



NOTMAN,
MONTREAL

GLENCAIRN III

RUDDER

ing wind removed that element of excitement that always acts as an invigorating tonic to the racing yachtsman. The result in the big sloop class was a repetition of the same old story. The Columbia again defeated the Defender in decisive style, making gains on all three legs of the course. The Syce gained another victory over the Kestrel and the Gloriana, one of the grandest of the old timers, defeated the Sayonara. The Amorita beat the Quissetta handily in their duel and Pembroke Jones' thirty-footer Carolina captured the Commodore's cup in the race for that class. The summary:

SLOOPS.

CLASS G.—OVER 70 FEET RACING LENGTH.

	Start.	Finish.	Elap. Time.	Cor. Time.
	H.M.S.	H.M.S.	H.M.S.	H.M.S.
Columbia	11 35 25	3 29 00	3 53 35	—
Defender	11 35 27	3 37 54	4 02 27	—

CLASS H.—70 FEET RACING LENGTH.

Hildegard	11 13 02	Did not finish.		
Queen Mab	11 13 52	4 03 23	4 39 41	4 48 03

CLASS J.—60 FEET RACING LENGTH.

Gloriana	11 10 43	4 03 23	4 52 40	4 52 40
Sayonara	11 10 50	4 05 46	4 54 56	4 54 50

CLASS K.—51 FEET RACING LENGTH.

Syce	11 12 56	3 57 14	4 44 18	4 44 18
Kestrel	11 11 33	4 01 44	4 50 11	4 50 11

CLASS L.—43 FEET RACING LENGTH.

Mira	11 14 07	5 00 08	5 46 01	5 46 01
Hussar	11 12 15	Not timed.		

SCHOONERS.

CLASS C.—85 FEET RACING LENGTH.

Marguerite	11 17 38	4 31 12	5 13 34	
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CLASS D.—75 FEET RACING LENGTH.

Amorita	11 16 36	4 22 38	5 06 02	5 06 02
Quissetta	11 15 56	4 29 07	5 13 11	5 10 53
Uncas	11 16 02	Not timed.		

The cruise formally ended at noon on Wednesday, August 16th, on board the flagship after the small boat races had been rowed. The entries for these events were not as numerous as was expected. The Crusader's dingey crew beat that of the Syce for the Owl colors and the Ituna's four-oared gig crew paddled home in their race against the Fleur-de-Lys boat, after the stroke oarsman in the latter broke his oar. Launches from the Wachusett and Iroquois, and two from the Corsair also raced, the ones from the Iroquois and the smaller craft from the flagship were returned winners.

Farewells were made on board the Corsair and the greatest fleet of pleasure crafts that has ever been brought together in this country, started homeward to east or westward, after the most successful and satisfactory cruise in the history of the New York Yacht Club.



CONSTANCE AND GLENCAIRN III

THE race at Dorval, Canada, between the Seawanhaka Y. C. boat and the defender representing the Royal St. Lawrence Y. C. ended in a complete fizzle. This cup seems to have become an apple of discord, and the fight to regain it has developed several childish quarrels in which it is regrettable to say the challenging club has not shown up very favorably as a sporting organization. Probably the best thing for yachting will be to have the Royal St. Lawrence Y. C. accept the challenge of some other American club, one that has less use for protests and more backbone and nerve.

The following are the principal dimensions of the two boats:

CONSTANCE

Racing length	19.875
Total sail area	484 sq. ft.
Mainsail	386 sq. ft.
Fore triangle	98 sq. ft.
Spinnaker	196 sq. ft.
Length over all	30 ft. 11 in.
Load water line	17 ft. 9 in.
Overhang stern	5 ft. 1 3/4 in.
Overhang bow	8 ft. 1/4 in.
Mast	25 ft. 6 in.
Boom	23 ft.
Gaff	13 ft. 6 in.
Spinnaker boom	15 ft. 5 in.

GLENCAIRN III

Racing length	19.785
Total sail area	498 sq. ft.
Mainsail	370 sq. ft.
Fore triangle	128 sq. ft.
Spinnaker	256 sq. ft.
Length over all	32 ft. 4 1/2 in.
Load water line	17 ft. 3 in.
Overhang stern	5 ft. 9 5/8 in.
Overhang bow	9 ft. 3 3/8 in.
Mast	25 ft. 5 3/4 in.
Boom	21 ft. 8 in.
Gaff	14 ft. 8 in.
Spinnaker boom	20 ft.

The first race was sailed on July 26, and ended in a victory for Constance owing, it is said, to Duggan the skipper of the Canadian boat having made a mistake in the course. The wind was moderate and both boats made fairly good time, the course being one to windward and back.

	h.	m.	s.
Constance	2	18	28
Glencairn III	2	20	43

The second race, on July 31, over a triangular course, gave Constance her second victory, which was won in a clean, clever style in the close time of 55 seconds. In this race the Crane boat was splendidly sailed and showed a magnificent windward form.

	h.	m.	s.
Constance	2	04	00
Glencairn III	2	04	55

After marking up these two races to her credit, and having shown herself to be the better windward boat, Constance was looked upon as a sure winner, and the Americans present were so certain that she would recapture the cup that some of them started in to get up a subscription dinner to celebrate the return of the trophy to Oyster Bay. But they reckoned ahead of events and a strong, southwest wind. The course like that of the first race was to windward. It ended with Glencairn in the lead by over 3 minutes.

	h.	m.	s.
Glencairn III	2	28	26
Constance	2	31	32

The race on the fourth day was over the triangle, and here Duggan won again, landing Glencairn first on the right side of the line after a hard fight in a strong and increasing breeze. The difference between the boats was the heaviest so far, being more than five minutes.

	h.	m.	s.
Glencairn III	2	20	43
Constance	2	26	22

Both boats having two firsts all hands looked forward to a splendid struggle for the deciding win, but instead of an exhibition of yacht racing the sport and public were treated to another display of childishness, such as made ludicrous the last contest for this cup. The Seawanhaka people started off by objecting to the course as laid out. When the course was relaid and the start taken Constance ran aground and withdrew leaving the Canadian to take a sail over. The Seawanhaka representatives at once protested the course. The committee after a lengthy consideration of the merits of the protest decided against it, and so ended the Seawanhaka-cup contest for 1899.