



WAITING FOR A BREEZE. (FROM A PHOTOGRAPH BY WALTER BLACKBURN.)

COAST AND INLAND YACHTING.

EACH advancing year makes more apparent the universality of a taste for aquatic sports among the American people. Yachting has ever been a growing pastime by the waters of the North Atlantic coast. We now find white sails in the least-expected places: yachts and yachters where but a few years ago the only sailers were the timid wild duck and the solemn mud-hen; boats upon waters that have scarcely ceased to ripple from the agitation of their first invasion by a launched vessel; butterfly canoes scudding over rivers that not a decade since knew no alien thing save the Indian's dugout; lakes upon which float shapely vessels of pattern so modern that they almost seem uncouth in their intrusion upon Nature's primeval landscape; sloops and cutters, schooners and cat-boats, every kind of sailing craft in short, that can be made to cater to the yachter's insatiate desire for sport. In yachting the United States takes first rank; her yachts and yachters outnumber and outsail those of all other countries. Few among the "land-lubbers" of the country, and not many yachters, realize the magnitude of this national pastime. The Queen's Cup races gave the sport a publicity which it never had before, but even these events did not bring to general public notice an adequate conception of the extent of this interest.

It is safe to estimate that there is at least one yacht to every ten thousand people in the land, and that an average yacht will carry at least ten persons. This means that there are at least six thousand yacht-owners in the country, and that sixty thousand people may participate in pleasure-sailing: a large number, surely, to be devoted to a sport which is necessarily confined to localities near the water, and which is an expensive pastime. The public hears much of vessels of the *Volunteer* and *Grayling* types, champions of the "big-boat" classes, but the real yachters of the land are the owners of small boats; in fact, the big-boat owner gener-

ally keeps a small yacht in which to enjoy himself when he feels like being master of his own craft. A few statistics will render this quite plain.

Figures that are somewhat incomplete show that there are over 200 organized yacht-clubs in the United States, which enroll nearly 4000 yachts. Of these, less than one thirteenth are steam vessels, launches, etc., and not sailing-boats at all. One eleventh are classed as large yachts, including many steam and sail vessels, big schooners and sloops, all of more than forty feet water-line measurement. That is to say, of 4000 recorded yachts, five sixths are sailing vessels under 40 feet. This shows conclusively that the majority of American yachts are small boats that are managed by their owners. It is safe to assert that there are at least 2000 more small yachts which are not entered in clubs, and of which no exact record can be given.

The 200 clubs report a membership of over 7000 men, 4000 of whom are yacht-owners. Leaving out one sixth of them as owners of large and very costly vessels ranging in value from \$5000 to perhaps \$500,000 each, and assuming the average cost of the small yachts to be about \$1000, which is a low figure, one finds that five sixths of these 4000 yachts represent an invested capital of over \$3,300,000: a large sum when it is remembered that yachts never pay back anything in profit to their buyers, and that, like horses and carriages, they eat up a good deal of money all the time. The average dues, etc., of a yacht-club are about \$25 a year, not counting extras. This, paid in by 7000 members of clubs, shows a revenue of \$175,000 per annum, which really represents no part of the great cost of yachting, for every yacht-owner has to pay his own expenses, and the club dues are spent on shore. At a very low estimate the owner of a small yacht will spend \$50 a month during the season of about five months. This means that the small-yacht sailers of the country spend at least \$800,000 in a sea-

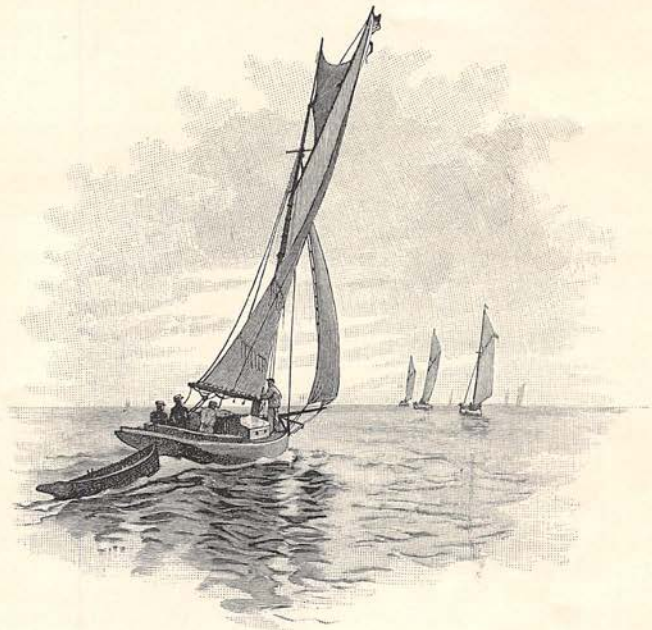
son. How much their yachting costs the owners of the big boats it would be impossible to state; the sum is enormous.

A glance at the distribution of the yacht-clubs of the country will not be uninteresting, even to old and well-informed yachting men, and will prove beyond question that American yachting, like American education and American politics, is not the especial prerogative of any part of the country. A map of the United States will show that in certain regions there are lakes, many of which are not little ponds, such as charm the eye of the tourist in foreign lands, but large bodies of water admirably adapted for the sailing of yachts; and investigation proves that the yachts are there. Passing for the present those fresh-water seas known as the Great Lakes, and directing attention to smaller and less generally known fresh waters, we find a lively interest in sailing in Minneapolis, whose people support a flourishing club of 200 members. Their fifty boats, some of them of the best Eastern design, ply from the clubhouse on Lake Minnetonka, which has an irregular shoreline nearly a hundred miles in the circuit. There is yachting also on the White Bear Lake near St. Paul, although no club exists there. In Wisconsin, in addition to the yachting interests on the borders of Lake Michigan and Green Bay, there is a club at Oshkosh, on Lake Winnebago; another at Oconomowoc, on La Belle Lake; and a third at Tomahawk Lake. These yacht-clubs of two States are represented by an average of 40 boats each, which is as good a showing as some of the oldest clubs of New York harbor can make.

Upon the lakes which form the central New York group there are yachts innumerable, and of every type known to the boat-sailer. The yacht-lovers of that region maintain three large and well-equipped clubs, whose members sail those often perilous waters; for lake-sailing is no boys' play, and one who would handle a yacht in treacherous inland waters must be a good sailor indeed, or his sailing time may be short. Lake George, because of its treacherous winds, was until recently considered unfit for sailing, and twenty years ago a sail-boat was rarely seen upon its waters. The trouble

was that the only sail-boat known there was that most dangerous compound of two very different ideas, the rowboat with a sail. But proper principles in building have made it possible for the yachter to use the waters of this mountain-bordered lake, and a successful club has been established.

Lake Champlain is one of the most delightful yachting grounds anywhere away from the sea. At Burlington, on the Vermont shore, there is a large and ambitious yacht-club. Many of the earlier Champlain yachts were vessels bought in New York harbor, and thence towed up the Hudson River, and through the canal to the lake. In the once desert wastes of Utah is a remarkable body of water, the Great Salt Lake, upon which a few sloops and catboats, as well as steamers and rowboats, are to be seen.



DRAWN BY W. TABER, FROM A PHOTOGRAPH BY WALTER BLACKBURN.

ENGRAVED BY C. SCHWARZBURGER.

OFF FOR A CRUISE.

The lake is about seventy-five miles long, has many islands, and is a good sailing ground, except that the yachter must be wary of spray from the bow, since the water is so strongly charged with chemicals that a drop of it in the human eye will cause pain and inflammation.

Upon the five great lakes which form the chain of waterways from Duluth, Minnesota, to Kingston, Canada, floats a yachting fleet which is equal in all points of excellence to any in the world. These tempestuous fresh-water seas are of uncertain temper, like the North Atlantic, and none but doughty seamen may go upon them in safety. Cleveland and Detroit, Milwaukee and Erie, each has its well-



DRAWN BY W. TABER, FROM A PHOTOGRAPH BY WALTER BLACKBURN.
NEWFORT CATBOAT.

established club; Rochester has one, and Toledo and Kingston have two each, while the great clubs of Chicago and Buffalo are as well known in the yachting world as are many of the most popular clubs of New York and Boston. And besides, many yachts are to be found on the waters of Green Bay, the Georgian Bay of Canada, and some of the smaller bays and river-mouths along the coast of the lakes.

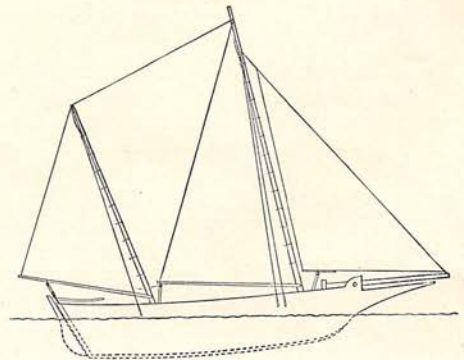
On the American side of the Great Lakes every kind of craft may be found, many of them built from designs by eminent yacht-architects. The sailor of the Great Lakes has little chance for his life in a storm if his boat be poor, since harbors of shelter are few and far apart, the winds violent, and the waters rough. The Canadian yachters of the Great Lakes use powerful boats, cruise far, and face bad weather bravely. Their favorite yacht is that of their home country, the cutter, although one will find other types in their fleets. They have two clubs at Kingston, three at Toronto, and one at Hamilton. At Montreal and Quebec there are clubs whose boats cruise the St. Lawrence. There are also two sea-coast Canadian clubs, one at Chatham, New Brunswick, and the other at Halifax, Nova Scotia. The members of these latter clubs use only stanch sea-boats, for the coast off which they cruise is a perilous one for all vessels. The yachters of the Canadian sea-coast are no fair-weather sailors, but boating men of the ablest sort.

Formerly the South took little interest in yachting. In recent years, however, this sport has taken a strong hold upon the people of that

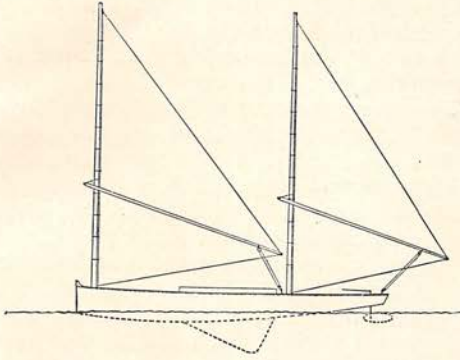
region, and to-day the coast waters from the Carolina line to Galveston, Texas, are well supplied with sailing pleasure-boats. Most of the Southern yachts are of light draft, for the waters of the South are shallow; and the number of flat-bottomed and very shoal round-modeled yachts far exceeds all other types. On the inlets of Florida and along the Gulf of Mexico the craft of the pleasure-seeker may be seen all the year round, for there is no beginning or end to the Southern yachting season. Though yacht-clubs are not numerous in the South, North Carolina has two, South Carolina one, Maryland two, Louisiana one, Alabama one, Georgia one, and Florida maintains three. There is also a club in prospective at Galveston, Texas. Some of these Southern clubs are strong in membership; the New Orleans club, whose yachts sail upon Lake Pontchartrain, is notable for the number and standing of its members.

The yachts chiefly used in Southern waters are, as has been stated, light-draft vessels of the generally accepted types which have been developed in the North. Sloops and cat-rigged boats are in the majority; but schooner-rigged sharpies are popular with those who like yachts of good size, and the builders of vessels of this type find a ready market for their boats in the South. The only type of yacht which is of Southern origin is the buckeye, or, as it is sometimes called, "bugeye," a vessel which tradition says was first conceived by the dug-out builders of the Dismal Swamp, and which will be described more fully later on.

Some Americans belong to the Havana Yacht Club, an organization of several years' standing, whose members cruise among the West Indies, a most seductive sailing ground. Among the yachts of this club are many boats which were built in New York, Philadelphia, and New England, and have made the voyage to Cuba, never to return; for well-built yachts, it is said, find a ready sale at Havana and in other parts of the West Indies. At Bermuda there is no



THE BUCKEYE.



THE SHARPIE.

club, but yachtsmen are numerous. Schooners and cutter-rigged craft prevail, the keel type of boat being the favorite. Small, light-draft boats are also in use there for pleasure-sailing. Many of them are built in New York and shipped by steamer to Bermuda and the West Indies. Among these is a style of narrow, crank boat, generally open, square-sterned, and modeled much after the pattern of what is known as a "cargo-boat," and equipped with a center-board and a pole-masted rig. These boats are popular as "flyers," but can be kept right side up only by alertness and skill in the handling. They carry no ballast, the crew sitting "hard to windward" to keep them "on end." For dare-devil sailing such boats, like the narrow canoe, are just the thing, but they scarcely deserve the dignity of being called yachts.

On the Pacific coast, throughout the whole range of the sea-board, from the tropical waters of Lower California to Puget Sound, wherever there is a bay that will afford harbor, and a town that will support people, the yacht is used as a vehicle of pleasure. The number of organized clubs on the Pacific coast is small, but the clubs which have been formed there are all strong in membership and active in yachting. San Francisco, of course, takes the lead with two very good clubs and a fleet of yachts that would not shame any seaport town of the East. Many of the San Francisco boats are large schooners, a number are powerful sea-going sloops, while of smaller craft there is an abundance of almost every type, although the New York catboat and the flat-bottomed sharpie of Long Island Sound are seldom met with, and seem not to be in favor. The keel cutter has its representatives in the harbor of the Golden Gate, and the yawl-rigged boat is very popular, perhaps the favorite above all other

types. Pacific yachters appreciate the good points of the yawl, for the squalls which blow over the waters of the west coast are sudden and severe, and no rig meets these conditions of weather so well as does the yawl. There is also a flourishing organization at Tiburon. At Tacoma, in Washington, there is a club whose yachts fly their pennants upon the waters of Puget Sound, and cruise as far north as the British dominions. No other organized clubs exist on the Pacific coast; but private yachts are kept in many places, notably at Santa Barbara, San Diego, and Oakland, in California, and it is predicted that the near future will witness the formation of a Pacific coast yachting fraternity similar in principle and purpose to the New York Yacht Racing Association of the East. The day is not far off when these and associations of the clubs of the Great Lakes and those of the South will concentrate the American yachters in four grand divisions. Then may be formed the American association of all yachters which some optimistic yachting men desire.

From the organization in 1844 of the first band of pleasure-sailers, the New York Yacht Club,—whose anchorage at Hoboken, New Jersey, was the scene of the first club regatta ever held in America,—the progress of the Eastern yachter has been steady; until to-day the yachting investment of the Atlantic coast is beyond a doubt the most important aquatic interest in the world. It is in the East that the problems of yachting have been propounded and solved. The distribution of yacht-clubs over the Eastern waters is uniform, and every-



DRAWN BY W. TABER, FROM A PHOTOGRAPH BY WALTER BLACKBURN. ENGRAVED BY A. NEGRI.

A "SANDBAGGER" SLOOP.

where in accord with the availability of the sailing grounds. There are clubs enough, and not too many; these clubs are forming alliances which lead to harmony and good feeling throughout the whole fraternity, and their opportunities are boundless, for they have at their doors every outlet that a yachter can desire. There is inland water on the innumerable bays which everywhere indent the coast; there

yachts innumerable, and the sail-boats of many rowing and canoeing clubs, the total composing a fleet of pleasure-craft greater than that of any other part of the world.

Concerning the craft used by the yachters of the East it will be needless to speak, excepting in a general way. In the mass of vessels which make up the total of their squadron of yachts may be found every kind of boat, from the great steamer, which is really an "ocean greyhound" in appearance and speed, to the modest little skipjack. There are cutter and sloop, schooner and yawl, sharpie and sand-bagger, each filling its place, and all getting on very well together. The center-board boats of course outnumber the keel boats, and the sloops outnumber the cutters; but there is no especial type of yacht which can be said to be the distinguishing Eastern style. Everything is in use, and it is safe to assert that everything new will be tried and, if found good, adopted by these masters of the art of sailing.

The earliest form of yacht was, of course, a rowboat with a sail. This in time gave way to the wider-beamed boat with greater sail-carrying ability and a center-board. With the adoption of the center-board the era of American yachting really began. The steady improvement of center-board models, and the importation from England of the cutter type of narrow, deep-keeled boats, furnished yacht-builders and designers with material for thought and experiment during many years; and their endeavors to improve are not less earnest to-day than they have been in the past. From the primitive sprit-sail pleasure-boat comes the ever-present and universally favored center-board catboat, a type of yacht which for speed, handiness, and unsafety has never been surpassed. Keel catboats are also built, but the typical American "cat" is the center-board boat of light draft, big beam, and huge sail. The two objectionable points about boats of this class are their capsizability, and their bad habit of yawing when sailing before the wind. Yet the cat is the handiest light-weather boat made. It is very fast, quick in stays, and simple in rig; but it can never become a first-class seaworthy type of yacht. It belongs among the fair-weather pleasure-boats, and is



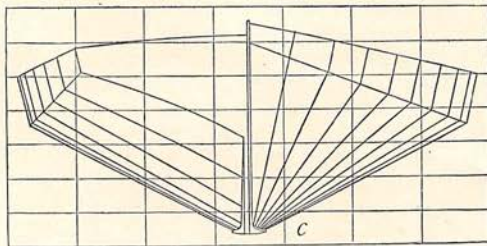
DRAWN BY W. TABER,

A SKIPJACK.

FROM A PHOTOGRAPH.

are great rivers upon which the lover of natural scenery may sail his boat; deep waters for the cutter-lover, and shoal inlets and sounds for the advocate of the sharpie; Long Island Sound gives the short cruiser a field for his water rambles such as can be found nowhere else on the globe, and for him who would cruise over pleasant waters between green mountains there is the beautiful Hudson; while "old ocean's gray and melancholy waste" lies outside, inviting the bolder yachtsman to wander far from land. No such field exists anywhere else as that granted the sailer of the Eastern coast, and he is availing himself of his advantages to the utmost.

The yachts of the Eastern clubs may be classified in five general groups: Those which make their home ports between Cape Cod and the coast of Maine are enrolled in thirty-two clubs; those of the Sound and the south shore of Long Island comprise thirty organizations; those of New York harbor and northern New Jersey waters are entered in twenty-one different clubs; the Hudson River has eleven well-established yachting homes; and Delaware Bay has four. To these should be added private



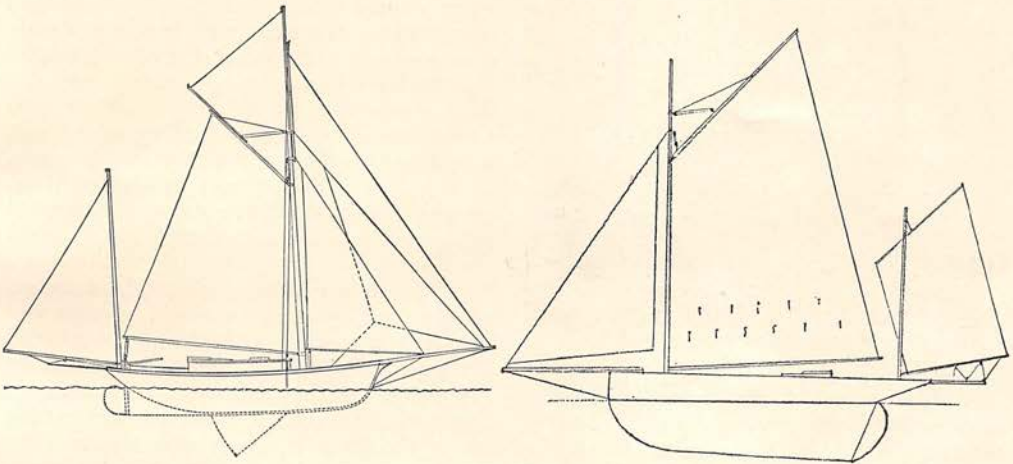
BODY-PLAN OF A SKIPJACK.

not a good cruiser. Its popularity in the waters of New York harbor and the Sound is often a cause of perplexity to old yachters, who have learned by much experience that it is not by any means the best boat that can be used for pleasuring. But its simplicity of design and rig, and its handsome appearance, seem to insure it perpetual good will and a long life among the favorite boats of the time.

Cat-rigged boats with heavy keels are undoubtedly safe and serviceable cruisers, since they are not easily overturned and can face rough weather. They are popular in the waters about Boston harbor and Newport, but

synonymous terms with a great many yachters, and no one can deny that these boats, like Brother Jasper's sun, "do move."

While describing the sandbaggers it may be well to call attention to a type of yacht hull which has been in use for many years, and which is in every practical respect identical with the ordinary light-draft hull. The difference between this type of hull and others is wholly one of cost and appearance. From a sailing point of view this boat, called a "skipjack," or "smoothing-iron," is merely a hard-bilged light-draft boat; that is to say, its peculiar shape has no perceptible effect upon its use as



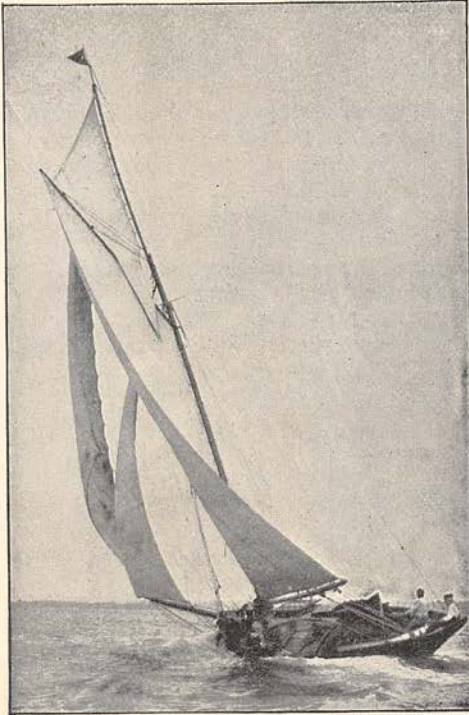
TYPES OF AMERICAN SLOOP-YAWLS.

are not favored by yachters of New York and vicinity; in the shoal waters of the South they are never seen, for the patent reason that light draft only will serve for use in Southern yachting grounds.

From the center-board catboat grew the jib-and-mainsail sloop, a type of yacht which has always been noted for its great speed and general unhandiness. Small yachts of this kind are always racers, and the interest in racing is sufficient to keep them in the lists of popular boats. In design they are like the catboats, the only difference being in their rig. These two boats, the center-board cat and the jib-and-mainsail sloop, are what yachters call "sandbaggers"; that is to say, their ballast consists of bags of sand which are shifted to windward with every tack and thus serve to keep the yachts right side up. A boat ballasted in this manner can carry more sail than rightly belongs on her sticks, but she cannot be very safe or comfortable. Her place is in the regatta. It is not beyond the truth to assert that the sandbaggers constitute probably two fifths of the total of small yachts. They will never cease to be popular, for the reason that speed and sport are

a vessel. The skipjack is always an odd-looking boat, is never handsome in appearance, and cannot be made to appear pleasing to the nautical eye; but its sailing qualities are excellent. Many men who desire a small yacht adopt the skipjack, and from such a boat get much fun with small outlay of money. A strong, well-built, and correctly molded skipjack is just as good a boat from a sailor's point of view as a sharp-bilged, round-finished vessel of the same general shape.

Passing the sandbaggers, the next popular and most universally used yacht is the ballasted sloop. A sloop may be a center-board boat, or a keel boat, or a combination of both. She has only one mast, and carries a topmast. Her sails are many, and, like the cutter, she is permitted to carry clouds of canvas in a race. Technically speaking, a cutter differs from a sloop only in one point, as the terms "sloop" and "cutter" really apply to the rig of the yacht. The cutter has a sail set from her stem to her masthead; the sloop has not. This is the technical point of difference. This sail is called a forestaysail, and its presence marks the cutter rig. The term "cutter," however, is usually applied to the



FROM A PHOTOGRAPH BY WALTER BLACKBURN.

A CUTTER "RAP-FULL" IN A GOOD BREEZE.

long, narrow, deep-keeled vessel, and has in common parlance grown to mean a boat of that type. It is in that sense that it is generally understood. It is worthy of notice that nearly all yachters who cruise about in summer, and especially those who are fond of speedy boats, use either sloops or cutters; and it is remarkable to see how much comfort can be found in boats of these types, even when quite small. A little cutter or sloop not twenty-five feet long will be provided with berths for four men, dinner-table, lockers, cook-stove, and many other general comforts; and a yacht thirty-five feet long will sleep six people without overcrowding, and have one state-room. The deep-keeled boat is of course the more comfortable yacht, because she has head-room enough to enable one to stand erect in her cabin. Any one who has done much yachting knows how uncomfortable a shallow boat becomes during a long cruise.

The average yachting man, if he be of that stuff of which good seamen are made, soon finds his chief delight in being master of his own vessel. He likes to feel that it is his skill, his prowess, his intellect, that rule the ship in which he sails; and finding this complete mastery of the vessel to be impossible aboard a big boat, he longs for one which he can handle alone. This independent and sportsmanlike instinct of the American yachter has culmi-

nated in a liking for certain classes of very small boats,—“single-handers” they are called,—and this liking has given impetus to the building of some little vessels which are really marvels in their way. Simplicity and handiness of rig have been considered in their construction, and this has led in many cases to the adoption of what is known as the yawl style, a rig which for safety and convenience has never been surpassed by any other. The yawl is really a schooner with very small mainsail. For small cruising-yachts it is an excellent rig, and preferable to the cat rig. Cat-yawls are also in use; they are merely yawls without jibs. With such rigs as these, a yachter can go alone upon the water without fear of trouble, and with no need of assistance. Naturally, with men of moderate means who love the water, these small single-handers have become very popular. Some of them are not over sixteen feet long, yet the solitary skipper-crew-and-cook, all in one, of such a boat finds in his yacht comfortable sleeping-quarters, cook-stove, dinner-table, and all necessary “fixings.” The ingenuity displayed in fitting out the cabins of these little boats is quite remarkable.

Of the many nondescript rigs which are applied to small yachts, two are in common use. One of these is the sharpie, a simple leg-o'-mutton rig used with flat-bottomed boats. Large sharpies have been built with fine cabin accommodations, and such boats are particularly adapted to the shoal waters of the South. They are fast sailers, but, owing to their long, narrow bodies and light draft, are not always trustworthy. They are cheaper to build than boats of other designs. Numerous modifications of the sharpie exist, but the genuine sharpie is always flat-bottomed and leg-o'-mutton rigged. The sharpies of the Sound are famous in their way, and some of the sailers of those waters have even gone to the extreme notion of assuming that they are preferable to any other type of vessel for yachting purposes. Such an assumption is of course absurd, for at best a sharpie is an imperfect vessel, owing to its flat bottom. As an old sailor once remarked, when asked his opinion about boat hulls, “A wessel wot's more out o' water than she's in ain't no safe wessel for them as likes to keep dry.” But the sharpie has its place among the yachts, despite the old sailor's opinion, and that place is clearly defined by Nature, who has made so many shallow sailing grounds upon which no other type of boat can go. The sharpie, like the gunboats of which President Lincoln once spoke, “can go wherever it is a little damp,” and its ability to do this entitles it to much respect from the American yachter, who must, if he would sail at all, often frequent very shoal water.

Buckeyes are favored only in the South. Originally the buckeye was a log hollowed out and shaped into a boat, and was used by the negroes. To-day, however, buckeyes are built upon carefully drawn plans, and many of them are excellent vessels. They are common on the coast waters south of the Delaware Bay, and are used chiefly for hunting-boats, their cheapness, handiness, and roominess rendering them useful to the sportsman. A true buckeye is a double-ender, but some large ones have been built with an overhang stern, which destroys the ideal and creates a new kind of craft. The buckeye is not considered "pretty" by yachting men, but it is in every respect a serviceable boat, being both speedy and safe. The lee-board, a primitive contrivance designed to check the drift of a sailing vessel, was attached to the earlier buckeyes, but nowadays the regulation center-board is used with these boats. Lee-boards are sometimes used with flat-bottomed freight-vessels such as one sees in the waters of the Great Lakes and the Gulf of California; they are also attached to some sailing canoes, but are not properly a part of the equipment of any boat worthy to be called a yacht. The lee-board is merely a blade of wood dropped at the side of a vessel to give her a hold upon the water.

Similar to the buckeye in appearance is a vessel used in waters a thousand miles distant from those which are the home of the buckeye, and commonly known as a Mackinaw boat. It is the typical vessel of Lake Superior, upper Lake Michigan, and Green Bay. This boat is also a double-ended craft, rigged generally with two leg-o'-mutton sails, sometimes with the addition of a jib. The Mackinaw boat is popular as a fisherman, and the Indian fishers of the Great Lakes use it in catching whitefish, one of the chief industries of those waters. It can outsail the average fancy yacht, and is a very trustworthy sea-boat, two excellent qualities which have led to its adoption by many yachters of the Lakes as a general cruiser and pleasure-boat. The simple Mackinaw boat has no deck, and has a very pronounced sheer and a high bow and stern, but since it became a yachting craft it has been improved by the addition of deck and cabin, and is one of the best yachts for all-round use that one can find.

A few years ago the sailing public was surprised by the appearance upon the waters of a spider-like contrivance which its friends said was a "catamaran." This new claimant for yachting favor was like the raft of the South Sea Islanders only in name; in fact, it was not a catamaran at all, but a new device for racing over the water by means of sails. Wonderful feats were predicted for the future of the catamaran, and it certainly did accomplish some-

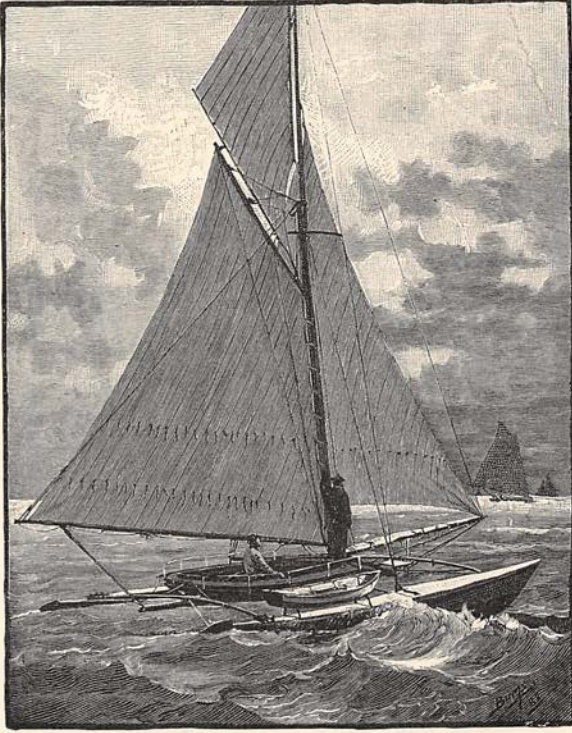
thing; but after a long and fair trial (for the yachter, no matter how bigoted he may be, will always try a new boat) it was discarded as a useless, dangerous, and decidedly unsatisfactory kind of craft. The theory of the catamaran's designers was that by setting sails upon two narrow, sharp hulls placed wide apart great speed could be obtained, because of the small resistance offered by the water against such hulls, and because the wide spread of the two boats would render the craft uncapsizable under lateral wind-pressure. Theory failed to fit facts, however, and the catamaran has long since disappeared from the surface of the waters; its moldering form may be seen almost any-



FROM A PHOTOGRAPH BY WALTER BLACKBURN.

A SLOOP CLOSE-HAULED TO WINDWARD.

where upon the shore of a yachting harbor, a shattered monument to the time, labor, and money that were sacrificed in giving it a trial. The faults of the catamaran were many. It did indeed show speed, provided the conditions under which it was used were exactly to its liking; but Nature has a way of making her conditions disagreeable to the sailor and the ship, and the genius who conceived the catamaran seems not to have taken this into his reckoning when he created his boat. The catamaran was always out of order in rough water; often a moderate chop sea was sufficient to shake it in twain; it had a bad habit of losing or break-



A CATAMARAN.

ing its rudders; it was even guilty of letting its center-board be twisted out just when the center-board was handy to have; it would not rise to a sea, neither would it go through it steadily, as does a well-fined cutter; and it did actually capsize in a very disagreeable and unseemly manner, kicking up its heels and plunging nose down, as a cat-boat will sometimes "pitch-pole," thus turning a porpoise-like somersault, and disgracing both itself and its master. So the catamaran, after a just trial by a jury of all the yachters, has disappeared, and is not likely to be seen again.

Another style of craft, now out of date and rarely seen, is the pirogue, or, as it was usually called, "periauger." This vessel is a double-ended, narrow hull, rigged with two pole-masts each carrying a gaff-sail—what might be termed, in brief, a double cat-rigged boat. The pirogue was at one time the Jersey Dutchman's favorite boat, and in the early days, when New York was still remembered as "New Amsterdam" and Jersey City was known as "Powles Hook," a pirogue-ferry was operated by the enterprising Dutch of the two towns on the opposite shores of the Hudson. In those days a "voyage" across the river against adverse winds was considered quite a journey, and the pirogue making the best time became famous. A comparison between the pirogue-ferry of those times and the equipment of such ferries as now ply across the

Hudson is suggestive of the march which progress has made in a few brief decades. The pirogue is rarely seen nowadays, but one meets it occasionally. It is generally used as a hunting and pleasure-sailing craft. Originally it was fitted with a lee-board, but in the modern boat the center-board takes the place of that discarded contrivance.

A new aspirant has recently come into the yachting field, of which much is expected by certain advocates of shoal-boat sailing. This new craft is really an improved "sneak-box," a form of duck-hunting boat in use all over the country. The sneak-box of the West is a rowboat, but duck-hunters on the New Jersey coast and other waters of the Atlantic seaboard inlets have always built their sneak-boxes with a view to carrying sail, and constant improvement has actually developed a boat which is an exceedingly fine sailer, and a weatherly craft. The further improvement mentioned, which has resulted in the creation of a new type of sail-boat, is known by the somewhat non-nautical name of

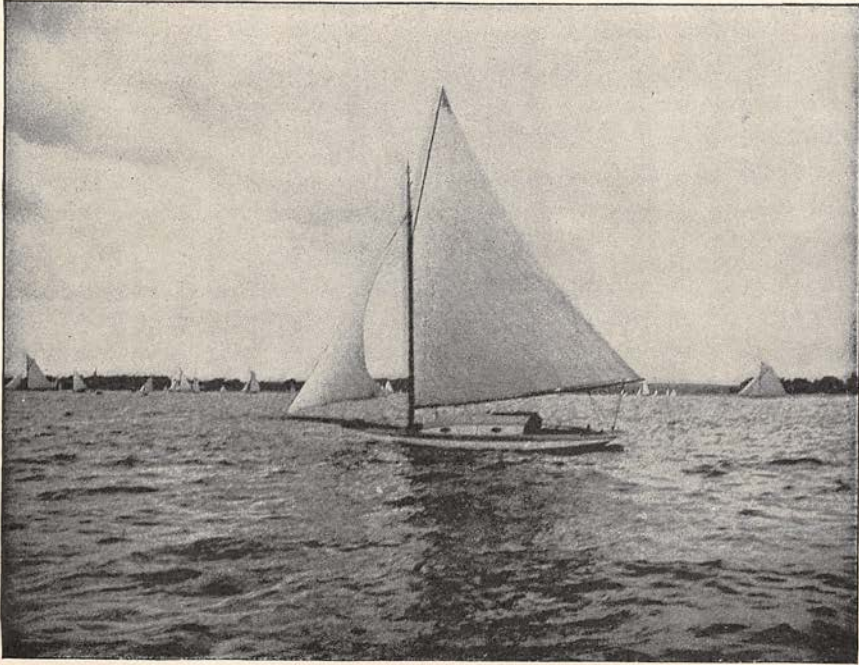
"watermelon." It is a spoon-shaped, sloop-rigged craft. This unique vessel has been tried



DRAWN BY W. TABER,

FROM A PHOTOGRAPH BY WALTER BLACKBURN.

A CUTTER BEFORE THE WIND, UNDER RACING CANVAS.



FROM A PHOTOGRAPH.

THE "WATERMELON" SLOOP.

for two seasons, and reports speak well of its performance. It is an odd-looking boat, but in the hands of a skilful sailor seems to justify the application of the old saw, "Handsome is as handsome does."

Lake yachting has certain peculiarities not common with yachting on the salt water. For example, the water-ballasted boat, which is seldom seen upon the sea, has been in use by lake yachters for years. Some of the vessels sailed on the waters of the Great Lakes carry no other ballast. The water ballast is sometimes held in fixed tanks secured at the bottom of the boat; in other cases it is carried in long, narrow boxes which are stowed below like a cargo. When racing with tank-ballasted yachts, it has sometimes been customary to alter the ballast by pumping out the water, or by adding more, as the needs of the racer might require. This ability to change ballast at will gives one yacht decided advantage over another with fixed ballast; since, when running free before the wind, the water-ballasted boat may be lightened so that she may go more swiftly, while, when she is compelled to beat to windward under lateral pressure, a refilling of her water-tanks at once adds to her stability and sail-carrying power. By salt-water yachters such a practice would not be countenanced, since it would be considered unfair.

The water-ballasted boat certainly has one point in its favor—if capsized it cannot sink; and this desirable quality in a yacht has given

impetus in the East to the building of what is known as the Norton life-boat, a vessel constructed on peculiar principles. Briefly described, the Norton boat is of the following design. Her water-ballast is confined in tanks on each side of her keel-line; these tanks are opened to the sea at points near the keel; in the upper part of each tank, along each side of the boat, is an air-chamber. The theory of the inventor is that, when the vessel is pressed down to leeward, the water in the leeward tanks is forced upward against the air-cushions, and the resistance of the air thus compressed holds the boat up. The water in the windward tanks cannot escape, because the outlets are below the water-line of the boat; this water remains as "dead ballast." Concerning the Norton boat much has been written, but no positive proof has yet been furnished that it is all that is claimed for it. It certainly behaves well, and is a very stiff boat in a hard blow. Such a boat really floats upon its cabin floor, or rather upon the upper limits of its water-tanks.

Leaving the discussion of the odds and ends of yacht styles, we come, by natural progress, to a type which is destined to greater popularity as time goes on, and yachters learn the ways of the sea, and the best methods of dealing with them. Although the schooner is generally deemed a big yacht, it is nevertheless a fact that smallschooners are desirable boats to have, and that the number of schooners of small ton-



FROM A PHOTOGRAPH BY J. M. FOOTE.

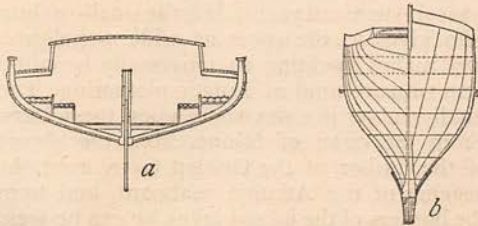
THE SCHOONER "EDITH."

nage is increasing. There is no denying the advantage of the schooner's rig over that of the sloop. A schooner of forty feet is handier, safer, and less expensive to run than a forty-foot sloop. The rig of the schooner is peculiarly adapted to all weathers, and a small crew can handle such a vessel with ease, when to manage a sloop of equal size would require the best efforts of "all hands and the cook." The reason for this is that the schooner's sails can be attended to one at a time, which is not the case with the big-mainsail sloop. Any yachter of experience can relate tales of hard trials with a sloop in rough weather that would not have worried a schooner's crew at all. The waters of the eastern Sound and of Boston Harbor have many of these little schooners, and their owners get from them an amount of comfort that can never be appreciated save by one who has had experience with both schooner and sloop. A typical yacht of this kind is the flagship *Edith* of the New York Yacht Racing Association. Her owner, President Prime, has cruised in her to Florida, and found her as safe and handy at sea as many a large vessel. Such a yacht is cheap to build, cheap to run, and very roomy. For men who seek to yacht for pleasure, comfort, and safety, the schooner and the yawl are beyond question ideal boats. If racing be the desire of the yachting man, however, the cat, jib-and-mainsail, sloop- and cutter-rigged yachts are the boats in which he should invest and sink his cash.

A word concerning the endless "centerboard-and-keel" controversy may not be out of place here. As applied to small cruising yachts, it is not out of the way to state that, unless shoal waters make it imperative that one should have only a light-draft boat, the deep-keel vessel is much the better craft for the yachter to use. In such a boat depth gives accommodation, the absence of the center-board trunk leaves the cabin freed from a great inconvenience, while the stability of such a boat contributes to safety. It is generally agreed that the best small cruiser is a boat of good beam and draft, carrying her ballast on her keel. Such a yacht is uncapizable, a great advantage in a small vessel. The compromise, or keel-and-centerboard type of boat, is also popular. A boat of this kind has good draft, lead or iron keel-ballast, and the center-board is considered a benefit to her in going about and in racing. The very light-draft center-board yacht is not the best cruiser, the only excuse for her use in that capacity being the necessity of light draft in waters which are shallow, as are the waters of many of our small harbors. A general deduction from these points of view may be summarized thus: use a keel boat if you can; a center-board boat if you must.

With racing yachts the case is different. A racer should be built with one idea—to win; and if light draft and a big center-board will win, one should use them. For rough-water racing, however, it has been demonstrated

quite conclusively that the "skimming-dish," as the light-draft boat is called, is not the best yacht. In bad weather the yacht with good body and draft, and ballast well down, has often proved herself the champion. The narrow-beamed cutter with very deep draft has also held her own in such weather against all comers. And just here a note in reference to the diagrams shown in *a* and *b* may be interesting. These drawings show the development of the deep, narrow boat from the shoal type. They are from the scale plans of well-known yachts,



a, Midship section of typical center-board sloop-yacht, forty feet long over all, fourteen feet beam, three feet nine inches deep, exclusive of trunk. *b*, Body-plan of typical English cutter, thirty-eight feet long over all, six feet beam, and six feet draft.

and serve better than words to mark the different types. The plan *b* is an excellent form of keel type, being excessive neither in draft nor in beam; but *a* is too light for a stable boat. A compromise between *a* and *b* would give a good type of boat for general all-round yachting purposes.

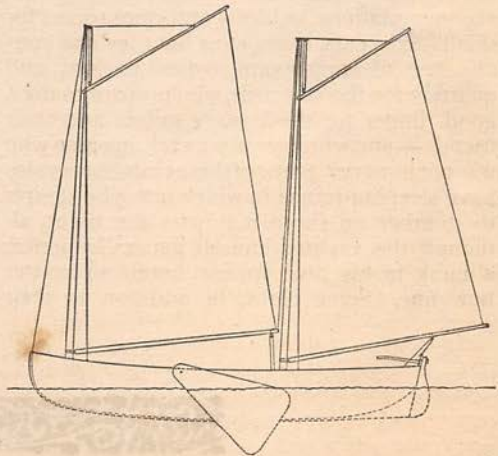
Racing with small yachts has for many years been one of the delights of yachters. With the growth of yachting and the development of organizations this sport grew rapidly in popularity, and now racing is always the great feature of a club's yachting season. In the earlier days of yacht racing some droll things occurred. It was soon discovered that a big boat could beat a small one, and the necessity of time-allowance rules became obvious to the yachters. At first it was deemed sufficient to grade the boats according to size; and actual size being an unattainable measure, length was adopted as a standard of size. So the yachts were measured over their decks for the purpose of classification. Then began an era of building to beat the racing rule, and the result was a boat longer on the keel than over deck. Objection was made to this unfairness, and the rule was changed, the measure of length on the keel being adopted as fair. In a short time the yachting world witnessed the birth of a new type of boat with the keel cut away forward and aft. Again the boat was made bigger than her measure indicated. Next came the water-line rule of measurement, which was fair, excepting that it took no account of the overhang sterns of many yachts, which thus gained advantage over square-sterned boats of equal water-line length.

So a reckoning was made for overhang, and this is the general practice to-day. When the New York Yacht Racing Association was organized, this question of racing-length was decided in a manner so satisfactory that no just complaint of unfairness has ever arisen; and the majority of clubs in the country have adopted the association rule, which is simple, sportsmanlike, and free from the complications that always cause trouble in clubs which use tonnage and sail-area rules. The association rule measures a yacht by this formula:

$$\frac{\text{Length over deck} + \text{water-line length}}{2} = \text{sailing measure};$$

that is to say, one half of the overhang of the stern is allowed.

Concerning this association a word should be said, because its organization marks a new era in yachting. It was formed in 1889 by ten clubs, the object being to create a sportsmanlike spirit and a feeling of cordiality among all yachters. Its growth in popularity was rapid, and in a year its membership had doubled. Today it includes nearly every yacht-club on the waters of New York harbor, New Jersey, and the western Sound. Its annual regattas have made it a success, as a few figures will show. In the regatta of 1889, 120 yachts entered, the largest number ever sailed in any race. In 1890, the entries numbered 180; in 1891, 160 boats entered. The association has been a boon to yachters, bringing them together in friendly intercourse, and fostering a spirit of good-fellowship and kindly rivalry. The association has a cruise every year, and this feature has become almost as popular with its members as the regatta. Sixty yachts participated in the cruise of 1890. In 1891, one hundred little vessels sailed the waters of Long Island Sound,



OLD-STYLE PIROGUE WITH LEE-BOARD.

disbanding at Shelter Island after a most delightful outing. The association has been a success from the start, and has given the small-yachters opportunities which they never could have got in any other way, because the lack of uniformity in racing rules made it impossible for the boats of one club to race with those of another. Whether the racing rules of the association are technically perfect is a mooted question, but they certainly satisfy the yachters, and leave no room for those rancorous feelings which always grow out of a race sailed under "the rules with a plus in 'em," to which genial "Captain Joe" of *Puritan* fame once strongly objected, on the ground that they were not seamanlike, and that no two people could ever read them the same way.

A word should be said, before closing, of the homes of the yachters, for it is in these places that they spend much of their time when ashore, receive their friends, give their banquets, and "spin yarns" during the long winter evenings, while their boats are abandoned upon the shores, or in the snug hibernation of some quiet cove, awaiting the springtime revival and the bustle of preparation for the next summer's sailing. Every yacht-club has a home of some sort, if it be merely a small hut with a set of lockers and some chairs; but most clubs erect really useful houses, and take great pride in having them cozy and well furnished. Some of these buildings are expensive, well-designed structures. Such houses as those of the Atlantic and Brooklyn Clubs of Brooklyn; the Pavonia Club at the Atlantic Highlands of New Jersey; the Eastern Club at Marblehead, Massachusetts; the Larchmont and New Haven Clubs of the Sound; and the Minnetonka Club of Minneapolis, are admirably adapted for yachting purposes. These club-houses are, of course, constructed primarily with a view to the needs of the yacht-owners, and contain ample locker accommodations, sail-lofts, and store-rooms for small boats, oars, spars, etc.; but they also contain fine meeting-rooms, ladies' parlors, and quarters for the stewards, who prepare many a good dinner for the hungry sailors and their friends—and who ever saw a yachting man who was not hungry? Some of these club-houses also have sleeping-rooms in which one who desires to slumber on shore may pass the night, although the yachter himself generally prefers a bunk in his boat to any hotel, no matter how fine. Some clubs, in addition to their

regular club-houses, maintain "annexes" at favorite resorts, which they use as general meeting-places during the yachting season. The New York Yacht Club and the Pavonia and Jersey City Clubs of New Jersey have such buildings, and find them very convenient, the location of their homes not being near enough to the sea to meet the requirements of their sailing. These annex club-houses are plain and substantial.

Yachting in small yachts is, then, the real American yachting. The "big boat" has its place in the yachting world, but it is not the typical American yacht. It is the small-yachter who gives to the sport its wide popularity, and makes yachting so universally loved by men who are fond of aquatic pleasuring. The small-yachter is everywhere upon the waters. From the coast of Maine, from the shores of the harbor of the Golden Gate, from the beaches of the Atlantic seaboard, and from the borders of the inland lakes, he can be seen, all summer long, sailing about in his little vessel, and enjoying in all its fullness the excitement and delight of this most noble and health-giving sport. With a pluck and energy that mark the true lover of the sea, and a tact and skill that bespeak the real sailor, he handles his little craft, in fair weather and in foul, in a manner that leaves no room for doubt as to his fitness for the work which he is doing; for, whether he sail alone, or with the help of his friends, or that of a hired man to run his boat, he is always the master of his vessel,—which is seldom the case with the proprietor of the big boat,—and is in reality a "yachtsman" under all circumstances, at all times, and in all weathers. He must be cool-headed and calm in times of peril, affable and courteous on all social occasions, and generous and prompt to respond to all calls upon his courage—in brief, a gentleman; and, with rare exceptions, he comes up to that standard. There is no profit in yachting, and its trophies are, like those of the old Greek arena, always marks of merit and prowess, never the rewards of sharp practice and dishonest trickery. No race-winner among yachters expects his prizes to pay for his outlay, and this feature of its contests has always kept yachting from drawing to itself the kind of men who disgrace many other forms of sport. Yachting is a pastime that appeals only to those traits of character which are found in the manly man.

Frederic W. Pangborn.

