

## Chapter IX

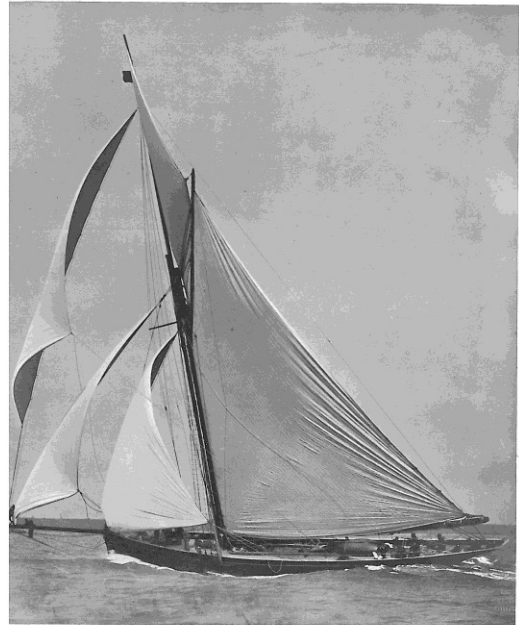
### THE SAIL AREA RULE 1887-1895

**1887**

It had been increasingly apparent that the existing tonnage rule would not produce a useful or popular type of yacht, and therefore, after much discussion, the Yacht Racing Association decided to adopt a rule of rating by length and sail area which read thus:

$$\frac{L \times SA}{6000}$$

The first important vessel built to suit this rule was the celebrated *America Cup* challenger *Thistle*, built for a Clyde syndicate headed by Mr. J. Bell, from Mr. G. L. Watson's designs. She was a very handsome vessel, with considerably more beam than the older yachts and a large sail-spread. Her rating was 139, whilst that of *Irex* was 106, and that of *Genesta* 104. She sailed in a considerable number of races at the opening of the season, and proved much faster than the older vessels, though her windward work was not beyond criticism.



Paint by Warr and Son.  
"GENESTA," 8½-TONNER.  
Designed for Sir Richard Sutton by Mr. Beaver Webb in 1884.

The Royal Thames Yacht Club presented a handsome prize for a race round Great Britain and Ireland, to commemorate the Jubilee of Queen Victoria's reign. *Genesta*, *Slenthbound*, *Gwendolin*, *Selene*, and *Aline* started, and *Genesta* won with considerable ease, *Slenthbound* taking second prize, sailing a distance of 1,590 knots, the race lasting over fourteen days.

*Irex* headed the large class of racers in *Thistle's* absence, but *Genesta* was very nearly her match. *Vol-au-Vent*, *Wendur*, *Erycina*, and *Vandnara* also raced in the large class, and *Neptune* frequently joined them, sailing in quite remarkable form. The 40-rating class was composed of *Foxhound*, *Sybil*, *Wraith*, *Foxglove*, and *Coryphee*, their success being in the order given. *Marguerite*, *Queen Mab*, and *Melissa* had close racing in the 20-rating class, and were fairly evenly matched. A new 10-rater, designed by Mr. G. L. Watson for Mr. G. B. Thompson, named *Jess*, proved no match for the ex 5-tonner *Doris*. The only antagonist that ever gave *Doris* real trouble was *Mischief*, a beamy Lough Erne boat with a lead keel fixed in place of a centre-plate. She was raced at Kingstown by Lieutenant Tipping, and beat *Doris* twice.

The matches for the *America Cup*, for which *Thistle* was built, proved very disappointing. High hopes were built upon the new vessel, and, with John Barr in charge, much was expected. Mr. E. Burgess was again called on to design a defender, and the new vessel was named *Volunteer*. She was not nearly so handsome a vessel as *Thistle*, but she was more beamy and of less displacement. The defenders were gradually departing from the traditional American centre-board type and becoming keel boats with a centre-plate added. *Volunteer* won the first match by 19 minutes 23 seconds, and so amazed were *Thistle's* crew, that they swept the vessel from stem to stern with a rope to ascertain if

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anything were wrong. The second race, however, removed all doubts, for in a good breeze *Volunteer* showed a most pronounced superiority, winning by 12 minutes.

### 1888

Though the season of 1888 was lacking in that excitement which the *Thistle-Volunteer* matches had produced, it was nevertheless full of interest to yachtsmen. During the winter, as the excitement over the *America* Cup races gradually subsided, there were several rumours in the air of prospective challenges. None of these, however, took solid shape, but the ranks of the big-class owners received a recruit in the Earl of Dunraven, who was destined to play a very important part in international racing in the future. Lord Dunraven commissioned Richardson to design him a 60-rater, and *Petronilla* was built from that designer's drawings at Fay's, of Southampton. She was a smart craft, but it was her misfortune to have as a competitor a much smarter vessel in *Yarana*, a Watson-designed 'sixty,' built on the Clyde for Mr. P. Ralli. These two and *Irex* formed the principal racing class of the season. Mr. Jameson's old cutter was still to be reckoned with in hard breezes and when there was plenty of reaching, but *Yarana* was well-nigh invincible in light airs. *Irex* won the Queen's Cup sailed for at the regatta of the Royal Clyde Yacht Club, and also secured the Albert Cup at Southsea, and finished the season with a record of sixteen prizes, value £910. *Yarana's* record was a very fine one. She started thirty-nine times, and took altogether thirty prizes with a value of £1,490. *Petronilla* won the Dover-Boulogne race, and finished the season with a total of £365 prize-money to her credit.

The 'forty' class comprised *Mohawk* (Major Bagot), *May* (Mr. T. B. C. West), *Neptune* (Mr. Birchall), and *Foxhound* (Mr. C. G. Nottage). *Neptune* always showed to best advantage in a hard blow, but *May* and *Mohawk* were both far ahead of her in the number of prizes won at the end of the season. These two sailed very evenly during the whole year, and at the end their respective records were: *May*, sixteen prizes, value £523; and *Mohawk*, thirteen prizes, value £345.

*Vreda* was another new craft. She was built from Watson's designs for the 'twenty' class, and was owned by Mr. T. H. Hodgens. Her chief opponent was Mr. McGildowney's *Melissa*, which, however, had to lower her colours several times to the new boat. *Vreda* was of very deep draught for her rating. Her record at the end of the season was twenty prizes, value £317, while *Melissa* scored ten, value £105. *Dis* was a very smart 10-rater, built at Fay's, Southampton, and she made a very good record, chiefly, however, in the Solent. *Doris*, the four-year-old 10-rater owned by Messrs. R. and B. Allan, held the pride of place in that class at the end of the year, with nineteen prizes.

The more prominent boats taking part in the handicap races around the coast were: *Foxglove* (yaw), *Moina* (85-ton cutter), *Vanduaara* and *Cetonia* (schooner). *Moina*, owned by Captain Bainbridge, won the Queen's Cup at the Royal Squadron Regatta for the second year in succession. A Queen's Cup was also competed for at the Royal Victoria Club's Regatta, and was won by *Neptune*. Some interest was taken in a sporting match for £1,000, from Southampton to Madeira, between the ketch *Bridesmaid* and the cutter *Atlantis*, in which the ketch, owned by Mr. E. W. Buller, was winner.

The small classes on the Solent began to attract more attention, and there was some very good sport in that district. Amongst the most successful boats in the different classes were Mr. St. Julian Arabin's *Lollypop*, *Verena*, *Madcap* (Miss Cox), *Lady Nan* (Mr. A. E. Payne), and *Thalassa* (Colonel Bucknill).

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1889

The year 1889 opened with every promise of an interesting season. The building-yards had been busy during the winter, and there were several vessels in course of construction for the different classes. Interest also began to be manifested in rumours of another challenge for the *America* Cup. Lord Dunraven had been casting his eyes in that direction, and negotiations had been opened with the New York Yacht Club in reference to the matter. Meanwhile Lord Dunraven had decided upon building another vessel, and this time he entrusted his design to Watson. The Southampton yards were particularly busy during the winter. Side by side in the same building-shed at Fay's yard *Valkyrie* and *Lethe* were being built, both from Watson's designs, the latter being a powerful fast-cruising yawl for Mr. S. C. Watson, while near by, at Black's yard (later taken into Messrs. Summers and Payne's premises), another Watson craft was taking shape. This was the 40-rater *Deerhound* for Colonel Nottage.

Mr. Jameson hoisted his flag again on his cutter *Irex*, and the principal class was thus composed of *Irex*, *Valkyrie*, and *Yarana*, now in her second season. It was at one time hoped that Lord Dunraven would have been able to challenge for the *America* Cup with his cutter, but a contest could not be arranged. The fact, however, of *Valkyrie* having been a possible challenger directed more than ordinary attention to her performances, which were critically watched all through the season. The summer was one of moderate breezes, and those were the conditions that best suited the new boat. *Irex* was completely outclassed by the modern vessel, and, excepting in hard winds and with plenty of reaching to be done, she had very little chance of wiping off the time allowances which she was called upon to give to her competitors. *Valkyrie's* rating was 77. The new cutter proved as difficult to beat in moderate weather as *Yarana* was in light breezes, and these two took off nearly all the prizes during the season, although *Irex* was kept at it pluckily throughout. *Yarana* came out at the head of the class in regard to the number of prizes won. The respective records were: *Yarana*, thirty-one prizes; *Valkyrie*, twenty-six, including the Albert Cup; and *Irex*, twelve. This was the last season in which *Irex* carried Mr. Jameson's flag; she was sold at the end of the year, and was not seen with racing colours aloft again for some few years. *Deerhound*, which had in her first season established a reputation as a good sea-boat, headed the 'forty' class with twenty-two prizes.

The big class did not monopolize all the interest during the year. The racing amongst the 'twenties' was very keen. *Vreda*, the previous year's champion, had three new boats to face. These were: *Dragon*, built for Mr. F. C. Hill by Fife; *Windward*, built for Mr. R. Cross; and *Mimosa*, built for Messrs. Cox and Campbell. The last-named met with but indifferent success, but between the other three, more particularly the *Dragon* and *Vreda*, the racing was very keen. Mr. Hodgens's boat made a bold bid for the place which she had held the previous year at the head of the class, but the new vessel was too good for her, and at the end of the season their respective records were: *Dragon* twenty-three, and *Vreda* nineteen prizes. Among *Vreda's* trophies was a Queen's Cup, won at the Regatta of the Royal Cork Yacht Club.

The cruisers were in great force this year, those taking part most regularly being *Amphitrite*, *Foxglove*, *Wendur*, *Moina*, *Vol-au-Vent*, *Foxhound*, *Stranger*, *Samæna*, and *Amadine*. *Paradox*, a new craft, lug-rigged, belonging to Mr. W. H. Popham, also took part in some of the handicaps. *Cetonia*, Sir E. Guinness's schooner, won the Queen's Cup at the

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Squadron Regatta. *Amphitrite* won the cup given by Her Majesty at the regatta of the Royal Portsmouth Corinthian Club, and also won the Dover-Boulogne race.

Three new vessels were built to the 10-rater class. Two of these, *Yvonne* and *Darbula*, were built on the Clyde, and did the greater part of their racing in that district. The third was *Decima*, built at Southampton for Mr. St. Julian Arabin, who formerly owned the *Lollypop*. *Decima* was phenomenally successful in the Solent, and had a string of thirty-four prize flags at the end of the season. *Yvonne* made a visit south towards the end of the summer. She and *Decima* were very equally matched. Her record for the season was twenty-five prizes.

There was considerable activity in the smaller classes in the Solent, and several new boats were built. *Lollypop* came out champion of the 5-raters. Her most dangerous opponent during the season was *Fair Geraldine*. *Humming-bird*, a Payne boat owned by Captain Hughes, was at the top of the 2½-rater class with twenty-six prizes.

Another contest for the Cape May Cup took place during the year. Mr. T. B. C. West challenged the holder with his yawl *Wendur*, and won the trophy which had been held since 1886 by *Irex*.

### 1890

As Lord Dunraven's negotiations with the New York Yacht Club in reference to a challenge for the America Cup had come to nought, an invitation was forwarded to him to take *Valkyrie* across to America and face her over there during the season. There appeared, however, to be every prospect of a good season's racing at home, and he determined to stay this side of the Atlantic. There was, as a matter of fact, every promise of an excellent summer's sport. The yards had again been busy during the winter, and there were several new craft in hand for the different classes. Mr. Jameson, having sold his old cutter *Irex*, had commissioned Richardson to design him a new vessel. Knowing the keenness with which this owner's boats were always raced, the advent of the new craft was awaited with interest. What served very largely to whet the appetite of sportsmen was the fact also that the *Thistle* was to be fitted out again and raced under the flag of Mr. Bell, who had been one of the syndicate which had built her for the *America* Cup challenge. In her races on this side of the Atlantic in 1887 she had, of course, not had any vessels of her own type to sail against, and her performance against the more modern boats was looked forward to eagerly. Her spars had been somewhat reduced, but she came out at a little over *Iverna's* rating. A point of interest in Mr. Jameson's *Iverna* was that she carried a centreboard. There was an intense feeling of rivalry between the crews of the two big yachts, and all their matches were fought out keenly. *Thistle* more than held her own against the new vessel at all of the earlier regattas, and *Iverna* went into the yard on one or two occasions to undergo some slight alterations with the view of improving her. Under O'Neil's careful handling she was gradually tuned up, and about half-way through the season it could be seen that the *Thistle* was not going to have things her own way for ever. A memorable match was sailed by the pair in the Solent at the Royal Southampton Club's Regatta. Seconds only divided them for the greater part of the day, and *Iverna* led her opponent home. This proved to be but the beginning of a long series of victories on the part of Mr. Jameson's boat, which continued to the finish of the season. At the end of the year her record was a little behind that of *Thistle*, the old cup challenger scoring twenty-two prizes, including a Queen's Cup at the Royal Northern Regatta, while the new boat had twenty. *Iverna* discarded her centre-board during the



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season, and the majority of her victories were secured after she had dispensed with it. *Yarana's* record was seventeen prizes, and *Valkyrie's* eleven.

*Deerhound* once more came out at the top of the 'forty' class, and this notwithstanding the fact that she had two new vessels to sail against. These were *Creole* and *Castanet*; the former, a Watson boat, built for Colonel Bagot, whose flag she has flown ever since; and the latter a Soper production. Honours were fairly evenly divided between the two new craft at the end of the season. *Creole* flew fifteen flags, and *Castanet* thirteen, while *Deerhound* had nineteen prizes to her credit. *Deerhound's* prizes included a Queen's Cup won at the Royal Albert Regatta.

The 'twenties' again made an interesting class, there being no less than four new ones out this year. These were *Chiquita*, *Siola*, *Velzje*, and *Ghost*. *Siola* was a Payne design, built for Captain the Hon. Victor Montagu. Neither she nor *Ghost* were particularly successful; but the remaining pair, with *Dragon*, provided some excellent sport. *Dragon*, notwithstanding the new boats, once more came out at the top of the class with the very respectable score of thirty prizes, while *Velzje* and *Chiquita* were equal with twenty-six prizes each.

There was a fine fleet of cruisers in commission, and they had plenty of sport provided for them. *Vanduara* at the end of the season flew a string of eighteen prize flags, and, both in regard to the number of prizes and the value, was at the top of the cruisers. *Lethe* and *Wendur* each had eleven prizes as their shares of the season's spoil. *Amphitrite*, *Samæna*, *May*, *Neptune*, and *Foxglove* turned out for the handicap matches during the season, and the Queen's Cup at the Squadron Regatta was won by Mr. Langrishe's cutter *Samæna*.

There was practically no racing among the 10-rater class on the Solent, but on the Clyde the class was in a very healthy condition. *Yvonne*, the previous year's champion, had to meet several new competitors, but managed to retain her proud position at the head of the class, which comprised, in addition to herself, *Encore*, *Phantom*, *Maida*, and *Woodcock*. At the end of the season *Yvonne's* string of prize flags numbered sixteen, and *Phantom* was next on the list with twelve prizes. In the Solent more attention had been devoted to the smaller classes, which were beginning to develop considerably. Several new 5-raters had been built, and these included *Glycera*, *Archee*, *Quinque*, designed by Colonel Bucknill, and *Valentine*, built for Mrs. Schenley. The racing in this class was full of interest. *Quinque* improved towards the end of the season, but had to be content with third place in the year's records of prizes. *Glycera* was at the head of the class with a total of thirty-one prizes, *Valentine* being second with fourteen, and *Quinque* twelve. In the 2½-rater class, *Humming-bird*, the previous year's champion, had to be content with second place, *The Babe*, a new boat, being at the top. *Mliss*, owned by Miss Cox, was another new boat in the class.

### 1891

This season could not be described as brilliant. There was a decided falling off in the interest in the big class, due in a very great measure to the fact that *Iverna* was not to have as her regular opponent the *Thistle*. In addition to this, the successful *Yarana* had been sold; and although she had gone under the ownership of an enthusiastic yachtsman, did not race regularly throughout the season. The big class was thus composed of *Iverna*, *Valkyrie*, and *Maid Marion* - the new name under which *Yarana* was known. *Iverna* showed much improved form upon that of the previous year, as far as could be judged without

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the presence of her chief opponent of her first season to draw conclusions from. The racing among this trio came to a conclusion on the Solent. *Iverna* secured twenty-two prizes and *Valkyrie* fifteen, the latter boat's wins including the Squadron Queen's Cup. *Maid Marion* did not sail in as many matches as her two bigger competitors, and her record consequently suffered by comparison with other years. An addition was made to the fleet of cruiser-racers by *Columbine*, a 60-ton yawl built for Mr. W. B. Paget from Watson's designs. She cannot be said to have fulfilled expectations, and was regarded as a failure, though she came up with a surprise during the Solent regattas by winning six prizes in one week.

Two new craft came out in the 'forty' class - *Thalia*, a Fife boat built for Mr. J. A. Inglis, and *Reverie*, built at Southampton for Mr. A. D. Clarke, from Mr. J. M. Soper's designs. These two, with *Creole*, formed the principal competitors in the class during the season. *Thalia*, however, proved so immeasurably superior to her opponents, that she may be said to have practically spoiled the class. She scored twenty-six prizes, while *Reverie's* record was twelve, and *Creole's* only nine. A lug-rigged 40-rater, *White Slave*, was also built by Messrs. Fife for Mr. F. W. L. Popham, but she was not successful.

Once again the 'twenties' formed a strong and interesting class. *Clarissa* came out under Mr. McGildowney's colours. The class now consisted of six regular competitors: *Dragon*, *Ghost*, *Velzje*, *Siola*, and *Clarissa*. *Dragon II.* proved herself almost invincible, and for the third consecutive year came out at the top of the class.

Her record of prizes won exactly equalled that of the previous year - thirty. Captain Towers Clarke's *Velzje* was next in order of merit with twenty prizes; then came *Siola* with thirteen, and *Clarissa* with nine.

The cruisers did not muster in such numbers as in some of the preceding years. Lord Iveagh's schooner *Cetonia* won the Queen's Cup at the regatta of the Royal Squadron, and *Neptune* headed the cruisers in the total number of prizes won during the season, with a score of fourteen. *Columbine* secured twelve, *Erycina* ten, *May* eight, *Lethe* seven, including a Queen's Cup at the Royal Cinque Ports Regatta, and *Blue Rock*, a new craft, five.

*Dora* was an addition to the fleet of 10-raters. She was a centre-board boat, and was generally able to show her superiority over the remainder of the fleet, excepting in light breezes, when *Yvonne* had still to be reckoned with.

There was a full season's racing among the smaller classes on the Solent, with a fair number of new boats out. The first and second boats in the 5-raters were *Windfall* and *Savourna*, belonging respectively to Mrs. Shenley and Mr. Percival. The former was top of the class with thirty-two prizes. Among the 2½-raters *The Babe* was champion again with thirty-nine prizes, the second boat, *Avadavet*, scoring twenty-nine. Other boats in that class were *Ornsay*, *Elfin*, and *Lizette*.

### 1892

The first class this season was composed of *Meteor* and *Iverna* only, yet the racing between these two vessels proved excellent. *Meteor* was sailing in vastly improved form, but *Iverna* was, on the whole, the more successful of the two. They raced together on twenty-six occasions, *Iverna* arriving home ahead of *Meteor* fifteen times. Three new 40-raters were built - viz., *Corsair*, designed by Mr. A. E. Payne for Admiral the Hon. Victor Montagu; *Queen Mab*, designed by Mr. G. L. Watson for Mr. T. B. C. West; and *Varuna*, by the same designer, for Captain Towers Clark. Of these, *Queen Mab* was a centre-board vessel, and

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as it was found eventually that she sailed as well without as with the plate, it was discarded. *Varuna* was a narrower and deeper vessel, without much hollow in the section, and with a triangular profile below water. *Corsair* was an extremely well-designed craft, with a powerful midsection. Both *Queen Mab* and *Varuna* had stems rounded up in the modern fashion, but with moderate overhangs. *Thalia*, *Creole*, *Castanet*, and *Reverie* also raced in the class. *Queen Mab* turned out to be the most successful vessel in the fleet, winning thirty-one first and six second prizes in forty-six starts. *Corsair*, however, showed herself to be a faster vessel in rough water.

In the North the crack of the 5-rating class was *Natica*, designed by Mr. G. L. Watson for Mr. H. Trevor Henderson; and in the South, *Dacia* (Lord Dudley) was crack of the same class. A series of three races in Torbay was arranged between the two. The first was won, in a nice breeze, by *Dacia*, and the second, in paltry weather, by *Natica*. The deciding race resulted in the victory of the Southern boat, but she was disqualified on a protest. The 5-raters on the Solent formed a strong class, including *Cyane*, *Windfall*, *Savourna*, *Dada*, *Valentine*, and *Quinque* (designed and owned by Colonel Bucknill). A large fleet of 2½-raters, 1-raters, and ½-raters also mustered, among the latter being *Wee Winn*, a little bulb-fin boat built by Herreshoff for Miss Cox, which proved exceeding fast.

The 10-rating class was confined to the Clyde, and was composed of *Dora* (Messrs. Allen), *Phantom* (Mr. A. Arthur), *Yseult* (Mr. Peter Donaldson), and *Ptarmigan* (Mr. A. Coats). The two first were designed by Mr. G. L. Watson, and the last two by Mr. W. Fife. Of these, *Yseult* was the fastest, *Dora* being the next best boat. The 2½-raters on the Clyde were very numerous, the best being *Wenonah*, designed and built for Mr. H. Allen by Herreshoff. She won fifteen first and four second prizes in twenty-one starts.

### 1893

With the season of 1893 we arrive at one of the most exceptional years in the history of yacht-racing, a year made memorable also by the appearance of the Prince of Wales as owner of the wonderful racing cutter *Britannia*, 151 rating, which during this and several succeeding seasons predominated the sport.

Lord Dunraven, in the autumn of 1892, commissioned Mr. G. L. Watson to design a new cup-challenger, *Valkyrie II*, of about double the rating of his first cutter of that name. To the intense satisfaction of British yachtsmen, H.R.H. the Prince of Wales shortly afterwards commissioned the same designer to build a vessel of similar size to that already under order for Lord Dunraven.

Both these racing cutters were built at the yard of Messrs. D. and W. Henderson and Co. at Partick. At the same time Fay and Co. were building, from designs by Mr. J. M. Soper, the cutter *Satanita*, for Mr. A. D. Clarke, and Mr. W. Fife, jun., designed and Messrs. A. and J. Inglis built, the *Calluna* at very short notice. There was thus every prospect of a very great revival of big-cutter racing, a prospect which materialized in a most satisfactory manner.

Lord Dunraven issued a challenge for the new *Valkyrie* to sail a series of matches for the *America* Cup, which was accepted by the New York Yacht Club. At about the same time Mr. R. P. Carroll, an American yachtsman, announced his intention of challenging for the Royal Victoria Gold Cup and the Cape May and Brenton Reef Cups with the Herreshoff-built cutter, the *Navaboe*.

The racing programme opened, therefore, with the Prince of Wales's cutter *Britannia*, Lord Dunraven's *Valkyrie*, the *Calluna*, owned by a Clyde syndicate, and Mr.

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John Jameson's *Iverna*, forming a splendid quartet. These four yachts first met on May 25 for the river match of the Royal Thames Yacht Club. There was a very large assemblage of yachtsmen present to watch the débüt of the new boats, and the sailing, which was a fair trial to leeward and windward, ended in favour of the *Britannia*, after a splendid fight with the *Valkyrie*. The latter vessel broke her bowsprit in the race, and *Calluna* took the ground near the Ovens coming home, so *Iverna* took second place, saving her time on *Valkyrie*. The racing showed *Valkyrie* and *Britannia* very evenly matched, whilst *Calluna's* sailing was disappointing. The second match, under the burgee of the Royal London Yacht Club, commenced with a disaster for *Calluna*, which lost her mast before the start. This left *Valkyrie*, *Britannia*, and *Iverna* in the race, which was magnificently sailed; and though *Iverna* secured first prize on time, *Britannia* succeeded in beating *Valkyrie* by 73 seconds.

Following the racing programme, the five big cutters were entered and sailed in the Royal Thames Nore to Dover match. *Calluna* had been in dock, and was there lightened. It was in this race that *Satanita* made a remarkable piece of sailing, doing the 14<sup>3</sup>/<sub>4</sub> miles from the Tongue Lightship to the North Sandhead in just over the hour. The match ended, however, in favour of the *Britannia*, with 3 seconds to spare, *Valkyrie* being second, and *Satanita* third.

In the cross-Channel match from Dover to Boulogne there were eight entries - viz., *Britannia*, *Valkyrie*, *Calluna*, *Iverna*, *Mabel*, *Lais*, *Vendetta*, and *Varuna*, but the race itself was marred by a contretemps, in which *Valkyrie*, *Vendetta*, and *Britannia* were involved. A smart north-easterly breeze was blowing, and *Vendetta* crossed the line first. She came into collision, however, with *Valkyrie*, and her topmast was carried away in the foul. *Britannia* came into collision with *Valkyrie*, her bowsprit fouling the latter's rigging, and at the same time *Vendetta's* bowsprit was broken off by the Prince of Wales's yacht. The three cutters were by this time hopelessly entangled, and the *Britannia's* mainsail, pressing against the *Vendetta's* port crosstree, split from boom to gaff. *Valkyrie's* crew worked to cut away *Britannia's* bowsprit, and, the spar breaking, the trio at once cleared. The race was therefore ruined at the outset, and *Calluna* and *Iverna* got a clear start of 12 minutes. *Calluna* beat the *Valkyrie* by 5 minutes 25 seconds, and the *Iverna* by 8 minutes 52 seconds.

The damages sustained in the cross-Channel race were made good before the fixture of the Royal Southern Club, and *Satanita's* mast had been cut to the extent of 3 feet, and she also had additional lead put on her keel. In this match *Valkyrie* succeeded in beating the *Britannia* by 5 minutes 32 seconds, and *Satanita* by more than 16 minutes.

Taking the Royal Mersey Regatta - which, by the way, was the Jubilee - on their way to the Clyde, the big cutters met with boisterous weather, and *Valkyrie* failed to get her mainsail bent in time for the race. *Calluna* was another non-starter, owing to her anchor fouling, and *Britannia*, *Satanita*, and *Iverna* alone started, *Britannia* leading by 2 minutes. The race lay between the two new cutters, and sailing was very fast. At the finish *Britannia* had 2 minutes 19 seconds to spare over *Satanita*.

The yachts next met on the Clyde at the Royal Northern Regatta, the race opening in a piping breeze and ending in the lightest of airs. In the latter *Britannia* had the advantage, and though *Satanita* led at the start, the Prince of Wales's yacht beat her by 1 minute 49 seconds. *Satanita's* sailing was showing considerable improvement, and in the race for the Mudhook Yacht Club prize she was ahead of *Valkyrie*, though beaten on time. Mr. W. G. Jameson sailed the *Satanita*, and Mr. George Watson the *Valkyrie*. In the



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closely fought duel *Satanita's* gaff caught *Valkyrie's* topmast shrouds, an incident which ended in cross-protests. In the Clyde Corinthian match, in which *Britannia*, *Valkyrie*, *Satanita*, and *Iverna* started, *Valkyrie* won by 30 seconds over the *Britannia*. *Britannia* was steered by Mr. W. G. Jameson, *Satanita* by Mr. R. Ure, and *Valkyrie* by her owner.

The Royal Clyde match was singular for its extraordinary weather conditions and a protest by both *Calluna* and *Valkyrie* against the *Britannia*. The race opened in a light breeze, but before *Britannia* had reached the winning-mark the fleet had experienced the flukiest of winds, a violent thunderstorm, and a downpour of rain. *Calluna's* protest arose through the fact that *Britannia*, whilst on the port tack, forced her to come about. *Valkyrie* immediately came into collision with *Britannia*, the latter boat sustaining some damage aft. In the race *Satanita* burst her bobstay, and her bowsprit breaking off short, *Britannia* was left to beat *Valkyrie* by 41 minutes 40 seconds. The protest was considered by the Sailing Committee, and *Britannia* was disqualified. The Royal Clyde match was won by the *Valkyrie*.

From the Clyde the racing fleet journeyed to Belfast Lough, where the Irish fixtures opened at Bangor in a north-east breeze - the truest wind that blows over the splendid Royal Ulster course. The contest, in which *Satanita* beat *Britannia* by 5 seconds, was one of the finest of the season, the winning boat showing remarkable speed. On the second day, however, the weather was light, and the match lay between the *Britannia* and the *Valkyrie*, the *Valkyrie* creeping to the line a few lengths ahead, and a time difference of 1 minute 56 seconds. For the Royal Irish Queen's Cup, however, *Satanita* and *Britannia* sailed a magnificent race, the former winning the royal trophy by 2 minutes 47 seconds. The sailing of *Satanita* was very fine, her speed with sheets free being remarkable, *Calluna* was disabled through breaking her boom in gybing.

The American challenger for the Royal Victoria Gold Cup, the *Navahoe*, arrived in British waters before Cowes Week, and her first match with the splendid fleet of cutters took place under the burgee of the Royal London Yacht Club at Cowes over a course inside the Isle of Wight. The race was a hard-fought one in a fair breeze, *Britannia* and *Valkyrie* carrying on a fierce duel, and leading *Navahoe* home. At the finish, *Britannia* led by 63 seconds over *Valkyrie*, and was 83 seconds ahead of *Navahoe*.

The Royal Yacht Squadron programme opened with promise of brilliant racing, and for Her Majesty's Cup the starters were *Britannia*, the seven-year-old *Meteor*, the *Valkyrie*, the *Viking* (ex *Wendur*), and the *Mohawk*. The fleet started to the eastward in light and fluky airs, with the Emperor's boat leading. Later, with a more certain breeze, *Valkyrie* took the lead, closely followed by *Britannia*. At the finishing-line *Valkyrie* had gained such a splendid lead that she beat the *Meteor* by 18 seconds over a time allowance of 14 minutes 32 seconds. She was, however, disqualified, having failed to comply with the sailing instructions, and the cup went to the *Meteor*.

Lord Dunraven's yacht, though entered, did not compete for the Meteor Challenge Shield presented by the German Emperor, and *Britannia* and *Satanita* fought what proved to be an uninteresting duel, *Britannia* winning after a long day's sailing and drifting, though she sprung her mast. This precluded all possibility of her racing for the Cowes Town Cup, and *Valkyrie*, *Satanita*, *Calluna*, and *Navahoe* comprised the list of entries. A hard breeze was blowing, and *Navahoe* burst her mainsail at the clew, and retired. *Calluna* fouled a steam yacht, which resulted in her gaff being broken and mainsail split. *Satanita* and *Valkyrie* were thus left to finish the match. The former vessel displayed astonishing speed in a hard breeze, and finished with 8 minutes 13 seconds to spare. The course of

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48 miles was covered in 3 hours 40 minutes 50 seconds. The concluding day's racing for the Royal Yacht Squadron prize brought together *Satanita*, *Valkyrie*, *Calluna*, and *Navahoe*, and here again *Satanita* won a splendidly-fought match in a piping breeze, beating *Valkyrie* by 4 seconds, with *Navahoe* 2½ minutes behind *Calluna*.

Of the concluding club matches of the season, *Britannia* won two at Weymouth. She was not, however, entered for the Royal Dart matches, though she subsequently raced for, and won, the Start Bay Yacht Club prize. *Satanita* won the Royal Albert Cup, and beat *Navahoe* in the Royal Dart Yacht Club match.

There was by this time little doubt that *Britannia* was the best all-round vessel of the fleet, with *Valkyrie* a dangerous second. The *Navahoe* had shown remarkable qualities on a broad reach or run, but *Britannia* was superior in going to windward. The results of the matches between *Navahoe*, the challenger, and *Britannia*, the defender of the Royal Victoria Gold Cup, the Brenton Reef Cup, and the Cape May Cup, were therefore regarded as foregone conclusions. Of the Royal Victoria matches little need be written, for *Britannia* had little difficulty in defending the trophy, beating the challenger by 15 minutes 8 seconds in the deciding race.

The Brenton Reef Cup match was fixed for September 12, and, according to the conditions, was sailed from a point off the Needles round Cherbourg breakwater and back. The start was made at noon, *Britannia* leading by 54½ seconds, a difference in time which, in accordance with an agreement between the owners, was conceded at the end of the race. There was a fine breeze and some amount of sea, but two hours after the start 25 miles had been logged. The sailing was remarkably close, and in passing Cherbourg breakwater *Navahoe* held the lead. On rounding for the return, however, *Britannia* took the lead and kept it, though the challenger was scarcely ever more than 150 yards astern. The club steamer could not be anchored outside the Needles, and was therefore brought into Alum Bay. According to official timing the finish was as follows:

### Race from the Needles to Cherbourg and back in 1893

<i>Navahoe</i>	10hrs 37mins 35secs
<i>Britannia</i>	10hrs 38mins 32secs

*Britannia*, having to allow for her start of 54½ seconds, was declared winner by 2½ seconds. Mr. Carroll protested that the steamer was not in position, and that the difference in time was less. A committee of the Royal Yacht Squadron considered the protest and awarded the race to *Navahoe*, a decision which was not universally regarded with satisfaction.

Three days later - September 15 - the Cape May Cup was sailed for under exactly similar conditions, with the exception that the starting and finishing line was fixed in Alum Bay. A dead calm and fog prevailed throughout the morning, and it was not till afternoon that the vessels were started. A soft westerly breeze carried *Britannia* into the Channel, and in the evening died away, leaving her about 3 miles ahead of *Navahoe*. They lay becalmed for three hours, and when a breeze gathered from the north-east *Britannia* increased her lead, and was coming out of Cherbourg Roads as *Navahoe* entered. The official times at the finish were:

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## Cape May Cup 1893

<i>Britannia</i>	12hrs 57mins 19secs
<i>Navahoe</i>	1hrs 33mins 32secs <sup>1</sup>

The *Britannia* throughout the season was sailed by Mr. W. G. Jameson and John Carter. She held the record of her class, having gained thirty-three prizes out of forty-three starts, the value of the prizes being £2,500. The *Valkyrie's* record was fifteen prizes out of twenty-four starts, the value being £955. *Satanita*, in spite of her misfortunes, was winner of a Queen's Cup and the Albert Cup, and in thirty-six starts she captured thirteen prizes, value £760. *Calluna* won ten prizes in thirty-six starts. *Navahoe*, in eighteen starts, won six prizes, including the Brenton Reef Challenge Cup.

In the 40-rating division the fleet was not equal to that seen in the previous season, the *Queen Mab* having been sold to America. The *Corsair* was replaced by Admiral Montagu's *Vendetta*, a fin-bulb and balance rudder yacht with 17 feet beam. Mr. John Gretton's new Fife-designed boat, the *Lais*, was ready early in the season, and the *Varuna* (Captain Towers Clarke) and *Thalia*, which passed into the ownership of Judge Boyd, were also raced. The *Varuna* was victorious in the first four matches of the season, but *Lais* headed the list with twenty-nine prizes in thirty-nine starts, *Varuna* being second with twenty-three prizes in forty starts. The *Vendetta* gained eighteen flags in thirty-three starts, and *Thalia* six prizes in ten starts.

There was keen competition among the 20-raters, *Dragon III.*, which Fife had built for Mr. F. C. Hill, being added to a list which included Lord Dunraven's *Deirdré* and Lord Dudley's *Vigorna*. The *Dragon* was champion of the season, winning thirty-one prizes in thirty-four starts. *Deirdré* had a record of twenty-one prizes in thirty-five starts, and *Zinita*, designed by Fife for Mr. W. S. Connell, which had things pretty much her own way on the Clyde and did not meet the Southern boats, had a record at the end of the season of eighteen prizes in twenty-four starts.

Racing in the 10-rating class was confined to the Clyde, and there were no new boats. *Phantom* headed the list with fourteen prizes in twenty-four starts. In place of the 6-raters a class known as the 23-footers was established on the Clyde, and in which *Vida*, a Watson boat, was champion of a fleet of eight. The Solent 5-rating class was not strengthened with a single new boat, and *Red Lancer*, which went round the coast, was the champion. The *Dacia*, *Fleur-de-Lis*, and *Quinque* were very evenly matched boats. In the 2½-rating class *Meneen*, by Herreshoff, headed the list, and the *Morwena*, also by Herreshoff, was principal winner in the 1-rating class.

Of the handicap racers the principal winners were *Creole*, *Castanet*, *Columbine*, *Mabel*, and *Samœna*.

## 1894

The season of 1894 opened tamely enough. *Britannia* had only the old *Iverna* as antagonist in the river matches on the Thames. *Satanita* made her appearance in the 'down Swin' match of the New Thames Yacht Club, with more sail than in 1893. Both she and

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<sup>1</sup> Editor's note: this is the time shown in the book. We suspect that this is the time on the clock and not the elapsed time of the race.

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*Britannia* were over the line too soon, but were allowed to go, and they sailed a ding-dong race to the Swin Middle, with the wind aft. The Watson boat, however, managed to draw away, and won with ease.

*Satanita* and *Britannia* sailed a stirring race on the first day of the Royal Harwich Regatta. The breeze was hard from northwest, and both had a reef down. Both were obviously over the line too soon, but were not recalled. *Britannia* led in the run to the Shipwash, but *Satanita* raced past her after they rounded, and led by nearly a minute at the Sunk Lightship. Then came a close reach (*Britannia* not fetching) to the Cork and a dead beat in. In this turn to windward *Britannia* settled up and drew abeam to leeward, and the two great cutters raced level to the committee boat. Just at the finish *Satanita* drew ahead, and got home first by 3 seconds. *Britannia*, however, won on her time allowance.

Next day, in another gusty breeze, *Britannia* led *Satanita* home by 1 minute 54 seconds, but lost the prize on a protest.

The Prince's yacht once more was victor in the Nore to Dover match, sailed this year in light weather. She finished over 4 minutes ahead of *Satanita*, and in the Royal Cinque Ports Yacht Club race on the following Monday *Satanita* was obliged to give up with a burst masthead shroud, after she had been well beaten by *Britannia* in a fresh south-west breeze. Mr. Clarke's yacht was sent to Southampton for repairs, and *Britannia* sailed over in the match to Boulogne and back next day.

On the first day of this regatta, June 29, *Britannia* had only *Iverna* to defeat, but *Satanita* turned up next day, and had to put up with a light-weather beating.

After the Royal Mersey Regatta, *Valkyrie* joined the first class at the Royal Largs Regatta on the Clyde, on July 3, when she was expected to meet her cup antagonist, *Vigilant*, which had come to race in Britain under the flag of Messrs. George and Howard Gould. *Vigilant*, however, did not turn up. *Valkyrie* had the best of the start, and led until the last round, when *Britannia* caught her on the wind, and won by nearly 2 minutes. *Satanita* had to give up.

The next meeting of the big boats was signalized alike by the appearance of the *Vigilant*, the last successful cup-defender, and by a collision between *Satanita* and *Valkyrie*, in which the latter was sunk and a man fatally injured, thus preventing the two old rivals from ever meeting again. The yachts were to be steered by amateur helmsmen, and there was a strong wind blowing when *Vigilant* and *Britannia* got away. *Satanita* was standing up the Holy Loch on starboard tack, whilst *Valkyrie* was coming for the line on port. The anchorage was crowded, and a little boat came across *Satanita's* bows. *Satanita's* helmsman tried to bear away, but the little boat did the same, and, to avoid her, the big yacht was luffed and then the helm put up again in the effort to avoid *Valkyrie*. Unfortunately it was too late, and *Satanita* crashed into Lord Dunraven's vessel a little abaft the mast, tearing a great hole in her side. *Valkyrie* was sent staggering against the steam yacht *Hebe*, and one of her hands was badly injured in trying to scramble on board the steamer. Clearing the *Hebe*, she next fell foul of the steam yacht *Vanduarda*, tearing her bulwarks and destroying her steam launch. Her own rigging was foul of *Vanduarda*, and her topmast was pulled out; then, clearing again, the fine racer went down head foremost in 14 fathoms of water. *Satanita* had her bows and bulwarks badly damaged, but sustained no injury below water.

During this time *Vigilant* and *Britannia* were beating down to Skelmorlie, the American boat persistently weather-bowing the Prince's yacht. *Vigilant* led by 1 minute 57 seconds on the first round, and seemed safe to win; but *Britannia* got a lift on the last



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round, and won the race by 36 seconds. This not very meritorious victory was the first of a brilliant series of races between these two yachts.

The next race was for the Queen's Cup, which *Britannia* won on time, her allowance from *Vigilant* being 3 minutes on a 50-mile course. She held the lead all day until the last run home, when *Vigilant* got past and led her in by 1 minute 7 seconds. The enormous sail-spread of the American was too much for *Britannia* down the wind, but on all other points she held *Vigilant* well. On the second day, which was light and fluky, *Britannia* won, with nearly 10 minutes to spare beyond her allowance.

On July 10 *Britannia* again defeated *Vigilant* in a light-weather trial at the Clyde Corinthian Regatta, and on the following day she repeated her victory at Rothesay in the Royal Northern match. *Vigilant* had been lightened of some ballast. The weather was changeable and rather fluky, but the English boat showed better speed when the breeze was steady and true. On July 12, however, the last day of the Clyde Regattas, there was a fine southerly breeze, and *Britannia* won again with some ease, although she had bad luck in the way of wind.

Things were not changed when the two yachts met at the Royal Ulster Regatta on July 16, for here *Britannia* won again. She had, it must be said, a bit of luck. Next day saw *Vigilant's* first victory in this country, and she won it in a strong true wind and smooth water. She had *Britannia* well and truly beaten when the latter had to give up owing to her gaff-band bursting.

The two yachts next met at Kingstown, and *Britannia* won again on the first day of the Royal St. George Yacht Club Regatta. This was a plain race, with no turn to windward. The breeze was variable in strength, but not fluky, and *Britannia* won by 2 minutes. Next day the American won her second victory in very light and fluky weather. Her success, however, was not due to luck, but to light-weather speed.

The Penzance and Mounts Bay Regatta was the next meet of the two great rivals. Here *Britannia* gave the visitor a very pretty beating. This regatta was followed by that of the Royal Cornwall Yacht Club at Falmouth. *Vigilant*, however, did not start, but *Satanita*, having been repaired, again met *Britannia*, and was badly beaten.

On August 4 *Vigilant* and *Britannia* sailed a private match at Cowes for a 100-guinea cup. *Vigilant* had been in dock and had her mainsail remade. The weather seemed to suit the American, which sported an enormous jackyard topsail, and she won a very easy victory.

A race for a handsome cup presented by the *Yachtsman* newspaper was sailed round the Isle of Wight on August 6 at the Royal London Yacht Club Regatta. *Vigilant*, *Britannia*, and *Satanita* sailed, and they started to the eastward from Cowes. For a long time it was a very close race, in light and variable weather, and *Britannia* had a short lead. Both she and *Vigilant* touched the rocks at the back of the island, and later on *Britannia* again struck hard, letting *Vigilant* get a good lead, which she improved, winning somewhat easily.

The German Emperor's *Meteor*, *Britannia*, *Carina*, *Mohawk*, *L'Esperance*, and *Castanet* sailed under a handicap for the Squadron Queen's Cup on August 7. *Carina* won on time, being over 33½ minutes astern of *Britannia* at the finish.

On August 9 *Vigilant* and *Britannia* met again, racing for the Cowes Town Cup. There was a smart west-north-west breeze blowing, and *Britannia* won. The next day *Iverna*, *Viking* (ex *Wendur*), and *Britannia* raced for the Meteor Challenge Shield, held by *Britannia*, which now won the trophy outright with ease.

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*Satanita* was *Britannia's* only opponent at Ryde on August 14. There was a fine west-south-west breeze, and in this reaching wind *Satanita* proved the victor. She had had her sail somewhat reduced since the beginning of the season.

Again, on August 16, *Satanita* put the Ryde Town Cup in her locker, this time beating both *Britannia* and *Vigilant*, which, indeed, neglected her in fighting their own battle. The breeze was strong and true, giving a turn to windward and a run. It was a very pretty match between *Britannia* and *Vigilant*, but the latter was decisively beaten. The finish was: *Satanita*, 3 36 39; *Britannia*, 3 42 23; *Vigilant*, 3 43 50.

On August 17 *Britannia* and *Satanita* raced with the 40-raters *Carina* and *Corsair* and the cruiser *Namara* round the Isle of Wight for the Royal Victoria Yacht Club Commodore's Cup. The result was that *Carina* snatched the prize on Yacht Racing Association time allowance. A shift of wind accounted largely for this result.

Lord Wolverton presented a cup for a race between *Britannia* and *Vigilant* outside the Needles - 15 miles to windward and return. Unfortunately, just before the start on August 18 it was discovered that something was wrong with *Vigilant's* centre-plate, and she returned to Southampton. It was subsequently found that the plate had become jammed, the slot in the keel having been squeezed in to 2½ inches from the normal 4 inches. The pivot was broken, and the plate was held in place by jamming with the keel.

*Satanita* scored another win from *Britannia* at the Royal Albert Regatta on August 20. She saved her time from the Prince's yacht by 28 seconds. The race was sailed in a strong west wind, and *Satanita* never gave a better display on all points of sailing. On the following day she again came in first, but failed to give *Britannia* her time.

In the Channel match from Cowes to Weymouth *Satanita* had bad luck. There was a hard easterly breeze, and soon after the start her spinnaker halliards chafed through, and the sail blew into the water and was torn to shreds. Nevertheless, she led *Britannia* by about 15 minutes between St. Alban's and Lulworth, but she had kept a rather southerly course, and *Britannia* created great surprise by cutting her out with a fresher breeze from the land, winning by 1 minute 11 seconds beyond her allowance.

On August 25 *Satanita* defeated *Britannia* in the match for a Queen's Cup presented to the Royal Dorset Yacht Club. It blew very hard, and the course was only 30 miles. The race was chiefly reaching, and *Satanita* won easily, beating *Britannia* by 4 minutes 33 seconds.

*Satanita* met *Vigilant* in the Start Bay Regatta on September in a mere drifting match. *Vigilant* won easily, *Satanita* getting completely hung up in the calm, and being unable to finish.

*Vigilant* had challenged for the Cape May Cup, and the match was fixed for September 5. However, in beating up the West Channel two days before the race, the yacht touched the ground in Alum Bay, and the centre-plate subsequently fell out in deep water. The challenge was thereupon withdrawn, though Mr. Gould was willing to sail without the plate and to ship 4 tons of ballast as its equivalent weight.

This was the finish of the season. *Vigilant* had met *Britannia* seventeen times, and had won five of the events. In all she won six firsts out of nineteen starts. *Britannia* started in forty-two races, and won twenty-nine first and two second prizes. *Satanita's* record was very close to that of *Vigilant* - twenty starts and six first prizes.

In spite of *Britannia's* fine record, it may be fairly said that *Vigilant* throughout was sailing under disadvantages, and had some very bad luck. The two yachts were, indeed,

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very fairly matched, though the British yacht was, perhaps, when all is said, slightly the superior.

The 40-rating class was very weak this year, such racing as there was being principally between the new *Carina*, designed by Mr. G. L. Watson for Admiral Montagu, and *Vendetta*. The new boat was clearly the better of the two. She sailed in the Kiel regattas, in many of the handicaps, and sometimes with the first-class yachts, winning thirty-two prizes.

The 20-raters were well represented, there being a strong class as follows: *Asphodel*, Prince Henry of Battenberg; *Dragon*, Lord Brassey; *Deirdré*, the Earl of Lonsdale; *Audrey*, the Earl of Dunraven; *Stephanie*, Prince Batthyany-Strattmann; *Thelma*, Mr. A. B. Walker; *Inyoni*, the Earl of Dudley; *Zinita*, Mr. W. S. Connell; and *Luna*, Mr. F. B. Jameson. Of these, *Luna* started no less than fifty-three times, winning twenty first, nine second, and three third prizes. *Deirdré* and *Inyoni* were also highly successful, and the rest won a fair sprinkling of prizes.

The 10-rating class, confined to the Clyde and Irish Channel, consisted of *Dakotah*, designed by Herreshoff; *Lilith*, *Almida*, and *Ptarmigan*, designed by W. Fife, jun.; *Dora* and *Sula*, designed by G. L. Watson; and *Rosetta*, designed by C. Nicholson. Of these, *Dakotah* was the most successful, winning twenty-five firsts and one second in thirty-three starts. *Lilith*, *Dora*, and *Almida* were also successful boats, *Lilith* winning eleven firsts and ten seconds in thirty-two starts.

### 1895

The topic of the winter was another challenge for the *America* Cup by Lord Dunraven, who commissioned Mr. G. L. Watson to design *Valkyrie III* for this purpose. The Americans on their side laid down a new yacht, which was named *Defender*.

During the winter Mr. W. Fife, jun., designed the first-class cutter *Ailsa* for Mr. A. B. Walker, and the 40-rater *Isolde* for Mr. Peter Donaldson. *Caress*, another new 40-rater, was designed by Mr. G. L. Watson for Mr. W. H. Walker. Mr. Howard Gould had the 20-rater *Niagara*, designed and built for him by Messrs. Herreshoff, and Lord Lonsdale brought out a Fife-designed 20-rater, *Eucharis*, which was built in a remarkably short space of time. *Ailsa* was a cutter of 170 rating. She took part with *Britannia* in the spring regattas on the Riviera, and proved herself to be decidedly the faster vessel at that time. She had a very much larger sail-spread, but showed herself a good boat in breezy weather as well as in light winds. Great expectations were built upon her, but on her return to this country she seemed to have lost all her form. *Satanita* did not fit out this year.

At her first appearance on the Thames *Ailsa* burst her bobstay and gave up. *Britannia* defeated her at Harwich in a light wind on the first day of the regatta, and on the second *Ailsa* got aground after beating *Britannia* well. Next, at the Royal London river match, she split her mainsail just before the start. She led *Britannia* home in the Royal Thames match, but lost the race on time, and the same fate awaited her at Dover, where she failed to save her time by 37 seconds. Next she burst her jib at the Royal Southampton Yacht Club match on June 13, when sailing a close race with *Britannia*, and, though again finishing first, failed by 8 seconds to save her time from *Britannia* in the Royal Southern Yacht Club race.

*Ailsa* had some lead removed before the Clyde regattas. This had been added on her return from the Mediterranean without making the expected improvement. She also had some reduction of her spars, and her rating was brought down to 160. At the Clyde

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regattas *Valkyrie III*, Lord Dunraven's new Cup challenger, joined the class, the first race being at the regatta of the Royal Northern Yacht Club, on a very, fluky, light-weather day. *Ailsa* had the worst of the flukes, and *Valkyrie*, after leading *Britannia* by 35 minutes at one time, was beaten by her on time. Next day *Valkyrie* did not start, and *Britannia* led *Ailsa* home by 2 minutes 39 seconds in a good breeze.

An unpleasant surprise was in store for Lord Dunraven, for at the Mudhook Regatta on July 3, in a fine breeze, *Valkyrie* was soundly beaten by both *Britannia* and *Ailsa*. The race was chiefly reaching, and the new yacht showed up very poorly. This was the fastest race ever sailed on the Clyde.

After the Mudhook Regatta a private match was arranged between *Valkyrie III* and *Ailsa*. The course was 7½ miles to windward and return, and the breeze light. The challenger led at the weather-mark by 3 minutes 29 seconds, and finished 4 minutes 50 seconds ahead. The three vessels raced again at the Royal Clyde Regatta, when *Valkyrie* won with ease in light weather, *Britannia* being second. This was the last race of the Cup challenger in home waters. She had proved herself a fast light-weather vessel, particularly to windward, but she was very tender, and failed very badly in reaching in a breeze.

From this time *Ailsa* and *Britannia* were alone in their class. *Ailsa* won a match at the Royal Clyde Regatta, and again at Campbeltown, both days of the Royal Ulster Regatta, and once at Cork, but *Britannia* won all the rest of their matches in Ireland and the North, including the Queen's Cup at the Royal Munster Regatta.

At Cowes the very pretty 60-rater, *Hester*, designed and built for Mr. J. Gretton, jun., by Mr. W. Fife, jun., joined conclusions with *Britannia* in the Royal London Regatta, the larger yacht winning, as might be expected.

*Britannia* sailed over for the Royal Yacht Squadron Queen's Cup on August 6. The German Emperor's *Meteor* (ex *Thistle*) was entered, and flew her racing flag in the morning, but hauled it down before the start. *Ailsa* beat *Britannia* and *Hester* in the match for the Cowes Town Cup, but next day the Meteor Challenge Shield fell to *Britannia*.

*Ailsa*, *Britannia*, *Namara*, *Corsair*, *Caress*, and *Isolde* competed on August 13 for the Royal Victoria Yacht Club Queen's Cup, which was also won in a smart breeze by *Britannia*, on time, *Ailsa* finishing first by 28 seconds after a magnificent race. In the race for the Commodore's prize the breeze was so paltry that *Britannia* had to give up when leading, owing to an engagement of the Prince of Wales, and *Carina* won on time from *Ailsa*. The Royal Albert Yacht Club match for the Albert Cup gave another win to *Britannia*, and a match against *Ailsa* at the Royal Dorset Regatta, which she also won (on time), brought the first-class season to a close.

During the British season *Britannia* won no less than thirty-two prizes in thirty-nine starts. Most of her races were, however, sailed against a single ship, and, no doubt, had *Satanita* fitted out the prizes would have been more evenly divided.

Of the three 40-raters *Isolde*, *Caress*, and *Carina*, *Isolde* proved by far the fastest throughout the season. *Caress* was clearly a good boat, but she was too large in the hull measurements for the rating. Had she been a trifle smaller and been given more sail, she would probably have proved a more successful vessel in the 40-rating class.

The new bulb-fin Herreshoff 20-rater *Niagara* created considerable interest this year. She proved to be an exceptionally fast craft, but Lord Dunraven's *Andrey*, Lord Dudley's *Inyoni*, Mr. F. B. Jameson's *Luna*, and Prince Batthyany-Strattmann's *Stephanie*, were worthy opponents. The racing was very keen, but *Niagara* went to the Clyde regattas, whilst the others remained on the Solent. In the North she met *Eucharis*, *Zinita*,



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and the 10-rater *Dakotah*, winning the majority of her races. The German Emperor's 20-rater *Vineta* joined the class at Cowes, and Baron von Zedtwitz raced *Isolde*, a sister ship of *Niagara*.

The 10-rating class had died out, and the 5-raters on the Solent were *Norman*, designed and built by Mr. C. Sibbick for Captain J. Orr-Ewing; *Pente*, designed by her owner, Colonel Bucknill; and *Seashell*, Captain J. A. Orr-Ewing. Of these, *Norman* was by far the most successful boat.

A very large number of handicap races were sailed, amongst the competitors being *Creole*, *Namara*, *Rester*, *Maid Marion*, and *Vendetta*.

Lord Dunraven's attempt to win the *America* Cup ended very disastrously. The yacht left this country after very little tuning-up, but in the opinion of competent judges she was quite as good a vessel as *Defender*, being faster to windward, but not reaching so well. In the first match, which was 15 miles to windward and return, both yachts carried jib topsails on the wind. The start was even, *Valkyrie* getting away first, with *Defender* on her weather quarter, and *Valkyrie* at once began to leave the American yacht. *Defender*, however, was favoured with a shift of wind, which broke *Valkyrie* off just after she had tacked to cross *Defender*, and she cleared *Valkyrie* by a length. After this *Defender* went away and rounded the weather-mark with a lead of 4 minutes 23 seconds. Running home, she left *Valkyrie* more, and the finish was (corrected time): *Defender*, 4 59 55; *Valkyrie*, 5 8 57. *Defender* indubitably had the best of the luck. The excursion steamers sadly hampered the British boat in the run home.

The second race was sailed in a light wind and smooth water over a triangular course. *Valkyrie* defeated *Defender* by 1 minute 16 seconds, or 46 seconds corrected time. Unfortunately, the race was marred by a foul, which slightly interfered with *Defender's* chances. Both were reaching for the line on starboard tack, *Valkyrie* to windward, and both bore down for the judge's boat, breaking out jib topsails. *Valkyrie* bore away to pass close under the steamer, and this brought her very close to *Defender*. Luffing to keep clear, her boom caught *Defender's* starboard topmast shroud and burst it. The American at once lowered her jib topsail and ran off, not crossing the line for over a minute, and flying a protest flag. The damage was soon put to rights, but *Valkyrie* kept widening her lead all the way to the weather-mark, being 3 minutes 42 seconds ahead, having gained 2 minutes 50 seconds. On the next leg *Defender* began to gain a little, and wiped off 11 seconds, and on the last leg home she gained still more, but failed to retrieve her loss. The finish was (corrected time): *Valkyrie*, 3 55 9; *Defender*, 3 55 57.

The committee of the New York Yacht Club considered *Defender's* protest, and held *Valkyrie* to blame for the foul at the start, and awarded the race to *Defender*. This decision was very much criticised at the time.

When the next meeting was held, *Valkyrie* came down and crossed the line, but immediately gave up. This action on the part of Lord Dunraven was wrongly attributed to pique at what he may have considered an unjust decision. On his return home he issued a pamphlet, in which he stated that changes had been made in *Defender's* ballasting after she was measured. This led to much acrimony, and the New York Yacht Club held an investigation of the charge, at which Lord Dunraven attended. It was held that the charges were unfounded, and the ill-considered step was taken of expunging Lord Dunraven's name from the list of the club's honorary members, although the Earl had already tendered his resignation. Thus ended a very painful episode, which created great ill-feeling between the two countries.

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Mr. C. D. Rose challenged for the *America* Cup in October of this year, his yacht being *Distant Shore*, designed by Mr. J. M. Soper. However, he withdrew his challenge shortly afterwards.

In this year Mr. J. A. Brand challenged with *Spruce* for the Seawanhaka Cup, but was defeated by *Ethelmynn*.