

H I S T O R Y O F C A N A D A ' S C U P

won the cup for Rochester in 1903 was again called upon by that organization to carry their colours to victory. In preliminary sailing at Rochester *Seneca* did not display any great advance over *Iroquois*, and the uninformed public looked for a Canadian victory. *Adele*, chosen as the Canadian champion after an extensive series of trial races, had proved herself the best yacht of the three new ones at that time, and the new ones had proved superior to the 30-footers of 1905. *Adele* was remarkably close-winded, being able to sail within $2\frac{1}{2}$ points of the wind, and great things were expected of her. But she was not really fast. She was sailed by Mr. Æmilius Jarvis, with the following crew: Messrs. James S. McMurray, Charles B. Lowndes, W. D. P. Jarvis (spare hand) and Daniel Parker and Ivor Andersen, professionals. Like the other yachts she was rigged as a jib and mainsail sloop, but she had a double headsail rig to which she could shift at short notice. *Seneca* was sailed by Mr. Addison Hanan, with Messrs. Eric Moore, Charles Faxon, Wm. Miller and Capt. Wells, Mr. Hanan's professional skipper.

The contest commenced in a cloud of controversy. The challengers believed that *Seneca* was oversize, and asked for action under the following clause in the deed of gift of the Canada's Cup:

"Each club shall submit to some person mutually agreed upon a plan of its representative yacht, on which shall be lines from which calculation of her displacement can be made and a measurement of her 'L'. The design must be certified as correct by her designer, and the referee's report made from the design shall be final."

The demand was made purely for information, and not with any intention of embarrassing the defenders, but it placed the Rochester Yacht Club in the cleft of a forked stick. N. G. Herreshoff had never given up his designs before, and could not even be reached, in the effort to make him do so now. In the absence of other means of determining her displacement *Seneca* had to be towed up the Genesee river and weighed on steelyards. The result showed that she was heavier than her designer had certified and intended. Displacement being the divisor in the measurement formula this would reduce her measurement. But calculations showed that upon her intended weight of 16,392 lbs. she had some 40 square feet too much canvas, and on her actual weight of 16,446 lbs. she had still 10 feet too much. She measured 27.12 racing feet, and the limit was 27.

So much ingenuity had already been employed in giving her the maximum sail area within the measurements that great difficulty was experienced in reducing the measurement without taking the saw to her