

Aftermath of Lunenburg-Gloucester Race.

Lunenburg Tells Why Delawana Lost.

(Gloucester Daily Times.)

With a deaf ear turned to Capt. Tommy Himmelman's repeated challenges for another meeting of the Esperanto and Delawana, Lunenburg has now come forward with a series of alibis for the loss of the international races the last week in October. "These are not excuses or alibis," Lunenburg says. "They are merely facts that never have been discussed in the public prints." These "facts" are that the Esperanto "carried no superfluous weight aboard. She left her hoisting engines on the dock at Gloucester; she was totally cleaned out, even to heavier stores. In point of fact, she carried nothing but her iron ballast."

The Halifax Herald recently printed the following Lunenburg dispatch, containing the reply of S. Russell Smith of the Gorton-Pew Fisheries Company, declining Capt. Himmelman's challenge for another race:

"There will be no second race this year between Delawana and Esperanto off Halifax or in any waters. Reply to the challenge of Captain Tom Himmelman of the Canadian vessel came to-day from Russell Smith, of the Gorton-Pew Company, Gloucester, in which the managing director of the American declines to take up the defi. Mr. Smith's letter follows:

Gorton-Pew Fisheries Company,
Gloucester, Mass.,
Nov. 1, 1920.
Captain Thomas Himmelman,
Lunenburg, N.S.
Dear Tommy—I wish to acknowledge your telegram of Nov. 16, as follows:

"I do not feel satisfied that Esperanto is the faster vessel and hereby challenge her for another race at any time over same course, or any course that we may agree on, off Halifax harbor, that would be satisfactory to sailing committee, for any reasonable purse that we and the committee may agree upon."

"Needless to say that I was very much surprised to get a challenge to again race the Delawana so soon after our recent meeting in the International series for fishing vessels. You will recall that at our last meeting I told you that we, aboard the Esperanto, sincerely hoped that we would be the lucky people to race at Halifax next

fall, and we also hoped that our competitor would be Captain Thomas Himmelman in sailing the Delawana. "We realize that you can sail with the best in Canada, and feel that the sailing committee, when they selected the Delawana for this year's international contest, picked the fastest boat of the Canadian fleet, and the logical man to sail her."

"Allow me at this time to wish for your much success for the coming year, and with hopes of renewing our acquaintances at Halifax in 1921, I am,

Sincerely yours,

"R. Russell Smith,
"Managing Director Schr. Esperanto."

"Before this phase of International schooner racing passes into history, there are one or two facts that should be made known. Captain Himmelman issued this challenge, he declared to-day because he feels that his vessel was generally at a disadvantage, repeating his contention that she is faster than Esperanto. He lost, and to a large extent takes blame for not getting more out of the Delawana in the second race of the series, when she, lightly ballasted in light winds, had an excellent chance in off-the-wind work. The regrettable mistake in overlooking the Shut-in Island bell buoy certainly lost much for the Nova Scotia vessel."

"But with all this, there are facts that the average race follower does not know, facts that have not been publicly commented on. These are Capt. Himmelman's contentions. Esperanto was prepared to race as a racer. Delawana went into the series as she would go to the banks. Esperanto carried no superfluous weight aboard. She left her hoisting engine on the dock at Gloucester, she was totally cleaned out, even to heavier stores. In point of fact, she carried nothing but her iron ballast."

"The fitting of Delawana looked to preparing and painting the hull, replacing cordage, and setting up standing rigging, scraping spars and slushing them down—in fact, the ordinary preparations in fitting a vessel for sea. She even carried her rock ballast, but the history of the ballast matter needs no recounting. She carried her heavy hoisting engine in her bows, her runs were full of coal, she carried tons of cargo in this, and that and the other thing, iron, stores of all kinds; her pens were still in her—not a thing below deck was disturbed."

"These are not excuses or alibis, Lunenburg says. They are merely facts that have never been discussed in the public prints. "Of course, everyone realizes now what should have been done. It was harbor racing, not banks fishing. There is not a man in Lunenburg who has not learned lessons in the schooner race game. They will know the game next time. They have found that racing American fishermen outside, racing them over a hard and fast course at Halifax, are two very different kinds of racing."

"What Happened to the Esperanto? It seems almost absurd to even notice such a statement, and to invite discussion by printing anything about it. To the whole thing, it can best be said: What of it? Didn't the Lunenburg have the same chance? Did not Capt. Himmelman have the benefit of the experience of an elimination race? Had not the Delawana been in port for some weeks, and put in trim for the elimination race, while the Esperanto hadn't finished taking out her cargo after a five months salt banking trip? As a matter of fact the Esperanto was selected, gotten ready by a thorough cleaning and fixing up, and was in Halifax harbor in a little more than a week after the challenge had been accepted in accordance with the rules laid down by the Halifax committee."

It is also a fact that the Esperanto was fitted out, sailed both races and returned home just exactly as she left here on the 25th of October. Let's see what happened to Delawana. She came up from Lunenburg the day after the American vessel reached Halifax. Her hold was bulging with Lunenburg pasture rocks and according to the Gloucester delegation, she never could have won any kind of race in the condition that she sailed on October 30. She was so badly beaten that it was really and truly a runaway."

Then what happened? The Delawana's crew worked like Trojans all day Sunday shifting ballast, heaving overboard the Lunenburg pasture rocks and lightening her up until she was like a cockle-shell. Even in this condition with the lightest of winds favoring her, she couldn't win, and was beaten out decisively at the finish by over seven minutes, by more than a mile, although after she had given the Esperanto a hard and exciting race."

Speaking about facts that have never been discussed in the public prints.

There was an incident connected with the second race that has never been published. The Lunenburg was allowed to change her staysail during the race, allowed to take down the old one, and set a new one which worked considerably to her advantage, a direct violation of all racing rules. Yet nothing was ever said about it."

It is contended by Capt. Himmelman that Esperanto was fitted as a racer. It is probably true. Delawana went into the series as she would go to the banks, they say. However, it is hard to believe that any skipper would ever think of going to the banks with a vessel in such a condition as the Delawana was, either in the Saturday or Monday race."

Best Craft Won.

It seems like nautical nonsense to presume that the Delawana, lightly ballasted in light winds, had an excellent chance in off-the-wind work. Her light ballast did work to advantage on reaching and running, but off-the-wind was Delawana's weak point, and if her light ballast had been of any assistance, it seems very unlikely that Esperanto would have beaten her seven minutes and a six mile beat up Halifax harbor in that second race."

It is true it was harbor racing and not banks fishing, but it was the Halifax committee that laid down the rules, selected the course, and acceptance was made without hardly a suggestion being made from the American side. The victors believe that Lunenburg has learned something about the schooner racing game; that next fall they will be prepared to give a real race, but if Gloucester is beaten fair, there will be no alibi, and we will be as eager for 1922 as we believe most of Nova Scotia is for 1921 race."

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Reel Medley.
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Shadows Waltz.
The Merriest Man Alive.
Me-Ow.
The Vamp.
It Takes an Irish Heart to Sing an Irish Song.
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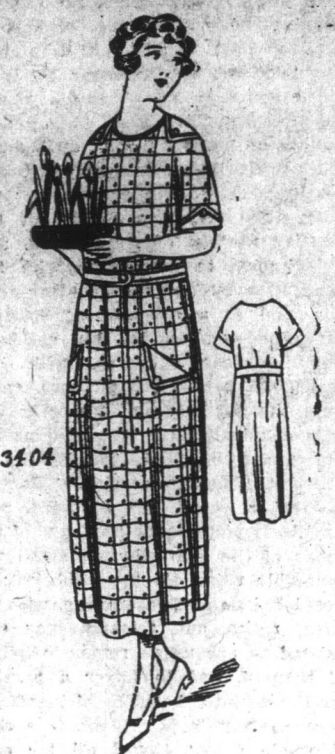
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