

CANADA CUP CHALLENGER

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THE Canada's Cup races will take place in August this year off Charlotte, N. Y., the home of the Rochester Yacht Club, holders of the now famous international trophy, called the Canada's Cup, which they won with Irondequoit in 1903 off Toronto. This club has twice won this cup, although it did not come into their possession until 1903. The Genesee, a Rochester boat, won the Canada's Cup in 1899 under the colors of the Chicago Yacht Club, but under the agreement the cup remained in the custody of the Chicago Yacht Club. Chicago held the cup for two years following, when it again passed into the hands of the Royal Canadians.

The original contest for this beautiful cup, which was donated by the City of Toledo, was held at that place in 1806, between Cencedor, representing the Lincoln Park Club, of Chicago, and Canada, representing the Royal Canadian Yacht Club, of Toronto, the Canada winning the contest and the cup.

The cup was then presented by the owner of the Canada, by deed of gift, to the Royal Canadian Yacht Club "as a perpetual international challenge trophy for friendly competition between representatives of the yacht clubs of the two nations bordering on the Great Lakes." The Chicago Yacht Club was the first to challenge in 1899, and no less than five yachts from that city were built for the trials. The Genesee, sent by the Rochester Yacht Club, easily captured the honors, and later in the season, as the representative of the Chicago Yacht Club, she defeated, off Toronto, the defender Beaver.

In 1901 the Royal Canadian Yacht Club challenged for the trophy, and trial races were again held by each club. Cadillac, of Detroit, was selected by the Chicago Yacht Club, and Invader by the Royal Canadian. In the light airs prevailing, Invader outdistanced her rival, winning three out of the four races sailed.

The Rochester Yacht Club was the challenger for the cup in 1903, with Irondequoit, designed by Gardner & Cox, the Royal Canadian's defending with Strachcona, of English design, both forty-footers. The races were sailed off Toronto in August, the Canadian boat winning the first two races. Just before the third race, however, a change was made in the skipper of the American boat, and under the new skipper she won the next three races and the Canada's Cup, under the most exciting and interesting conditions in the whole history probably of yacht racing on the Great Lakes.

The Canada's Cup is open for challenge in accordance with the deed of gift made on January 16th, 1897, a copy of which may appear in a later number of THE RUDDER.

The races this year will be sailed with thirty-footers, and unusual interest is being displayed both by the Royal Canadian Yacht Club as challengers, and the Rochester Yacht Club as defenders. Three Rochester boats will be in the trial races this year. One of these is being built by Miller Brothers, at Charlotte, N. Y., from designs by

Gardner & Cox, and belongs to the Rochester Yacht Club. A second is being built by Lawley, of Boston, from designs by C. F. Herreshoff, and belongs to a syndicate headed by Frank T. Christy, fleet captain of the Rochester Yacht Club. C. J. and W. P. Pembroke, of Rochester, have designed and are themselves building the third boat at Charlotte, N. Y.

The construction of the boat being built by Miller Brothers is especially strong, with the idea of making a cruising sloop of her immediately after the races. The Christy boat being built by Lawley, at South Boston, will be shipped by rail to Charlotte, N. Y., and not taken up through the canal to Oswego as was the original intention. Her arrival in Charlotte is expected by the Christy syndicate May first.

The Rochester Yacht Club has been very successful in cup races ever since the club was organized in 1886, and it now holds and has held since 1892 the Fisher Cup, originally presented to the Chicago Yacht Club July 8, 1882, by A. J. Fisher, Esq., as a challenge cup for the yacht clubs of the Great Lakes. In September, 1900, this cup was challenged for by the Royal Canadian Yacht Club, and successfully defended by Genesee, of the Rochester Yacht Club, against Beaver, of the Royal Canadian Club. Beside the Fisher Cup in the clubhouse of the Rochester Yacht Club, also reposes the much coveted Canada's Cup, which will have to be defended this year against the Royal Canadian Yacht Club, of Toronto. The following is a copy of the entry conditions for the trial races, to be agreed to by any club entering a boat in same:

1. All yachts entered for the trial races must be measured by the Canada's Cup Committee, of the Rochester Yacht Club, or a person appointed by them, before the day of the first race.

2. No yacht shall be eligible to contest in the trial races unless it is built in accordance with the rules of the Yacht Racing Union, of the Great Lakes, and the agreement made between the Royal Canadian Yacht Club and the Rochester Yacht Club.

3. The yacht selected to represent the club shall be the one which, in the judgment of the committee, shall be the best adapted, therefore, and not necessarily the winner of the trial races. Additional races may be ordered sailed by the committee, between such contestants as they may select.

4. All races shall be sailed under the racing rules of the Yacht Racing Union of the Great Lakes.

5. In the event of a race being postponed or ordered resailed, it shall be sailed at as early a date as possible.

6. The trial races will take place in July, off Charlotte, and full instructions will be given to the owners of competing boats before that time.

7. A suitable prize will be given the winner.

8. All entries for the trial races must be made by the clubs to which the owners of the respective yachts belong. Entries must be made on or before July 1st, 1905.

9. The Rochester Yacht Club reserves the right to refuse any entry which may be tendered.

10. The Canada's Cup Committee, of the Rochester Yacht Club, shall take the entire control and management of the yacht chosen as the representative of the Rochester Yacht Club in the final races for the Canada's Cup, until after such races have been sailed, and shall then deliver said yacht to the owner, at the port of Charlotte, N. Y., in as good condition as when it was turned over to said

committee, ordinary wear and tear excepted.

11. It is understood that the Rochester Yacht Club shall be held blameless for injury to the yacht chosen by them to defend the cup, which may happen (a) on account of the ordinary perils of the sea, (b) on account of the fault of the crew of said yacht, provided said crew is the one selected by the owner, and not by the race committee, and (c) on account of faulty construction.

Mr. William P. Stephens, of Bayonne, N. J., is the official referee on construction for the Canada's Cup races this year, having been chosen at Rochester, N. Y., on September 12th last, by a joint committee of the Royal Canadian and Rochester Yacht clubs.

QUARTER-DECK TALK

WE acknowledge receipt of catalogue of the Marblehead Yacht Yards, Marblehead, Mass. Stearns & McKay, the well-known yacht builders and naval architects, are the proprietors. The catalogue is printed on good paper, and will no doubt have a good circulation among prospective yacht builders. Yacht tenders, skiffs, sailing and rowing dingies, power dingies, power dories, knockabout launches, speed boats, yacht launches, cabin cruisers, cruising launches in single and twin-screw, auxiliary yawls, steam launches, steam yachts, etc., are illustrated, in some cases showing lines. The arrangement is artistic and pleasing. The construction, arrangement and sail plan of the auxiliary ketch *Physalia*, built for the Carnegie Institute, Washington, D. C., for Gulf research is worthy of attention, as it was dictated by the officers for special requirements. The view hauled out on the railways gives a good idea of her underbody and hull appearance.

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Matthews Boat Co., Bascom, Ohio, builders of the Matthews torpedo launch and many other standard models which have attracted orders from all over the world, have recently closed a contract with Mr. Walter C. Baker, Cleveland, Ohio, of the Baker Electric Vehicle Co., for a 36-ft. by 5-ft. high-speed auto-boat to be equipped with a 60 H. P. automobile gasoline engine.

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The W. H. Mullins Co., Salem, Ohio, are the first to bring out stamped steel power-boats. They are made from heavy galvanized steel, non-sinkable, and unbreakable. The vibration to the engine cannot open the seams as in a wooden boat. The stamped steel boat is safe, comfortable and clean. As all boats are carried in stock in standard sizes, shipments can be made promptly.

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Joseph Dixon Crucible Co., Jersey City, N. J., make a specialty of their graphite paint. We all know of the use of pot lead on racing boats, and we also remember what a dirty operation it was. The Dixon Co. will furnish anything in the graphite line wanted for regular or special use. They are at present making a drive on graphite paint. Their April *Graphite*, just out, contains illustrations of many notable bridges and buildings in various parts of the world. It contains also sensible

talks on paint and painting. A request to them for a free copy will receive prompt attention.

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Terry & Co., 92 Chambers St., New York City, have taken the general agency and distribution of the Lamb marine gasoline engines, built in Clinton, Iowa. Engines are furnished in size from 1 to 60 horse-power. These engines from their finish and general arrangement were among the best exhibited at the New York Show. They will carry a complete line of yacht and launch fittings, everything in fact for boat or engine. Branch office and show rooms have been established at 223 Jefferson Ave., Detroit, Mich.

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The demand for reversing mechanism for use on gasoline engines of high power has stimulated designers and manufacturers to make especial effort to get out something that can be depended upon and will not absorb too much power when reversing the wheel. The Holliday Manufacturing & Engineering Co., Chicago, Ill., are putting out something new in this line which promises well. In the ahead motion the propeller and crank shafts are securely clamped together, the gears always in mesh are rotated with the casing and make no objectional noise or loss of power. The thrust of the propeller is said to hold the clutch in place. Three sets of ball thrust bearings are used. Bevel gearing is used, and there is no thrust on the crank shaft.

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The West Haven Marine Railway & Dock Co. has been formed at New Haven, Conn., to take over the Marr Shipyards in West Haven. They propose, as set forth in their prospectus, to construct a modern railway capable of hauling vessels 150 ft. long, to dredge out and build new wharves, to put up saw and planing mills, making it an up-to-date yard for repair as well as new work. The incorporators include F. C. Dayton, Geo. H. Jacobs, C. B. Wyckoff and William I. Crampton. Mr. Wyckoff is of the old boatbuilding firm of Wyckoff Bros., Clinton, Conn., and William I. Crampton is connected with the firm of Crampton Bros., boatbuilders at West Haven.