

GREAT RACE OF RIVAL YACHTS

Supreme Trial of the Constructive Ingenuity and Seamanship of Two Nations.

MILLIONS SPENT TO HOLD AMERICA'S CLIP

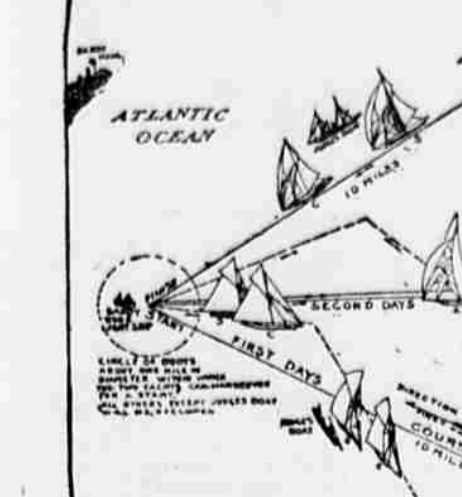


Diagram showing the arrangement of spars and sails on a sloop yacht.

From the standpoint of absolute purity, broad interest, high motive and general interest, no other sport or sporting event can even compare with the international yacht races scheduled for October 3, 5, 7, 9 and 11 outside the harbor of New York.

As stake boats, etc. This will foot up well in the thousands, as the demand for tug and all other craft will be enormous.

On the British side the cost will be even greater, for anything that it is on the American side.

Some idea of the cost of fitting up the racers may be obtained from the fact that one set of sails cost in the neighborhood of \$2,000.

The first will be a triangular course; the second fifteen miles straight to windward and return. Dotted lines show course taken to beat to windward and round stake boats.

rubles and other priceless gems, becomes almost a bauble in comparison with this battered old silver cup.

The total sail spread of the Columbia is about 11,000 square feet. Cut in strips a foot wide the sails would stretch nearly three miles in length.

An ordinary commercial vessel of three times the Columbia's size would carry just about half her sail spread.

Her Great Sail Area.

Though the Columbia is but two feet longer than the America on the water line, her ninety-ton ballast twenty feet below the water, and long overhang, enable her to stand an enormous spread of canvas.

ask him if he would not like to help sail the Columbia in her coming race.

the bloody prize you get. Before that our crew had given no thought to the subject, and no one would have mentioned it again if the skipper had not after the race.

otherwise, and after the race spread this report ashore. Then we were boarded by greater crowds than ever and were not cleared of the charge until the America was put into dry dock.

which yachtmen delight count. The finer the lines, the greater the speed with which the vessel glides out from the opposing forces.

To bring out the speed under all conditions the course has been arranged with an eye to the wind under the regulations governing the international cup.

Hundreds of thousands of visitors will pour into New York from the neighboring cities, spending vast sums for railroad fares and hotel entertainments.

So far as it is possible to find out, there is but one survivor today of the original crew that sailed across the ocean in the old yacht America in 1851 and returned with the international trophy.

He is the youngest member of the crew, being only 15 years old, but a smart sailor at that.

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are getting a yacht into sailing trim and it is not convenient to have spectators about. Well, when the day came for the cup race we had that boat cleaned from stem to stern.

"We didn't like the looks of them very much and they didn't seem to fancy us. We were going to have trouble with these Johnnies, reported a big quartermaster named Conroy.

"Let me give you some advice," said the second mate, who overheard the remark. "Don't let the skipper hear you say that."

When the signal was given the breeze blew very light, and some of the English boats forged ahead, among them the Aurora.

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When the breeze got fresh we simply walked away from everything in sight. The English yachts seemed to be standing still.

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Ventures of Yachts.

It is supposed to begin with, that the reader knows that the extreme forward tip of a yacht is called the stem, that the forward portion is called the bow, that the rear end is called the stern, and that the sides of the boat are the beam. Every one also

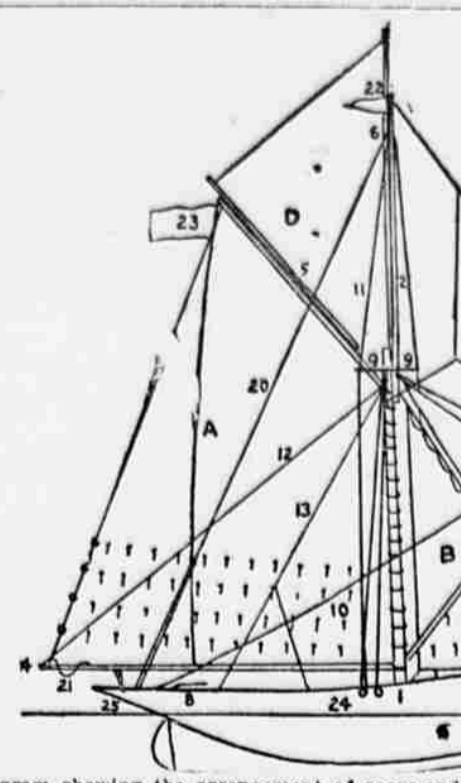


Diagram showing the arrangement of spars and sails on a sloop yacht.

knows that the keel of a yacht is the portion which cuts deepest into the water, and it is in the construction of the keel that the greatest changes and progress have been made in yachting.

The principal sail of a sloop is the main-sail (A). It is held in place by the ropes and tackle shown at (25).

So much for the hilling of the boat. The backbone of a sloop's rigging is the mainmast, marked (1) in the diagram. This is

usually made of the very best and straightest spruce timber, although in the case of the Columbia an immensely strong steel tube has been used.

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hood a genius for invention. Some of the older residents of Bristol tell today about the wonderful Herreshoff chum which converted the milk on the Herreshoff farm at Providence into butter.

Another of the blind Herreshoffs, Lewis, is an expert swimmer, as well as something of a literary man. I saw him not many days ago wading into the bay with a flock of little girls.

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Advertisement for 'Boils' treatment by Dr. Scaries & Scaries, mentioning various ailments like boils, carbuncles, and skin issues.

Advertisement for 'S.S.S. For the Blood', a medicinal product for various ailments.

Advertisement for 'DOCTOR Scaries & Scaries', specializing in Nervous, Chronic & Private Diseases.

Advertisement for 'LIVER ILLS.' by Dr. Radway & Co., New York.

Advertisement for 'Radway's Pills' for various ailments.

Advertisement for 'Kodol Dyspepsia Cure', a digestive aid.

Advertisement for 'DUFFY'S PURE MALT WHISKEY'.

Advertisement for '\$10.00' gift certificate and 'CASH' offer.

Advertisement for 'PRESENT' gift certificate and 'AUGUST 31' deadline.

THE HERRESHOFF HOMESTEAD, BRISTOL, ME.

day of twenty-four hours. Allowing twelve days for crossing the sails of a vessel such as the Columbia would have given power equivalent to about 100 tons of coal.

Money Freely Spent.

There are many other interesting features about these races. Not the least interesting is the fact that with all the vast sums of money spent on perfecting and fitting them out, there are any number of boats in New York and elsewhere that could easily distance them in a straightaway race before the wind.

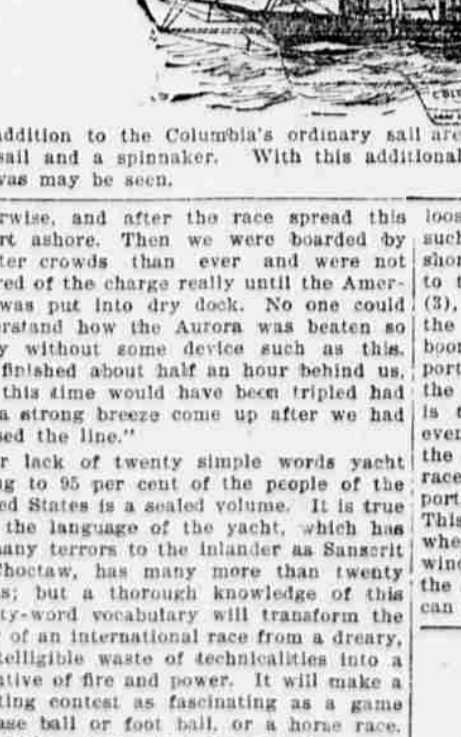
Unable to find room on the yacht, her crew are, therefore, quartered aboard a steam tender which accompanies the Columbia whenever it goes.

Yankee Secrecy.

"On putting in at Cowes we were boarded by nearly every small boat in the harbor. Captain Brown had called us all before making port and cautioned us against talking.

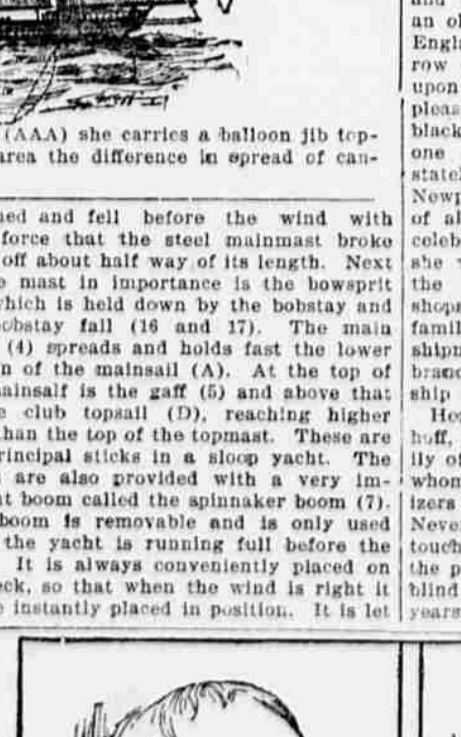
How the Columbia's crew lie out on the deck "like ink to dry," so as not to catch any wind and thus impede the progress of the yacht.

THREEMASTED SHOONER COMPARED IN SIZE WITH THE COLUMBIA.

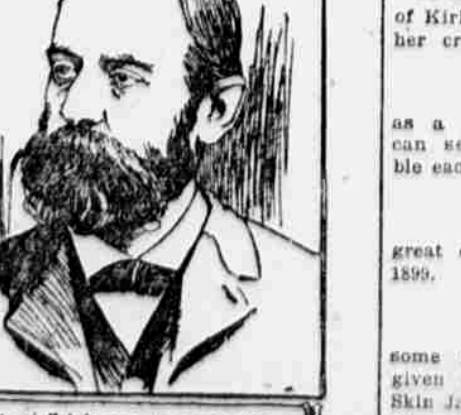


In addition to the Columbia's ordinary sail area (AAA) she carries a balloon jib topsail and a spinnaker. With this additional area the difference in spread of canvas may be seen.

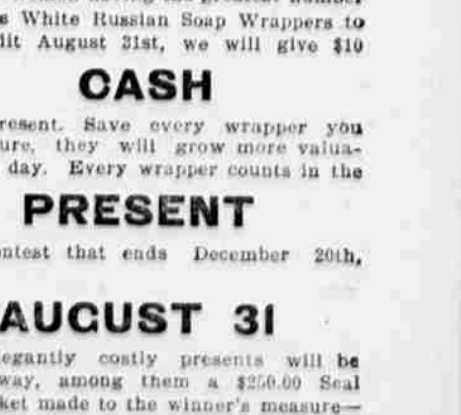
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J. B. HERRESHOFF



NAT. HERRESHOFF

THE HERRESHOFF BROTHERS