



VOL. 1.

WATERTOWN, N. Y., JULY 1, 1890.

NO. 3.

# RUSHTON'S SPECIAL LIST

OF

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## PLEASURE BOATS.



## PLEASURE BOATS.

For Sixteen years I have been building a HIGH GRADE Boat. High grade goods of any kind cost money to produce. All the material IN the goods costs a top figure. All the waste from cutting or from TRIFLING imperfections costs just the same. The waste is greater than in the common article, because material cannot be cut so close. All the LABOR must be the highest priced, as the risk of spoiling valuable material is too great to put it into the hands of any but the most expert workmen. Hence FINE BOATS cannot be sold at anywhere near the figure that can be given on common ones.

To be continued next month. OR, perhaps it would be better if you send for Illustrated Catalogue at once. Address,

J. H. RUSHTON, Canton, N. Y.

## Merwin, Hulbert & Co.,

26 West 23d St., NEW YORK CITY.

General Agents for the

## R. J. DOUGLAS CO. BOATS.

If you are in want of a

Row Boat, Paddling or Sailing Canoe, Sail Boat, Duck Boat, Yacht, Yacht Tender, Steam Launch, Sails, Fittings for Row Boats, Canoes, Yachts Launches, Photographic, Athletic Goods, Bicycles, Revolvers, Guns, or anything for the Camp, Field or Onting,

## CALL AND SEE US

At the above address,

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# St. Lawrence River Skiff, Canoe and Steam Launch Co.,

CLAYTON, JEFFERSON CO., N. Y.,

## BUILDERS OF THE FAMOUS ST. LAWRENCE RIVER SKIFF,

The Fastest Sailing Boat of its Size in the World.

## Racing and Cruising Sailing Canoes a Specialty.

Club "War" Canoes, Canadian Canoes, Canoe Yawls.

### DESCRIPTIONS AND PRICES OF NEW MODELED RACERS ON APPLICATION.

Builders of Mr. Lincoln Palmer's canoe "NERINA" and Mr. G. P. Douglass' canoe "PASSAIC," both winners at the Passaic River Meet, and Ianthe C. C.'s Regatta, May, '90.

Our canoes took every prize at Red Dragon Canoe Club's Regatta, at Philadelphia, Pa., May 30, '90.

## TESTIMONIALS.

From GEO. P. DOUGLASS, 115 Broadway, New York City.

St. Lawrence River Skiff, Canoe and Steam Launch Co.:

MAY 15th, 1890.

GENTLEMEN:—I take pleasure in stating the following facts, which may be of value to you as well as others: I find in my canoe, "Passaic," that the materials used, the workmanship and finish are first-class in every particular, and unsurpassed by any. Your sails and rigging are very fine, and your new fittings, enabling spars to fold up against mast without undoing, are perfection. I have never seen a canoe come from any builder as perfectly and completely rigged as mine, for everything is ship-shape and neat. The model is very seaworthy and comfortable. In fact, I cannot find words to express my complete satisfaction with everything, including the courtesy, fair-dealing and business-like way you have of dealing with your customers.

Very truly yours,

GEO. P. DOUGLASS.

From LINCOLN B. PALMER, 200 Broadway, New York City.

New York, April 30, 1890.

St. Lawrence River Skiff, Canoe and Steam Launch Co.:

GENTLEMEN:—Inclosed please find check, in payment for canoe, with which I am greatly pleased.

Very truly yours,

LINCOLN B. PALMER.

From HARRY M. KREAMER, 1518 Arch Street, Philadelphia, Pa.

RED DRAGON CANOE CLUB,  
Philadelphia, Pa., May 9, 1890.

St. Lawrence River Skiff, Canoe and Steam Launch Co.:

MY DEAR SIR:—My canoe, "Valesca," arrived in first-class condition, and is very much admired by all who have seen her. She is a perfect beauty in every detail. She paddles very easily, and I trust I shall have the necessary time

to devote to her this year to make her famous. I have not given her a trial as to sailing, but will let you know how she moves against Mr. McCormick's canoe, which is a cruiser. Hoping to hear from you soon again, I am,

Very truly yours,

HARRY M. KREAMER.

From H. E. McCORMICK, "Red Dragon" Canoe Club, Philadelphia, Pa.

PHILADELPHIA, PA., April 12, 1890.

St. Lawrence River Skiff, Canoe and Steam Launch Co.:

DEAR SIR:—The "Red Dragon" war canoe has been only inspected by the greater part of the club, and the comments are altogether favorable; and many who did not enter favorably into the scheme when first proposed have determined to buy shares at once. We tried her with a crew of six yesterday, using some small paddles that Dempsey had, and if the way she traveled was any indication of speed, with a full crew she is a goer. Will let you know more about her soon.

Respectfully,

H. E. McCORMICK.

From J. ETTER SMALL.

St. Lawrence River Skiff, Canoe and Steam Launch Co., Clayton, N. Y.:

GENTLEMEN:—The double paddling canoe ordered by me on June 3d came promptly to hand on Monday, the 16th inst. I unpacked it at once, and when the burlap was removed I saw the prettiest boat it has ever been my lot to look upon. She is a beauty, admired by all the members of the "Phila. Canoe Club" and every one who sees it; and I wish to thank you for the promptness you have displayed in the manufacture. Enclosed you will please find check for amount of your bill. Thanking you again for the beautiful workmanship displayed, and the prompt delivery, I am,

Yours very truly,

J. ETTER SMALL.

P. S.—You will, no doubt, receive before very long a duplicate order from Mr. Ewing Miller, of Riverton, N. Y. If he should favor you with his order, you will greatly oblige me by executing it as promptly and neatly as you have done mine. He has seen my boat, and told me he liked it very much.

**A SPECIALTY OF BOATS DESIGNED AND RIGGED TO COMPETE UNDER  
SAILING RULES OF CORINTHIAN NAVY.**

**CATALOGUES MAILED ON APPLICATION.**

**ST. LAWRENCE RIVER SKIFF, CANOE AND STEAM LAUNCH CO., Clayton, Jefferson Co., N. Y.**

# THE RUDDER.

## THE RUDDER,

A Journal of Aquatic Sports.

PARTICULARLY DEVOTED TO  
STEAM LAUNCHING, BOATING AND CANOEING.

THOMAS FLEMING DAY,

Editor

PITT J. BAKER, Manager, Watertown, N. Y.

Communications to the Editor should be addressed, P. O. Box 3743,  
New York City.

Subscription Price, \$1.00 per Annum. Single Copy 10 Cents.

VOL. I.

JULY 1, 1890.

No. 3.

### EDITORIAL.

The black-blight that invades and destroys the racing spirit in yacht clubs is the steam yacht. What quality of blood runs in the veins of a man who will willingly exchange the exciting and exhilarating pastime of sailing for the monotonous privilege of being driven around in a kettle? With obligations to the late Lord St. Vincent, we remark, that a yachtsman who descends to running a steam yacht is d—d for the sport!

But since this lubberly individual exists in numbers, it is necessary for us to cater to the perverted taste, though against inclination; therefore we have inserted in this issue an article on the "Naphtha Launch." The wise Naphthaler will provide himself with a copy of this article, and when he hears the usual "Say, mister, how does that thing work?" he can dive into a locker and hand out a copy, with the remark, "Read and find out!"

Bound in a neat white cover, emblazoned with the blue and white burgee, the Corinthian Navy year-book has come to hand. It shows remarkable energy on the part of the officers of the association, the getting out of this book before the organization is six months old. If the Navy continues to grow as rapidly during the next six months as it has in the past, a supplementary edition will be needed this fall.

The contents include: List of officers, fixtures, port stations, members and boats; the constitution, by-laws and racing rules are also given. It is to be regretted that in the list of boats the names of the builders and designers are omitted. A comparison after the racing season would be interesting and instructive, not only to the boat-sailor, but to the men who build and design small craft.

Scarcely has the fishing dispute upon the Atlantic coast been hyptonized in the usual manner by both parties belaying their jaw-tackle and going a-fishing, than the borderers on both sides of the St. Lawrence River endanger the peace of two great nations by engaging in a dispute over the sailing championship of that famous stream. The Yankees have for years assumed this championship, and for some reason the Kanucks failed to dispute the claim until lately. A few weeks ago a skeptical Canadian seized his

pen, and, in rather a caustic epistle, asked the Americans: "How, when and where they won the victory that entitled them to fly the pennant of championship?" In reply, the men of Clayton and Ogdensburg fitted out their ships and sailed over the border to show the Kanucks. We grieve to relate that they met the enemy and received a worse licking than their renowned ancestors did seventy-eight years ago, at the hands of the lamented Gen. Brock. Beaten, but not disheartened, the men of Clayton have sworn to lower the colors of the haughty Canadians, or break the bank. We wish them success, but sincerely hope that they will not by any rash action, such as blanketing or fouling a Dominion vessel, give an excuse for belligerent action, such as might lead to the gravest international complications, and disturb the quiescent leonomania of our energetic caudal spiralizers.

### THE COMING CRAFT.

Evidently the day of extremes has past. The enthusiast who found pleasure bathing on a one-in-seven cutter, or balancing fifty-pound bags on the windward edge of an over-spaced skimming dish, has become a reminiscence—he has drifted away to leeward unnoticed and unregretted. The youthful wave-dancer, who delights in balancing 28 inches of mahogany against two hundred square feet of muslin, still whistles adown the wind; but there is an exasperated and desperate puff awaiting him behind the next headland.

The aquatic age of reason—a painless one this time—is at hand; we shall no longer seek recreative labor upon the water—but pleasure; we shall no longer return at eve, and, bending our stiffened joints, thank the gods that one day's amusement is over.

How is the aquatic millenium to be brought about? By the invention of a craft that shall combine the necessary ingredients in the following proportions:

Comfort.....	.345
Safety.....	.370
Speed.....	.205

Who is to design it? Ah, now you are asking us something we can't answer! But listen to our prophetic description: Not over 20 foot L. W. line; not less than 48 inch beam; plenty of freeboard and sheer; light under oars; quick on the helm; never wet in the nastiest sea; room to stow the stock of a country store; rig split up, and easy to handle. Not covered with nickel-plated gewgaws, or polished up to look like an antique cheffonaire, but plainly and substantially built—a ship, not a toy.

Come, young genius—you who are always howling for an opportunity—here is one! Leave the combining of egg-beaters, match-safes and Chinese puzzles to lesser intellects, and take the road to fame and fortune we point out.

Send in your ideas plainly drawn on one side of the paper—we prefer to have them drawn in ink—deck-plan, sheer plan and cross section; sail plan, if centre-board, size and position, be careful to give scale.

For the best design we will give five dollars in goods selected from the catalogues of any of our advertisers; for the second, three dollars in the same commodities, and the satisfaction and glory of having your effort appear in THE RUDDER.

*JESSUP'S NECK.*

When Nature attempted to whittle down the eastern part of Long Island, she made a slip and split the end. Between the divided portions the good dame left some chips and splinters. One of these chips is Shelter Island, another Gardiner's Island, and the splinters are countless points and peninsulas jutting into the water from both the north and south shores. One of the most peculiar of these points is a long, tooth-like projection, that shoots straight out into the waters of Peconic Bay. It lies almost directly north and south, and is about one mile in length, being connected to the mainland by a narrow sandy strip half a mile long. This is Jessup's Neck, and upon its outermost point the 1890 camp of A. C. A. will be pitched. The point is five and one-half miles from Greenport, and six miles from Sag Harbor by water. As the crow flies, Sag Harbor is but three miles away, the long bend of Shelter Island Sound round Hog's Neck making the extra three miles. A channel one mile and three-quarters wide separates the Neck from Shelter Island. The shore of the Neck is quite bold, too, there being from two to three fathoms within 200 yards of the beach.

To reach Jessup's Neck from the Sound, the course passes through Plum Gut, Gardiner's Bay, O'Neil Harbor, Greenport Harbor and Shelter Island Sound. The passage through Plum Gut must be made with a fair tide, as the tide runs so swiftly through this passage that unless a vessel has a strong leading wind she cannot stem it. The only danger to be avoided by light-draft boats is Oyster Pond Reef, which juts out from the point on the starboard hand when entering. To avoid this, keep well over on the Plum Island side. Once in Gardiner's Bay, steer a course to leave Long Beach Point light on the starboard hand. The next point is Hay Beach Point, on the port hand. The course is now SW. by S. until Conkling's Point is reached, when a sheer to the NW. by W. is made to clear Rocky Point. Clear of that point the course is almost due S. past Hollock's Point into the waters of Peconic Bay.

The channels to Greenport and Sag Harbor are bound off, and no difficulty will be found getting into either place.

Small boat and canoe skippers, in making the run from the Connecticut shore, should be careful not to be caught by the ebb tide. The tide sets through the race at the rate of four knots and over. The best time to start across is the first of the flood; then, if you are becalmed, the tide will carry you into the Sound, and not out to sea. By the time it changes you will be well over on the Long Island shore, and can take it favorable through Plum Gut. The distance across the Sound from Saybrook, Conn., to Plum Island light is a long ten miles.

There are two places to the west of Plum Gut where a canoe can be beached, and carried across the land, and launched in the inner waters; one is at Trumanns Beach, the other at Hashamomuck Beach. With the wind off shore, there is no difficulty in landing on either of these beaches. The carries are not long ones.

The village of Greenport is distant ninety-four miles from New York by rail. It is well supplied with hotels. Among the leading are Nyandank, Clark's, Getter's, and Booth House. The rates for transients range from \$1.50 to \$2.50 per day. The boating facilities are good, and sailboats, either with or without a man, can be hired at reasonable rates. At Sag Harbor adequate hotel accommodations can be secured within easy walking distance of the camp. The leading houses are the Nassau, American and Lake.

The steamboat for Greenport and Sag Harbor leaves the foot of Beekman street, New York, on Tuesday, Thursday and Saturday, at 5 P. M. The time to Greenport is eleven hours. This boat also runs to Sag Harbor; time thirteen hours. The distance by water to Sag Harbor, 140 miles; to Greenport, 125; the fare to both places, \$1.25.

The following boats can be chartered if any of the members wish to sail down in company:

65	foot steam yacht	.....	sleeps	8
56	" " "	.....	"	8
55	" schooner	.....	"	8
65	" " "	.....	"	10
45	" sloop	.....	"	6
42	" " "	.....	"	4

and several others of smaller dimensions. For particulars, address The Editor, Box 3743, N. Y. City.

W.

*INVENTION OF THE COMPASS.*

The valuable invention of the compass is involved in mystery, and its real discoverer is unknown. Lafiteau, in his history of the Portuguese discovery in the New World, says that Vasco da Gama brought it to Lisbon from the coast of Africa, on his return from Melinda, where the Arabs then used it, and he believed the Portuguese to have been until then ignorant of it. Some attribute it to Flavia Gioja, of Amalphi, about the year of 1302, while others again are of opinion that the invention is due to the Chinese, and that one of their emperors, a celebrated astrologer, was acquainted with it eleven hundred and twenty years before the Christian era; nor have others again been wanting who have supported the opinion that it was known in the time of Solomon. The ancient Greeks and Romans are also supposed by some to have used it, but the silence of their historians on this subject renders this statement doubtful.

On a portion of the Yorkshire (England) coast, by a recent survey, it has been found that the sea has encroached 215 feet since 1852.

The Royal National Life Boat Institution has had an experimental steam life-boat built. It will be severely tested before being enrolled in service. The society's life-boats, of which there are 295 on the coast, saved 420 lives and 17 vessels last year. Three life-boat men perished in discharge of their duty.

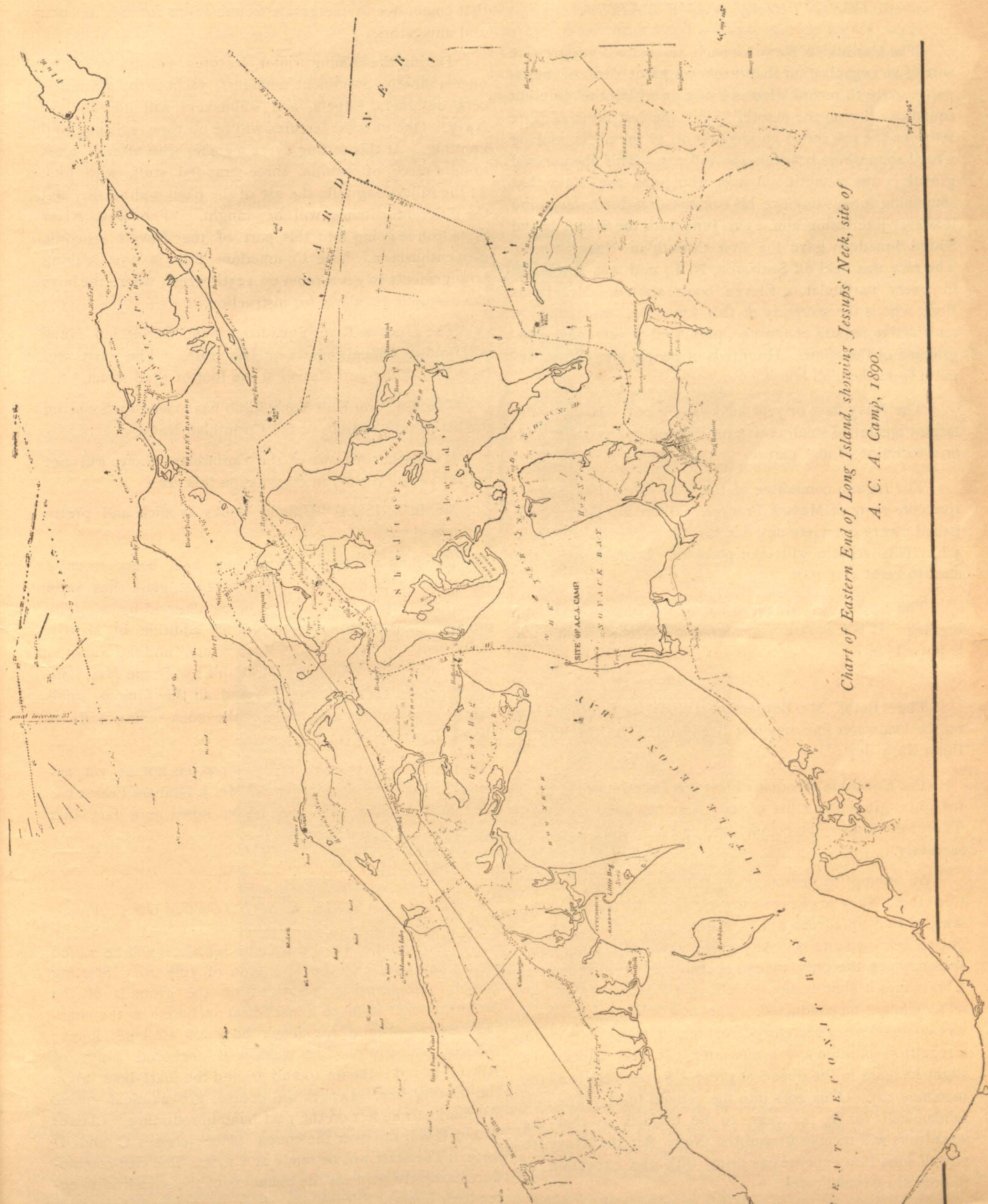


Chart of Eastern End of Long Island, showing Jessup's Neck, site of  
A. C. A. Camp, 1890.

## CORINTHIAN NAVY NEWS.

The Corinthian Navy is such an active, progressive sort of an organization that it takes a great deal of newspaper space to record what is going on within the different squadrons during the month. Since the last issue of THE RUDDER the roll shows an increase of 46 members, making a total somewhere between 200 and 225. This phenomenal growth is due to merit. A man who joins the Navy has something for his money; his organization don't sleep, and it is ever interesting him. On June 14th the Staten Island Sound Squadron gave the first Corinthian Navy regatta. The race was held off Seawaren, N. J., and was successful in every particular. Eleven boats started. Mr. Louis Berg, who is the secretary of this squadron, assisted by a most active regatta committee, published a very neat programme of the affair. Hundreds of people viewed the regatta from the club house.

The Navy fleet or year book is now out. It shows the largest muster of small craft ever entered in any yacht club or association of like nature.

The regatta committee of the New York Bay Squadron, consisting of Messrs. Praeyer, Vallum and Greer, have issued a very complete circular for their regatta on July 5th. This regatta will take place off Tompkinsville, the start to be at 2:35 P. M.

The East River Squadron have adopted a distinguishing flag. It is a square flag, with white ground, on which is put a blue E.

## GOSSIP.

The "Beth," Mr. Burgess' keel sloop, 22 feet 9 inches on the loadwater line, has just been added to the Corinthian Navy fleet.

The Corinthia Mosquito Fleet has issued its fleet book for 1890. It shows a list of 37 boats and 77 members. Thornton Smith is the commodore and Theodore Ledyard, secretary.

An attempt will be made at the fall meeting of the Corinthian Navy to change the present constitution and by-laws, so that squadrons will have a little more power to regulate their own affairs. At present a vice commodore and secretary are the only officers permitted to a squadron. This makes it almost impossible to run them as successfully as they might be conducted. The new scheme calls for a vice commodore, a secretary-treasurer, a rear commodore, a regatta committee and a measurer. It also looks to a slight increase in the dues; at present \$2 per year is all the members pay. This goes into the general fund. The new scheme calls for \$3 per year, to be divided so that the squadrons will receive \$1 and the Navy \$2; the Navy to pay all squadron expenses as now, with the exception of the regatta expenditures.

The Navy will also take up the petition that will shortly be presented to the committee on education, empowering

that committee to inaugurate examinations for able seamen and navigators.

During the coming winter, lectures will be delivered once a month; prominent amateurs, yachtsmen, naval officers, designers, riggers, and sailmakers will address the Navy. One of these lectures will be on rope splicing and knotting. At this setting every member who attends must bring a piece of manilla, three-stranded stuff, with him. At the sailmaking talk, the use of the palm and needle, and the different stitches will be taught. The East River Squadron is going into this part of the Navy's schedule with enthusiasm. Vice Commodore Day is now making arrangements to get a room on 125th street, where the boys can assemble regularly for instruction.

The Hudson River Squadron of the Corinthian Navy will hold its annual regatta on July 12th. The start will be made off the port station at the foot of 152d street.

The Kill Von Kull Yacht Club has placed its house on the list of port stations of the Corinthian Navy.

Mr. Arthur Murray of the Corinthian Navy will not put his yawl "Whiff" in commission this year.

Mr. B. F. Jones' "Unique" looks as slick and pretty as a new pin.

The Beth and Solo are two new keel boats recently added to the C. N. fleet. The cat-boat class has been greatly increased, the additions being all good boats. The supplementary fleet has received an addition in Messrs. Davenport and Aigersinger's sloop "Cute," and the Naphtha class is stronger by one, Mr. Morgan's handsome Mad Cap. Looking over the fleet book, we find all the famous small boats in this vicinity and many of the crack sailing skiffs of the St. Lawrence River.

The St. Lawrence River Squadron has not as yet announced the date of its regatta. Mr. J. Graham Frazer has the matter in charge, so it can be put down as a fact that the regatta will be a success.

## REGATTA OF E. R. SQUADRON OF C. N.

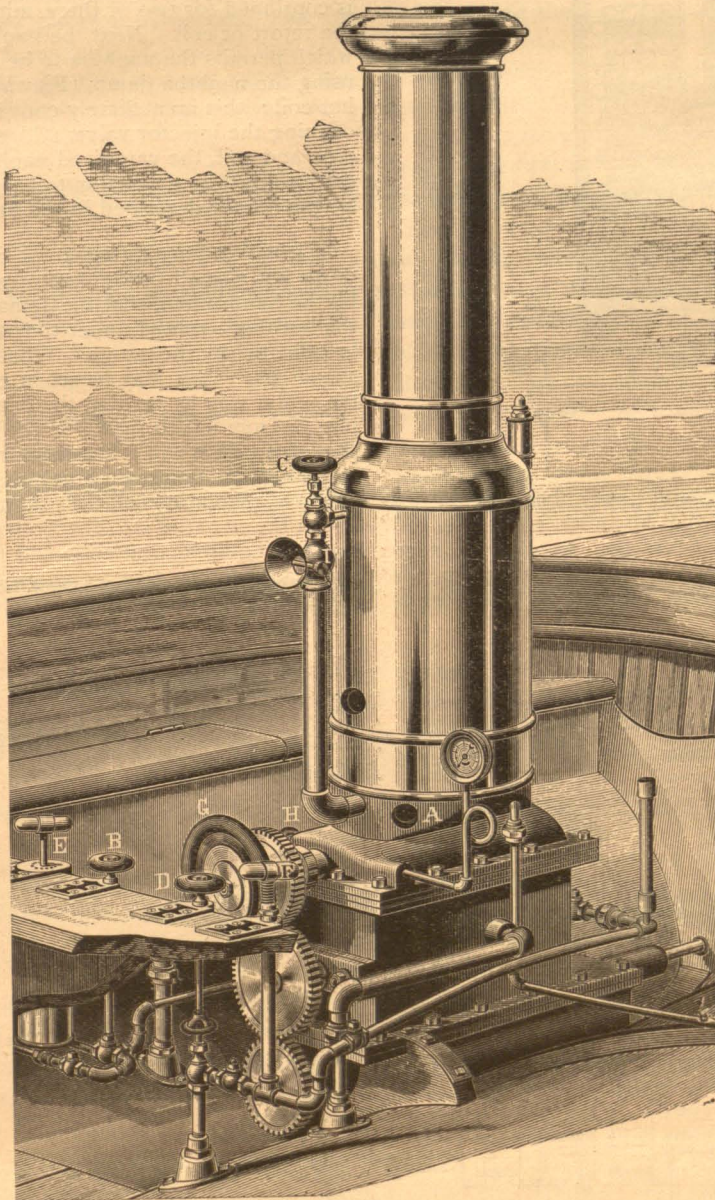
The regatta of the East River Squadron will be sailed over a new course on the afternoon of July 26. Starting across a line drawn from a point on the grounds of the Knickerbocker Club, to a mark-boat anchored in the channel; to and around the black buoy of College Point; thence to and around a mark-boat anchored south of Rikers' Island; thence to and around the mark-boat upon the starting line. Length of course, six nautical miles. All marks to be left on the port hand in rounding. Classes A and B will sail over the course twice; classes C and D once. The start will be made at 1 P. M. The vice-commodore earnestly requests the members of the squadron to enter their boats. Entries will close 72 hours before time given for start. Beside the regular prizes in each class, some handsome special prizes have been donated.

## THE NAPHTHA LAUNCH.

**A** FEW years ago the only power-driven boats to be had were steam launches, using coal or wood for fuel. These launches cost a small fortune to build, and an income to keep. The running of them upon navigable waterways was hampered by government restrictions, the owner being obliged either to qualify as an engineer, or keep a licensed man aboard at a season's expense almost equaling the original outlay.

degree the essentials of a perfect power. The fact that one fluid contained within itself not only the power of expansion, but the capability of producing that expansion by heat generated from the combustion of its own gas, was a gigantic stride in the direction of simplicity.

Naphtha, the residum of an article of enormous domestic consumption, is easily and cheaply procured, and, though highly inflammable, is not necessarily dangerous. All solids or fluids capable of producing power by expansion are more or less dangerous to careless people. The



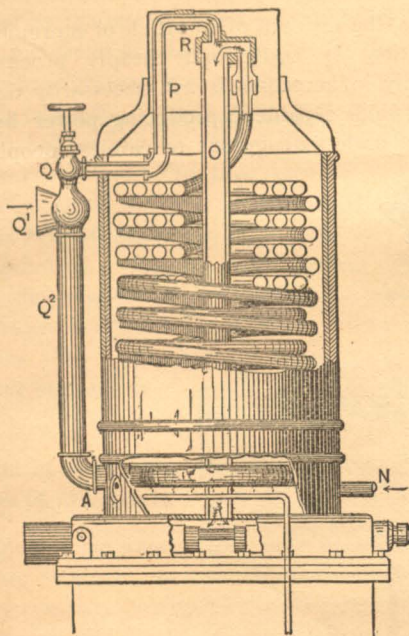
With the rapid extension of aquatic sport, a demand arose for something simpler and safer than the steam power—a power derived from a fluid easy of procurement, cheap, and capable of automatic control. Inventor after inventor struggled with this problem, only to add one more blank to the long list of failures. It was not until the idea of using the highly expansive naphtha captured the brain of a genius that a motor was evolved combining in a marked

idiot who hunts gas leaks with a candle, warms nitroglycerine in the stove oven, or inspects the interior of a naphtha tank with a match, is a social eccentricity whose only excuse for existing is the object lesson he furnishes now and then to the rising generation.

Take the steam engine and strip it to the original form, and as a mechanical devise it stands pre-eminent for simplicity; yet not three out of ten people who daily see it in

## THE RUDDER.

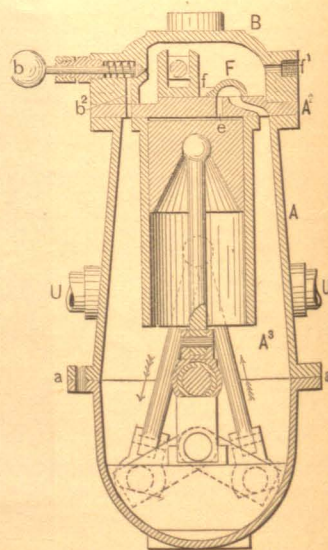
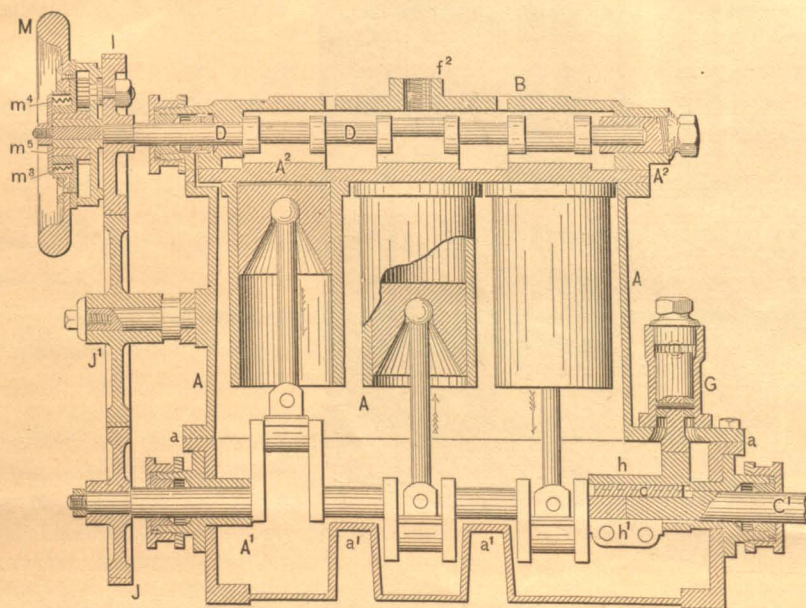
operation can lucidly explain its action. As to how naphtha drives a launch, the average man offers some absurdly curious explanations. Some suppose that the naphtha motor runs like the gas engine, by successive explosions; others that it works like a turbine wheel, and one gentleman, kindly taking pity on our professed ignorance, gave us to under-



stand that hot air was the source of power, backing up his knowledge with the statement that his brother had one, and therefore he knew all about it. As the water was deep thereabout, we refrained from complimenting him on the preponderance of intellect in his family, but softly regis-

ers) carry the exhaust back to the tank in its original form, after passing through the engine. There is also a small pipe leading from the air pump (E) shown in cut to the top of the tank, and one returning from the top of tank and terminating in a perforated burner at the base of the engine (hole 'A.'). Having filled the tank with naphtha, the operator starts the engine by using the air pump, (E,) giving two or three strokes, which forces the air through the small pipe into the tank, and the air passing over the naphtha becomes impregnated with a combustible gas, and this gas is forced, by operation of the air pump, through the pipe on opposite side, to the burner, and is ignited by inserting a match at the hole (A). The burning of this gas is continued for two or three minutes, and serves to heat the retort or coil. Next the naphtha valve (D) is opened, which permits the naphtha to be drawn from the tank, by using the naphtha pump, (F,) which forces the fluid into the hot coil; this immediately converts it into a vapor, and by opening the injector valve, (C,) which connects with stand pipe and coil, the vaporized naphtha or gas from the coil is driven down by expansion to the base, where it is ignited by gas burner described in the first operation.

It will at once be apparent that as the injector feeds down but a small percentage of what is forced into the coil by the hand pump, that the remainder, being expanded by the burning naphtha under the coil, makes a pressure, which is indicated by the gauge. When ten or fifteen pounds is shown, the valves may be set in motion and the engine gotten under way by turning the hand wheel (G) from right to left, or from left to right—to the right to go ahead, and to the left to reverse. There is a naphtha pump connected by an eccentric on main crank shaft, which gives a stroke on each revolution of the shaft, and thus automatically drives the naphtha into the boiler, so that the engine, once started, requires no attention, as the fuel and naphtha supply is adjusted to give a maximum running pressure. The naphtha which is not consumed passes through the engine



tered a vow to furnish the public with the information we should have wasted upon him.

The accompanying cuts show interior of engine, and engine complete in launch. The tank containing the naphtha is placed in the bow, and the engine astern, the two being connected by pipes, which are carried outside the boat and alongside the keel. One of these pipes carries the supply of naphtha to the engine; the two others (condens-

and out into the condenser pipes, which, acted upon by the cold water through which the boat passes, is re-converted into its original liquid form, and returns to the tank. The tank supply is calculated to run the boat fifty consecutive hours.

In stopping, all that is necessary is to close the injector valve, stop engine, shut off naphtha valve, and tie up the boat till the next time.

## TO ADVERTISERS.

Although we have doubled the number of our advertising pages in this issue, it is not at the expense of the reading matter. This issue contains more pages of reading matter than either of the preceding ones. As an advertising medium, THE RUDDER, though still in its infancy, has made a hit. The outside pages are well ballasted with the names of the leading houses the United States throughout, who deal in such supplies as are needed by the aquatically inclined. THE RUDDER reaches a large number of people each month that no other publication carrying a similar cargo gets within hailing distance of—people who are see-sawing on the edge of a purchase. Given the man with his “want” and the “will,” (\$) THE RUDDER supplies the “where,” and one of our advertisers the “have,” and, prestissimo! a sale is made.

## AMONG THE CLUBS.

The Kill Von Kull is in a prosperous condition, having a fine two-story house all paid for. The club has no debt of any sort. The membership is 120, and there is talk of consolidating with the Corinthian Athletic Club, many members of which are also members of the Kill Von Kull.

The members of the New Rochelle Yacht Club generously placed their house and launch at the disposal of the Regatta Committee of the Corinthian Navy on June 28.

Shinnecook Bay Y. C. has been incorporated.

Seawaren Y. C. will be commanded this year by the following officers: Wm. Ratcliffe, commodore; H. Hartshorn, secretary; F. C. Riley, meas.

## THE NEW ROCHELLE YACHT CLUB.

Commodore Prague is still keeping that boom agoing. New members are coming in in battalions. The club is now the strongest yacht club in the Sound, so far as fleet is concerned. Governor Abbett, of New Jersey, is one of the pillars of the club, and so is his son “Billy,” or to be dignified, Judge Advocate William F. Abbett. John Rough, E. T. Smythe, Jabez Harris, R. Coudit Eddy, H. Southworth Pratt and Mr. Densmore, are among the many hard workers here, and have done much to help the enterprising commodore along in his task of reconstruction. The following yachts of this club find a permanent harbor in Echo bay: Anaconda, Waconda, Eurybia, Empress, Marion, Nettie, Mystic, Io, Idlewild, Agnes, Tourist, Arab, New Jersey, Elephant and Florence.

## RIVERSIDE YACHT CLUB.

This new club, or rather young club, is setting a hot pace for its older brothers. Riverside, Conn., is a charming harbor, and the club house is one of the handsomest on the Sound. Geo. I. Tyson and his son, Corporal G. G. Tyson, are hard workers in the interest of the club, and have done much to make it what it is. Frank Bowne Jones, the fleet captain of the Corinthian Navy, and a member of the A. C. A. and Indian Harbor Yacht Club, is another one

of the pillars. Among the many races to be sailed under the auspices of this club, is a special race for the 30 and 40-footers, and another for the wee small craft. With dances, races and cruises, the club members are having one endless round of sport and enjoyment.

## KNICKERBOCKER YACHT CLUB.

The commodore has issued orders from the flagship “Nyssa,” setting the date for the cruise on July 19th. The fleet will assemble at Port Morris, and will make such runs as may be decided upon by the captains present. The order also appoints the genial George Gage as fleet captain. It is rumored that by “special permission” he will carry a green flag, instead of the white burgee now the ensign of the fleet captain. The regatta committee has presented the “Kathleen” with a handsome pair of marine glasses, as her prize for winning in the “thirty” class on Decoration Day. The fleet now anchored off the club house is by far the best and largest ever assembled under the K. Y. C. flag. There is the schooner Trinculo, the launches Gleam, Pharos and Mystic, the sloops Gypsy, Meta, Nyssa, Yolande, Io Gleam, Tourist, Supervisor, Vision, Alice H., Sentinel, Mascotte, Florence, Rover, Ianthe, Nanita, Marvel, Roamer, Black Hawk, Jessie, Helen B. and Paula. The cats Parole, Myra, Katch, Torino, Whim, Maggie and Gem, and the senauser Tadpole. With such a fleet, the K. Y. C. can indeed boast of prosperity, when it is taken into consideration that this is only part of the fleet, as many boats do not anchor here during the summer.

## “COMING EVENTS,” ETC.

The following letters will break the news gently to our readers:

*Editor of The Rudder:*

DEAR SIR—I have just completed a story suitable for your paper. It is an interesting, fascinating, salt-watery, pirate, full-love tale in fourteen chapters and an epilogue. Will send story by express; please pay charges and deduct same from cheque.

Yours, expecting, &c.,

TOM SLANE.

*Tom Slane, Esq.:*

DEAR SIR—If your story is as fresh and original as your esteemed favor allows us to suppose you are, we shall take great pleasure in publishing it. The MS. has been delivered to us, and charges paid. We enclose receipted bill for 6 months' subscription in payment for story. In order to encourage young authors we usually give a one-year subscription for a fourteen-chapter story, but in your case deducted six months wherewith to pay express charges.

Very respectfully,

THE EDITOR.

The package containing the MS. was opened in the presence of four witnesses, and all that was left of the title tenderly spelt out. Here it is: “The Haunted Schooner; A Tale of Cow Bay.”

Merwin, Hulburt & Co. recently sold for shipment to Paris, France, two 31 ft. shells, weight 30 lbs. each, named Alicante and Relmpago.

## FIRST CORINTHIAN NAVY CRUISE.

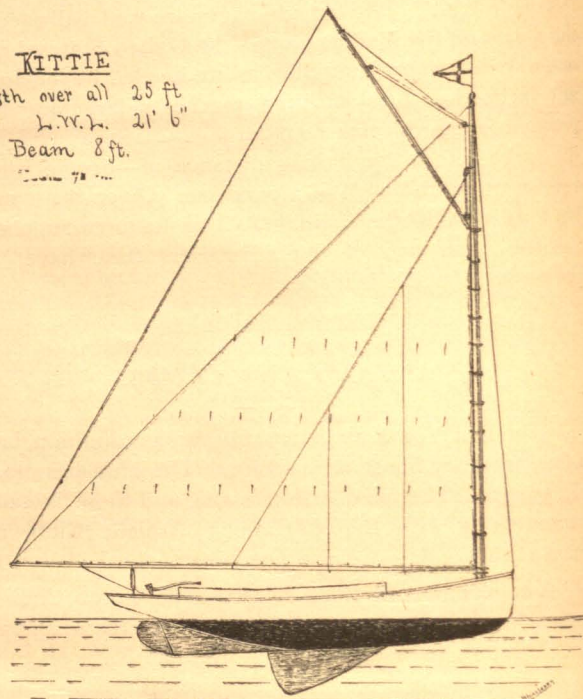
It was on a Friday morning that the unfortunate ship whose tale of disaster has so often been sung set sail. It was on Friday morning that the more fortunate yacht Welde set sail, having on board the non-boat-owning members of the East River Squadron. The ill-omened day, so pregnant of disaster to ye ancient mariner in the time of yore, has lost its terrors to the jolly yachtsman, who delays not his departure, be the day or hour what it may.

With a light air o' wind from the south, tide running a strong flood, the Welde slipped along in the wake of the Knickerbocker flyers, bound for the rendezvous at New Rochelle. Close astern, with the commodore's pennant at the truck, followed the Roamer, the jolly commodore, clad in a \$2.00 suit of duck, at the stick. North Brothers' light bearing abeam, the gentle breeze born with the first flush of dawn died away altogether. The vice-commodore cast his eye anxiously to the south, and whistled dolorously, as he scratched the mast. His hopes were centred in a long, trailing, smoke-grey cloud, lying low down above the green hilltops of Long Island. All hands, after hearing the vice-commodore's and the weather-wise Captain Springstead's opinions, agreed that it meant wind. Drift, drift, drift, until Whitestone Point is reached. "Hello! look ahead, there! See that cutter close under the Fort; she has it!" "Haul aft the mainsheet!" "Look out for those glasses on the cabin table!" "Light up the jib a bit!" Down she goes, until her lee-rail is awash. Suddenly a white streak spurts out from under her bow, swirling into a foamy wave, that rushes along the side and joins the snowy wake

astern, then away the Welde speeds past the Fort. One by one the slow-boys among the racers are overtaken and passed, and when gangway buoy is left on the starboard hand the tardy ones are just making the turn. Up stick for New Rochelle, with the Tourist a mile in the lead to show the way.

KITTIE

Length over all 25 ft  
 " L.W.L. 21' 6"  
 Beam 8 ft.  
 Tonnage 7 1/2

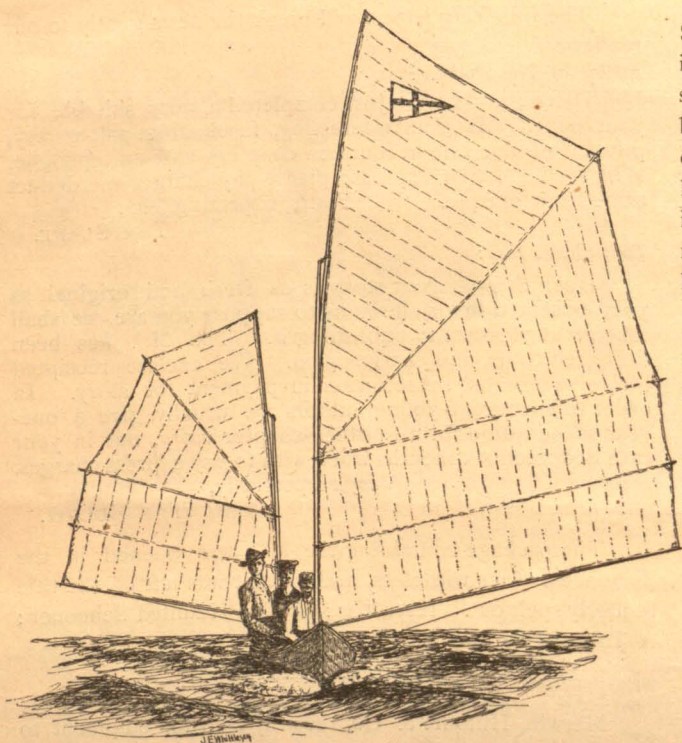


CAPT. TABOR'S FLYER.

There are more commodious harbors in Long Island Sound, but none prettier than Echo Bay. The shore clothed in spring greenery, the grey rocks grouped in fantastic shapes, the handsome dwelling-houses, half hidden in the bounteous shadows of o'erarching groves, the fleet of gaily decked yachts riding quietly at anchor, the Island clubhouse, with the blue and white ensign flying proudly over it, made a picture that appealed to the soul of the yachtsman, and even caused the sluggish blood of the unfortunate landsman to ebb and flow with unaccustomed rapidity.

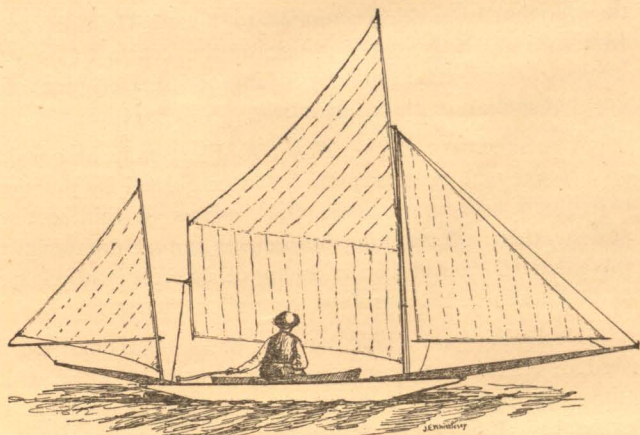
The Demerest, Captain Doughty, flying the blue cross burgee, was found at anchor when the Welde dropped her anchor, closely followed by the saucy Nannette, with Mr. Coughtry in command. Next came the Foam, vice-commodore Hicks, followed by the Germania, Captain Otto Raulenheimers' 18-foot St. Lawrence skiff, skimming along like a great white gull. The Germania made the run from Stevens Point, Hoboken, to New Rochelle in the quick time of 4:09. The next to drop anchor was the Uno, Captain Devoe, followed shortly after by the flag-ship Roamer. One by one the ships kept dropping in until sunset, the last to round up being Captain Tabor's Kitty, the unknown quantity that in the next day's run led the fleet a most beautiful chase.

A quiet night, with not overmuch sleep—so runs the log



"GERMANIA."

At four bells Saturday morning, a curious craft was reported bearing down on the flag-ship. The vice-commodore hailed the commodore, and desired to know "what he made of it." All crews were instantly on the alert, and preparations were hurriedly made to receive the monster. "Curiosity, ahoy!" sang out the lookout man. "What am, or is, or are you?" "Yawl Bouncer, of Roslyn, Vice-Commodore Clapham," came back the answer. For some moments it snowed exclamation points, as the Bouncer, skillfully handled by her builder, glanced in and out among the anchored fleet. The wits at once rattled their brains to invent a descriptive name for the unique craft. After trying a dozen, it was decided to call her the "Hamsandwich,"



"BOUNCER."

though a minority insisted the appellation of "Pancake" was more elegant, and less hurtful to the feelings of her owner. One argumentative gentleman insisted that as she could not be turned over, the name "Pancake" was inapplicable, while the other party as strenuously reasoned that as nobody had as yet warmed up one side of her, there was no necessity for the Bouncer being turned over.

At eight bells the fleet was under way for the run to Greenwich, taking in Larchmont on the way. The wind was light, just the breeze for the Bouncer and Germania, who managed to pass everything but the Kitty. This fleet cat started off like a deer, and soon distanced everything, including the big Welde. She took the long run by way of the east passage, but, despite her roundabout course, finished a good second. After a four-hour stop in Greenwich Harbor, the Whim, Captain Sanisbury, joined company, and the fleet made sail, with a fine west wind, for Cold Spring Harbor. This run was made in quick time, the Kitty again showing her heels.

At snug anchor in this lovely harbor a quiet evening was passed, all hands turning in early, with the exception of the commodore, who sat long and lonely on his quarter-deck, watching the stellar clusters. The early morning saw the Foam and Uno under way for the run home, leaving the remainder of the fleet at anchor until four bells in the forenoon watch, when a start for Roslyn was made, the Kitty and Welde having a fine run down the coast after parting with the commodore of Lloyd's Neck. On the way

into Hampstead Harbor the Tadpole was spoken, standing west, bound homeward, Captain Wyant having missed the fleet the night before. A beautiful moonlight night, with just enough wind to make things pleasant, the Welde made the run for home, letting go her hook off College Point at midnight. Well tired with their day's work, all hands turned in and slept soundly.

Monday morning the busy ones shouldered their bags and started for the city, leaving the more fortunate idlers to take the yacht to her anchorage. Before parting all hands joined in a farewell tribute to Capt. Springstead, presenting the genial old mariner with a set of resolutions, beautifully engrossed by Seaman Whittlesey. The mariner of seventy years was quite taken aback with the bucketsful of praise showered upon him, but the boys, with a taste of clam chowder and fried fish in their mouths, insisted that he deserved every word of it, and to escape a mutiny the captain took the parchment and shook hands all round.

The crew of the Welde were: Vice-commodore Day; purser, H. Suydam; seamen, Otto Raulenheimer, Emmett Fay, Alfred Hill, George Suydam, William E. Towens, N. R. Cottman, F. Hull, J. E. Whittlesey.

W.

### IN IRONS.

It was certainly a spectacle to start tears in the eyes of the old-timers, that attempt of the New York Yacht Club to have a regatta on the nineteenth of June. Fifteen or twenty years ago, when the Commodore of the then leading yachting organization fired the starting-gun, a fleet of from forty to eighty yachts crowded each other for a chance to cross the line; in this year of 1890, a miserable dozen, divided into half as many classes, came down to drift over a course made glorious by a thousand well-fought yachting battles. It is useless for the friends of the club to attribute this failure to anything else than the total absence of the true yachting spirit among the members. The trouble with the New York Yacht Club is, that for years it has been gold-logged; wealth taking the place of brains as the leading qualification for admission has driven youth and energy to seek more congenial quarters under other and newer flags. The illogical and unfriendly stand the club has considered itself forced to take in respect to the cup has injured it greatly with the general public, destroyed its influence in the yachting world, and bids fair to overthrow the prestige born of the hundred achievements and triumphs of the past. The public, whether they had the right to or not, certainly expected when the present flag-officer took command, that the old ship would be brought out of irons and put on her course, but we regret to note, with all due regard to the Commodore's seamanship, that the club has been making a most beautiful stem-board ever since he took the helm.

S. K.

Mr. Frank W. Emery of Wauwinnet Island lately took a 12 lb. muscallonge on an 8 oz. split bamboo rod and light line.

## AN INTERESTING LETTER.

ATLANTIC CITY, June 14th.

DEAR RUDDER:

You asked in your last issue for news, points, etc., and it may be of some interest to you and your readers to know something of small craftsmen's doings "down the coast." For many years little has been done to encourage the boating interest, although the waters surrounding Atlantic City are, beyond doubt, unexcelled in the facilities they give to the lover of either "inside or outside" sailing, in large or small craft. No life or interest seemed to be taken in boating matters for years, except by the professional boatmen, and even they seemed to be content with the old styles of weather-beaten hulks, cat and sloop, until a number of "young fellows" got together and had built some small skiffs, each one being an improvement upon the last, and all modelled—with but one or two exceptions—by the same man. This man is the Burgess of this section, and his results through the behavior of his skiffs has made his name a well-known one for many a mile up and down our coast. Six years ago "our" Burgess conceived the idea that, although not a "down-Easter," he might use his knife, and whittle out of wood a model of a skiff, which would prove to be safe, swift, weatherly, and in appearance a pleasure to the eye, instead of the then prevailing hideous abortion called a skiff. He whittled, with thought and experience guiding the knife blade, and the result was, in fact, something *new*, and met with unreserved criticism by all who saw it—too much beam, too much s'ing, too original, etc.—but, nevertheless, he had his own convictions, and built her and sailed her, winning all the matches against all comers. The tables had been turned, and nothing was heard but gush about straight runs, broad floors, deep s'ing, etc.

His next conception was to whittle again—this time to model a cat yacht. Again success succeeded his efforts, and the old professionals began to "wake up," and "drop in" to see him, and fight for their old principles against his new ones, but the seed had been sown and interest awakened, followed by a certain feverish anxiety and haste to get rid of "the old" and experiment with "the new" order.

The local boat builders had more than they could do, and others were impressed to carry on the good work, which represents fourteen skiffs and yachts (two skiffs building.) This showing is the result of eight consecutive models, each one an improvement upon the last, until at present the result is about as perfect as one can conceive of, the "old salts," members of the life-saving crews and others having at last given their unreserved opinion to statements that for stiffness, dryness, and extreme weatherly qualities, with great speed to windward, the Sumner Reed model cannot be excelled in these waters, either in light breezes or heavy sea and gale.

The "young fellows" last summer effected an organization together, under the name of the Mosquito Fleet. The officers elected are as follows: Commodore, Barton H. Bullock; vice-commodore, Sumner Reed; secretary and treasurer, S. Cameron Hinkle. Last month witnessed the

first club race, and was a thoroughly enjoyable affair, as the breeze was sufficient to bring out the qualities of each boat, and the ability of "the crews" to handle them. Each spring, summer and early fall month has club races scheduled, for which a gold badge is sailed. The winner must succeed in holding it for five consecutive months before it lapses into his personal possessions. During the summer two other races are to be sailed for the club cup, a beauty in design, in silver, measuring twenty-six inches high, etc., surmounted by a model of the first skiff designed by Mr. Reed, taken of the original from an instantaneous photograph. The first of these races comes off on June 19th, if there is weather enough to make it exciting, for "the young fellows" don't believe in a drifting race. During the fall the club intend making a cruise to Island Heights, near Lewis River, N. J., the duration of the cruise to be two weeks, at which time gunning, fishing and scratch races will give occupation to all the members.

The members of the Mosquito Fleet may be considered as the real movers in the advance gained by practical experiment with new models and designs in this section, and by their efforts, long before any actual organization was effected, caused an awakening of interest in all classes of boating men, both professional and amateur.

Designing and modeling has become, about here, a kind of craze. Every man, almost, is hard at work, whittling out some pet hobby, which tends in general to extremes. If it continues, we may easily expect to see that either all their ducks are drakes, or some very pronounced improvements.

H.

## BAYSWATER YACHT CLUB.

During the last few years Jamaica Bay has become quite a yachting centre, and a great deal of enthusiasm is shown by its numerous yachtsmen. It boasts of some very fast and fine boats, but particularly in single-handed cruisers.

The Bayswater Yacht Club, situated at Bayswater, Far Rockaway, has enrolled a fine collection of boats. This club now numbers over a hundred members, and is in a very prosperous condition. Their new club-house is now in course of erection, and promises to be a very comfortable headquarters. The officers of the club are: George A. Bouker, commodore; A. Mott, vice-commodore; corresponding and recording secretary, B. J. Dauklefsen; financial secretary, Fred Shepard; and measurer, Dewitt C. Bouker, sr.

The club regatta takes place on July 4th. The members of the club are exceedingly hospitable, and will assist strangers to the best of their ability.

Bass fishing around Clayton and the Thousand Islands has been very fair so far. Governor Alvord, ("Old Salt") that well-known old angler, has arrived at Clayton, and though about 80 years of age still "don't propose to have any of the boys beat him," and almost daily brings in the biggest box of bass.

## THE PASSAIC RIVER MEET.

The 4th annual meet of the Associated Canoe Clubs of the Passaic River, held May 29, June 1, on the camp site of '88 at Pamrape, on the shore of Newark Bay, was the most successful ever held. Thursday afternoon a few canoeists straggled in, but about nightfall, and all through the night, they came thick and fast, until, by the time the races commenced the next day, there were about 60 canoes and 100 canoeists present.

The camp was early astir, and, breakfast over, getting ready for the races was next in order. Until about nine o'clock it had been foggy and a light mist fell, but about this time it cleared, and the class one paddling was called, with four entries. The course for the paddling races was a long half-mile straightaway. It was a hard fight all the way and the finish very close. L. Simpson, Yonkers C. C., 1st, C. V. Schuyler, Arlington C. C., 2d, L. B. Palmer, Ianthe C. C., 3rd, W. Hupf, Arlington C. C., 4th. First and second men used open canoes.

The junior paddling was next called, with five entries, H. L. Quick, from Yonkers, winning easily. E. W. Edinger, Crescent C. C., 2d.

After dinner the senior paddling was called, being the first record race for the record trophy—9 entries. This was a pretty struggle, with the finish in the following order: H. L. Quick, C. V. Schuyler, W. J. Stewart, G. P. Douglass, C. J. Pockman, W. Scott, F. B. Collins, L. B. Palmer, E. W. Edinger. The juniors' sailing race was a very pretty one and a great surprise. S. Schieffelin took the lead soon after the start and was going very fast, carrying 150 feet of sail, when his main tackle broke and dropped his sail overboard. Scott then had the lead and kept increasing it, and at the beginning of the last leg had a long lead. This being to windward they all played "follow my leader" until it came to Dailey, who broke tracks and held in shore, leebowing the tide, which soon worked him way up to windward and took him home winner. C. V. Schuyler, who followed him, took second place, and Scott third. This race had 12 entries.

The senior record sailing was next called, and had a fine fleet of 16 starters. Douglass was first off, and held the lead for two legs, when he was headed by Quick and Palmer. From there on, Quick increased his lead and finished first. The others in the following order: Oxholm, Howard, Palmer, Phillips, Douglass, Schieffelin, Scott, Dailey, Schuyler.

The tandem paddling had three crews and finished in the following order: Quick and Simpson, Collins Bros., Edinger and——

The combined sailing and paddling was next called, counting for record. The result of the other two races had tied Douglass, Palmer and Schuyler for first place, and as every one else knew what a hot pace would be set by them, they considerably (for themselves) kept out. Douglass

and Palmer rounded the first buoy together, but Douglass was smarter getting down sail and took the lead, increased it at every point and won, thus putting him one point ahead and giving him the trophy, Palmer second; Schuyler dropped out. This finished the racing for the day. The evening was pleasantly spent around the camp fire with songs and stories. Saturday afternoon the maneuvering race had six entries, Schieffelin winning, with Palmer second. The upset sailing had five entries, Douglass winning easily, with Schuyler second. Schieffelin ran into Palmer and got his mast broken for doing it. Palmer could not right his canoe without lowering sail. The upset paddling had three entries, Dailey winning easily, with Schuyler 2nd.

A good many broke camp and went home Saturday afternoon, some staying until Sunday.

Altogether it was as good a meet as could be had for such a short time. The camp was located on a beautiful bluff, with plenty of shade and a smooth grassy site. There was a fine fleet of canoes present; two of Ruggles' winning plenty of honors; three designed by W. P. Stephens; two being built by the St. Lawrence River Skiff Company, and one by MacWhirter, and the Passaic, designed and built by the St. Lawrence River Skiff Company winning the highest honor, the Record Trophy, a handsome solid silver cup.

The Ianthe C. C. had their usual "spring luck," only in a magnified form, on the 14th of June, when they held their spring regatta. There was but a very light wind and a strong tide to sail against, and a heavy thunder storm, lasting about an hour, came on soon after the sailing race was started, and gave the hardy sailors a drenching. There were lots of the fair ones present, but canoeists from a distance were prevented from coming by the weather.

The senior paddling was won by C. V. Schuyler, G. P. Douglass second, L. B. Palmer third.

The junior paddling was won by J. Duguid, with W. B. Dailey second. E. W. Edinger finished first, but was ruled out for fouling Dailey. The class one paddling was won by W. Hupf, with J. Duguid second. The tandem was won by Douglass and Burling, Dailey and Hupf second, Gibson and Edinger third.

The sailing senior and junior were started together with a fleet of fifteen. The principal excitement in this race was when the thunder storm came up and made the standing sail adherents turn pale. But as luck would have it, (for them,) the wind increased but very little, though Schuyler succumbed and capsized, a few in the rear dropped out, but the leaders all finished, thoroughly chilled through. L. B. Palmer first, G. P. Douglass second, W. B. Dailey (junior) third, I. V. Dorland fourth, R. Hebart (junior) fifth. Dailey wins first junior prize and Hebart second.

WILL WINWARD.

## WHERE DID YOU—

The clock was striking five when my office boy came rushing in, bathed in perspiration and trepidation, having accomplished the run to and from the postoffice (three blocks) in the remarkable time of twenty minutes. Like the fleet-footed Hermes, he contented himself with leaving a single letter, which he handed me with a sigh of relief, as though depositing a ton of coal instead of a miserable half ounce of paper. Glancing at the front of the letter, I was staggered by the effulgent magnificence of the polite request to Mr. Trashtrader's subordinates the U. S. over. This modest appeal to return in five days was printed above a three-cornered flag, displaying the gorgeous tints of the rainbow in triangular spaces and rectangular crosses, and below, in large type, was the legend, "Soak Point Yacht Club."

Nervously tearing open the envelop, I hastily unfolded the sheet, and joyfully read as follows :

*Mr. J. Lubberly Flat :*

DEAR SIR :—It gives me great pleasure to inform you of your election as a member of the club. Your election was unanimous. Kindly appear at the club-house tomorrow, as the members are anxious to affiliate.

Very respectfully,

TREENAIL TURNBUCKLE, Sec'y.

P. S.—The commodore earnestly requests members to appear in uniform.

Good ! At last I have become a member of a real live yachting organization, and have the extreme felicity of knowing that the members of said organization are anxious to affiliate with me. What honors to be thrust into the hands of a man who has never trod the deck of a vessel under sail. But, gracious, that P. S. ! "Commodore earnestly requests the members to appear in uniform." What the d—l is a yachting uniform ? Must be blue, I suppose ; everything is blue about the sea—blue jackets, blue points, blue waves, blue noses ! Half-past five, and tomorrow Sunday. Here, boy, look up quick, I must be off !

\* \* \*

SALESROOMS OF SNIDEFIT, BUMSTUFF & CO.—TIME 6 P. M.

MR. FLAT (hurriedly)—"Have you any yachting uniforms ?"

SALESMAN—"Yes, sir. Shtep dis vay, please."

MR. FLAT (examining suit)—"Are you sure this is a correct yachting suit ? I thought yachting suits had anchors on the buttons ; this has eagles."

SALESMAN—"Dot ish de correctesh ting, mein frend ! I make dot suit for Commodore Merry. It fit him too loose across de schest, so I make him anoder."

MR. FLAT (satisfied by the mention of the great commodore's name)—"Oh, it's all right, I guess ; do it up. Have you the hat to go with it ?"

SALESMAN (putting cap on Mr. Flat's head)—"Mein Gott ! you look shust like de commodore mid dot hat and suit. It fits you fine ! Walk in front de glass, and look over yourself. How's dot ?"

SUNDAY MORNING, 9 A. M.—SOAK POINT YACHT CLUB-HOUSE.

C. B. TRUNK, ESQ.—"Say, fellers, what the deuce is this coming up the gangway—a Hibernian, Horse Marines, or a"—

MR. WHISKER BOOMER, (who proposed Mr. Flat, haughtily)—"It is a friend of mine, a new member."

CHORUS OF MEMBERS—"Then for—, Boomer, get him out of that awful rig, or he will give the club an everlasting black eye with the ladies !"

MR. BOOMER (taking Mr. Flat aside)—"Where in thunder did you get that suit ?"

MR. FLAT (proudly)—"Bought it cheap, my boy ! How do you like it, old fellow ? Had it cut after Commodore Merry's pattern ! Ain't that hat a daisy ?"

MR. BOOMER—"Like it ! Why, man, dear, it's awful—awful ! You look like a psuedomorph after a Haytian admiral. Put a couple of those sash-weights in your pockets, and come aboard the yacht."

\* \* \*

Boomer told me that there was what he called two fathoms where he sank that suit and hat ; but it can't be very deep water, because whenever I get within ten feet of the club-house bar somebody hauls the infernal thing up. Talk about sponges and infusorial earth absorbing liquids, that suit has soaked in enough liquor to float a steamboat ! And still the boys tell me it is dry—yes, awful dry. So am I.

TOM SLANE.

## OFFICIAL LIST OF PATENTS.

Official list of patents issued during the month of June relating to aquatic sports :

No. 429,269—Life Saving Garment, J. H. Grady, New Bedford, Mass.

429,362—Folding Boat, G. W. Schermerhorn, Philadelphia, Pa.

429,649—Snap Hook, Nels Nelson, Aberdeen, Washington.

429,678—Bow Facing Oar, J. H. Conway, St. Paul, Minn.

429,715—Water Tricycle, C. Beers and R. Bond, Chicago, Ill.

429,910—Combined Outing Belt and Sash, A. Hellenberg, New York.

429,919—Bow Facing Oar and Oarlock, Louis Holz, Hartford, Wis.

429,928—Deck Seat for Yachts, J. Lovold, Liverpool, Eng.

430,022—Fishing Reel, J. Von Hofe, Brooklyn, N. Y.

430,067—Yacht Engine, J. T. Case, Bristol, Conn.

430,565—Canvas Decoy Duck, Seth Curlin, Union City, Tenn.

430,353—Ships Railway, William Smith, Aberdeen, Scotland.

430,218—Row Boat Seat, J. O'Leary, Worcester, Mass.

## POINTERS FOR YOUNG RACING SKIPPER.

In boat racing an ounce of preparation is worth a pound of reparation. The race often goes to the slow man, who has spent time in preparing for possibilities, when his swift-footed brother breaks down through overconfidence in his craft.

In preparing for a race, if you wish to make sure of winning, never neglect the smallest particular; the race may culminate in a question of seconds, and you be the loser through negligence in overlooking some trivial defect.

First go carefully over the boat, outside, below the waterline. See that her skin is as smooth as possible; examine the seams with the palm of your hand, and use sandpaper on places where necessary to get a smooth surface. Look to your rudder; see that the gudgeons and pintels are sound and firmly leaded. If the boat is a centre-board, souse the board out and smooth it down. Clear her inside and upon decks of everything not absolutely needed. Take a trial spin, and shift the ballast until you are sure she is hung right. The best way to do this is to place  $\frac{3}{4}$  of the weight in the middle third of the boat, then, while underway, try her with the other  $\frac{1}{4}$  in different positions. Having another boat of known speed to run alongside will help you to gauge your sailing.

Go carefully over the rigging. Examine the running gear foot by foot, and at once unreeve and reject any portion that shows signs of stranding. Don't be lazied into trusting it for one more race; it will probably betray you. Examine the sheeves and shells of the blocks; see that the ropes run smoothly over and through them. Throat halliards are often cut by the shell of the upper block, the hoist being too short to give the halliards room to play clear. Look to your spars. See that the boom and gaff-jaws are firm. Have the mast hoops so they will slide freely on the mast.

Don't go into a race with brand-new rope rove; rope for running gear should be well stretched before being rove, and well stretched under sail before being used in a race.

Don't fail to examine the mast step, and also the partners; if the mast is wedged look to the wedges.

Don't forget that you may have to reef; have your tack-tackle pendant handy.

Don't forget that you may have to bail; with a boat half-full of water two bailers are better than one.

Don't let your crew run the boat; if you are captain, be one and have all the say.

Don't try to shave turning marks; it looks pretty, but a slip may lose you the race.

Don't foul a rival, even if you have the right of way; protests were made for lawyers, not sailors, to monkey with.

Don't have a man in your crew who can't swim.

Don't expect your crew to accomplish impossibilities; give them time, with light sails, to have everything ready before breaking out.

Don't blanket the small fellows.

Don't bother about the boats astern; it is the boat or the mark ahead that should trouble you.

Don't kick if you are fairly beaten.

Don't crow too much if you win.

## HOUSE-BOATS.

Nearly all our larger towns are situated where house-boats could be made a most attractive means of recreation for those who cannot go any farther afield, and our rivers and lakes afford unlimited facilities for their introduction. Take, for instance, Lakes George or Champlain, or any of the Adirondack lakes; their shores offer a succession of sheltered nooks, where house-boats can be anchored or moored secure from the violence of storms, and affording all the advantages of the most comfortable camp—more, in fact, for the drainage is necessarily perfect, and the camp can be moved without the trouble of striking tents and packing up the entire outfit.

The great advantages of a house-boat over a yacht are its superior accommodations at a lower cost, and the comparatively moderate scale of expenditure necessary to comfortable living. A yacht can move from place to place with greater facility, but the sleeping and living quarters are of the narrowest, and the expenses of crew and attendance cannot but be heavy. A house-boat would probably cost less than one quarter as much as a yacht of the same length, and, owing to its greater breadth, would afford far better accommodations. This economy of cost rises from the simplicity of construction. A scow or flat-bottomed boat can be built by any carpenter or amateur, and, if of moderate size, can be braced and caulked so as to be sufficiently tight and strong for use in smooth water. The best and easiest way of securing these two essential qualities of strength and tightness is to make sides and bottom of two or three thicknesses of matched boards, nailed on diagonally, and paid over with pitch between edges and courses. Nails should be driven through both courses at frequent intervals, and clinched.

The corners and ends of the scow should be strengthened with knees, or their equivalent in the shape of braces. The whole affair may be decked over, and the superstructure built wholly above the dock. This renders it easier to brace the scow securely for strength, and affords abundant room for storage below. In moving from one anchorage to another, the house boatman will be governed by the local conditions. In tidal waters good progress can be made by drifting and poling when the tide is favorable, and anchoring when it is adverse. It is possible also to rig a sail so that the wind will help. On canals, of course, the usual towage by horse or mule power is available, and on navigable waters tugs can be hired for a few dollars to make any desired change of anchorage. The charm of the house-boat, however, lies not in frequent changes, but rather in selecting some favored haven, and depending upon the small boats for excursions. Such a boat can be built for as little or as much as its owner wishes; it involves no purchase of land, no payment of ground rent, and no searching of titles, with the usual lawyers' fees. The cost, exclusive of furniture, may be from \$300 upward, and the scale of expenditure may be reduced to absurdly low figures.

## ST. LAWRENCE SKIFF CONTROVERSY.

To the Editor Rudder:

Dear Sir:—A good deal has lately been written in some of the St. Lawrence River, and other papers, concerning the championship of the river for skiff sailing, and a few facts will doubtless interest your readers.

A Canadian builder, but little heard of hitherto, has come forward, and coolly claimed he holds the championship for St. Lawrence river skiff sailing. Now, those well acquainted with boating here know well that the Clayton skiff is, and always was recognized as the original and fastest of her class, not only on this river, but anywhere else in the States. It was only last December that this Canadian who claims the championship expressed a wish in the "Brockville Record" that he hoped at last to have a skiff built to carry out his "long-cherished idea of crossing the line and racing successfully against the American skiffs." That was Mr. Wallace's expression, but the gentleman has not yet carried out his idea. True, the Brockville people have turned out some very speedy boats, but not skiffs. Their boat "Chocktaw," with which they have lately won a race at Prescott, and another at Gananoque, cannot by any stretch of imagination be considered a St. Lawrence river skiff. She is 22 ft. x 4 ft., decked all over, except a miniature cockpit, carries an immense steel plate centre-board, but even with the latter down, will not lay, under her spars, right side up without some of her crew being in her. Moreover she is not, and never was, fitted with oars and oarlocks; she could not be rowed, and every one who knows anything about a St. Lawrence river skiff knows it is a combination sail and row-boat. The "Chocktaw" is merely a racing machine and simply useless for anything else. Now the Prescott 24th May race requires a little explanation. The "Onaway" (fast cruiser) was built by the St. Lawrence River Skiff, Canoe & Steam Launch Co., of Clayton, for Jas. G. Knapp, of Ogdensburg. She is a real cruiser, has watertight bulkheads fore and aft, and can be rowed if necessary, and is built "to stay." Mr. Knapp entered her for Prescott races, but almost at the last day telegraphed for a Clayton crew to sail the "Onaway," as he would be unable to attend the regatta. The Clayton boys who responded had never sailed that kind of boat till a day before the race, and got beaten. The following Monday the same boats and crews were racing at Gananoque regatta, and the "Onaway" came in third. The "Chocktaw" was first, but was disqualified on account of a foul, the "Onaway" beating the "Yuckwa," about which so much was heard last year, and also another boat built over the Chocktaw's models, and exactly like her in every respect. It pleased our friends at Brockville to call the race a skiff race, but at Clayton (where the first St. Lawrence river skiff was made, first sailed, where the first folding centreboard was made and used, and where we have always sailed without the use of a rudder, but have steered by

shifting live ballast and by the use of the sheet rope, which mode of sailing has charmed many an old yachtsman) we decline to recognize the winning boat as a St. Lawrence river skiff. Now, Mr. F. Jones, who owns and sails the "Chocktaw," and finding her a speedy machine, set up a great shout of owning the fastest skiff on the river, and challenged Dr. Bain for a race for any amount from \$100.00 to 1,000.00. Dr. Bain accepted the challenge, and offered to raise the amount to \$5,000.00, providing the race is sailed with genuine St. Lawrence river skiffs, and under Clayton rules.

The last two regattas at Prescott and Gananoque were sailed in extremely light weather, everything being in the "Chocktaw's" favor. We all give Mr. F. Jones and his crew great credit for the able manner in which they handle and sail their boat, but when it comes to genuine St. Lawrence River skiff sailing, they can still get a "pointer" or two from the boys at Clayton. One more fact, our boats have entered for regattas at Brockville, but for some reason or other, entries have been refused. In the summer of 1888 two Clayton skiffs owned by Messrs. Breslow and Colon, and built by the St. Lawrence River Skiff, Canoe & Steam Launch Co., were entered, but barred out on account of their length. Many times the Brockville people have received invitations to come and take part in our regattas, but up to the present have failed to respond. The skiff that the Brockville boat "Yuckwa" beat at Gananoque last year has several times been hopelessly beaten by Clayton skiffs, and has never yet won a race in which Clayton boats were entered, except one for a limited area of canvass, and which race our best skiff sailors ignored. This race the Gananoque boat did win. Yet this race was the first that our Brockville friends claimed the skiff championship of the river. The Gananoque boat was a genuine skiff, though on that occasion, she was rigged with a rudder.

The Brockville boys know it is their place to challenge us, should they wish a race with St. Lawrence river skiffs, we holding the real lead of the river. Every one else but our Brockville friends admit that, and even the latter must in their own minds.

Yours Respectfully,

CLAYTONIAN.

This number of THE RUDDER has been unavoidably delayed a few days. We intend to issue our paper about the 1st of each month. As our readers are aware we have increased the amount of reading matter with each number. From time to time we will endeavor to make still greater improvements. We would be pleased to have those who answer advertisements in THE RUDDER mention this paper. We were informed by an advertiser that he had received more direct benefit from his "ad." in this paper than from any other paper in which he advertised. If this is so in his case, it must be true in others. THE RUDDER is a great advertising medium.

## A. C. A. CAMP PERSONALITIES.

W. B. Davidson, of the Hartford C. C., will attend the A. C. A. meet with his racer, Xury.

Lowell C. C. promises a number of surprises for the August meet. But the Lowell boys always were a surprise, not only in their excellent canoe work, but from various other concoctions.

The MacKendrick boys of the Ubique C. C., Toronto, will again "be wid us" and we must look out for the club four act and "that boy Will."

Geo. C. Forrest of the Hartford's will bring another Dimple this year. (George always seemed partial to Dimples anyway.) He will compete for the gymnastic honors again, and he must be a good one that can out-do Mr. Forrest on that "tack."

F. F. Andrews of the Rochester will "be there" in the upset races as usual. Frank is about the only canoeist we have heard of that can go under his boat and not get wet, though we can name several others that are "always dry."

Howell Morgan of the Arlingtons is getting his new canoe ready for some of the paddling events.\*

Alexander Torrance of Brockville, last season's champion paddler, will try and hold its championship over this season.

J. A. Gage, of the Vesper C. C., made a good record last season, and will, we doubt not, make it equally good or better this year. Doctor won the Peconic cup last season, and if he wins it again it is his.

Ford Jones of the Brockville C. C., winner of the sailing trophy at the '89 meet, will come down prepared to make a great effort to defend his title as a champion.

Mr. Barney of Springfield will have several boats at the meet, but has not yet decided to enter the races.

Secretary Cartwright, of the Puritian C. C., will contest about all the paddling races, and some of the boys will have to "drill, ye terriers, drill" in order to beat him.

Talcot of Yale will take Forrest's last Dimple (No 3) to camp. He is known to be a hustler with a paddle, and may make some of the crack paddle "him."

J. D. Parker, of the Hartford C. C., takes his Vesper racer to camp, and his club expect him to help their good record greatly.

Emil Knappe, of Springfield, will take a new canoe to camp with the intention of making some of the cracks hustle. He is a good paddler, and will no doubt make a first-class record.

H. L. Quick, of Yonkers, will come "again." "There is nothing the matter with Quick" save that he is too Quick for most of the boys if he travels the same gait this season that he struck last.

## BOAT OWNERS, AHOY!

One of the great drawbacks to boat owning in and around New York city is the almost total absence of decent places to keep a boat. This is especially so upon the Hudson River, where the straight shore line allows few sheltering coves or bays, where safe anchorage can be found. One of the few available spots is at the foot of 152nd street, where Mr. John Cameron has established an anchorage ground. Mr. Cameron has provided a large landing float, and has also a handsome refreshment-room and commodious locker-room on the dock. His facilities for hauling out, repairing, and storing steam launches and sail boats are first-class; the yard is equipped with a marine railway, capable of handling boats up to 25 tons. The position of the house is marked at night by a brilliant white light, visible for five miles down the river; in the day-time by a large Corinthian Navy flag, flying forty feet above high water mark.

## TAKING WOMEN OUT IN ROWBOATS.

(From the Buffalo Express.)

The Fall river accident, which resulted in the drowning of eight people, was only what is fairly certain to happen when one or two men who know nothing about boating pack six or eight women into a small boat and take them out on a rough day. A few rules might be formulated for the benefit of men who know nothing about the handling of a sail or even an oar. We would suggest these:

1. Don't take more than six women out boating when the water is rough.
2. Don't take six women out when the water isn't rough.
3. Don't take any women out in either case.
4. Don't go out yourself. These four "don'ts," carefully followed, will prevent great loss of life this summer. It wouldn't be a bad idea to post them up in the boat-houses.

Mr. Lincoln Palmer's new canoe "Nerina," which is a fast cruiser built by the St. Lawrence River Skiff, Canoe and Steam Launch Co., of Clayton, has been most successfully, so far this season, winning the senior sailing races at Passaic river meet, also the challenge cup at "Ianthé" C. C. regatta. The "Nerina" is a complete cruiser, although such a flyer, and has a new style of dry stowage, the whole compartments sliding, in shape of drawers, at will, into the cockpit. She was especially designed by Mr. W. P. Stevens. The same builders made Mr. I. V. Dorland a canoe of the same model.

A regatta of the St. Lawrence River Squadron of Corinthian Navy will be held near Clayton in August. Frank Taylor, of Shady Ledge, Round Island, is vice commodore of the squadron, and Shady Ledge is one of the stations.

## SHORT SKETCHES OF GREAT NAVIGATORS.

NO. I.

ONE of the most daring and successful navigators that England ever produced was Martin Frobisher. This brave and enterprising seaman was born at Altofts, Yorkshire, about the year 1535, and first saw service in a voyage to Guiana, in the fleet commanded by Admiral John Lock.

In 1560, Frobisher, while still a young man, conceived the idea of reaching the far-famed Cathay by way of the northwest. For years he endeavored to secure means to carry out his project, but even in that golden age of adventure, when men freely offered their lives and fortunes in exchange for the chimeras of the mysterious Occident, he met with no encouragement. It was not until 1576 that he was able, with the assistance of the Earl of Warwick, to fit out two small barks, the "Michael" and "Gabriel," cockleshells of twenty tons each, manned by a total crew of thirty-five.

Steering boldly forth into the western ocean, Frobisher, after a stormy voyage, reached in safety the coast of Labrador. During the voyage his consort, the "Gabriel," deserted and returned home. Nothing daunted by the cowardly act of his subordinate, Frobisher turned his bow northward, and, sailing with fair winds, reached Hall's Island, at the mouth of Frobisher's Bay. Here a party of his men, who landed for the purpose of exploring the country, were captured by the natives. After vain efforts to recover the men, Frobisher returned to England. The next year, owing to the story being widely circulated that he had discovered a country abounding in gold, he was able to fit out a large fleet. Queen Elizabeth furnished a "goodlie shippe" of 200 tons, called the "Aid," and also contributed the sum of £1,000, to be used in equipping the expedition.

On May 26, 1577, this, the second expedition, sailed "with much cheers and great noise of ordnance," the queen herself being on hand to wish the commander "God speed!" Besides the crew, the fleet carried a number of miners and refiners, to work the precious metals in the supposed land of gold. On July 18, fifty-three days after leaving England, the fleet reached the place where they lost the men on the last voyage. Here Frobisher and some of his people landed, and attempted to capture two of the natives, hoping by presents to gain their friendship; but the savages resisting, the captain seized one of them, when his companion, grasping his bow, sent an arrow into Frobisher's leg. Meanwhile a dreadful tempest arose, and the ships had great difficulty in keeping to their anchors. Fearful of being wrecked on this inhospitable shore, the captain hastily loaded his vessels with a great store of the golden stone, and set sail for home, where he arrived safely September 20.

The country discovered by Frobisher on these two voyages was christened by him "Meta Incognita," and, owing to the glowing reports of its wealth, a company was formed to explore and settle it.

The next season Frobisher sailed with a fleet of fifteen vessels, manned by 500 men, 150 of whom were miners and pioneers sent out by the company to work the supposed gold mines. Departing from Harwich May 31, the fleet

reached the coast of Labrador safely, and, sailing north, attempted to pass into the Arctic Seas. Stormy weather and ice drove the vessels south into Hudson Straits. The crews became discontented, and, to save them from breaking into mutiny, Frobisher was forced to return to England. This voyage ended Frobisher's attempts to find the north-west passage. The golden ore turned out to be worthless.

In 1585, Frobisher commanded the "Primrose" in Sir Francis Drake's expedition to the West Indies, and his share of the plunder stripped from the hated Spaniards amounted to a handsome sum.

In the year 1588, he was one of the players in the celebrated Game of Bowls, that the appearance of the Spanish Armada interrupted for a spell. In command of the "Triumph," he did noble work in the channel the next five days, hammering the Dons right and left, and taking more than one prize. He was knighted by the queen for his excellent work.

November, 1594, found him, as Admiral Sir Martin Frobisher, taking part in the siege of Crozan, a town near Brest. There he received a wound, from which he died a few days after, at Plymouth. His body was taken to London, and buried in the Church of St. Giles.

Brave, skillful, and enthusiastic, Frobisher was an ideal naval leader of those times, and deserves to rank as one of England's great sea heroes, even in an age that furnished such giants as Gilbert, Drake, Hawkins and Raleigh.

#### THE RACES AT BROCKVILLE, PRESCOTT AND OGDENSBURG.

A series of racing skiff races was sailed last week at Brockville and Prescott, Ont., Canada, and Ogdensburg. The same fleet was entered for each regatta, the first of which was held at Brockville on Tuesday, the 1st inst. Fifteen started each time. The race was not finished, on account of the boats not being able to finish the course in the time specified by the Brockville regatta club, but when half the distance had been sailed, the "Yankee Doodle," of Clayton, was six minutes ahead of everything, and nine minutes ahead of Mr. Ford Jones' "Chocktaw." The race was postponed till the next day, when it was started again, and the Brockville boats and several others from Gananoque immediately capsized, as a very lively gale was blowing. "Yankee Doodle" went ahead and had nothing to do but to reef well down and finish the course alone, but the judges called the race off, and it was postponed till the following Saturday, when the same fleet again started, and a drifting race ensued, which was won by Mr. Hervey's "Muriel," of Brockville, Mr. Lasha's "Cyclone," of Gananoque, coming second, and Mr. Ford Jones' "Chocktaw," of Brockville, being third.

On Wednesday, the 2d, the whole fleet were at Prescott to sail for the Prescott Club trophy. The "Yankee Doodle" went ahead and won easily by two minutes and 58 seconds ahead of Mr. Jones' "Chocktaw," which was second.

On Friday, the 4th, the regatta at Ogdensburg was held with the following result: Mr. Bullock's "Arletta B." was first, the "Yankee Doodle," of Clayton, second, and Mr. Jones' "Chocktaw" third, the "Arletta B" being two minutes and ten seconds ahead of the "Yankee Doodle," and the latter four minutes ahead of the "Chocktaw."

The first race at Brockville on the 1st inst., the Clayton boat "Onaway" also entered and competed, but at the rest of the series of races the "Yankee Doodle" was the only boat representing Clayton. She is 22 ft. over all, by 4 ft. beam, has a 5 ft. cockpit, and in light weather carries 400 sq. ft. of canvas.

## ATTENTION, CLUB MEN!

*We want and must have ten thousand subscribers before January 1st, 1891. To encourage subscriptions to meet our desire we make the following magnificent offers, and attach subscription blank form with form wherein to insert the name of the club or organization you wish to have credited with your name:*

To any yacht club sending in one thousand subscriptions before January 1st, 1891, we will present a handsome mahogany and brass trimmed yacht cutter, twenty feet long.

To any canoe club sending in one thousand subscriptions before January 1st, 1891, we will present a thirty-six-foot war canoe.

To the yachting, boating or canoeing organization, *i. e.*, A. C. A., W. C. A., Corinthian Navy, etc., etc., sending us the greatest number of subscriptions,—number to exceed one thousand,—before January 1st, 1891, we will present a twenty-five-foot mahogany and brass trimmed steam launch valued at \$1,000. Just the thing for judges' boat, laying out courses, tender on cruises, etc.

To any yacht club sending us five hundred subscriptions before January 1st, 1891, we will present a handsome mahogany and brass trimmed yacht's yawl, twelve feet long.

To any canoe club sending us five hundred subscriptions before January 1st, 1891, we will present a twenty-foot war canoe.

To any yacht or canoe club sending us one hundred subscriptions before January 1st, 1891, we will present ten

selected bunting flags, six by four feet, for club-house decoration on gala days.

To any club sending us fifty subscriptions before January 1st, 1891, we will present five selected bunting flags, six by four feet.

To any club sending us twenty-five subscriptions before January 1st, 1891, we will present two selected bunting burgees, six by four feet.

### CANOEISTS AND YACHTSMEN, LOOK HERE!

To any individual sending us twenty-five subscriptions before January 1st, 1891, we will present with his choice of a folding centreboard, Best's nickel or brass releasing anchor, or improved nickel or brass drop rudder.

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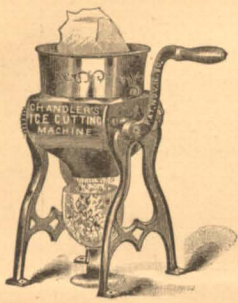
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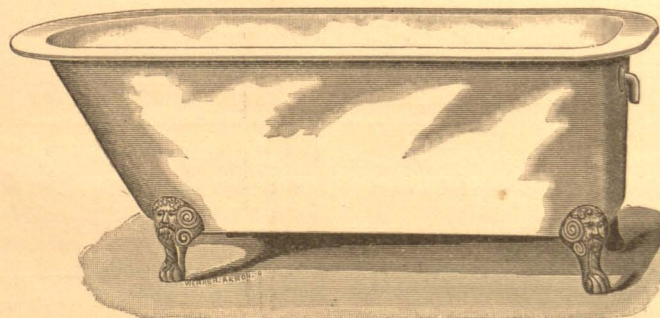
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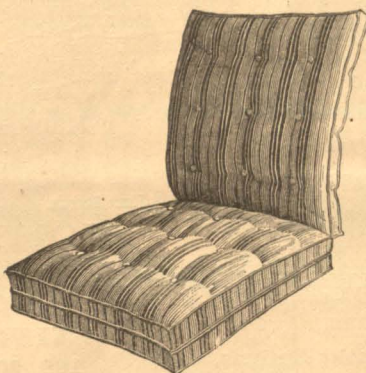
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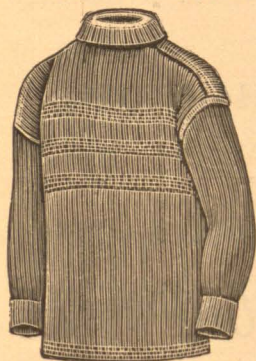
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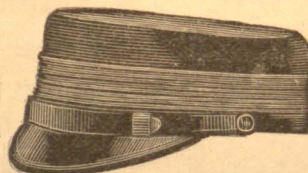
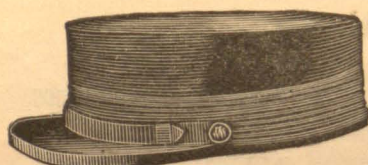
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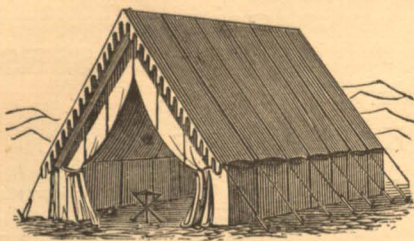


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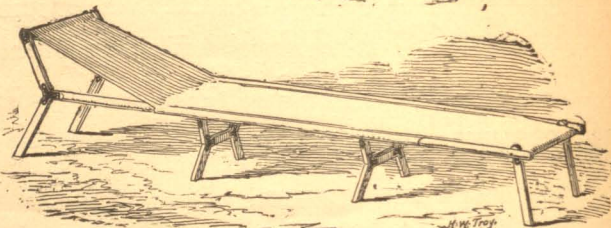
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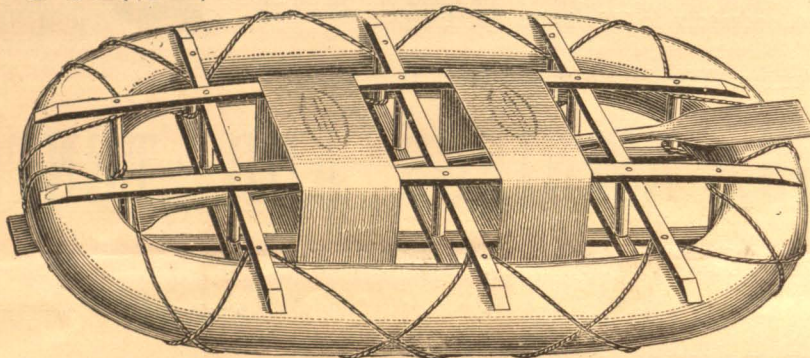
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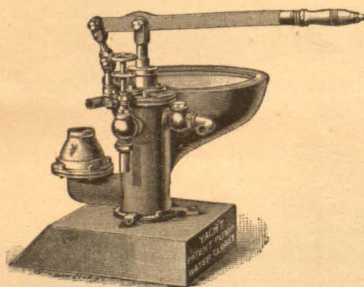
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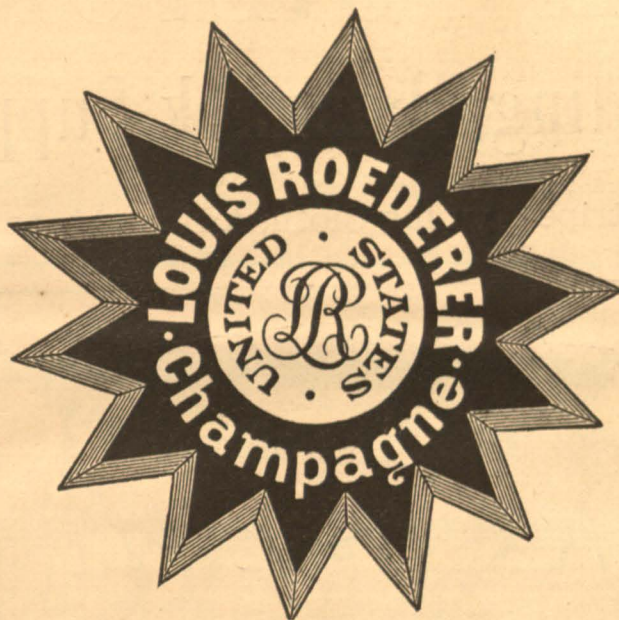
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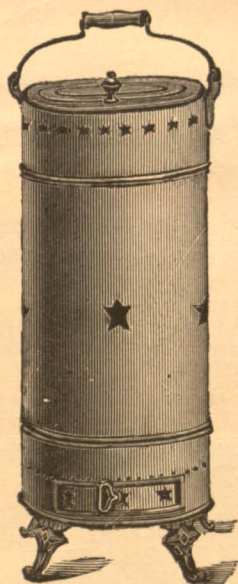
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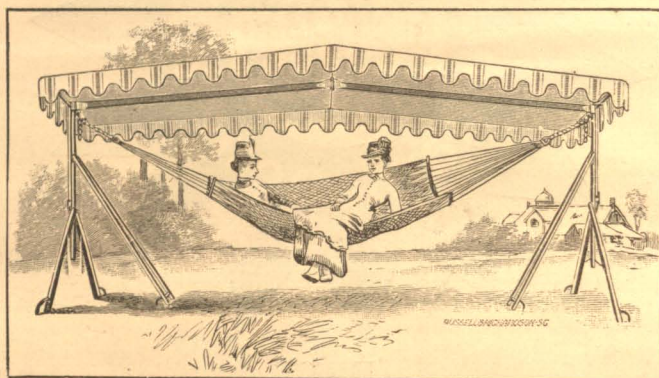
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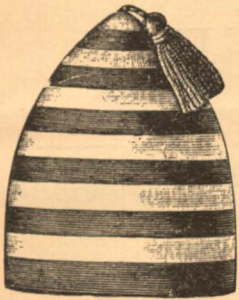
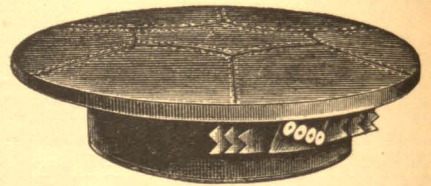
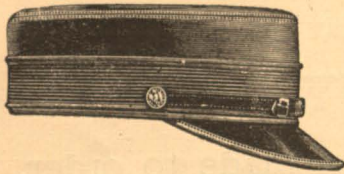
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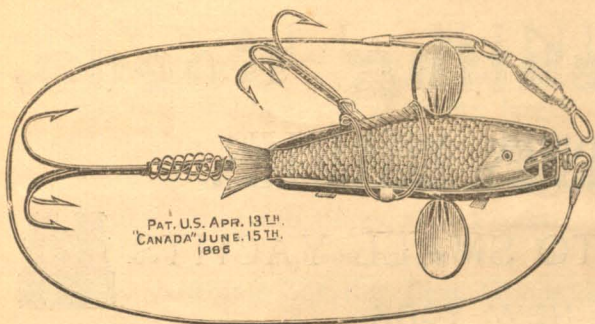
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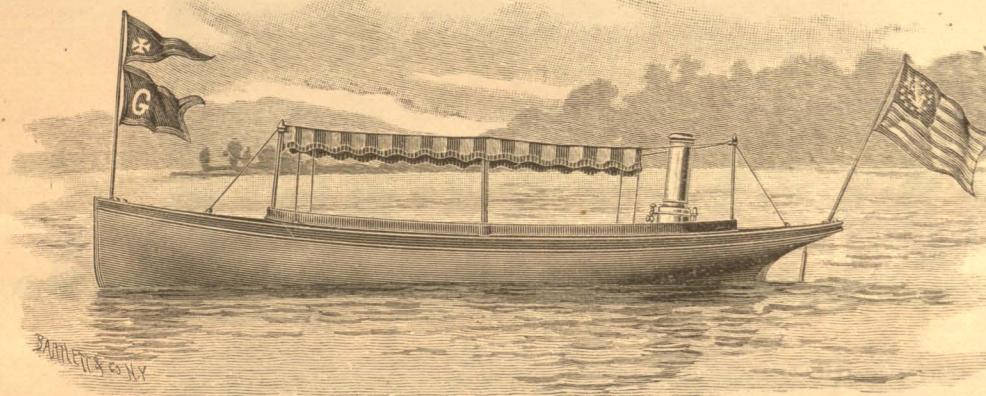
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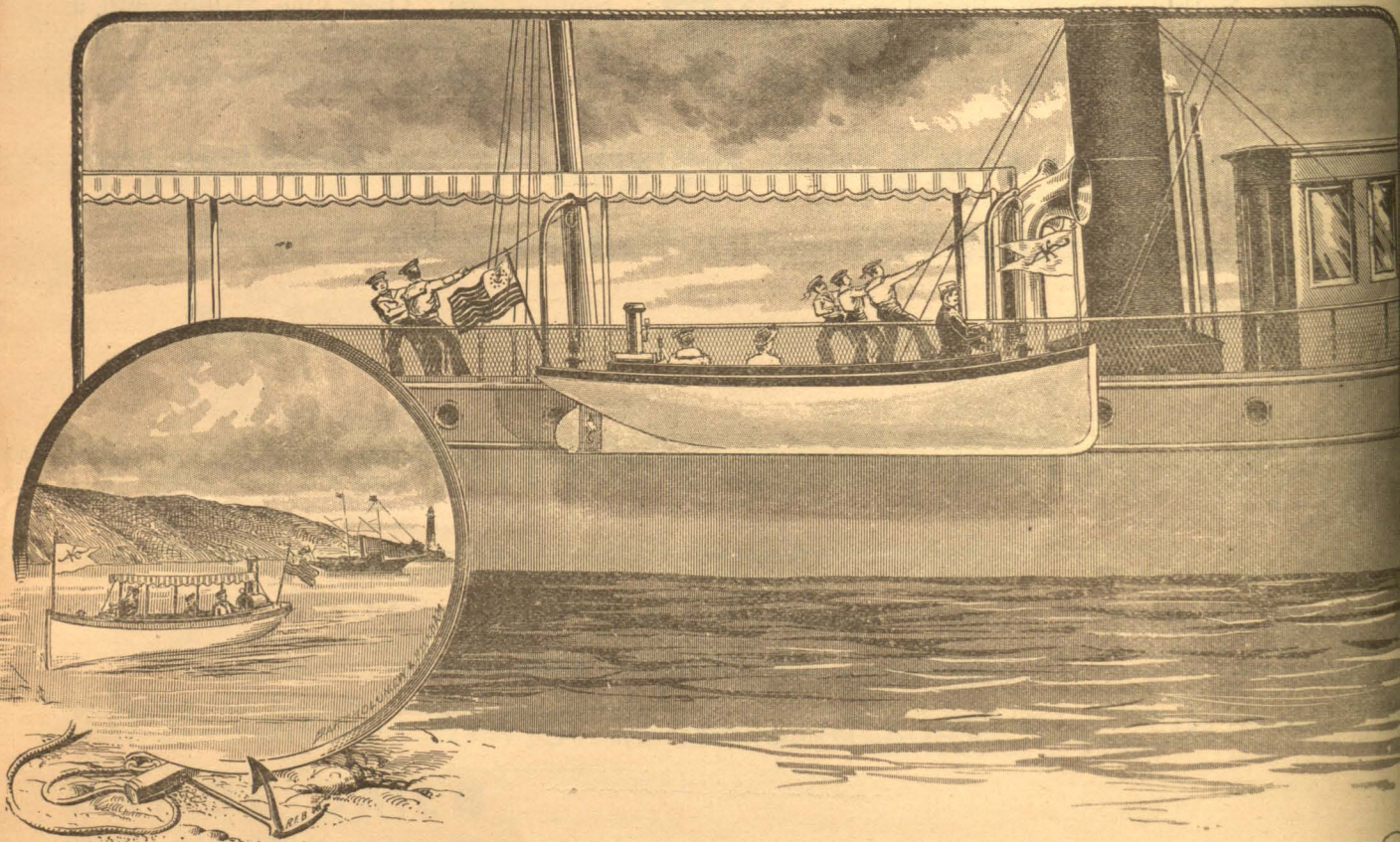
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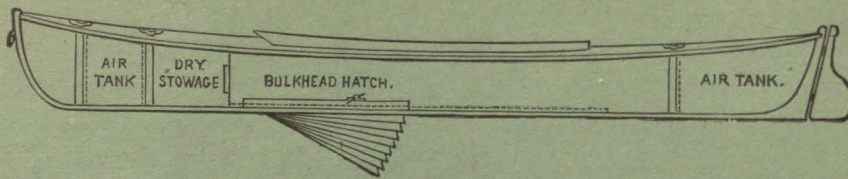
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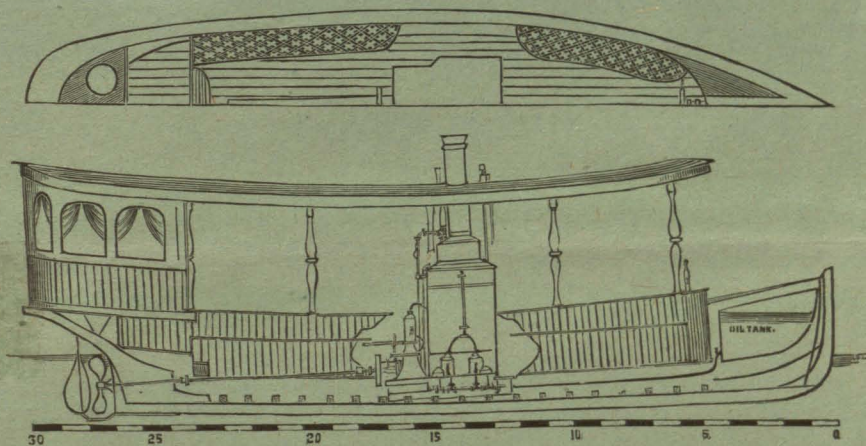
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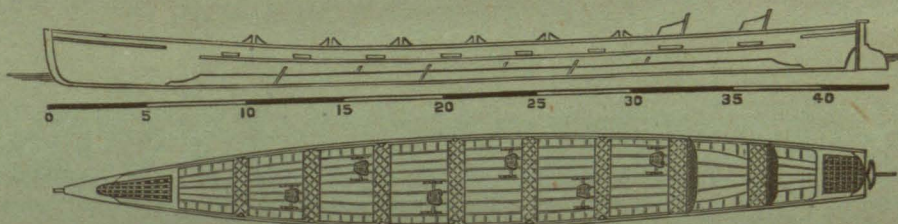


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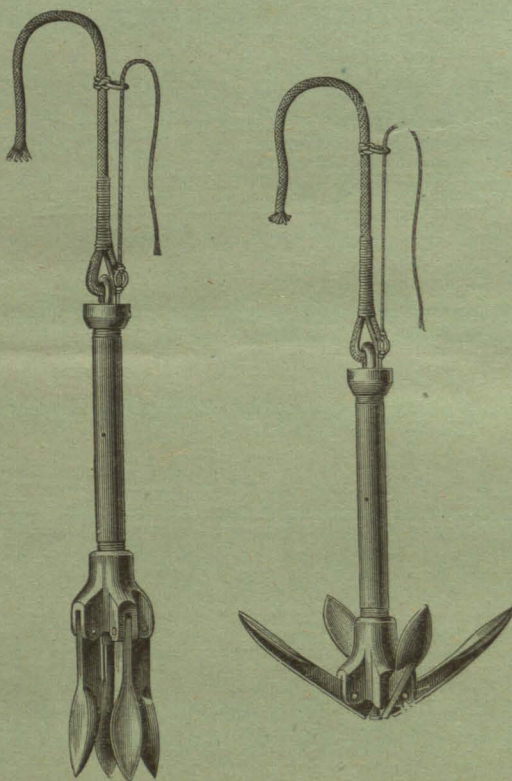
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