

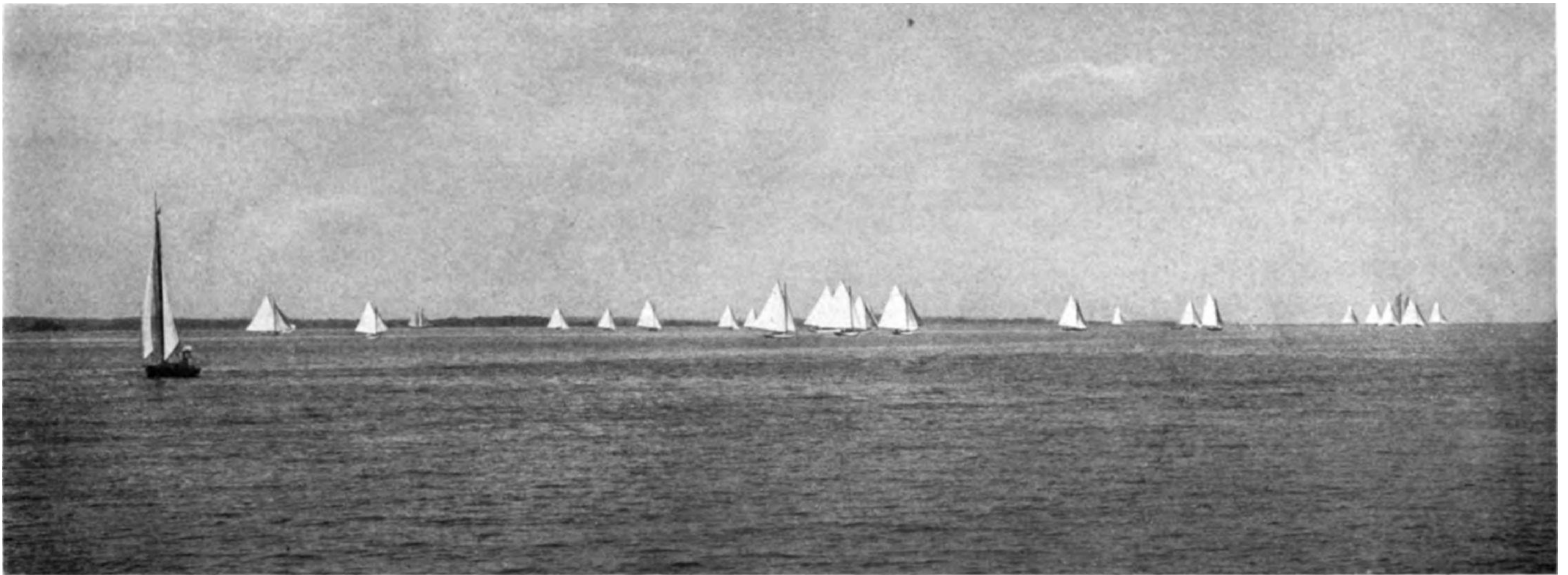
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THE THIRTY-FOOTERS ON THE SOUND. A TYPICAL SCENE OF RACING IN THIS CLASS.

The New York Yacht Club One-design 30-Footers

THE INTERESTS OF PURE SPORT HAVE NEVER BEEN BETTER SERVED THAN BY THE EIGHTEEN MEMBERS OF THE GREATEST YACHTING ORGANIZATION IN THIS COUNTRY, WHO, IN 1904, AGREED TO BUILD SLOOPS OF THIRTY FEET WATER LINE, CONSTRUCTED FROM ONE DESIGN—THE CLASS IS STILL AN IMPORTANT FEATURE IN MANY OF THE BIG EASTERN REGATTAS

BY LAWRENCE PERRY

Photographs by James Burton, James Huntington and Others

FOR some years now the general tendency of American yachtsmen has been to get away from the professional sailing master. This is a decided contrast to conditions in England and other foreign countries, and we may take unto ourselves no small amount of pride that such is the case. In this country the average owner of a racing yacht under forty feet water line has no desire to pay a man to handle the stick of his craft and win his trophies for him. And what is still better, he has not the slightest need for such a man. He is able to win cups for himself.

Even in the larger boats the trend towards the elimination of the professional skipper is marked, especially where the owner is a graduate of a smaller class. Now, we have no intention here of holding any brief against the paid captain of a racing yacht, or cruising craft either for that matter. He has his place, and deserves it, even if the practises of members of his guild have had the result of driving out of the sport many a good yacht owner. But we do hold it to be a healthy sign that classes interdicted to professional helmsmen have been and are from time to time being formed and that in American waters the man who hires a captain to sail his races in a boat of relatively small water line, say from forty odd feet down, is regarded, not alone by his Corinthian brethren, but by his clubmates at large, with feelings not divorced from a mild contempt.

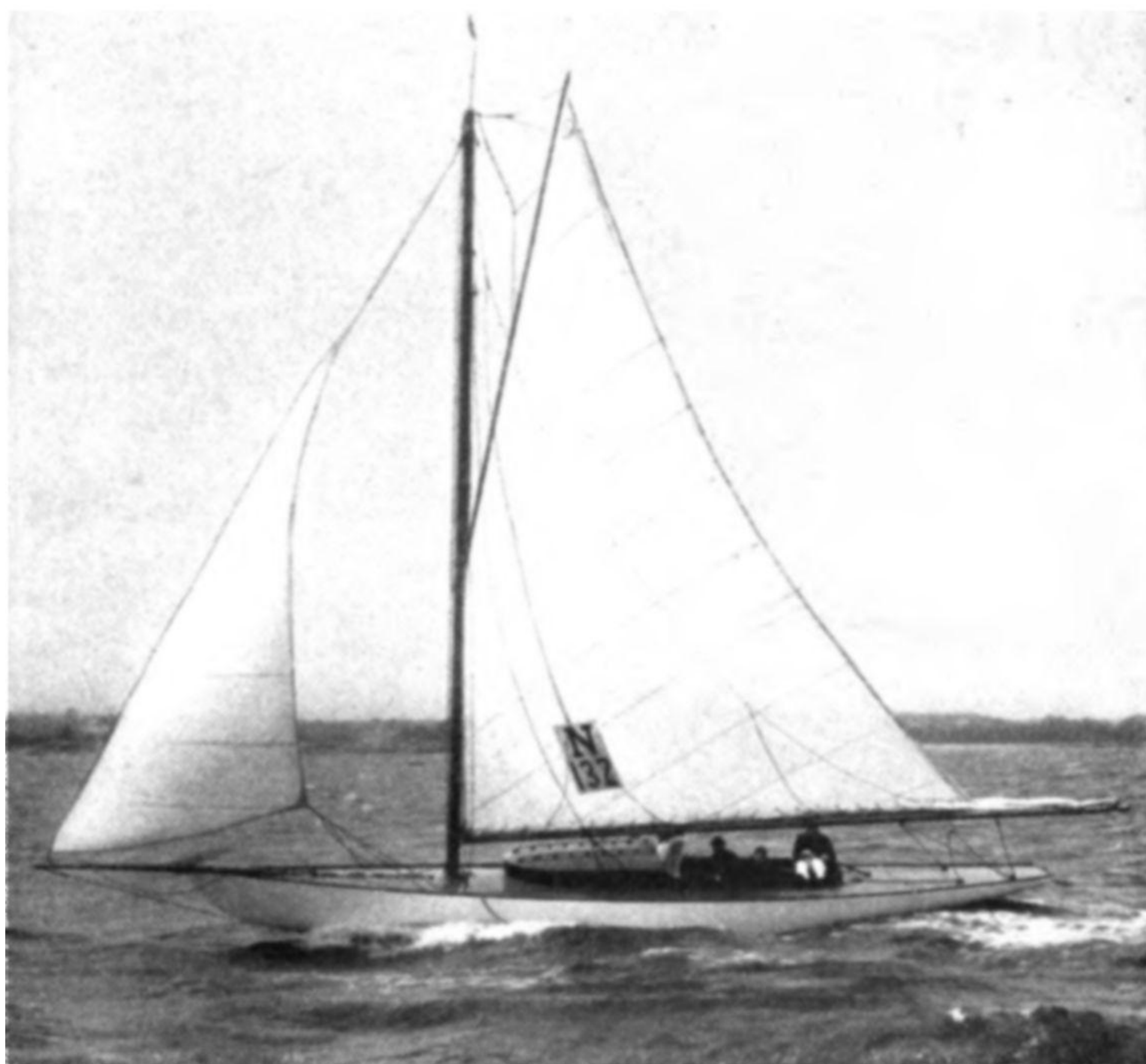
In the New York Yacht Club there is a strong Corinthian spirit. Probably more men who can hand reef and steer with

the ablest professionals are enrolled in this organization than in any other yacht club in the world. This tendency in the course of the history of the club, has shown itself in many marked ways, never more decidedly, however, than in the thirty-foot one-design class organized early in the year 1905.

The assertion may be ventured that this class is the most successful that ever raced on the Sound. In their first year, otherwise an off year in yachting, the beautiful sloops did much to lift the eastern season above the commonplace, and since then the "thirties" have been important factors in the regattas of the New York Yacht Club as well as in those of many of the Sound organizations.

With the general good of the sport in mind, it is patent that you cannot put eighteen enthusiastic, skilful yachtsmen into as many boats built from one design by a master of the art of producing swift yachts and obtain negative results. Exciting, sportsmanlike races may, of course, be accepted as a corollary; but other elements, perhaps more important, are involved, not the least of which, as before intimated, is the furtherance of the amateur spirit, the establishment of a morale which directly redounds, not alone to the advantage of the club directly concerned, but to every organization of yachtsmen throughout the country.

In large measure this class embodies the experiences obtained from study of a noble line of thirty-foot sloops, running through ten years. A consideration of the process of evolution which began in 1894 is interesting. In that year the Herreshoffs



ALERION. THIS SLOOP WAS BUILT IN 1894. THE DEFENDER COLUMBIA APPROXIMATED HER LINES.

designed and built Alerion, the essential idea being, it is said, to try out on a small scale the principles afterward applied in the design and construction of the successful defender of two America's Cup races, Columbia.

To digress a moment, it might be suggested that those who are interested in following, as well as may be, the professional processes of the "Wizard of Bristol," could find in this story of Alerion a hint well worth investigating. In this connection, the fact may be offered to those not of an observing nature that the lines of that Herreshoff creation, the schooner Queen, approximate on a large scale those of the present thirty-footers.

At all events, Alerion proved a success at the outset. In 1900 and 1901 we find Class N—thirty-footers of all sorts of design—a prominent feature in the regattas of those years. The most important of these boats are still fresh in mind. Many of them are still racing and winning cups. There were Alfred Peats' Empronzi; J. R. Maxwell, Jr.'s Oiseau; J. M. Ellsworth's Lorelei; C. D. Mower's Jessica; H. B. Welsh's Crony; R. Sand's Ouaniche and many others. And in all races Alerion, owned by A. H. and J. W. Alker, was a factor constantly to be reckoned with.

In 1903 came the Manhasset Bay Challenge Cup for thirty-footers, which was successfully defended by the Alker sloop, Alert, a Herreshoff mahogany boat, built in 1899. The yachts which sailed in this series of races and the points made follow: Alert, 22; Marion, 19; Oiseau, 14; Bobtail, 13; Mimosa, 11; Bagheera, 9; Empronzi, 7; Flosshilde, 3. Such racing as these figures suggest merited attention. As a matter of fact, attention was bestowed, as future results testified. In 1904, Trenor L. Park's Mimosa, sailing under the burgee of the American Yacht Club, took the cup across the Sound. She was a Crowninshield boat, and a fast one, too. In 1905 the Manhasset yachtsmen sought to regain the prize, but failed through the instrumentality of another Park sloop, Mimosa III, and the beautiful trophy still rests in the club house at Rye.

In the meantime, the eyes of several influential members of the New York Yacht Club had been resting on these thirty-footers and their work in the various regattas, especially those of 1904,

were carefully noted. It is probable that the three attempts of Sir Thomas Lipton to capture the America's Cup, following one another so closely, had the effect of causing more or less of a revulsion of feeling from the large yacht and the incidental expenses attached thereto. At all events, thanks to the activity of W. B. Duncan, Jr., plans for a class of thirty-foot sloops of one design were formulated and invitations to build in this new division were sent to the racing members of the Club, of whom the following agreed to build: O'Donnell Iselin, J. W. and A. H. Alker, J. E. and E. C. Meyer, William D. Guthrie, Newberry D. Lawton, W. and A. G. Hanan, Harry P. Maxwell, Howard Willets, J. Murray Mitchell, H. F. Lippitt, August Belmont, George A. and P. H. Ade, George M. Pynchon, Stuyvesant Wainwright, A. T. French and Lyman Delano.

The first of the sloops, Alera, was completed on January 2, 1905, and the other seventeen boats followed rapidly. As they were finished they were taken on trucks from the Herreshoff yards to the Cove, a mile or so below, where through the winter they rested high on the stocks, objects of considerable attention on the part not only of the natives, but of those who found it worth while to make the trip to Bristol to view the exposed underbodies of the latest creations of a master builder.

Built under the Universal Rule, then just in force, the sloops rated well down in their class, 26.91. Their dimensions follow:

43 ft. 6 in. length over all	8 ft. 6 in. beam
30 ft. 0 in. water line	6 ft. 0 in. draught

The appended tables, showing the measurements of the older "thirties," may prove of interest:

Alerion	Oiseau	Mimosa
40 ft. 0 in. l.o.a.	42 ft. 0 in. l.o.a.	39 ft. 8 in. l.o.a.
27 ft. 3 in. l.w.l.	25 ft. 5 in. l.w.l.	25 ft. 8 in. l.w.l.
8 ft. 6 in. beam	10 ft. 0 in. beam	9 ft. 4 in. beam
6 ft. 6 in. draught	6 ft. 0 in. draught	6 ft. 9 in. draught



NYKE, FORMERLY OISEAU. CONTESANT FOR THE MANHASSET BAY CHALLENGE CUP.



THIRTY-FOOTER. ALERA, WINNER OF CHAMPIONSHIP TROPHIES IN ONE-DESIGN CLASS.

All, or practically all, of the ballast of the new thirty-footers was put on the outside. The frames were of white oak, the planking yellow pine. The deck was of white pine, canvas-covered and painted. There was a raised cabin house of mahogany, with plate glass windows. The spars were solid wood and the sails were a mainsail, No. 1 and No. 2 jibs, balloon jib and spinnaker. The running rigging was of Manila rope and the standing gear, steel wire.

The first rig included a bowsprit a foot long, which admitted of a sail spread of 1,080 feet. Later, the bowsprit was lengthened 2 feet 3 inches, bringing the spread of canvas up to 1,100 feet. In the main cabin there were four berths, a good-sized toilet, full galley fixtures, an ice-box and, forward, two pipe berths for the crew. In the main cabin a dining table was formed by placing a folding board upon two T squares. These squares were fitted in sockets running down into the keel.

It will thus be seen that there was little of the racing machine about these boats. There was, in fact, nothing to suggest it. They were good, husky sloops, fit for racing, fit for cruising, and they have been applied to both pursuits with equal success. They were just a bit difficult to steer in dusty weather, but the lengthening of the bowsprit eliminated this slight defect, and thereafter the most finical yachtsman would have looked in vain for any shortcoming in these wonderful craft.

The men who had placed their orders for the boats drew them by lot early in April, 1905, and thereupon bestowed upon them the names which had been selected some weeks previous. The racing rules for the class are worth printing, inasmuch as they were evolved purely in the interests of sane and sportsman-like contests among gentlemen who know how to stand their trick at the wheel, or tend sail. The crew, then, was not to exceed five men, two of whom might be paid hands. The helmsman, however, must never under any circumstances be a professional. Boats were not to be hauled out more than once in three weeks, and once out must remain out not more than three days. No more than two new suits of sails were allowed in any one season. Balloon jibs were barred, except when racing against boats not in the class. The hoist of the mainsail must not be more than 28.3 feet. The boom was not to exceed 32 feet,

gaff, 10 feet; bowsprit outboard, 3.3 feet; spinnaker boom, 19.6 feet. Ballast or spars were not to be altered in the course of a season. Pot leading was not permitted. Prize money to the paid hands was limited to four dollars for first place and one dollar for start.

The young yachtsman who this season perhaps will sail his own boat for the first time cannot fail to be interested in the list of equipment for each one of the new sloops, which follows:

1 47 lb. gooseneck anchor; 1 47 lb. straight stock anchor; 5 life preservers; 2 fenders; 1 sounding lead and line; 1 30 in. fog horn; 1 8 ft. boat hook; 2 running lights; 1 anchor light; 1 canvas pail; 1 deck mop; 1 ten quart galvanized pail; 1 scrub brush; 2 pipe berths; 2 mattresses; 2 blankets; 8 sheets; 2 pillows; 4 pillow slips; 1 two-burner oil stove; 1 water basin; 1 soap tray; 1 hand brush; 1 dust pan; 1 butcher knife; 1 sugar bowl; 1 bread box; 1 four-quart Berlin kettle; 1 four-quart Berlin sauce pan; 1 coffee pot; 1 tea pot; 1 cook's fork; 1 can opener; 3 mugs; 3 cups and saucers; 1 small dish pan; 1 double boiler; 1 egg beater; 2 enamel pitchers, asst.: 1 lemon squeezer; 1 two-quart milk can; 1 one-half gallon oil can; 1 mixing bowl; 1 potato knife; 1 three-gallon oil can; 1 salt shaker; 1 pepper shaker; 1 small platter; 1 sponge; 1 tea kettle; 2 uncovered dishes; 6 plates, 7 1/2 in.; 3 soup plates, 7 1/2 in.; 6 glass tumblers; 1 broom; 1 tea canister, 1 lb.; 1 coffee canister, 1 lb.; 1 sugar canister; 1 frying pan; 2 funnels, asst.; 1 water pitcher for toilet room; 1 water bottle, tumbler and holder; 1 looking glass; 3 table spoons; 1 mixing spoon; 6 tea spoons; 6 dessert spoons; 6 knives; 6 forks; 3 oatmeal dishes; 1 bowl; 1 doz. towels; 1 wire broiler; 1 brass lantern, Dietz; 2 small lamps; 1 medium lamp; 2 compass night hood; 1 2 1/4 in. Manila cable, 300 ft. long; 1 2 in. mooring line, 50 ft. long; 1 1 3/4 in. Manila warp, 180 ft. long; 1 mainsail; 1 No. 1 jib; 1 No. 2 jib; 1 spinnaker; 1 awning and pole; 1 mainsail cover; 9 sail stops; 2 screen boards.

It would take pages to describe the hundreds of races in which the boats of this class have participated. Not only in the regattas of the club whose burgee they fly, but in contests held by most of the organizations within striking distance of New York, the "thirties" have ever been prominent. Blow high, blow low, wherever there was a regatta there would be found a group of these sloops, sailing with a dash, even recklessness, which from the first was characteristic of them. Perhaps the most striking exhibition of gameness was in the last event of Larchmont Week, a day when a northwest wind howled at a rate of from twenty-five to thirty knots. Seven of the thirty-footers, Minx, Alera, Ade-

aide, Banzai, Atair and Phryne, faced the turmoil and of the class here represented, only one sailed under reefed canvas, and if you were on the Sound that day you know what this means. H. Willet's Minx defeated her sister craft in hurricane style, making the 19 1/2 mile course in 3 hours 7 minutes and 28 seconds. Most of the class finished ahead of the two forty-footers in Class M. Strange to say, the only sloop to break down was the one with reefed canvas, Phryne. Atair's captain was washed overboard, but was rescued after a hard struggle.

The first real test of the new class was witnessed in the New York Yacht Club Regatta for the Glen Cove Cups in June, 1905. Fifteen of the sloops participated. There was a good southeast breeze, which came suddenly after a morning calm—as breezes usually do over the Glen Cove course—and the amateur skippers made the most of it. The table below is a speaking indication of the way in which the race was contested by their skippers, and it might be added, the way in which races of these craft have been sailed ever since.

	Elapsed Time First Round	Elapsed Time Finish		Elapsed Time First Round	Elapsed Time Finish
Phryne	1.16.12	2.31.55	Dahinda	1.22.52	2.41.04
Oriole	1.16.17	2.32.48	Cara Mia	1.23.21	2.38.56
Banzai	1.16.40	2.33.34	Nautilus	1.23.38	2.39.34
Neola II	1.19.30	2.35.58	Pintail	1.23.59	2.43.12
Minx	1.19.52	2.37.38	Ibis	1.25.10	2.42.15
Alera	1.20.15	2.37.31	Maid of Meudon	1.25.15	2.46.49
Linnet	1.21.31	2.41.14	Adelaide II	1.26.38	2.49.09
Atair	1.22.17	2.41.13			

Any table of racing concerning these sloops which one may chance to look over will show that the contests have been equally well contested.

"No prettier sight," wrote a spectator of this race, "than the groupings made by the "thirties" in their contest can be imagined. At times they were grouped, eight or ten, so as to render it impossible to tell which was the leader. At other times they plunged along in single file, one close aboard the other. There were occasions when the follower of this class would see a wonderful duel between this boat and that, and again there would be a general mix-up which even the eye of the expert would have found, in fact did find, difficulty in following."

They have always shown ability to deal savagely with boats of larger classes. Last summer, off Glen Cove, in the races for the Bennet Cups, Alera beat the sixty-footers twenty-seven minutes on time allowance. Their success against larger boats, in fact, brought them into trouble the first year on the New York Yacht Club's annual cruise. W. B. Duncan, Jr.'s Dahinda handily won the Commodore's Cup for sloops in the run from Glen Cove to Morris Cove, while Howard Willet's Minx won the Rear-Commodore's prize for sloops in the run from Morris Cove to New London. The two thirty-footers were protested on the



ADELAIDE. SHE RIVALLED ALERA AS A WINNER OF PRIZES.

ground that they had disobeyed the rule in regard to cruising trim, inasmuch as they had not carried boats. The owners of the sloops declared that, under the rules, it was optional whether they carried them or not. But the Regatta Committee finally awarded two sets of cups, one to the two thirty-footers and the other to two sloops in larger classes.

That year saw a race of several of the thirty-footers against the Newport thirty-foot class sloops, in which the New York Yacht Club boats did not come out well. Both Eleanora, G. D. Widener and Breeze, W. G. Roelker finished ahead of Cara Mia, Alera and Neola II. A great shout of rejoicing went up at Newport, but it must be remembered that the Rhode Island boats were mere shells and could have been carried on the decks of the more wholesome boats of the New York Yacht Club class.

Through the following years some of the thirty-footers changed hands, some

passing out of the Club. Anemone Jr. went to Alfred G. Vanderbilt and was renamed Caprice; Cara Mia was sold to the Scotts in Oyster Bay; Carlita went to Frank Swan; Dahinda to G. Emlen-Roosevelt; Linnet to Hartford; Maid of Meudon to C. W. Matheson, renamed Melody; Nautilus sold to Hartford; Neola II to Ralph Ellis, renamed Hera II; Oriole to Hartford, and Tebasco to Johnson DeForest, renamed Nepsi.

But a sufficient number, twelve, remained under the burgee of the New York Yacht Club to discredit the statements early in the season that the "thirties" as a class were of the past. Nothing could have been farther from the facts than that. The class was as prominent in the regattas of the spring and summer as it ever was, and the various sloops thereof revealed undiminished ability in the way of making trouble for craft of higher rating. The record of the class last year, in which three or more sloops started, thirty-nine races in all, is as follows:

	First Places	Second Places	Third Places	P.C.		First Places	Second Places	Third Places	P.C.
Alera	8	15	6	82.85	Phryne	3	3	3	57.80
Adelaide	7	6	6	77.41	Carlita	1	0	0	51.99
Minx	6	2	6	72.68	Caprice	0	0	0	44.44
Nepsi	5	3	3	67.50	Dahinda	0	0	1	44.08
Atair	2	5	6	58.42	Pintail	0	0	1	24.83
Banzai	3	3	3	58.08	Hera II	0	0	0	14.80

Adelaide II won the Championship Cup of the New York Yacht Club One-Design Class, donated by owners in this class and she also won the Sound Championship pennant.

	Firsts	Seconds	Thirds		Firsts	Seconds	Thirds
Adelaide	5	5	3	Atair	1	2	3
Alera	4	6	4	Phryne	1	1	0
Minx	4	4	2	Carliter	1	0	0
Nepsi	3	2	3	Dahinda	0	0	1

George A. Adee, Jr., owner of this sloop, sailed her throughout the season with two amateurs, a devotion to the sport which speaks for itself and a tribute to the amateur spirit which exists among members of the New York Yacht Club.