

International Fishing Knowling's Schooner Race.

Lunenburg Craft Crosses the Line Slightly in Advance of the Esperanto.

Halifax, N. S., Oct. 30.—Ghosting easily along in a gentle southwest breeze with every stitch of round white canvas gleaming in the morning sun, the Esperanto and Delawana, representing respectively the American and Canadian fishing fleets, are contending off Halifax harbor this morning for the blue ribbon honors of the north Atlantic. The eyes of most of Halifax and some part of Gloucester and Boston was fastened on the Delawana as she swept grandly across the starting line leading the Esperanto by twenty-five seconds. In a thirteen knot breeze the vessels were logging over nine knots an hour, and it was considered probable that if the wind held they would be able to finish the forty mile course in the time allowance of nine hours.

The course chosen gives the schooners a six and a half mile reach, close-handed from the starting line at Point Pleasant breakwater to the inner automatic buoy, thence over an irregular triangle; a six mile reach to the outer automatic buoy, a nine and a quarter mile run to the bell buoy off Shut In Island, and an eleven mile beat to the inner automatic buoy, and a six and a half mile broad reach back to the starting line.

D. G. S. Tyrrian, by Wireless, off Halifax, N. S., Oct. 30.

Fifteen minutes preparatory gun fired, both schooners on starboard tack with Delawana to windward. Ten minutes later Canadian came about, stood on port tack and turned the starting line. "Marty" Walsh followed thirty seconds later. Both schooners carried mainsail, foresail, jumbo, gib, topsail and main top sail, swinging around the schooner's then head up the harbor toward starting line light in ten knot southwest wind which was freshening. Within two minutes of starting gun both schooners set foretopsails, Delawana crossing starting line to windward and ahead.

Shortly after the start the Esperanto edged up to windward of Delawana, which had set staysail. The schooners were close hauled and beam and beam.

At 9:21 both schooners were off Herring Cove. It was a nip and tuck struggle with the Delawana slightly ahead, though to leeward of Esperanto.

At 9:27 Delawana had worked through Esperanto's lee and was leading by a length and a half. It was in this position that the schooners passed the Tyrrian steaming out to take the official time at the first buoy. The Tyrrian was logging nine knots.

At 9:50 Esperanto was fully a minute ahead of Delawana. Esperanto's headsails seemed to have greater full than the Canadian, and when Capt. Himmelman eased his headsail sheets the Delawana seemed to foot faster.

Leaving the inner automatic buoy to port with the Delawana twelve seconds in the lead, the schooners reached for the southeast automatic buoy six and one half miles southeast. One half east the Esperanto immediately began to cut down Delawana's lead and at 9:45 was upwards of a length ahead. The Esperanto demonstrated she was considerably faster than the Delawana off the wind.

The official starting time announced as Delawana 9:00:40, Esperanto 9:01:07.

Rounding second mark three minutes and four seconds ahead of Delawana, the Esperanto took in fore topsail and started to run down the wind of 9 1/4 miles to Shut In Island buoy. The Esperanto had gained three minutes and sixteen seconds on the Delawana on the reach from inner automatic buoy. Delawana took in fore topsail shortly before coming up to mark and on leaving it appeared to be holding her own with Esperanto.

With half the run to Shut In Island buoy completed, it was estimated the Esperanto was just about holding her three-minute lead, with both schooners carrying staysails.

Delawana rounded second mark 10:17:54.

Esperanto rounded southeast automatic second mark at 10:14:50.

At 10:55, with Esperanto half a mile from Shut In Island buoy, Delawana appeared to be gaining slightly on American.

The Esperanto found on sighting the buoy that she had made considerable to leeward of it. "Marty" immediately tightened sheets and the Delawana astern, taking one, followed suit.

Esperanto turned Shut In Island at 11:01:15, the Delawana at 11:07:39.

clear it up. Esperanto's crew handled sails in fine fashion. The Delawana, which lost two minutes and thirty-eight seconds on the run from the outer automatic on top of the 8 minute and sixteen seconds lost on the reach from inner to the outer automatic, split-tacks with the Esperanto on coming up to buoy and continued inshore on port tack.

Esperanto came about on port tack six minutes later and the net result was that Marty had wasted a tack at the start of the eleven miles dead heat to windward to the inner automatic buoy.

Capt. Himmelman brought Delawana about on starboard tack. Esperanto, which continued inshore, appeared to be pointing higher than the Canadian schooner.

At 11:30 Esperanto, which had gone well in on eastern shore, came about which left both schooners on starboards tack heading toward Sambro. When Esperanto squared away on this tack it was seen that she was more than a mile to weather.

Both ships were carrying full sail. Himmelman's mainsail was setting like a charm, but Capt. Marty's headsails appeared to be acting better and his ship continued to point higher. The wind appeared to be lightening a little and both schooners were carrying their lee rails well clear of the water, though the Delawana was obviously stiffer than her rival.

Official time at Shut In Island buoy: Esperanto 11:11:40; Delawana 11:17:33.

At 11:50 both boats were still heading seawards on the starboard tack and were estimated to be six miles to leeward of the inner automatic buoy. Range finders on the Tyrrian placed Esperanto a mile to windward and Delawana a half mile farther on the tack. There was quite a lop, and the Canadian schooner seemed to ride it more easily than her rival, which appeared to be somewhat down by the head.

At 12:25 the Delawana came about and headed for the inner automatic buoy, estimated to be seven miles to windward. Esperanto still kept on starboard tack but doused her staysail and was expected to come about at any minute, on the long port tack the vessels sailed fully ten miles to sea from the eastern shore, so watchers in the committee boats said. From the steamer Tyrrian, which was adding a straight course for the inner automatic buoy, the schooners were more than hulls down. Esperanto's lowers could be faintly discerned but only the Delawana's uppers are visible. The American vessel appeared to be a mile and a half to weather of Canadian and seemed to be about parallel with her, as the Delawana came about.

By Wireless S.S. Tyrrian, Oct. 30.

Captain Marty had been pointing his ship higher in the wind and at the same time footing faster the wind which had lightened somewhat increased again slightly and both boats seemed to have a better breeze than hitherto.

At one-twenty the schooners were on the port tack, the Esperanto leading by an estimated time of five minutes.

The wind dropped from fourteen miles an hour at the start of the race to eleven miles, increasing again as the vessels began the beat on the fourth leg.

Schooner skippers on the Tyrrian said that according to the present position of the racing craft, neither the Esperanto nor the Delawana could make the inner automatic without a hitch. They not only gave the American a lead of a mile and a half, but also placed her to weather of Canadian, but predicted that the wind will haul more westerly off Chebucto Head and said the schooners must take another starboard tack before they can make the mark.

At 12:30 Esperanto came about and headed for inner automatic six or seven miles to windward. As the schooners were seen lined upon the port tack, for the mark the American vessel was estimated to have established a lead of fully a mile and a half and was still sailing faster.

At 1:15 Esperanto was four miles from inner automatic and two miles ahead of Delawana. Schooners at this time were pointing well to leeward of mark, the wind had lightened and hauled more westerly. Delawana appeared to have a favourable puff and was pointing higher than the American. Indications were that when she came about Himmelman's position would give him a chance to gain some of his lost time.

At 1:30 Esperanto came about going on starboard tack to make a position for final hitch for inner automatic. Delawana, two and one half miles in rear, remained on port tack. The wind continued to lighten and Esperanto was not expected to make the mark until well after two o'clock. It was not anticipated that race would finish until after three o'clock.

At two-fifteen the Esperanto was reported about a quarter of a mile from the inner automatic buoy and considerably to weather of the Delawana. The Delawana was about a mile behind the American. Esperanto and should turn the buoy in five minutes.

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