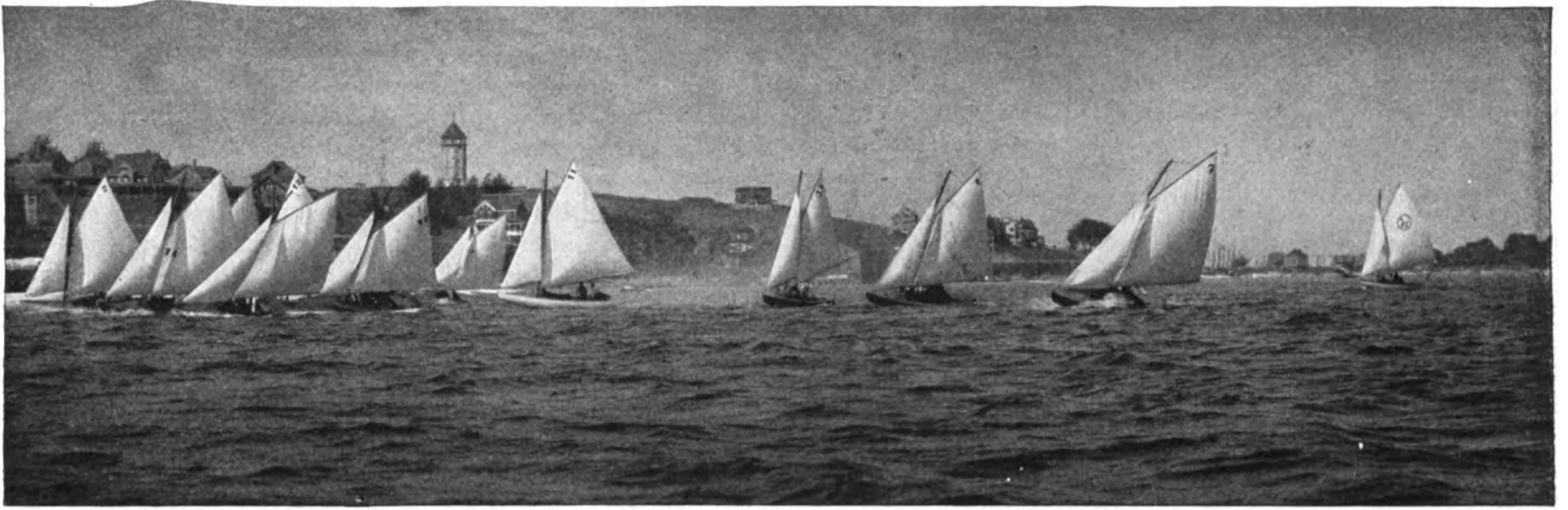


41



A Saturday afternoon race of knockabouts in Eastern waters

SPORT IN ALL KINDS OF WATER CRAFT

CANOES, CATBOATS, YACHTS, AND MOTOR BOATS—THEIR COST, THEIR REQUIREMENTS, THEIR ADVANTAGES—PRACTICAL FACTS FOR THE AMATEUR SAILOR

By W. P. STEPHENS

WHERE all conditions are favorable, with suitable waters, accessible anchorage, and a fairly stocked purse, the young Corinthian may choose to his taste among a large fleet of craft; but the first consideration is due to the enthusiast whose money and time are limited and who must make the best of other unfavorable conditions. It is to such that the canoe appeals as the simplest and most practical means of outing, giving perfect freedom and independence. Of late years the development has been largely in the direction of the Canadian canoe, which is in a way an evolution from the Indian birchbark. It is 15 to 18 feet in length, 30 to 36 inches in breadth, and entirely open. Such canoes, of excellent model and construction, are now manufactured in very large numbers at low prices—from \$25 upward for either the all-wood canoe or the equally serviceable wood covered with canvas.

Only second in importance to the question of possession of a boat of any kind comes that of the keeping; but in the case of the Canadian canoe this is a simple matter. She is so light and so small that she may be carried easily by one man and stored in

any shelter that is available, taking up but little room. While a clubhouse with a permanent runway and float is a convenience, it is not a necessity, as the canoe may be beached and hauled up almost anywhere. The outfit is simple—a paddle, a couple of cushions, a couple of rubber kit-bags, a sleeping-bag or blankets, a small tent and a few cooking utensils. The only difficulty in the selection of such an outfit is to know just what to leave out and how little to carry, the list of essentials decreasing very rapidly as one gains experience. An outlay of about \$20 should fit the canoeist for a camping cruise of indefinite duration.

Staunch and able enough for the rapids of the St. Lawrence, and yet drawing less than six inches, this canoe is available almost anywhere but on dry land. With reasonable skill and judgment it may be used on rough and open water. In many cities canoe clubs are to be found, offering facilities for housing and pleasant companionship in cruising, the dues being but \$10 to \$20 per year. As used in large numbers about New York, Boston, and other cities, the Canadian canoe is always ready for a short paddle, alone



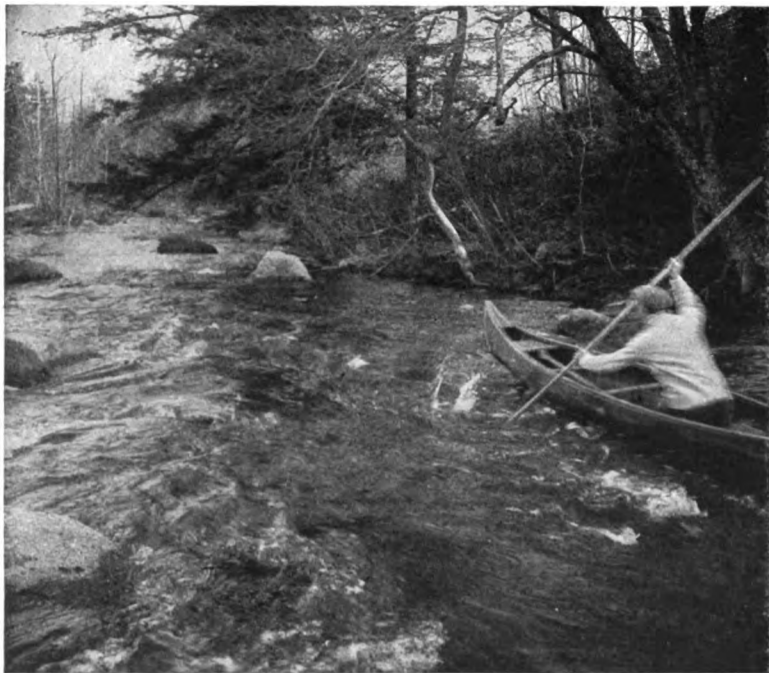
Open Canadian canoe fitted for sailing, with simple mainsail and mizzen, and folding leeboards, which can all be stowed in the canoe



Annual meet of the American Canoe Association on the St. Lawrence. Part of the main camp, with sailing canoes on the beach



A week-end canoe camp under the Palisades of the Hudson. A favorite form of sport with New York canoeists

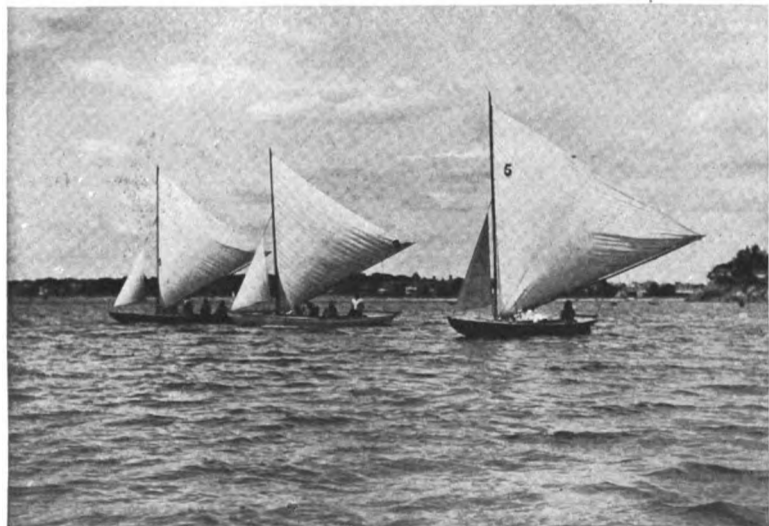


For working up a rapid in a canoe, unless the water is too deep, the pole is better than the paddle

or with one or two passengers; it may be launched and housed with no loss of time, and every minute of the brief afternoon or evening outing may be utilized to advantage. On Saturday afternoon the cruising outfit is shipped, the few bags and boxes snugly stowed, and alone or as one of the club fleet the craft is headed for some convenient camp-ground for a week-end outing.

The open Canadian canoe is frequently fitted with a sail and leeboards, and some sailing is possible, but after all it is preëminently a craft for paddling, camping, hunting, and fishing. If the canoeist proposes to do much sailing he will chose the "poor man's yacht"—the decked sailing canoe. This craft, carefully built of white cedar and mahogany, fitted with bronze centreboard and rudder, two sails, deck tiller and sliding seat, is far more complicated and costly than the Canadian canoe; the first cost being about \$150. It affords, however, one of the most fascinating forms of sailing—something akin to flying, as one sits high out over the water on the long springing slide. As compared with ordinary yacht racing, where the helmsman stands or sits comfortably beside the wheel, with mate and crew to carry out his orders, the racing of such a canoe, the man balancing himself and his boat, steering, trimming sheets, watching his opponents, picking up the marks, calls for infinitely more skill and judgment.

As a vacation companion the canoe has certain advan-



A fleet of racing dories at Marblehead, Mass. One of the jolliest and most easily available forms of the sport of sailing

tages of its own. It may be transported with little more trouble and expense than a large trunk, thus giving the canoeist an unlimited choice of cruising waters. It is the common practice to utilize the double holidays such as Labor Day by a night trip by rail to the upper waters of some pleasant river, a run of two days down stream, and perhaps a ride home by rail on the last night. When it comes to the annual vacation, the first thought of the canoeist is of the meet of the American Canoe Association, held each August on Sugar Island, the property of the Association, in the St. Lawrence River. Here assemble for two or three weeks canoeists from all parts of the country, mainly old friends, or rather members of one great aquatic family. No permanent buildings are allowed, all live under canvas, and the time passes pleasantly in fishing, paddling, sailing, racing and the social life for which the meets are noted.

While canoeing possesses many charms peculiar to itself, together with the great advantages of convenient housing and portability, most sailors prefer something larger and more nearly in consonance with the idea of a yacht. Given



All-round racing and cruising yacht, 30 to 35 ft., as used about Boston and Long Island Sound

the proper conditions of a safe and accessible anchorage and regular supervision, some craft that may be kept permanently afloat will be chosen. The smallest of this class is the dory, originally a rowboat designed for certain special uses on fishing vessels, but possessing inherent merits as a safe and able boat, for its size, well adapted for rough water, and of cheap construction. Within half a dozen years the type has been greatly improved and developed, and the sailing dory is now found in a new guise far outside its original habitat. In the hands of able designers the lines of the fishing dory have been modified, a centreboard installed, and a simple but efficient rig, usually mainsail and jib, added; in some cases a short deck at each end, with waterways, serve to make the craft more seaworthy.

The cost of the complete boat, with centreboard, rudder, oars, and rig, ranges from \$60 upward; and the most satisfactory results are to be had where a fleet of six to a dozen,

all as closely identical as possible, are ordered by a club. With the practical equality among the boats, the winning of races depends on the skill of each skipper and the care with which he keeps up his little ship; and with a system of scoring by points for the season the interest may be maintained indefinitely. While many sailing dories, such as those of the American Yacht Club, are used by old yachtsmen who find ample pleasure and excitement in this racing, they are even better adapted to the young Corinthian. The boy who really masters sailing a dory on Long Island Sound or the New England bays, knocking about in week-end cruises and holding his own as well in the racing record, will have learned much more than the mere elements of boat handling and sailing; and what he knows will be on the best possible foundation for his future experience in large yachts.

The outfit of the dory is but an enlargement of that of the canoe: sleeping-bag, rubber bags, tent, mess chest, kerosene stove, and cooking utensils. After the finish of the Saturday afternoon race the duffle is stowed at the club float and sheets are trimmed for the Navesink Highlands, the west shore of the Hudson or the opposite shore of the Sound. An evening sail, a camp on the beach, the swim at sunrise, a hearty breakfast, and we are off for a whole long day under sail, with no other care than to keep watch of wind and tide to bring us home some time in the evening. When vacation comes it is the natural expansion of the week-end work; the preparation is a little more elaborate, extra stores and a chart or two are shipped, and for two or three weeks we roam at will as far as Greenport or New London, along the Great South Bay, or up the Hudson; as every boating man should make at least one cruise on that beautiful but uncruisable river.



Western racing "scow." This type of small yacht, introduced about 1897, is very popular on the smaller lakes of the Middle West

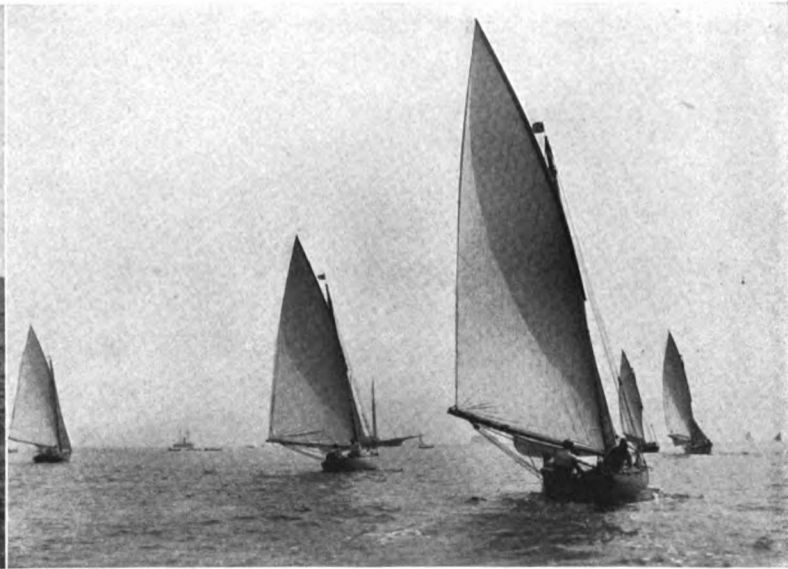
Coming to the domain of the yacht proper, as distinguished from the canoe and boat — something with a fixed deck and cabin — the most useful and popular craft is the catboat; not the old New York type, modeled like a smoothing-iron, grossly over-rigged, and held up by sandbags, but the deep, hard-bilged, able catboat of Cape Cod. This craft, originally a local type used for lobstering and fishing, outgrew its native locality some fifteen years ago and is now found in all parts of the country. With a first cost of from \$600 to \$1,000, built to last for a generation, and never out of fashion, the deterioration is small in careful hands, and the depreciation moderate as compared with the more modern types of knockabouts and other small yachts.

An initial investment of two or three hundred dollars in a well built Cape cat a dozen years old will start a boy a long way on his career as a practical yachtsman after he has graduated from the canoe and dory classes. The use of such a yacht involves the possession of a dinghy, a permanent mooring in some safe location, and probably a membership in a yacht club to secure landing facilities and supervision; looking after the moorings in bad weather, drying sails and pumping out, the owner presumably having little time for such work through the week. There is hardly a limit to the cruising that may be done along the coast in a good 25-foot catboat, and as for racing, there are in most localities to-day enough of this particular type to make a class by itself in which the competition is keen and close. With the great increase in the number of yacht clubs of recent years, almost every city on open water, salt or fresh, has its club, with dues of \$10 to \$20, affording the necessary anchorage, care, and landing facilities.

To the true lover of the water, every phase of the sport



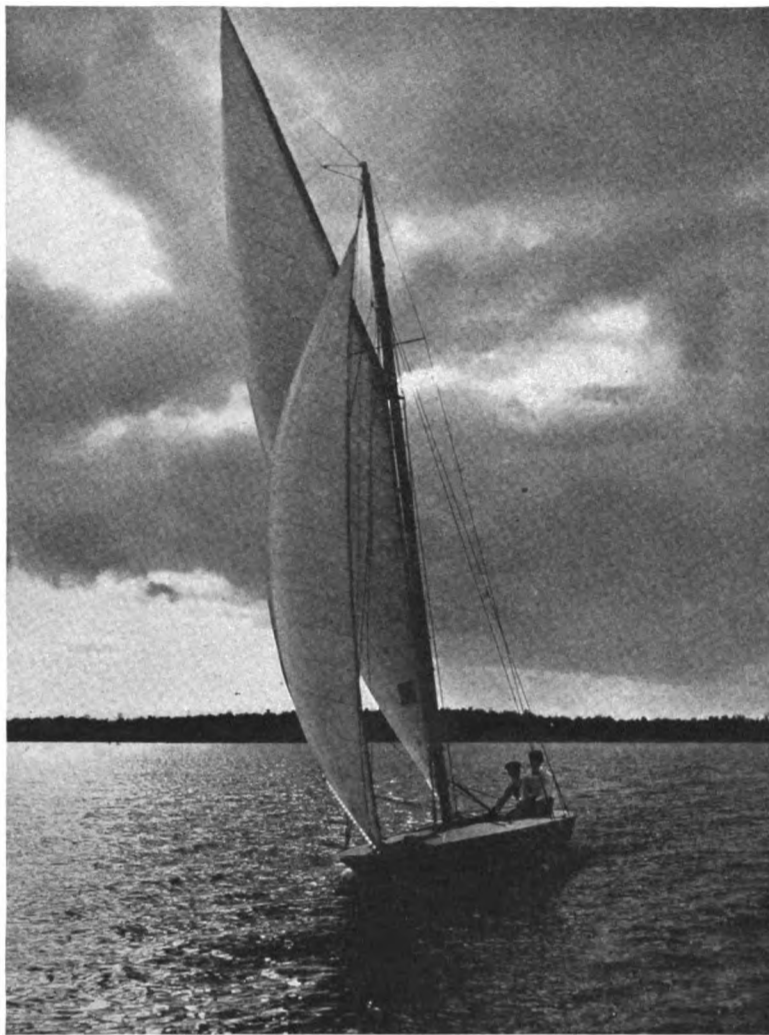
Yacht racing in the smaller classes. A fleet of "half-raters"



A week-end race of small yachts steered by ladies

has its special charms; the solitary river cruise in the Rob Roy canoe, the excitement of canoe racing and the social pleasures of the camp, the hard wet work of racing a half-rater on the Sound or Lake St. Louis, the cruise down East in a small cutter, the racing of the big schooners and the long days and nights at sea in an auxiliary—who that has tried them all in turn will say that any one is better than all the others? Certainly, racing in the regular classes of the large yacht clubs has much to recommend it; and it is within the reach of many who can only hope to take time occasionally and at long intervals for a prolonged cruise. The ownership of a racing yacht is a serious matter in these days; the 15-foot class, the smallest built under the Universal rule, cost a full thousand dollars, with only an apology for a cabin or none at all; the Seawanhaka cup 25-footers cost from \$1,200 upward; the Sonder-class boats, of but 21-foot waterline, and with no cabins, cost \$2,000, and the 22-foot class by the new rule, of 25-foot waterline, some without cabins, cost still more. The first cost, however, is only the beginning of the expense. There is usually a paid hand to care for the boat if not to sail on her; she will have at least three suits of sails by the most expensive makers in her first season, and there are other incidentals on the same generous scale; the result being that even these mosquito craft are owned only by the wealthiest yachtsmen or by syndicates.

While the ownership of a racing yacht is beyond the means of many of those for whom this article is written, there is still open to those who really care for it an opportunity to enjoy the racing. The supply of capable amateurs is always smaller than the demand; in fact the owner of even a small racing yacht frequently finds it difficult to get men on whom he can rely to be present at every race, regardless of weather, and to do the best they

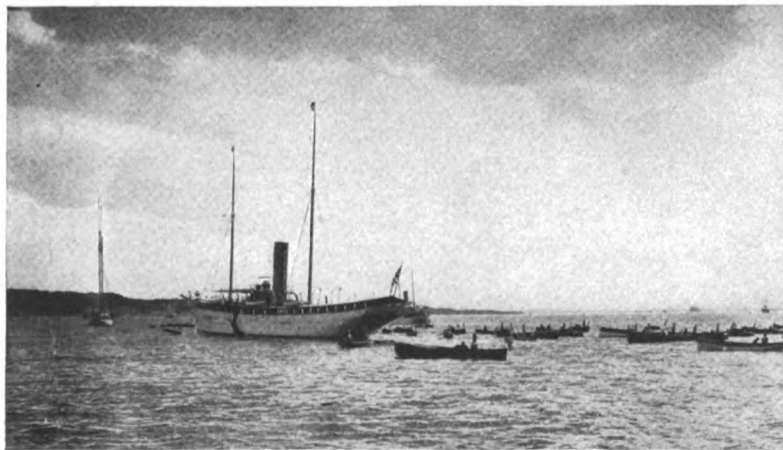


Another type of small racing yacht, whose light draft makes yachting possible in shallow inland lakes

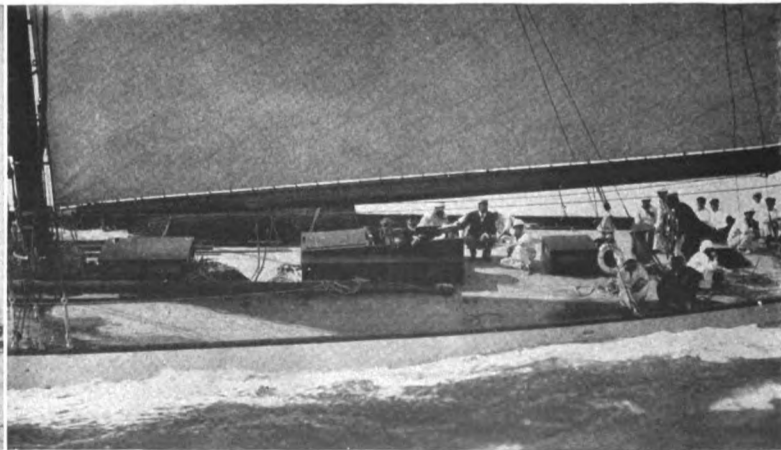
can, even though this "best" may be far from perfection. The young man who really wishes to sail can usually find a berth on a good yacht, however slight his knowledge of racing, provided that he will conduct himself with judgment and discretion. There are a few things which he must know, but these are easily learned. He must be able to make his way about the deck without falling overboard and putting someone to the trouble of fishing him out; he must keep out of the way; he must be able to make at least one knot that will not render and will not jam, to make a line fast on a cleat, to hold a turn without the line getting away from him, and to hold his tongue. He must take everything that comes his way and make believe that he likes it—a chance wetting on a cold day, a turn of hard language from a nervous skipper or owner, a long watch on deck in the sun when someone has forgotten the lunch and liquids in the hurry of a late start. He must listen

to all orders, obey promptly; and as rapidly as possible learn the names and uses of all gear. Above all else, he must be on hand punctually before the start of every race. Starting in this way, his work, however poor at first, will soon be appreciated, he will find friends to aid and teach him, and he will soon become at least as useful as the average veteran Corinthian hand who is only too apt to over-rate his own knowledge and to have set ideas of his own as to punctuality and obedience.

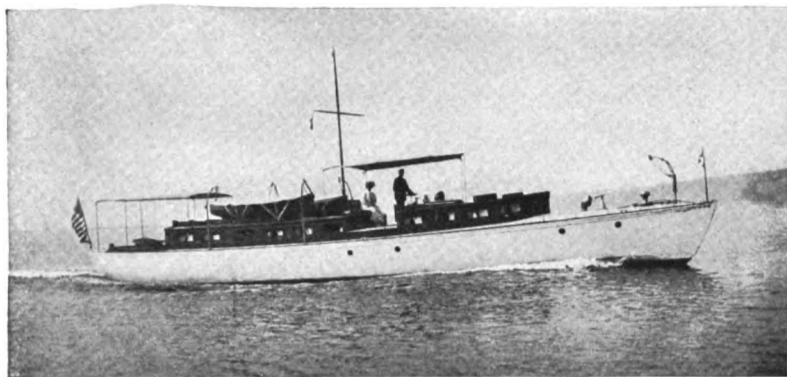
With a berth once won on a good yacht, each Saturday and holiday through the season will bring its regular race—hard work, perhaps, sometimes in bad weather, but with its reward. The keen pleasures of the race itself, even when lost after a good fight, the late dinner on board or at the club with a lively and congenial company, the sail next day to some neighboring club for a friendly call and luncheon, the practice work on the way out and back, in time the trick



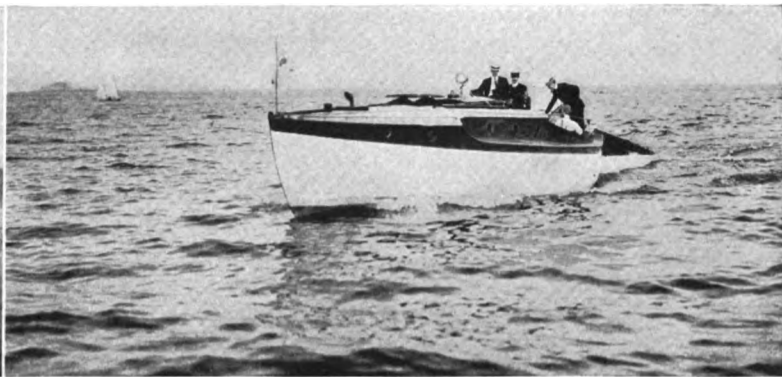
Annual cruise of the New York Yacht Club. Captain's gigs reporting to Commodore Vanderbilt's flagship, *North Star*



Deck of a modern racing yacht during a race. The tyro can often secure a berth as a member of the crew



Modern cruising launch of 60 to 70 ft., with two or three paid hands and accommodations for four to six passengers



Modern cruising launch of 35 ft. over all, handled by one or two persons and accommodating four or five

at the stick which is some day to make him a racing skipper, with full power to "cuss" the trembling novice; these are some but not all the joys of racing, as a Corinthian hand. Then in due season comes the cruise, the rendezvous and opening race at Glen Cove, the hard, healthy work of each day's racing run, the special races at Newport, when, if his own yacht is not entered, he is drafted into the crew of some larger craft, the visits to the Vineyard and New Bedford, the meeting with old friends and the making or new.

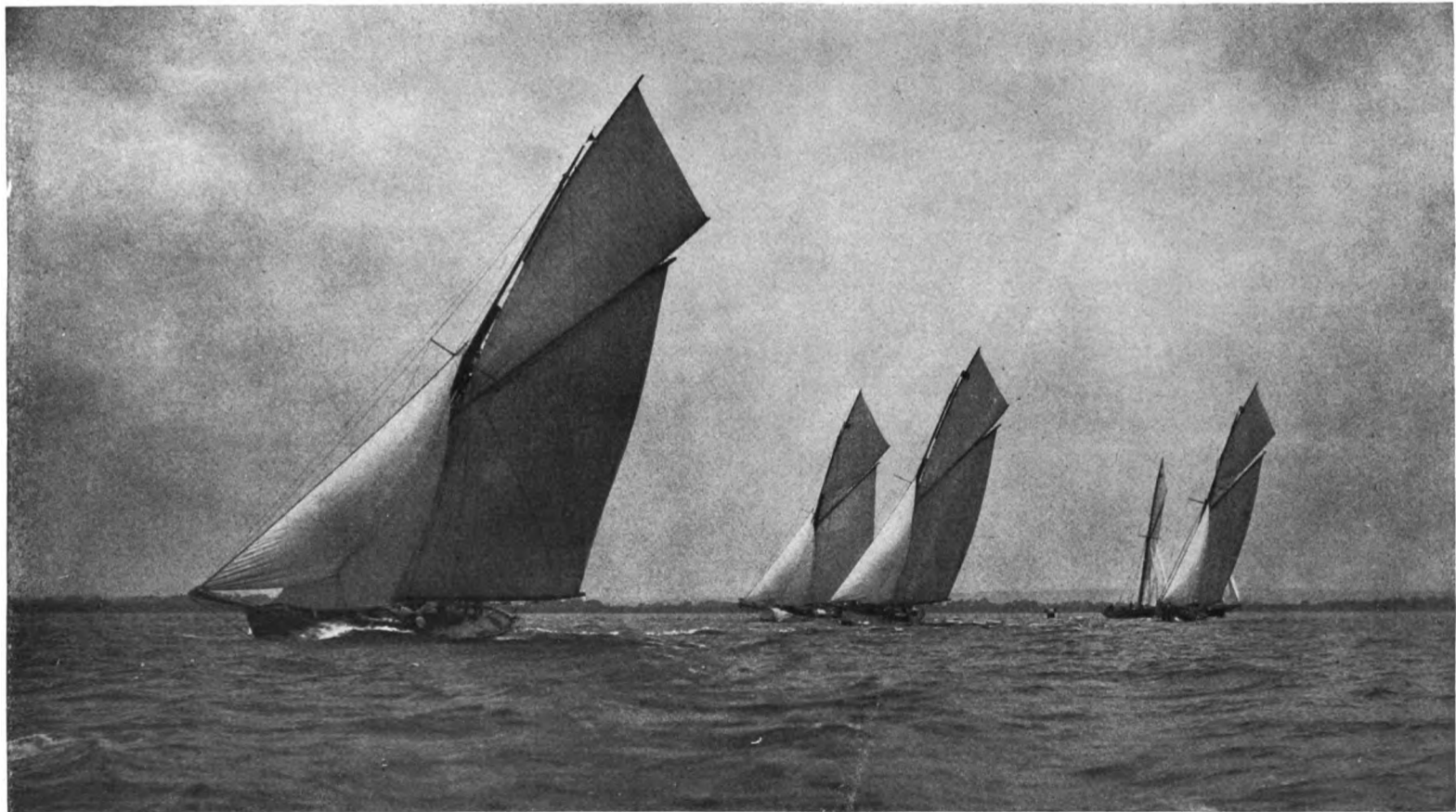
While the facilities for the enjoyment of all water sports have greatly increased within the past few years, this advantage has been in a measure offset by other conditions, mainly the growth of water traffic and the increased value of land near the great cities. Not so many years ago a man could live on Staten Island, within reasonable time of his New York office, and yet reach his yacht or canoe club by a short walk from his house, the Bay affording a very good sailing ground; and these conditions were duplicated on the Brooklyn shore. To-day there is no yachting within New York Bay, the shores of Brooklyn and Staten Island are closed to yachtsmen and canoists, and one must travel some distance by rail to reach a station which of itself is several miles from the nearest yacht club on the shore of Long Island Sound. By way of compensation,

however, the yachtsman of to-day has the gas engine, the greatest blessing that the sport has ever known, converting the fascinating but unreliable sailing yacht into the punctual and obedient auxiliary, and making possible the cheap, compact, and convenient launch that is seen to-day on every little creek, lake, and river throughout the United States.

Far from driving out sail, as the old croakers at first predicted, the gas engine has proved the salvation of the cruising yacht. With sail alone to depend on, the precious hours of a Saturday afternoon were often wasted through a calm that spoiled the pet planning of a week, and if a late start were finally made the pleasure of the following day was marred by the uncertainty of a timely return to business on Monday. Now the engine, quiet and unobtrusive, doing its work beneath the cockpit floor, permits a start promptly on time on Saturday, regardless of wind or tide; while the return next day is at the worst only a matter of dividing a certain number of miles by four, five or six, according to the speed of the yacht under power alone.

It is, however, in the creation of a new type of cruising yacht and the appeal of this type to a new and larger body of would-be yachtsmen that the gas engine has brought about a radical revolution in yachting. Though widely used for launch propulsion from about 1875 to 1895, the

(Continued on page 404)



A race of 60- or 70-footers—the more advanced stage of the sport