

AMERICAN YACHTS ON THE CLYDE

27/8/23

RACE FOR SEAWANHAKA CUP

AMERICAN CHALLENGER DISMASTED

FROM OUR SPECIAL CORRESPONDENT

Rothsay, Saturday night.—American yachtsmen had to-day a sample of about the worst the Clyde can do in the way of sailing weather, and a disastrous experience at the very opening of their Scottish campaign. The wind was hard and cold from southerly, the sea harsh and lumpy, and the atmosphere heavy with rain and mist. It was a day for which the Royal Northern officials must have felt inclined to offer apologies and sympathy to the four gentlemen on the sea who had come three thousand miles in the fond hope of winning back the Seawanhaka Cup. This cup is now in the possession of Mr F. J. Stephen, owner, designer, and builder of the six metres Coila III., which defeated Saki on the Long Island Sound, New York, in September of last year. The challenge to race for its recovery was issued from the Seawanhaka Club, and their chosen champion is the yacht Lea, owned by Mr J. F. Birmingham, designed by Mr Henry Gielow, built in 1922, and one of the four boats that competed in the recent international six metres matches on the Solent. The defending yacht, named by the Royal Northern Club, is the Coila III., which the committee selected with one accord. The conditions are that each yacht must be sailed by an amateur crew of four, that the courses are to be alternately a windward and leeward and a triangular one, and that the cup is to be won by three out of five races.

The first of the meeting took place to-day over a windward and leeward course of 14 miles from an imaginary line about a quarter of a mile outside of Barnhill Buoy, Rothsay Bay, to a flagboat in the fairway south of Kerryeroy Point, Bute, and back. Mr Andrew Bain, Commodore of the Royal Northern Club, was acting officer on board his steam yacht Romany, the Stars and Stripes flying on the foremast, and Mr A. Herbert Aspin, secretary, carried through details. The crew of Coila III. consisted of Mr F. J. Stephen, steersman; his son, Mr John G. Stephen, who sailed the yacht in America; Mr C. G. MacAndrew, and Mr W. F. Robertson of the 6 metre Caryl; and that of the Lea, Mr Sherman Hoyt, steersman; Mr Hoyt, cousin; Mr Birmingham, the owner, and another.

The race was started at half-past one o'clock, a prepare gun having been fired ten minutes previously. The two yachts were promptly at the line. Both were coming in on the port tack, the Lea to windward near the lee end, but the Coila was there in the nick of time to cast round and cut across her bows and stay sharply again on her weather. In this way the match started with a distinct advantage on the side of the Clyde champion. Within a few minutes the Lea was put about, and with little delay the Coila also stayed to starboard and was planted on the weather bow. They carried on this tack through a jump of a sea for 15 minutes, when the Lea was again first to come round, the Coila making no mistake about holding her fast down to leeward. It was a long board that followed from off Cumbræ End across to the Bute shore close on to Kerryeroy Point, the Coila eating out to windward in most convincing fashion and both standing up sturdily to the fast increasing wind, now with a touch of west in it, and lopping seas through which they plunged while the rain poured and a thick haze filled up the fairway. Fetching out from Bute the Coila met her opponent standing in, gave her a last weather bow before setting off to lay the mark, and she was then between two and three hundred yards at the least in the lead. While the Coila was on her final board and easing sheets, to bear round the flagboat, the Lea, quite a distance to leeward of the mark, had her mast snapped off about the middle, the sail tumbling down on deck. There was plenty of available help at hand from steam and

motor yachts, that, to the number of about a dozen, had been following the match. The wreckage was put in some shape and the Lea taken in tow. The unfortunate accident happened at twenty minutes past two, about which time the Coila was turning the mark. She carried on down wind on the homeward passage and got the winning gun at 2h. 54min. 33sec.

We understand that there are two spare masts at the disposal of the Lea, so that there need be no postponing the next race, which is fixed for Monday at half-past one o'clock.

YACHTING

27/8/23

CLYDE CORINTHIAN CLOSING REGATTA

FROM OUR SPECIAL CORRESPONDENT

Rothsay, Saturday Night.—The matches of the Clyde Corinthian Club were sailed in Rothsay Bay to-day instead of from Hunter's Quay in order that everyone the least interested could have the opportunity of witnessing the opening race for the Seawanhaka Cup, an account of which will be found on another page. The regatta was well supported by yacht owners, and from the sporting point of view was a distinct success. Although confined to members and yachts belonging to the club, there was an entry of 46, and the starters numbered 35. The Lady Anne was in the bay, and Heroine was on the list to race against her, but did not turn up. Valentine also was absent from the second handicap, of which Ailsa was the winner from Coila by 2min. 43sec. on an allowance of 5min. 37sec. The course was a general one inside the bay, bounded by Toward Patch Buoy on the east and Ardmaleish Buoy on the west. A light to moderate south-easterly breeze was blowing at the starting hour of half-past ten. It veered and strengthened with the advance of the day, and by early afternoon it was of full topsail power within the bay, and breaking occasionally into hard squalls and bringing up rain in sheets.

Three of the American boats took part by special invitation in the 6-metres match, and thus created an exceptional interest amongst the numerous spectators along the shores and at Bogany Point. The Ingomar came out of the contest with flying colours. She was smartly manoeuvred for leading place at the starting line, and although chased keenly and closely by Polly, Flya, and Selene in turn, she was never overtaken and won by quite a decisive margin. The other two visitors, Hawk and Clytie, did not distinguish themselves. Lord Glentanar's Garneer, Mr W. F. Robertson's Caryl, and Mr Geo. F. Paisley's Acacia were on the entry sheet, but did not compete.

Other principal winners in their classes were Shuna by 4 min. 27sec from Sunshine, Merula, Tringa, Caprice, and Merope. Arethusa in the 6-metres handicap was distanced while working across Port-Bannatyne Bay.

Mr Geo. Jackson, vice-commodore, was acting officer on board his yawl Pelagic, and the arrangements were carefully attended to by Mr R. Harvey Pirie, the much-respected late secretary, who had the assistance of Mr John Morton, official timekeeper, and others.

RACE I.—Handicap match for yachts over 30 tons Thames measurement. Prizes, £15, £8.

The Lady Anne (cutler)—Mr J. M. Robertson (scratch).

Heroine (Bormediani)—Major W. E. H. Workman. Heroine was absent, and The Lady Anne remained at the anchorage.

RACE II.—Handicap match for yachts not exceeding 30 tons T.M. Prizes, £8, £4. Course from Rothsay Bay to Toward Patch Buoy, Ardmaleish Buoy, and back, three times round—22½ miles. Start, 10.35 a.m.

Coila (cutler)—Mr J. M. Handasyde Dick (scratch). Valentine (yawl)—Mr W. D. Eekhout (1m. 52s.).

Ailsa (cutler)—Mr W. F. McAusland (5m. 37s.).

Valentine was a new-starter. Both cutlers had jacks-yards over whole mainsails, and went off closehauled on starboard tack in a moderate south-easterly breeze and smooth water, Ailsa going through several lengths in front. They had a short luffing match coming near Toward Buoy, but Ailsa got the mark first by seconds. Booms were gybed over for the distance in to Ardmaleish, Coila passing to leeward within a few hundred yards. Spinnakers were set to starboard off Toward Castle, the pair running a great match to the opening of the Kyles, where Coila came on the wind with a lead of 40 seconds. They took a long board into Loch Striven, and on coming back cross-tacked in an increasing wind to Commodore, the round ending with

Reg	3	15	47
Maid Marion	3	16	5
Thistle	3	16	50
Betty	3	17	37
Ayesha	3	19	32

In the handicap for yachts exceeding 3 tons but not exceeding 8 tons T.M., St George (Major S. Vickers and Captain W. N. Coul-drey) won, with Aceituna (M. H. J. Morris) being second. Stella Maris won the handi-cap for yachts under three tons, with Our Nell second and Curlew third.

THE SEAWANHAKA CUP

28/6/23

SECOND ROUND WON BY AMERICA

KEEN RACING ON CLYDE

FROM OUR SPECIAL CORRESPONDENT

Rothesay, Monday Night.—Our yachting cousins from over the water have good reason to be pleased with the character of the weather and jubilant with the result on the second essay in the series for possession of the Seawanhaka Cup. The challenging yacht, the Lea, beat the Coila on the most admired point of the defender's sailing. No delay had taken place in providing the American boat with another mast. Mr W. F. Robertson's steam yacht Isle of May and Lord Glentanar's motor yacht Pliosaurus shared the honour of towing the disabled Lea into Rothesay Bay on Saturday, and later on to Sandbank, and this forenoon Mr F. J. Stephen's motor yacht Clio brought her back from Hunter's Quay to Rothesay Bay in fit state for the match. The course was a triangular one of 14 miles, starting from the entrance to Rothesay Bay to a mark off Wemyss Bay, thence to a mark off Kerrycroy, and back to the starting point. Mr Andrew Bain, commodore of the Royal Northern Yacht Club, was acting officer, and the secretary, Mr A. Herbert Aspin, looked after the arrangements. The wind was south-westerly, showery, squally, and fine by turns, yet at no stage adverse to a fair trial of speed and seamanship. The starting line was first formed off Barnhilt Buoy, but was changed latterly to a position within the entrance to Rothesay Bay about opposite Bogany Black Buoy. Mr Andrew Bain's steam yacht Romany, the flagship, was anchored on the off side of the flagboat from the Bute shore. The Lea, with her new mast, sailed out of Rothesay Bay half an hour before the starting hour in order to test the weight of wind and sea. The Coila followed about a quarter of an hour later with the same object, and both decided to sail with low-reefed mainsails. The first gun was fired at one o'clock, the ten minutes warning gun at 1.20, the prepare at 1.25, and the starting signal at half-past one.

OVER THE LINE TOGETHER

The two were reaching in and out of the bay in the interval, and with about a couple of minutes to go the Lea was standing off on starboard for the start. Coila was then heading in, and on meeting the Lea she stayed round a length or so in front of her lee bow. They went for the line in this way, the Lea drawing up to windward and passing through so close on the Coila that the boats appeared to go over beam for beam, with the American having the advantage of position. There was a broad to easy reach on starboard for a mark boat half a mile to the west of Wemyss Bay pier. They sailed an even match for a time, the Coila luffing up now and again, but failing to make a passage until seven and a half minutes from the start she drew clear across the head bows and led on to the close of the distance. The wind was hardening, and the seas breaking white from Toward Point past Skelmorlie bell buoy over to the other shore, and the boats were bobbing and

plunging with a lot of water splashing on board. There was but a slight difference between them as they luffed the mark, the timings being—Coila 2h. 0m. 6s., Lea 2h. 0m. 35s. The Coila carried on for fifty yards or so on the starboard tack, and on the Lea staying sharp she came about smartly and landed on the weather bow. They had now something like six miles of a dead thresh to the next flag boat in the fairway off Kerrycroy, Island of Bute.

CHALLENGER'S SUPERIOR SAILING

It was from the beginning to the end of it a demonstration of superior weatherly sailing on the part of the challenger, while Coila, on the other hand, having early lost her lead, fell away to leeward in a manner that seemed to need some special explanation. The two laid off in close company on a great board on port, working through several rain squalls, the Lea quickly fetching out to windward, sailing steadily in the roughest of the weather, and holding a fine grip throughout. At 2.27 she broke tack when in mid channel for a starboard leg towards the Cumbrae, carrying on for ten minutes before staying back to head across the fairway. The Coila was kept going on the starting tack until 2.35.15, when she was off Ascog in smoother weather on the Bute shore and the crew were taking a haul on the halyards, setting up the sail before coming round to starboard. Two and a half minutes later the Lea stayed also to starboard, and was then showing a long way ahead and to windward. The Coila came about again at 2.47, the Lea following far out on the weather bow. There was at this stage a stormy, squally wind and heavy rain showers, in which conditions the yachts were making for the mark.

A THREE-MINUTE LEAD

Coming off the Bute shore at 2.52, the Lea was on her weathering board, and for the first time on the beat she was pinching a bit to make sure without a fetching hitch. In this she was successful, taking the mark with little difficulty on the starboard hand, bearing round and squaring off for the run home, the Coila following, and the timings—Lea, 3h. 3m. 35s.; Coila, 3h. 5m. 45s. This was a decisive beating to Coila of 2min. 39sec. On the thresh from the Wemyss Bay side spinnakers were sent to port for a run up to commadore, and in a lessening wind that handicapped the following boat the Lea was making her victory more secure over the distance. Timings taken at a point off the Greater Cumbrae near Fintry Bay, not more than a mile from the beginning of the run, showed the lead at 3min. 33sec. This increase continued in proportion to the close of the match in light and sunny weather, the finishes being—Lea, 3h. 40m. 16s.; Coila, 3h. 44m. 51s.

The crews, we understand, were the same as in Saturday's race. On the Lea were Mr Sherman Hoyt, steersman; Mr Birmingham, owner; Mr Mallory and Mr Hoyt, cousin of Mr Sherman Hoyt; and on the Coila Mr F. J. Stephen, owner, and steersman, his son, Mr J. G. Stephen; Mr C. G. MacAndrew, and Mr W. F. Robertson.

The Bird Race, a windward and leeward one, will be sailed to-morrow (Tuesday), beginning at half-past one o'clock.

The races for the cups presented by Mr Evelyn S. Parker for competition between the four American 6-metre yachts, and a like number of the Clyde, will be sailed on the first four week-days immediately following the conclusion of the Seawanhaka matches. The draw for the first day is:—Hawk v. Caryl, Ingomar v. Polly, Clytie v. Coila, Lea v. Acacia. For the second day:—Hawk v. Acacia, Ingomar v. Caryl, Clytie v. Polly, Lea v. Coila. For the third day:—Hawk v. Coila, Ingomar v. Acacia, Clytie v. Caryl, Lea v. Polly; and for the fourth day:—Hawk v. Polly, Ingomar v. Coila, Clytie v. Acacia, Lea v. Caryl. On the first two days, probably from Rothesay, the races will start in succession at 12, 12.10, 12.20, and 12.30. The courses will be decided by the owners in the morning.

CLYDE CORINTHIAN YACHT CLUB

In the 1.75 old rating match at the Clyde Corinthian Regatta at Rothesay on Saturday Nautilus and Wendy had no official finishing timings. Both are reported to have had a proper dusting and were shipping sea solid, but they carried on to a finish.

THE SEAWANHAKA CUP

GREAT PERFORMANCE BY
29/8/23. COILA
 THE CHALLENGER DISABLED

FROM OUR SPECIAL CORRESPONDENT

Rothsay, Tuesday Night.—This afternoon Coila won the third race in the Seawanhaka Cup contest, and her record stands two to one against the Lea. The fact that the American yacht broke down with almost half the course to sail does not detract from the conclusiveness of the victory, for the match was then practically lost and won. Coila was faster on the opening spinnaker run by 1min. 20sec., and on the thresh to windward by 1min. 15sec., and all without the suspicion of a fluke. It was a return to form for which some folks were not prepared after the lapse of yesterday. The Lea was to all appearances a beaten boat at the time when she burst her spinnaker sheet running for Tomont End the second time, and in all probability would have been in an absolutely hopeless position had her sailing master decided to carry on after recovery, if recovery were then practicable under the circumstances. Mr Andrew Bain, commodore of the Royal Northern Yacht Club, was again acting officer on board his steam yacht Romany, and Mr A. Herbert Aspin, secretary, was in charge of the arrangements.

FAVOURABLE CONDITIONS

The course set was a leeward and windward one of 3½ miles out from the entrance to Rothsay Bay to a mark off the Tomont End and back, twice round—14 miles in all. For this the direction of the wind was admirably suited and the weather in general of a favourable character. The wind was blowing hard and somewhat gusty from north-north-west. A heavy rain shower in the early morning had left a clear sky and a bracing air, and the sun was bright if not quite of August warmth. Within the bay the sea was comparatively smooth, but it was breaking white outside of Toward Point, and very rough and tumbling from mid-channel on toward the lee shore. The first gun went as usual at one o'clock, a warning signal at 1.20, the prepare at 1.25, and the starting gun at 1.30. Both yachts were out early trying weather conditions on all points of sailing, and despite the fact that the wind was stronger and fuller-bodied than that of yesterday there was no shortening of sail. With five minutes to go for the start they were standing off on a port reach across the mouth of the bay, the Lea staying round to lay for the line at 1.27.30, and the Coila immediately after, the pair reaching down with booms over port quarter.

COILA GETS THE LEAD

They were some seconds after the signal in getting through, the Lea luffing up and cutting the line her own length ahead. The Coila was coming in with more way on; she bore under the Lea's stem, spinnakers being set with seaman-like promptness, and rushed up alongside, the pair going on in this relation for the beginning of the run over the channel. For a time the match was to all appearance evenly contested, and the yachts were into the Firth when the Coila began to gain and look through to leeward of her opponent. Half a mile from the mark she was able to luff up across the Lea's bows and show a fair gap of clear water between them. This was at 1.45.10, and the end of the distance was timed—Coila, 1h. 51m. 7s.; Lea, 1h. 52m. 27s. The Clyde boat had then been

blown the American down wind by 1min. 20sec. Having luffed at the mark they held away on the starboard tack through heavy seas that were leaping on board in sheets and running along the lee decks, planks awash. The Coila was first to break tack at 2.7.15 well off the west shore of the Greater Cumbrae, and crossed wide ahead of the Lea's bows, the American staying to port about half a minute later. The Lea put about again at 2.10, and had the Coila round on her top to keep her safe. They held on this starboard tack for 2min. 45sec., when the Lea led off again, the Coila coming round after her, and keeping a firm hold of the winning position. This proved to be the last board of a heavy thresh. They were now in smoother water under the partial shelter of the Bute shore.

MISHAP TO CHALLENGER

From a short distance south of Ascog they were laying a course for the opening of Rothsay Bay and looking to fetch the line for the finish of the round. The wind, still strong and a bit squally, was drawing off the Bute land, and the yachts were now and again shooting up hard, luffing to hold a weather grip. They were paid off a little as they opened Bogany Point, but succeeded in fetching with a pinch, both of them just getting inside the mark boat at the lee end of the line. The round was timed—Coila, 2h. 37m. 15s.; Lea, 2h. 39m. 50s. The Coila was now 2min. 35sec. ahead, and had been faster than the Lea on the hard thresh by 1min. 15sec. They bore the mark gybed booms to port, and set spinnakers for a fresh run over to Tomont End. The match had proceeded on uneventful lines for the space of ten minutes when the Lea burst her spinnaker sheet. The yacht headed into the wind and laid away for a return to Rothsay Bay. She was later taken in tow by Mr F. J. Stephen's motor yacht Clio, and left at her anchorage. The Coila carried on, the spinnaker coming in a distance from the lee mark, which was rounded at 2h. 58m. 48s. She beat home in easy style, and got the winning gun 3h. 49m. 56s. The finish of the Coila was greeted in the same fashion as the Lea was yesterday, with a chorus of sirens from the steam yachts and with cheers from the hundreds of spectators who had been grouped on Bogany and along the Mount Stuart shore during the afternoon.

The next match, a triangular one, will start to-morrow (Wednesday) at half-past one o'clock.

A PRIVATE MATCH

A private match between Sir T. C. Glen-Coats's 6 metre Selene and Mr H. B. Plant's Ingomar, that made such a fine show in the Clyde Corinthian Regatta at Rothsay on Saturday when Selene was second boat, was arranged by the owners in the Royal Clyde Clubhouse on Monday evening. The course was once round the seven and a half miles inside Rothsay Bay to Toward Patch Buoy, Ardmaleish Point and back, and the starting hour yesterday was 1.15. Ingomar took the lead in the spinnaker run out of the bay, but Selene beat her soon afterwards on the wind to Ardmaleish, and running home Selene won—2h. 54m. 22s.; Ingomar, 2h. 58m. 43s.

YACHTING

29/8/23

REGATTA AT PLYMOUTH

The chief event on the programme of the Royal Plymouth Corinthian Club's regatta yesterday was a race for the six-metre class. There was an exciting match all day between Betty and Ayesha. Repeatedly they changed positions, but Betty won by three seconds. Betty, Ayesha, Capelle, and Reg finished within 20 seconds. The entries were Reg, Maid Marion, Thistle, Capelle, Freesia, Betty, Ayesha. Owing to the weather it was decided not to send the boats outside the breakwater. They had to cover four rounds, a distance of about 13 miles. Ayesha and Betty led at the start, and were never displaced. They had a most spirited match, and several times changed positions on the beat between the Duke Rock and New Grounds Buoys. It was a starboard reach to the first mark, then a dead turn to windward, short tacks being worked, and a reach back to West Winter Buoy and a run with spinnakers to the starting line. The finish was timed:—

	H.	M.	S.
Betty	2	3	11
Ayesha	2	36	14
Capelle	2	36	18
Reg	2	36	31
Thistle	2	36	42
Maid Marion	2	37	53
Freesia	2	39	48

The King of Egypt's Cup was won by Dunlin, her opponent, Florence, having her topmast carried away just before the start. Cynthia easily won the handicap under 12 tons from Kathleen, which sailed all day under a topsail. The Service boat race, steered by officers, was won by Major Arbuthnot, Commander Rayne being second, Mr Cole third, and Colonel Mullins fourth. The gig of the Glorious, which led throughout, was dismantled on the last round.

SEAWANHAKA CUP

THE YACHTS IN A CLYDE

30/8/23. CALM

A FUTILE RACE

FROM OUR SPECIAL CORRESPONDENT

Rothsay, Wednesday Night.—The weather clerk was good to Coila to-day, for but for the sudden end to a burst of wind and rain from the south she would probably have been a beaten boat. It was the kind of day on which one expected to see the American challenger distinguish herself, and on the other hand a day on which Coila's well-wishers hoped for the best. So far as the Lea was concerned, the anticipation was amply fulfilled. The challenger is a light-weather boat right enough, and her owner and crew deserve the sympathy of all good sportsmen for the way in which circumstances robbed her of the due reward of this special sailing quality.

Commodore Andrew Bain's steam yacht Romany was anchored off Bogany, and the course of 14 miles was a triangular one to flagboats off Kerryroy, Bute, and Skelmorlie and back. The Lea had her usual flying start, and had Coila on her weather at the line, but rushed past to leeward with a way on that left Coila as if she were standing. The lead widened out to a quarter of a mile on the drag out of the bay on the starboard tack, against the last of the flood, and the slenderest of airs that were coming from here and there on the passage were in further favour of the Lea. The difference between the two yachts at the Kerryroy mark, which was taken under spinnaker in a northerly breeze, was:—Lea, 3h. 30m. 43s; Coila, 3h. 35m. 42s.

A DRIFT IN THE EBB

This wind lasted little more than five minutes, and they were then in a fine sailing wind from the south which brought up a pouring rain. From off the western point of the Greater Cumbrae they reached fast with free sheets on past Tomont and Largs Bay to about abeam of Knock Castle, when the wind fell away, and the remainder of the distance to the mark off Skelmorlie was little better than a drift in the face of the ebb. The Lea was near the flagboat about 4.40, still in the lead by over four minutes, but both were held up so long in a flat calm that there could be no hope of finishing within the limit of four hours. At half-past five o'clock, the weather then so thick and moist that the boats were blotted from the view, the commodore fired a gun to declare no race, and Mr F. J. Stephen's motor yacht Clio sailed across the Firth to tow the two racing yachts back to Rothsay Bay.

An increasing interest in the contest was being shown by the general public, who were gathered in numerous groups at Bogany and on the shores towards Mount Stuart, many of them waiting for hours in the downpour of rain in the expectation of seeing the finish. It is understood that the triangular race will be sailed over to-morrow (Thursday), starting at half-past one o'clock.

SEAWANHAKA CUP

VICTORY FOR THE CLYDE 31/8/23 YACHT

SCOTLAND RETAINS THE TROPHY

FROM OUR SPECIAL CORRESPONDENT

Rothsay, Thursday Night.—At the fifth meeting this afternoon of Mr J. F. Birmingham's American 6-metre yacht the Lea, the challenger, and Mr F. J. Stephen's Coila III., the holder, the latter had a decisive victory by three races to one, and the cup is thus for the time retained in Scotland. A wonderful change had come over the face of the Clyde and its surroundings within the space of a few hours since yesterday, when there had been flat calms, rain, fog, fluky airs, and a grey gloom on the firth and hillsides. There were now bright sunshine, clear and bracing atmosphere, and a westerly wind, with a spicing of squall and a tumbling sea from mid fairway to the lee shore. That imparted zest and interest to the racing. The match was in the safe keeping of Coila from the start, and here, as it happened, was the crucial point of the day's sailing. The Lea missed by a hair's-breadth being the leading boat from the line in the weather berth, and a short distance ahead, but was forced to luff up for the gun at the moment when she might have been reaching off on the weather bow of the Coila. On the contrary, the Coila, while the leeward boat, was not only able to lay away with the initial lead, but, what was of greater importance, to stand off without hindrance from the Bute shore when these slack patches under the shelter of the land suited her admirably.

The course was the same as yesterday, a triangular one from Commodore Andrew Bain's steam yacht Romany, anchored off Bogany Point, to a mark boat off Kerrycro, thence to a markboat about halfway between Knock Castle and Skelmorlie on the Ayrshire coast, and back twice, the round reckoned something near 20 miles in all. The two crack racing yachts came out of the bay on the run in a gusty westerly wind, the crews apparently looking for rough weather outside. The Lea had her mainsail reefed down in the usual way; the Coila a baby reef rolled on the boom. They were out and in for 15 minutes off Bogany, and at the five minutes prepare signal were on different sides of the commodore. They met as near as possible on the line with four minutes to go. Coila heading towards the bay. Lea tacked right under her stern and both luffed off a bit and stayed. A minute from the starting gun Lea was reaching down free on starboard, a length or so in front of Coila. They were obviously being driven in the squall towards the line too quickly, and there was some luffing and bearing away to save a recall. The Lea was well placed in the weather berth, but she was forced to a final luff on the edge of the line, and this let Coila, which was close to leeward reach, through at a pace that gave her a lead of several lengths before the Lea had filled and gathered way.

PLENTY WIND GOING

The Clyde boat kept well off the shore, reaching down the fairway, the American taking the line course on the others weather quarter. For the most part of the distance to Kerrycro they had as much wind as they wanted, and the frequent puffs off the Bute hills were laying them over on their sides. Sheets were coming on board as they opened Kerrvtonlia Point, the wind drawing off from Kilchattan Bay, and giving a hard rush in for the turning of the mark, where the timings read:—Coila, 1h. 43m. 5s.; Lea, 1h. 49m. 17s. They gybed, and set spinnakers to port for a run of four miles to a point half-way between Knock Castle and the south end of the Skelmorlie measured mile. There was little in the match for part of the distance, but Coila increased her lead from Knock to

the turn, the timings being:—Coila, 2h. 12m. 45s.; Lea, 2h. 14m. 45s. They were now by the wind. Coila stood fast on the starboard tack, came about when the Lea made the mark, and after crossing her bows as she fetched out, rounded on her weather bow. The conditions on the thresh were well nigh perfect for the display of sound weatherly qualities in which both yachts excel.

COILA HOLDING ON

The seas were heavier on the Ayrshire side of the Firth, and there was a good deal of pitching and laying flat over until they were more than half way across, when they had smoother water to the end of the round. Lea carried on on her opening board to about half a mile from Toward, then staved to starboard, and had the Coila following on the weather bow. At 2h. 41m. 15s. the challenger went round to the port tack, and again the Coila held her fast under the lee. About six minutes later they were round again in the same order, but inside Toward. On the Coila staying to port at 2h. 52m. 40s., the Lea continued for several minutes without change on starboard tack. The ebb was running out fast at the mouth of the bay, and the Coila had to make a hitch or two before fetching the line. Lea pinched and twisted up into the wind to some tune, and from a distinctly more leeward position fetched with a short hitch, the round being—Coila, 2h. 59m. 34s.; Lea, 3h. 1m. 9s.

A STARBOARD REACH

There was south in the wind on the second reach for Kerrycro mark, and it was, as before, strong, puffy, and entirely of fine sailing quality. There was a fairly close starboard reach all the way, but they fetched without difficulty, coming to the mark in a squall that made a gybe an act of great risk. Coila was in the heart of it as she headed for the rounding, and would not gybe on two attempts. It looked for a time as if she had carried away, a stunning shock to the crowds of spectators, who were seeing nothing but victory ahead, and then she recovered, made a safe turning, with the loss of at least half a minute. The Lea rounded without a shudder and had spinnaker out to starboard, after the gybe of boom over to starboard, which was done on both shortly after passing the mark, where the timings were:—Coila, 3h. 18m.; Lea, 3h. 19m. 13s. The Coila did not use spinnaker until clear of Cumbrae end, the Lea drawing up.

During the earlier part of the run at the lee mark, however, the Coila had regained a portion of her loss, as the timings show—Coila, 3h. 41m. 46s.; Lea, 3h. 43m. 16s. The heat to a finish was covered much as in the former turn, with the difference that Coila attended more carefully to her opponent from the starting tack. They came round for a short board not long after leaving the mark, and then laid away on the long port leg. That brought them into Rothsay Bay, and the fetching of the line. The Coila had the match in hand all the way in the strong gusts and cross seas, as in the lesser winds and smoother waters, and won as follows:—Coila, 4h. 20m. 5s.; Lea, 4h. 22m. 28s.—winning by 2m. 3s.

A CHEER TO THE WINNER

The opening of Rothsay Bay and Bogany slopes with a fleet of yachts, motor, and rowing boats on the water and thousands of spectators on the shore were scenes of stir and excitement for some minutes. Cheers from the crowds and sirens from the yachts mixed the welcome to the victorious Coila. One deep general regret was that Mr F. J. Stephen, the owner, was not present to enjoy the immediate fruits of his personal triumph. Mr Stephen caught a chill in the cold wet weather racing on Monday, and while he steered his boat on Tuesday he has since been confined to the house. At the close of the race the Lea was steered straight to the Coila, and off Craigmore Pier the American yachtsmen gave a real hearty sportsmanlike cheer to the winners. The attendance of the public exceeded anything on the Clyde since the Britannia-Vigilant races in 1894. The trek from Bogany to Rothsay was like the "scaling" of a Rangers or a Celtic football match.

31/8/23 YACHTING AT PLYMOUTH

The racing at Plymouth yesterday was under the flag of the Royal Western Yacht Club of England. The programme was far from imposing, the recent bad weather having kept many boats away from the port. There was a nice breeze from the west and a comparatively smooth sea. The yachts were sent courses which gave them a starboard reach to the first mark, then a beat, and a reach on the port tack home. Florence, the scratch boat, was hunting Dunlin all day in handicap under 25 tons, and never had a chance, conceding 8min. 30sec. On a course of 17 mile Dunlin finished at 2h. 41m. 1s., Florence being timed 2h. 45m. 22s. Cynthia was not allowed to sail over in the 10-ton class, nor was Pierrette in the smaller class. Details:—

INTERNATIONAL 6-METRE CLASS FOR VICE-COMMODORE'S CUP and £10; £5 and £3.

Entries:—
Reg—Sir Ralph Gore.
Maid Marion—Mr J. L. Lewis.
Thistle—Lady Baird.
Capelle—Sir W. P. Burton.
Freesia—Mr A. Mandstey.
Betty—Messrs G. G. Haldenstein and J. C. Newman.
Ayasha—Commander F. Rastey.
Betty did not start. Thistle and Capelle crossed too soon, and, returning, were stern chasing all day. Freesia was well suited by conditions, and had a fine race with Ayasha and Maid Marion. Time after time one or two of the latter changed positions, but Freesia was always in front. The finish was timed:—

	H.	M.	S.
Freesia	2	21	48
Ayasha	2	32	52
Maid Marion	2	33	8
Reg	2	33	30
Capelle	2	34	59
Thistle	2	36	33

The jollyboat race was won by Mayfly, with Minx second and Hebe III. third.

THE NORTHERN YACHT CLUB

1/9/23 CLOSING MATCHES

FROM OUR SPECIAL CORRESPONDENT

Rothsay, Friday Night.—Twelve matches were on the programme of the Royal Northern Club closing matches to-day over the usual courses from Rothsay Bay. Four of these engaged the American and Clyde 6-metre yachts in the first of the series of matches for the Parker Cups, a report of which will be found elsewhere. The weather was unfavourable for the sport, the outlook of the morning gloomy and depressing, with a cold south-easterly breeze and heavy rain showers. It cleared up after midday, but the breezes were most unsteady from northerly to north-east, and early in the afternoon it died away, and the yachts were left drifting in a flat calm. A number of the matches were sailed to a finish on a completed course, while others were stopped halfway. The principal winners were The Lady Anne, Coila, Sunshine, Stella, Selene, Susette, and Caprice. Mr Andrew Bain, commodore, was acting officer on board his steam yacht Romany. Mr A. Herbert Aspin, secretary, was in charge of details, and Mr John Morton, official timekeeper, was in his usual place.

Handicap match for yachts over 30 tons Thames measurement. Prizes, £20, £10. Course from Rothsay Bay to Mount Stuart, Skelmorlie Bell Buoy, and back, twice round—27 miles. Start, 11 a.m.

The Lady Anne (cutter)—Mr J. M. Robertson (scratch).

Pelagia (yaw)—Mr Archibald Walin.
The breeze was light from south-east, and gave them short tacking to get out of the bay. The Lady Anne was starting to port at the line as the signal fired, and led away by several lengths. It took the yaw some time to get under proper way, and the cutter was thus able to stretch out a great lead on the free reach down the fairway, and later spinnaker running in a wind check to the north. So light was the breeze, however, that it took the scratch boat an hour's sailing to make Mount Stuart mark. Pelagia very far behind. They started on a close port reach for the Bell Buoy, the wind changing to north-east, and it was a beat to the end of the distance. This breeze held to the close of the round, when it was beginning to give, and soon a flat calm fell over the firth and continued for hours. The round was timed:—The Lady Anne, 1h. 30m. 55s.; Pelagia, 2h. 49m. 30s. The Lady Anne went on a wearisome second turn of the course, and was winner.

	H.	M.	S.
The Lady Anne (winner)	1	34	22
Pelagia gave up.			

YACHTING

INTERNATIONAL RACING ON THE CLYDE AN ALL-SQUARE RESULT

1/9/23

FROM OUR SPECIAL CORRESPONDENT

Rothersey, Friday Night.—From some points of view the matches for the Parker Cup, which were begun to-day from Rothersey Bay between four six metre yachts a-side belonging to America and the Clyde, were quite as important and probably even more interesting to many sportsmen than the recent international team races in the South. It is a square contest of individual qualities in whatever weather conditions come about, with none of the jockeying or jostling that necessarily attend the other method of competition. The yachts that are taking part in the racing are:—American—Mr J. B. Birmingham's Lea, Mr C. D. Mallory's Clytie, Mr H. B. Plant's Ingomar, Mr W. A. W. Stewart's Hawk; Clyde—Mr F. J. Stephen's Coila III., Mr W. F. Robertson's Caryl, Mr J. Howden Hume's Polly, Mr G. F. Paisley's Acacia. The arrangement is that there will be four meetings, the boats of one side racing in turn against the four boats of the other, the result to be determined by a majority of points on the principle of league football. The contest was started at twenty minutes to twelve as part of the Royal Northern Yacht Club closing programme from Rothersey Bay, and the course was one of 13½ miles from off Craigmore pier to Mount Stuart, thence to Skelmorlie Bell Buoy and back.

A WIND THAT FAILED

The weather was apparently in the way of improvement since the opening of the regatta from a cold, bleak, wet outlook from the south-east to a clearer atmosphere and a better breeze from northerly. This wind, however, did not fulfil the promise of the skies, as at no time did it rise to a fair sailing strength. It faltered and fell away, was succeeded by a smart north-easterly breeze, which brought some brisk tacking on the way from the Cumbræ to near Skelmorlie Bell Buoy, there completely failing, and the remainder of the matches was mainly a drifting in to the finishing line, in the vicinity of which six of them were for half an hour lying in a group without a breath. The eight yachts were paired as follows, and were sent off at intervals of 10 minutes:—Hawk v. Caryl. The breeze was light from northerly when the two were coming down with booms off to round the flagboat. Caryl gave Hawk a short luff and then bore away just before gunfire, but she had to make room for Hawk at the mark, and the American yacht took the lead of a length or more. Spinnakers were set to port for a run out of the bay. Caryl struck under the stern of Hawk and pulled smartly up to windward, passing out from Bogony Point clear ahead. They glided over here and carried the run down the fairway to Mount Stuart in very tender and variable airs. The Caryl was performing in style and already working a winning lead. The timings as they gybed the lee mark were—Caryl, 1h. 1m. 25s.; Hawk, 1h. 2m. 50s. They reached into a nice north-easterly wind on the passage to the Bell Buoy, which headed them off and brought them tacking up the Firth a while until it petered out, was followed by light airs, and finally a calm. The buoy was turned with Caryl still in the lead, the figures being—Caryl, 2h. 17m. 20s.; Hawk, 2h. 18m. 55s. On the distance home they were before the airs that were coming mostly from north-east, but the sailing was exceedingly slow, and was often no better than a drift. Finish:—

	H. M. S.
Caryl (winner)	3 31 43
Hawk	3 38 20

INGOMAR AND POLLY

The Clyde boat was on the weather bow of Ingomar at the line, but the latter sailed through her lee within a short distance on the run out from the commodore, and was a length or two ahead as they stood on the course for Mount Stuart. They were following hard up on the preceding pair in a slant of fresher air, and were making a closer race. As in the other matches the wind was extremely capricious, coming from east

and north in turns that caused a gybing over of the booms. Ingomar kept her lead, although the difference at Mount Stuart was only half a minute—Ingomar, 1hr. 49min. 10sec.; Polly, 1hr. 4min. 40sec. In the close reaching and beating to Skelmorlie Bell Buoy Ingomar did not lose her place, and they made the buoy in the lessening wind as follows:—Ingomar, 2hr. 18min. 45sec.; Polly, 2hr. 22min. 55sec. There was no change of any kind on the tedious way to the commodore in company with four of the other boats. Ingomar well in front of Polly. Finish:—

	H. M. S.
Ingomar (winner)	3 37 31
Polly	3 42 58

CLYTIE v. COILA III.

Coila led through on Clytie's weather, but her lead was short-lived, the latter drawing up and passing to windward off Bogony Point. Mr Stephen's yacht had a long, stern chase down the fairway, and off Kerrycroy was close up on Clytie, and for a minute looked as if she would pass ahead, but the American boat came away again and took the mark at Mount Stuart, seconds only in front, the timings being—Clytie, 1h. 6m. 5s.; Coila, 1h. 6m. 18s. On meeting the head wind off the Cumbræ end this pair chose to tack up through the centre of the Firth, and were well to windward of the others, which mostly stood farther to the eastward. The northerly course proved to be the paying one, both of them getting the buoy ahead of the four boats that had started before them by 10 and 20 minutes respectively. Their timings in a dropping wind were—Clytie, 2h. 15m. 38s.; Coila, 2h. 17m. 15s. No change in this relation took place on the slow sailing home until the two were inside Rothersey Bay and close on the finishing line. Clytie seemed a dead sure thing less than 100 yards from the flagboat, when Coila made the last effort by slipping out northward in search of an air. It was her good fortune to find it. She glided down slowly and succeeded in crossing the bows of Clytie, clear and no more, and luffing through with Clytie dragging round at her counter. Finish:—

	H. M. S.
Coila (winner)	3 28 5
Clytie	3 28 50

LEA v. ACACIA

Lea led away in the weather berth and kept Acacia astern on the distance to near Mount Stuart mark. It had been little better than drifting till then, but the first of the north-easterly breezes smartened up the pace, and Acacia drew on Lea two or three hundred yards off the turn. A sharp luffing match ensued, Acacia showing up Lea off her course and then bearing away for the mark. She failed, however, to win the turning advantage, Lea having the overlap and going round three seconds in front. Lea, 1h. 15m. 2s.; Acacia, 1h. 15m. 13s. Acacia was now close on beam to leeward and making a brave effort to fetch through. The pair reached in this way quite a while, the Clyde boat at one point shaving past but falling back again. Lea pulling out on the wind and getting a winning lead on the tacking over to the Ayrshire coast and then up to the Bell Buoy. There Acacia was to all appearance in a hopeless position and entering the zone of lighter airs and calms. Running over on the finishing distance they held inside Toward Point in the hope of picking up a northerly slant. On the contrary they were left becalmed for a considerable time, at length being lifted in a slender breeze that ran them down to commodore, Lea in a commanding lead to the finish.

	H. M. S.
Lea (winner)	4 5 26
Acacia	4 20 8

The result is that the sides are all square, two victories going to America and two to the Clyde. The League table stands thus—

AMERICA

Lea	2 points.
Ingomar	2 points.
Clytie	Nothing.
Hawk	Nothing.

CLYDE

Coila	2 points.
Caryl	2 points.
Polly	Nothing.
Acacia	Nothing.

The second match of the series will be sailed from Hunter's Quay to-morrow (Saturday) at the closing regatta of the Royal Clyde Club, and on Monday morning the owners will meet to decide the course for the next two days. The pairing of yachts for Saturday is—Hawk v. Acacia, Ingomar v. Caryl, Clytie v. Polly, Lea v. Coila.

YACHTING

3/9/23.

INTERNATIONAL MATCHES ON THE CLYDE

SWEEPING SCOTTISH VICTORY

FROM OUR SPECIAL CORRESPONDENT

Hunter's Quay, Saturday Night.—On this the second of the series of matches for Mr Evelyn S. Parker's four cups there was little if any room for adverse comment on the nature of the weather. The change of venue from Rothesay Bay to the home and headquarters of Scottish yachting was happily coincident with a change to atmospheric conditions that must have impressed our American guests as remarkable, both in its suddenness and its completeness. The air was delightfully pure, the sun bright and warm, the firm sparkled in a bracing high north-westerly breeze, and the hills stood out clear in all their dignity and beauty. The racing was on this occasion in charge of the Royal Clyde officials. Vice-Commodore Sir Thomas Dunlop's imposing yawl Harbinger was flagship. Sir Thomas was acting officer, and with him were Mr Duncan Finlayson, secretary; Mr John Morton, official time-keeper, and others. The matches began at half-past twelve. The yachts competed in pairs, with ten minutes interval in the starting times. There was a puffy kind of wind in the vicinity of the Holy Loch, light and rather variable off the Cowal shore, and softening for a time in Inverkip Bay. A distinct improvement took place on the windward turn from this point to Dunoon, and the racing thereafter over the course of the round of thirteen miles proceeded in excellent weather, the wind moderately strong and the water comparatively smooth.

KEEN MANŒUVRING

The outstanding features of the matches were the keen rivalry manoeuvring for the starts, the seamanlike handling and general management of the alertly responsive machines, and the uniformly high standard of the racing on the successive points of sailing. The yachts were down the wind from Commodore to Inverkip, by the wind to Dunoon, whence they reached with booms on board to Kilcreggan, and ended the round tacking to the line. Over the opening distance the issue of the matches was regarded with some doubt, so close did the contending yachts keep together. In every instance the Clyde boats took charge on the rounding of the lee mark, and from this onward, in weather that provided perfect conditions for true sailing and expert steersmanship, the Americans had the experience of stern chasing with no great hope of overtaking the opposing craft. Acacia enjoyed the distinction of heading the winners by 3 minutes 54 seconds against Hawk, a result that confirms the growing conviction that Acacia is one of the speediest of the class. Coila comes next with a victory over Lea of 2 minutes 51 seconds, a very satisfactory fact following upon the matches for the Seawanhaka Cup. Coila was steered by her owner and designer, Mr F. J. Stephen, to whom all his friends offer congratulations on his speedy recovery from his recent chill. Caryl won from Ingomar by 1 minute 33 seconds, and Polly from Clytie by 58 seconds. Mr. Howden Hume and his crew deserve a special meed of praise for a victory that more than once appeared to be in jeopardy, and was gained after an arduous struggle in which there was not a moment of relief. The following are brief descriptions of the racing.

HAWK v. ACACIA

Hawk was keeping a watchful eye upon Acacia's movements, and when near starting time was following her round the flagboat at the lee end of the line. They were coming down with about a minute in hand, Hawk having cast to starboard on Acacia's weather. Both were rather soon, and had to luff up in front of the line, and when they bore away Acacia seemed to be clear through, but in the lee berth. Spinnakers were out for a time to starboard, and on this opening part of the run Hawk pulled up and Acacia gave a sharp luff to shake her off. The north-westerly breeze was to the unsteady side going to Inverkip, puffy to mid-

birth, and softer in Inverkip Bay. The match was a keen one on to the lee mark, Acacia having the weather gauge. Coming on the wind from Dunoon there was a gradual gain for the Clyde boat in a breeze that was improving in strength and constancy, the timings at the Cowal mark being:—Acacia, 1h. 51m. 55s.; Hawk, 1h. 53m. 20s.

The latter did not fetch on her last lay board, and had to make a short putch to get round. The wind was on the port beam racing for Kilcreggan, Acacia faster on this point of sailing and taking the mark nearly three minutes ahead:—Acacia, 2h. 26m. 16s.; Hawk, 2h. 29m. 4s. They stayed round and began the beating home with a leg on starboard. The contest was a fairly equal one, and Acacia held strongly to her winning lead. Times:—

Acacia (winner)	2	57	32
Hawk	3	1	26

INGOMAR v. CARYL

This pair had some smart manoeuvring in the fight for winning position, yet were pretty wide apart at the crack of the gun, Caryl close on the markboat up the lee end and Ingomar wide off to windward, but a couple of lengths or so astern. They had both balloon jibs set and no spinnaker. Ingomar ran up in a hardish puff and threatened to pass to windward, Caryl replying with a luff that was quite successful, the pair carrying on until Ingomar gave up, and they squared away for Inverkip. Caryl was still in the lead as they came by the wind, and she had a good grip of her opponent on the distance to Dunoon, where they fetched:—Caryl, 1h. 55m. 25s.; Ingomar, 1h. 56m. 40s.

The gain on the reach for Kilcreggan was steady if not very great, and the wind was serving them excellently. The difference as they stayed this mark was:—Caryl, 2h. 30m. 4s.; Ingomar, 2h. 32m. 17s. It was a rattling match, with sheets hardened across Loch Long, the Clyde boat retaining not quite all the advantage with which she had begun the distance. Finish:—

Caryl (winner)	3	1	53
Ingomar	3	3	26

CLYTIE v. POLLY

This was the hardest match of the four, and was so without a break from the starting line throughout. It was Polly that was attending to Clytie as they rounded backwards and forwards between guns. When Clytie threw about to make for the line Polly was in waiting, stayed straight ahead, and as they passed through she was her own length ahead, Clytie being on the weather quarter. A determined luffing match took place when Clytie threatened to take a windward passage, the pair heading into the shore close past Kilm Pier on towards the Gantocks, but Polly had the satisfaction of keeping her place secure, though throughout in immediate danger. They turned at Inverkip together, Polly taking the weatherly grip very near on the bows of Clytie. In this exciting connection they covered the windward tacking to Dunoon, the timings on fetching being:—Polly, 2h. 7m. 49s.; Clytie, 2h. 8m. 25s.

The struggle proceeded on the port reach on the longer leg of the course to Kilcreggan, Clytie dropping a few seconds on the four miles, as the figures on staying show:—Polly, 2h. 43m. 1s.; Clytie, 2h. 43m. 48s. It was even more interesting to watch the turn to windward for the Commodore. Clytie was now and again challenging the weather of Polly, forcing her to luff up hard to choke her off. This continued up to the last few hundred yards, Polly then showing a winning gap as she fetched at a smashing pace to the flag-boat, with Clytie at an equal speed and style at her heels. Finish:—

Polly (winner)	3	12	24
Clytie	3	13	22

LEA v. COILA III.

There was naturally rather more general interest in this match and its result than in any one of the others. The two fought stiffly for the start. Within a short time of the signal Coila stayed round, so did Lea, right on the weather, and when Coila made a try for the weather Lea luffed up, the pair luffing along the line until very close on Commodore before the gun to go was fired. They bore away in company. Coila on top with slight advantage in distance to begin with. After a hundred yards of sailing, however, Coila shot ahead in a puff off the land and led by a couple of lengths. Lea had her turn shortly, and there was in this match also a keen luffing spell past Kilm and far along the shore. Coila succeeded in making

the lee mark first, and was thus able to weather bow her opponent on the windward work to Dunoon. The lead there was represented thus:—Coila, 2h. 14m. 0s.; Lea, 2h. 15m. 4s.

This was not a very substantial advantage with four miles reach and three miles close-haul in front of the yachts. On the former point Coila stole ahead slowly but surely, adding nearly a minute to the lead before getting to Kilcreggan, the timings now Coila 2h. 48m. 42s.; Lea, 2h. 50m. 38s. Coila was still exhibiting a superiority of speed with sheets hardened in a wind that held good and true to the finish.

Coila (winner)	3	17	25
Lea	3	20	16

The table of points for the two matches stands thus:—

CLYDE		AMERICA	
Coila	4	Ingomar	2
Caryl	4	Lea	2
Polly	2	Clytie	0
Acacia	2	Hawk	0
	12		4

The third race will take place on Monday, the courses and hour of starting to be fixed by the owners on the morning of that day.

The boats will race in the following order:—Hawk v. Coila III., Ingomar v. Acacia, Clytie v. Caryl, Lea v. Polly.

VISITING YACHTSMEN ENTERTAINED

The American yachtsmen were entertained at dinner by the Royal Clyde Club in the Marine Hotel, Hunter's Quay. Vice-Commodore Sir Thomas Dunlop presided, and he was supported by Commodore W. A. W. Stewart, of the Seawanhaka Club, and owner of the Hawk; Major D. C. Mallory, owner of the Clytie; J. F. Bermingham, of the Lea; Henry B. Plant, of the Ingomar, Sherman Hoyt, Louis Bermingham, F. J. Stephen, Robert Clark, W. F. Robertson, R. S. Allan, G. F. Paisley. The croupiers were Major Geo. Jackson and Major A. J. M. Bennett, and amongst others present were Sir Thomas Glen Coats, Bt., Mr Clark Neill, Major B. Seckstall Smith (secretary of the Yacht Racing Association), Major Barnett, of Messrs G. L. Watson and Company, Mr Frank Downes (secretary of the Royal Western Club), Mr A. Herbert Aspin (secretary of the Royal Northern Club), and Mr Duncan Finlayson (secretary of the Royal Clyde Club).

The company of ladies and gentlemen numbered 64.

The toast list opened with "The King," and the president, Sir Thomas Dunlop, in proposing the Seawanhaka Club, was in his happiest vein, and Commodore Stewart's reply was worthy of the time when so much is being done to cement the friendship between America and Great Britain. "Our Guests" was given by Mr F. J. Stephen, Mr Clifford D. Mallory replying. Other toasts were:—"Kindred Clubs," by Mr W. F. Robertson, responded to by Mr Sherman Hoyt; "The Yacht Racing Association," by Mr Robert Clark, and replied to by Major B. Seckstall Smith. The pipers and drummers of the 8th Argylls were present, and piped round the table.

NEW CHALLENGE FOR SEAWANHAKA CUP

Commodore W. A. W. Stewart, of the Seawanhaka Yacht Club, and owner of the six metres yacht Hawk, intimated at the dinner his intention to issue a fresh challenge for the cup to be sailed on the Clyde next year.

A cablegram has been received from the Seawanhaka Trustees congratulating the Royal Northern, Coila III., and Mr Stephen on the result of the matches for the cup, and a copy is posted in the Royal Clyde Club house.

GOOD SPORT AT PLYMOUTH

The Plymouth Division of the Minima Yacht Club held the annual regatta on Saturday. There was a capital sailing breeze and a smooth sea, the wind ranging from west-north-west to north-west. The Astor Challenge Cup was won by Dunlin, Florence being second, and Kathleen, the scratch boat, third. The handicap for Service boats steered by officers was won by Commander G. M. Rayne, the King's harbourmaster at Plymouth. Second place went to Major Arbutnot, of the Royal Marines, whilst Mr Coles was third. The Minx won the 18ft. jollyboat race, with Mayfly second. Zennia was third and Hebe fourth. Pierrette was successful in the small cruiser class, with Eve second. There was a splendid race in the six-metre class. The boats were sent a course of 18 miles, and had to proceed out to the western end of the breakwater to the Knap and Tinker Buoys, home by the eastern channel, and around the Asia Buoy three times. The finishing times were:—

	H. M. S.
Maid Marion	5 10 13
Capelle	5 11 3
Reg	5 11 57
Petty	5 12 15
Thisle	5 12 23
Freesia	5 12 57
Ayesha	5 15 7

YACHTING

INTERNATIONAL RACES ON THE CLYDE

ANOTHER SCOTTISH VICTORY

FROM OUR SPECIAL CORRESPONDENT

Hunter's Quay, Monday Night.—The Clyde six-metre boats are now in the sure position for the winning of two of the Parker Cups by Mr F. J. Stephen's Coila III. and Mr W. F. Robertson's Caryl respectively, and they have more than an even chance of winning all the four. To-day's matches resulted, as did Saturday's, in the complete defeat of the Americans. It was, with a single exception, a contest on equal conditions, and a display of racing of a high standard. The opening match between Hawk and Coila began in a poor and patchy breeze from easterly, in which the former yacht was so far unfortunate in gathering way that she could have little prospects of overhauling the champion in the freshening southerly wind that soon set in, and the result was regarded as a brief one. At the end of the first thrash to the Renfrewshire shore it proved a victory for Coila by 5min. 44sec. Over a course of three legs from Hunter's Quay to Kilcreggan, Levan, and back, twice round, calculated at about 14 miles, the meeting of Chytie and Caryl, which had been looked upon as the titbit of the day and likely to be a keen contest with the issue a doubtful one, resulted in a win for the Clyde yacht almost as decisive as in the case of Coila. Caryl led from first to last, and won by 3min. 28sec.

BOUTS OF LUFFING

It was otherwise in the other two matches, in which Acacia and Polly had as much as they could do to beat the opposing boat. There were great bouts of luffing in each instance, particularly between Lea and Polly, the Clyde yacht coming with credit through the exciting incidents. Ingomar was once ahead of Acacia, the latter, however, exhibiting the greater speed on the reach and finally down wind on the last lap, there just shaving off her opponent sufficiently to snatch victory by 10 seconds. Lea and Polly had what is called a dirty dog match, characterised by a great deal of sailing tactics. The American had the other on the first turn by the wind, and then escaped a narrow beating. Finishing the round after the issue of the determined luffing match on the second round and a weather driving through the thrash across the firth, Polly had a comparatively easy journey home with the wind on port, and won by 1min. 11sec. The weather generally was not so fine as on Saturday, but there was no rain, and the wind being southerly, and later west and south, was of a sound quality. After the

opening few minutes of the racing Commodore Andrew Bain, of the Royal Northern Club, was acting officer on board his steam yacht Romany. The following are full descriptions of the matches:—

HAWK AND COILA III.

At the start of this match the breeze was easterly, very light and fluky, the yachts standing in towards the line with their sails partially filling on starboard. Hawk was along the line near the flagship, where she gybed to set out on the distance to Kilcreggan, and Coila was 20 yards to windward, luffing up as best she could past the mark boat, finely placed for a new breeze from southerly, in which she reached away with an initial lead, while Hawk was still dragging out with little to keep her moving. The race to Kilcreggan later in a breeze from south-east was consequently void of incident, so clear was Coila's advantage. Before half the distance had been covered the mark was taken thus—Coila, 12h. 26m. 3s.; Hawk, 12h. 27m. 20s.

They were now by the wind for a mark between Ashton and Levan on the Renfrewshire shore, the breeze piping up at a sea gathering. It was Coila's match throughout the tacking, which was done in several English boards and a hitch for fetching the mark—Coila, 12h. 55m. 28s.; Hawk, 12h. 57m. 10s. On laying round they were on port with a quartering wind that was faltering on the closing stages of the home distance, a deepish sea now running up the Firth. The end of the first round showed Coila on the lead by 2min. 56sec., a gain of 1min. 12sec. on the down wind trip from Levan. For part of the reach out again to Kilcreggan the breeze was light, but strengthened again, and was good and true for the remainder of the match. The lead was in no way diminished at Kilcreggan, while on the second thrash to Levan Coila was greatly superior, the difference as they weathered this being—Coila, 2h. 2m. 10s.; Hawk, 2h. 7m. 11s. There were now about three miles to the finish with the wind as before, on the port tack, and no change beyond still increasing lead on the part of Coila.

	First round.	Finish.
	H. M. S.	H. M. S.
Coila (winner).....	1 3 14	2 20 50
Hawk	1 18 10	2 28 30

INGOMAR AND ACACIA

A rapid change had taken place in the wind since the previous match began. It was now a good sailing breeze from south-east, and these yachts had a flying start from the north of the pier. They reached in together on starboard, Acacia having the weather berth, and crossing the line with more than a clear length Ingomar was soon swerving up on the other's weather quarter, and half way to Kilcreggan was so dangerously near that Acacia was compelled to a luff that was carried on for a mile at least. Far out of their course, straight for Gourrock, Acacia on bearing away had still the grip of her opponent, the pair gybing and setting spinnaker for the run back to the Kilcreggan mark, short of which they gybed again and round—Acacia, 12h. 37m. 44s.; Ingomar, 12h. 38m. 0s.

It was a game struggle all the way thrashing across to the Renfrewshire shore, Acacia holding no more than a near weather hold of Ingomar, the timings as they fetched Levan being—Acacia, 1h. 9m. 15s.; Ingomar, 1h. 9m. 35s. The Clyde boat was rather faster than the American on the quartering wind over the home distance, her gain amounting to 22sec., and the difference at the finish of the round 42sec. in her favour. They took diverging courses on the leg to Kilcreggan, Ingomar holding a higher wind, while Acacia, keeping a more leeward line, came out farther ahead, the timings of the pair coming on the wing being—Acacia, 1h. 47m. 19s.; Ingomar, 1h. 48m. 38s. Then Ingomar found the measure of Acacia on the beat in—a strongish wind and breaking sea. She crossed ahead in tacking along the Ashton shore and took the weather mark slightly in front—Ingomar, 2h. 16m. 3s.; Acacia, 2h. 16m. 56s. But Acacia had her opportunity in the following wind, for Commodore Ingomar gave her a luffing bout as she came quickly up, but failed to stop her. The Clyde boat got ahead, and against all attempts to overhaul her free reached into the finish with a short lead.

	1st Round.	Finish.
	H. M. S.	H. M. S.
Acacia (winner).....	1 27 15	2 55 29
Ingomar	1 27 57	2 55 39

CLYTIE v. CARYL

The American yacht threw round on Caryl's weather as they laid for the start, but both were rather soon, and carried on outside a short distance outside the flag-boat. Clytie stayed to come back, while Caryl wore ship and gybed in time to drop on the other's weather bow and luff through the line more than a length in the lead. Clytie headed up for the weather, but there was no passage for her, and the two reached off for Kilcreggan without change or incident of importance. Caryl took the mark at 12h. 42m. 4s., and Clytie at 12h. 42m. 22s. The beat to Levan showed Clytie falling back on each tack, the lead in the weather mark being Caryl 1h. 10m. 13s., Clytie 1h. 12m. 0s.

The match was more equal on the quartering wind over the last distance of the round, Caryl's advantage at the close of this amounting to two minutes. From this onward Caryl was gradually making the issue more secure. There was not so great a gain to Kilcreggan, but more on the windward turn, the timings at Levan showing Caryl 2h. 15m. 3s., Clytie 2h. 19m. 8s. With the wind free going for the finish, Clytie was further beaten, and the match ended with a win of 3min. 21sec.

First Round. Finish.

	H. M. S.	H. M. S.
Caryl (winner) ...	1 23 10	2 34 7
Clytie	1 30 10	2 37 28

LEA v. POLLY

Polly had the better start as she reached up wide on Lea's weather on the starboard tack. They were just in the nick of time to scrape past the mark boat on their passage, Polly about two lengths in front. Lea rushed up to windward, and was soon threatening the leader. Half-way over Polly had to luff sharply to hold her place; this took her off her course a bit before going again for Kilcreggan mark, where Polly held a short advantage. Polly, 12h. 51m. 45s.; Lea, 12h. 52m. 8s. The American was better on the wind for Levan, crossing the other's bows not long after leaving the Kilcreggan side, and getting to the weather mark 32 seconds ahead—Lea, 1h. 19m. 34s.; Polly, 1h. 20m. 6s.

But Mr Hume's yacht is a greyhound with the wind behind her, and although she did not quite overhaul Lea on the distance to Commodore, she was at her counter at the end of the round, four seconds only between them. Their reach out to Kilcreggan was the match of the day. Lea had very soon to luff up on Polly. This lasted for several minutes, but it was very shortly resumed and repeated until the two were close on Gourock, and there on squaring away Polly was seen to be the leading boat. It was now the Clyde boat's turn to lead the other,

which she did successfully, and they were well to eastward of their mark when they finally went for it, Polly gybing, and taking it by seconds—Polly, 2h. 8m. 26s.; Lea, 2h. 8m. 41s. They had still a great match cross-tacking for Levan, the former meeting all the tactics of her opponent, and fetching with a slightly increased lead—Polly, 2h. 41m. 29s.; Lea, 2h. 41m. 58s. The race was now to the speedier boat down wind, and Polly had it in hand to the finish.

First Round. Finish.

	H. M. S.	H. M. S.
Lea	1 38 11	3 1 22
Polly (winner) ..	1 38 15	3 0 11

The competition now stands:—

CLYDE		AMERICA	
	Pts.		Pts.
Coila	6	Ingomar	2
Caryl	6	Lea	2
Polly	4	Clytie	0
Acacia	4	Hawk	0
	20		4

The fourth match will be sailed from Hunter's Quay to-morrow (Tuesday), starting at twelve o'clock, the order being:—Hawk v. Polly, Ingomar v. Coila, Clytie v. Acacia, Lea v. Caryl.

A PRIVATE MATCH

A six-metre private match between the Clyde six-metre yachts Selene, belonging to Sir Thomas Glen Coats, and Flya, owned by Mr Evelyns Parker, was sailed yesterday at Hunter's Quay over the same course as the international contest. Starting at 11.40 a.m. Selene crossed the line well to windward of her rival, and kept in front all over the course. At the end of the first round she was leading by 2min. 18sec., and on the second journey she added nearly a couple of minutes. Finish:—

	H. M. S.	H. M. S.
Selene (winner) ..	3 5 38	
Flya	3 9 55	

GOOD RACING AT PLYMOUTH

In weather which was admirably adapted for yachts, the Port of Plymouth Royal Regatta was held yesterday after having been postponed owing to the gale which raged last Wednesday. Betty won the six-metre race, whilst in the cruiser handicap the honours went to Dunlin. Pearl was successful in the smaller class. The winning jollyboat was Hebe, Mr Morgan Giles. The principal race of the day was the event for six-metre boats. Details:—

Yachts of the six-metre class. First prize, £10; second, £5; third, £2 10s; fourth, £1 5s. Entries:—Capelle (Sir W. P. Burton), Reg (Sir Ralph Gore), Maid Marion (Mrs J. L. Lewis), Freesia (Mr A. Mauley), Avesha (Commander F. Ratsey), Thistle (Lady Baird), Betty (Messrs G. E. Haddinstein and J. C. Newman). Course, 18 miles. The yachts practically drifted over the line, and almost immediately afterwards a light breeze came in from seaward. Reg and Avesha made a short tack when just clear of Drake's Island. Maid Marion and Thistle held right on almost to the eastern end of the breakwater. Canelle and Freesia did not go so far to leeward, while Thistle held on longest of all. Avesha, which was the first about, seemed to get a nice breeze when off the breakwater lighthouse, and then stood well into the bay in the hope of getting a favouring slant off the land. At the end of the turn to windward the boats were well separated. After an easy reach up channel they came home to be timed:—

Reg, 12h. 42min. 42sec.; Betty, 12h. 43min.; Thistle, 12h. 44min. 17sec.; Maid Marion, 12h. 44min. 30sec.; Avesha, 12h. 46min. 53sec.; Capelle, 12h. 47min. 13sec. Freesia gave up.

The finishing times were:—Betty, 2h. 53min. 54sec.; Reg, 2h. 54min. 7sec.; Thistle, 2h. 54min. 15sec.; Capelle, 2h. 54min. 24sec.; Maid Marion, 2h. 54min. 50sec.; Avesha, 3h. 2min. 56sec.

YACHTING

5/9/23.

INTERNATIONAL MATCHES ON THE CLYDE

CUPS GO TO SCOTTISH BOATS

FROM OUR SPECIAL CORRESPONDENT

Hunter's Quay, Tuesday Night.—There must be universal regret on Clydeside that the American yachtsmen do not take back home one at least of the Parker Cups. We should not have been displeased had they taken two. But, true sportsmen as they have proved themselves to be, they bear their misfortune with fortitude and good grace. The secretary of the Royal Northern Club, Mr A. Herbert Aspin, intimated this morning that the four cups, each of £25 value, had been won by the Clyde boats, and that the fourth race, down for to-day, was cancelled as unnecessary. He stated that this result was arrived at by taking the aggregate points on each side for the three days, which, on the principle of one point for a win, gives 10 for the Clyde and 2 for America.

DECISION CAUSES SURPRISE

This decision will be received with surprise by those of the public who have been taking a deep interest in the competition, because it was generally understood from the first notice of Mr Evelyn S. Parker's intention that the issue rested upon the victory or defeat of the boats individually, and not collectively. This information was obtained from a yachting official (not a Royal Northern) source, and has been repeated from time to time in all the newspapers and yachting journals of this country and of America. It first appeared in "The Glasgow Herald" on Monday, August 6, the concluding sentence reading:—"We understand it is the desire of Mr Parker that they [the American boats] should be pitted against four Clyde 6-metre yachts in a competition of boat against boat, the winner in each case to get a cup." The matches were under the direction of the Royal Northern Club,

acting to some extent conjointly with the Royal Clyde Club. The secretary of the Royal Northern shortly before the date of the competition sent to the press a circular which stated that the Parker Cup races "will be sailed on the first four week-days immediately following the conclusion of the races for the Seawanhaka Cup," and the draw for each of the four days was given. In the Royal Clyde closing programme there was a notice to the effect that "the Parker Cup races (four in all) will be proceeded with" after the Seawanhaka races. One match was fixed for Friday, August 31, at Rothsay; one at Hunter's Quay for Saturday, September 1; and then, "if the competition is not completed, the remaining races will be sailed during the following week." This sums up the information given to the press and the public, and no contradiction was made of the frequent paragraphs in the newspapers that the competition was to be one of boat against boat, the results to be decided by points on the Football League principle.

As the League table of points stood on Monday evening, there was still a chance (as pointed out in the "Herald" of this morning) of the Americans tying for two cups. If all their boats had won in the fourth race, there would have been four yachts—Ingomar, Lea, Polly, and Acacia—with 4 points each; if Lea and Clytie were winners, there would have been three with 4 points; and in either case a deciding match would surely have been necessary. On the adopted principle of team aggregates, it was actually possible for a yacht without a point to gain a cup. The fact is that the competition was made one of both individual and team racing, surely a contradiction in effect as well as in terms.

MR HENRY B. PLANT'S VIEW

Mr Henry B. Plant, owner of the Ingomar, on being interviewed to-day, said—"I did not know anything about this collective principle. We certainly thought that there would be a fourth race to-day. But when it was pointed out to us that in any event two cups had gone to British boats, and that we could only tie for two others in the most favourable circumstances, we agreed to let things go. Therefore we were quite agreeable to the match arranged between five on each side. I am not speaking as the representative of the Americans. Mr Hoyt should do that. But I would like to say this, as an individual, that we have had a cordial reception on the Clyde. We admit that we have failed, but we shall certainly come again. With regard to Mr Stewart and a challenge, he did not quite put it in that way to me in the newspapers. What he did say was that he would challenge, but it would not be for next year." Mrs Plant, an engaging young lady, remarking on her visit, said—"I am charmed with the scenery of the Clyde. I have travelled pretty well over the world, but never have I seen such beautiful views as outside here; and if Mr Plant does not come again, I shall certainly make an effort to come back."

The handsome cups were presented to the winners in the afternoon, in the clubhouse.

A 6-METRES TEAMS MATCH

A private holiday teams match was arranged for to-day (Tuesday), in which ten 6-metre yachts took part. It was started at 12 o'clock, the course from Mr Andrew Bain's steam yacht Romany, anchored off Hunter's Quay, to flagships off Kilmun, Ashton, and back, twice round. There was a brisk north-westerly breeze throughout. Result:—

	First Round	Finish
	H. M. S.	H. M. S.
Sir Thomas Glen-Coats's Selene ..	1 19 37	2 31 10
Mr H. B. Plant's Ingomar ..	1 20 23	2 31 56
Mr F. J. Stephen's Coila III ..	1 20 7	2 31 58
Mr J. Howden Hume's Polly ..	1 18 7	2 32 12
Mr J. F. Birmingham's Lea ..	1 19 44	2 33 24
Mr W. A. W. Stewart's Hawk ..	1 20 34	2 33 59
Mr C. D. Mallory's Clytie ..	1 22 25	2 35 30
Mr E. S. Parker's Flya ..	1 25 25	2 42 32
Mr W. F. Robertson's Caryl ..	Gave up.	
Mr G. F. Paisley's Acacia ..	1 23 12	Broke down.

A Team		B Team	
	Pts.		Pts.
Selene	10	Ingomar	9
Lea	6	Coila III	7
Hawk	5	Polly	4
Caryl	1	Clytie	3
Acacia	1	Flya	3
	23		31

B team thus won by 8 points.

YACHTING

SIX METRES INTERNATIONAL RACES

7/9/23

AMERICAN SPORTSMEN'S VIEWS

We have received the following statement from Mr C. Sherman Hoyt, who sailed *Lea* in the Seawanhaka Cup races, and Mr Clifford D. Mallory, owner of *Clytie*:—

"We cannot leave the Clyde without an expression of our appreciation of the great hospitality shown to our party by all whom we have met here, and admiration for your yachtsmen and club officials and committees. On the arrival of our yachts and crews on the Clyde, we found that all details and arrangements had been made, and there was nothing that could be asked for. Social engagements were plentiful, but always scheduled with consideration to the strain of yacht racing, and the comfort of your visitors was always given the first consideration. The arrangements made by the committee for the races for the Seawanhaka Cup were most complete in every way, and the instructions for the sailing of these races were, in our opinion, the most complete and explicit that we have ever seen. The courses selected at Rothesay were well clear of the land and local conditions, and there was nothing to be asked for in a fair test of the competing yachts.

"Many apologies have been made for the weather, and, of course, we would have enjoyed more sun and less wind, but the good fellowship and true sportsmanship of everyone caused us to pay little regard to the weather, and we can truthfully say we have enjoyed every minute of our stay. The Parker Cup races were most interesting, and were a departure from the ordinary team races. The newspapers unfortunately gained an erroneous impression of the manner in which the cups were to be awarded. We were always of the impression that the cups were to go to the team winning the most points. As a matter of fact, we were originally informed that Mr Parker had offered to give one cup to the winning team. Later Mr Parker decided to give a cup to each boat of the winning team, or four cups, as the custody of a single cup would have been difficult. When it was found that the British team had won enough points on the third day to lift the cups, the skippers of all the contending yachts met and decided that the racing on the fourth day would be more interesting if an open race for all yachts of the class could be held, or a team race involving all the boats. It was finally decided unanimously that a team race with two American yachts in each team, and taking in *Selene* and *Flya*, which had been racing against each other, would be the best sporting event possible. The race was sailed in this manner, and we believe that it proved to be one of the most interesting of the series.

"We are leaving with the feeling that if we have helped to promote the sport of yacht racing in any way, we have accomplished what we came for, and we trust that these competitions between small yachts of Great Britain and the United States may be of frequent occurrence. We have made many new friends, and trust we may have the opportunity very soon to welcome them as well as our older friends to the United States, when we will try to return in small part the many courtesies extended to us here."