

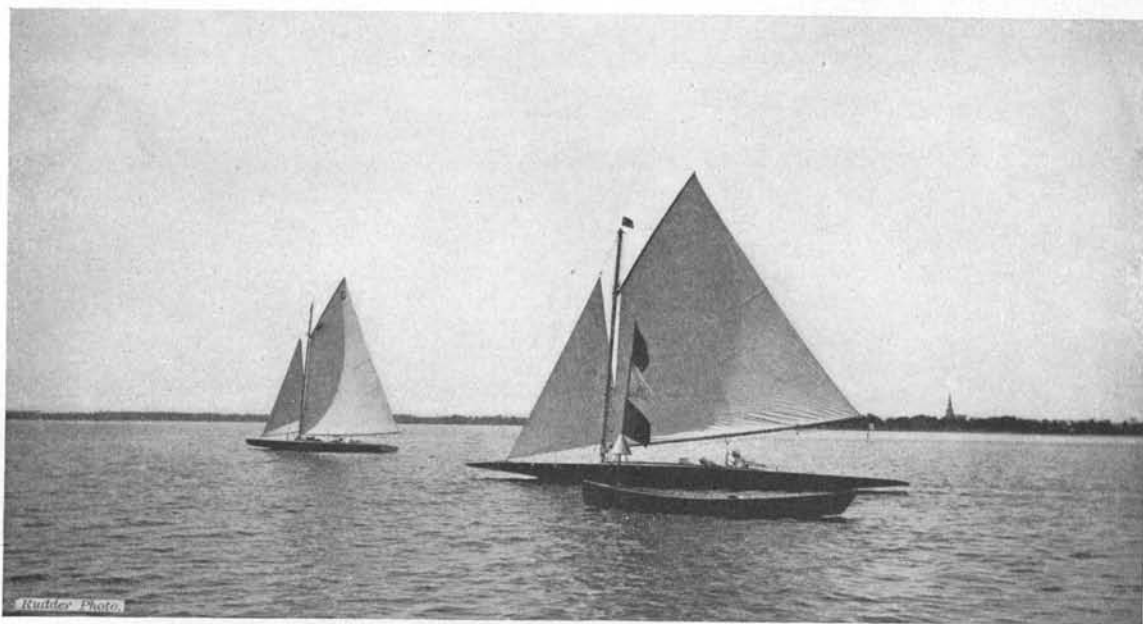
Seawanhaka Cup Races

By C. D. MOWER



THIS season's series of races for the Seawanhaka Cup at Lake St. Louis between the English challenger Greyfriar and the Canadian defender Senneville resulted in such an easy victory for the Duggan-designed boat that the match was absolutely lacking in interest from a racing standpoint and served only as an illustration of the high order of development of small-boat racing in this country as compared with what it is in England. Never has a boat made such a poor showing in the past races for the cup, and Greyfriar was hopelessly outclassed at every point. While all of the races were sailed

a straight, flaring topside, with a very quick turn at the bilge, much like the successful Quincy Cup defender Hostess. The bottom has a fair sweep both forward and aft and runs out till it meets the deck in very fine, thin ends. The deck lines have more of a sweep than is usually seen in boats of the extreme scow type, the greatest beam being just about amidship. The hull is finely built and the workmanship throughout is excellent, but there is practically no internal bracing and it seems doubtful if the hull is strong enough to stand a very severe pounding without going out of shape. The planking is of $\frac{1}{2}$ -inch mahogany riveted to frames of elm $\frac{1}{2}$ inch by $\frac{5}{8}$ inch, spaced 3 inches on centers. The topsides were finished bright and the bottom given a coat of pot lead. Just forward and aft of the cockpit are water-tight bulkheads to



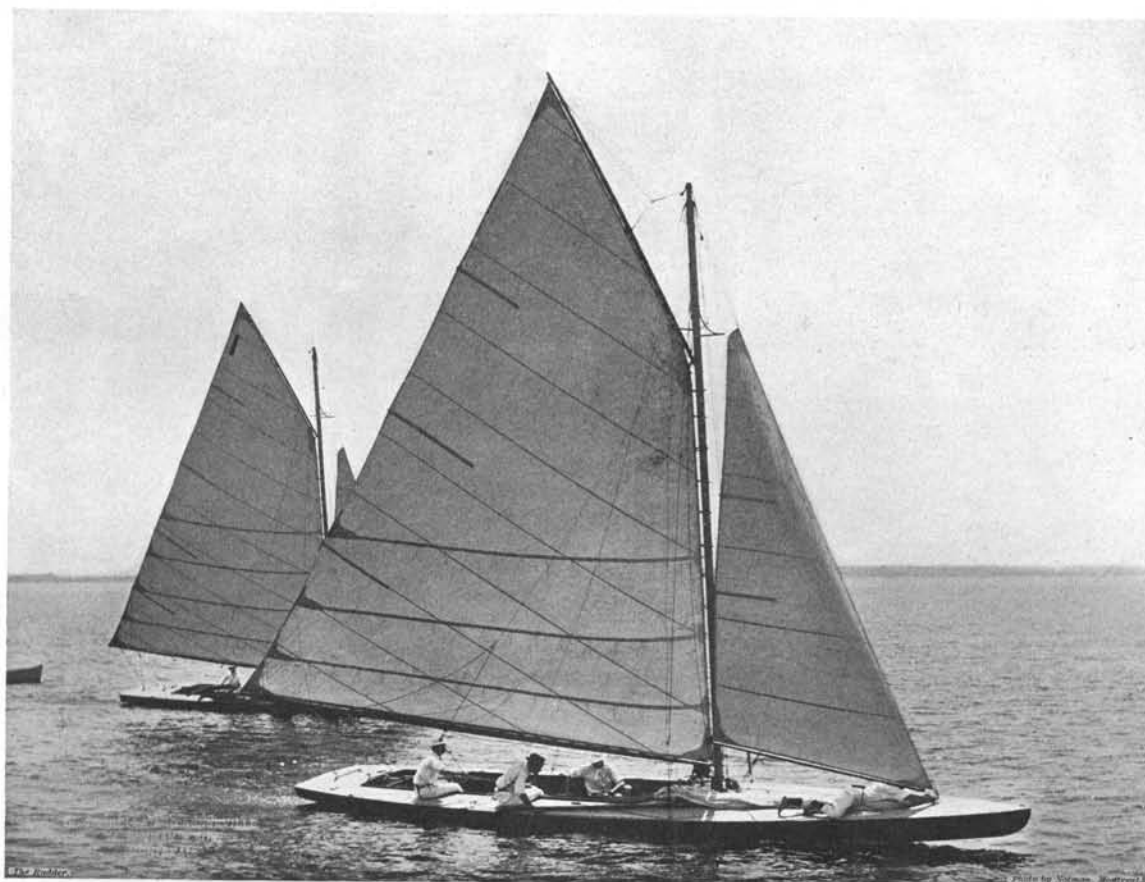
START OF FIRST RACE

in very light airs it is very doubtful if the English boat would have made any better showing in a breeze, even though her crew had confidence that they would be able to do the trick if they could have all the wind they wanted.

Senneville is very similar in every way to the Duggan boats of last year, and was chosen as the best of the four new boats built this year, though the trial races were so close that the committee had a difficult time in deciding as to which was the best all-around boat. Red Coat and Black Beauty, two last year boats, sailed in the trial races and did some very clever work, and it was usually only a matter of a few seconds between them and the later boats.

Greyfriar is quite unlike anything that has ever raced for the cup and is a more extreme scow than the Duggan boats. Her sections show a perfectly flat bottom and

keep the boat and her crew afloat in case of a capsize. Small square canoe hatches are fitted in the deck for ventilating and sponging out the compartments. The cockpit coaming and floor boards, etc., in the cockpit are of mahogany, giving the boat a very neat appearance. Her centerboard is a triangular plate of $\frac{3}{8}$ -inch steel hung on a kingpin in the old-fashioned way and fitted with a powerful purchase for raising and lowering. The spars are hollow and were made by the Spaulding St. Lawrence Boat Co. The rigging was especially crude and clumsy and in no way fitted for the quick work of setting and shifting sails during a race. The rig was rather unusual in shape, as the boom was cut fairly high originally and then thrown much higher by raking the mast forward, so that the end of the boom was nearly six



SENNEVILLE

feet above the deck. There were no reef points in the sail, but the boom was fitted with a roller gear, so that reefs could be quickly turned in while under way. There was no occasion to reef in any of the races, so there was no opportunity to observe how well the scheme worked, but the crew claimed that it was a most satisfactory arrangement. The jib, unlike our American sails, had no club on the foot and set with snaphooks on the headstay. Both sails were very nice to look at and seemed to set beautifully, but they were cut very flat with practically no flow in the mainsail, and it failed to get the speed out of the boat which she would have shown if the sails had been cut according to the American idea, with plenty of flow or draught in the luff. Senneville's sails were cut on this principle, and in the light airs that prevailed they filled nicely and kept the boat moving, while Greyfriar's sails seemed to have no driving power whatever. In strong winds the flat sails would not have been so much of a disadvantage, but even under those conditions the baggy sail would doubtless have proven the faster.

On the day before the first race the sails of the two boats were measured and figured out as follows:

	Senneville.	Greyfriar.
Area mainsail	394 sq. ft.	373 sq. ft.
Area fore triangle	102 sq. ft.	109 sq. ft.
Area, total	496 sq. ft.	482 sq. ft.

This shows Greyfriar 18 square feet below the maximum area allowed and Senneville 4 square feet below the limit, but for some reason, probably on account of the

different shapes of the sails, Greyfriar appeared to have a very much smaller sail plan than the Canadian boat. The crews of the boats were made up and weighed as follows: Greyfriar, Lorne C. Curry, 195 lbs.; H. Fletcher, 192 lbs.; Marmaduke Pike, 166 lbs.; Algernon Maudsley, 178 lbs.; total, 731 lbs. Senneville's crew was made up of: G. H. Duggan, 156 lbs.; F. P. Shearwood, 151 lbs.; W. T. Angus, 192 lbs.; Charles Routh, 169 lbs., and Herrick Duggan, Jr., 63 lbs., making a total weight of 731 lbs. The original agreement placed the maximum weight allowed for crew at 650 lbs., but as Mr. Currie found it impossible to get a crew so light as that it was mutually agreed to raise the limit of weight to 735 lbs., and in order to even up things Mr. Duggan's son "Hek" was shipped on the Senneville. The small cut bearing the initial letter of this article shows the younger Duggan standing beside Mr. Fletcher of the rival crew, and the contrast in size of these two clever sailors is quite marked.

The first race was scheduled for Thursday, July 25, and as both boats were ready and in racing trim there was but little work to be done on them before they were tied up to the stern of the club steamer St. Louis to be towed up the lake to the starting line off Point Claire. The wind through the forenoon had been very light, but by 1 o'clock it had breezed up somewhat and promised to hold strong enough for a fairly good race. When the first signal was given at 1:30 there was quite a fleet of excursion steamers and yachts, both sail and steam, about the starting line, but all kept back far enough to give the racers plenty of room to maneuver for their start. The preparatory signal was given at



SENNEVILLE



SENNEVILLE



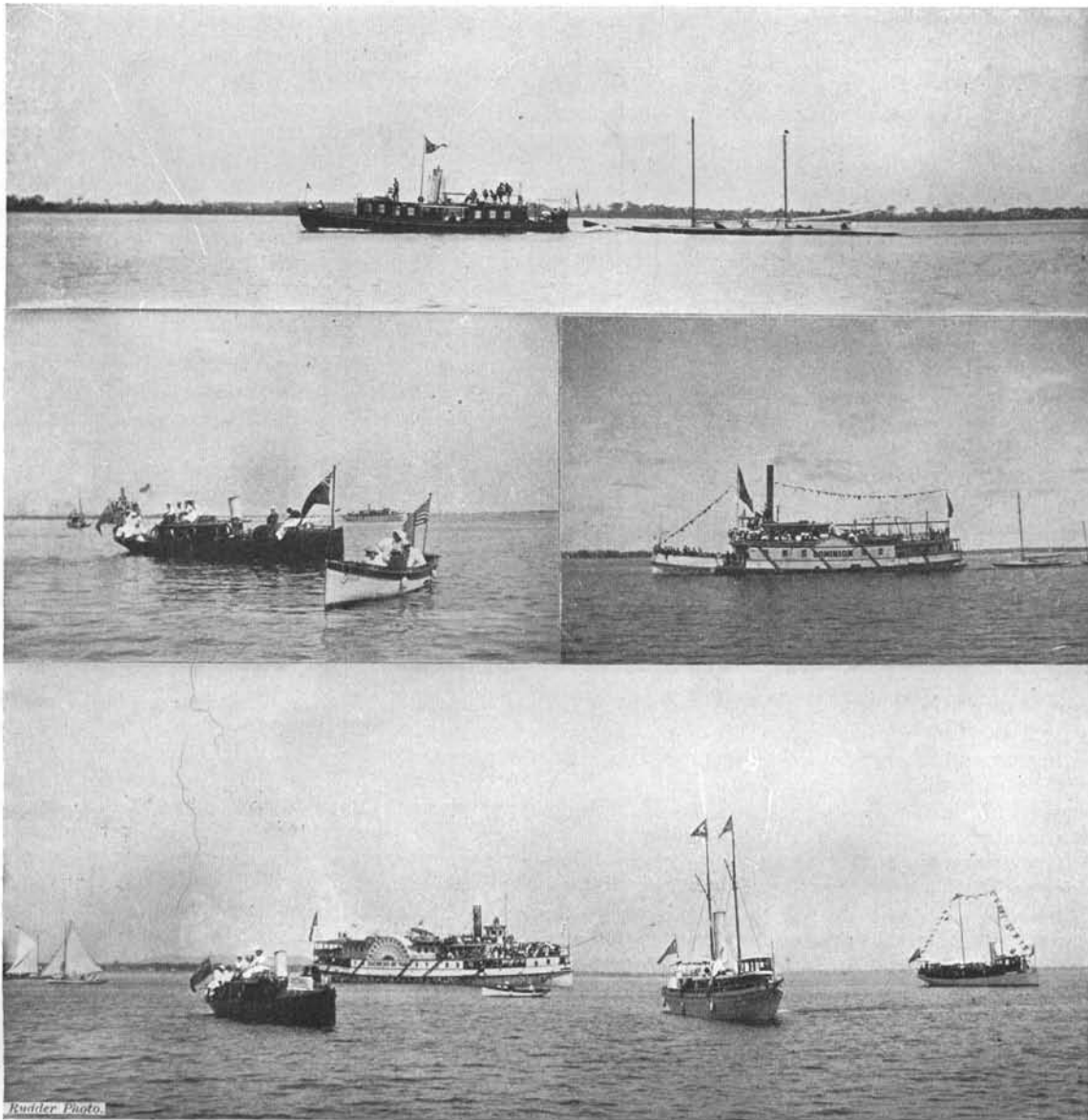
GREYFRIAR



GREYFRIAR

1:35, and five minutes later the starting signal. Senneville was first over the line, a few seconds after the signal, with Greyfriar some seconds later but a trifle to windward. There was little difference either in the pointing or footing of the two boats, but after a few minutes' sailing it was apparent that Greyfriar was sliding off so badly that Senneville had worked out across her course and was doing much the better work. Soon after starting, both boats went about for a long port tack out into the middle of the lake with the wind gradually

sailed over four times to make the required twelve miles. During the latter part of the first leg the wind became very light and fluky and Greyfriar seemed to get all the hard luck. Senneville turned the weather mark at about 2:30 and set her spinnaker smartly to starboard for the run to the home mark. The English boat was nearly 10 minutes behind at the first turn and had difficulty in setting her spinnaker, so that it was some time before the sail was drawing properly. Down the wind Greyfriar picked up a minute and a half. On the second trip



CLUB STEAMER ST. LOUIS TOWING RACERS
 STEAMER WILD ROSE EXCURSION STEAMER DOMINION
 PART OF THE EXCURSION FLEET

lightening. Duggan was the first to tack again to starboard, but Greyfriar held her port tack instead of following suit and, after a little while, found herself in a decidedly soft spot, while Senneville, farther down the lake, was working along with a nice little breeze. Immediately after starting the race the judges' boat started out to log off the course dead to windward and set the turning mark one and a half miles from the starting line. This gave a windward and leeward course which must be

to the weather mark Senneville began to walk away in good shape and had increased her lead considerably when the wind shifted to the northwest. Duggan saw the change quickly and set a reaching jib and went for the mark in fine shape. Greyfriar, under the Point Claire shore, also caught the shift and set her spinnaker, but came along very slowly. The second leg to the home mark was now a close reach instead of a run, as before, and on it Senneville steadily increased her lead. The last

half of the race was most uninteresting, as the Canadian boat was a sure winner, and though the times showed that Greyfriar made a gain on some of the legs, she lost so much on the others that she was almost twenty minutes behind Senneville at the finish. This race clearly showed that Greyfriar had no chance in a moderate or light air, and it was hoped by all that on the following days there would be a good strong breeze that would give the boats a harder test.

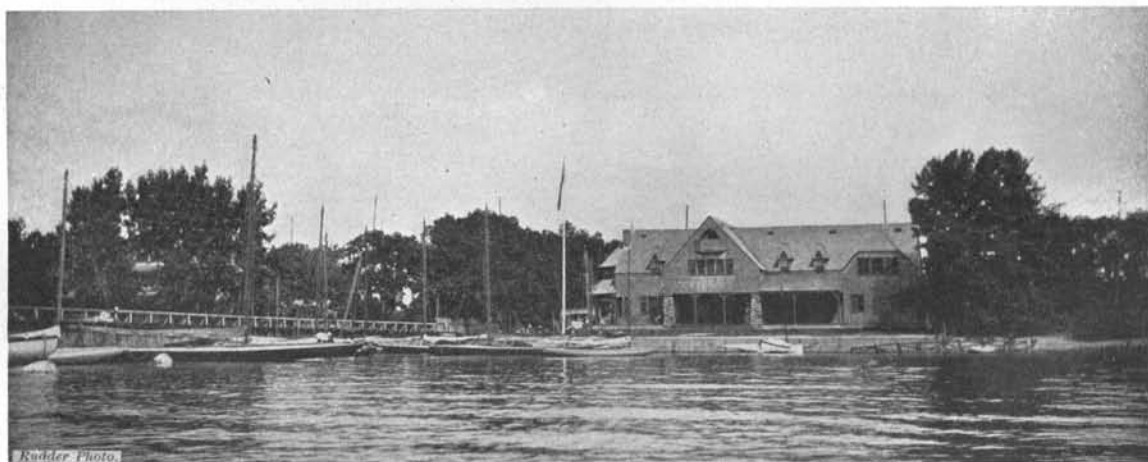
The morning of the second day gave no promise of wind, but the boats were towed out to the line and started over the triangular course at 1:50 in a very light breeze from the southeast. Senneville, sailed by Mr. Charles Routh, got the better start and immediately began drawing away from the English challenger, though both boats moved so slowly in the light air that there seemed but little chance of their getting over the twelve-mile course within the time limit of three and a half hours. Greyfriar failed to gain even on the reaching legs and at the end of the first round was over four minutes behind Senneville. On the second round the breeze freshened a bit and there seemed some chance of making a race, as Senneville got a fine move on at times and at the end of this round had a lead of nearly half an hour. The wind flattened out again on the third and last time around and the race was called off when Senneville was on the second leg of the triangle. It had been a very dull and uninteresting affair, and everyone was glad that it was not finished, as it meant carrying the races over into the following week and some possibility of a change of weather that would give more wind.

Saturday morning was no more promising than the previous day had been, but the boats left the clubhouse as usual, and by the time the starting line was reached a very fair breeze had sprung up. As this was to be a resail of the race of the day before the same course was given, but this time the boats were sent around in the opposite direction, giving a run to the first mark, reach to the second and a beat home. Greyfriar, sailed by Mr. Pike, was over the line some seconds ahead of Duggan, who again had the stick on Senneville, but for some reason Greyfriar's sails did not seem to draw and the boat had absolutely no life, while on Senneville everything was nicely trimmed and drawing in fine style, so that she rushed by Greyfriar to windward and had a good bit of a lead before the English boat got much way on. When Greyfriar finally got her sails drawing she held Senneville very well and there was only 14 seconds between them as they turned the mark. This came nearer to being a yacht race than anything that had been seen before, as the

boats had been doing some very close work down the wind and it was expected that the reach to the next mark would be the scow's chance to get the lead. Instead of this, however, she dropped back half a minute. Turning out to windward was certainly not Greyfriar's strong point, and on the last leg of the triangle she fell steadily back, so that she was nearly four minutes behind at the end of the first round of four miles. Down the wind the second time Greyfriar handled her sails a bit better and made a gain of a few seconds and also pulled Senneville back somewhat on the reach, but on the windward work she did even worse than before and found herself over nine minutes astern when she turned the home mark the second time. On the last round Senneville simply loafed around the course and on the windward leg had all sorts of fun with some of the steam yachts, whose captains tried very hard to get out of the way, but found some difficulty maneuvering as quickly as the racing boat could. While all this was going on Greyfriar was still taking things seriously and her crew were quite elated at the finish to find that they had beaten the Duggan craft something over two minutes on the last leg to windward. Over the whole course Senneville beat Greyfriar seven and a half minutes, but would undoubtedly have made much faster time if she had been hard pressed at all.

The final race was sailed on Monday afternoon over the windward and leeward course, and unfortunately the wind was about as light and fluky as it had been on the preceding days, so that there was never a question as to which boat would be the winner. Senneville was very cleverly sailed by Mr. Fred Shearwood, with S. K. L. Ross on the mainsheet, G. H. Duggan and Thornton Davidson forward, and Cecil Gordon as fifth man to make up weight. Greyfriar carried the same crew which had handled her throughout the match except that Mr. Pike had the tiller instead of Mr. Maudsley, who had handled her in the first two races.

The judges for the series were Dr. Ward-Humphreys, representing the Island Sailing Club; Mr. W. Q. Phillips, representing the Royal St. Lawrence Y. C., and Mr. W. P. Stephens, as third judge or referee. Much credit is due these gentlemen for their excellent management of the races, as everything went off very smoothly without a sign of a hitch or disagreement of any kind. It is probable that in next season's races an American boat will be the challenger, as both the Black Rock Y. C. of Bridgeport, Conn., and the White Bear Y. C. of White Bear Lake, Minnesota, have sent in challenges and it is quite certain that one of these will be accepted.



ROYAL ST. LAWRENCE YACHT CLUB