but slightly in design according to the ideas of the builders. Speaking generally, the hull is broad, shallow, and powerful. To this is added as much sail as can be kept in a comparatively upright position by the large crew, which is only limited by the capacity of the boat.

The classes have changed somewhat from time to time, but those at present in vogue are: 22, 18, 14, 16, 8, and 6 feet. The overall length is the only measurement taken into account for racing purposes.

A 22-footer rigged for racing, in a moderate breeze, will have a mast some 30 feet high, a boom from 32 to 35 feet, bumpkin 18 feet over the bow, and gaff 18 to 20 feet. On these spars 900 odd square feet of snowy canvas is spread for working to windward; while running down-wind it is usual to add a spinnaker of an area exceeding that of the mainsail - set from the peak of the topsail, which mounts skywards some 45 feet - and a ringtail of 500 square feet set, something like a studding-sail, on the leech of the mainsail. One notable boat - *Plover* - with everything cracked on, before the wind, carries a spread measuring 72 feet from the end of the main boom to the tip of the spinnaker pole.

Another class, which perhaps stands highest in favour amongst open-boat sailers nowadays, is the 18-footer, the history of which dates back to 1885. These craft are of about 9 feet beam, and carry a working sail area of something like 700 square feet; but on a run, with every stitch aloft, an 'eighteen' presents to the wind an effective driving surface totalling some 1,500 square feet. Roughly speaking, the dimensions of an 18-footer's spars are: Mast, 25 feet; boom, 27 feet; gaff, 15 feet 6 inches; bumpkin, 15 feet, and spinnaker pole (telescopic), 25 feet.

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It will be understood that these big figures apply to light and moderate weather; that when the breeze pipes high the open-boat sailor comes out rigged for the day, although even then, to the eye of the uninitiated, his boat appears to be much overcanvased. Blow high or blow low, however, the most consummate seamanship is required to keep them right side up.

A crowd of excited spectators generally follows the races, and does its utmost to reach every possible and impossible coign of vantage in order to get a glimpse of a close finish between favourites.

A class that has found much favour during the past two years is the 16-foot skiff, which is exclusively catered for by the Port Jackson Sailing Skiff Club. This is a restricted class, beam being limited to 5 feet 10 inches outside mouldings, and the sail to 220 square feet. Results indicate a good future for the skiff; it is quite a common thing to see an entry of fifteen or sixteen boats for a single race.

The Sydney dinghy is not only the subject of wonderment amongst the uninitiated who look on from the deck of a harbour steamer, but their sail-carrying capacity has been commented upon in tones of amazement by sailing experts from all parts of the world.

The inception of dinghy-racing may be traced to about the year 1880. The little craft were then known as 'canvassers,' and very primitive some of them were, being after the pattern of the coracle of the prehistoric Briton. They were built mostly by boys, who were as keen on boats as Peter the Great; and they were constructed with wooden cask hoops for timbers, battened at about 3-inch centres, and the whole frame covered with canvas or heavy calico. How much annoyance to the neighbours was occasioned by the tinkering and hammering by the boys, whose enthusiasm induced them to work overtime - often into the small hours of the morning - may be appreciated.

It was not long, however, before improvements were made, and builders gave consideration to the dinghy, which has developed into the fast, well-constructed boat that races to-day. They are now built of picked cedar, and, except in the 6 and 8 foot classes, it would be difficult to find a canvas dinghy. The modern dinghies are built with a little decking forward and a 6-inch or 7-inch waterway running the full length of the gunwale. In addition, lee cloths are attached to the coamings, and are worked with great advantage, thus minimizing the tax on the energies of the billy-boy (baler), whose task throughout a race is no sinecure.

The 10, 8, and 6 foot classes each possess a craft - like the impossible yarn - as broad as she is long, which means that the extreme beam is equal to the length from the stemhead to the stern-post. The beam, of course, tapers towards the waterline, the sides being flared out to enable the midgets to carry their disproportionately large sails.

The number of hands carried varies according to the weather; but, as a general rule, the 14-footer has six to nine, 10-footer four to five, eights and sixes two or three. The 6-footer is, perhaps, the most remarkable of the type, being the smallest sailing vessel that carries a crew. Before the wind these midgets spread as much as 230 square feet over a horizontal plane of some 25 square feet, so that it is obvious that to keep the whole fabric out of the pickle is a delicate matter of balancing.

The large fleet of open boats is catered for by the Sydney Amateur Sailing Club, the Port Jackson Sailing Skiff Club, the Sydney Flying Squadron, the Sydney Sailing Club, the Sydney Dinghy Sailing Club. The first two are amateur organizations, and no paid hands are allowed in the boats, whereas in the cases of the other three no such stipulation is

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made regarding the skippers and crews. The Club is the oldest sailing club in New South Wales.

Holdfast Bay Yacht Club

The initiation of the Holdfast Bay Yacht Club was due to a small coterie of enthusiastic boating men resident at Glenelg, which is the chief watering-place of South Australia, and is designated the 'front door of the State.' The first meeting was held on October 12, 1883, and was attended by Messrs. J. W. Billiatt, H. Porter, I. G. Beaver, C. M. and J. B. Muirhead, J. Hawkes, and A. Le Rey Boucaut. Mr. Billiatt, who was a member of the exploration party who traversed the continent of Australia from south to north in 1861 under the leadership of the late Mr. McDuell Stuart, was elected Commodore, and Mr. Boucaut acted as Hon. Secretary. The members on the roll for the first season numbered twenty-five, and there were nine boats on the register, the craft ranging from a 4-ton cutter to a 14 feet 6 inches open boat. A series of races was commenced, the handicapping for which must have been a difficult task. The *Mylora* proved herself the clipper of the fleet, placing two wins to her credit. In the early part of 1884 severe gales were experienced, which proved disastrous, some of the boats being wrecked and others damaged, necessitating the abandonment of the race programme. The next season saw the club in a better condition than the preceding one. Owing to an entire absence of shelter in Holdfast Bay from the north-west, west, and south-west, when heavy weather strikes Glenelg it generally takes toll from the boat-owners of the club. In 1902 only two or three of the boats survived an especially heavy gale.

The Admiralty warrant was granted the club in August, 1888. Some valuable trophies have at times been presented by supporters of the club, and one which is raced for annually is the Plymton Cup, valued at 150 guineas, presented by the late Captain Morish.

There is a clubhouse on the foreshore fronting the Glenelg Town Hall, surrounded by a greensward.

The club at present is both numerically and financially in a flourishing condition, but the number of boats on the register is relatively small. The season opens in October. The officers of the club are: Commodore, Mr. H. J. D. Munton; Vice-Commodore, Mr. C. G. Tolley; Rear-Commodore, Mr. F. Bills; and Hon. Secretary, Mr. F. W. Wilbraham.

Intercolonial Racing

Intercolonial racing has not been carried on to any great extent, though there have been a few notable contests. In the last two decades (prior to the recent matches) there were but three representative contests in which New South Wales and Victoria took part, and on each of these occasions the Sydney boat finished a winner.

In 1883 the late Dr. Milford (then Commodore of the Prince Alfred Yacht Club) sent his 6-tonner *Doris* to Melbourne to compete in an intercolonial regatta that was being conducted at Port Phillip, and she was easily champion. This stanch little craft made the voyage to Melbourne through tempestuous weather, and sailed back again after her victory. To-day she is numbered amongst the 'old-timers,' but is still used as a cruiser in Port Jackson.

Some three years afterwards the late Sir William Clarke nominated his 30-tonner *Janet* as a challenger to try conclusions with any yacht in Port Jackson. The matter of defence was enthusiastically taken up by the late Mr. Alfred Fairfax, owner of *Magic*, 39

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tons, and Mr. A. G. Milson, owner of *Waitangi*, 21 tons. For a long time *Magic* had been regarded as Sydney's crack, and to her it was looked to uphold the reputation of Port Jackson. To the surprise of everyone concerned, however, a view of *Waitangi's* taffrail was all that the other two competitors could see throughout the race. Mr. Walter Reeks had been given a free hand to put the yacht in the best possible racing trim; and, by making certain alterations, the naval architect effected such an improvement in *Waitangi* that she was able to beat her old rival without time allowance. Without the increased speed of *Waitangi* the honours must have gone to Victoria, for *Janet* easily defeated *Magic*.

The representative yachts of the two States met again at the Centenary Regatta in Port Phillip in 1888. The *Era*, 40 tons (Mr. A. G. Milson), and *Volunteer*, 30 tons (Mr. Smairl), went from Sydney; South Australia sent *Wanderer* (Mr. Fergie); while as representatives for Victoria *Taninba* (Mr. G. Turnbull), *Janet* (Sir William Clarke), and *Iduna* (Mr. Gurner) were aspirants for inter-colonial honours. The race was described as most exciting, and at the finish *Era* was first, *Volunteer* second and *Wanderer* third.

For fifteen years no further attempt was made by the Victorians to wrest from New South Wales the supremacy of yacht-racing.

In January, 1904, Mr. Alfred Gollin, of Melbourne, brought *Sayonara* round as the Victorian representative to meet any yacht in Port Jackson, and Mr. H. Binnie's *Bona* was selected and fitted out to meet the challenger.

Earlier in the same season an attempt was made to draft conditions involving the establishment of a perpetual challenge cup; but this was found impracticable owing to the yachtsmen of the two States not being able to agree about certain terms, the chief point in dispute being that the challenger should sail to the port of contest under her own canvas, a condition to which the New South Wales men were averse, seeing that a racing yacht of the size (up to 40 L.R.) and type (modern) is not a suitable craft to make a passage between the two ports, having regard also to the great advantage that lies with the defender in the matter of lightness of construction.

Sayonara (42.2 L.R., of Fife design) was more of a cruiser than a racer, and appeared to possess all the necessary qualities of a successful billow-puncher, though this remark must not be taken to infer that the Melbourne yacht was a slow wave-bruiser; on the contrary, she gave conclusive proof of her weatherly qualities and of her speed on all points of sailing.

Bona (40.2 L.R.), built by W. Bailey, of Auckland, is a modern boat, and held the championship of Port Jackson. The two boats met on January 9, 11, and 12, 1904. The first and last events were over a course ten miles to windward and return, while the second was over a triangular course of twenty-one miles, all three being sailed in the Pacific Ocean, clear of Sydney Heads. The results were as follows:

January 9. *Sayonara* won by 1 minute 24 seconds

January 11 *Bona* won by 4 minutes 56 seconds

January 12 *Sayonara* won by 1 minute 48 seconds

Mr. W. Robb was in charge of *Sayonara*, who navigated the yacht from the southern capital, while *Bona* was steered by Mr. S. M. Dempster, whose record in his 31.9 rater *Petrel* is an enviable one.

After his victory Mr. Gollin re-presented the trophy - which he designated Sayonara Cup - as a perpetual challenge cup for competition between the two States with yachts up to 52 L.R., and imposing the condition that the challenger must sail to the racing port.

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New Zealand yachts have on several occasions been brought to Port Jackson to compete in various events, though there has not been anything recognized as involving championship honours. Mr. A. T. Pittar brought over three successful boats - viz., *Meteor*, 30 feet, in 1899; *Rainbow*, 36 L.R., in 1900 (which tried conclusions with and defeated Mr. S. Hordern's *Whitewings*); and in 1901 *Sunbeam*, to compete in the Twentieth Century Regatta. On the latter occasion an intercolonial event was programmed, but was abandoned owing to the death of the late Queen Victoria.

The Royal Canadian Yacht Club

This club was founded in 1852, the year after the great race around the Isle of Wight, when the schooner-yacht *America* won the Squadron Cup, which has been so highly prized by the whole American nation ever since, and which has caused much excitement in yachting circles during the past few years. The club from which the yacht club sprang was originally called the Toronto Boat Club, but it was in those days confined to yacht-sailing. During the year 1852, and for a year or two after, it was called the Toronto Yacht Club, and later on, in the year 1854, by the consent of Her Gracious Majesty Queen Victoria, the name was changed to that of the Royal Canadian Yacht Club. There was quite a number of yachts belonging to the Toronto Boat Club or Yacht Club in the year 1852, the names of which are familiar to some living members - namely, the *Cherokee*, *Undine*, *Storm Queen*, *Emerald*, *Rover*, *Witch*, *Breeze*, and others.

The first race took place under the auspices of the Toronto Boat Club in August, 1852, and the yachts entered were the *Undine*, *Abercorn*, *America*, *Jenny Lind*, *Saucy Jack*, and *Cherokee*.

An Act of Incorporation was passed, incorporating the yacht club, by the Legislature of the province of Ontario in the year 1868, and a further Act was also passed in the year 1885, giving certain additional powers to the club.

The Royal Canadian Yacht Club was much encouraged in yacht-racing by the gift of His Royal Highness the Prince of Wales (now His Majesty King Edward) of a very handsome champion cup, which is still styled the Prince of Wales's Cup, and sailed for annually, a handsome silver medal being given to the victor each year.

This cup has been competed for not only by yachts belonging to Toronto, but by those hailing from Hamilton, Cobourg, Belleville, Kingston, and other places, whose owners became members of the club, and whose yachts were made club yachts.

In 1860, when the Prince visited this country, the then Commodore of the Royal Canadian Yacht Club read an address to His Royal Highness, which was graciously replied to. He then agreed to become a patron of the club, and in a tremendous rain-storm started a fleet of yachts in the regatta which took place on September 7 of that year. The yachts taking part in this regatta were the *Rivet*, *Canada*, *Sea Gull*, *Dart*, *Water Lily*, *Arrow*, *Marian*, *Fairy*, *Phantom*, *Storm Queen*, *Expert*, *Surge*, and *Glance*. The *Rivet* was the winner of this race. The first yacht to win the Prince of Wales's Cup was the *Wideawake*, of Cobourg, a centreboard yacht, and very fast in her class. The next in point of honour was a yacht called the *George Steers*, brought from the United States by a yachtsman of Cobourg. She was designed by the man after whom she was called, and he it was who designed the great yacht *America*, which won the Queen's Cup in 1851. The *George Steers* was afterwards called the *Gorilla*, and was one of the fastest yachts on Lake Ontario for several years.

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Some of the Governors-General of Canada have been generous in their gifts to the Royal Canadian Yacht Club. Lord Dufferin presented some beautiful gold and bronze medals, and the Marquis of Lorne and the Princess Louise a handsome cup, Lord Lansdowne also a handsome cup, and other cups and trophies have been presented from time to time by members of the club. The greatest encouragement to yachtsmen of the province of Ontario was the gift of Her Gracious Majesty Queen Victoria, who, in the year 1890, presented the beautiful Queen's Cup, which was and is to be sailed for by Canadian yachts on Lake Ontario annually, the Royal Canadian Yacht Club being the custodians of the cup. This cup is highly prized, and is open to all Canadian yachts belonging to clubs in Canadian towns bordering on Lake Ontario, and is sailed for in three different classes. The first yacht to win the cup was the cutter-yacht *Vreda*.

The yachts of the Royal Canadian Yacht Club have been very successful in the regattas in which they have taken part from time to time, and in the year 1896, at Toledo, the well-known yacht *Canada* won from the *Vencedor*, of the Lincoln Park Yacht Club, of Chicago, the Canada Cup, which is still competed for from time to time, and the race for this cup always attracts yachtsmen from many parts, and is looked upon with great interest.

The first meeting to establish a yacht club in Toronto was held at the Western Hotel, which was situate on Wellington Street, and a large gathering of Toronto men were present. Of these only three survive who are known to the writer. They are William Armstrong, Clarkson Jones, and Thomas Shortiss, all still hale and hearty men. Mr. Shortiss is the oldest life-member of the club, Mr. Armstrong for many years was the club's honorary secretary, and Mr. Jones was looked upon as the club's best skipper in the days gone by, having steered many a yacht to win.

The first regular clubhouse was a small brick house which stood about where the Union Station now stands. It was the property of the late Sir Casimir Growski, who generously let the club use it as their headquarters for a nominal rent. Meetings of the club were also in its early days held at John Seel's saloon on King Street, and here the club members would dine together occasionally.

For a time the home of the club was a scow, which the City Corporation permitted to be placed on one of the city's water lots, west of the well-known Rees Wharf. Between musk-rats and gales of wind this scow was lost, and then in about the year 1860 the hull of the old steamer *Provincial* was purchased and occupied by the club, being moored to the esplanade near the foot of Simcoe Street. She was a large and roomy craft, and for some reason or other was abandoned. The club fitted her up, and she made a comfortable and happy abiding-place for the members for about ten years.

In 1869 the club erected a large and commodious clubhouse a little west of Simcoe Street. A wharf was built, and a clubhouse constructed upon the wharf. At this clubhouse the members were enabled to obtain meals, and many enjoyable dinners and dances have taken place there. There was also a fine billiard-room, which was much enjoyed by many of its members. The club continued to occupy this clubhouse for both the summer and winter months until the year 1873, in which year it was decided to take rooms in the town for the winter, and the building known as Bickford's Building on York Street, then next door north of the Toronto Club, provided very pleasant rooms for that and the following winter. The members were so pleased, apparently, with their up-town clubhouse that in 1874 they became more ambitious, and purchased a building on King Street a little west of where the Palmer House now stands, on the corner of King and York Streets, and this

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they occupied until 1876 or 1877, when a committee of the yacht club was appointed to meet a committee of the Toronto Club to take into consideration the subject of amalgamation. There never was an actual amalgamation between the two clubs, but an arrangement was made by which all the members of the yacht club were entitled to join the Toronto Club without entrance fee or ballot, and the Toronto Club members had the privilege of becoming members of the yacht club on the same terms. The Toronto Club took over the town house of the Royal Canadian Yacht Club, the yacht club retaining the clubhouse on the esplanade.

In the year 1880 the club agreed to sell their house on the esplanade to the Grand Trunk Railway Company, and disposed of it for the sum of \$9,500, and then arranged for the erection of a clubhouse on the island, where the present clubhouse now stands, and had for a landing-place for their steam launch a wharf at the foot of Lorne Street, the club having purchased the *Esperanza* at Buffalo, which served the purposes of the club until the year the *Hiawatha*, the present steam launch, was built. This latter craft has been of the greatest possible service to the yacht club. She was built by Bertram and Co., of Toronto, is constructed of steel, and was launched on July 9, 1895. The purchase-money for this launch was \$7,000.

The island clubhouse was formally opened in June, 1881, on which date there was a garden-party given by the club, and was largely attended.

In the year 1889 the Toronto Yacht Club, which had been in existence for some years, made overtures to the Royal Canadian Yacht Club for amalgamation, and subsequently this was carried out. The Lorne Street landing was then abandoned, and the clubhouse of the old Toronto Yacht Club was then made the town clubhouse of the Royal Canadian Yacht Club, the *Esperanza* plying between the two clubhouses.

About the year 1894 the windmill line was extended south to a very considerable extent, and an arrangement was made between the city of Toronto and the Royal Canadian Yacht Club by which the old Toronto Yacht Club house was given up and a wharf constructed on the esplanade, upon which was erected a very handsome clubhouse, and this was occupied by the members until the winter of 1896, when it was totally destroyed by fire. Subsequently the club erected the building which they have recently sold, and at the present time they have but one clubhouse, the beautiful new edifice at the island, which has given the members great satisfaction. The old clubhouse on the island was also destroyed by fire in the year 1904.

This, shortly, is the history of the various homes of the Royal Canadian Yacht Club. Their premises now are second to none on the continent, and the membership has increased to such an extent that with but one exception it is larger than any other known yacht club in the world.

The Royal Canadian Yacht Club has been noted for the many delightful balls, banquets, and garden-parties held by them. The yacht club ball has always been looked upon by Torontonians as the great social event of the season for many years past, and they have had many distinguished guests to honour these functions. Their garden-parties, too, have been frequent. One was given some years ago when the British Association visited this city, and a large number of the Association were present.

His Majesty King Edward is a patron of the club, as is also H.R.H. the Prince of Wales, H.R.H. Prince Arthur, Duke of Connaught, and the Governor-General for the time being has always been one of the patrons of the club.

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Regattas take place off the Toronto Island, and for the little craft on the bay, many times during the yachting season; and cruises to Hamilton, Rochester, Niagara, Cobourg, and other places take place constantly.

During the many years the yacht club has been in existence there have been but few fatalities in the recollection of the writer, but on two very sad occasions yachts have been lost belonging to the Royal Canadian Yacht Club. The first was in 1873, when the small centre-board yacht called the *Sphinx* was lost off Bronte, and two members of the club, Messrs. Morgan and Groves, lost their lives. A still more serious loss took place when the yacht *Foam* foundered at the mouth of the Niagara River, and on it a number of yachting men; no less than seven were drowned, there being no survivor. The graves of these poor fellows are now to be seen at the door of the English church at Niagara.

In the year 1876 Major Gifford, of Cobourg, was authorized by the club to challenge the New York Yacht Club for the *America* Cup. He did so, and was unsuccessful in his attempt to win it with his schooner-yacht *Countess of Dufferin*, designed and built by Cuthbert, of Cobourg. She was beaten by the yacht *Madeline*. Subsequently, in the year 1881, a challenge was issued by the consent of the club, at the request of the owners of the yacht *Atalanta*, which was also designed and built by Cuthbert. This yacht was also beaten in her attempt to lift the cup. Her competitor was the yacht *Mischief*.

The Royal Canadian Yacht Club has had from time to time many distinguished visitors, amongst them the Prince of Wales, now King Edward. It has also had as guests Prince Alfred, Duke of Edinburgh, Prince Arthur, Duke of Connaught, Prince George, now Prince of Wales, and the Princess Louise, all children of Her Gracious Majesty Queen Victoria; and recently the club was honoured by His Serene Highness Prince Louis of Battenberg, who attended a garden-party in 1905.

History of the Canada's Cup Races

In the winter of 1895-1896 the Lincoln Park Yacht Club, of Chicago, sent a challenge to the Royal Canadian Yacht Club, of Toronto, for a series of races to be sailed between a yacht belonging to the fleet of the Royal Canadian Yacht Club and the *Vencedor*, a yacht being built for Mr. Charles E. Berriman, Commodore of the Lincoln Park Yacht Club. After the preliminary correspondence the Royal Canadian Yacht Club invited the Lincoln Park Yacht Club to send a committee to discuss the details of the match.

The challenge was for a specific yacht, whose length was given as 42 feet water-line. At that time the system of measurement for time allowance was what is known as the old Seawanhaka rule - viz., length multiplied by the square root of sail, divided by two, equals racing length.

On Lake Ontario there was no class of racing yachts of the water-line length of the *Vencedor*, and the Royal Canadian Yacht Club wished that the challenge should be made for the 42-foot racing length class, a boat approximately 37 or 38 feet water-line; but as the construction of the *Vencedor* had already commenced, a compromise was agreed upon, which largely robbed the race of interest from its inception. The compromise was that the Royal Canadian Yacht Club would build a boat in the 42-foot racing length class, and the Chicago people undertook that the *Vencedor* should not exceed 45.5 feet racing length, and should not be less than 42 feet water-line length. This arrangement made it almost a foregone conclusion that the Canadian yacht would win in light and moderate winds, and that the American yacht would be equally certain of winning in strong breezes. This point was clearly brought out at a meeting of the representatives of the two

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clubs held in the Argonaut Rowing Club, Toronto, in the early part of the winter of 1896. The meeting was held in the Argonaut Rowing Club because the Royal Canadian premises had just been destroyed by fire.

The match once having been made, a syndicate was formed of members of the Royal Canadian Yacht Club, composed of the Messrs. the late George Gooderham, James Ross, of Montreal, S. F. McKinnon, of Toronto, F. J. Phillips, of Toronto, George H. Gooderham, of Toronto, and Æmilius Jarvis, of Toronto, the latter being managing owner. These gentlemen gave an order to William Fife, jun., to design the yacht. Owing to many delays it was well on into April before the design came to hand; but Captain James Andrews, of Oakville, who had been given charge of the construction, had prepared all the material, and, as he had received in advance of design a drawing of the lead keel, this had already been cast. I think the first attempt at erection was made on April 28, and so well were Captain Andrews' plans laid that he was able to launch the yacht, which was appropriately named the *Canada*, on June 23, 1896. As all her rigging had been prepared beforehand, she sailed her first race, unsuccessfully, on Saturday, June 27, against the *Zelma*, of Hamilton, also a Fife boat of the same class, off Toronto.

The *Vencedor* was launched only a few days earlier than the *Canada*, though her construction was well under way when the challenge was made. She was built at Racine, Wisconsin, from designs by A. Poekle, who had been a draughtsman with the Herreschoffs; in fact, it was freely stated by eastern yachtsmen that the *Vencedor's* design was taken from a blue print of the *Niagara*, Herreschoff's famous fin keel yacht that had raced so successfully in the 20-rating class of the previous season in British waters.

One of the conditions of the match was that the race was to take place over an open lake course in neutral waters. Detroit, Cleveland, Toledo, Buffalo, and Hamilton, Ontario, all sought to have the race. Ultimately, however, Toledo made a proposal that if the race was held on Lake Erie, off that port, they would give a \$500.00 cup to the winner and \$1,500.00 in cash; and, as it was a halfway meeting-point, this generous offer was accepted, and the series of races took place off Turtle Island, Lake Erie, commencing August 25, 1896.

The Canada's Cup Race commencing August 25, 1896 - First Day

The series was to be the best two out of three races. The first race was to be over a triangular course. It proved a failure, as they could not complete the course in the time limit. As was expected, however, the *Canada* in the light wind drifted away from her under-canvased rival.

First Race

The next day the same course was sailed; both got away on fairly even terms, the *Canada*, on the starboard tack, forcing *Vencedor*, which was under her lee and on the port tack, about. The wind was moderate from the north-east, with a slight jump of a sea. The *Canada* began at once to draw away, and continued to do so during the whole race. The first leg, seven miles, which should have been all windward work, turned after the first half hour to a reach. On the last leg of the course the *Canada*, which had stood over the westward to meet the first of a shift of wind to the south-west, benefited greatly thereby, and romped home far ahead, winning by 23 minutes 34 seconds.

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First Race	Finish		
	H	M	S
<i>Canada</i>	5	14	23
<i>Vencedor</i>	5	37	7

Second Race

Next day the wind had shifted to the westward, and was blowing a strong breeze, from 20 to 25 miles an hour, with occasional rain squalls. The course was 5 knots to leeward and return, twice around. This weather was what the *Vencedor* was wishing for. She led across the way and during the 5 miles to leeward gained all the way. On the beat back on the first round the *Canada* proved closer winded, but the *Vencedor* drove through at a higher rate of speed. As on the previous day, it did not prove a dead beat, but only a long leg and a short hitch. When approaching the weather-mark the *Vencedor* was ahead, but considerably to leeward, and in her anxiety to make sure of her buoy 'overstood'. The *Canada* hove round at the same time as the *Vencedor*, and as she was able to make her buoy, gained considerably by the *Vencedor's* error. The next trip to leeward was a broad reach, in which the *Vencedor* drew away, but she made a wide gybe at the mark, losing at least half a minute thereby; as the wind had still further shifted, it made another broad reach home, the *Vencedor* still gaining, but she was unable to work off her time allowance by 26 seconds, giving the second and final race and cup to the *Canada*.

Second Race	Finish		
	H	M	S
<i>Canada</i>	2	40	38
<i>Vencedor</i>	2	41	4

In both of these contests the *Vencedor* was sailed by Captain J. G. Barbour her sailing-master, who had been mate the previous year on the 90-footer *Defender*, of *America* Cup fame. The *Canada* was sailed in both races by Mr. Æmilus Jarvis, of Toronto. Judges: for the Royal Canadian Yacht Club, E. H. Ambrose; for the Lincoln Park Yacht Club, H. C. McLeod. Referee, Oliver E. Cromwell, of New York.

Accompanying the *Canada* and the *Vencedor* was a large fleet of both Canadian and American yachts, and, taking advantage of this gathering, a meeting was held at Put-In-Bay, Lake Erie, at which it was decided to form a union comprising the Yachting Associations on the Great Lakes. The sequel to this meeting was a joint meeting at Buffalo of the three associations, the Lake Yacht Racing Association of Lake Ontario, the Inter-Lake Yachting Association of Lake Erie, Detroit River, and Lake St. Clair, and the Lake Michigan Yachting Association of Lake Michigan. This meeting resulted in a committee being formed to draft a constitution, by-laws, and racing rules, the new organization being designated the Yacht Racing Union of the Great Lakes, the rule of measurement adopted being what is known as the *girth rule*, viz:

$$L + B + .75 \quad G + .5 \text{ square root of sail area divided by } 2 = \text{rating.}$$

With the idea of perpetuating an international contest of the character of the race just described, the owners of the yacht *Canada* deeded the cup that they had won at Toledo to the Royal Canadian Yacht Club as trustees under a deed of gift, which provided for races to be held between yachts belonging to any club affiliated with the Yacht Racing Union

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of the Great Lakes, and in any of the classes between 30 and 40 feet. The conditions of the deed of gift provided for the selection of the final representative of a challenged or challenging club from a fleet, the idea being that each country should build a number of yachts of similar size, hold trial races, and select the champions, which should meet in a final race for the cup, which the donors had now named the *Canada's Cup*; and it is really from this date that the races were for the *Canada's Cup*.

In the autumn of 1898 the Chicago Yacht Club challenged the Royal Canadian Yacht Club for a race in 1899 between yachts in the 35-foot class under the girth rule. After the preliminary agreements were completed, both clubs set about building a fleet from which to make a final selection. The Chicago Yacht Club asked all American yacht clubs on the Great Lakes to build for the trial contests, and the Royal Canadian did the same thing with Canadian yacht clubs. In the trial races, which were held off Chicago, the following 30-footers competed: the *Genesee*, hailing from Rochester Yacht Club, a Hanley designed and built centreboard yacht, the *Prairie*, designed by W. P. Stevens, Bayonne, N.J., and built at Ogdensburg, N.Y. ; the *Josephine*, designed by George Webster, of Hamilton, Ontario ; the *Bald Eagle*, designed by Mr. George Warrington, of Chicago ; the *Briar*, owned by Mr. Peare, and designed and built by Miller Bros. of Chicago ; and the *Veva*, designed by A. G. Cuthbert, of Chicago.

The Canadians built the *Minota*, designed by Mr. H. C. McLeod, general manager of the Bank of Nova Scotia, who about that time had removed from Halifax to Toronto, and the *Beaver*, designed by Arthur Payne, of Southampton, England. Both of these were built by a syndicate of Royal Canadian members, composed of Messrs. George Gooderham, George H. Gooderham, Hon. George A. Cox, J. H. Plummer, Frank H. Walker, J. W. Flavelle, H. C. McLeod, and Æmilius Jarvis, who was managing owner, and the construction was again entrusted to Captain James Andrews, of Oakville.

Another syndicate of Toronto yachtsmen, headed by Mr. George P. Reid, gave an order for a design to Mr. G. Herrick Duggan, of Montreal, of Seawanhaka Cup fame, who designed a large shoal centre-board boat, which was built by Harry F. Hodson, Toronto.

In Hamilton three more were built: the *Hamilton*, by a syndicate headed by J. H. Fearnside; the *Myrtle*, by a syndicate headed by William Burnside; and the *Weir*, by Mr. Hugh Weir. The designs of all three were from local amateurs.

The result of the trial races in Chicago was that the *Genesee* was finally chosen as the challenger, the races in Toronto settling on the *Beaver*. A great deal of indecision, however, was manifested as to this selection, as the *Minota* had many admirers, and was the faster in light to moderate breezes, but in breezes from 8 to 10 miles an hour and up the *Beaver* was undoubtedly the faster boat.

The Canada Cup, August 22 1899 - First Day

The first race for the cup was triangular, and was sailed off Toronto Island on August 22, 1899. There was a strong southwest breeze blowing, with considerable sea and a heavy haze. The *Genesee* before the race double reefed, but the *Beaver* was able to carry her whole mainsail and jib. Both yachts crossed the line close together, with the *Beaver* well in the windward position. Unfortunately, not 30 seconds after the gun fired, the *Beaver's* mainsail came down. On examination by the crew it was found that the throat halyard pennant had broken, and as one part of the halyard was forward of the spreader, and the other portion aft of the spreader, in coming down it broke the weather spreader, so that it was

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found impossible to make a repair, and the *Beaver* had to return into harbour. The *Genesee* went on to complete the course, but, owing to the heavy haze and their unfamiliarity with the surroundings, they missed the weather buoy, and after being lost in the haze for several hours returned to harbour, and the race was declared off.

First Race

Next day, August 23, the *Beaver* having been repaired, the race was resailed. The wind being north-west at the time of the start, the first leg was dead down the wind. The *Beaver* had the start, and with spinnaker set gained slowly for the first mile. The wind then shifted to make a broad reach. The *Genesee*, quickly shifting to balloon jib, soon romped past to windward, and rounded the first buoy 100 to 150 yards in the lead. The shift in the wind brought the next leg of the course to windward. The breeze at this time was fairly fresh, and the *Beaver* began at once to cut down her lead, and passed the *Genesee* after about half an hour's sail; but the wind gradually grew lighter, and the *Genesee* again crept up closer and closer, and ultimately repassed the *Beaver* about half a mile from the weather buoy. The next leg of the course was a broad reach in light weather and a perfectly smooth sea.

On this point of sailing the *Genesee* increased her lead, and won the first race by 1 minute 22 seconds.

First Race	Finish		
	H	M	S
<i>Genesee</i>	3	25	0
<i>Beaver</i>	3	26	22

Second Race

Next day the course was to windward and return. The wind all day was extremely light, never over 5 miles an hour. The first leg of the course was to windward. The *Beaver* again got the start, and succeeded in holding the *Genesee* under her lee for a considerable time, but it was not long before she drew clear to leeward, and, though she could not point as high as the *Beaver*, she outfooted her throughout the whole race, and rounded the weather-mark 1 minute 19 seconds ahead. The wind having held true, the next course was dead before the wind. The *Beaver*, to everyone's surprise, began to gain, and cut down the *Genesee's* lead inch by inch until she began to blanket her. Off Gibraltar Point they got into a luffing match. It was plainly the *Beaver's* intention to luff the *Genesee* off her course, so as to get between her and the mark; but the *Genesee's* skipper was not easily caught napping, and the result of the first luffing match was to leave them still in about the same relative positions, the *Beaver* a few lengths behind. When nearing the finishing-line, the *Beaver* again made an attempt to luff the *Genesee* off, and this time it looked as if the manoeuvre was going to be successful. Both had been coming down before the wind with booms to starboard. The *Beaver* gybed her boom over to port, thus putting her on the starboard tack, and headed for the lee end of the line. This, if it had not been for the resource of the *Genesee's* skipper, would have blanketed and caused the *Genesee* to gybe close to the line, the intention being that when her way was off, the *Beaver* would gybe back again, and, as she had never taken her spinnaker in (still having it set to leeward), she would have more way, and, with both spinnaker and mainsail drawing, might have won on the line. But the *Genesee's* skipper here exhibited a most resourceful manoeuvre,

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one that has seldom been witnessed. Seeing his rival's object, and that he would be forced to gybe, he promptly had the turnbuckles of the main rigging unscrewed. This allowed him to let his main boom go right forward, and at the same time hauling his spinnaker boom aft, a reversal of the ordinary conditions, successfully staved off the *Beaver's* manoeuvre, and brought the *Genesee* over the line with a short lead of 39 seconds.

Second Race	Finish		
	H	M	S
<i>Genesee</i>	5	6	57
<i>Beaver</i>	5	7	36

Third Race

The next day's race was triangular, and again the weather was extremely light. The first leg was laid to windward, The *Beaver* got the start, but was unable long to hold it; but the race was fairly close until within half a mile of the first buoy, when the *Genesee* ran into a freshening south-west wind, which carried her round the buoy and off on the next course with lots of headway. The new breeze, however, did not reach the *Beaver* for ten minutes or more, during which time the *Genesee* had been making short miles of it on a broad reach for the next buoy. From that on it was nothing more than a procession, the result being as follows:

Third Race	Finish		
	H	M	S
<i>Genesee</i>	3	32	11
<i>Beaver</i>	3	42	58

This gave the *Genesee* three straight races and the cup.

The *Genesee*, it must be remembered, was sailing under the flag of the Chicago Yacht Club, though she was owned by a company composed of Rochester Yacht Club members, with Mr. Charles Vanvoorhis as president and managing owner. She was sailed by Mr. Charles G. Davis, from a Long Island Sound yacht club, and the *Beaver* by Mr. Æmilius Jarvis, of Toronto. Judges: for the Chicago Yacht Club, Mr. E. P. Warner; for the Royal Canadian Yacht Club, Mr. E. H. Ambrose. Referee, Mr. Louis M. Clark, of Boston.

Two years elapsed, when Mr. George H. Gooderham asked the Royal Canadian Yacht Club to challenge the Chicago Yacht Club for a race in 1901 between yachts of the 35-foot class, girth rule. The challenge being accepted, the same course of procedure was again pursued by both clubs with respect to the choice of a representative. The Chicago Yacht Club built the *Illinois*, designed by Mr. B. B. Crownshields, of Boston, and built by George Lawley Corporation, of South Boston, for Mr. Pynchon; the *Yankee*, designed by Charles G. Davis; and the *Orion*, designed and built by McGregor of Milwaukee. For Milwaukee, Jones and Laborde designed and had built in Oshkosh, Wisconsin, a shoal-draft centre-board of the type known as 'side-walks,' which type had been successfully raced in the interior Wisconsin lakes. She was named *Milwaukee*. In Detroit, Commodore Shaw gave an order to Hanley, of Quincy Point, to build and design an improved *Genesee*. She was named *Cadillac*. Another boat was built in Detroit from a design by Kidd Wyldes, and named the *Detroit*.

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Mr. George H. Gooderham entrusted his design to Charles Sibbick, of Ryde, Isle of Wight, and Captain Andrews, of Oakville, again built the yacht. She was named the *Invader*. In Hamilton, Mr. J. H. Fearnside built from a novel model furnished by a Newfoundland priest, the Rev. Father O'Brien. She had angular bilges, and was hollow down the centre line of her keel, and was called the *Canadian*. The *Beaver* was still to the fore, so these three furnished the Canadians their trial horses. As a result of the Chicago trial races, the *Cadillac* was chosen for the American defender, and the result of the Toronto trial races was that the *Invader* was chosen for the Canadian challenger. The races took place off Chicago on August 10, 1901, the yacht taking three out of five races to be declared the winner.

The Canada Cup, August 10, 1901 - First Race

The first race was triangular, with a strong north-east wind and heavy sea. The *Invader* was double reefed, the *Cadillac* single reefed. It was a well-known fact that the *Invader* was an indifferent performer in strong breezes, but fast in light ones; but the *Cadillac* had been proven to be a good performer in both. The first leg of the course was a broad reach. The *Invader* got the better start, but the *Cadillac* overtook her, and passed her about three-quarters of the way to the first buoy. It was evident that the *Invader* was outclassed in such weather. The next course was dead before the wind, spinnaker set. The *Cadillac* still kept improving her lead. The next was a close reach to the finish, encountering a heavy head sea. At this the *Invader* made a miserable showing, being entirely outsailed. As *Cadillac* was also looked upon as a fast light-weather boat, things looked exceedingly blue for the Canadian challenger.

First Race	Finish		
	H	M	S
<i>Cadillac</i>	1	46	35
<i>Invader</i>	1	55	10

Second Race

Sunday having intervened, Monday morning broke warm and calm, but about eleven o'clock, the starting hour, a light breeze sprang up from the south-east. The course was 9 knots to windward and return. The *Invader* led across the line high on the weather end, and soon began to drive ahead. At every tack it was apparent that the distance between the yachts was widening. The wind kept growing, but backing off the lake, and the *Invader* was kept rather to the eastward of her course, and kept springing into the freshening and fairing breeze. About half-way out she came about on the port tack, which she was able to carry right out to the weather-mark, and rounded it with a lead of several minutes. The return was a broad reach with a freshening breeze, and with balloon jib set she added to her lead, finishing almost a mile ahead.

Second Race	Finish		
	H	M	S
<i>Invader</i>	2	8	0
<i>Cadillac</i>	2	14	22

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Third Race

The conditions were almost identical with those of the previous day, with a light south-east wind. The course was to be triangular, 7 knots to the side. In manoeuvring for the start the *Invader* was kept to the westward of the line, and had been repeatedly measuring off her distance to the outer mark of the starting-line; the *Cadillac*, on the contrary, was kept to the eastward of the line. The result was that the *Invader* crossed on the extreme eastern end, exactly on the gun fire, and on the starboard tack. The *Cadillac* was endeavouring to cross at the same point at the same time, but being on the port tack, the *Invader* had the right of way. The *Cadillac's* skipper held on too long, and the result was that she was put about close under the lee bow of the *Invader*. The *Invader*, holding her course, struck her on the starboard weather quarter. The judges promptly steamed out and ordered the *Cadillac* to withdraw, and the *Invader* was ordered to sail over, thus giving her the third race.

Fourth Race

The following day the same conditions of wind and weather prevailed: a light to moderate south-east breeze and smooth sea. The course was to windward and return, 9 knots. This time the *Cadillac* had the better of the start, and held the *Invader* under her lee while several short boards were taken, but never succeeded in actually blanketing her. Ultimately both boats started off on a long board to the south on the port tack. The *Invader* kept soaking out slightly to windward, but there was little difference in the speed through the water, that little difference being in favour of the *Cadillac*. After maintaining this tack for upwards of an hour, the *Cadillac* was the first to feel a slightly freshening breeze, more from the south, and seemed to draw away, but to be backed off. The *Invader* promptly swung around on the other tack, and thus was headed up on her course during the few minutes that the *Cadillac* was being headed off; so when the *Cadillac* swung around on the starboard tack the *Invader* was 150 yards or so directly ahead of her. From this to the turning-buoy the *Invader* gained rapidly, and, making a close turn, started off for the finishing-line on a broad reach at a great speed; and as both wind and sea were to her liking, she continued to gain, crossing the line 300 yards or so ahead.

Fourth Race	Finish		
	H	M	S
<i>Invader</i>	3	7	30
<i>Cadillac</i>	3	9	49

This gave the *Invader* three races, and the cup returned to Canada.

The *Cadillac* was sailed by Mr. William Hale Thompson, of the Chicago Club, and the *Invader* by Mr. Æmilius Jarvis, of the Royal Canadian Yacht Club. Judges: Royal Canadian Yacht Club, E. H. Ambrose, Esq.; Chicago Yacht Club, E. P. Warner. Referee, Oliver E. Cromwell, Esq., New York.

After the race many challenges were put in - one from the Chicago Yacht Club, one from the Columbia Yacht Club, two from Detroit, and one from Rochester.

During the next month or so there was a good deal of controversy as to what challenge would be recognised, but ultimately the Royal Canadian Yacht Club accepted the challenge of the Rochester Yacht Club. The races heretofore had been between the Chicago Yacht Clubs and the Royal Canadian Yacht Club, and, as each lake had had a

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race, it was thought fair to give an American Lake Ontario yacht club the preference. The challenge was for a race for the following season, 1902; but during the winter changes in the system of measurement were being introduced by the Yacht-Racing Union, and as these rules were not adopted until the spring of 1902, a postponement of the race was arranged until the following year.

This challenge was for the new 40-foot water-line restricted class, and during the winter of 1902-1903 both clubs built a vessel, the Rochester Yacht Club entrusting the designing to William Gardner, of Gardner and Cox, of New York, and the building to Mr. Wood, of City Island, Long Island Sound; this yacht was named the *Irondequoit*. She was owned by a syndicate composed of Messrs. Hiram W. Sibley, James S. Watson, Thomas N. Finucan, Arthur G. Yates, Walter B. Duffy, John N. Beckley, Albert O. Fenn, Charles M. Everest. The Royal Canadian Yacht Club representative was furnished by Mr. Norman Macrae, of Toronto. He ordered the design from Arthur Payne, of Southampton and the construction was again entrusted to Captain Andrews, of Oakville. This yacht was named the *Strathcona*.

As these were the first yachts of this size built under the new rules, there were no similar vessels to compare them with, so the Rochester Yacht Club had theirs tried out against yachts of a similar size on Long Island Sound, chiefly the *Effort* and the *Aspirant*, 41-footers. The *Strathcona* was tried out against the old *Vreda*, *Merrythought*, and *Canada*. The result of these Canadian tests showed that the new boat, *Strathcona*, was infinitely faster than any of the old. The tests were merely for the purpose of tuning up the challenger and the defender.

The Canada Cup, August 8, 1908 - First Race

The races took place off Toronto, commencing August 8, 1903. The series was to be the best three out of five. The first race was triangular. The wind was fresh from the south-west, with a rather short, steep sea. The *Strathcona* got slightly the better of the start, being to weather and dead abeam, though she actually crossed 5 seconds behind. For the whole trip to windward the race was of the keenest kind, the yachts never being separated by more than a few lengths or so, but the *Strathcona* kept the lead. It was very nearly lost to her, however, as at one time the *Irondequoit* was coming up fast on her weather quarter, both being on the port tack and fetching their buoy. The *Strathcona* came about on starboard tack, though it was taking her from her course, and the *Irondequoit* had to tack under her lee. After sailing for a short distance, the *Strathcona* again came back on the port tack, *Irondequoit* following, and again she came up fast, and when almost overlapping, the *Strathcona* put her helm down, and luffed as though she were going on the starboard tack, but quickly changed her helm over, and sailed away again on the port. The *Irondequoit* being misled by this manoeuvre, came right about on to the starboard tack, and before she could return to port tack lost considerable way and ground. The *Strathcona* by this manoeuvre had saved herself a blanket, and rounded the first buoy ahead. To the next buoy was a broad reach. It again was apparent that the *Irondequoit* was footing the faster. The *Strathcona* kept edging her off to windward, making her sail a long outer arc of the circle; but even under these conditions the *Irondequoit* sailed around and took the lead, and led at the next buoy by several lengths.

The next course was dead down the wind. With a freshening breeze, and spinnaker set to port, the *Strathcona* followed dead in the wake of the *Irondequoit*, and it soon became apparent that she was interfering with the leader's wind, and the *Irondequoit* began to luff

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out. This the *Strathcona* kept her busy at until both had gone considerably to the westward of their course, so that to fetch the finishing line a gybe would have to be effected.

During these luffing matches both had taken in their spinnakers, and were sailing under balloon jibs, but *Strathcona* had been getting her spinnaker boom shifted to leeward, so that when she had luffed the *Irondequoit* to the point that both would have to gybe, she quickly put up her helm, shot across *Irondequoit's* stern, gybed over, and promptly set her spinnaker to starboard, thus placing herself between the finishing-line and her opponent, and with the big running sail set and drawing, and only a mile to go, she crossed a winner.

First Race	Finish		
	H	M	S
<i>Strathcona</i>	2	7	8
<i>Indrequoit</i>	2	7	30

Second Race

Next morning the wind was light, 5 to 8 miles an hour, from the south-west, smooth sea, course to windward and return. *Strathcona* got much the better of the start, and in the light breeze seemed to be much more lively, and gained continually the whole trip to windward, and also on the run down before the wind, thus finishing a rather uneventful race many hundreds of yards ahead.

Second Race	Finish		
	H	M	S
<i>Strathcona</i>	2	48	47
<i>Indrequoit</i>	2	58	52

In these two races the *Irondequoit* was sailed by her sailing-master, Captain Barr, but Mr. Gardner, her designer, who was on board, was much concerned at their loss, and persuaded the owners to send for Mr. Arthur Hannan, of New York, who had sailed the *Irondequoit* in her races on Long Island Sound. He and his brother arrived next morning, and took charge of the *Irondequoit*, they being put on board after the yachts had left the harbour for the starting-line.

Third Race

The third race was to be triangular. The wind was fresh to strong—in fact, at times blowing almost to a moderate gale strength. The first leg of the course was to leeward. The two yachts crossed almost side by side. The *Irondequoit* was slightly ahead, and at once began to creep slowly away, and rounded the leeward mark 100 yards or so to the good. The next trip was a beat to windward, with jib topsails stowed. The *Irondequoit* began to both outpoint and outfoot the *Strathcona*, standing up much stiffer, and, as she continued to gain during the whole leg, and also the next leg (which was a broad reach), this contest was as uneventful as the one on the previous day.

Third Race	Finish		
	H	M	S
<i>Indrequoit</i>	2	15	5
<i>Strathcona</i>	2	20	19

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Fourth Race

The following day the course was to leeward and return. It was apparent from the manoeuvring at the commencement that neither skipper was anxious to cross first. The wind was fresh and puffy from north-north-west, but dropping. It was at least two minutes after gun-fire that both went over, the *Irondequoit* ahead, the *Strathcona* on her weather quarter, but neither heading for their buoy. The result of this unexpected manoeuvre and unexpected course, about north-east instead of south-east, was that a number of steam yachts and sailing yachts were found to be in the way, so that the two contestants got mixed up in the field of spectators, and were separated entirely by a large steam yacht, the *Strathcona* going to windward of her and the *Irondequoit* to leeward. It was evidently the *Strathcona's* plan to attempt the manoeuvre of the first day, and luff the *Irondequoit* so far off the course that she would again be between her and the objective point. So far as this point was concerned, the manoeuvre proved successful, as, after chasing the *Irondequoit* close up for at least two miles eastward towards Scarborough, the *Strathcona* suddenly put up her helm, gybed over, and set her spinnaker to starboard. The wind by this time had grown lighter, and as they sailed off shore grew lighter still. The *Strathcona* gained steadily, and when within half a mile of the turning-buoy was at least 200 yards ahead ; but here she ran into a soft spot in the wind, and lay motionless, with her sails hanging idle and spilling the wind. The *Irondequoit*, seeing her antagonist in this plight, sailed broad off to leeward, and was fortunate enough to carry a light draft through, and sailed completely around the *Strathcona*, and rounded the buoy a minutes 52 seconds in advance. Now came a beat to windward. The *Strathcona* began to pick up, and before long had run up under the lee of the *Irondequoit*, but do what she would she could not sail through her lee, and twist or turn as she might, she always found the *Irondequoit* planted between her and the wind in the most masterly fashion.

In order to make the race as long as possible, the *Strathcona* carried the contest away to the east, but Mr. Hannan was not to be caught, and, as the *Irondequoit* was quicker in stays, any manoeuvre that was attempted was quickly met. In towards shore the breeze freshened, so that both yachts were at times driving along at a good pace, and finished close together, the *Strathcona* dead in the *Irondequoit's* wake. This gave both yachts two races, and the interest in consequence was much enhanced.

Fourth Race	Finish		
	H	M	S
<i>Indrequoit</i>	3	12	13
<i>Strathcona</i>	3	13	31

Fifth Race

The next day the wind was south-west, and fresh, moderate sea. This time the *Irondequoit* got decidedly the better start, having the *Strathcona* well under her lee, where she kept her closely pinned during the whole trip to windward; but the contest was clean and exciting. *Strathcona* tacked and retacked, sailed rapfull half a dozen times during the first half-hour, but, do what she would, the *Irondequoit* was always between her and the wind or the objective point, and rounded the weather-buoy with several lengths to the good. The next was a broad reach, with large jib topsails set. The *Irondequoit* continued to improve her position. The next course was dead down the wind under conditions almost similar to

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those of the first day, but *Irondequoit* was this time far enough ahead not to feel any interference with her wind, and also gained throughout this leg, winning the race and the series, taking the cup back again to the United States.

Fifth Race	Finish		
	H	M	S
<i>Indrequoit</i>	2	40	55
<i>Strathcona</i>	2	4	29

In the first two races Captain Barr, her sailing-master, sailed the *Irondequoit*, and in the subsequent race Mr. Arthur Hannan, of New York. The *Strathcona* was sailed by Mr. Æmilius Jarvis in all five events. Judges: Mr. E. H. Ambrose for the Royal Canadian Yacht Club; Mr. Frank T. Christie for the Rochester Yacht Club. Referee, Mr. Oliver E. Cromwell, New York.

In the autumn of 1904 the Royal Canadian Yacht Club again challenged the American holders of the cup, but this time the 30-foot water-line restricted class was resorted to. The challenge having been duly accepted, both clubs set about building craft from which to choose their representative. The Rochester Yacht Club built three: the *Iroquois*, from the design of Charles F. Herreschoff (second), built by Lawley, Boston, for a syndicate headed by Vice-Commodore Christie, and including Messrs. C. M. Everest, W. H. Briggs, L. B. Jones, William Hull, J. W. Robbins; the *Rochester*, from designs by William Gardner, and built by Miller Bros. of Rochester for a large syndicate of Rochester gentlemen; and the *Kelox II.*, designed and built by the Pembroke Bros. for themselves at Rochester, New York. The Canadians also built three: the *Temeraire*, designed by William Fife, and built by Andrews at Oakville, for Rear-Commodore Nicholls; the *Zoraya*, designed by Alfred Milne, of Glasgow, for Mr. J. G. Worts; and the *Naniva*, designed and built by William Johnston, Hamilton, for a syndicate headed by Mr. J. H. Fearnside, of Hamilton.

The result of the trial races at Rochester was the selection of the *Iroquois*, and at Toronto the *Temeraire*.

The races commenced on Saturday, August 12, 1905, off Charlotte, New York, the series to be the best three in five' The first race was to be triangular.

The Canada Cup, August 12, 1905 - First Race

The wind was extremely light and variable, and a perfectly smooth sea. The judges evidently figured on a south-west wind, under which conditions the final leg of the course would be to windward. The fight for the start gave the *Iroquois* the advantage, she crossing the line with good headway, and everything set, The Canadian boat had got slightly too far to windward, and had not so much way in crossing. It was soon evident that in the light wind and reach the *Iroquois* was gaining, and the first turn saw her 100 yards or more in the lead. The wind, being very variable, had altered its direction several times during this run, but never so that their sheets were not kept flowing. The next course was dead before it, with the breeze still lighter and fluky. For some time there was no change in the relative positions, but when about half over the course the *Temeraire* made a decided gain; but the wind was light and baffling, so that at times they were dead before it and at other times reaching, and sometimes close-hauled. In this drifting the *Temeraire* seemed to hold her own, and they rounded the second buoy fairly close. The

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wind still remained light and variable during the next leg of the course, but on the next it freshened somewhat from the original direction; but there was no apparent difference in position between the two boats, the *Iroquois* still holding the lead by 100 to 150 yards. The same relative positions remained for the next leg, until near the turning-mark, when the *Iroquois* ran into a north-eastern chill, which brought the *Temeraire* closer; but she still held her advantage, and rounded the next buoy 2 minutes 37 seconds ahead, and started on the home journey with a slightly better breeze from the north-east. Both set spinnakers, and sailed in this way for about half the distance home, when the leader handed her spinnaker, trimmed her sheets for a new south-west wind of fairly good strength that for some time had been heeling the yachts sailing in shore, and, with a nice list, headed for home on an easy reach. By one of those freaks of Nature that yachtsmen so frequently see, but which others do not understand, this breeze never reached the *Temeraire*, though she was not 150 yards distant, and she continued a slow and uneventful sail home with spinnaker set, but constantly collapsing, and carried the north-east breeze right to the line. The result was that she was a long way behind, and many minutes; but this in no way was an indication of the relative merits of the yachts, as up to the time of this fluke in the wind the *Temeraire* was always dangerous.

First Race	Finish		
	H	M	S
<i>Iroquois</i>	4	2	56
<i>Temeraire</i>	4	15	46

Second Race

On Monday morning a change had come over the appearance of things. There was a good fresh north-east breeze and a rising sea. The course was to windward and return, 4 miles, twice around. This time the *Temeraire* made the better start, and soon began to outfoot and outpoint her rival, and every tack showed an increased gain. She rounded the first buoy several minutes to the good. Down the wind she added a little to this gain, largely due to the *Iroquois* turning in a reef in her mainsail preparatory to the windward work. On the second turn to windward the *Temeraire* added little to her lead, and lost slightly on the run home before the wind.

Second Race	Finish		
	H	M	S
<i>Temeraire</i>	2	20	47
<i>Iroquois</i>	2	25	51

Third Race

All Monday night the wind kept up, and on Tuesday morning half a gale was blowing from the north-east with a considerable sea. The race was triangular. Again the *Temeraire* got slightly the better start, and at once began to gain, but not to such a marked degree as on the previous day, as the *Iroquois* started with two reefs in her mainsail and small jib, which seemed to suit her much better; still, the improvement was not sufficient, and the *Temeraire* made a substantial and safe gain on the first turn to windward. The next leg was a run, with the wind a trifle quarterly. The *Iroquois* was hard driven, with both spinnaker and balloon jib set, but the *Temeraire* was not pressed with extra sail. On the third leg of

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the first round, a reach, the *Temeraire* was satisfied with working sails, while the *Iroquois* was again pressed with balloon jib and balloon foresail. On the next turn to windward the *Temeraire* made little or no gain, and the same may be said of the next leg, but on rounding the leeward buoy, instead of gybing, she was put about, and when she was set going it was found that her back stay was foul of her spreader, and she had to be luffed and held in the wind until it was cleared. This cut her lead down considerably, but as she still had a safe lead no extra sail was put on her.

Third Race	Finish		
	H	M	S
<i>Temeraire</i>	1	32	32
<i>Iroquois</i>	1	35	0

Fourth Race Postponed

Owing to the gale having kicked up such a sea, the next morning it was extremely difficult to get a judges' boat, but the late Senator Fulford, of Brockville, Ont., volunteered his large steam yacht, the *Magedoma*. Early in the morning the weatherwise foresaw a lightening in the wind, but the sea remained very heavy. At starting-time the wind was so light that neither yacht could make headway against it to get to the weather-line, and had to be towed out. About eleven o'clock the wind had fallen to a calm, so that the heavy swell was in danger of setting the yachts on to the beach, and a postponement was ordered until the following day.

Fourth Race

The next day the wind was light and variable. The judges sent the yachts out into the lake on what at that time was a windward course, but proved to be a long leg with a short hitch. The *Iroquois* got a slight advantage in the lead, and seemed to steadily outpoint and outsail her rival, so that at no point in the race was she in jeopardy of losing her lead, and finally crossed the line 3 minutes to the good.

Fourth Race	Finish		
	H	M	S
<i>Iroquois</i>	2	35	14
<i>Temeraire</i>	2	38	14

Fifth Race

The course was to be triangular, and, as the wind was northeast at starting-time, the first board was in that direction. While both yachts were working for the start, the wind shifted to the southeast. The *Temeraire* got the better of her rival, and crossed ahead, but neither skipper seemed to notice the shift of wind, and both pinned sheets flat. The American boat, being in the Canadian's wake, was feeling her back draught, and came about and stood on the port tack to clear her wind. This was taking almost directly in the opposite direction from her proper course. The *Temeraire*, seeing this, eased her sheets, and headed off for the buoy, and soon opened up a comfortable lead before the *Iroquois* saw her mistake, and was put around. As they proceeded into the lake the wind got lighter, and when the *Temeraire* was approaching the buoy it went back into the old quarter, so that she drifted up to the mark, and then had to make a short stretch to

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weather it. Her rival, however, carried along the south-east breeze, and being far to windward, easily fetched the buoy, overhauled the *Temeraire*, and gave her a good smothering, just as she was rounding. The next leg the wind was more favourable. The *Temeraire* was close astern, and kept bothering the *Iroquois'* wind, so that they both began to luff out of their course. At this work the *Temeraire* seemed to be doing the best. It was a neck-and-neck race, and at one time it looked like a repetition of the conditions of the first *Strathcona-Irondequoit* race, and that the *Temeraire* would luff the *Iroquois* away from her buoy but she did not carry the luffing match quite far enough, and paid off on her course rather too soon. Unfortunately at this time she had some trouble with her spinnaker, and broke the boom, so that the balance of the trip to leeward she was without this running sail. This let *Iroquois* establish a comfortable lead for the next leg, during which the wind was light and variable, and she added a little more to her lead; so, also, on the next two legs of the course, but for the last leg the wind was fresher from the south-east, making a beat back to the finishing-line. At this *Temeraire* showed a slight gain, but she was at no time dangerous.

Fifth Race	Finish		
	H	M	S
<i>Iroquois</i>	3	2	14
<i>Temeraire</i>	3	4	29

The winning of this race gave the cup to the *Iroquois*, and made the first time that it had been successfully defended, as it will have been observed that in all previous races the challenging club had been successful.

The *Iroquois* was sailed in all the races by Mr. Laurie G. Mabbett, of Rochester, and the *Temeraire* by Mr. E. K. M. Wedd, of Toronto. Judges: Rochester Yacht Club, Mr. Charles Vanvoorhis; Royal Canadian Yacht Club, Mr. E. H. Ambrose. Referee, Mr. W. P. Stephens, New York.

It may be of interest to those who read this history to describe more minutely the different contestants, their rig, and general type.

The *Canada* was a vessel of 57 feet overall, 38 feet water-line, 11 feet beam, 8 feet draught, with about 2,000 feet of sail. She was quite moderate in form of hull, having an easy section though considered somewhat hollow at that time. She was cutter-rigged.

The *Vencedor* was a fin keel, 63 feet overall, 42 feet water-line, about 12 feet 6 inches beam, 9 feet draught, and had about 2,300 feet of sail. She was a typical fin, having a canoe-shaped section with a bronze plate keel, at the bottom of which was hung her lead in bulb form. She also was cutter-rigged.

The *Genesee* was a centre-board boat, with all inside ballast, of the type made famous by Hanley of Quincy Point, Massachusetts, with very full ends and flat floors. She was 44 feet 8 inches overall, 27 feet 8 inches water-line, 11 feet 8 inches beam, sail area 1,458 feet. Jib and mainsail rig; flat, short bowsprit.

The *Beaver* was a keel boat of fairly easy section, but hollower than *Canada*. Length overall 42 feet 9 inches, load water-line 29 feet 6 inches, beam 9 feet 6 inches, draught 6 feet, sail area 1,311 feet. Jib and mainsail rig.

The *Invader* was an out-and-out fin type, with a bulb keel protruding a considerable distance aft of the deadwood, upon which it was hung, balance rudder. She had an exceedingly flat section and full ends. Her lateral plane being very much cut away, made

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her excel in light winds, but very deficient in lateral plane when heeled. She also was rigged jib and mainsail. Length overall 48 feet, lower water-line 27 feet 6 inches, beam 9 feet, draught 6 feet, sail area 1,460 feet.

The *Cadillac* was very similar to the *Genesee*, being also a Hanley boat, with all inside ballast. Jib and mainsail rig.

The *Irondequoit* and *Strathcona* were of approximately the same dimensions, not varying more than a few inches in any one particular, except overall lengths, in which the *Irondequoit* had about 4 feet the advantage. They were 40 feet water-line, 12 feet 6 inches beam, 9 feet draught, 2,600 feet of sail, and 35 feet area of immersed midship section. Both were cutter-rigged.

The *Iroquois* and *Temeraire* were also jib and mainsail boats of similar dimensions. They had 30 feet water-line, 9 feet 6 inches beam, 1,550 feet of sail, 7 feet draught, with an area of immersed midship section of 22 $\frac{1}{4}$ feet. The form of midship section, however, varied considerably. The *Iroquois* had hard bilges and hollower garboards, the area of the section being made up by thickening the keel and deadwood. The *Temeraire* had easier bilges, thicker garboard, and thinner keel.

The Fisher Cup

There are two stories of the origin of the Fisher Cup - not necessarily conflicting, but certainly not identical. It is, perhaps, only natural that this, the oldest of the international fresh-water yachting trophies, should have a slight halo of mystery about its beginning, but it is not exactly satisfactory to the one who wishes to write about it.

According to the present holders, the Rochester Yacht Club, the Fisher Cup was presented to the Chicago Yacht Club on July 8, 1882, by A. J. Fisher, Esq., as a challenge cup, and won by the following yachts:

1882 - *Cora*.

1883 - *Atalanta*.

1884 - *Norah*.

1892 - *Onward*.

1900 - *Genesee*.

The Canadian story, which, it must be frankly stated, is quite as much tradition as a written record, goes back much further. According to this, the cup was won on the Atlantic Coast by the yacht *Cora* in 1874 or thereabouts. The *Cora* was a 60-foot water-line boat of the type of the old *Ina*. She was bought by Commodore J. K. Barker, of Detroit, and brought to the Lakes by him. Commodore Barker, by the way, was drowned in the seventies while coming ashore in the *Cora's* dinghy with a load of ballast while the yacht was being stripped for the season.

When the *Cora* came to the Lakes she was one of the crack American yachts, and Canadians were eager for a brush with her with one of their fliers of the day - the *Annie Cuthbert* (owned by Alexander Cuthbert, sen., of Cobourg, one of the predecessors of the Canadian challengers for the *America* Cup), the *Countess of Dufferin*, and *Atalanta*. The *Annie Cuthbert* and the *Cora* sailed a series of matches at Put-In-Bay, at the head of Lake Erie, and also in Lake St. Clair, in the season of 1875, and it was then, according to Canadian tradition, that the Fisher Cup was first won by a Canadian yacht.

The *Annie Cuthbert* was bought by Chicago yachtsmen, Commodore Prindiville among them, in 1879, and the cup, which had so far belonged to the winning boat, went with her to Chicago.

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The Canadian sloop *Atalanta*, which made an unsuccessful bid for the *America* Cup in 1881, was sent to Chicago in 1883, and won the trophy back to Canada. *Atalanta* was then owned by the Gifford Syndicate of Cobourg.

Next year the yacht *Norah*, of Belleville, owned by Mr. John Bell, G.T.R., solicitor, won the cup from *Atalanta*. *Norah* held the cup for many years. There was, apparently, room for argument as to when the cup became the actual property of the winner, and whether the winner was bound to defend it at all times. Toronto yachtsmen, eager to get the trophy, endeavoured to bring about a match, when the new cutter *Zelma*, owned by N. B. Dick, Esq., was added to the Royal Canadian Yacht Club fleet in 1891.

Norah belonged to the Bay of Quinte Yacht Club, and efforts at arranging a match were unavailing. *Zelma* was sent to the bay, and actually made a start, but as there was no contestant for her, she threw up the race and came home.

One way out of the difficulty presented itself in the challenge of the Rochester Yacht Club, which, being an international one, could not very well be refused. Toronto yachtsmen rather rejoiced at the prospect of the cup leaving the Bay of Quinte, as they expected to be able to recover it for themselves. *Norah* and the Rochester yacht *Onward* sailed a race in September, 1892. There were practically no restrictions, in the modern sense of the word, and it was blowing a gale of wind. *Onward*, with a crew of thirty-five men, piled up to windward, stood up like a church, and carried sail so ably that the Canadian defender was badly beaten, and the cup crossed the lake.

Then *Zelma*, as expected, challenged *Onward*. They raced at Rochester, or rather Charlotte, but could not arrive at a conclusion. There were two races in light winds which could not be concluded, and on the day for the third race it blew a gale, and neither yacht could tow out of Charlotte piers. This was in 1893.

The cup stayed undisturbed in Rochester for seven years, when *Minota*, a 35-footer, as she was then classed, was sent after it, after a long series of trial races against *Beaver*. *Minota* bore the Royal Canadian Yacht Club's challenge, and the Rochester Yacht Club depended on the Canada's cup-winner *Genesee*. In the first race, in light airs, *Minota* was beaten. In the second race, sailed in a gale, she stood a splendid chance of winning, when the parting of a main shroud turnbuckle completely crippled her, and allowed *Genesee* to complete the defence of the cup with a sail-over. Since then the cup has rested quietly again in Rochester.

The status of the cup as a trophy is no longer disputable. On November 15, 1895, Messrs. J. R. White, Arthur T. Hagen, and Frederick S. Todd, owners of the *Onward*, donated the trophy to the Lake Yacht-Racing Association on condition that it should be a perpetual challenge cup for yachts in the 35-foot class and larger belonging to Lake Ontario yacht clubs enrolled in the Lake Yacht-Racing Association. It is provided in the deed of gift that the cup is not to be held by the winning yacht, but by the club to which she belongs.

Record of Royal Canadian Yacht Club's Racing Cups and Trophies

The Royal Canadian Yacht Club have been particularly favoured in the matter of cups given to the club for competition; indeed, it is doubtful if any club in the world whose home is on fresh water has as many valuable trophies for its members' yachts to race for. The list comprises:-

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Royal Canadian Yacht Club's Racing Cups and Trophies.

Date	Name	Donor
1860	Prince of Wales's Cup	H.R.H. The Prince of Wales (now King Edward VII.)
1882	Murray Cup	Captain J. G. Murray
1882	Cosgrove Cup	John Cosgrove, Esq.
1883	McGaw Cup	Thomas McGaw, Esq.
1887	Lansdowne Cup	His Excellency the Marquis of Lansdowne
1889	Lorne Cup	His Excellency the Marquis of Lorne and H.R.H. Princess Louise
1891	Queen's Cup	Her Majesty Queen Victoria
1897	Harman Cup	S. Bruce Harman, Esq.
1900	Gooderham Cup	George H. Gooderham, Esq.
1902	Barber Cup	Henry Barber, Esq.
1903	Beaver Cup	Dr. A. H. Garrett, <i>et al.</i>
1905	Smith Cup	R. A. Smith, Esq.
1906	Pellatt Shield	Sir Henry Mill Pellatt

The Royal Canadian Yacht Club received its royal warrant in 1854, and six years afterwards, on the occasion of the visit to Toronto of H.R.H. the then Prince of Wales, he was pleased to present to the Royal Canadian Yacht Club a beautiful silver cup for annual competition by the yachts owned by members of that club.

The first race for this cup was sailed in 1861, and from that time to the present, with the single exception of 1881, has been raced for every year.

This cup is one that every yacht in the club is entitled to sail for, and as a result there has nearly always been a large fleet of starters, as the Prince of Wales's Cup is looked upon as being the cup, and in the hope of winning it and the handsome medal that accompanies it every member who owns a yacht with the faintest pretensions to speed enters her for the race.

To read over the list of winners of this historic cup is to recall to mind nearly all the famous yachts that have ever sailed on Lake Ontario; but outstanding is the name *Oriole*, eleven times a winner. *Gorilla* in the sixties and seventies won the cup four times, and in later years *Lilma* and *Merrythought* have each won it on three different occasions.

A complete list of winners up to date is appended.

Next in importance comes the Queen's Cup, presented to the Royal Canadian Yacht Club by our late revered Queen Victoria in 1891 through Lord Stanley, the then Governor-General of Canada.

Though this cup was in reality given to the Royal Canadian Yacht Club, before the gift was finally accepted the club had decided to make the cup of more value by accepting it in the names of all the Canadian yacht clubs on the Lakes, and in order to put the arrangement on a businesslike basis they called together representatives of the different clubs on Lake Ontario, and framed rules and regulations under which all the races for this cup are sailed.

In order to give all sizes of yachts a chance to win the cup, they divided the races among three classes, comprising all the yachts up to 30 feet water-line, yachts between 30 and 40 feet water-line, and all yachts over 40 feet water-line, the first race to be sailed under the auspices of the Royal Canadian Yacht Club off Toronto.

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They decided that the first race should be sailed by the yachts of the largest class, the next year the race to be sailed by the smallest-class, and the third year the 40-footers were to have their show for the cup.

They also arranged that the cup should be raced for over the course of the club whose representative won the cup in the last contest sailed by the class in which the race was for the year, by this means giving every club winning the cup an opportunity of seeing a Queen's Cup race held on its club course.

The races for this cup are always sailed on Dominion Day, July 1, and on most occasions spirited contests have resulted.

Of the other cups comparatively little need be said, as they have been presented to the club by different gentlemen for one purpose or another.

The Lansdowne Cup and Lorne Cup were presented by the Marquis of Lansdowne and the Marquis of Lorne and H.R.H. Princess Louise after their official visits to Toronto, when they had been entertained by the Royal Canadian Yacht Club.

The Murray, Cosgrave, and McGaw Cups were presented to that live organization the Toronto Yacht Club, and became the property of the Royal Canadian Yacht Club in 1890, when the two clubs amalgamated.

As, with the exception of the Prince of Wales and Queen's Cups, the trophies are in the hands of the sailing committee of the club, and are allocated each year to the classes the committee think fit, the winning of them does not really mean anything, as the same cup might be held by a 20-footer one year and a 40-footer the next.

Under these circumstances the records of the winners of the different cups are hardly worth mentioning here, though the cups have been productive of a lot of first-class racing. The honour roll of the Prince of Wales's Cup and Queen's Cup is as follows:

List of races for The Prince Of Wales's Cup, and their Winners.

Date	Winner	Owner	Course
1861	<i>Wideawake</i>	C. Elliott	Mimico, etc., and return
1862	<i>Gorilla</i>	R. W. Standly	Mimico, etc., and return
1863	<i>Gorilla</i>	R. W. Standly	Port Dalhousie and return
1864'	<i>Standly</i>	R. W. Standly	Port Dalhousie and return
1865	<i>Arrow</i>	G. H. Wyatt	—
1866	<i>Ripple</i>	E. Blake	Port Credit and return
1867	<i>Ripple</i>	E. Blake	Port Dalhousie and return
1868	<i>Geraldine</i>	E. M. Hodder	Port Dalhousie and return
1869	<i>Mosquito</i>	E. M. Copeland	Mimico, Scarborough, etc.
1870	<i>Ida</i>	George Eadie	Niagara
1871*	—	—	Niagara and return
1872	<i>Gorilla</i>	Captain C. Gifford	Niagara
1873	<i>Lady Stanley</i>	B. R. Clarkson	Niagara
1874	<i>Oriole</i>	W. C. Campbell, <i>et al.</i>	Niagara
1875	<i>Oriole</i>	W. C. Campbell, <i>et al.</i>	Niagara
1876	<i>Brunette</i>	G. H. Wyatt, <i>et al.</i>	Mimico, Lake Buoy, Victoria Park
1877	<i>Oriole</i>	J. Leys, <i>et al.</i>	Lighthouse, Lake Buoy, Victoria Park
1878	<i>Oriole</i>	J. Leys, <i>et al.</i>	Ditto

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Date	Winner	Owner	Course
1879	<i>Oriole</i>	J. Leys, <i>et al.</i>	Ditto
1880	<i>Madcap</i>	A. R. Boswell	Port Credit, Victoria Park
1881 t	—	—	—
1882	<i>Cygnets</i>	T. McGaw	Mimico, Lake Buoy, Victoria Park
1883	<i>Aileen</i>	W. G. Gooderham, <i>et al.</i>	Ditto
1884	<i>Aileen</i>	W. G. Gooderham, <i>et al.</i>	Ditto
1885	<i>Aileen</i>	W. G. Gooderham, <i>et al.</i>	Ditto
1886	<i>Oriole</i>	George Gooderham	Exhibition, Lake Buoy, Victoria Park
1887	<i>Oriole</i>	George Gooderham	Ditto
1888	<i>Oriole</i>	George Gooderham	Ditto
1889	<i>Oriole</i>	George Gooderham	Ditto
1890	<i>Oriole</i>	George Gooderham	Ditto
1891	<i>Vreda</i>	A. R. Boswell, <i>et al.</i>	Ditto
1892	<i>Oriole</i>	George Gooderham	Ditto
1893	<i>Zelma</i>	N. B. Dick	Ditto
1894	<i>Zelma</i>	N. B. Dick	Exhibition, Mimico, Lake Buoy
1895	<i>Vreda</i>	A. R. Boswell	Exhibition, Mimico, Lake Buoy
1896	<i>Zelma</i>	R. A. Lucas	Exhibition, Mimico, Lake Buoy
1897	<i>Wawa</i>	S. H. Townsend	Triangle: 24 miles base along Island shore; apex, due south in lake
1898	<i>Merrythought</i>	Æ. Jarvis	Ditto
1899	<i>Clorita</i>	G. H. Gooderham	Ditto
1900	<i>Merrythought</i>	Æ. Jarvis	Ditto
1901	<i>Merrythought.</i>	Æ. Jarvis	Ditto
1902	<i>Invader</i>	G. H. Gooderham.	Ditto
1903	<i>Strathcona</i>	Norman Macrae	Ditto
1904	<i>Whirl</i>	F. Darrell	Ditto
1905	<i>Loraya</i>	J. G. Worts	Ditto

Queen's Cup

Date	Winner	Owner	Course
1891 ...	<i>Vreda</i>	A. R. Boswell	Toronto
1892 ...	<i>Nancy</i>	F. Malloch	Hamilton
1893 ...	<i>Zelma</i>	N. B. Dick	Toronto
1894 ...	<i>Vreda</i>	A. R. Boswell	Toronto
1895 ...	<i>Vedette</i>	Reed and Gray	Hamilton
1896 ...	<i>Zelma</i>	R. A. Lucas	Toronto
1897 ...	<i>Aggie</i>	Marlatt and Armstrong	Toronto
1898 ...	<i>Verona</i>	W. J. Brigger	Toronto
1899 ...	<i>Zelma</i>	R. A. Lucas	Toronto
1900 ...	<i>Merrythought</i>	Æ. Jarvis	Toronto

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Date	Winner	Owner	Course
1901 ...	<i>Invader</i>	F.H. Gooderham	Toronto
1902 ...	<i>Chinook</i>	F. Malloch	Hamilton
1903 ...	<i>Merrythought</i>	Æ. Jarvis	Toronto
1904 ...	<i>Whirl</i>	H.F. Darrell	Toronto
1905 ...	<i>Canada</i>	Commodore Haas	Toronto