

TWO STEAM ARROWS EAGER FOR A RACE.

Vamoose, the Latest Herreshoff Marine Wonder, Waiting to Get a Chance at the Little Norwood.

BOTH OWNERS WILLING.

The Bristol Boat Thought to Have the Better Model, but the Munro Launch Has a Very Smart Engine.

POINTS OF COMPARISON.

WHEN the impending struggle for what is virtually the steam yacht championship of the world occurs there will be matched one against the other the two fastest vessels that ever floated in the water.

Until the appearance in New York Bay a few weeks ago of the steam yacht Vamoose, fresh from the moulds of Herreshoff genius, the little Norwood held the claim of champion beyond all dispute.

In considering the significance of the coming contest, one or two things must be borne in mind. In the first place, it is understood that the Vamoose was built by the Herreshoffs on the distinct under-

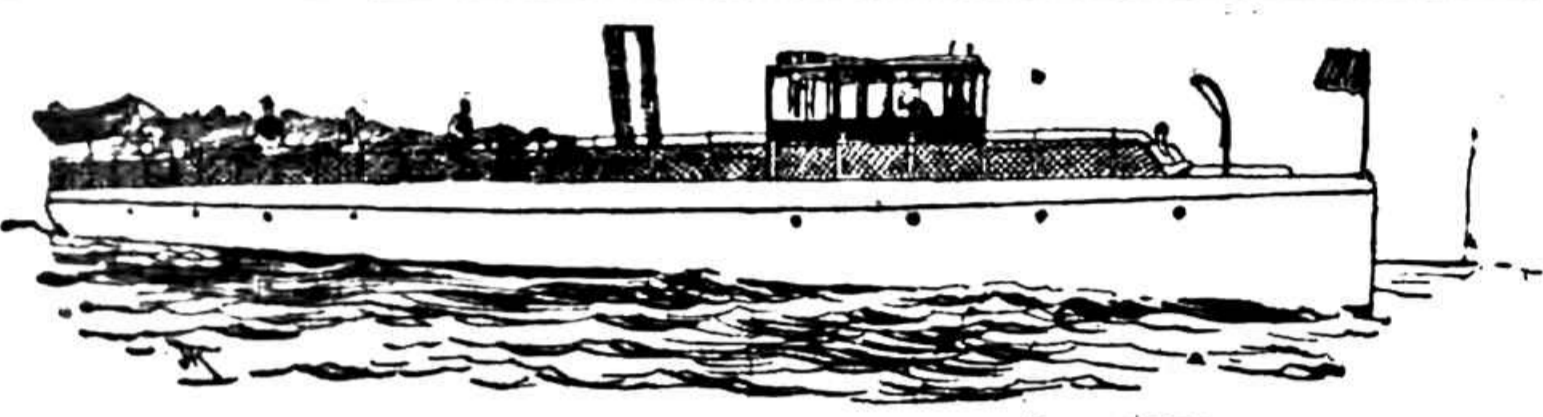
until the talk became rather general that this new Herreshoff boat was the eighth wonder of the world and that there was nothing that could stand up in front of her.

NEITHER READY TO RACE. The truth of the matter is, however, that during all this talk neither Mr. Munro nor Mr. Hearst was ready to race.

There need be little fear that the race will not be held. It is impossible for either man to back down now.

BOATS EVENLY MATCHED. The conditions are favorable for a race such as the wicked steamboat captains of the Mississippi River were wont to have in the old days.

MR. HEARST'S VAMOOSER. Mr. Hearst has paid a fortune for the Vamoose and yet he cannot so much as ask a friend to spend a night with him on board.



MR. HEARST'S VAMOOSER.

standing that she was to beat everything else afoot, no matter what the size or attending circumstances.

MR. MUNRO'S AMBITION. Mr. Munro has had several fast steam launches built by the Herreshoffs.



ENGINE ROOM OF THE VAMOOSER.

the building of successive steam launches, each one of which must be faster than the other.

Presumably the members of the Herreshoff firm did not take kindly to this sort of thing especially as Mr. Munro, in addition to being a good customer, was a good advertiser of their work.

six or eight friends for a short spin on the water provided that they will sit close together and not demand any of the comforts of modern civilization.

Neither yacht is fitted up with any pretence of style or even comfort. Everything is of the plainest sort that could be devised.

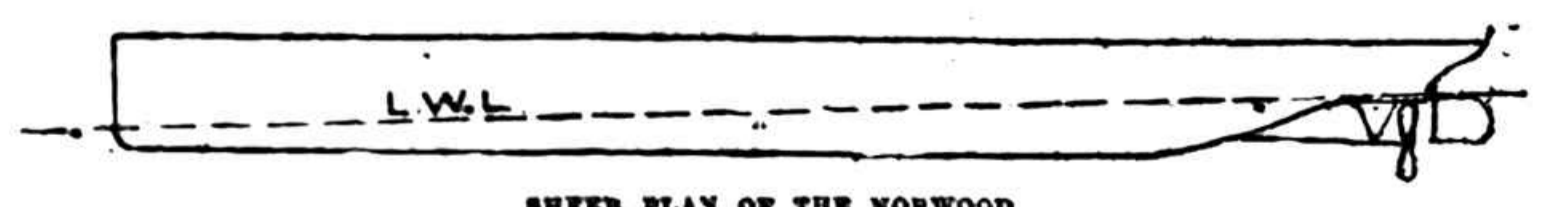
FINISH OF THE BOOTS. So far as mere appearances go, the Norwood shows off better than the Vamoose.

CHANGES OF THE WATER LINE. What might with some reason be taken as an indication of the indifferent model of the Norwood is the fact that the boat has a different water line for different rates of speed.

STEEERS LIKE A WILD HORSE. Each boat has a strong list to port when going at full speed. This is not the fault of the model, however, but is caused by the motion of the propeller in digging its way through the water.



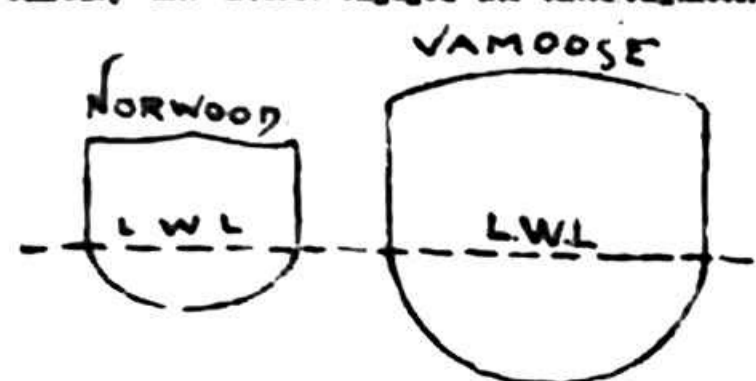
NORMAN L. MUNRO'S NORWOOD.



When it comes to sporting blood California can usually be counted on.

It must be acknowledged that the Herreshoffs were not at all backward about fixing a price. They would build the boat, but they must have a trifle of \$65,000 for doing it.

APPEARANCE OF THE VAMOOSER. So the Vamoose was built. As long ago as last January Mr. Hearst engaged his chief engineer.



who was Theodore Hellbron, of San Francisco, and sent him to the Herreshoff yards at Bristol, N. J., to watch the construction of the boat and her machinery.

hindrance to the development of the greatest speed of which the boat is capable, as all racing yachtsmen know.

In outward appearance the two boats have very little in common. The Vamoose looks not unlike a small whaleback steamer as viewed from above.

MAY TEAR OFF HER PROPELLER. The lower part of the propeller drops twenty-one inches below the lowest part of the keel, and as it has no shoe to protect it against floating logs and other obstructions to navigation.

When working at full speed the propeller revolves 410 times a minute. This is remarkable speed for a wheel of that size.

of a boat is the limit to the speed of the propeller. The faster that the propeller can be made to go, all things being equal, the faster will the boat go.

THE SECRET OF SPEED. The sole secret of the speed of the Vamoose is the engine. It is the only quadruple expansion engine ever put into a yacht, so far as known.

Power comes from the boiler in a steel supply pipe 5 inches in diameter. The boiler weighs ten and a quarter tons. It is of the Thornycroft pat-



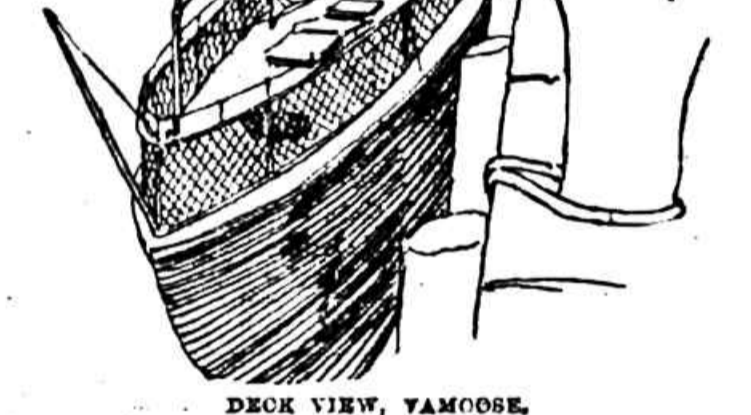
DECK VIEW, NORWOOD.

tern, but was built by the Herreshoffs. It is 8 feet 4 inches long and 3 feet 6 inches in diameter.

It contains three drums and 8,504 running feet of cold drawn steel tubing. It has heating surface enough to easily supply the 800 horse power which the engine develops.

SPED BY THE ONLY CONSIDERATION. It will be seen by a study of these figures that all this machinery is of the high pressure, racing kind.

The hull of the boat has been built to carry out this central idea. There is nothing in the way of decorations. All is plain, even to absolute bareness.



DECK VIEW, VAMOOSER.

12x6 feet in size, and is plainly finished in dark wood. The pilot's wheel is a horizontal iron wheel, not unlike the brake on a railway train.

The present crew of the Vamoose is as follows: Chief Engineer (who is in charge of the boat), Theodore Hellbron, of San Francisco; Assistant Engineer, William Carlin; Captain, Harry Standwood; Mate, John D. Milligan.

In strong contrast to the might and power of the Vamoose is the little launch Norwood, which has not even a cabin to keep its crew out of the wet.

A SMART ENGINE. The secret of the great speed of the little Norwood, if there is any secret, lies in the engine.

Power is supplied from a boiler 7 feet 4 inches long and 5 feet high. The steel has a tensile strength of 60,000 pounds. The boiler was built by Mr. Moshier at the works of the Norway Steel and Iron Company, at South Boston, in 1889.

The engine weighs about 2,000 pounds, which is very light for a horse power of 450. It is fitted with a Hall vacuum pump and two Worthington feed pumps.

There are two cockpits—one forward for the pilot, and one aft for passengers. They are about ten feet long and six feet wide. They are fitted up with leather cushions and moquette carpets.

The Norwood has lately been much improved in speed by Mr. Moshier, who has had the advice and assistance of Captain W. A. Seaman, in whose shop at Branchport, N. J., several important alterations were made.