

# FOR FORTY-EIGHT YEARS AMERICAN YACHTS HAVE DEFIED ALL EFFORTS BY BRITONS TO RECAPTURE THE AMERICA'S CUP.

## HOW THE AMERICA CAPTURED THE CUP.

### She Beat the Entire British Racing Fleet on August 22, 1851.

THE America's Cup is the most important if not the most valuable yachting trophy that has ever been contested for under swelling canvas, and about which yachtsmen who have drifted into the sea and yellow are ever ready to relate sagas that need not the facile imagination of a Munchausen to interest the younger element.

For nearly half a century the cup has remained on this side of the ocean, a memento of the prowess of American yachts.

The cup was a magnificent example of the silversmith's art at the time it was won, although a poor enough specimen of no particular design, as looked upon by the expert designers of to-day. It cost in the neighborhood of \$200, and to-day would bring for old silver about \$75.

The first race for the cup was sailed on August 22, 1851, and was contested for by the flower of the British fleet, the only foreign vessel being the schooner America, flying the Stars and Stripes.

The America was owned by Commodore John Stevens and other members of the New York Yacht Club, was designed by George Steers and built in the ship yards of William Brown. She was built to cross the ocean in quest of any match that could be arranged and modeled after the American pilot boats, which had acquired an enviable reputation throughout the world for their speed and seaworthy qualities. At that period the sport of yachting was in its swaddling clothes in this country, and the New York Yacht Club had not yet in its teens, so that, everything considered, the performance of the America was a remarkable one.

She crossed the ocean under a rig similar to that of the pilot boat of the day, without a foremast or bowsprit, making Havre, France, her first port and fitting out for racing at that place. From there she went to Cowes, Isle of Wight, the headquarters then, as now, of British yachtsmen. The America was compelled to anchor about five miles out from Cowes, owing to darkness and thick sea mist, but shortly before 9 o'clock in the morning Old Sol came out in all his glory, a breeze sprang up, and like magic the fog lifted and preparations were made to sail up the harbor.

In the meantime the fast cutter Laverock got under way and stood out to sea in order to carry the Yankee yacht to an anchorage and incidentally to obtain a hint as to her speed. The Laverock was one of the most speedy of English cutters, and the anchor of the America, loaded as she was with extra sails, baggage, etc., was hoisted up with many misgivings. The Laverock held the weather berth, and with her head sails hauled to windward, had to show the new comer the way up the harbor.

The attitude of the sunny cutter aroused the sporting blood that coursed through the veins of Commodore Stevens, and George Steers, and in the wake of the flying cutter which had hauled on the wind as soon as the sails of the America were hoisted, it took but a single tack for the America to weather the Laverock and the cutter was beaten as she never was before.

All efforts of Commodore Stevens and his associates to arrange a match with a representative British boat were annulled by the easy manner in which the America beat the Laverock, and after trying for more than a month to obtain a race, the decision was finally reached to enter the open regatta for the Royal Squadron cup.

The course was around the Isle of Wight and the starters were the schooners Beatrice, Weyburn, Constance, Gipsy Queen, Lion, Brilliant, America, and others. Mona, Volante, Arrow, Albatross, Bacchante, Freak, Eclipse and Aurora.

The America sailed over the line but soon passed the flower of the English fleet and assumed the lead, which position she maintained to the finish.

It was at the Needles that the Royal yacht Victoria and Albert, with the Queen on board waited for the racers, and when the leading yacht, however it might be called, the memorable question, "Which yacht is leading?" to which the Admiral in command of the Royal yacht replied, "The America, Your Majesty."

"And which is second?" asked the Queen, to which the sailor responded after sweeping the horizon with his glass, "There is no second, Your Majesty."

This statement was literally true, for the cutter Aurora, which was leading the remainder of the fleet of competitors, was more than eight miles astern, hidden in a fog. The America, beating up to the finish line against a strong tide and a falling breeze, dropped anchor off the club house at Cowes, a winner by eighteen minutes over the Aurora, which was second. The remainder of the fleet finished the following day.

It was thus that the cup was won and it has since that memorable August day remained on this side of the western ocean.

On August 28 of the same year the America sailed a match race with the cutter Titania for \$500 a side and the American yacht won by more than an hour. It must be said, however, that the Titania was not a representative of the fastest type of British yacht, and her owner only accepted the defy of Commodore Stevens after the owners of the faster yachts declined to race and he did not want the American yachtsmen to go home with the idea that all Englishmen were afraid to meet them.

It was thus that the "Blue Ribbon of the Seas" was won and the America proved that "Britannia did not rule the waves" at least in yacht racing.

## CAMBRIA THE FIRST TO CHALLENGE.

### The Magic Won the First Race in American Waters.

THE America's Cup remained the property of the surviving owners of the yacht until July 20, 1857, at which date it was presented to the New York Yacht Club as a perpetual challenge cup.

governed the race in which the America won the cup nineteen years before. The marine pageant that had assisted in making the race around the Isle of Wight a memorable one was repeated off Stapleton, S. I., and every yacht in the New York Yacht Club's fleet was in evidence. The bay was also thronged with excursion boats, busy tugboats puffing noisily about, each one crowded with the hands and spectators, who for a brief period had become enthusiastic devotees of a sport of which a few years before they had known absolutely nothing.

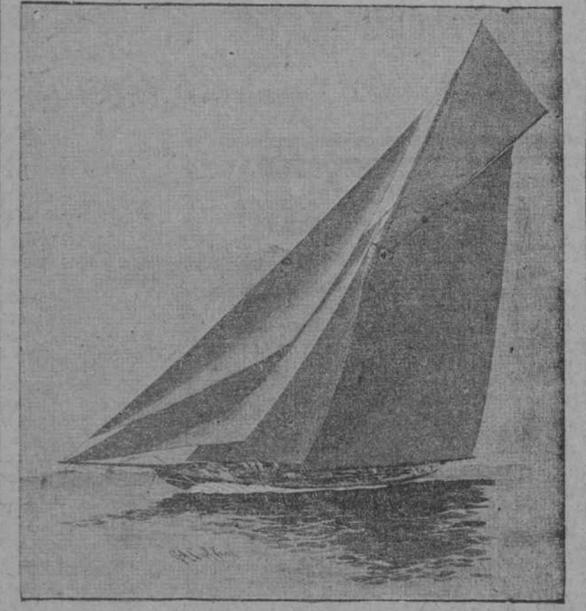
Out of courtesy to the challenger the Cambria was given the weather berth. The old America, which having passed through various vicissitudes, had finally become the property of the United States Government and had been refitted as a yacht by the Navy Department at a cost of \$25,000, was next in line. Other flyers, many of which have since that time ploughed every sea on the globe, were the schooners Albatross, Fleeting, Rambler, Restless, Danubius, Daraina, Pidal Wave, Idler, Madeline, Phantom, Magic, Silvio, Palmer, Alice, Jessie, Halcyon, Flor de Lis, Era, Josephine, Calypso and Widgeon.

The Cambria's crew also worked rapidly,

the "Blue Ribbon of the Seas." The start was made off Quarantine. The signal gun boomed at 10:30, and slipping their cables and running up their headsails, the big yachts gathered headway and started toward the southwest split buoy like a pair of twin butterflies.

The Columbia at once began to forge to the front, and won with the utmost ease by 25 minutes and 28 seconds. The next race, which was sailed on October 18, was twenty miles to windward from Sandy Hook Lightship and return. The Columbia was again chosen by the committee, although some of the weather sharps grumbled a trifle as they looked aloft at the mare's tail.

The Columbia finally won by 10 minutes and 33 seconds, corrected time, although the increasing wind compelled her to shorten sail in the reach home. The Livonia, standing up in grand style, carried her spread of duck to the finish.



The Cup Defender Columbia.

and she obtained a fairly good start, while the America was one of the last of the fleet to break out her anchors. The Magic received a start of wind when she went about under the Long Island shore and was able to lay her course down west bank, while others were compelled to tack through the Narrows. The Magic never lost the advantage that this gave her, and she finally won from the Idler by 11 minutes and 0 seconds. The Cambria was beaten more than 30 minutes, and although the America was only able to finish in fourth place, her corrected time was 33 minutes and 47 seconds better than that of the challenger.

The official time of the start was 11:20:00 in the forenoon.

## LIVONIA MAKES A BID FOR THE CUP.

### But Columbia and Sappho Win Four Out of Five Races.

JAMES ASHBURY made a second unsuccessful effort to recapture the cup in 1871, with a new schooner designed by Raisley. The new boat was called Livonia, and embraced in its design a combination of the features of the Cambria and the American schooner Sappho.

The formal defy was received from Mr. Ashbury in May, 1871, the New York Yacht Club having waived the clause in the Deed of Gift requiring six months' notice, and the Livonia left Cowes, bound for New York, on September 2, at which port she arrived on Saturday evening October 1.

The first was set for October 10 over the same course as the race of the year before. A light breeze from the northwest scarcely ruffled the bright waters of the bay, and as the weather was ideal for the schooner Columbia, that craft was chosen to defend

The Danubius was selected for the third race, which was scheduled for October 10, but owing to the fact that some of her headgear carried away while she was being towed to the starting line, the Columbia was again selected. The Columbia's skipper, Mr. Ashbury, protested, on the grounds that the Columbia had not passed the outer mark to the northward and eastward, according to the sailing regulations of the club; but as the directions given to the yachts left this matter optional the protest was not sustained.

## CANADA SENDS TWO CANDIDATES.

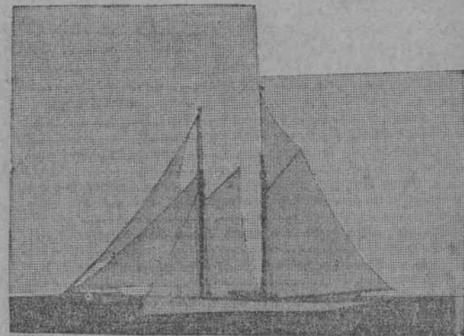
THE third challenge came in April, 1876, and was from Major Charles Gifford, of the Royal Canadian Yacht Club. In this case also was the six months' notice clause in the deed of gift waived.

Major Gifford named his yacht the Madeline, and the schooner Madeline was selected as the representative of the holders of the cup, and Madeline won by thirty minutes and twenty-one seconds, making three wins for the N. Y. Y. C. representative.

The Sappho won the fifth and final race of the series, on October 23.

Date.	Name.	Owner.	Course.
Aug. 22, 1851	America	G. I. Schuyler	From Cowes around Isle of Wight (Aurora second).
Aug. 28, 1851	Aurora	Franklin Osgood	N. Y. Y. C. Course (Cambria fourth).
Aug. 18, 1871	Columbia	Franklin Osgood	N. Y. Y. C. Course.
Oct. 18, 1871	Columbia	Franklin Osgood	20 miles to windward off Sandy Hook Lightship and return.
Oct. 19, 1871	Livonia	J. Ashbury	N. Y. Y. C. Course (Columbia disqualified).
Oct. 21, 1871	Livonia	J. Ashbury	20 miles to windward off Sandy Hook Lightship and return.
Oct. 22, 1871	Sappho	J. Ashbury	N. Y. Y. C. Course.
Oct. 23, 1871	Sappho	J. Ashbury	20 miles to windward off Sandy Hook Lightship and return.
Aug. 11, 1876	Madeline	J. S. Dickerson	N. Y. Y. C. Course.
Aug. 12, 1876	Madeline	J. S. Dickerson	20 miles to windward off Sandy Hook Lightship and return.
Aug. 13, 1876	Countess of Dufferin	J. R. Buse	N. Y. Y. C. Course.
Nov. 9, 1881	Albatross	Alex. Culbertson	16 miles to leeward from buoy 5 off Sandy Hook and return.
Nov. 10, 1881	Albatross	Alex. Culbertson	20 miles to leeward from buoy 5 off Sandy Hook and return.
Sept. 14, 1885	Portia	Sir Richard Sutton	20 miles to leeward off Sandy Hook Lightship and return.
Sept. 16, 1885	Portia	J. Mal. Forbes	20 miles to leeward off Sandy Hook Lightship and return.
Sept. 10, 1886	Genesta	Gen. C. J. Pease	20 miles to leeward off Sandy Hook Lightship and return.
Sept. 11, 1886	Mayflower	Gen. C. J. Pease	20 miles to leeward off Sandy Hook Lightship and return.
Sept. 11, 1886	Galatea	Gen. C. J. Pease	20 miles to leeward off Sandy Hook Lightship and return.
Sept. 27, 1887	Thialfa	James Bell	20 miles to windward and return.
Sept. 30, 1887	Thialfa	James Bell	15 miles to windward and return, starting from Sandy Hook Lightship.
Oct. 7, 1887	Valiant	Earl of Dufferin	15 miles to windward and return, starting from Sandy Hook Lightship.
Oct. 9, 1887	Valiant	C. Oliver Tschin, et al.	15 miles to windward and return, starting from Sandy Hook Lightship.
Oct. 13, 1887	Valiant	C. Oliver Tschin, et al.	15 miles to windward and return, starting from Sandy Hook Lightship.
Oct. 13, 1887	Valiant	W. K. Vanderbilt, et al.	15 miles to windward and return, starting from Sandy Hook Lightship.
Sept. 7, 1895	Valerie III	Earl of Dufferin	15 miles to windward and return, starting from Sandy Hook Lightship.
Sept. 10, 1895	Valerie III	W. K. Vanderbilt, et al.	15 miles to windward and return, starting from Sandy Hook Lightship.
Sept. 12, 1895	Defender	W. K. Vanderbilt, et al.	15 miles to windward and return, starting from Sandy Hook Lightship.
Sept. 12, 1895	Valerie III	W. K. Vanderbilt, et al.	15 miles to windward and return, starting from Sandy Hook Lightship.

\* Fouled and protest allowed.



The Defender Called the Puritan.

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