

The Rudder

Edited by THOMAS FLEMING DAY

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THE CANADA CUP MATCH

W. P. Stephens



THE fifth match for the Canada's Cup, sailed off Charlotte, N. Y., by the representatives of the Royal Canadian Y. C., of Toronto, as challenger, and the Rochester Y. C. as defender, is in some respects the most interesting and important contest for this emblem of national supremacy on fresh water. Though the series of three out of five races covered an entire week, with the cup at one time in the grasp of the challengers, the match passed off without the least friction or display of ill feeling;

and the final result, disappointing as it must have been, was accepted with the best possible grace by the losers.

While the first function of the Canada's Cup is the promotion of friendly sport between the yachtsmen of the Dominion and the States, unlike most international trophies, it serves to produce an admirable type of yacht, and of such a size as best meets the conditions of lake yachting. The previous match of 1903 failed in this respect, as but two yachts were built, the challenger Iron-quoit and the defender Strathcona, both of forty feet load water line and of good form and moderate proportions. While the unsuccessful defender is still in commission and in constant use, the successful challenger has been laid up for sale and neglected for two seasons, there being no one on the American side who cares to keep up a cruising boat of this size.

This year, by agreement, the match was made for the next smaller class, the 30-footer, with the result that six yachts were built, all of which will probably continue in the racing, season by season, for many years to come. This class, with all others on the Great Lakes, is safeguarded by the Table of Scantling, prepared by the writer for the Y. R. A. of the Great Lakes in 1897, supplemented by the special restrictions adopted in place of a measurement rule in 1902, the two making it impossible, to all appearances, to build other than a staunch, durable and useful yacht. The limits of the thirty-foot class are in brief 30 feet load water line, 7 feet draught, 1,550 square feet of sail, 9 feet 6 inches minimum breadth at load water line for keel boats and 10 feet 6 inches for center-board, 22.25 square feet minimum area of midship section, 27 inches minimum freeboard, with requirements as to width and height of cabin trunk.

The yachts built for the trial races have been described in previous issues of THE RUDDER, and may be briefly summarized as follows:

Challengers—Temeraire, owned by Frederic Nicholls, designed by Wm. Fife, and built by J. Andrews; Zoraya, owned by James Worts, designed by A. Mylne, and built by J. Andrews; Naniwa, owned, designed and built by J. H. Fearnside.

Defenders—Iroquois, owned by Rochester Y. C. Syndicate, designed by C. F. Herreshoff 2d, and built by Geo. Lawley & Son Corp.; Rochester, owned by Rochester Y. C. Syndicate, designed by Wm. Gardner, and built by Wm. W. Miller; Kee Lox II, owned, designed and built by W. P. & C. J. Pembroke.

All are keel boats, with an average headroom of five feet nine inches under a low trunk, with interiors which may be fitted up to make one good cabin and a fore-castle, with ample storage space forward, aft, in the wings, and beneath the floor. All are well constructed, with special steel floors, knees, straps and braces. With the

exception of double headsails on Iroquois, all are sloop-rigged, with but two working sails, no topmasts being carried.

The selection of one yacht from each trio was made through a series of short trial races, several each day, continuing for a week; the final decision being based on a careful weighing of the bad and good points of each boat by an impartial trial committee. Temeraire, selected by the Royal Canadian Y. C., was sailed in all the trials by E. K. M. Wedd, who, with his crew, handled her in the final match. Iroquois was sailed in the trial races by Fleet Captain Frank T. Christy, the head of the syndicate which built her, and after the time and labor which he had devoted to the boat since last Winter it was with much reluctance that the Rochester committee requested him to turn over the stick in the cup races to L. G. Mabbett, the skipper of Iroquois.

The serious illness of Aemilius Jarvis, the original winner of the Canada's Cup and the skipper in the first four matches, following the hard work in Strathcona in 1903, made it very unlikely that he would care to take part this year; and the challengers on their side were unwilling to continue as a precedent the action of 1903 in calling upon salt-water experts for these matches. As a result of the feeling on both sides, the following supplemental agreement was made last Spring:

"Whereas, owing to delicate health and probable absence from this vicinity Mr. Aemilius Jarvis will not be able to participate in the coming cup races; and, whereas it is the desire of both clubs to have only resident members of the interested clubs participate in the actual racing; it is mutually agreed that Mr. Jarvis will not be aboard the Canadian contestant, and that no other person than a resident member of the Royal Canadian Y. C. or the Rochester Y. C. be aboard the racing yachts."

Under this agreement the respective crews were made up as follows:

<i>Temeraire</i>	<i>Iroquois</i>
E. K. M. Wedd, helmsman	L. G. Mabbett, helmsman
J. Wilton Morse	Fred'k A. Mabbett
W. H. Parsons	J. M. Backus
Fred'k Baldwin	John A. Taylor
Harry Barber	Earle A. Anthony
H. W. Darrell	J. Taylor Howard
John Johnson, paid hand	William Little, paid hand

Frank T. Christy, scrutineer James MacMurray,
scrutineer

Both of the helmsmen are young men, experts in the smaller classes, but with very limited experience in racing in the 30-foot class and in handling a crew of six men. They made errors which older Corinthians would have avoided, but they worked unceasingly and did all that was possible. The future of yacht racing on Lake Ontario depends upon the young generation of sailors so well represented by Messrs. Wedd and Mabbett, and it would be both unfair and foolish to criticise even by the highest standard of expert Corinthian sailing; all that need be said in this way is that while the handling in neither case did justice to the designer, throughout the races Iroquois profited by the better handling.

Under the conditions of the cup, the match is placed in the hands of a committee of three, one representative named by each club and a third man as chairman, selected by the other two. The challenger named E. H. Ambrose, of the Royal Hamilton Y. C., and the defender named Charles Van Voorhis, of the club, former owner of

Genesee; these two selecting W. P. Stephens as the third man.

Mr. Ambrose arrived at Charlotte on Thursday, August 17, and the measurement of the two yachts was begun at once. Iroquois was out for several hours in a moderate breeze and hot sun, the weather being the hottest of the season, trying a new Wilson & Silsby mainsail, and when the sail was measured on her return it proved to be about 40 square feet over the limit. During the night it rained heavily, and it was still raining when Mr. Stephens arrived, on Friday morning. The work of measuring continued all day in the rain, some of it being left over for the following morning before the start of the first race. Temeraire's mainsail was measured while wet, coming under the limit, and that of Iroquois when remeasured proved also to be within the limit. The two measurements were most unsatisfactory, but there was no possibility of measuring either sail under normal conditions except by postponing the first race to Monday. As the two yachts measured in on water line, midship section and scantling, it was finally agreed to accept the mainsail measurements as they stood. On the suggestion of Rear-Commodore Nicholls, owner of Temeraire, Mr. Fife came over for the races, and Mr. Herreshoff was also present. While few yachtsmen from the other lakes displayed any interest in the match, nearly every yacht on Lake Ontario, from Toronto, Hamilton, Kingston and Oswego, was present; with small motorboats and the big steel Magedoma with her owner, Senator George Fulford, from Brockville. This fleet lined both sides of the Government piers at Charlotte for the three-quarters of a mile to the railway drawbridge, many mooring above the bridge. Both Toronto and Hamilton sent large delegations by rail, lake steamer or automobile in addition to those on the yachts.

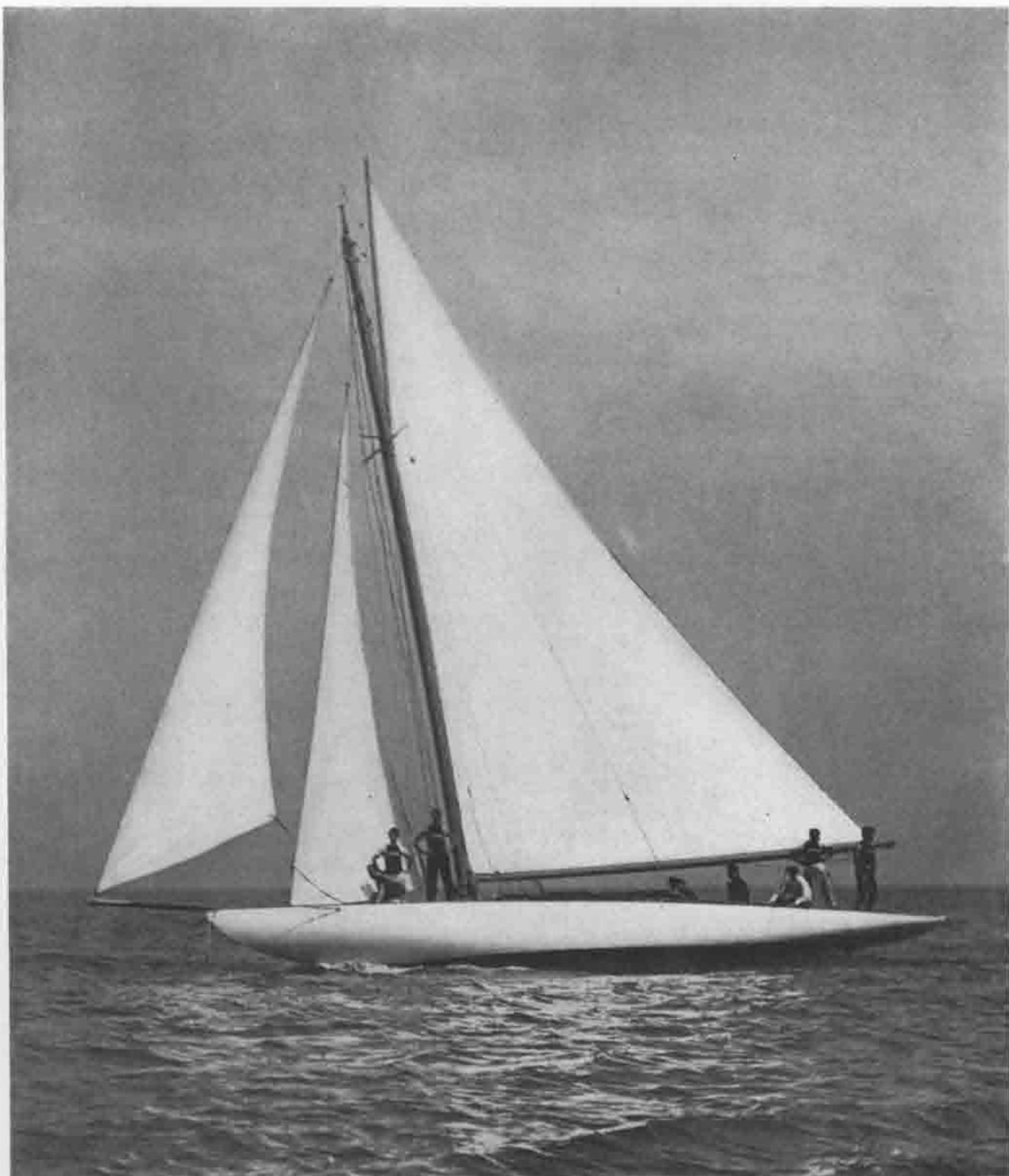
FIRST DAY—SATURDAY, AUGUST 12.

First Race—Triangular Course.

Saturday broke clear and still warm, with the lake perfectly smooth under a very light offshore wind. Pharamond, W. H. Briggs, ran out from the piers about 10 o'clock with the committee and when half a mile offshore set a buoy and anchored to make the starting line. The wind was then S.W. and it was decided to lay the first leg of the triangle N. by W. $\frac{1}{2}$ W., which would make the second leg E. by S. and the third S.W. The first gun was fired at 10:30 with the preparatory at 10:50 and the start at 11:00.

Temeraire carried mainsail and jib, while Iroquois had her two working headsails, both sending up balloon jibs before the preparatory signal. Just after the gun fired, by some accident, the balloon jib was broken out on Iroquois, and it was necessary to lower the sail and stop it anew. Meanwhile the two were working about inshore with sheets in, tacking together; with a minute to go Temeraire came about at some distance from the line and Iroquois, following, crossed her bows and also tacked under her port bow. Iroquois, carrying her way, started for the line just before the gun fired, but Temeraire had lost way in tacking and moved too slowly to cover the other. Iroquois, shaving close to the steamer and with her balloon jib now drawing, cut the line 40 seconds after the gun, while Temeraire followed in her wake 13 seconds later. The staysail came down on Iroquois and she headed for the first mark. She gained for a time and at the end of the first quarter of an hour she was a couple of hundred yards in the lead, and the times at the first mark showed her a minute ahead. The elapsed time for the leg was:

ALBERTA



Iroquois, Successful Defender of Canada Cup

Photo by Williams, Rochester

	<i>Time</i>	<i>Gain</i>	<i>Lead</i>
Iroquois	24:15	00:59	00:59
Temeraire	25:14		

The wind was still light and the sun had disappeared behind a cloud-bank, about 5 minutes after rounding Temeraire set her spinnaker to starboard, Iroquois following with hers, only to take it in a quarter of an hour later. The second leg was covered slowly, the times being:

	<i>Time</i>	<i>Gain</i>	<i>Lead</i>
Iroquois	30:33	00:02	01:01
Temeraire	30:35		

Iroquois luffed around the mark and started home on port tack, Temeraire following; after about ten minutes they fell into a game of short tacks, one about with the other five or six times in close succession. The sun came out again and the breeze freshened a little until Iroquois had her planksheer awash, though Temeraire was showing a couple of strakes of planking to leeward; it seemed that the leader was gaining a little, but the times at the end of the round showed a little loss for her:

	<i>Time</i>	<i>Gain</i>	<i>Lead</i>
Iroquois	36:09		00:44
Temeraire	35:57	00:12	

The wind had hauled to make a long and short leg on what should have been a true windward course, and it now headed the pair as they started the second round, being about N.W., with black clouds banking up to windward. They tacked out slowly, one and then the other gaining in the fluky wind. Just before 1 o'clock a brisk shower fell with the sun shining brightly through the rain before it was over. The yachts inshore to the eastward were carrying a light S.E. breeze, and while the smoke from the steamers in different quarters of the lake was flying in various directions there was almost a calm over the whole triangle. The boats drifted on for a time and then eased sheets as they neared the first mark, where they were timed:

	<i>Time</i>	<i>Gain</i>	<i>Lead</i>
Iroquois	1:03:00	00:43	01:32
Temeraire	1:03:43		

The average speed over this leg was only three knots. After rounding they found the wind still ahead, and they drifted on with sheets well set, one or the other at times losing steerageway. The sun was hot, the dead air was hot, and the water glassy-smooth, what little wind was stirring over the lake was far from the course. Nearly an hour and a half was wasted in drifting the three miles; the second mark being timed:

	<i>Time</i>	<i>Gain</i>	<i>Lead</i>
Iroquois	1:25:40	01:11	02:43
Temeraire	1:26:51		

They started in on port tack for a close reach to the finish, but after a short time Temeraire jibed her boom to port under a light breeze from off the lake; two minutes later Iroquois caught the same wind. Temeraire set her spinnaker to starboard, but lowered it, while Iroquois was able to make hers draw for a time before both were becalmed. The many yachts under sail off Charlotte were visible with a nice N.W. breeze, while those far to the East had a S.E. breeze off the shore, at the same time the wind came in light catspaws from N.E. The two boats first set and then stowed spinnakers and ballooners, doing more drifting than sailing, but at last Iroquois started to reach for the line, now less than a mile away, with a light W.N.W. breeze. Temeraire held the old wind, such as it

was, and carried her spinnaker down to the time that Iroquois actually crossed the line, after which she drifted slowly in. The final times being:

	<i>Finish</i>	<i>Gain</i>	<i>Lead</i>	<i>Elapsed</i>
Iroquois	4:02:56	10:07	12:50	5:02:56
Temeraire...	4:15:46			5:15:46

When the Chicago Y. C. first challenged for the Canada Cup in 1899 the courses were 21 nautical miles for the triangle and 18 miles for the windward and leeward race, and the challengers insisted on a time limit of six hours. This was opposed by the Royal Canadian Y. C. and a compromise was finally made on five and a half hours. This limit has been retained in all subsequent matches, the last with yachts of 40 feet water line, being over a 24-mile triangle, and 20-mile windward and leeward course. In arranging the conditions for the present match, the courses were shortened to 18 and 16 miles, but the time limit was apparently overlooked. While it was absurdly large for a 21-mile course it is now still worse, for but 18 miles, being less than 3 1-3 knots average speed.

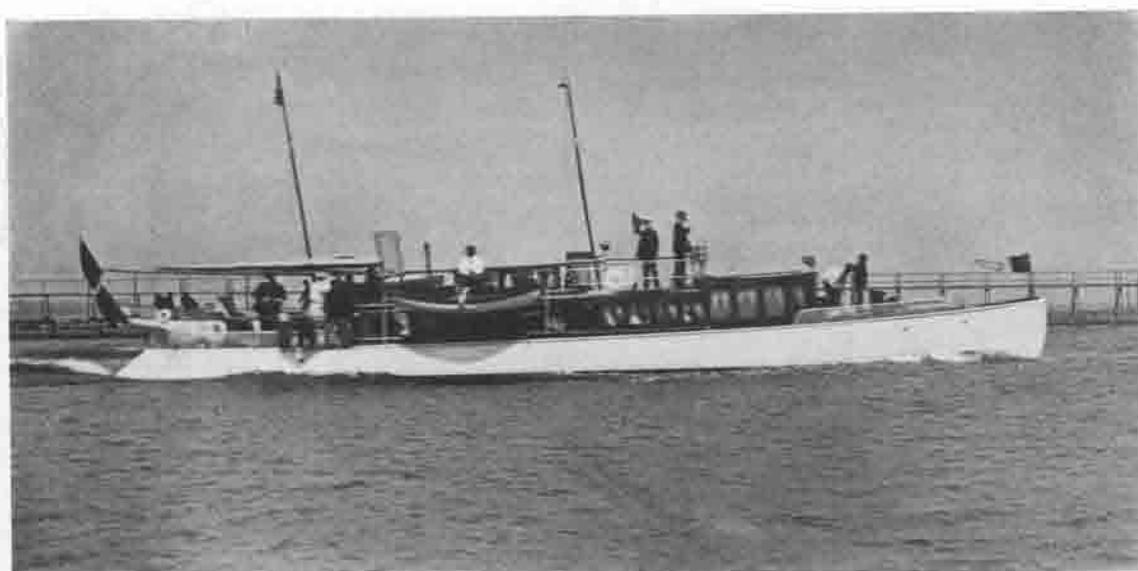
During the night a fresh breeze came in from N.E., kicking up a sea which was soon felt inside the piers. There is no harbor at Charlotte, but the Genesee River enters the lake between two dilapidated piers extending about three-eighths of a mile into the lake, the width between them being 600 feet. About half a mile from the pier heads is the ferry, with a big flatboat warped back and forth by a chain and a steam winch; a quarter of a mile above this is the big railroad bridge with its swing draw, and above for four or five miles the river is a deep narrow channel with mud banks to which a yacht may tie up in safety. At the point over a mile from the mouth where the big steel steamers of the Richelieu & Ontario Line land every night, the river is so narrow that the steamer can only be turned by running her nose into the mud on the East bank and holding it there while a tug pulls her stern around, this particular spot being marked by a red light on a pole set in the bank. On coming from the lake prior to the first race some yachts ran up above the bridge, but most of them tied up inside the piers on one side or the other, sheltered except for a N.E. wind which heads straight in to the river. By 8 o'clock on Sunday many of the outer boats had cast off and run under jib to safe berths well above the bridge, the few that remained plunging heavily in a head sea; by 10 o'clock these had gone in, leaving the vicinity of the club house deserted. The wind held all day, with the sea gradually rising.

SECOND DAY—MONDAY, AUGUST 14.

Second Race—Windward and Leeward Course.

Though the sun was shining on Monday morning, the air was cool and the N.E. breeze still held. The steamer yacht *Tranquilo* was used by the committee. The course was laid with the first leg of 4 miles N.E., and the Navy Reserve launch started with the markboat, the time signal being given at 10:30 with the preparatory at 10:50, with a breeze of 12 to 15 miles. Early in the morning Iroquois bent on her first mainsail, made by Wilson & Silsby, which had pulled out of shape for light weather.

They worked about inshore of the line, Temeraire finally getting the weather berth and crossing about 15 seconds after the gun, with Iroquois 16 seconds later. Temeraire took the seas easily and sailed very fast, while Iroquois, without sail to drive her, jumped up and down and made no headway. The challenger was soon clear



The Judges' Boat Pharamond

ahead and opening the distance steadily, carrying whole mainsail better than the other did one reef. The first mark was timed:

	<i>Time</i>	<i>Gain</i>	<i>Lead</i>
Temeraire	46:02	03:38	03:38
Iroquois	49:40		

They luffed around the mark slowly, making wide turns, and nearly 3 minutes were lost before the spinnaker was drawing on the leader, as it failed to break out. With booms to starboard they ran before the seas. The times showing a gain for Iroquois:

	<i>Time</i>	<i>Gain</i>	<i>Lead</i>
Temeraire	25:35		03:05
Iroquois	25:02	00:33	

Again Temeraire lost distance in a wide turn of the mark as she luffed for the second beat out. The wind had freshened since the start and it was up to 18 knots on the second leg, with a rising sea. Temeraire continued to gain on the way out. The times being:

	<i>Time</i>	<i>Gain</i>	<i>Lead</i>
Temeraire	46:49	02:29	05:34
Iroquois	49:18		

They ran in with booms to starboard, and were timed at the finish:

	<i>Time</i>	<i>Gain</i>	<i>Lead</i>	<i>Elapsed</i>
Temeraire	23:21		05:04	2:21:47
Iroquois	22:51	00:30		2:26:51

THIRD DAY—TUESDAY, AUGUST 15.

Third Race—Triangular Course.

The wind held through the night from the same quarter, with a heavy downpour of rain about 4 a. m., continuing until about 9 o'clock, when the wind fell and there were signs of clearing. The sea, however, was worse than on Monday. The committee ran out on board the steam yacht *Tranquilo*, and the time gun was fired at 10:30. The first leg of 3 miles was laid N.E., with the second N.N.W. $\frac{1}{2}$ W., and the third S.S.W. $\frac{1}{2}$ S. Iroquois started out under two reefs to test a small jib, but shook out one reef before starting. The start was

given at 11 o'clock, both boats being late at the line; they came up on starboard tack, Iroquois to windward, as she headed along the line. Temeraire jibed round from under her quarter, but lost way in doing so, and though she crossed the line over a hundred yards to windward she was moving very slowly. With a No. 2 jib and single reef in her mainsail Iroquois was again jumping, with little headway, while Temeraire found the seas to her liking in spite of the light breeze. At 11:14 Iroquois shook out her reef, but she continued to lose over the first 3-mile leg. The times being:

	<i>Time</i>	<i>Gain</i>	<i>Lead</i>
Temeraire	31:46	02:59	02:59
Iroquois	34:45		

In setting the spinnaker on Temeraire it fouled the spreader and Mr. Baldwin, who started aloft to clear it, had a fall to the deck, another man finally going aloft. The wind now came in cold and chilly from the open lake, heading the boats until the spinnaker came in on Temeraire. Iroquois set her balloon jib shifted to No. 1 jib. The second mark was timed:

	<i>Time</i>	<i>Gain</i>	<i>Lead</i>
Temeraire	22:55	00:17	03:16
Iroquois	23:12		

When by the mark, Iroquois lost her balloon jib sheet, then she stopped to reef, and again the sheet went adrift, Temeraire all the time running away merrily. The end of the round was timed:

	<i>Time</i>	<i>Gain</i>	<i>Lead</i>
Temeraire	19:54	00:19	03:35
Iroquois	20:13		

On the wind again Iroquois shook out her reef, the wind falling a little though there was every indication of a heavy squall from N.W. The sky was cloudy, the wind raw, and the weather most disagreeable. The weather mark showed but a small gain for Temeraire, compared with the first round:

	<i>Time</i>	<i>Gain</i>	<i>Lead</i>
Temeraire	38:32	00:36	04:11
Iroquois	39:08		



Temeraire

Temeraire set a balloon jib for the second leg, with a manilla strop at the tack to lift the jib on the stay; this strop parted and the sail went adrift, being finally taken in. Iroquois carried her working headsails over this leg. The times at the second mark were:

	Time	Gain	Lead
Temeraire	21:02		03:31
Iroquois	20:22	00:40	

When Temeraire came to the mark one of her mast-head preventers was forward of the spreader, and instead of jibing she luffed round and again luffed a second time before it was cleared and the runner set up. Iroquois jibed at the mark and started in chase in a heavy shower of rain, with a breeze of over 15 miles and a heavy sea. She picked up a minute in the three miles, but this was not enough. The final times being:

	Time	Gain	Lead	Elapsed
Temeraire	18:23		02:28	2:32:32
Iroquois	17:20	01:03		2:35:00

The sea was very heavy inside the piers after the finish of the race, and nearly all the yachts had gone above the bridge. Iroquois, however, was tied up to the bank near the Life-Saving Station, in her usual berth, and left without anyone on board. Toward evening it began to rain, the sea became so bad that the ferryboat was unable to make a landing on the West shore and tied up under the slight lee of the East shore. Mr. Christy took Iroquois up the river about 8 o'clock, in a thick fog which was driving in from the lake, and moored her to the East bank above the turning place of the R. & O. steamers, where she laid with a riding light out but no watch on board. When the big steel Toronto came in after midnight, a couple of hours late, she missed her mud berth in the fog and swung down on Iroquois, scraping the port side, while an anchor on the steamer caught the port runner tackle of Iroquois and tore her from her moorings. She was cleared and left to drift up the river, according to the account of a yachtsman on Toronto, nothing being done

by that vessel except to call to the tugboat captain to pick up the yacht. Next morning she was found adrift grounded in the mud up the river. A request was made for a postponement to the following day, but an inspection by the committee disclosed no more damage than the loss of some paint, a pane of glass broken, a slight bending of a runner plate and a chafing of the runner falls, so it was decided to start the race as soon as possible.

The wind had fallen by 9 o'clock and the rain had ceased, but the seas were running higher than ever, breaking in big combers on the beach and rolling far up the river. About 3 a. m. the bath houses of the Ontario Hotel had been washed from the foundations on which they had rested for years. There were very few steam yachts in the harbor which could venture out in safety, but Senator Fulford kindly offered Magedoma to the committee. This yacht, originally named Cangarda, is a modern steel boat 130 feet over all and 17 feet 8 inches breadth, designed by Wintringham for the Great Lakes with good freeboard and sheer for her type. As she steamed slowly out of the river she picked up a heavy sea which completely flooded her decks, several more boards being her over the knightheads before she was clear of the piers, with half a dozen more deep dips before she was out in the longer roll offshore. Iroquois was towed out by a launch, but Temeraire started to sail out and was unable to do so; the press boat, Gravy II, a little open launch, passed a line to her but was unable to hold her against the seas, and she was for some time in serious danger of being smashed against the rough wooden pier. Strathcona, underway outside the piers, was unable to gather steerageway and washed broadside onto the beach, being finally towed out of danger by a tug. Both Iroquois and Temeraire, when at last safely clear of the piers, lay



Designer Fife

rolling idly, unable to fill away; the seas shaking what wind there was out of the sails. The committee set the course and sent out the marks, the wind backing a little and holding very light; at 12:40 it was plain that the race could not be started within the limit of 1 o'clock and the signal was given for a postponement to the following day.

FIFTH DAY—THURSDAY, AUGUST 17.

Fourth Race—Windward and Leeward Course.

The bad weather was now over, to the regret of the challengers, and Thursday morning proved to be warm and sunny, with a very light N.W. breeze at 9 o'clock. Iroquois made the most of her chances by bending anew the new sail used in the first race. The wind hauled until at 10:50 the course was signalled N.N.E. four miles, to windward. With the breeze of not more than five knots, the boats moved slowly and the start was uninteresting, Iroquois going over first within 22 seconds of the gun, with Temeraire 16 seconds astern and about in her wake.

The big fore triangle and double headsails worked well to-day, and Iroquois looked her course from the start. Temeraire, on the other hand, pointed poorly and moved slowly, and after five or six minutes she was put to reaching in the effort to get by to leeward. She footed into the lead for a time, but well to leeward and with no real advantage; as the wind fell Iroquois showed a steady gain. For a time both drifted, then the leader picked up a nice little breeze and began to sail; almost an hour and a half was wasted in covering four miles, as the times show:

	Time	Gain	Lead
Iroquois	1:25:58	02:00	02:00
Temeraire	1:27:58		

The light sails on Iroquois were set very smartly and under spinnakers and balloon jibs they started on what proved to be another tedious drift; the sea, light as it was, rolling the wind out of the sails at times. Temeraire was once practically even with Iroquois, but toward the end of the round a chance puff sent the latter ahead again. The times being:

	Time	Gain	Lead
Iroquois	53:50		00:36
Temeraire	52:26	01:24	

The second outward leg was sailed in slow time, with a breeze of but 3 to 4 knots at times, freshening as the outer mark was neared. The work of the two was the same as in the first round, Iroquois pointing up and making fair speed for the light breeze, while Temeraire fell away to leeward. The freshening breeze as Iroquois came to the mark headed Temeraire in her lee berth and cost her some extra seconds at least. The times being:

	Time	Gain	Lead
Iroquois	43:24	02:04	02:40
Temeraire	45:28		

Under balloon headsails Iroquois steered a straight course for the finish, while Temeraire set her spinnaker to port, compelling her to run a little by the lee. The final times were:

	Time	Gain	Lead	Elapsed
Iroquois	32:02	00:20	03:00	3:35:14
Temeraire	32:22			3:37:14

SIXTH DAY—FRIDAY, AUGUST 18.

Fifth Race—Triangular Course.

The inevitable conclusion that Temeraire was not the equal of Iroquois in very light weather must have been as

discouraging to the challengers as the outlook on Tuesday night was to the defenders, but every preparation was made for a hard fight over the rubber. There was a light fog at 6 a. m. on Friday, with a very light Easterly breeze, but the fog cleared before 7 o'clock and a light breeze came off the land from S.W. Before the fleet started out this had backed to South, and by 10:30, when Pharamond with the committee had run a couple of miles offshore for a start to windward there was a breeze of 3 to 4 knots from N.E. As the wind was constantly shifting, the start was delayed a little and no time gun was fired, but at 11 o'clock both skippers, sailing close by the committee boat, were verbally notified that the course was N.E., with all marks to port, and that the preparatory would be fired at 11:05.

The rival skippers were keyed to such a point that they were blind to everything except the weather berth at the line, and both failed to notice that at 11:11 the wind suddenly shifted from N.E. to E. There was some close maneuvering, Temeraire keeping the weather berth and going over within 10 seconds of the gun and 20 yards to windward, Iroquois being 6 seconds later. Both were jammed hard on the wind, Iroquois at once heading up for Temeraire's wake; the Naval Reserve launch had started but a few minutes before and was plainly visible with her flags flying and the markboat in tow astern with its signal set, but all this was lost on the two skippers as on starboard tack they headed in the direction of Irondequoit Bay instead of out into the lake. To cap the climax, after a minute or so Iroquois came about on port tack and headed in for the piers, with her boom end pointing toward the launch and mark boat. The situation was most amusing to the spectators, in spite of the deep interest which everyone felt in one or the other boat.

Where the two would have fetched up, and how the race would have ended, is still a matter of conjecture, but after some 5 or 6 minutes a hail from Tranquilo woke up Temeraire and she bore away for the mark boat. When Iroquois finally discovered that she was sailing a race by herself, she came about and bore away with a quarter of a mile between her and the leader. From her weather position she could head for the mark with lifted sheets, and Temeraire promised to fetch safely, but the wind was very light and eventually headed the pair. When near the mark, Temeraire found it necessary to make a short tack, and as it was port tack she was compelled to bear away under Iroquois' stern, losing valuable seconds. The first mark was timed:

	Time	Gain	Lead
Iroquois	36:49	01:11	01:11
Temeraire	38:42		

After jibing balloon jibs were set, with balloon stay-sail on Iroquois, and about 10 minutes later spinnakers were set. Temeraire was about even with Iroquois for a time, but she broke her hollow spinnaker boom, which put her at a slight disadvantage for the rest of the day. They were still very close at the second mark:

	Time	Gain	Lead
Iroquois	39:56		00:57
Temeraire	39:42		

On the last leg in, the wind was ahead and they made tack and tack together; nearing the line the breeze freshened to 6 to 8 knots. The times were:

	Time	Gain	Lead
Iroquois	29:33		00:57
Temeraire	29:33		

The first leg of the second round was a reach under ballooners, Iroquois gaining just half a minute:

	<i>Time</i>	<i>Gain</i>	<i>Lead</i>
Iroquois	21:30	00:30	01:27
Temeraire	22:00		

After a jibe they started on the second leg, under the same sail, the balloon jib of Temeraire going adrift by the parting of the tack. Within a mile of the second mark both set spinnakers, Iroquois being well in the lead:

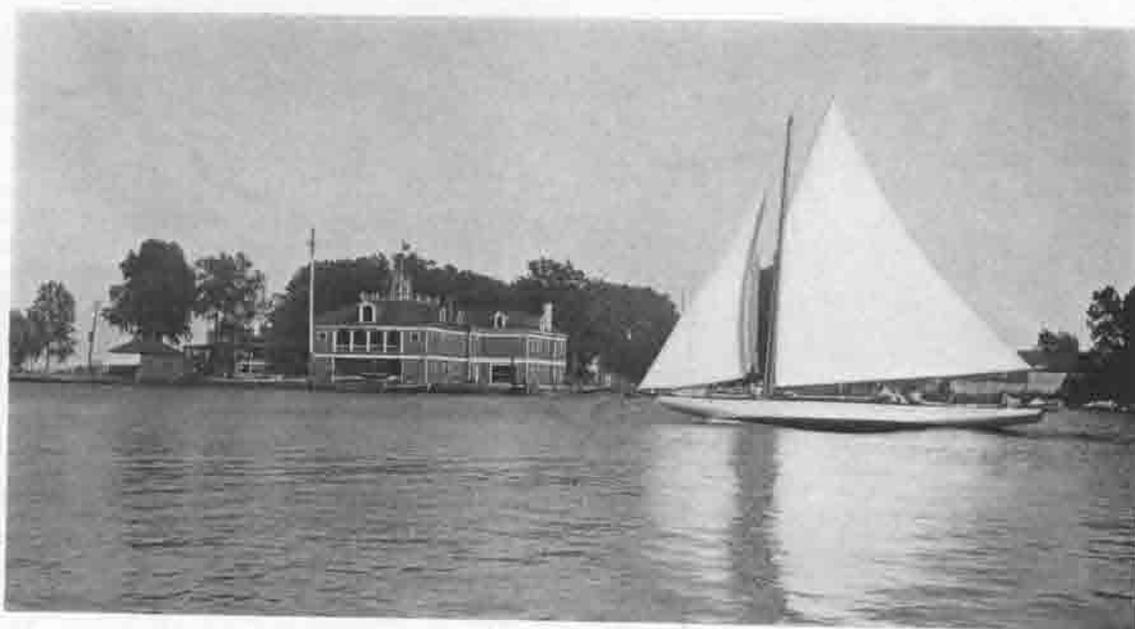
	<i>Time</i>	<i>Gain</i>	<i>Lead</i>
Iroquois	26:17	01:09	02:36
Temeraire	27:26		

The wind was S.E. on the last leg, well ahead and from 8 to 10 knots, the pair were too far apart to make the finish interesting, Iroquois winning easily by 2 minutes and 15 seconds:

	<i>Time</i>	<i>Gain</i>	<i>Lead</i>	<i>Elapsed</i>
Iroquois	28:09		02:15	3:02:14
Temeraire	27:48	00:21		3:04:28

her builder; and Kee Lox II by Messrs. Pembroke, her owners, who also designed and built her.

The starting line was just off the East Pier, with the third leg of the triangle to windward, the breeze being about South and of such force that Zoraya started out with one reef and the others with two. After the preparatory gun at 11:10 Zoraya started to turn in a second reef and set No. 2 jib, and she was barely ready when the start was given at 11:20. Kee Lox II and Rochester had been working close to the line for some minutes, and the former went over with a rush almost on the gun, Zoraya just coming up in time to cross on her weather quarter; Rochester was some distance from the line and crossed alone. With her largest jib full, Kee Lox reached very fast and set a good pace for the others, but Rochester luffed out well to windward of the course, losing ground thereby. When she came to the first mark, Kee Lox held her course at speed beyond it while Zoraya made a close turn about the mark; she had jibed over and was well on her new course before Kee Lox, far to leeward, thought of jibing.



Iroquois

After the race the cup was filled and passed around, speeches being made by Commodore Pritchard, Rear-Commodore Nicholls, Mr. Jarvis and others. The Rochester Y. C. had also provided a handsome silver cup as a prize for a special race of the 30-foot class, open to all the trial boats, though Iroquois and Temeraire were, of course, not entered. Naniwa sailed for Hamilton on the finish of the last race, leaving only Zoraya, Rochester and Kee Lox II to compete.

SPECIAL 30-FOOT CLASS CUP—SATURDAY, AUGUST 19.

Saturday was an ideal summer day, with clear sunny skies and smooth water, the wind being light from the South. The race was in the hands of the regular R. Y. C. committee, the course being two rounds of a 9-mile triangle. Mr. Jarvis took the stick of Zoraya, with her owner, James Worts, and her regular Corinthian crew of the trial races; Rochester was sailed by W. W. Miller,

The windward work of the last leg was very pretty, each boat having plenty of wind, but they were too far apart to make the finish interesting; Zoraya winning by 4 minutes and 21 seconds:

	<i>Finish</i>	<i>Elapsed</i>
Zoraya	2:04:22	2:44:22
Rochester	2:08:43	2:48:23

The Royal Canadian Y. C. has issued a challenge for a match in 1906, in the 30-foot class, but the Rochester Y. C. has not yet decided to accept it. There is a feeling on the lakes that a yearly match for the Canada's Cup is undesirable, and detrimental to general yachting interests; it is however, a question whether this is true as applied to the present 30-foot class, as the yachts may be built at a moderate cost and they are useful for the regular season's regattas, both club and inter-club, and it is in every way desirable that the racing interest in the class shall be maintained for the training up of Corinthian hands and helmsmen.