

sequently, the largest sail area. Her dimensions are as follows:

Load water-line	- - - -	12 ft. 9 in.
Beam at deck	- - - -	6 ft. 3 in.
Sail area	- - - -	292 square feet.

There are the customary long overhangs at each end, the lines of the bow being carried out with an appearance of fullness and then rounded in quickly. The floor is wide, perfectly flat, with a strong bilge and quite a flare to the sides. While involving what is usually referred to as the scow principle to a marked extent, all relationship to the square box is carefully concealed, and her deck and sides are as round as in any ordinary yacht of her class. The mainsail is of the sliding gunter pattern. The jib has a club on the foot, and the bowsprit is two feet outboard, supported with a bob-stay spread by a dolphin-striker. The sails are of heavy muslin, made by Thomas Sonne, of Montreal. And the entire boat was built not only on Canadian soil, but by Canadian workmen and of Canadian materials. The work was done by Mr. Herbert Hall, the well-known foreman of Harry Hodson's shops in Toronto. He had already built several of the trial fleet from Mr. Duggan's designs in Toronto, but for this job he went down to Montreal, and the work was done on the premises of the Dominion Bridge Co. at Lachine. As most Toronto yachtsmen know, Herrick Duggan is an old friend and customer of Hodson's, their relations extending back to the early days of the Toronto Yacht Club. In fact, bluff but good-natured Harry Hodson has even claimed that the celebrated old club was originated in his shop by Herrick Duggan and a few others of a like mind. At all events, he held Mr. Duggan in high esteem, and when first the challenge was issued, wrote and offered to furnish the hull of the challenger gratis. His share in the work was carried out in a thoroughly sportsmanlike spirit, ably seconded by the good workmanship of Mr. Hall. The planking of *Glencairn* is of Canadian white pine and cedar, ship lapped, thoroughly true and well put together. The deck is of British Columbia cedar. Every nail is of Canadian make, and her fittings were all made in Montreal under

the superintendence of Mr. Duggan. While well built and lacking in no essential particular, the total cost was said to be only a little over \$200.00, a very creditable feature, especially when it is remembered that some of the fancy fifteen-footers built to defend the Cup cost upwards of \$1,000.

Not only was the defence fleet more costly but much more numerous and included every known type that could be pressed into service. Upwards of thirty boats came to the line in the trial races, and there were many more, that, for various reasons, did not get so far. Many prominent American designers, including Herreshoff and Stephens (the designer of *Ethelwynn*) were represented, and even the resources of canoeing were drawn on, Mr. Paul Butler sailing a craft with some canoe features in the rig and designed by his nephew, Mr. Butler Ames. The trial races were of the greatest interest, and there were several good seconds to *El Heirie*, the defender finally selected, among them being *Riverside*, which was held in readiness during the Cup races, in case of mishap to *El Heirie*.

*El Heirie*, owned by Mr. C. H. Crane of the Seawanhaka Club, was designed by his brother, D. H. Crane, the general idea being taken from *Question*, a scow, built craft that caused some astonishment by her fast reaching and general all round work in the trial racing last year. While working on the general ideas embraced in *Question's* design, Mr. Crane elaborated and improved them to a marked degree, the result being more properly classed with *Ethelwynn*, the successful defender against *Spruce*.

The dimensions of *El Heirie* are as follows:—

Length over all	- - - -	23 ft., 3 in.
Length water line	- - - -	14 ft., 4 in.
Beam extreme	- - - -	5 ft., 6 in.
Beam at water line	- - - -	5 ft.,
Draft of hull	- - - -	5 in.
Draft with board down	- - - -	5 ft.

Mr. Herrick Duggan, accompanied by his crew and fellow representative of the Royal St. Lawrence Yacht Club, Mr. F. P. Shearwood, arrived in New York July 5th, bringing *Glencairn* with them by rail. The craft was soon transferred to Oyster Bay and rigged up, a week