



THE INTERNATIONAL YACHT RACE—GEORGE HERRICK DUGGAN, SKIPPER OF THE GLENCAIRN.



THE INTERNATIONAL YACHT RACE—JAMES PATON, ONE OF THE GLENCAIRN'S CREW.

GREAT IS GLENCAIRN II.

She is a Hummer When the Wind Blows Strong

AND WAVES ROLL HIGH ON THE LAKE.

Tuesday's Race Was Sailed Under Difficult Circumstances.

(Special to the Star.)

On Board the Stars Special Steam Yacht, *Gertrude*, off Pointe Claire, Tuesday, August 17. Great Glencairn the second when the wind blows hard and the blue sea runs high. The third of the series of races for the Seawanhaka challenge cup has just been completed under such conditions, and Commodore Ross's smart, twenty-two-year-old boat, *Gertrude*, sailed by her designer, Mr. G. H. Duggan, placed another win to her credit, making the second win by her of the three already sailed. The racing yachts are under way for Dorval, the excursion steamers are well down the lake on their way to Lakeside, and the pleasure yachts which had the hardihood to brave the piercing wind and the high rolling waves, are making the best of their way to the several harbors of refuge. It has been a rough day, and a hard, gallantly contested, and superbly sailed race. "That the two little racing yachts with everything about their spars, rigging, sails and hulls reduced to the very minimum of weight, should have completed the race without a mishap of any kind in such a sea is hardly credible. It is fortunate, too, that there was no mishap, for at the rate the vessels were going, and with such a sea on, any accident must have been disastrous in its consequences. The speed of the two yachts was a veritable record. From this staunch little steamer, the two 20-footers, when manœuvring for position at the start, appeared to skip over the crests of the white-capped waves without ever reaching the troughs of the sea. They appeared to be literally outfooting the rapidly rolling waves. There was something actually uncanny about their wonderfully rapid, gliding progress. And how the fat, snoring-looking things did keep over! Great gusts of wind swept down the lake in such rapidity as to almost resemble one steady, long continued blow, and at each gust the yachts, heeled over, so much to leeward that keels, rudders, and centerboards were exposed to the weather. Consequently for most of the time the yachts were tacking about quite half of their highly polished bottoms were exposed to windward.

The handsome polished mahogany and cedar of Momo's hull, after the careful brushing of the morning at Dorval, would have done credit to a piano case;

at her loving no less than forty minutes of her lead in the final heat to windward along the Pointe Claire shore. The explanation is simple enough for any man who was watching the yachts either at close quarters or through strong marine glasses. During the last half of the race Mr. Duggan handled his boat extra carefully. She was sure of the race, provided everything held, and it was his chief consideration to see that nothing should give way. Consequently the *Glencairn* was eased off, where she would have been kept up to still work had he not had the race so well in hand.

With manœuvring reduced throughout the entire race, the canvas was not such an important element as on Saturday, as a matter of fact counting for very little, but both boats were well served today by their sails.

GLENCAIRN'S NEW RUDDER appears to have given Mr. Duggan considerable trouble in Saturday's race, but there were no defects in that connection today. The little blue boat maneuvering every touch of the helm in a remarkably prompt way.

Today's race but emphasized the fact already pretty thoroughly demonstrated by yesterday's victory that the *Glencairn* is distinctly a superior rough weather boat to the *Momo*, and if we have strong wind again to-morrow, the *Seawanhaka* Cup is practically sure to remain in the custody of the Royal St. Lawrence Yacht Club for some time to come.

By the way, it is not generally known, perhaps, that the coveted piece of silver is not at present in Montreal, having been sent to England for the Naval Exhibition. Yesterday it was reported to Mr. Kerr, of the Seawanhaka Club's Racing Committee, that the cup had been sent to England, and would be back in Montreal to-morrow or the next day. Mr. Kerr expressed the greatest pleasure at learning that the cup had been sent to England to be placed on exhibition, and noted that the Royal St. Lawrence Yacht Club could not have made a better use of it.

Mrs. Duggan, who was on the *Duchess of York* yesterday, was the recipient of congratulations from every quarter, but the most of them all was that of Mr. Crane, who, with old-fashioned courtesy, of which too little is now nowadays, came to her and congratulated her upon the magnificent victory which her husband had gained over his son.

WHAT THE EXPERTS SAY.

Glencairn the Superior Boat in a Blow.

CRANE DESIGNED HIS BOAT FOR LIGHT WEATHER.

Glencairn More of a Boat Than a Freak.

Boston, August 18.—Mr. A. G. McVey sends the following to the *Herald* of yesterday's race: It was indeed wild weather out at the starting

point when the judges decided to send the pair of wee boats over the course. The wind blew fully 25 miles an hour, and it struck harder than this at times. At ugly sea was running, short, steep and quick, the waves hitting the boats hard.

A look at the weather showed that the boats would have it out in a hard hammer, going on end for the two miles and this against a head sea. The boats met the sea square on end, going up to the weather mark, and they knocked the spray on all sides.

The *Momo* was towed to the line by the judges' *Dama*, while the *Star* yacht *Gertrude* towed the *Glencairn*.

Arriving at the line, Mr. Stackpole called out to Mr. Duggan, "Here we are, what do you say to a post-nominal for an hour?" "All right," said Duggan, and then the crews took it easy. Mr. Crane was aboard the *Dama*—and, by the way, the crew on the *Momo* to-day is few in stackpole, helmsman; Norton Shaw and crew, crew, making 640 pounds of human weight.

The change was made in the interest of giving more stability by the added weight, as Mr. Crane is a much lighter man than Mr. Duggan, by nearly one hundred pounds, and weight out to windward in to-day's conditions meant much. The guns were fired before the start, with intervals of ten and five minutes between each gun fire.

Both boats were under storm canvas, all reefs were tied down, and storm jibs set. The weather forced them to sit under the smallest canvas. There was a bit of good lucking at the start, which resulted in the *Momo* getting over the line square on the weather of the *Glencairn* and both went up the starboard tack, the course being up the lake to a mark boat two miles to weather.

While the *Momo* apparently had the best of the wind away, by being on the weather of the *Glencairn*, she had no headway on and soon gave pride of place to the *Glencairn*, which drew quickly through the *Momo's* lead, and in less than two minutes away she had worked into the lead, with her wind clear, and pulled out from the *Momo*.

The pair had a good sail, and well they might. Good setting sails counted for nothing today, as the wind was in the shape of canvas would drive them. The *Glencairn*, being out not more than three minutes was thrown about on the port tack, and she had the *Momo* on the starboard tack. The Canadian boat crossed her with lengths to spare, and for ten minutes the *Momo* held out into the lake while the *Glencairn* stood over to Pointe Claire.

Again the pair tacked, and for the second time since the race started, they were on opposite tacks. The *Glencairn*, when she crossed the *Momo*, the second time, had a big safe lead, and was adding to it as she went.

The *Momo* could neither head nor back with the *Glencairn*, so it was a case of falling off to leeward and dropping astern all the way out to the weather mark, which was rounded as follows: *Glencairn*, 12:11:25; *Momo*, 12:13:58; a gain in favor of the *Glencairn* of 2 minutes, 33 seconds, on the first leg to windward.

In the run down the second leg of the course, the sea bore in after the racers, and naturally were to windward. The *Glencairn* had on the same canvas down the wind that she had going up, while the *Momo* had her balloon and smaller jibs set. The spray rained on from wave to wave, and a goodly pace, until near the rounding buoy, when both were gripped just before getting around the buoy.

The tacking at the lower buoy, or at the finish of the first round, was: *Glencairn*, 12:25:00; *Momo*, 12:27:13; a gain of 42 seconds for the *Momo*. This no doubt was partly rolled up by the *Momo* carrying her balloon jib when the *Glencairn* had on a storm jib. The elapsed time for the *Glencairn* in the two-mile beat to weather is 47 mins. 25 secs. and for the *Momo* 49:28 secs. The elapsed time on the first leg down the wind is: *Glencairn*, 18 mins. 53 secs. and for the *Momo*, 19:48 secs.

On the last on the second time it was the same story, the *Glencairn* making a gain all the way. *Glencairn* rounded the weather mark the second time at 12:37:58, in a howling breeze, and steep, white-capped sea. The *Momo* followed at 1:01:51. This made the elapsed time for *Glencairn* up to the second time to weather: *Glencairn*, 32 mins. 30 secs., and *Momo* 35 mins. 23 secs., a gain on the beat up of 3 mins. 53 secs.

The story of the rundown from the weather to the ice mark the second time around was much like the first. Duggan and the race in mind and was content to let the *Glencairn* slide down the two miles to leeward with short canvas. On the other hand, the *Momo* people being astern were forced to crowd on everything they could carry, so she was driven with balloon and small jibs as on the first leg down the wind. The pair rounded the ice mark the second time as follows: *Glencairn*, 1:11:49; *Momo*, 1:17:44. This makes the elapsed time for the *Glencairn*, 13 minutes 51 seconds for the leg, and *Momo* 17 minutes 40 seconds. The *Glencairn* led at the end of the second round 3 minutes 55 seconds.

On the run down the second time the *Glencairn* gained just two seconds on the *Momo*. The last time up to the mark the story of the two previous hammers to weather against the spiteful head wind and curling whitecaps was repeated. The wind blew up the lake with great force and it was very puffy, and hit the boats hard. The decks were awash, the crews were away out on the weather side, and they were soaked from head to foot. It was indeed a very sailing and the lucky amateur sailors deserve much credit. The *Momo* gained the last weather leg and when both yachts turned the outer mark for the last time, she had cut 1:50 seconds off the *Glencairn's* time. Times at the outer mark the last time around are: *Glencairn* 1:47:03; *Momo* 1:50:02. The elapsed time for *Glencairn* on the last weather leg is 35 minutes 14 seconds and 34 minutes 18 seconds for the *Momo*.

On the last leg down to the finish line the *Glencairn* set her balloon jib for the first time in the race, and her elapsed time for this leg is 3 minutes 7 seconds, and the *Momo* 12 minutes 40 seconds. This is a gain of 27 seconds in favor of the *Momo*.

The *Glencairn* won by 2 minutes, 30 seconds, official time, and deservedly received a grand greeting.

Official rounding time: *Glencairn*—1st, 1:47:03; 2nd, 1:50:02; 3rd, 1:55:09; 12:13:58; 2nd, 1:01:51; 3rd, 1:50:02.

The mark timing: *Glencairn*—1st, 12:25:00; 2nd, 1:11:49; 3rd, 2:00:10; 12:13:58; 2nd, 1:15:44; 3rd, 2:02:47.

Total elapsed time: *Glencairn*, 2:36:10; *Momo*, 2:58:40.

The *Glencairn* won a grand race on the level and in heavy weather is without question the faster boat. James Paton, one of the *Glencairn's* crew, in the great joy of his victory, jumped overboard and swam to his yacht the *Waterwitch*, which was near by.

In the *Globe* Mr. W. E. Robinson comments on yesterday's race as follows: As on Monday the best boat for such weather conditions was the winner. The *Glencairn* carried a double reefed mainsail and small jib, while the *Momo* had three sails in her mainsail and a jib about the size of *Glencairn's*. *Momo* stood up to her sail a bit better than in the puff, being helped out by the extra weight of Mr. Leese's crew, who swayed Mr. Crane in the crew. But if *Glencairn* was a bit the conqueror of the two she never showed her skill well and took the sea much more easily than the *Momo*. The greater power in her mainsail gave her a faster footing than the *Momo*, and the result was again to windward, which *Momo* faster work off the wind could not overcome. Nevertheless the American club, *Amoco*, sailed a very creditable race, sailing materially on the last of the three legs to windward, and making a much better showing all around than on Monday. The better showing was made because she was properly equipped and because of her having an extra weight of "live" ballast to windward. Mr. Crane confesses that he designed a light weather boat, and so he is well satisfied with the showing she is making in half a wind.

It is now conceded by everyone that

(Continued on Page 8.)



THE INTERNATIONAL YACHT RACE—F. W. SHERWOOD, ONE OF THE GLENCAIRN'S CREW.

