

THE RUDDER

EDITED BY THOS. FLEMING DAY

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The International Races

FOR the first time an American yacht has met defeat when defending an international trophy. And a defeat such as cannot be explained away. A more decisive victory than that achieved by *Glencairn* has seldom been registered in the annals of yacht racing. On every point of sailing the Canadian craft was the boat—reaching, running, and going to windward, she easily went away from *El Heirie*.

If the *Crane* yacht had been just one boat, the significance of the victory would be less marked, but she is practically twenty-seven; and twenty-seven for whose bringing out all the talent of the Eastern seaboard was laid under contribution. Men, who have some reason for believing that they are designers, engaged in building that fleet. It was one head against twenty. That is what makes Mr. Duggan's feat remarkable.

But while we must sharply regret the defeat of the American champion and the consequent loss of prestige, it is a source of congratulation that Mr. Duggan's victory has done for yachting in these waters what no home successes, no matter how brilliant or decisive, could do. It has found and opened a joint in the armor of that iniquitous measurement rule, to whose operation the present unsatisfactory condition of the racing vessel is unquestionably due. Its baneful effect has been for some time recognized by racing men, but with that peculiar fear of being the first to assail a wrong, they have attacked it only by insinuation or private protest. Fearful of that tremendous bulwark against reform—vested interests—they have hesitated to come out openly and charge to its workings those evils from which the sport in New-York waters is to-day suffering.

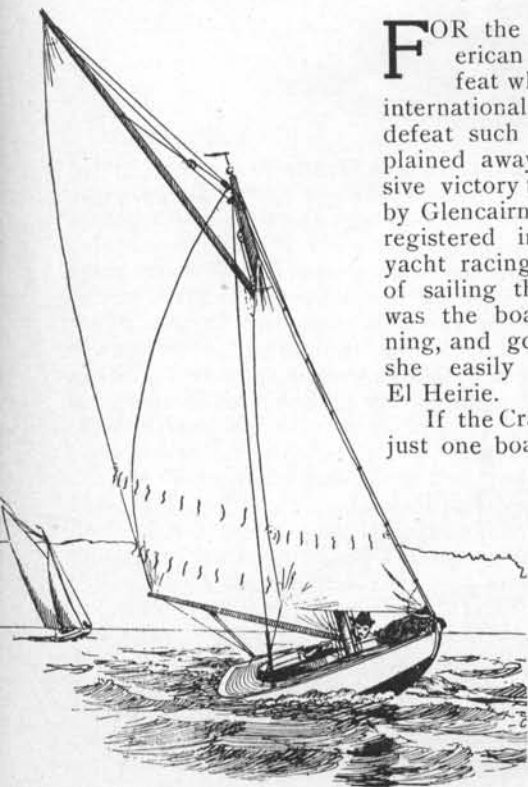
Therefore, the success of *Glencairn*, placing as it does a finger upon the fester spot, has wrought for the yachtsmen far better than could a victory of the defending boat.

It is one of these cruel turns of fate that the makers of this rule should be "hoist with their own petard," and that they who have all along insisted upon an observance of the spirit, as well as the text of the rule, should have a crushing defeat inflicted upon them by a designer who most broadly evaded it.

The quasi scientific set who are responsible for this rule have been repeatedly warned that by decreasing the l. w. l. and increasing the sail area a boat could be put afloat that would knock out the legitimate craft, but embowered in the exuberance of their own knowledge they refused to see it, and went on encouraging the designing of boats with load lines approximating the measurement length. They consistently refused to encourage the evading of their own rule, preferring rather to sink with colors nailed to the mast rather than surrender one inch of principle to insure victory. It was a gallant stand, but, alas! the blow has fallen and the idol of the piazza philosopher has been dealt a cruelly-damaging blow.

It is to be hoped, now that a foreigner has come among us and struck the weak point in the rule, that we will work up courage enough to follow up the blow. We have known for years that this rule is the one cause of our troubles, yet not a man has had the hardihood to put in a blow at the idol. Fearful of its worshippers, we have cringed and muttered against it; denounced its workings in private, but in public joined willingly in drawing its bonds more tightly about the sport. But now that we have a center to rally on, let us come together and organize for a long and persistent effort. It will take time and pluck to break the hold of this rule upon the sport; you will have to storm the entrenchments of vested interest; you will have to out-talk the quasi scientist and piazza philosopher—by no means a feat of ease, but in the end you will triumph. It is the same old fight for freedom that the human race is always making—a battle of the divided many against the united few; the practical against the theoretical; the clash of intelligence and advancement with old fogy ideas and that *what is, is good-enough* spirit.

A boat built to the rule and having a measurement length of fifteen feet would have a maximum sail spread of 225 square feet. *Glencairn* carried 300 and the defeated craft 242. The worthlessness of a rule which permits such juggling is apparent. A rule which encourages the short-



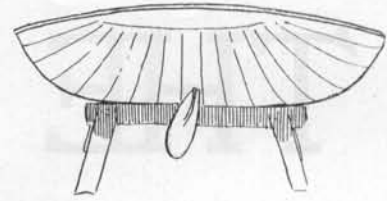
THE RUDDER

ening of the l. w. l. and the abnormal lengthening of overhangs; that puts a premium on canoe hulls and loaded fins; that in every small class has driven the habitable boat out of the sport, is something that the sooner we are rid of the better.

What are we going to substitute for it? Why, a measure of infinite freedom! A racing yachtsman's rule, not a formula developed from theory, but one founded on and grounded in practice. Too long has the sport borne the burden of the quasi scientist and piazza sage; it is time that the men who do the racing have the say; it is time that practical hands take hold of things, and that the "have-beens" be relegated to silence and solitude.

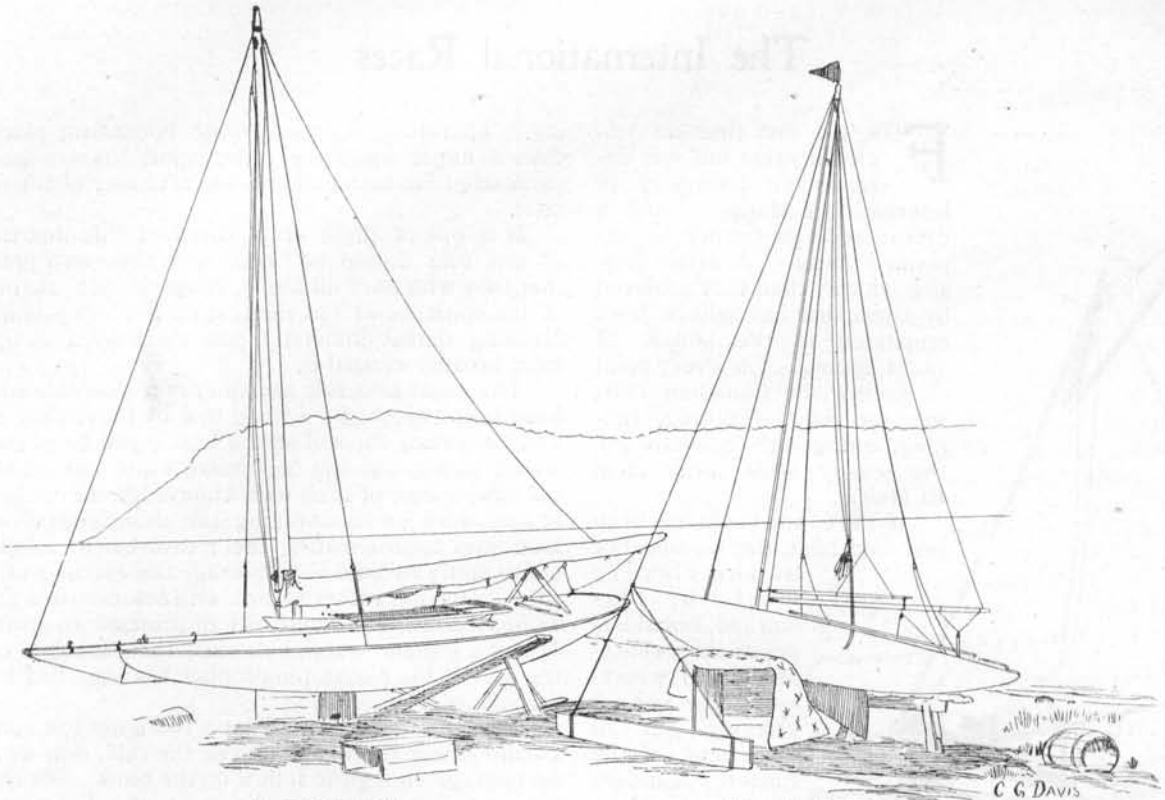
While the men of the yachting world regret the defeat of El Heirie as the representative American craft and have a most kindly feeling for her crew, they are not at all dissatisfied with the loss of the Cup and the consequent taking

ferred radically from the successful defender of last year, and that a number of them violated the spirit of rule by shortening the water line and increasing the sail plan, is



GLENCAIRN

not to be denied. Why was this done? Had the builders or owners anything to gain by departing from the accepted type? Did they indulge in these radical innovations for the

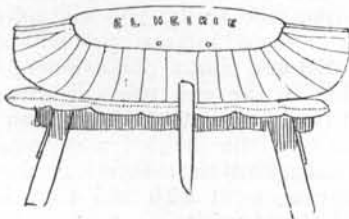


GLENCAIRN

EL-HEIRIE

HAULED OUT

down of the Seawanbaka Corinthian Club. There is, as for all things, a reason for this; and in justice to the men who took part in the effort to defend the Cup, and who resent the seemingly unsportsmanlike manner in which they have



EL-HEIRIE

been treated, it is only fair to explain matters.

When they accepted the invitation of the Club to assist in the defense of the Cup, they proceeded to design and build boats, which in their knowledge and experience were best suited to the purpose. That some of these boats dif-

mere pleasure of ridding their pockets of so much money or did they do it in a laudable but perhaps misguided endeavor to produce a boat capable of successfully defending the trophy? To have built boats all alike, or to have built boats in imitation of those of last year would have been folly; the only possible way in which to secure a phenomenally-fast craft was to build them dissimilar. This was done, and in the effort thousands of dollars were thrown away. They made a sacrifice for the sport; they gave their time and money to aid the Seawanbaka Club and have not asked, nor do they expect anything in return, except such courtesies as one yachtsman universally extends to another. Therefore, they feel that there is no excuse for the bitter manner in which the organ of the Club has attacked them. During the races and since, this journal has ridiculed and abused what it is pleased to call the *freak* and *scow* boats, and imputed to their builders intentions which are neither more nor less than dishonest attempts to evade the rule.

I do not believe that these attacks are inspired by the

describe her. Even the remarkably-gifted editor of the Boston *Herald*, who can not only describe but design yachts that he has never seen, lamentably failed when he tackled Glencairn.

But if the Canadian's looks were against her, what is to be said of her construction? While everything was there, and bore grandly its just proportion of the work, it was there in a way that must have brought tears to the eyes of the makers of the piano-finished 15-footers. To think that a boat built in such a seemingly rough and haphazard manner should have defeated a boat that badly whipped those beautiful mahogany, double-skin, six-hundred-dollar craft.

But, happily in yacht racing, looks count for nothing. It is seldom nowadays that beauty and speed go traveling in the same box. This is not as it should be, but is as it is—and who is to gainsay? We are sorry that Glencairn was not a beautiful boat, because next season will see a dozen imitations, and, while imitation is said to be the sincerest form of flattery, it universally flatters the cause and not the result. We have been speaking of Glencairn out of water, now let us speak of Glencairn in water.

Here is a transformation: What is more clumsy, more uncouth than the stranded seal; what more graceful and lithesome than the same animal in its more proper element? So it was with the Canadian challenger—once in the water all her ungainly proportions hid or modified, she looked every inch a clipper. Her movements were those of ease, such as can only spring from a just proportioning and a perfect balance. She sailed to windward with that swift yet constant energy which marks and distinguishes the cat-rigged vessel from all other canvas bearers—a majestic walking, not the bully swagger of the sloop or overbearing sweep of the schooner, but a steady passing up along the wind that is fascinating in its gracefulness.

When I first saw El Heirie at Larchmont, as she came towing up the harbor, I said "that is the winner." A picture of speed. Nor did she look less the racer when on the beach. And when—Riverside excepted—she proved herself the best of twenty-seven we imagined that the Club had found something beyond to defend its trophy. Admitting, as those who know will, that El Heirie is in any weather at least a minute a mile faster than last year's champion—Ethelwynn—why was our chosen one beaten? It stands to reason that the Canadians have not made in one season a jump from the average to a position at least a minute a mile beyond our best for 1896, and two minutes a mile beyond our best for 1895. The truth is the boats of last year—the first attempts were not fast, and there was in existence at that time in Canadian waters craft of similar proportions easily their masters. Beating Spruce was not beating the world. We thought so.

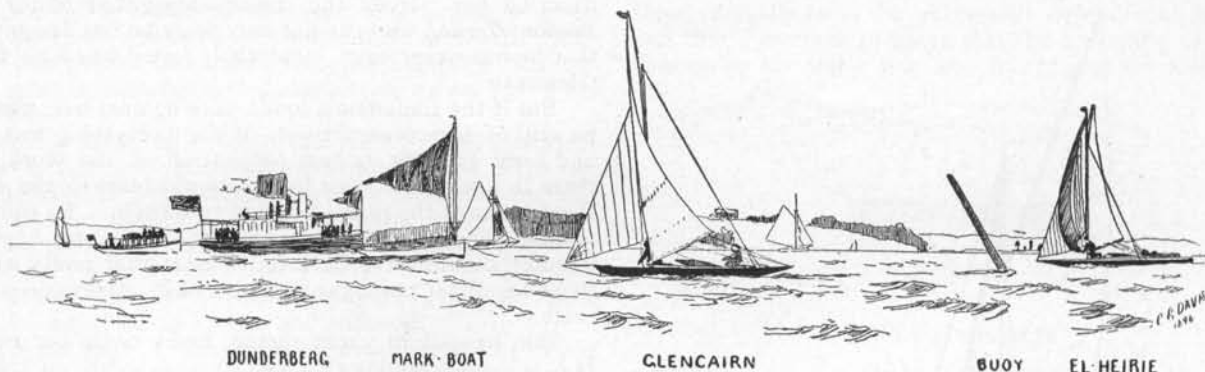


ruling members of the Club, but among yachtsmen it is accepted that they are, and consequently the feeling of satisfaction with which the success of Glencairn was received. It is to be sincerely regretted that this spirit of antagonism should have been aroused, as its evil effect will be felt in the future when a call is again made to rally for the defense of a trophy. Men who were so eagerly willing this spring to give their aid to the Club will hang back not knowing but what, if they exhibited a radical spirit in the designing of their craft, it will lay them open to accusations of unfairness and bring down upon their heads the thunderbolts of the Club's influential but rather irrational organ.

The Glencairn is not a boat that would be hung for her good looks. In fact she is about as ugly as any boat in the fleet. I will admit that if anyone had asked me what I thought of her chances, my answer would have been favorable to the Crane boat. This just shows what we know; we, who are supposed to make a study of these things. Yet many of those who don't, knew she was too good for our best, that is after the first race. Except that she was a third bigger all around than El Heirie, the Canadian had nothing to show that you could hang a decided opinion on. She did not look fast, nor did she look slow. It is hard to say just exactly what she did look. No language could

	L. O. A.	L. W. L.	Beam	Draught	Designer	Owner	Skipper	Crew	Sail Area
Glencairn	23'	12' 9"	6' 3"	5"	G. H. Duggan	Com. Jas. Ross	G. H. Duggan	F. P. Shearwood	292
El Heirie	23' 3"	14' 3"	5' 6"	5"	C. H. Crane	C. H. Crane	C. H. Crane	H. M. Crane	240





THE START

FIRST RACE.
JULY 13TH.

Owing to their being so decidedly one-sided, the races were of scant interest. Blow hard or blow soft, it was Glencairn weather, and only once did the American boat show her stern to the Cannuck. There was the usual Oyster-Bay conditions on the morning of the first day, the wind very, very light, being somewhere in the sou'west quarter. The start was a one-gun, and both got off close to the bang, the Canadian having a little the best of it.

The Glencairn had a balloon jib as well as a spinnaker, while the American boat's crew went along contentedly with a small headsail.

For some time in this shape both boats hung together, but at last Glencairn began to draw away inch by inch, and got far enough ahead to go round the outer mark at 1:31:04. El Heirie following one minute and three seconds after. This looked like racing, and the American stock still stood at par. Both, after turning, went on the starboard tack in towards Lloyd's Neck, to beat the tide which was beginning to run strong ebb. It was here that the unexpected happened; Glencairn went clean away from the defender. From thence on up the wind it was a hopeless chase. Every time they crossed hawse it was seen that the Canadian had gained. At 2:42:50 Glencairn went around the home mark with nearly a mile to swear by, and in time six minutes and fifty-five seconds.

The second round was uninteresting, the Canadian drawing away all the time from the Crane craft, until on the beat home a squall descended upon the course. Sail was handled in short order, and both crews had all they could do to keep their craft right side up. The blow over, skipper Duggan worked in across the line, leaving El Heirie to do the drift act in the dying wind some way to leeward. The following is a summary:

COURSE, LEEWARD AND WINDWARD; DISTANCE, 12 MILES.

	START			FINISH			ELAPSED TIME		
	H.	M.	S.	H.	M.	S.	H.	M.	S.
Glencairn.....	12	55	00	4	44	29	3	49	29
El Heirie.....	12	55	00	5	31	40	4	36	40

ELAPSED TIME BETWEEN MARKS—FIRST ROUND.

	FIRST MARK		HOME MARK		
	M.	S.	H.	M.	S.
Glencairn.....	36	04	1	11	46
El Heirie.....	37	01	1	17	44

SECOND ROUND.

Glencairn.....	36	04	1	25	35
El Heirie.....	38	15	2	03	40

SECOND RACE.
JULY 14TH.

The second race was sailed over a triangular course, but owing to a shift there was no windward work the first round. It was one of two miles to a leg, the first being east by north. The wind was paltry and northwest at the time of the get-off.

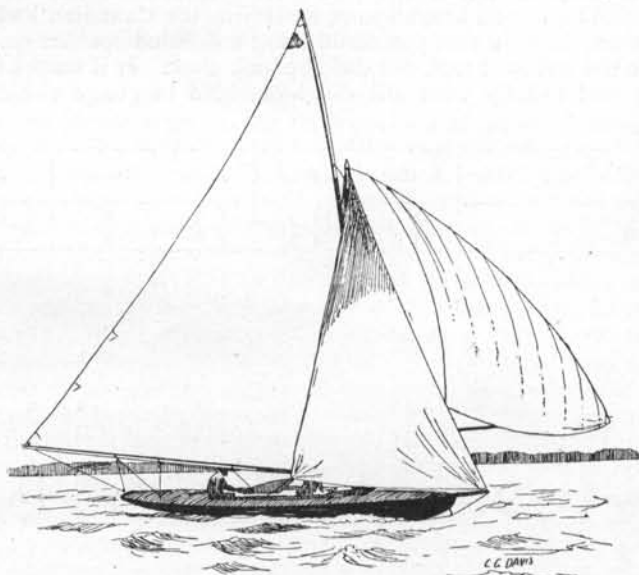
Under the rules governing these races, unless the preparatory signal is sounded at noon, a preliminary signal is given, and it was sounded at 12.20, the preparatory whistle at 12.30, and the start at 12.35. Both boats kept near the buoy, and just before the signal, Glencairn rushed down for the line, closely pursued by El Heirie. The latter had her spinnaker set to port and a balloon jib while the Canadian seemed contented to carry her balloon jib alone.

The El Heirie had her spinnaker set well forward, and the Glencairn with only her balloon jib drawing, soon worked out across her bow. As soon as she was clear of El Heirie, Glencairn set her spinnaker, and went away and by the time she reached the first mark she had a lead of nearly half a mile. The times at this mark being: Glencairn, 1:07:51; El Heirie, 1:13:00.

The wind, while none too strong at the start, died out almost completely on the way down, and, except for a little narrow streak of air which the yachts were sailing in, there was hardly a ripple on the Sound. The official record of the two-mile run down the wind shows a big gain for the Glencairn.

	TURN			ELAPSED TIME			GAIN		
	H.	M.	S.	H.	M.	S.	H.	M.	S.
Glencairn.....	01	07	51	00	32	51	00	05	09
El Heirie.....	01	13	00	00	38	00	00	00	00

Both took in their light sails as they luffed around the mark, and sheets were flattened in as they hauled on the wind for the second mark. Duggan apparently thinking that he could not fetch, made a short hitch on the starboard tack, coming about again just as the El Heirie rounded. This put the Canadian about a third of a mile



GLENCAIRN ON SECOND ROUND

dead to windward, but he lost by the operation, and El Heirie made a gain on the close reach over, and was only 2 minutes and 36 seconds behind when they rounded the second mark. Times at the second mark were:

	SECOND MARK			ELAPSED TIME			GAIN		
	H.	M.	S.	H.	M.	S.	H.	M.	S.
Glencairn.....	01	36	12	00	28	21	00	00	00
El Heirie.....	01	38	48	00	25	48	00	02	33

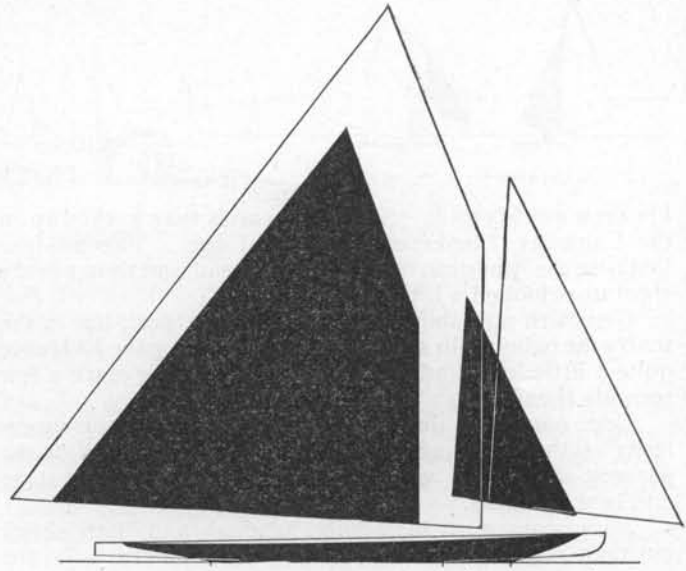
The El Heirie had quite a move on, and the wind seemed inclined to freshen. The wind, however, instead of increasing, steadily dropped, and the racers made poor progress. At 2.07 both yachts came about and made a short hitch to the westward, apparently for the purpose of meeting a little puff of air that could be seen making its way down the Sound. They kept on the port tack only 2 minutes, and then went back to the starboard tack again, and stood for the mark. The tide, which was ebb, carried the boats off a bit, but both managed to make the home mark without another tack, where they were timed as follows:

	HOME MARK			ELAPSED TIME			GAIN		
	H.	M.	S.	H.	M.	S.	H.	M.	S.
Glencairn.....	02	19	48	00	43	36	00	00	00
El Heirie.....	02	22	16	00	43	28	00	00	08

After rounding, Glencairn sent out her spinnaker on the wrong side, and had to shift it, this gave skipper Crane a slight advantage, which he promptly took. But after all it was a pretty even thing, down the wind El Heirie only gaining 11 seconds. They timed in this order:

	FIRST MARK			ELAPSED TIME			GAIN		
	H.	M.	S.	H.	M.	S.	H.	M.	S.
Glencairn.....	02	54	23	00	34	35	00	00	00
El Heirie.....	02	56	40	00	34	24	00	00	11

It was a close reach now on the port tack to the second mark, and as the wind freshened the El Heirie's chances continued to improve. The Glencairn, however, got a better wind, and for the first time since the run to the first mark the Canadian gained again on the reach to the second mark, where they were timed as follows:



	SECOND MARK			ELAPSED TIME			GAIN		
	H.	M.	S.	H.	M.	S.	H.	M.	S.
Glencairn.....	03	15	30	00	21	07	00	00	20
El Heirie.....	03	18	00	00	21	20	00	00	00

The Glencairn having gained 20 seconds, held to the port tack for 1 minute and 15 seconds after passing, and then tacked to starboard. The El Heirie tacked right around the mark, but the Glencairn was well to windward. It was a close reach to the finish, and the tide was setting the boats down. The wind near the finish drew more off shore, and again the El Heirie got the worst of it. Mr. Duggan held the Glencairn up until he could fetch the mark, and then ran for the line with started sheets, while the El Heirie was headed off and pinched all the way home. Even then she had to make two short hitches to fetch the line, or she would not have been beaten anywhere near as much. There times at the finish were:

	FINISH			ELAPSED TIME			GAIN		
	H.	M.	S.	H.	M.	S.	H.	M.	S.
Glencairn.....	03	53	16	00	37	46	00	03	52
El Heirie.....	03	59	38	00	41	38	00	00	00

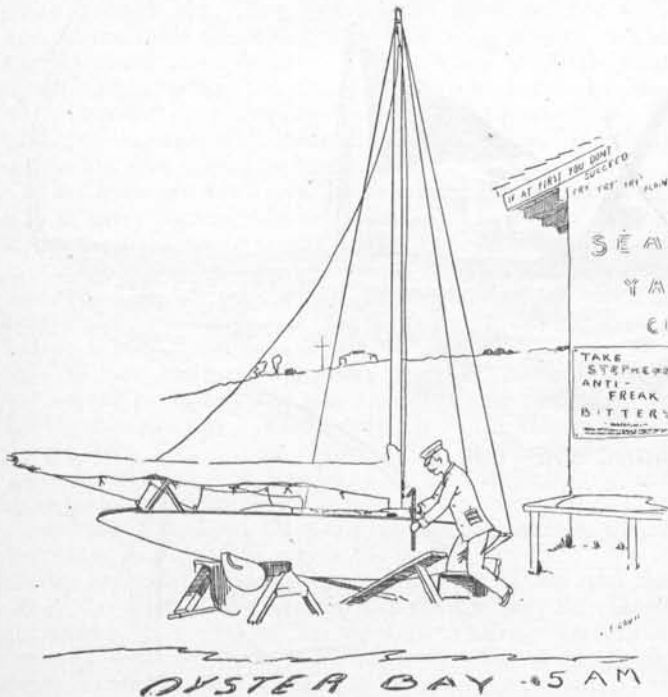
This second race settled any doubts as to the Canadian's ability to do the trick in light airs, and prayers went up for a breeze the next day. There were hopes that in a good wholesail wind, with a sea, that the Crane boat would show up in better form, but the third race proved them fallacious.

THIRD RACE.

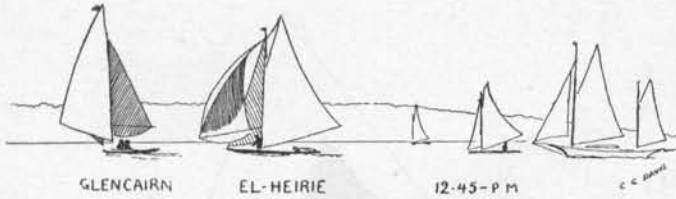
JULY 15TH.

The third race proved a finisher. The wind for a decided change came out strong from the southwest, and at the time of the start kicked up quite a wobble of sea. This sort of thing was popularly supposed to be to El Heirie's liking, but it turned out otherwise, for the challenger was the least bothered of the two, when it came to heading on the wind.

The fighters came to the line with single reefs turned in, and made preparations for a down-wind start. At 12.35 they had the gun. Mr. Duggan had kept his clipper right up to the line, and went over like a flash; skipper Crane was rather badly handicapped. Both broke out spinnakers, but Glencairn set hers on the wrong side, and consequently could not keep a course without having the wind on the end of the boom. This gave El Heirie an advantage which



THE RUDDER



her crew quickly took. Slowly but surely they worked up on the Canadian, blanketed and passed her. This was the first time the American had ever been ahead, and things to the spectators looked a bit brighter.

Glencairn now shifted her spinnaker to port, but in the scurry the balloon-jib sheet got away. This gave El Heirie quite a little lead, and she went around the lee mark a few seconds ahead.

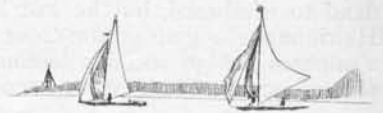
Once hauled on the wind for the beat home, the superiority of the Canadian was at once manifested. With the greatest of ease she worked through El Heirie's weather and took the lead.

Both boats were splendidly handled, and both shook out their reefs, but it was no go for the defender. To the surprise of everybody she took less kindly to the sea than Glencairn. The home mark was negotiated as follows:

	HOME MARK			ELAPSED TIME			GAIN			
	H.	M.	S.	H.	M.	S.	M.	S.	M.	S.
Glencairn.....	2	04	59	58	37	6	35			
El Heirie.....	2	11	22	1	05	12				

It looked all up with El Heirie, now, but the Crane boys stuck steadily to their work, and surprised every one by making big gains in the run down the wind. They gybed around the outer mark and were timed as follows:

Neck on short hitches, and they made fast time, as they were out of the ebb tide, and caught the full force of the wind as it came in puffs off the shore. Knockdowns were frequent, and the crews of both yachts were pretty thoroughly drenched with spray. The Glencairn seemed to steadily increase her lead and dashed across the finish line at 3:46:51. The El Heirie did not finish until 3:52:41, being beaten 5 minutes and 50 seconds. The times on the last leg were as follows:



EL-HEIRIE PASSES GLENCAIRN 12 50 P.M.



GLENCAIRN PASSES EL HEIRIE 1 13 P.M.

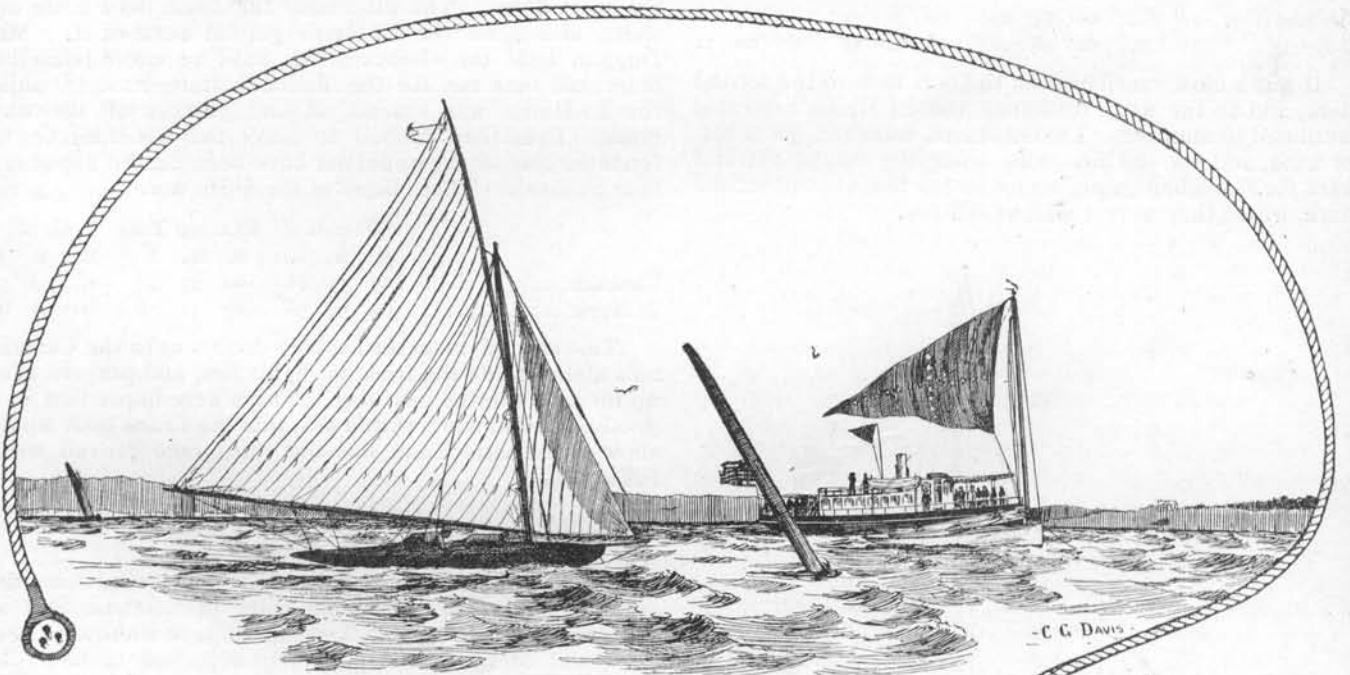


GLENCAIRN BEGINNING 2ND ROUND

	START			FINISH			ELAPSED TIME			GAIN			
	H.	M.	S.	H.	M.	S.	H.	M.	S.	M.	S.	M.	S.
Glencairn.....	3	46	51	1	07	59	1	48					
El Heirie.....	3	52	41	1	09	47							

SUMMARY.

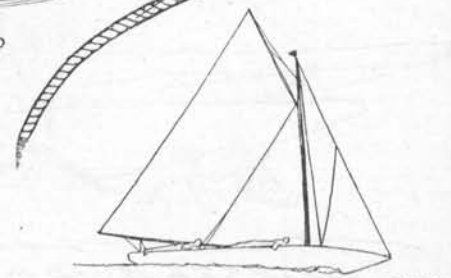
	START			FINISH			ELAPSED TIME		
	H.	M.	S.	H.	M.	S.	H.	M.	S.
Glencairn..... James Ross..	12	35	00	3	46	51	3	01	51
El Heirie..... C. H. Crane..	12	35	00	3	52	41	3	07	41



GLENCAIRN WINNING THE CUP

	MARK			ELAPSED TIME			GAIN			
	H.	M.	S.	H.	M.	S.	M.	S.	M.	S.
Glencairn.....	2	38	52	33	53					
El Heirie.....	2	42	54	31	32	2	21			

Both stood in toward shore on the starboard tack, and when close in under the beach the Glencairn came about to port at 2:54:40, followed by the El Heirie at 2:57:55. Both now worked close in along the beach off Lloyd's



HOW EL-HEIRIE FINISHED

AUGUST



THOMSON & CO., GRAVURE

SUPPLEMENT TO THE RUDDER

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GLENCAIRN