

# British Yachts and Yachtsmen – Growth of the Sport

## Chapter VI

### GROWTH OF THE SPORT

1852

The *America* still figures largely in the racing annals of the time, though her owner was Lord de Blaquière, and on occasions she was handsomely beaten. The first defeat was at Ryde Regatta in the match for Her Majesty's Cup, when she was beaten by both *Arrow* and *Mosquito* in a race round the Isle of Wight. Mr. Underwood, the pilot, who was aboard her in the famous victory of 1851, was also on board on this occasion. The victory of the two British boats greatly rejoiced the hearts of home yachtsmen, and though *America's* owner protested that the British boats fouled - a protest which was substantiated and in consequence of which *Arrow* was awarded the cup - the national vindication was no less appreciated. Another occasion on which the American schooner was defeated was that of the race between her and the Swedish schooner *Sverige* for £100, starting from Ryde Pier. This race caused a long controversy on the interpretation of the clause in the agreement which stipulated that a condition of starting should be a seven-knot breeze. With the schooners started the small cutter *Wildfire*, 48 tons T.M., owned by Mr. Frederick Thynne, though the latter boat was not included in the race. The *America* beat the Swedish yacht, but, strangely enough, the little cutter beat both on every point of sailing, and reached the mark-boat 7 minutes 1 second ahead of *Sverige* and 15 minutes 27 seconds ahead of *America*.

Although these events had become the subject of much controversy and useless comparison, with challenges and other incidentals likely to arouse the interest of the public, the sport was equally progressive in other quarters. *Volante*, a smart cutter, was capturing flags at most of the regattas, her sporting owner, Mr. J. Craigie, entering her against anything and everything of reasonable size. On the Thames enthusiasm had grown enormously, and it was not unusual for a Royal Thames Yacht Club match to be followed by a club steamer carrying two or three hundred enthusiasts. The sport, too, was worthy of the enthusiasm evinced. On May 14 the match for the Grand Challenge Cup, value 200 guineas, was sailed. Six boats entered, including *Cygnets*, *Mosquito*, and *Volante*, which had been victorious in 1849, 1850, and 1851 respectively, and the two boats *Paulina* and *War Hawk*. The latter boat was a dangerous rival and sailed magnificently, but came into collision with *Mosquito*, and *Volante* carried off the cup.

The Thames was, in a broad sense, the popular rendezvous of racing, the three important clubs - the Royal Thames, the Royal London, and the Prince of Wales - sailing all their matches here; but in the Western Regatta at Plymouth *Mosquito* and *Volante* sailed a fine race, the former winning by 3¼ minutes, and occupying only 4 hours 18 minutes over a fifty-mile course. There was a hard breeze, and both yachts sailed with housed topmasts and reefed mainsails.

At Cork the Eglinton Cup was sailed for by nine cutters, and won by Mr. Rowan's 43-ton *Aquila*, and the Egmont Cup was won by Mr. Scovell's *Atalanta*, Mr. Daunt's 23-ton cutter *Champion* being disqualified for not carrying a large enough boat. At the same regatta on July 30 the Queen's 'plate' was won by Mr. Lang's *Stella* (42 tons).

Cowes, in the fifties, was not the brilliant function of the present time, though the Queen's presence gave importance to the occasion. The Vice-Commodore's (Mr. T. Chamberlayne) yacht *Arrow* competed against *Lavrock* and *Aurora* for the Queen's Cup, *Arrow* being the winner. For Prince Albert's Cup, value £50, four big schooners

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competed, and *Gloriana* carried off the cup. Owing to want of wind the match for the Squadron Cup was resailed, and *Mosquito* was winner. It was a course round the island, and the breeze fell away as the day wore on, and the race was not finished till 10.11 p.m. *Mosquito* thus won in the moonlight, followed by *Arrow*, but the other competitors did not arrive till the next morning. The Irish regattas were attended with success by many of the English boats. *Stella* won the Royal St. George's Cup, *Cynthia* the Lord Lieutenant's prize, and *Atalanta* the Queen's Cup.

### 1853

The Prince of Wales Club opened the season of 1853 on March 24.. It was a wintry day, and nothing but sheer enthusiasm could have brought out the fleet at Blackwall. However, a fleet did turn out for a cruise to Erith, and a snow-storm was one of the discomfiting features of the sail, though an excellent dinner at the Erith Station comforted the frozen yachtsmen on their arrival. The first racing on the Thames fell to the Royal Thames Yacht Club on May 3, when Lord Londesborough's *Mosquito* carried off the £100 prize for a match of first-class yachts exceeding 30 tons, and Mr. S. Lane's *Phantom* carried off the £50 prize for second-class yachts. The Royal London started on the 18th, when *Julia*, *Truant*, and *Calliope* won in the three classes. *Truant* was an American clipper, the first ever sailed on the Thames. She was fitted with a centre-board sliding-keel, an arrangement which did not meet with the approval of British yachtsmen, who held that she might as well be called a yacht as a match-cart a comfortable family carriage. She was built wholly for speed, and she was the first home by twenty-three minutes, a victory which caused much heart-burning.

The schooner match of the Royal Thames Club, for which the *Vestal*, *Rosalind*, *May-Fly*, *Sverige*, *Violet*, and *Sappho* were entered, was a magnificent race, but it ended in a protest and law proceedings. The contest proper was between *Sverige* and *Rosalind*, which sailed for a long time neck and neck. *Sverige*, however, got her gun 1 minute 35 seconds ahead. The protest arose from Captain Freestun, the owner of *Violet*, who protested against *Sverige* for foul sailing. Mr. Bartlett, the owner of the Swedish boat, made a counter allegation against *Violet* that she had been let for hire, and had therefore ceased to belong to the club. As no ground was found for this counter-stroke, and the protest being upheld, *Sverige* was deprived of her victory, and *Rosalind*, owned by Lord Alfred Paget, the Commodore of the club, became the winner. A long and bitter fight between Mr. Thomas Bartlett and the Sailing Committee of the Royal Thames ensued.

The weather throughout the season was unusually boisterous. The majority of the Thames matches were sailed in rain-storms. At Harwich, a little later, the regatta of the Royal Harwich Yacht Club was spoiled by rain, and many yachts being wind-bound, the chief races were postponed. Lowestoft Regatta was far more successful, and attracted the big schooners from 30 to 300 tons for the 100-guinea prize. There was no handicap, and the great *Sverige* was entered against the little *Gossamer* of 25 tons. However, Mr. Bartlett decided to withdraw his boat, and *Mosquito* became the prize-winner.

Brighton Regatta was one of the most brilliant events of the year, with a schooner match for 120 guineas. Only *Sverige* and *Alarm* (Mr. J. Weld) were entered. *Alarm*, being the most celebrated boat of the time, and *Sverige* the centre of immense interest, added to the public interest in the race. The Swedish boat led off, but *Alarm* quickly overhauled her, and led to the finish, over a 52-mile course, though she finished with but two minutes in hand. The whole distance was covered in 4 hours 20 minutes. The *Arrow*,

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*Wildfire*, and *Aurora* competed for the hotel-keepers' prize of £100, *Arrow* winning by seventeen minutes.

Another Yankee clipper appeared in the Solent at the Squadron Regatta. She was the *Sylvie*, owned by Mr. Louis Depau, and was built by Mr. Steers, of *America* fame. She had, however, many peculiarities, among them being a false keel with a drop of some 15 feet, an innovation which the Royal Yacht Squadron barred in the following year. She was also cutter-rigged and had an immense breadth of beam, and her owner sent her over with a challenge to anything in Europe, excepting the *America*, for any amount of money, 'or for the honour of the American flag.'

The Swedish schooner *Aurora Borealis* also arrived in the Solent for the Squadron Regatta, and a private match between her and Mr. Joseph Weld's schooner *Alarm* round the Isle of Wight was one of the events of the season, *Alarm* sailing a magnificent race and finishing two minutes ahead of the Swede.

The Squadron matches resulted as follows: H.R.H. Prince Albert's Cup won by Lord Londesborough's *Mosquito*; Her Majesty's Cup, over the Queen's course, by Mr. Joseph Gee's *Gloriana*; the Squadron Cup by Mr. William Peareth's *Julia*.

Around the race for the Squadron Cup much real interest centred. The *Sylvie*, which, as we have seen, came over with much trumpeting, was entered, as well as the Swedish boat *Aurora Borealis*; but they were both handsomely beaten by the *Julia*, 111 tons, to the intense satisfaction of the Solent yachtsmen. The finish was as follows:

	H.	M.	S.
<i>Julia</i>	7	7	3½
<i>Sylvie</i>	7	13	42
<i>Arrow</i>	7	14	29½
<i>Osprey</i>	7	18	36
<i>Aurora Borealis</i>	7	19	26

The Americans were at a loss to explain the defeat of their favourite, and *Sylvie's* owner offered to back her to sail for any amount, but the challenge was never accepted.

The Swedish yacht appeared at the Royal Yorkshire Yacht Club Regatta earlier in the season, and competed for the Queen's prize against five yachts whose aggregate tonnage was only 195 tons against the Swedish boat's 250 tons. The *Aquiline*, a 55-ton schooner, owned by John Cardinall, made the best fight, but she was forced aground, and the Swede had the finish to herself.

*Sverige* turned up at the Royal Cork Regatta, and beat *Isidore* and *Gitana* in the race for schooners for a trophy of £100; but here again it was an uneven match, her tonnage being twelve over the combined tonnage of her two competitors.

Lord Londesborough's iron-built *Mosquito* was a successful boat throughout the year, and the most successful prize-winner. *Volante*, which had shown such good form in the previous season, was also successful as a prize-winner, and *Phantom* sailed in a creditable manner.

### 1854

The Crimean War had a serious effect upon the racing of the season of 1854. So many owners were engaged in the Services that but a small proportion of yachts fitted out, and many of the regattas were postponed, making a falling off of £1,000 in the prize value for the year. There was, besides, very little cruising in foreign waters. *Alarm*, *Arrow*, *Osprey*,

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*Phantom*, *Volante*, *Thought*, and several other of the well-known racers made their appearance, and *Phantom* was one of the biggest prize-winners of the year.

In connection with the war and the dearth of seamen, the laying up of yachts was advocated, in order that the crews might be rendered available for the navy.<sup>1</sup> There was, however, much opposition, and the argument was forcibly advanced that such a course would have had little benefit for the Queen's navy, and would have acted as a deterrent upon the improving science of naval architecture,

It would be idle to deny the fact that the season suffered to an almost unprecedented extent. On the Thames there was no schooner match, and the entries for the matches of the Royal London Club were not up to the usual standard. On the East Coast racing was more interesting, with a larger attendance of yachts. At Lowestoft thirty-three boats were about the station for the regatta, and the race for schooner yachts for a piece of plate value 100 guineas was the most brilliant ever seen on that part of the coast. *Shark*, *Acorn*, *Aquiline*, *Georgiana*, and *Mayfly* competed, and *Shark*, after a splendid fight, won by eleven minutes. At Harwich the attendance was large, and the match for yachts of any rig or tonnage for a piece of plate value 50 guineas was won by *Phantom*, whilst *Avalon* won the race for a 30-guinea piece of plate. At the Royal Mersey Regatta, *Coralie*, cutter, owned by Mr. A. E. Byrne, which in the previous year won the Queen's Cup, was the winner of the challenge cup. *Coralie* also won the purse and £40 at the Royal Irish Regatta, but was beaten by *Cymba* and *Wildfire* for the Royal Irish prize of £100. At the Royal Western (Ireland) Regatta, *Cymba*, owned by Mr. J. M. Rowan, and manned by Corinthians, won the £100 prize, and *Viola* the Corinthian Cup.

On the South Coast the racing was of more general interest. The match for schooners at the Royal Southern Regatta was won by *Elizabeth*, and for cutters by *Arrow*. *Vesper* won the match for cutters not exceeding 20 tons, as well as the Vice-Commodore's Cup. At the Royal Victoria Regatta *Arrow* carried off the silver salver and a purse of £75, although the weather was by no means favourable. These events, as usual, preceded the Royal Yacht Squadron Regatta, which spread itself over seven days. *Julia* and *Arrow* were the centre of an interesting match for H.R.H. Prince Albert's Cup, sailed over the Queen's course. Besides these two boats, *Osprey* and *Arrow* were also entered, and, after a magnificent contest, *Arrow* won the cup by fourteen minutes. *Alarm* and *Shark* were the two antagonists in the Queen's Cup match, though *Ginevra* and *Titania* were also entered, but an absence of wind compelled a resail. This was fixed for the following Monday, but a most unfortunate thing happened the crew of the *Alarm* put up an effigy of a gamecock from her bowsprit end, which was deemed insulting to her competitors, who severally withdrew, leaving *Alarm* to sail the course by herself and claim the cup. The incident was most unfavourably interpreted, though it may be attributed to nonsensical display on the part of the crew. Mr. Weld, the owner of *Alarm*, was ashore at the time. This finished the racing in the Solent, and left a somewhat unfortunate impression.

*Cymba* and *Coralie* were contestants at the Royal Northern Regatta, when *Cymba* carried off a silver vase value 70 guineas and *Coralie* a silver jug value 30 guineas. *Coralie* was again successful in the Royal Welsh Yacht Club Regatta, winning the Carnarvon Cup against *Ada* and *Hirnant*. The Prince of Wales's Cup was won by *Siren*. Altogether the year was a disappointing one. The best prize-winners were *Cymba*, *Phantom*, and *Arrow*.

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<sup>1</sup> *Times*, February 16.

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*Cymba* was built in 1852 by Will Fife of Fairlie, and was an out-and-out fast craft, and from her launch won everything she started for. She captured trophies at the Royal Irish Regatta, the Royal St. George's Regatta, the Royal Irish Yacht Club matches, the Grand Corinthian Plate, the cup at the Dunoon and Kirn Regatta, and a 70-guinea vase at the Royal Northern Yacht Club Regatta at Largs. The principal dimensions of the *Cymba* were: Length O.A., 55 feet 6 inches; breadth, 15 feet 3 inches; draft (aft), 10 feet; draft (forward), 5 feet 6 inches. The length of her keel was 52 feet, and she was the most completely fitted of any yacht of her day.

### 1855

Whether war did or did not adversely affect the sport of the years 1854 and 1855 was a question keenly debated by yachtsmen. Contemporary history confirms the contention that it did. And certainly the two years were quiet ones.

The sailing and seamanship of the year were, however, above the average, and some of the finishes were of almost unprecedented interest. The *Glance*, owned by Captain Bartlett, showed wonderful form at the Royal Welsh Yacht Club Regatta at Carnarvon, when she won the 50-guinea prize in a gale of wind and tremendous sea. She had an excellent crew composed of some of the best sailors of the day, and carried a heavy spread of canvas.

Another close finish after an exciting match was that on the Thames for a prize offered by the Royal London Yacht Club, the result of which was that the 7-ton cutter *Julia* beat the 10-ton cutter *Romp* by one second.

In the matches on the Thames *Phantom* showed good form, winning the first-class prize, although only entered for the second class. *Thought*, which in the preceding year showed prizewinning qualities, was beaten by both *Phantom* and *Marina* on the Thames, and *Amazon*, *Glance*, *Marina*, and *Phantom* all beat her at Harwich Regatta. At the latter regatta *Amazon* won the laurels in the match for cutters with a margin of fifteen minutes. Her other wins were at the Royal Cork Regatta, Boulogne Regatta, Dover Regatta, and Antwerp Regatta. At Antwerp she won £125, beating *Thought* and *Nymph*.

Two new yachts were entered for competition in the Prince of Wales's Yacht Club matches. They were *Violet*, 9 tons, owned by Mr. J. R. Kirby, and built by Aldous, of Brightlingsea, and the *Veritas*, belonging to Mr. Baxter. *Violet* was among the competing yachts at the Royal Thames Club match, and she completely worked to windward of the whole fleet, beating them by a mile in an hour's sailing. She was favoured by a stiff breeze on that occasion, but when racing in the Royal London match she was not so fortunate, and *Kitten* was the winner, and *Julia* and *Little Mosquito* were winners of the two second-class prizes. The *Veritas* as a racing boat finally proved a failure.

The Royal Yacht Squadron matches were almost entirely devoid of interest. For the Prince Consort's Cup *Shark*, *Claymore*, *Cecile*, and *Gloriana* were entered, but *Cecile* was withdrawn on account of a serious accident to one of her owner's daughters. The other three were at the starting-buoy. When the starting-gun was fired *Shark* and *Claymore* hauled down their racing-flags, to the intense surprise of the spectators, and *Gloriana* had a walk-over. The cause of the sudden withdrawal of the two yachts was due to some misunderstanding as to the direction of the course. The Squadron Cup was won by *Alarm*, and Her Majesty's Cup by *Bacchante*. Her Majesty the Queen and the Royal Family were present at the regatta.

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### 1856

Two years of comparative depression were followed by a year of healthy sport, and 1856 saw a revival of the enthusiasm and a return of many of those yachtsmen whose duty had called them abroad.

Most of the yacht-owners put their vessels in commission, and the racing fixtures filled well. The schooner match on the Thames was revived, and the Squadron Regatta assumed all its historic grandeur. New boats, too, made their appearance in English and Irish waters.

*Glance*, the 25-ton cutter owned by Captain Bartlett, which distinguished herself in the preceding year, was the champion of 1856, and the amount of her winnings (£542) exceeded that of any yacht on record. She was built by Hatcher of Southampton, and won the Royal Yacht Squadron 100 sovereigns, and trophies at the Royal Cork, the Royal Southern, the Royal St. George's, Poole, Lowestoft, Grimsby, Torbay, and Teignmouth Regattas. The *Surprise*, owned by Mr. T. Tetley, was her most dangerous rival, and captured prizes to the value of £405. She was built by Hansen.

The revival of the Thames schooner match brought together *Lalla Rookh*, *Wildfire*, *Vestal*, *Sappho*, and *Aquiline*. The *Aquiline* had already distinguished herself, and in the squally weather carried her topsail without inconvenience; but she proved a failure, and *Wildfire*, sailed recklessly in the heavy wind, was declared winner on time, though *Lalla Rookh* got her gun five minutes ahead of her.

*Cymba*, the fast and invincible cutter, was raced extensively in Irish waters, her chief and highly successful opponent being the *Glance*. At the regatta of the Royal St. George's Yacht Club for a purse of 100 sovereigns *Glance*, *Cymba*, *Cyclone*, *Secret*, *Coralie*, *Vigilant*, and *Victoria* were competing. *Glance* was sailed to her utmost capacity, and the handicap on *Cymba* gave to *Glance* the prize. On the following day they were again in conflict, with an almost similar result, though *Glance* this time reduced the bigger boat's lead by two minutes. *Cymba* was again defeated in the Grand Corinthian Cup match in connection with the Royal Western of Ireland Club, and *Vigilant* won the second-class Corinthian Cup.

*Surprise*, owned by Mr. T. W. Tetley, and built by Hansen, was the second best yacht of the year. Sailing against such champions as *Cymba* and *Coralie*, she again won the Mersey Grand Challenge Cup, value £140, which now became her property. She was also a winner at the Royal St. George and the Royal Welsh Regattas, Holyhead and Swansea.

Most of the Royal Yacht Squadron matches in the Solent were favoured with splendid sailing weather, especially on the Queen's Cup day, and for the Queen's prize *Lalla Rookh*, *Gloriana*, *Urania*, and *Viking* competed, *Gloriana* as usual doing her owner credit, and for the third time carried off the trophy. The Prince Consort's Cup was won by *Extravaganza*, and the Squadron prize of £100 was won by *Glance*. Both these matches were sailed in light airs. *Glance* was again winner the following day in the Royal Southern schooner match.

One of the most exciting events of the season was the Royal Victoria schooner match, in which *Arrow* and *Mosquito* were the only competitors. It was blowing half a gale, with a heavy sea, when they started, and both smoked along at a record pace, till suddenly *Arrow's* mast, sails, and rigging went overboard without warning, and *Mosquito* went to her assistance, taking her in tow. Under the peculiar circumstances the prize was awarded to *Mosquito*. On the following day *Thought* won the Commodore and Vice-Commodore's Cup. The schooner match for the club prize brought about a curious protest. The

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*Maraquita* led over the course with half an hour in hand. At the end of the race, however, Captain Thellusson, the owner of *Georgiana*, entered a protest on the ground that the winning boat had topped her boom before the starting-gun was fired, and on this protest the committee disqualified the winner from receiving the cup.

The Queen's Cup of the Royal Victoria Yacht Club was sailed in half a gale of wind, and made a magnificent spectacle as *Maraquita*, *Georgiana*, *Extravaganza*, *Zouave*, *Whirlwind*, and *Benita* were driven through the heavy seas. *Maraquita* retrieved her unfortunate loss of the previous day, and won the cup with half an hour in hand.

Two new yachts built by Fife made their appearance at the Royal Northern Regatta in the 60 guinea plate match. They were the *Oitbona* (80 tons) and the *Crusader* (30 tons), and the first-named yacht succeeded in capturing the plate. At Dunoon, for the Dunoon Cup, value £60, the *Crusader* had her turn, and beat all her rivals, though she did not complete the course within the stipulated time. At Greenock, for the Corinthian Cup, *Crusader* was again victorious.

### 1857

It may be interesting at this period of the history of yacht-racing to put before the reader some figures showing the great increase in the pleasure fleet of the United Kingdom. It was an increasing navy of some power and utility in war, aggregating 780 vessels. We find that there were 511 cutters, 138 schooners, 19 steam-yachts, 75 yawls, and 37 vessels of other rigs, the estimated tonnage of this fleet being 30,000. Though, compared with the enormous tonnage of the present day, these figures are small, yet they were of the greatest significance at the period with which we are dealing, for no country could show such a fine fleet of ships or such splendid sailors as their crews.

The success or otherwise of a season's racing is governed by the weather. The preceding season was notorious for its uncongeniality. The season of 1857 was notoriously calm, and in each race on the Thames all canvas was carried.

*Emmet*, built by Wanhill of Poole, was one of the new vessels of the year. She was a long, sharp vessel, and to the experts of the period looked the ideal racer; but she was not successful, winning once only out of five starts. *Silver Star*, built in 1856 by Tovall of Colchester, was of a similar type, and was also unsuccessful as a racer. *Amazon*, which appears conspicuous in the racing annals of other years, was not raced, owing to the death of her owner, Mr. A. J. Young.

*Lulworth*, built by Inman for Mr. Joseph Weld, again appeared this year. She had been altered in her rig and reduced in spars. The change was successful, for she crowned herself with glory by beating the famous clipper *Arrow* at the Royal Victoria Yacht Club Regatta. She won the Queen's Cup at the Royal Yacht Squadron Regatta, and prizes at Torbay and Weymouth.

Another successful new yacht was *Ethel*, 15 tons, built by Moore, and owned by Mr. H. E. Bayley. She won four out of six matches in which she was engaged. *Northern Star*, owned by Mr. G. Harrison, was another new and successful boat.

The largest prize-winner of the year was *Wildfire*, which maintained a character for speed. She made ten starts, and won five prizes amounting to £302. She was beaten by *Lulworth* twice, *Vestal* once, and *Mosquito* once. *Mosquito* made eight starts, but captured only three prizes.

On the Thames cutter matches and the annual schooner match were held. For the latter *Zouave*, 90 tons (Mr. Arabin), and *Mayfly*, 113 tons (Mr. Bidder), were entered for

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the £100 prize for schooners over 75 tons, and *Aquiline*, 64 tons (Mr. Cardinal), *Wildfire*, 60 tons (Mr. Turner), and *Vestal*, 74 tons (Mr. Marshall), for the match for schooners under 75 tons. *Zouave* was a perfectly new craft launched from Inman's yard at Lymington quite a short time before the race, and, though a fine roomy vessel, with plenty of accommodation, she proved victorious over *Wildfire*, though the little *Vestal* received her gun ahead of either, and took the second-class prize.

*Little Mosquito* was again very successful on the Thames. She was built by Hatcher, and in her first year on the Thames won everything she sailed for. She was short, with an immense beam, and very fast, and in the first match of the season under review she won the Prince of Wales's Yacht Club Cup, value 35 guineas. Her winnings for the year amounted to £126.

The Squadron Regatta was not too successful, and the purse presented by the club was reduced to 50 guineas; and, finally, the restrictions were such that *Wildfire* and *Vestal*, the only two boats entered, hauled down their racing-flags and left for Ryde. The misunderstanding arose through the introduction of new regulations for measurement. The race was announced to be sailed on time, and under the Squadron rule *Lulworth's* tonnage would have worked out at 110 and *Wildfire* 77 tons. There were rumours that the committee would not make known the time allowances till the race was in progress. This untoward incident closed the Squadron week, in which the Prince Consort's Cup was won by *Lalla Rookh* and the Queen's Cup by *Lulworth*. A private match between *Fancy Lancashire Witch*, *Eugenie*, and *Cecile*, the big schooners, was won by *Cecile*.

The Royal Victoria Yacht Club Regatta brought together all the famous racing cutters and schooners, and there were thirteen boats entered for the subscription prize of £100, open to all yachts. The race was exciting, and it was in this match that *Lulworth* made her great victory over *Arrow* on even terms. The *Arrow*, however, captured the silver cup on the following day.

### 1858

*Lulworth's* victories of the season of 1857 were repeated in 1858, though the amount won was not so large. *Mosquito*, owned by Mr. T. Groves, was the champion boat of the year. She captured prizes at the Royal Cork, Royal St. George's, and Royal Western of England Regattas, racing against *Dream*, *Extravaganza*, *Amazon*, *Glance*, etc. *Vigilant* and *Ursuline* were about equally successful. The season opened on May 8 on the Thames. The number of matches sailed during the year was 100; the prizes amounted in cash to £3,896, of which sum the royal clubs contributed £2,515.

The racing of the season was of an uneventful character. The Royal Thames Club held cutter matches, but the annual schooner match again fell through, to the intense disgust of all concerned. The intended match had been much talked of, and great expectations centred around it. A deficiency of entries, however, led to its abandonment. The reason assigned was that *Wildfire* was the first boat entered, and that fright deterred other owners from entering. The second, third, and fourth classes on the Thames raced with good entries, and *Pearl*, 21 tons, *Vampire*, 20 tons, and *Emily*, 8 tons, were the respective winners.

*Little Mosquito's* season on the Thames was a brief one. She had swept everything before her in the previous year, and was in excellent trim, when on July 25 she was destroyed in the immense fire at Acorn Wharf, Rotherhithe, where she was lying.



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An excellent schooner match was sailed at Kingstown in connection with the Royal St. George's Regatta. By an arrangement between this club and the Royal Irish Yacht Club the management of the regatta was alternated between them, and both contributed to a prize fund. The match for the purse of 100 sovereigns saw one of the best gatherings of the season, including the three schooners *Wildfire*, *Oithona*, and *Maraquitta*, and the five cutters *Cymba*, *Surge*, *Mosquito*, *Dream*, and *Amazon*. After a false start and amid much excitement the boats were restarted, and *Mosquito*, though receiving her gun first, was beaten by *Surge* with 2 minutes 13 seconds to spare. The course was 48 nautical miles, and the average speed of the winner was 8¼ knots. The *Surge* was an entirely new creation by Fife of Fairlie, and had only been launched three weeks previous to this, her maiden race.

*Lulworth*, Mr. Joseph Weld's successful cutter, was winner of the Prince Consort's Cup at the Squadron Regatta, beating *Arrow* by thirty seconds. The Queen's Cup offered for schooners was won by Mr. Weld's *Alarm*. An interesting international event took place as a conclusion of the Royal Yacht Squadron week. The Queen was at that time visiting the Emperor Napoleon III. and the Empress Eugenie at Cherbourg, and it was decided to extend the race for the cup, presented to the Squadron by the Emperor, from Cowes to that port. Thirteen of the best schooners and cutters were entered. The tonnage varied from *Alarm* (248 tons) to *Extravaganza* (48 tons), and in sail area from 8,891 square feet to 3,645 square feet. The vessels were started from the Nab in a lumpy sea and a fair breeze, but they made good progress, and the finish of the leading yachts was as follows:

	Rig	Tons	Owner	Finish H M S
<i>Alarm</i>	Schooner	248	Mr. J. Weld	1 10 10
<i>Zara</i>	„	312	Earl of Wilton	1 20 30
<i>Shark</i>	„	175	Mr. W. Curling	1 33 20
<i>Claymore</i>	„	130	Hon. H. Rowley	1 34 10
<i>Arrow</i>	Cutter	102	Mr. T. Chamberlayne	1 42 0
<i>Ursuline</i>	Yawl	112	Lord Londesborough	1 51 0
<i>Julia</i>	Cutter	122	Mr. J. Houldsworth	1 55 0
<i>Minx</i>	„	68	Mr. F. R. Meginis	2 3 0
<i>Columbine</i>	Schooner	91	Mr. R. S. Barry	2 12 0
<i>Resolution</i>	„	164	Duke of Rutland	2 16 0
<i>Aurora</i>	Cutter	60	Mr. Le M. Thomas	2 20 0

*Extravaganza* and *Fair Rosamund* were entered, but not timed. *Ursuline* was not quite 41 minutes behind *Alarm*, and 17 minutes behind *Claymore*. From the former she received 481 minutes, and from the latter 19,, and she was therefore the winner. *Claymore* was also within her time of the *Alarm*, and worked off the 70 miles at the average speed of 122 miles per hour. The race was excellently sailed by all the yachts.

At Ryde the *Lulworth* was winner in the Royal Victoria match for a piece of plate value £100 against ten other cutters and schooners, and for the big schooner match prize *Constance*, owned by Mr. J. Turner, was the winner.

## British Yachts and Yachtsmen – Growth of the Sport

### 1859

It had become fashionable among designers and builders to remodel existing yachts, and increase the length forward in order to gain additional speed.

A typical example of this experiment was the 255-ton schooner *Constance*. Her keel was laid down by White in 1848-1849 for the Marquis of Donegal. She remained for some time in frame, and was purchased by the Marquis of Conyngham, and launched in 1850. She then measured 218 tons. The new type arising from the *America's* victory in 1851 brought about the wholesale alterations of yachts, and *Constance* was among them. Her bow was lengthened by 11 feet, thus bringing her up to 254 tons. Another schooner altered in the same way was *Wildfire*, built in 1849 by Hansen of Cowes. Originally she was cutter-rigged, but in 1851 and 1853 she was lengthened and rigged as a schooner. She was purchased by Mr. J. Turner-Turner, and up to 1858 was a successful prize-winner. In that year she did not add a single item to her previous winnings, though in the following year (1859) she was entirely successful. *Lubworth* was originally rigged as a sloop, but was subsequently altered to a cutter.

New yachts making their appearance in 1859 were *Aura*, *Storm*, and *Scourge*. The first-named was built by Wanhill of Poole for Mr. W. H. M. Ellis. She was a cutter of 45 tons, and beat all her opponents in every race by actually coming in first. At the Royal Cork Regatta, Royal Northern, and Royal Irish she was invincible, and her winnings for the whole year amounted to £500. Neither *Storm* nor *Scourge* were successful racers. *Wildfire*, which did not win a single prize in the previous year, was the second-best boat. She was, as we have seen, altered from cutter to schooner rig. She won prizes to the value of £288, and showed excellent form. *Osprey*, a 59-ton cutter owned by Colonel Ifney, appeared as a racing craft, and succeeded at the Royal Thames match in beating *Mosquito* and *Amazon*, the former by 13 minutes and the latter by 35 minutes. Out of six starts she won seven prizes.

Mr. T. Bartlett was at this time the owner of a new clipper, the *Haidee*, an 8-ton cutter, built by Hatcher of Southampton. *Haidee's* first match was sailed at the end of July at the Prince of Wales's Yacht Club matches against *Wildfire*, *Emily*, and *Midge*, and she proved herself to be an easy winner, beating *Wildfire* by 14 minutes. Though starting late in the season, she was able to win for her owner £123.

Another new craft was *Sybil*, built by Wheeler of Cork for Mr. John Arnott, M.P. She was a cutter of 39 tons, and though she was declared successful as a racer, she only won two out of six starts. On the occasion of her first race she was steered out of her course in the fog.

The racing of the year was more successful than it had been for many years previously. Four schooners - *Alarm*, *Zouave*, *Vestal*, and *Destiny* - were entered for the Royal Thames schooner match, but Mr. Weld's fine schooner *Alarm* won the race with almost an hour in hand. The actual times were: *Alarm*, 5 hours 47 minutes; *Zouave*, 6 hours 40 minutes; *Vestal*, 6 hours 51 minutes. The Squadron Regatta was also well attended, and an interesting bit of American architecture in the shape of Sir Henry Beecher's new schooner, *Magnolia*, made her appearance. She showed to very poor advantage, as she had done previously at Cork, chiefly owing, it was believed, to her having been Anglo-Americanized.

The Prince Consort's Cup, for which this new schooner was also entered, was won by *Zouave*; *Cecile* carried off second prize. Her Majesty's Cup for cutters and yawls was won by *Brunette* (Colonel Simmons Smith). The Squadron prize was won by *Alarm*

## British Yachts and Yachtsmen – Growth of the Sport

(Mr. Joseph Weld); but *Wildfire's* owner, Mr. J. Turner-Turner, protested against *Alarm* on the ground that she had set her jib topsail, and the Sailing Committee upholding the protest, the prize was awarded to *Wildfire*.

The arbitrary action of the Lord Commissioner of the Admiralty in ordering the discontinuance of the St. George's Ensign by the Royal Western Yacht Club of Ireland produced a bad effect among yachtsmen outside the Squadron. The honour of wearing the white ensign as a device was granted to the Royal Western Yacht Club by King William IV., and though the Admiralty complained that the privilege had been abused, they also added the additional excuse that two other clubs had made application for that flag, and that the Commissioners had to determine whether they should extend the right of wearing the white ensign to all yacht clubs seeking that distinction, or whether they should revert to the rule established in 1842 by which the privilege was, for special reasons, restricted to the Royal Yacht Squadron. The latter alternative was decided on, and the blue ensign was substituted for the white. At the time of this affront to the Irish Club there were 130 vessels forming the fleet, and though the club memorialized the Viceroy, the Admiralty, and Parliament, it was without effect, and the privilege was withdrawn.

A new club - the Royal Wellington Yacht Club, named after the Duke of Wellington, its patron - was inaugurated on the Thames. The first match was witnessed by a large gathering, and was sailed above London Bridge. Eight small cutters, including *Zouave* and *Emily*, competed, and *Emily* was the winner by 8 seconds.

For the first time in the history of the Royal Cork Yacht Club an ocean race was organized from Dublin to Cork, the prize being £25, and a sweepstake of 10s. for every vessel competing. There was considerable opposition to it when the scheme was floated, but the entries falsified all the pessimistic prophets, there being nine cutters, seven schooners, and a yawl. The race took place on Saturday, July 14, the start being made at 10 a.m. After clearing Kingstown Harbour the vessels met with a hard wind, which increased as the day wore on, and at night became uncomfortable, with heavy seas, fog, and driving rain. Dawn on Sunday morning found most of the vessels together, with the Tuscar Light on lee bow. Early on Monday morning the weather had moderated to a calm, and the fight lay between *Peri*, cutter, 80 tons (Mr. J. W. Cannon), *Kingfisher*, schooner, 90 tons (Sir Cooper Penrose), and *Sibyl*, cutter, 38 tons (Sir J. Arnott). The latter vessel showed wonderful form, and at 5 hours 20 minutes, after a series of clever tacks, in which a lead had been worked out against the *Peri*, she crept up to the Admiral's flag-boat a gallant winner. The finishes were:

	H.	M.	S.
<i>Sibyl</i>	5	20	0
<i>Peri</i>	5	23	0
<i>Kingfisher</i>	5	25	0

Captain Harry O'Bryan sailed and steered the winner, and prior to the race he had had three days' hard sailing in Dublin Bay, where *Sibyl* had won the 100-guinea purse. This yacht was built by Wheeler, and showed excellent qualities in the four matches in which she sailed during the season.

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A splendid contest took place at the Royal Yacht Squadron Regatta between the two famous cutters *Arrow* and *Lulworth* in the Prince Consort's Cup match, in which *Arrow* was the victor.

Her Majesty's Cup was won by the *Aline*, a new vessel built by Camper. The *Aline* was designed by Captain C. S. A. Thellusson, and this was her maiden race. She was schooner-built, her tonnage being 216, and she figures in subsequent history as an extremely formidable boat.

A new schooner of 121 tons was launched by Mr. Camper of Gosport for Captain W. B. Phillimore, who, in 1859, lost the schooner *Alea*.

Harvey of Ipswich launched the *Audax*, 59 tons, built for Mr. J. H. Johnston, and she made her debut in the Royal London match from Erith Bay round the Nore. In this race she sailed against *Glance* and *Thought*, but she took the lead in a slashing double-reefed mainsail breeze, and held it throughout, though the *Thought* beat her on her handicap, and she took second prize. She appeared again in the second match of the Royal Thames Yacht Club, and again took and carried the lead, though *Glance* beat her on her handicap. *Audax* through the season sailed in twelve matches, in six of which she was successful. At the Royal St. George's Regatta she sailed a magnificent race against the *Surge* over a 58 miles course, and though *Surge* beat her on time, there was only 10 seconds difference. At the regatta of the Cork Yacht Club, however, fortune turned in her favour. There was a strong breeze, and after a slashing contest *Audax* won the 100 guineas against *Surge* (2nd) and *Aura* (3rd).

The only occasion on which *Audax* was beaten fairly on merits was at the Royal Southern Regatta, when the *Amazon*, an old favourite, romped home ahead; but she was winner of 50 sovereigns at the Weymouth Regatta, and captured a prize at the Royal Torbay Regatta. She was a handsome boat, full of promise, long and low in the water, and an entrance and delivery which were nearer to perfection than anything then in existence. She fully justified the hopes of her owner, though she was not the champion boat of the year.

This honour of the year fell to *Surge*, which won on the West Coast and Irish Regattas the handsome sum of £420. She was a Fife-built boat, owned by Mr. C. T. Couper, and out of eleven starts won eight prizes. *Audax* won £315 in twelve starts.

Three well-known Yacht Club officials died during the winter - viz., Lord Londesborough, Commodore of the Royal Yorkshire; Lord John Scott, Vice-Commodore of the Royal Eastern; and Mr. John Houldsworth, Vice-Commodore of the Royal Northern.

### 1861:

The year 1861 opened with a series of most melancholy disasters at sea. The great storm of February 9, which sprung up suddenly on the North-East Coast, accounted for over 300 ships of all sizes and two lifeboats, causing the famous disaster to the Whitby lifeboat, and a similar disaster near Cowes. The loss of life was very great, and the material damage colossal. In spite of these depressing influences, the year ranks as one of the most prosperous in the history of yachting. New boats were added to the already large fleet of fast clippers, new life and enthusiasm was infused into the various clubs, and many new trophies were offered for competition.

## British Yachts and Yachtsmen – Growth of the Sport

### *Alarm and America:*

The advent of *America* in 1851, when she carried off the Squadron Cup, had led to a remodelling of the old school of designing. Up to then *Alarm*, built upon the lines of her owner, Mr. Joseph Weld, was the fastest cutter yacht afloat in British waters, but owing to the success of the *America* Mr. Weld had been induced to convert *Alarm* into a schooner, and in 1852 these alterations were carried out, and she regained that prestige which was lost in 1851. *America*, on the other hand, was altered in the British yards, and one authority, who saw her in the Northfleet Dockyard with a portion of her copper removed, states that she was rotten to the core, and that he never expected to see her afloat again. Mr. Pitche then became her owner, and she was renamed *Camilla*. Steps were taken to rebuild her with sound timber, and innovations were introduced in spars and sails. Her foremast was shortened by 6 feet, her mainmast by 5 feet, and her topmast and main gaff lengthened. Instead of hemp her sails were made of cotton, and the principle of lacing sails along the boom had been superseded by loose sails. These alterations had been made with a view, possibly, to a match between the famous boats, but for a decade they did not meet in any race.

In 1861, at the Royal Thames Yacht Club schooner match, a challenge was issued by Mr. Weld for a private match between *Alarm* and *America* for £100. The challenge was accepted by *America's* owner, and the match was arranged to be sailed on July 31, though the date was subsequently fixed for August 5, the day before the Squadron's Regatta. The race aroused the keenest interest, and the excitement was almost equal to the excitement on *America's* first appearance in British waters. The Queen and the Prince Consort watched the race from the royal yacht, and eighty-four vessels of all descriptions accompanied the match.

The course adopted was to start from the Royal Yacht Squadron Castle, round the Warner Light vessel to the Calshot Light vessel, passing to the northward of the Brambles, outside all the Bramble buoys, round a mark vessel moored off Egypt Point, and home to the starting-point; twice round. There was a splendid sailing breeze with smooth water, and the start was made at 11 a.m. *America* led, and showed some signs of being the fastest vessel. Off King's Quay she had a cable's length lead. When nearing the Quarantine Ground *Alarm* luffed up with the intention of passing between the *America* and the shore, thus getting the weather berth. This seemed to be unheeded by those in charge of *America*, and the *Alarm* got past, and on passing Ryde Pier she was leading by 30 seconds. John Nicholls was in charge of *Alarm*, and he displayed remarkable judgment in his sailing from the Motherbank, where he succeeded in taking *Alarm* out with a good lead. *America* did not do so well, and after losing her gaff topsail, took in her main staysail and struck her topmast; but she was being left a long way astern, and at the end of the first round they were timed:

At the end of the first round the times were:

	H.	M.	S.
<i>Alarm</i>	2	30	20
<i>America</i>	2	48	40

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At the end of the second round the times were:

	H.	M.	S.
<i>Alarm</i>	5	54	5
<i>America</i>	6	31	10

*Alarm* was thus winner by 37 minutes 5 seconds, and, of course, the result of the race was hailed with the liveliest satisfaction by those who could not forget the defeat of 1851. She was very cleverly handled, and the win was a triumph for John Nicholls and the owner of *Alarm*, who had thus altered his famous vessel to beat the Yankee boat - a triumph which he had long desired. But it was no criterion of *America's* powers, and it was regrettable that *Alarm* was not pitted against her before she was altered by English builders, when *Alarm* could have been backed by 1,000 sovereigns against her. It was generally acknowledged that the *Camilla* of 1861 was not by any means the *America* of ten years earlier. She had lost that slippery and piratical appearance which struck yachtsmen with admiration on her arrival in British waters.

Following upon this victory *Alarm* was also entered for the Queen's Cup, a match appointed by Her Majesty to be sailed by schooners of the Royal Yacht Squadron above 100 tons, Thames measurement. There were three other entries: Captain C. S. A. Thellusson's *Aline* (216 tons), Lord Londesborough's *Albertine* (156 tons), and Marquis of Breadalbane's Swedish-built *Galley of Lorn* (280 tons); *Alarm's* measurement was 241 tons. It was blowing half a gale from west-south-west when the yachts were timed to start. *Alarm* failed to get to her station, and was obliged to let go her anchor a few cables' length of the eastward, forming a crooked line. Thereupon the committee ordered *Alarm* to remain at her moorings after the gun was fired till the other yachts got clear of her, and at 11.4 the starting-gun was fired. *Alarm* was somewhat handicapped, but at Ryde Pier she had overhauled all her competitors, and she won the Cup. The times were:

	H.	M.	S.
<i>Alarm</i>	3	58	15
<i>Aline</i>	4	9	6
<i>Galley of Lorn</i>	4	17	50
<i>Albertine</i>	5	25	30

The handicapping was somewhat curious. *Alarm* allowed *Aline* 5 minutes 45 seconds, and *Albertine* 21 minutes 15 seconds. The *Galley of Lorn* allowed *Alarm* 6 minutes, *Aline* 9 minutes 15 seconds, and *Albertine* 27 minutes 15 seconds.

For the next day's racing for the Squadron's prize of 100 sovereigns there was an extraordinary entry of famous boats, including *Alarm*, *America*, *Arrow*, *Audax*, *Aline*, *Thought*, *Christabel*, *Enid*, and *Phasma*.

For the Prince Consort's Cup there were three cutter yachts entered: *Arrow* (Mr. T. Chamberlayne), *Osprey* (Colonel W. R. Huey), and *Brunette* (Mr. A. H. Davenport); and *Arrow*, after sailing a clever race, won, beating *Osprey* by 16 minutes. *Arrow* was at the time still an extraordinary boat. She was designed and built by Mr. Weld thirty years prior to this race, and she was champion till defeated by the Marquis of Anglesea's *Pearl*. Then Mr. Weld designed and built the *Alarm*, and *Arrow* was laid up on the mud for years. Mr. Chamberlayne then purchased her, and had her planked and lengthened, and from that

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time she resumed her old position as the undoubted champion, and the only cutter that could be backed against her was the later-day boat *Lulworth*.

*Arrow*, *Alarm*, and *America* were also entered for the Royal Victoria Yacht Club race for cutters and schooners. *Thought*, *Phasma*, *Audax*, *Christabel* were also entered for the prize of £100, but at the time of the race there was a good deal of disputing. First the cutters refused to sail with *Alarm*, and the match, as originally intended, fell through. An attempt was made to divide the sum into two prizes of £50 each, to be sailed for by the two classes. However, the other cutters refused to sail with *Arrow*, and the race again fell to the ground. Finally, it was agreed to sail a race among the cutters, and *Arrow* was made scratch boat, but she romped home and won handsomely. The three last-named boats were small cutters, and were doubtful starters with such formidable opponents. A way out of the difficulty was found when all the other yachts were withdrawn to provide an uninteresting match for this trio.

Earlier in the season *Alarm* had taken part in the famous schooner match for a prize valued 100 sovereigns, given by the Royal Thames Yacht Club. The course was from Rosherville round the Mouse light, and back to a flag buoy off the Greenhithe. The entries were: *Galatea*, 124 tons (T. Broadwood); *Alarm*, 248 tons (J. Weld); *Albertine*, 156 tons (Lord Londesborough).

*Albertine* was a new boat, built by Inman and launched in 1860, and this was her maiden race. *Galatea* was built by Hansen of Cowes, and launched in the same year, this being her second match. On the handicap *Alarm* allowed *Albertine* 13 minutes and *Galatea* 19 minutes. *Albertine* allowed *Galatea* 9 minutes. The start was made at 12 8 45.

The race was sailed in half a gale, which admirably suited *Alarm*, which was, as usual, skippered by John Nicholls, and she passed the Nore on the way out at 1 30 45, having sailed at an extraordinary speed.

At the Mouse the times were:

	H.	M.	S.
<i>Alarm</i>	2	16	30
<i>Albertine</i>	2	12	15
<i>Galatea</i>	2	20	45

At the mark boat the times were:

	H.	M.	S.
<i>Alarm</i>	5	20	30
<i>America</i>	5	39	30
<i>Galatea</i>	5	56	30

In this race *Alarm* made the shortest time then on record from Rosherville to the Mouse, sailing the 28 nautical miles in 1 hour 57 minutes 45 seconds. After the match she was taken round to Cowes, and there hauled up on the hard. In a letter which her owner, Mr. Weld, addressed to Mr. Hunt, a curious and almost inexplicable revelation was made. He says: 'On putting the *Alarm* ashore at Cowes to clean her bottom, we found that the rope, which is called a spring, used in getting the vessel round after the gun had fired for the yachts to start, had got between the rudder and the stern post. This spring is 27 fathoms in length, and was made fast to the hawser which she rode by, and in casting round at the

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start she broke this 6-inch hawser, which is thrown overboard at the time; but it being made fast to the spring, she towed it the whole way after her in the race. The spring was 3-inch rope and 27 fathoms long. The whole 51 fathoms she dragged not only in the race, but round to Southampton.' The extraordinary incident caused much comment at the time, especially in view of the fact that *Alarm* had made a record race, though in light weather she would hardly have been able to move through the water at all.

The liberality of the Thames clubs was notable at this time, and the Royal Thames was particularly lavish in its prizes. This club was the richest in funded capital, and did not spare in its efforts to promote the interests of the sport, and to create rivalry between owners and keenness among designers and builders. For the opening races on June 23 an epergne, value £100, was offered and won by *Thought*, a cutter belonging to Mr. F. D. Marshall, though she was only a second-class boat. Other prizes were the 100 guineas, offered for the race from Gravesend to the Nore, won by *Alarm*, and numerous smaller prizes of from 50 to 20 guineas. The Prince of Wales Club also offered cups, presented by the Commodore (Mr. R. Hewett) and the treasurer (Mr. A. Turner). The *Bessie*, a 10-tonner, and the *Why Not* were winners of these. The Ranelagh also offered two cups, which were won by *Little Vixen* and *Clara*. The Royal London offered a silver basket, and *Bessie* and *Why Not* with *Violet* competed in the race. The former boat fouled, and in the arbitrament *Why Not* was declared winner. The Ranelagh, hitherto looked upon as an 'above bridge' club, organized a race from Rosherville to Woolwich on August 1 for two silver cups, which were won by Mr. I. Pick's *Jessica* and Mr. D. Hatcher's *Giraffe*.

Outside the Metropolitan matches the sport showed considerable life, though the East Coast clubs were in a state of suspended animation.

The Queen's Cup of the Royal Mersey Yacht Club was won by Mr. T. Couper's *Aeolus*, on a resail. On the first day *Thought* had outsailed all her competitors, but did not cross the line in the stipulated time, and was debarred from taking the cup. This was *Aeolus's* only win of the season. *Osprey*, a 62-ton cutter, owned by Colonel R. W. Huey, was the most successful prize-winning boat of the year, though *Glance*, *Thought*, *Audax*, and *Alarm* won handsome sums. *Osprey* was winner of the Ocean Race from Kingstown to Cork.

### 1862

The death of H.R.H. the Prince Consort on December 15, 1861, cast a gloom over the yachting season of 1862. Many annual fixtures were either abandoned or shorn of their usual éclat. Though it was understood to be in deference to the Queen's wishes, it was to the great surprise of the members of the Royal Yacht Squadron and of the Royal Victoria Yacht Club when it was announced, only a day or two before the Squadron week was timed to commence, that no matches would take place. No explanation was offered, and many members of the two clubs had arrived in the Solent in the expectation of racing. The presence of these yachts at Cowes and Ryde accounted for the large number of private matches which stand out as the chief events of the season.

As soon as the news became known that the official programme had been abandoned, challenges were at once issued. The two big schooners, *Albertine*, owned by Lord Londesborough, and *Sultana*, owned by Colonel Markham, were sailed over the Queen's course; but in the race an accident occurred to the gear of the *Albertine*, and one of her crew was knocked overboard, necessitating her heaving-to, and Lord Londesborough gave up the race. The two vessels met, however, a few days later, and



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*Albertine* was then declared winner by 5½ minutes, after having to allow *Sultana* 6 minutes.

The Duke of Rutland also raced *Resolution* against Earl Vane's *Lotus*. Both these vessels were topsail schooners, the former of 164 tons and the latter 188 tons. This match was also sailed over the Queen's course. There was little to choose between these two yachts in the racing, and *Lotus* was only thirty seconds ahead at the finish after allowing for difference of tonnage. The Duke of Rutland's vessel would have been winner had she not fouled the Lepe Buoy and given the prize to *Lotus*.

Another private match was that between the two cutters *Crusader* and *Moonbeam*, owned respectively by Lieutenant J. Staden and Mr. P. Roberts, and in which the *Moonbeam* proved an easy winner. The two schooners, *Ella*, 143 tons (Sir Gilbert East), and *Galatea*, 143 tons (Mr. T. Broadwood), met, and the former was winner. *Galatea* was also matched against Mr. G. P. Houghton's 148-ton schooner *Redgauntlet* over a course from Ryde round the Warner, Calshot Light, the West Buoy of the Middle Bank and home. *Galatea* was smartly handled, and succeeded in reaching the finishing line 11 minutes 55 seconds ahead of the *Redgauntlet*.

The Ocean Race from Ryde to Plymouth carried most of the big boats assembled in the Solent westwards. There were seven entries - *Galatea*, *Ella*, *Marina*, *Leonora*, *Gleam*, *Wanderer*, and *Julia*. The race started on August 14 and finished on the 16th. *Marina*, a 62-ton cutter, was winner, with *Julia*, Mr. J. B. Hesketh's 122-ton cutter, second.

*Phosphorus*, Mr. W. Turner's 50-ton cutter, was the champion boat of the year. She was designed and built by Hatcher, and made her first appearance in the early part of the season. She won £425 in prizes, carrying off the Cutter's Cup, value £100, at the Royal Mersey Regatta for yachts of the first and second class of 15 tons and upwards; the Royal Irish trophy, value 60 guineas; the Ocean Race from Kingstown to Cork; the race for a purse of 40 sovereigns offered at the Royal Cork Regatta; the prize of 100 sovereigns offered by the Royal Cork Yacht Club and open to all yachts; and a prize of 30 sovereigns at the Swansea Regatta. In these matches she sailed against such well-known boats as *Osprey*, *Aeolus*, *Glance*, etc.

Besides *Phosphorus* there were five other new vessels built in 1862. *Circe*, by Steele and Co., of Glasgow, was a fine schooner of 127 tons. In four matches she won four prizes against *Redgauntlet*, *Diadem*, *Janie*, *Irene*, *Eagle*, and *Galatea*. *Redgauntlet*, too, was a new boat built by Inman, and showed, on occasion, excellent qualities. *Janie* was built by Wingate, of Whiteinch, Glasgow, from designs by Mr. T. S. Lane, her owner. These boats were all canvased by Laphorne.

*Wren*, a 33-ton cutter, and *Eagle*, a schooner of 236 tons, were built by Mr. T. C. Gibson.

The three famous vessels - *Enid*, *Osprey*, and *Aeolus* - competed for the Royal Cork Club prize of 50 sovereigns, and the latter boat won easily.

Royal patronage was not extended to any of the season's regattas, and no royal cups were raced for. The carrying through of the Port of Plymouth Regatta led to a break between the Royal Western Yacht Club and the Town Committee. The former, whose regatta fund was not in a healthy condition, desired its abandonment. The Town Committee, whose funds were prosperous, refused to agree to this, and, in spite of the fact that the Prince Consort's Cup was not raced for, they carried through a successful two-days programme, in which a large fleet took part.

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The racing on the Thames in the early part of the season was as keen as usual. The Prince of Wales Yacht Club opened the season, followed by the Royal London; and the Royal Thames, which was in a very flourishing condition, offered prizes to the value of £200. This was divided among the various classes, the trophy for vessels above 20 tons being a silver-gilt tea-service value 100 sovereigns and a second prize of the value of £20. For this match *Christabel* (Mr. H. H. Kennard), 48 tons, *Marina* (Mr. J. C. Morice), 65 tons, *Phosphorus* (Mr. W. Turner), 50 tons, *Glance* (Mr. A. Duncan), 36 tons, and *Audax* (Mr. J. H. Johnston), 52 tons, competed. The race was full of incident. *Christabel* led away to the Northfleet Hope and the Lower Hope. Encountering a heavy storm, *Audax* and *Glance* lowered topsails, and *Phosphorus* broke her bowsprit off short. Rounding the Nore Light, *Marina* got ahead of *Christabel* and came in violent collision with the club steamer, carrying away her bowsprit and driving a hole in the steamer. This crippled her, and *Christabel* raced ahead and carried off the trophy.

The schooner match of the Royal Thames was won by *Flying Cloud* on her time allowance, and *Leonara* was second.

### 1863

A variety of circumstances which contributed to the dull racing season of the previous year were almost entirely absent during the year with which we are about to deal. Private matches were not so much in evidence, and the clubs' programmes for racing were as full as could well be desired, and added to this satisfactory state of things, many new and powerful racing boats made their appearance. Indeed, in the matter of new productions of the builders' craft, few seasons had proved more satisfactory.

*Phosphorus*, as we have seen, was the champion of 1862. She was from Hatcher's designs, and proved herself highly successful against such boats as *Glance*, *Osprey*, etc., but she was only one of Hatcher's successful designs. The opening of the season of 1863 brought two more important cutters from his board - viz., the *Phryne* and the *Vindex*, which made their appearance in the racing world this season.

*Phryne*, a 56-ton cutter, designed and built by Hatcher and launched at Southampton, was owned by M. T. Seddon. *Vindex* was an iron-built vessel of 45 tons, and was built from Hatcher's lines by the Shipbuilding Company of Blackwall. Both made their debut at the first match of the season under the auspices of the Royal London Club against *Phosphorus*, *Christabel*, *Queen*, and *Audax*, the latter of which had been entirely rebuilt during the winter. On the handicap *Vindex* received 5 minutes and *Phosphorus* 2½ minutes from *Phryne*. The finishing times of the race were:

	H.	M.	S.
<i>Phryne</i>	5	23	40
<i>Vindex</i>	5	26	0
<i>Phosphorus</i>	5	27	20

In spite of a protest from *Phryne* that *Vindex* unlawfully compelled her to go about, *Vindex* was awarded the first prize and *Phryne* second prize.

The same boats met on the following day at the Royal Thames matches with a similar result, the times being almost identical though *Vindex*, under the Royal Thames

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measurement rule, got an allowance of 5½ minutes, and thus won easily. *Phryne* was second boat, and *Phosphorus* third.

With these two matches the newcomers established themselves as dangerous rivals to the champions of the previous years, and so pleased was Mr. Seddon with *Phryne* that he issued a challenge to race her against any boat in the world from 45 to 75 tons for a stake of from £2,000 to £10,000, the match to be round the Isle of Wight. The challenge was never taken up, and the two cracks of the Thames went westward to the Irish regattas.

At the Royal Western matches at Queenstown *Vindex* and *Phryne* met another notable production of the year, this being the Fife boat *Surf*, owned by Mr. C. T. Couper. In the race for the Queen's Cup they were beaten by *Surf*, which had a margin of 47 seconds over *Phryne*; but on the second day *Phryne* carried off the Peel Cup in a match open to yachts of 10 tons and upwards, *Vindex* being second.

*Phryne* further distinguished herself during the season by winning at the Royal Mersey Regatta, against *Surf*, *Phosphorus*, and other boats, the 100-guineas trophy presented by the ladies of Liverpool, and on the second day the £100 silver vase, though for this trophy *Phosphorus* made an excellent fight. At the Royal Irish Regatta *Phryne* carried off a purse of 100 sovereigns and a piece of plate value 60 guineas. She was also victorious in a race from Kingstown to Queenstown against *Wizard*, and won prizes at Plymouth and Stranraer. Her winnings for the season amounted to £760.

*Vindex*, on the other hand, was not quite so successful, though she made a notable showing. Out of nineteen starts she won eight times, and her winnings for the year amounted to £527 10s.

These new boats and their doings absorbed a good deal of attention. The big-class racing did not, however, suffer from this. The schooner matches in connection with the Royal Thames Club off Gravesend brought together four famous and powerful boats of over 100 tons: *Galatea* (Mr. T. Broadwood), *Gloriana* (Mr. A. O. Wilkinson), *Albertine* (Lord Londesborough), and *Albatross* (Mr. T. Brassey). The *Albertine* was winner in this race. *Intrigue* was winner in the match for yachts under 100 tons T.M.

Private matches were not altogether excluded from the season's programme. The Squadron week opened and closed with individual sport; the Duke of Rutland's schooner *Resolution* and Earl Vane's schooner *Lotus*, which had met in the preceding year, when *Resolution* fouled the Lepe Buoy and was disqualified, met again on the first day of the Cowes week. *Resolution* on this occasion proved herself the better boat, taking the lead at the start and maintaining it throughout. The private match which concluded the regatta week was between *Galatea* and *Albertine* for 100 guineas. This match was won by *Galatea*.

In the racing in connection with the Royal Yacht Squadron the ubiquitous *Phryne* sailed magnificently against the classic *Arrow* for the Squadron Cup. *Phryne* by some misfortune was the last to start, and though she sailed a grand race against *Arrow*, she failed to overhaul her. The race for the Queen's Cup brought together a group of celebrated schooners: *Albertine*, *Flying Cloud*, *Aline*, *Volage*, *Petrel*, and *Sultana*. The match finished with *Aline* winner, being ten minutes ahead of *Albertine*. *Arrow* won the Prince of Wales's Cup, beating *Aline* and eleven others.

At the Royal Victoria Regatta the principal winners were *Galatea* in the match for schooners, *Audax* in the match for cutters, and *Vindex* won the prize of fifty sovereigns for a match between cutters and schooners.

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The Royal Victoria Club also organized an ocean race from Ryde to Cherbourg for a prize value £100, presented by the Commodore, Mr. C. Thellusson, to follow upon their regatta programme. The race was open to all yachts, irrespective of tonnage or rig, belonging to the club, starting under way, and sailing in sea-going trim. The fleet took stations according to tonnage, the smallest being inside. The entry was a very large one, being:

Boat	Rig	Tons	Owner	Builder
<i>Miranda</i>	Yawl	93	Mr. E. Liebert	White
<i>Galatea</i>	Schooner	143	Mr. T. Broadwood	Hansen
<i>Siren</i>	Cutter	49	Mr. T. Grooves	Harvey
<i>Christabel</i>	”	48	Mr. H.H. Kennard	Aldous
<i>Maria</i>	Schooner	83	Mr. Charles Birch	Moore
<i>Gleam</i>	”	140	Mr. John Richardson	Ratsey
<i>Wizard</i>	Cutter	95	Sir Gilbert East	Camper
<i>Julia</i>	Yawl	122	Mr. G. Fielder	Ratsey
<i>Terpsichore</i>	Cutter	40	Captain Tatnall	Wanhill
<i>Minnie</i>	”	35	Mr. A. Callaway	”
<i>Lurline</i>	”	42	Mr. R. G. Wilberforce	”
<i>Hesperus</i>	”	50	Mr. N. Montefiore	Robinson
<i>Crusader</i>	”	30	Lieutenant J. Sladen	Fife
<i>Fernande</i>	Schooner	127	Mr. Stuart Lane	Camper
<i>Shark</i>	”	175	Mr. S. R. Block	Wanhill
<i>Marina</i>	Cutter	65	Mr. J. C. Morice	Ratsey
<i>Amazon</i>	”	43	Mr. H. F. Smith	Harvey
<i>Vigilant</i>	”	40	Rev. J. V. Tipping	Wanhill
<i>Albatross</i>	Schooner	104	Mr. T. Brassey	Canada Works
<i>Audax</i>	”	63	Mr. J. H. Johnson	Harvey

This fleet of vessels got under way at 9 a.m., in a very smart breeze, and *Aline*, with the pennant of the Commodore, led them out to the Nab. At the start forty-two yachts were in close company, with two passenger steamers to accompany the fleet as far as the Nab. The breeze hardened from west-north-west, and later developed into a gale with a tremendous sea, which gave the smaller yachts a bad dusting, and disasters to gear were numerous. The *Aline* arrived in Cherbourg Roads at 4. 48 45, but she was not in the race. The first competitor to arrive in the roadstead was *Galatea* at 5 21 25. The rest of the fleet were timed as follows: *Shark*, 5 35 0; *Marina*, 5 51 0; *Christabel*, 6 9 30; *Julia*, 6 11 0; *Albatross*, 6 18 0; *Gleam*, 6 23 0; *Siren*, 6 31 15; *Audax*, 6 37 0; *Fernande*, 6 42 0; *Miranda*, 6 44. 0. This was one of the most exciting matches ever remembered.

The Royal Victoria, after a return double match from Cherbourg to Ryde, in which *Aline* and *Christabel* were the winners, gave the fleet a send-off to the westward with a match from Ryde to Plymouth. *Osprey*, *Aline*, *Miranda*, *Marina*, *Amazon*, *Christabel*, *Gleam*, *Siren*, *Julia*, *Clio*, and *Terpsichore*, were the competitors, and they started at 9 a.m. on August 24 in a good topsail breeze from west-north-west, finishing on the morning of the following day: *Aline*, 9 55 5, *Julia*, 11 2 30, *Marina*, 12 15, and *Siren*, 2 1. The three first

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took the prizes in the order of their arrival. This match finished what was regarded as a brilliant regatta.

During this season the principal clubs made a bold stand against the prevalent custom of using shifting ballast, chiefly in the form of bags of shot. Up to this time it was customary for yachts to carry a large crew, solely for the purpose of shifting ballast from one side of the vessel to the other when she tacked. It may seem incredible that the prohibition of shifting ballast should have met with strong opposition, yet such was the case. There were advocates in those early days of the useless racing machine, even as in later years there have been staunch defenders of rules producing vessels of a bad and ephemeral type.

### 1864

The Royal Temple Yacht Club opened the season on the Thames on May 2, followed by the Royal London on May 30, and the Royal Thames a day later. At the latter a new cutter, *Astarte*, 75 tons, built for Mr. Seddon, made her first appearance, and won the match for cutters by 5 seconds over *Volante*. The actual times were - *Astarte*, 4. 47 0; *Volante*, 4 55 5. The allowance which *Astarte* made to *Volante* was 8 minutes, to *Surf* 10½ minutes, to *Vindex* 15 minutes, and to *Banshee* 12½ minutes. The winner was built from the lines of Dan Hatcher by Day and Son, Southampton. This race started from Gravesend, not Erith as heretofore.

Among the Irish clubs ocean matches had become an institution, the first having been inaugurated in the year 1860. The English clubs, impressed with the success of these, quickly introduced the vogue, and in the year with which we are dealing no less than seven ocean matches were sailed.

The first club to follow the Irish lead was the Royal Thames. Possessed of a large fleet of vessels, there were no difficulties in arranging a match, and the entry of vessels was very large. Eleven schooners, three yawls, and thirteen cutters were entered. The smallest in tonnage was the *Lightning Express* (10 tons), and the largest the *Zoe* (162 tons), but such famous racers as *Aquiline*, *Madcap*, *Albatross*, and *Albertine*, the cutters *Glance*, *Vindex*, *Surge*, and *Astarte*; were included. *Surf* was entered, but her owner declined to race her when *Astarte* was entered.

The sailing instructions issued to this large fleet by Lord de Ros, the Vice-Commodore, were that on June 3, the day before the race, at evening, the yachts should take their stations in the Hope ready for the race from the Hope to Harwich.

The fleet was in two divisions, the first consisting of cutters and the second of schooners and yawls. Each division was anchored in tiers of three abreast, and each vessel was stationed according to her tonnage. The scene at the start was one of the most interesting in the history of yacht-racing, the activity of the crews to get each vessel away in the good north-east breeze being particularly effective. The start was made in the early morning, and Harwich was reached by the *Volante*, the leading boat, at 3 6 17 p.m., followed by *Glance* at 3 19 14; *Astarte*, 3 19 40; *Whirlwind*, 3 34 17; *Surge*, 3 34 20; *Madcap*, 3 51 38; *Water Lily*, 4. 13 45; *Marina*, 4 18 22; *Amber Witch*, 4 22 31; *Vindex*, 4 23 42; *Albertine*, 4 24 0; *Zoraide*, 5 4 30; *Iolanthe*, 5 5 15; *Fleur de Lys*, 5 6 0; *Zoe*, 5 19 0. The results are interesting, *Volante* being a 60-ton cutter and *Zoe* a 162-ton schooner. Lord Alfred Paget presented the prizes on board the *Water Lily* at Harwich. The cutters' prize was a £50 cup, and the larger class prize an £80 cup.

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The Royal London followed the example of the Royal Thames, and arranged its first channel race from London (Rosherville) to Harwich on July 9. The two prizes offered were pieces of plate of the value of £40 each, one for cutters and the other for yawls and schooners, but the entry was not so large in number or diverse in types of vessel as on the previous occasion. Only one schooner (*Blue Bell*, 80 tons) and one yawl (*Minstrel*, 74 tons) were entered. The cutters included *Glance*, *Surf*, and *Phosphorus*. The starting-gun was fired at 4 25 30 a.m., and Harwich was reached by *Surf*, the first boat, at 3 44 26; *Glance* (second), 3 47 50; *Marion* (third), 3 46 53; *Will-o'-the-Wisp*, 4 19 15; *Mars*, 4 43 50. On her handicap *Surf* forfeited the prize to *Glance*.

Another ocean match was sailed on June 18 from Gravesend to Ryde Pier for a sweepstake. This match originated with the Royal Thames Yacht Club, and was carried through by Lord de Ros and Captain Tucker. The start was the same as in the Channel match from the Thames to Harwich. Four schooners and five cutters were entered, and a start was made from the Union Club-house at 11.30 in the following order: *Blue Bell*, *Marina*, *Vindex*, *Volante*, *Madcap*, *Galatea*, *Night Thought*. At 5 56 45 p.m. on the second day *Madcap* arrived at Ryde, with *Galatea* 10 minutes astern. *Madcap* was awarded the schooner sweepstake, and *Volante* the sweepstake for cutters.

The Royal Mersey Club also instituted a race from Liverpool to Kingstown for the Royal St. George's Regatta. This match attracted a large entry for the club prizes and ladies' prizes, seventeen yachts being entered, five being schooners, two yawls, and ten cutters, *Phyrne*, *Volante*, *Albertine*, *Thought*, and *Eagle* being among them.

The Royal Yorkshire Yacht Club organized an ocean match, and after the Royal Victoria Regatta, ocean races to Torquay, Plymouth, Dartmouth, and Ryde respectively, were organized. The prizes for the matches from Torquay to Plymouth, and from Plymouth to Dartmouth, were offered by Mr. Thomas Broadwood, of the Royal Victoria Club, for schooners, yawls, and cutters belonging to that club. The prizes were a piece of plate for schooners value £60, £40 for cutters, and £15 for all vessels under 40 tons.

A most remarkable series of private matches was arranged by Mr. Seddon and Mr. Jones on September 6 and 7. The match was made between the former yachtsman, who was owner of *Astarte* and *Phyrne*, and Mr. Jones, owner of *Banshee* and *Thought*, 27 tons, to race the latter vessel against a new iron 28-tonner, to be built and called the *Torpid*, for both vessels and a consideration, the best of three races to decide who should be the fortunate possessor of two such craft.

Both owners were well known, and the match was the event of the season. *Thought* had been rebuilt by Hatcher, and had turned out particularly successful.

On the first day's race there was little of interest. It was, however, on the second day that a historic struggle took place, and decided who should own the two boats. The two famous builders, Hatcher and Harvey, were umpires, and Captain Iremonger was referee. The wind blew strong, and though the original intention was to go round the Isle of Wight, it was at the last moment decided that the contestants should confine themselves to the Royal Victoria course. The *Torpid* was a new boat, designed by Mr. J. McCormac, and built at the Northern Ironworks. Her sails were by Gordon Brothers, whilst those of *Thought* were by Laphorne. The race itself was twice round the Victoria course, start 10 52 30. The following times were taken:

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	<i>Torpid</i>			<i>Thought</i>		
	H	M	S	H	M	S
Middle Buoy	11	34	10	11	35	0
Nab Light	12	43	5	12	43	55
Norman Buoy	1	7	10	1	7	40
Middle Buoy	2	3	0	2	4	25
Norman Buoy	3	6	0	3	6	25
Nab Light	3	22	0	3	22	14
Home	4	14	0	4	14	48

*Torpid* led round the course, and won the contest. *Thought*, however, burst her jib-sheet on the final round, and all hopes that had been entertained of her victory were doomed. *Thought* was sailed by her skipper, Herbert, and *Torpid* by Penny, who exercised extreme care. Mr. Seddon evidently appreciated the strength of his opponent, for, out of twenty men on board *Torpid*, seven were captains of yachts. Such a collection of ‘talent’ has sometimes proved fatal, but this case was an exception. *Thought* had a much more limited crew, and the men were not so carefully chosen.

Captain Iremonger, who acted as referee in these matches, was for a short time owner of the *Meteor*, a 20-ton cutter, which gave great promise. She won her maiden race at Barmouth, only having been launched a month previously. Disregarding instructions, the captain, on the night of July 30, ran her on the Carraig Whiskan Rock at the entrance of Portdanlleyn, and she became a total loss.

In Dublin Bay the season opened early and successfully. It was the Marquis of Anglesey, the owner of *Pearl*, who first gave to Kingstown its impetus in yachting. The Marquis was then Viceroy of Ireland, and he made Dublin Bay the rendezvous of his sport. After him followed Ringsend, and the Kingstown Rowing Club was formed. From this club came the Kingstown Yacht Club, and it, in turn, became the parent of the prosperous Royal St. George Club. The Royal Irish Club sprung up some years afterwards, followed by the Prince Alfred Club.

For the second time in her short career *Vindex* was champion prize-winner of the year. She won £415. *Phryne* was not so successful, and *Madcap* was second-best boat.

### 1865

The new cutters of the year were *Hirondelle*, 68 tons, built by Wanhill; *Niobe*, 41 tons, and *Queen*, 15 tons, by Hatcher; *Christabel*, 52 tons, built by Aldous in 1858, but subsequently lengthened. *Satanella*, 100 5 tons, was also a new boat. To meet these were the *Arrow*, *Marina*, *Vampire*, and *Octoroon*. *Fiona*, the new Fife boat, 77 tons, sailed against the veteran *Mosquito*, which had been altered and improved.

The total amount in prize values raced for during the year reached the respectable total of £5,718, exclusive of the royal and other trophies. Under the royal clubs there were seventy-eight matches, and thirty-four matches by clubs not royal.

The Queen's Cups were more numerous than usual, for besides Her Majesty's gift to the Royal Yacht Squadron, there were gifts of trophies to the Royal Cork and Royal Irish Clubs. Both these cups were captured by the Clyde cutter *Fiona*, 77 tons. *Fiona* was built by Will Fife for Mr. Lafone, a Liverpool gentleman. She made her maiden effort on

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the Mersey on July 5, meeting *Mosquito*, *Vindex*, *Astarte*, *Banshee*, *Glance*, and other famous vessels, and though she was fresh from the stocks, she showed to great advantage, and was only beaten by *Mosquito* over her time allowance by 30 seconds. She was, on this occasion, sailed by Houston, the Largs skipper, and Fife was on board. The next day *Fiona* made her second effort, but she was again beaten, showing want of ballast in the stiff breeze. She was given 30 hundredweights more ballast and a new mast, and on the Clyde at Dunoon she showed a clear way for all the crack boats, and led the fleet to the flag boat. Besides the two royal cups, she won the Royal St. George's prize, competed for at the Royal Irish Regatta. She raced only in St. George's Channel. *Fiona* was a heavily built cutter of oak, teak, and mahogany. She had a length of 76 feet, beam 15 feet 8 inches, and draft 11 feet 10 inches, with a very graceful sheer.

The other royal cup - the Royal Yacht Squadron Cup - was won by the handsome schooner *Egeria*, built with great length and on particularly fair lines, with a keel of 72 feet, and a deck length of 77 feet, 17 feet beam, and tonnage 99<sup>22/94</sup>. In the match for the Queen's Cup she showed remarkable powers. Owing to a mistake in the lead of her jib-sheets, she fell to leeward, but subsequently, when the mistake was discovered, she picked up *Aline* and *Albertine* very fast, and finally carried off the prize. *Egeria* was built by Wanhill of Poole.

Though these two vessels were the winners of the royal cups, they were not the champion boats of the season. This honour fell, in the cutter-rigged yachts, to *Niobe*, in the small cutter class to *Kilmenny*, and in the schooner class to *Aline*, with *Gertrude* second. The *Niobe* was at the head of these yachts in winnings. She was laid down in 1863 by Dan Hatcher at Southampton for Mr. Seddon, but that gentleman preferring the afterwards famous *Phryne*, she was finished and purchased by Mr. Gordon, of the firm of Southampton sailmakers, and he rigged her in the suit of sails with which she was so eminently successful. She started her career well. It was in the Royal London Thames to Harwich match that she showed remarkable sailing qualities and won the prize for cutters on her time allowance, and was only 2 minutes 50 seconds behind the *Alarm*. Three days later she beat *Volante*, *Vindex*, and *Glance* without a time allowance, and at Harwich defeated *Christabel*, *Volante*, and *Surf*.

*Niobe* had the benefit of a clever skipper. She was sailed in the open race of the Royal Yacht Squadron, and, receiving time from nearly every vessel in the match, and 40 minutes from the *Arrow*, she beat them all with the greatest ease, arriving close in the wake of *Witchcraft* (a new schooner of 240 tons, built by White at East Cowes for Mr. Thomas Broadwood), and only 13½ minutes behind the famous *Arrow*. The following day she defeated Wanhill's new crack boat *Hirondelle* (68 tons) on time, and received her gun before *Menai*, *Osprey*, *Astarte*, *Christabel*, *Vindex*, *Marina*, and *Surge*. It was in these two matches that she received the benefit of her clever skipper. She hugged the mainland shore, and on the first occasion caught a breeze from Southampton Water which failed all the other vessels. On the second day she crept along under the land, and passed *Hirondelle* and *Marina*, the two leading boats, which were sailing together in the tideway. She was sailed by Tom Dutch, and Dan Hatcher was on board.

Though showing wonderful powers, *Niobe* was defeated at Ryde, in a strong wind and heavy sea, by *Volante*, and at Dover and Torbay by *Christabel*.

With these new, powerful, and successful creations of Hatcher and Fife, the glory of *Glance*, *Mosquito*, and the other cutters of the last decade somewhat faded. *Glance*, as her record since 1855 shows, had been a highly successful boat. She was one of the pillars of



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Dan Hatcher's fame, and Mr. Bartlett prided himself that, though under 40 tons in measurement, she could sail with the largest and the fastest clippers afloat and win prizes. Her brilliant career was, however, somewhat checked by *Fiona*, *Mosquito*, *Niobe*, and *Volante*. In spite of these modern fliers, she won eight first prizes, amounting to £417. She won the Royal Thames first-class match for cutters; she carried off Sir Gilbert East's prize for cutters, and £75 at Queenstown, where *Mosquito* got ashore. At Bray she defeated Kilmeny, and followed up a similar victory at Kingstown, afterwards visiting Carnarvon, where she again defeated Kilmeny, and finished the season by defeating *Volante* on time at Falmouth and winning the Corinthian Cup. She was owned by Mr. E. Johnson, and sailed by George Bartlett.

The 'dear old lady,' as *Mosquito* was called by her admirers, was the fourth boat of the year in point of success. She left the stocks of Mare and Co. in 1848, and though her career was somewhat muddled by her owners, she raced magnificently. At one time she might easily have swept the Channel of prizes, but at that period Mr. Couper did not race her, building and racing instead *Aeolus* and *Surf*. She was sold to Mr. T. Houldsworth, and in the winter of 1864-1865 she was altered in hull, and her keel was lengthened 8 feet, and the head of the stern-post was brought in 20 inches on deck. After this she opened her season badly by being run ashore at Queenstown and all but ending her career. She was got off, however, and two days later won the Prince of Wales's Cup. She followed up this success at Liverpool, winning the ladies' prize and £100 cup. She was, however, no match for *Fiona*, being beaten five times by this boat.

Of the remaining cutters and their work during the year, *Volante* stands out as the ancient rival of *Mosquito*. She was a 59-ton cutter designed by Ratsey, and she had to allow *Niobe* 5 minutes 55 seconds, and *Christabel* 2 minutes 20 seconds, and 8 minutes to *Glance*. This was an enormous handicap, but in spite of it she landed the Southampton Challenge Cup for the second and last time. *Christabel*, which sailed with her in this race, lost her boat and bowsprit. *Volante* was lengthened at the bow and stern in the spring of 1865, and her stern-post was set more upright, but in this improvement her tonnage had been further increased, and what had been gained in the lengthening was thus lost. Her day was obviously over, but Mr. H. C. Maudsley, her owner, pluckily stuck to her, and sailed her honestly and fairly throughout the season. *Volante*, as we have already noted, was built by Harvey. *Christabel*, formerly known as the *Violet*, completes the list of noteworthy cutters of the time. She was built in 1847 by Aldous of Brightlingsea for Mr. Kirby, but she did little under that name, and in 1861 she was purchased by Mr. H. H. Kennard, lengthened and improved, and at once came out as a fast boat in sheltered waters. She won a great many matches, though *Phosphorus*, *Phryne*, and the other noted boats, were too good for her. In 1864 she was laid up, but in the winter she was again lengthened, though this was of little advantage against the new-comer, *Niobe*. Her last model was long and very low, and she was a comparative failure in heavy weather.

The *Vindex* had by this time become somewhat outclassed. She was built of iron, and though sailing under the same skilful skipper and crew as in her palmy days, she only won two second prizes out of fourteen starts. *Marina*, *Osprey*, and *Audax* were also outclassed.

A notable cutter, though coming out late in the season, was *Hirondelle*, 68 tons, built by Mr. Wanhill. She first appeared in the cutter match of the Royal Yacht Squadron against the most notable of the cutters of the season, as well as *Menai*, a new 79-ton cutter built by Ratsey, of Cowes. *Menai* was sailing well in a good breeze, and getting the best of

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the race. As the wind fell, however, *Hirondelle*, *Niobe*, and *Christabel* gradually picked her up, and eventually defeated her. *Hirondelle* arrived first, but her handicap over *Niobe* was 17 minutes 50 seconds, and she lost by time. She was a characteristic Poole boat. Her deck length was 70 feet, and beam 15 feet 6 inches.

The famous old *Arrow* made but two appearances in the year. In the first she won Mr. Salt's prize for the match from the Thames to Ryde, beating *Alarm* and twelve other boats by nearly 10 hours. The second appearance was round the Isle of Wight in the Royal Yacht Squadron open race. Here she had to give very long time allowances to all the rest of the fleet, and failed to do so, although she led home, being 13 minutes ahead of *Witchcraft*, the second yacht.

The cutters of the second and third class (under 25 tons) were no less notable during this season than those of the first class. *Kilmeny* (30 tons) and *Torch* (15 tons) were both Fife boats, and built on lines similar to those of the *Fiona*. These two vessels were built for Messrs. David and Alexander Finlay, of Helensburg. As may be gathered from the dimensions of *Glance* and other cutters, the tendency to build with great length in proportion to beam, with very fine ends and a long floor, had been carefully developed. *Kilmeny* was not an exception to the accepted rule. She had all these qualities, though not in excess. The *Torch*, too, was on the same lines. Her dimensions were - length 43 feet 11 inches, beam 8 feet 11 inches, tonnage 14 <sup>70/94</sup>, draught aft 7 feet, forward 4 feet. She had a lead keel of 2 tons, 3 tons of lead inside, and iron ballast cast to fit.

It is a curious fact that Fife greatly objected to building such a type of boat as the Messrs. Finlay designed, on the ground that it would not carry canvas well, nor would it be a good sea boat. The time had arrived, however, when the cutter had to undergo a change, and the Messrs. Finlay overruled all Fife's objections to the long, narrow hull, and the boats were produced which set at rest any misgivings on the part of their builder. They were good sea boats, and extremely fast - faster, indeed, than anything of their kind afloat. Fife acknowledged his mistaken idea when he laid down *Fiona* on exactly similar lines to these two cutters. The Messrs. Finlay were keen and practical yachtsmen. They steered their own boats to victory with amateur crews, *Kilmeny* winning the challenge cup at the Royal Irish Club match, and prizes at the Prince Alfred Club matches. *Kilmeny* went round to the Thames and the Royal Eastern Yacht Clubs, but in the former matches the class did not fill, and at Granton she ran foul of *Surge*, and had her topmast and cross-trees carried away. Back in Irish waters, however, she competed as 41 tons in a first-class match of the Royal Alfred Yacht Club against *Enid* (57 tons) and *Dawn* (60 tons), and met *Xema*, *Echo*, and *Secret* on equal terms. The first day's sailing was abortive, and on the second day in a good breeze she came in only 3 minutes 26 seconds astern of *Enid*, and won on time, beating *Dawn* and *Secret*. At Queenstown she met the *Glance*, and on the famous occasion when *Mosquito* was put ashore, she was beaten by 28 seconds only, by *Glance*.

As compared with the cutters, the schooners were not so notable through the season. *Alarm* and *Aline* we have known for some years as crack schooners. The death of the owner of *Alarm*, and the father of yachtsmen, Mr. Weld, brought about the change of ownership of this vessel. Neither of these schooners were much in evidence during the season. *Gloriana* did not appear in the Solent. She had been lengthened up to 148 tons, and in the Royal Thames schooner match she beat *Circe* and *Albertine*. This latter vessel was not by any means maintaining the reputation gained during her early life. She had

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been altered for speed, but she sailed only in the Thames, where she was beaten. At Cowes she was beaten by *Egeria*, and at Ryde by *Aline*.

### 1866

*Sphinx*, a 48-ton composite cutter, was built this year by Mr. H. C. Maudsley for himself from Hatcher's design, and proved very successful, being second to *Fiona* in the season's record. Other new vessels were *Leab*, yawl, 98 tons, built by Wanhill for Mr. J. W. Cannon, and *Blue Bell*, schooner, 164 tons, built by Camper and Nicholson for Mr. F. Edwards.

*Fiona* stood out pre-eminent as the crack cutter, although she was somewhat unfortunate in carrying away spars. She began her season at the Royal Western Regatta at Queenstown on June 19, and went round the coast to all the principal regattas. Starting fourteen times in races that were actually finished, she won seven first prizes, two of which were Queen's Cups, presented to the Royal St. George and Royal Mersey Yacht Clubs. In the Royal Albert Regatta (the first held by that club) she met with a very serious reverse, for in a strong breeze and sea she was fairly beaten by the 48-ton *Sphinx*, which showed herself on that occasion a more weatherly vessel. *Fiona* was the faster reaching, but the smaller yacht was able to get the lead on each round when they came by the wind. This created considerable surprise, and doubtless *Fiona* was not exhibiting her true form in this race. *Vindex* this season retrieved her reputation, which had suffered in the year before, and won the same number of prizes as *Sphinx*, though she had one first prize less. *Mosquito* and each, and the 40-ton *Christabel* won several prizes *Niobe* won two firsts, but found the other vessels a trifle too powerful for her. The Royal Albert Yacht Club held its first regatta this season, and it was rendered doubly interesting from the fact that *Blue Bell* sailed round the Isle of Wight in 5 hours 45 minutes in a strong west-south-west breeze, beating *Gloriana* and *Witchcraft*. This was a record performance.

The new *Leab* headed the list of yawls, and *Egeria* and *Blue Bell* tied for the honour of headship in the schooner class. *Egeria* and *Pantomime* sailed a splendid hard-weather race for the Squadron Queen's Cup, the former coming in 1 minute 58 seconds ahead, but lost to *Pantomime* on time. For a handicap race round the Island at the Squadron Regatta, sailed in a strong north-west wind, there were nineteen entries. That even at this early date the duties of the handicapper were difficult to discharge with satisfaction to all, is proved by the fact that out of these nineteen entries only nine consented to start. And one can hardly help wondering why some of these accepted the conditions, for *Arrow*, 102 tons, was put scratch, and had to allow *Pantomime*, 205 tons, no less than 23 minutes 29 seconds, and *Egeria* 20 minutes 2 seconds. *Lufra*, yawl, 205 tons, was also scratch, and beat *Arrow* by 4½ minutes, but both lost on their allowance to *Blue Bell*, and also to *Egeria* and *Pantomime*, which sailed an excellent race together, finishing about a minute apart.

Of the smaller yachts, *Vampire*, 19 tons, built by Hatcher, was very successful, winning six first prizes; and *Torch*, 15 tons, built by Fife for Mr. G. B. Thompson, won five first prizes. These were very good records for those days, when races were still few and far between. The clubs which gave races only numbered twenty-three, and the total number of club races in the season was only ninety-one, the prizes amounting to £4,442, including three Queen's Cups and five other cups presented to clubs.

At the close of the year a notable ocean match was sailed in midwinter from New York to the Needles, between the American schooners *Henrietta* (Mr. Gordon Bennett), *Fleetwing* (Mr. George Osgood), and *Vesta* (Mr. Pierre Lorillard), all a little over 200 tons,

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the last-named having a centre-plate. The vessels started from New York on December 11, and *Henrietta* arrived first, passing the Needles at 3.45 p.m. on Christmas day, *Fleetwing* coming next at 1 a.m. on the 26th, and *Vesta* arriving three hours later. The match was for a stake of £18,000. *Vesta* lost five men, who were swept overboard by a heavy sea which pooped her during the passage. The avowed object of the visit was to stir British yachtsmen up to a trial of speed in an ocean match, but this, unfortunately, proved to be impossible.

The American yachtsmen were received with great hospitality, and Mr. Bennett, the owner of *Henrietta*, offered to present his vessel to H.R.H. the Duke of Edinburgh. His Royal Highness, however, very delicately declined the gift.

### 1867

Important additions were made to the fleet this year. *Oimara*, a cutter of 165 tons, was built by Messrs. Steele and Co., of Greenock, for Mr. C. J. Tennant. She was a composite vessel, 97 feet long, b.p., and 20 feet broad, with 87 tons of ballast, 50 tons of which, were lead cast to fit, the iron being placed on top of this. The same firm also built the *Condor*, 130 tons, for Mr. W. Houldsworth, and the *Nyanza*, schooner, 200 tons, for the Earl of Wilton, Commodore of the Royal Yacht Squadron. Ratsey of Cowes launched *Pleione*, schooner, 62 tons, for Mr. W. Babington, and Messrs. Camper and Nicholson launched the schooner *Heather Bell*, 140 tons, for Mr. N. Clayton.

It is interesting to note that the use of the spinnaker came into vogue about this time. *Niobe* (Mr. W. Gordon) was the first vessel to use one, and it may be observed that, although the new-fangled sail was received with very mixed feelings, owners were not content even with this enormous addition to their running canvas. In the Royal London match on the Thames this year *Niobe* added a studding-sail to her mainsail, whilst *Phryne* hoisted a spinnaker with a head-yard 15 feet long! In the Royal Thames match, soon after, *Niobe* and *Vindex* again used spinnakers, upon which *Vanguard* very logically protested on the ground that they were guilty of 'booming out.' However, a change of this rule had been made, unknown to Captain Hughes, the owner of *Vanguard*, to the effect that there should be no restriction as to canvas, and the committee therefore ordered the race *to be resailed*; and when this was done *Vindex*, the original winner, was unable to start!

The Nore to Dover schooner match was won by *Egeria* (Mr. J. Mulholland), with *Pantomime* (Colonel Markham) second. *Gloriana* won the down-Swin race for schooners and yawls, and *Phryne* won the cutter match. In the Royal Thames match to Havre, *Alarm*, *Zoraida*, *Condor*, *Julia*, *Columbine*, *Minstrel*, and *Marina* competed, and a great race was sailed between the new *Condor* and *Alarm*. The former had the best of it during the day, but *Alarm* got ahead in the night and won, with *Julia* second. *Aline* and *Egeria* sailed a fine race for the Squadron Queen's Cup, which fell to the former, through sheer weight, in a strong northwest breeze. The Squadron's cutter race was also sailed in wild weather, *Vanguard* winning it from a fleet composed of *Fiona*, *Hirondelle*, *Dione*, *Menai*, *Volante*, *Vindex*, and *Sphinx*. The Earl of Wilton's Cup was raced for round the Isle of Wight, *Egeria* winning it, with *Lufra* second, then *Pantomime* and *Volante*. At the Royal Albert Regatta, *Oimara*, *Sphinx*, *Fiona*, and *Volante* met. *Fiona* led away, but was caught by *Oimara*, and an extremely exciting race followed, *Fiona* hanging on to the big cutter well, but being hunted herself by *Sphinx*. She managed, however, to win on time from *Oimara*, and saved her allowance to *Sphinx*. Another notable match was that of the Royal Western at

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Plymouth, when *Vanguard* beat *Oimara*, on time, for the Queen's Cup, but was disqualified.

As showing the vast change that has taken place since this date, it may be noted that sixteen was the greatest number of starts made by any yacht - *Kilmenny*, 30 tons, Mr. D. W. Finlay - and *Fiona* was the crack vessel of the year, with eleven starts and eight wins.

### 1868

Following the visit of *Henrietta*, *Fleetwing*, and *Vesta*, Captain Baldwin, the owner of the *Sappho*, an American schooner of 210 tons, came over to this country in the summer. She left Sandy Hook at 5 a.m. on July 30, and passed the Needles at 11 a.m. on August 14. Her object was to challenge the best British yacht of the day, and a match was got up for a sweepstake of £20 each between her and *Oimara*, 165-ton cutter, Mr. C. J. Tennant; *Cambria*, 188-ton schooner, Mr. J. Ashbury; *Condor*, 129-ton cutter, Mr. J. Ewing; and *Aline*, 212-ton schooner, Mr. R. Sutton. *Sappho* and *Oimara* were scratch, and allowed *Aline* and *Condor* 9 minutes 12 seconds, and *Cambria* 11 minutes 55 seconds. The race was round the Isle of Wight, and was won by *Cambria*, which arrived first. The *Sappho* was outsailed by all the British boats. She lost her jib-boom beating down the back of the Island; but this had little or no effect on the result, as she was quite beaten at the time. *Sappho* was 123 feet long on the water-line, 26 feet 7 inches broad, and drew 11 feet of water. It should be said that in this match she was ballasted as in her ocean voyage, and is said to have carried several tons of stones.

Following this visit, we have the first challenge issued by this country for the America Cup, Mr. J. Ashbury intimating his wish to take *Cambria* over for the purpose. However, the negotiations were protracted, and abortive for the time being.

*Cambria* was the only new large vessel built this season. She was built by Ratsey, and met with fair success this year. She won four first and two second prizes, *Egeria* coming next with three firsts and two seconds, *Gloriana* three firsts and one second, and *Aline* three firsts. Of the cutters, *Oimara* and *Fiona* each won four first prizes, *Niobe* five firsts, and *Condor* three firsts and two seconds. Of the second-class yachts, *Xema*, 34 tons, Major H. L. Barton, won six first prizes and one second.

Dan Hatcher built a new 20-tonner, *Lizze*, this season for Mr. C. H. Coddington. She met with fair success, winning one first and four second prizes. A Belfast builder, David Fulton, first made a name this season by building the 12-ton *Ripple* for himself. She proved a smart little vessel, particularly in light weather.

### 1869

At this time there was much discussion as to mixed races between cutters and schooners, no standard allowance for inferiority of rig having been adopted. In some races the tonnage of cutters was doubled to put them on an equality with schooners; in others the cutters kept their tonnage, whilst that of the schooners was halved; and yet in others two-thirds was added to the actual tonnage of the cutters, whilst the schooners sailed at their proper tonnage. Such a state of things was very unsatisfactory.

Hatcher built the celebrated 40-tonner *Muriel* this year for Mr. H. Bridson. In her early matches she had to put up with second place to *Sphinx*, also a Hatcher vessel of 46 tons, built in 1866. This season, under Mr. J. S. Earle's ownership, she won first prize in the Royal London, Royal Thames, and New Thames races. The schooner race of the

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New Thames Yacht Club was won by *Flying Cloud* (Count E. Batthyany), a Ratsey schooner of 89 tons. *Cambria* was first home, but lost on time to the Count's vessel. There was a large entry for the Nore to Dover match, which was won by Mr. G. F. Moss's cutter *Julia* on time from Major W. Ewing's *Condor*. *Egeria* took the second prize.

The Royal Mersey Regatta was well attended, *Oimara* winning the first-class race on the first day and the Ladies' Cup on the second. *Pantomime* won the Vice-Commodore's Cup. *Muriel* won the second-class race on the first day, and *Phasma*, a Ratsey 34-ton cutter (Mr. T. Lloyd), on the second. The Clyde Yacht Club Regatta was held at Dunoon, the first-class prize falling to Mr. S. King's Fife-built 31-ton cutter *Denburn*. The 15 to 20 ton match was won by *Vampire* (Mr. T. Cuthbert), *Fairlie* (Mr. R. Ferguson) taking the special prize for 15-tonners, beating *Glide* (Mr. D. Fulton) and *Satanella* (Mr. D. W. Finlay). The 5-ton class was strong in the North, for, in addition to the above, there were *Mora* (Fife), *Queen* (Hatcher), *Torch* (Fife), and *Ripple*, 12 tons (Fulton).

*Oimara* won the Royal Northern Queen's Cup on the first day, *Muriel* the second-class race, and *Fairlie* the 20-ton race, on time from *Vampire*. *Oimara* won again on the second day, *Avon*, 30 tons (Mr. W. Wylie), winning the second-class race, with *Muriel* second. *Vampire* won the 20-ton match.

There was a large entry for the Squadron Queen's Cup, which was won by *Egeria* on time, *Guinevere* (Mr. C. Thelluson) coming in first. A splendid race was sailed on the second day, in which the famous old *Arrow* won the prize from *Volante* by fifty seconds in a fleet of all the crack cutters - thirteen in all. *Arrow* followed up this triumph by winning the Town Cup next day, against a mixed fleet of the best cutters and schooners - thirteen in number. There was a grand breeze, and the old crack led the whole fleet all day. *Aline* won the schooner match on the last day of the meeting.

*Muriel* was the chief prize-winner of the year, with five first and three second prizes, *Oimara* coming next with five firsts and one second. *Vampire* was the crack 'twenty' and *Queen* the crack 'fifteen.' *Egeria* was easily the best of the schooner class.

### 1870

This year saw the first attempt to win back the America Cup. After endless negotiations, which have frequently been the prelude to these matches, Mr. J. Ashbury challenged for the Cup won by the America at *Cowes* in 1851, and held as a challenge cup by the New York Yacht Club. Before the race was sailed, however, he arranged an ocean match against the American schooner *Dauntless*, from the Old Head of Kinsale to Sandy Hook.

On May 10 a long-sought meeting between the American yacht *Sappho* and *Cambria* took place. The course was to windward and return. The vessels left the Nab in a nice easterly breeze, and *Sappho* at once showed herself the faster of the two, pointing higher and fore-reaching. Mr. Ashbury, the mark-boat not being in place, put up his helm to signify defeat. The second race was fixed for the 14th in a strong west-south-west breeze and nasty sea, but Mr. Ashbury declined to sail the course (round Cherbourg Breakwater) on the ground that it was not dead to windward. His contention not being considered valid, the race was awarded to *Sappho*. On the 17th the last match was sailed on a triangular course - 40 miles to windward, 40 on a broad reach, and 40 home. *Cambria* made a grand race on the wind, and held *Sappho* all the time, but overreached on the last tack, and was cut out. *Sappho* romped away of the wind, and easily won the third match. As showing the haphazard condition of racing at this time, it may be said that the

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matches were arranged without time allowance, and that *Sappho* carried 3,500 square feet more sail than *Cambria*, besides being considerably larger.

Mr. Ashbury's ocean match with *Dauntless* was begun on July 4 at 2.20 p.m. *Cambria* took a more northerly course than Mr. Gordon Bennett's yacht, and arrived at Sandy Hook on July 27 at 3.30 p.m., beating *Dauntless* by 1 hour 17 minutes. Nothing was proved by this race, as the vessels sailed far apart, 900 miles (15 degrees of latitude) separating them at one time.

*Cambria* sailed her America Cup race on August 9 in a moderate breeze against a fleet of no less than sixteen vessels, nine of which had centre-boards. The *America* herself was a competitor. The New York Yacht Club allowed Mr. Ashbury to choose his station at the start, and he took the weather berth. This, however, became the lee berth by a shift of wind. The course was 18 miles to windward and back, and from her bad berth and a slow start (with all sails down) she was last of the fleet for some time. However, in the broader waters outside she managed to work into eighth place. So ended the first America Cup race.

*Cambria* took part in many of the American regattas, and, on the whole, performed indifferently. She had, however, but a slender claim to be the champion British schooner. In England this year she sailed in seven races, and only won one - Dover to Boulogne and back - and in every other race she was beaten by *Egeria*.

The most successful schooner of this year was *Flying Cloud*, 75 tons, which won nine first prizes and one second. Her best performance was in the New Thames match, when she beat both *Egeria* and *Cambria* without time. She would have done the same in the Royal Thames race had she not entered with the second-class yachts. *Egeria* came next in prizes, with seven firsts and four seconds. Of the cutters, *Muriel* had the best record, with twelve firsts, *Fiona* coming next with nine first and three second prizes. The old *Vanguard* had five first prizes and one second, whilst *Mosquito* was able to boast three firsts. *Lizette* and *Vampire* were nearly equal in the 20-ton class, and *Naiad*, a new yacht, was the best boat in the 10-ton class. She was built for Mr. A. Richardson by Dickinson of Birkenhead.

### 1871

Undeterred by his want of success with *Cambria*, Mr. Ashbury again challenged for the America Cup, and gave Mr. Ratsey the order for a new schooner of 265 tons, which he named *Livonia*. She was 106 feet 6 inches long on the water-line, with 23 feet 7 inches beam, drawing 12 feet of water and carrying 70 tons of ballast. Her displacement was considerably lighter in proportion to her dimensions than usual in England at the period, and the area of her sails (taken separately) was 12,228 square feet.

A new composite cutter of 98 tons, *Garrion*, was built this year by Messrs. Steele for Mr. T. Houldsworth. She did not turn out a great success owing to her tenderness. *Vanguard* (Mr. W. Turner) won the first prize of the season in the Royal Thames Regatta. In this race Dan Hatcher fell overboard from *Glance*, but was picked up. The starts in the river matches of all three clubs were made, as usual, from moorings; but flying starts were becoming fashionable, and were doubtless much more fair where vessels of varying size competed together, as was nearly always the case. A quarter of an hour was allowed for crossing the line at the start, and any delay up to this limit was taken into account at the finish. Thus the down-Swin match was from a flying start off Southend Pier, *Livonia* sailed on this occasion, and in a strong north-east breeze she came in first, but, on a

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protest, *Gwendolin* took first prize. In the return up-Swin match *Livonia* again finished first, but lost on time to *Gloriana*. At the Royal London Regatta she first met *Egeria*, and was beaten. This was not a good trial; but next day *Egeria* gave the new vessel a bad beating in the Royal Thames match. *Livonia* won her first match in the New Thames Regatta in fluky weather. She had 4 tons of ballast removed for this race, and had the best of the luck.

There was a strong south-west breeze for the match from Dover to Boulogne and back, and the start was flying, without any allowance for delay. The 'time scale' in use was an allowance of 15 seconds per ton up to 100 tons, and 5 seconds per ton above that. *Livonia*, on the reach to the French coast, passed *Gwendolin*, *Egeria*, and *Oimara*; but *Guinevere*, better piloted than the rest, was a long way ahead, and finished first. She neither gained on nor lost from *Livonia* on the passage home. *Livonia* and *Oimara* sailed a match from Dover to Liverpool, which the new schooner won with ease.

*Oimara* and *Garrison* met at the Royal Northern Regatta, when the new cutter came in first, but lost on time to *Vanguard*.

There was a good class of 'twenties' on the Clyde - *Shadow*, *Quickstep* (a new vessel, built for himself by David Fulton), *Calypto*, *Lizzie*, and *Queen*.

The Squadron Queen's Cup race had to be resailed owing to want of wind, when it was won by the Marquis of Ailsa's 36-ton *Foxhound*, which also won the Prince of Wales's Cup. *Vanguard* won the Town Cup and the club's prize. The Squadron's starts were from moorings, whilst the Royal Victoria's were flying, with 10 minutes' grace. *Egeria* won the Royal Victoria schooner match, though *Livonia* came in over a minute ahead. She had started, however, over 2 minutes before *Egeria*. A huge mixed entry of nineteen yachts started for the Ryde Town Cup, which was won by the 65-ton *Gertrude* in very light weather.

*Vanguard* was the crack cutter of the year, *Enid* being next. *Egeria* was the most successful schooner, though *Flying Cloud* ran her very close, and *Livonia* had fair success. *Foxhound* was the most successful second-class yacht, *Kilmeny* and *Alcyone* being next. *Lizzie* was the crack 20-tonner of the year, and of the 15-tonners, *Fairlie* nearly tied with *Ildegonda*. *Livonia* reached New York on October 1. Mr. Ashbury's challenge was preceded by the customary tedious correspondence. He wanted to sail twelve separate races, as representing twelve different clubs, but the New York Yacht Club compromised for the best four out of seven races. Single yachts were to defend the cup, but the club reserved the right to nominate any one of four yachts on the day of each race. The first match was on October 16, when *Columbia* was chosen to defend, and won by 28 minutes 2 seconds. She was again chosen for the defence in the second race, when *Livonia* was beaten by 10 minutes 33 seconds. The centre-board schooner *Magie* was chosen to defend in the next two races; but on the day of the third, after great delay, *Columbia* was again assigned the honour. *Livonia* won this race in a hard wind by 19 minutes 33 seconds. She had the match in hand all the time, but *Columbia* was delayed for a little by an accident to her wheel. Mr. Ashbury also claimed the second race, on the ground that *Columbia* had rounded the mark in the wrong way, but his protest was disallowed. The fourth race was sailed against *Sappho* in a light to moderate breeze, and *Livonia* was beaten by 30 minutes 21 seconds. *Sappho* again defended in the fifth race, and, after a bad start, won by 25 minutes 37 seconds.



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### 1872

Count Edmund Batthyany had a fine cutter of 105 tons, *Kriembilda*, built this year by Ratsey. She was 82 feet on the water-line, with 17 feet 5 inches beam and 12 feet draught. She started in eighteen matches, and won seven first, three second, and three third prizes. *Vanguard*, however, was once more the crack boat of the year, and this was the more creditable because *Fiona*, 'the terrible,' was racing this season, and started twenty-four times. *Vanguard* started in twenty-one matches, winning ten first and four second prizes, whilst *Fiona* won five firsts and five seconds.

*Egeria* was still the fastest schooner afloat, but *Pantomime* pushed her hard. *Guinevere* started only four times, and came in first in each race, winning three first prizes, including, £500 in a match of the Royal Victoria Yacht Club, from Ryde round the Nab, Owers, Cherbourg Breakwater; Shambles, round the Nab (passing south of the Island) and back to Ryde. In this race she beat *Livonia* by 3 hours 23 minutes. *Oimara* won four first prizes and one second in sixteen starts. She sailed better than *Garrion*, which was not a success, although at times she gave some promise, as at Dartmouth, when she beat *Kriembilda*, *Oimara*, *Fiona*, and *Vanguard*.

Another famous yacht was launched this season - *Corisande*, a yawl of 140 tons, built by Ratsey for Mr. J. Richardson. She only started in five races, but came in first four times, winning three first prizes and one second.

The 40-ton class had three new vessels - *Norman*, built by Hatcher for Major Ewing; *Alceste*, built by Fife for Mr. H. Walker; and *Myosotis*, built by Ratsey for Mr. T. G. Freke. *Norman* and *Myosotis* were rather faster than *Alceste*, but the racing was excellent. The new trio found *Alyone* a dangerous boat.

In the 20-ton class Mr. David Fulton swept the board with *Quickstep*. No other 20-tonner could touch her. He built this vessel himself, and she was the successor of *Ripple*, 12 tons, and *Glide*, 15 tons, both smart boats. *Lizzie*, *Vampire*, *Leander*, and *Shadow* were fast vessels in this class.

During a single-handed match of the Royal Alfred Yacht Club for yachts of 20 tons and under, which was sailed on June 1, the 5-ton *Peri* was lost in a squall, and her owner, Mr. Daniel J. O'Connell, was drowned. Mr. O'Connell was perhaps the best yachtsman and the most popular member of the club.

### 1873

A notable new vessel this year was *Florinda*, a yawl of 140 tons, built for Mr. W. Jessop by Nicholson. She won six first and five second prizes, as against *Corisande's* one first and two seconds. Of the first-class yachts, *Kriembilda* was the most successful, with ten first prizes and one second. She won the Royal Yacht Squadron Queen's Cup, and also the Queen's Cup of the Royal Albert Yacht Club, after a very fine race with *Florinda*. Mr. J. Ashbury won his first Queen's Cup at Queenstown with *Iona*, which had a successful season. Mr. T. Broadwood's 60-ton Ratsey-built *Arethusa* sailed remarkably well throughout the season, winning eight first prizes. *Pantomime* had the best record of the schooners, with thirteen first prizes and five second. *Egeria* won seven first and two second prizes. *Flying Cloud* and *Gwendolin* were disappointing this season, and *Guinevere* and *Aline* did not race.

*Britannia* was a new Hatcher 40-tonner, built for Captain Hartwell. She was not quite able to tackle *Myosotis*, however, and was about as good as *Norman*. The racing was keen in the class, and there was little, after all, to choose between these three.

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Of the 20-tonners, *Vanessa*, a new yacht built by Hatcher for Mr. H. S. Baillie, proved very fast, winning eleven first and two second prizes. She did not meet the celebrated *Quickstep*, however. The latter sailed well, and won seven first prizes.

### 1874

Mr. Thomas Brassey this year had his celebrated auxiliary *Sunbeam* built. Steam yachting was becoming increasingly popular at this time, and this, doubtless, accounted for the falling off in building large sailing schooners. It is a curious fact, and very typical of the British character, that steam yachts were for a long time regarded with great disfavour; so much so, indeed, was this the case that the Royal Yacht Squadron had an old rule forbidding the name of any steamer to appear on its list. Time has worked a wondrous change indeed!

Generally speaking, the weather this year was very wild. A new cutter, *Cythera*, of 110 tons, was built by Fife for Mr. D. Richardson. She found *Neva*, 62 tons (Mr. Holmes-Kerr), very troublesome, but proved herself to be a good vessel. Amongst her prizes was the Queen's Cup of the Royal St. George Yacht Club. *Florinda* gave *Corisande* no chance when they met. *Kriembilda* was not so successful as in the preceding season, but she won the Queen's Cup in the Nore to Dover match. *Cetonia* was the most successful of the schooners. She was built for Mr. W. Turner by Ratsey, and won eight first prizes and one second. Other new schooners were *Sea Belle*, 142 tons, built for Mr. H. Taylor by Harvey, and *Corinne*, 165 tons, built for Mr. N. Wood by Ratsey. *Egeria*, however, scored more victories than either of these two, and ranked next to *Cetonia*.

*Norman* was just the crack of the 'forties,' with three second prizes more than *Britannia*, each winning nine firsts, and *Bloodhound*, a new yacht built by Fife for the Marquis of Ailsa, came next, with seven first and three second prizes. *Myosotis*, in new hands, fell sadly off. The racing in this class was splendid.

*Vanessa* and *Quickstep* were once more the crack 20-tonners, but again they failed to meet.

The rule of measurement generally in use during the years dealt with in this chapter was that of the Royal Thames Yacht Club, viz.

$$\frac{(L - B) \times (B \times \frac{1}{2}B)}{94}$$

94

Many clubs in earlier days measured the length on the keel, whilst others took it on deck between perpendiculars. The latter was the system initiated by the Royal Thames Yacht Club, and it was adopted by the Yacht Racing Association, formed in 1875.