

For years past our yachtsmen have been building and racing among themselves for the most part, but with that quiet persistency and system that are eminently British, and, although laboring under heavy disadvantages, the tendency has been to bring the design and equipment of our craft up to the world's best standards. Our seamanship is already acknowledged wherever known. The very fact that many of our most enthusiastic yachtsmen have little money to spend has precluded the possibility of leaving the sailing of their yachts to paid hands, and so developed a sturdy and thorough Corinthianism.

Some two years ago the Seawanhaka International Challenge Cup was offered for competition, open to any representative of a recognized foreign yacht club. Its advent was the outcome of much careful observation on the part of American yachtsmen, keen for international sport, but disappointed that the America's Cup provoked so little of it. Rightly attributing this to the cumbersome conditions that compelled the challenger to build a large and costly vessel, they determined upon establishing a trophy that should not lack prestige, but develop the science and art of yacht building upon the smallest, rather than the largest scale. The Seawanhaka Corinthian Yacht Club, of New York, took the matter in hand, and the cup bears its name. No better introduction could have been suggested. The club is one of the most active and progressive in the United States, as an evidence of which it may be noted that the original length and sail area rule of yacht measurement, for many years in force on Lake Ontario, was first introduced by this club, and has since been known as the Seawanhaka rule. A challenge soon came from the half-rater or fifteen-footer *Spruce IV.*, owned by J. Arthur Brand, representing the Minima Yacht Club, of England. And the cup was successfully defended by the fifteen-footer *Ethelwynn*, winning three races out of five, the other two going to *Spruce*. So it was a close contest. No sooner was the racing over than another challenge came from George Herrick Duggan, of the Royal St. Lawrence Yacht Club, of

Montreal. He reserved the right to name his craft at a later date, the intention being to build a number of fifteen-footers and, after thorough trial, to select the best of the lot. This was only fair, as a similar advantage accrued to the defenders.

Herrick Duggan is no novice in boat-sailing. Years ago he was one of the leading members of the old Toronto Yacht Club, and since his removal to Montreal has been equally active, doing considerable designing as well as sailing. His experience has been mostly in small craft, and alternately at the tiller and the designing table, he gained a particular and comprehensive experience, which stood him in good stead when called upon to produce a champion fifteen-footer. Immediately upon placing the challenge last fall, various members of the Royal St. Lawrence Yacht Club instructed him to design fifteen-footers, each one to show different characteristics, although all were to be of the same general type. This gave Mr. Duggan ample opportunity to work out his ideas without crowding too many aboard any one craft, while all his associates secured fast and capable little boats. Other designers were also represented, and an excellent fleet secured for trial racing. This occupied the early summer, and the best boat was found to be *Glencairn*, Mr. Duggan's latest design, built for Com. James Ross, and, in fact, the flagship of the Royal St. Lawrence Yacht Club, the Commodore being in Europe this summer, and not at present owning a larger craft; but a floating palace could have done his club no more credit.

The problem confronting Mr. Duggan as a designer was that of producing a boat not exceeding fifteen feet corrected length, this being obtained by the formula well known to yachtsmen—half the sum of the load water-line and the square root of the sail area. This gave a choice of a long water-line and small sail area, or *vice versa*. Having several boats to design, Mr. Duggan began by using a long water-line, reducing it in successive experiments, the final and most successful boat, *Glencairn*, having the shortest water-line of any, and, con-