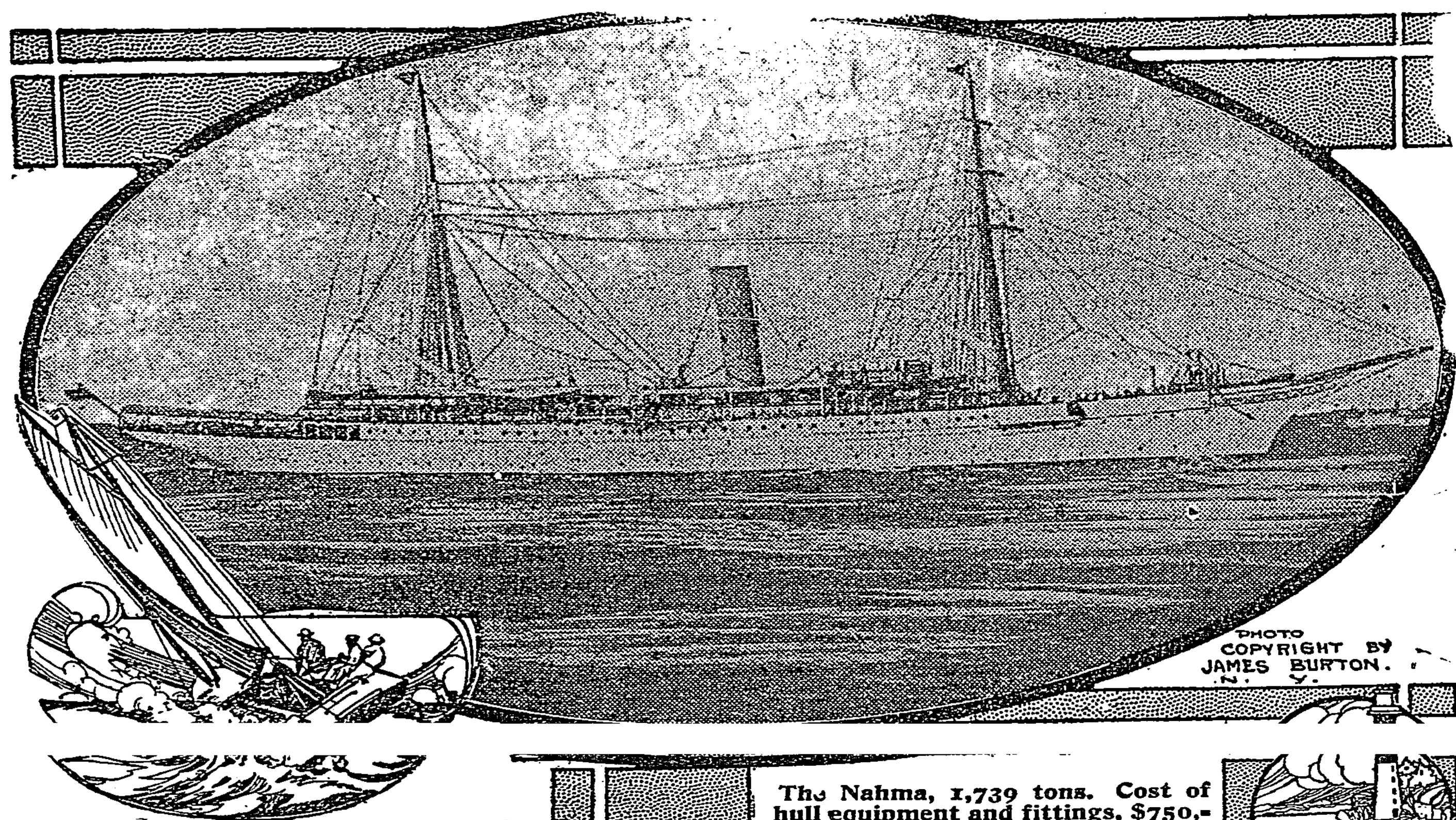


MODERN YACHTING AND WHAT IT COSTS



Models of Luxury and Speed Costing From \$5,000 To \$10,000 a Month to Keep in Yearly Commission.

It goes without saying that America is proud of its yachtsmen and their achievements, and proud of the great fleet of pleasure craft that they own and control—the fleet of steamers, schooners, and sloops, with their graceful hulls, tall, shining spars, brilliant with flags that always add so much to the dignity and magnificence of our National marine spectacles and naval displays, such as the Hudson-Fulton celebration just at hand, in which hundreds of them will participate.

Few persons realize when they see a trim steam yacht swiftly passing up or down the river, bay, or Sound flying her owner's private signal at the main, the New York Yacht Club pennant at the fore, and with Old Glory snapping in the breeze from the stern staff, what it costs to build, equip, and man such a craft. Certain it is that no man with a small bank account can afford to even charter, much less build and use, the large steam yacht of to-day, with her luxurious fittings, her ponderous engines that will drive her at surprising speed, her dynamos and electric and wireless equipment, which liken her in a great measure to an ocean liner, minus the cargo space.

Building the hull of a big steam yacht is merely the nucleus of an expense bill that soon mounts to figures that would stagger a man not familiar with large financial projects. Such yachts, for instance, as Anthony J. Drexel's *Margarita*, 1,780 tons; Mrs. Robert Goelet's *Nahma*, 1,730 tons; Eugene Higgins's *Varuna*, 1,573 tons, and Cornelius Vanderbilt's *North Star*, 818 tons; the first three were designed by the late George L. Watson. They are built of the finest steel, and they cost \$250,000 apiece for the hull, boilers, engines, and regular equipment of masts, booms, anchors, cables, boats, etc.

To keep such a yacht in commission costs from \$90,000 to \$100,000 a year, according to the tastes of the owner. A fair estimate of a yacht's running expenses can best be obtained by showing the cost by the month, applying the standard of wages—which seldom changes—and other fixed charges. The amount disbursed for the entertainment of guests on board a large yacht, either steam or sail, is more or less of an unknown quantity, depending, as it does, upon the liberality of the owner. One may make \$2,000 go a long way toward provisioning a yacht for a month's cruise with a party of ten on board, while \$5,000 would be insufficient for the same party with another owner.

Of the amount originally stated—\$6,000 to \$8,000 a month—nearly one-third would be expended for the wages of the officers and crew. The Captain, for instance, of a yacht like the *Nahma*, would be paid about \$175 a month, or from \$2,000 to \$2,500 a year, if he was engaged for that period. The chief officer would receive \$75 to \$100, and the chief engineer \$160, while his assistant would draw \$90 a month. The second officer would also get \$60. To the man next in importance—the chief steward—not less than \$100 a month would be paid. His assistant usually gets about \$80, and three waiters \$45 each. The chef—another indispensable individual—gets from \$75 to \$100 a month, and his assistant half that. The thirty-five men composing the crew—that is the men before the mast and the firemen—get about \$35 apiece, making the ship's pay roll foot up something like \$2,000 for the month.

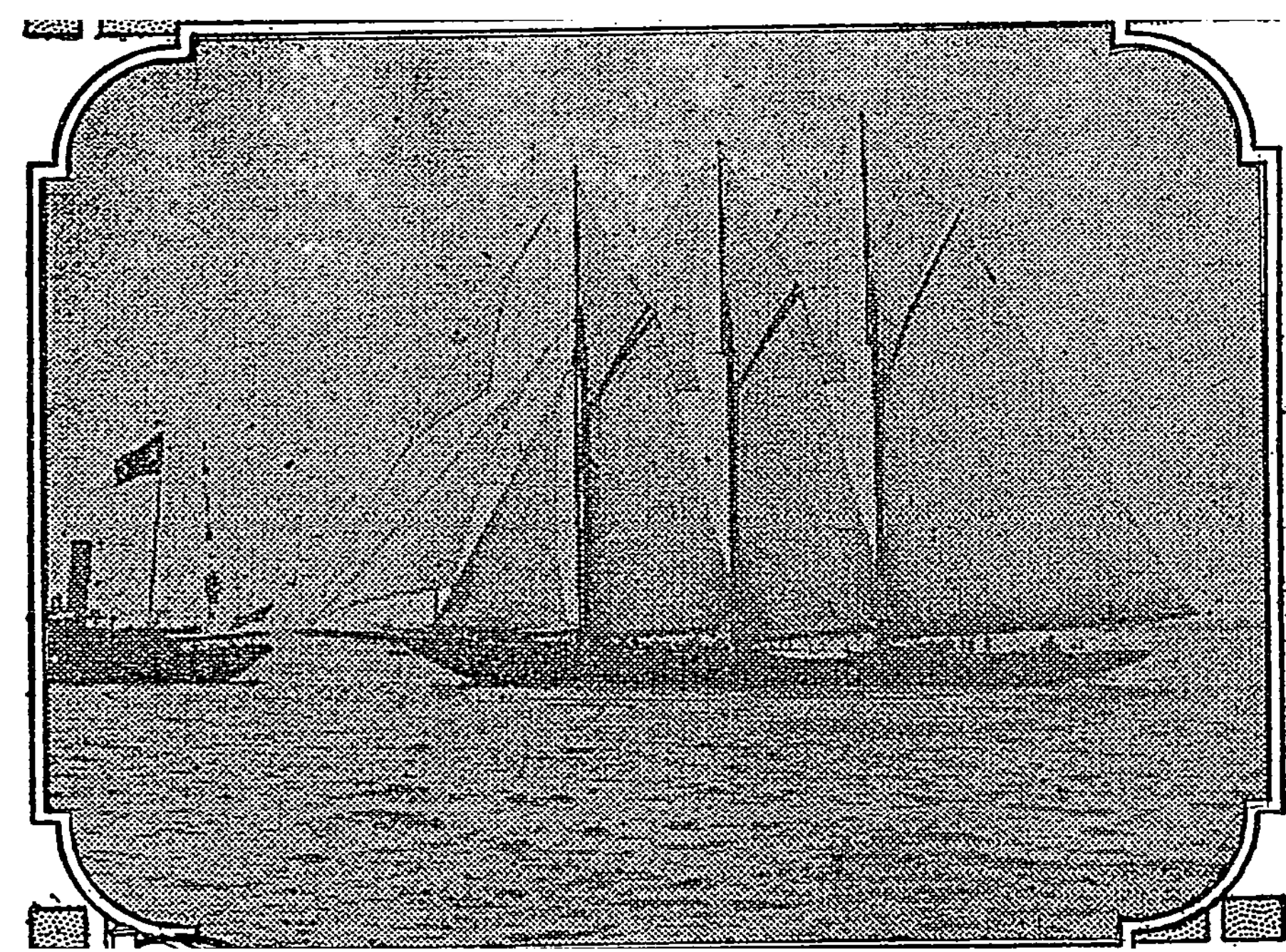
The officers and crew of all yachts are expected to be "up to date" in the matter of uniforms to appear "clean and sober," as they say in the navy, and the owner's bill for these uniforms will be not less than \$1,500 a year, or at the rate of \$125 a month.

Steam yachts, especially the large ones, are great coal burners, and this is an important item of the running expenses, for the yacht, whether running or lying at anchor, will burn something like 300 tons a month, costing about \$1,800.

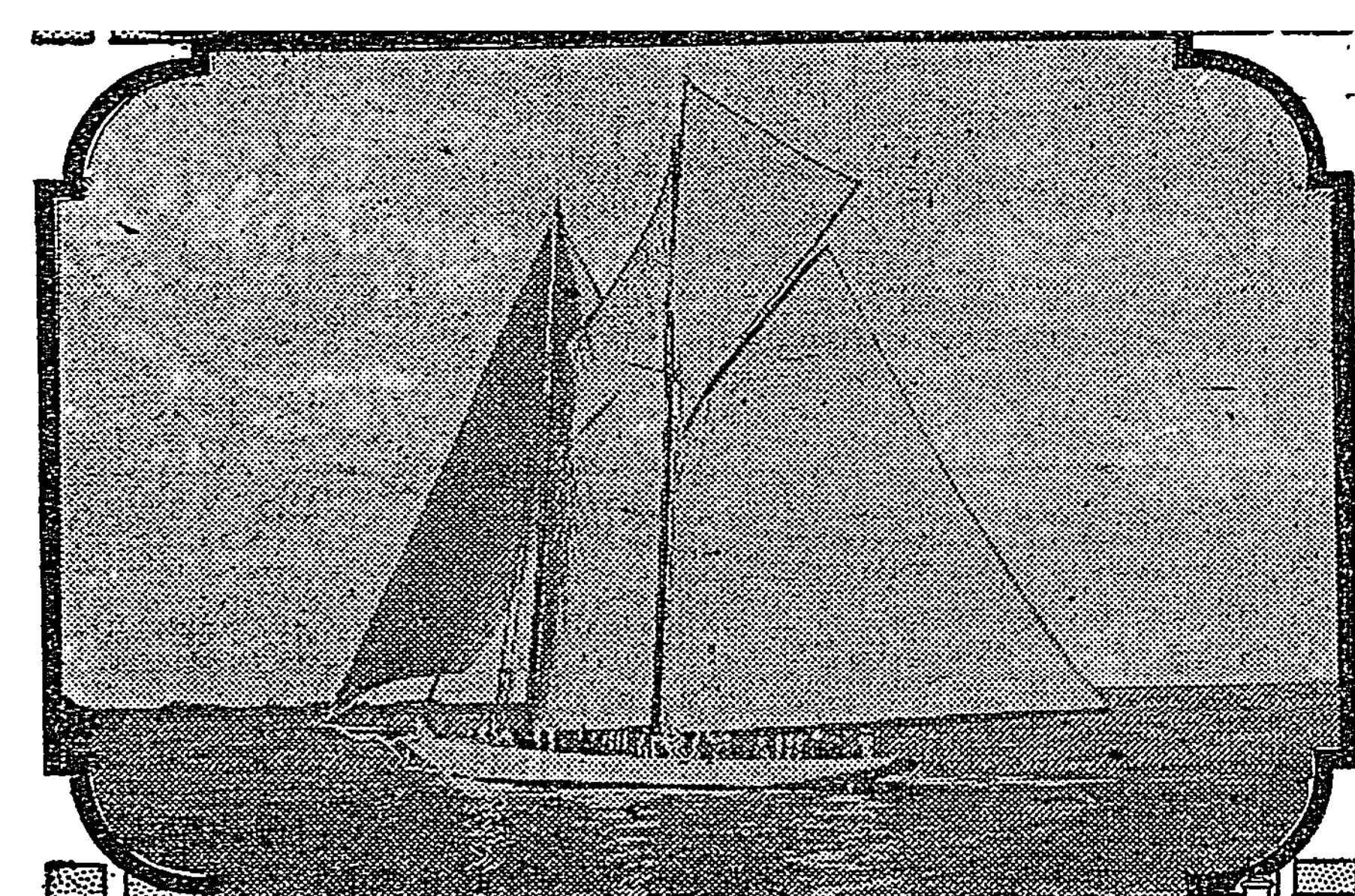
The coasting steam yacht, averaging 150 feet in overall length, costs from \$80,000 to \$90,000 to build. This type of vessel is used for short trips along the coast, or an occasional trip to the West Indies. She burns, on an average, from ten to twelve tons of coal a day, and her pay roll is at the same rate as that of her larger sister. Express yachts—that is to say, those whose specifications call for a speed of from twenty to twenty-five knots an hour—cost considerably more than the cruiser. The *Kanawha*, for instance, which was built for the late H. H. Rogers, although only 227 feet long, cost \$225,000, but she is the fastest large yacht in American waters. The *Hauoli*, owned by F. M. Smith, which raced against the *Kanawha*, is the second fastest yacht of her dimensions (211 feet) flying the American flag.

A 125-foot express yacht, propelled by steam, costs about \$75,000, while a 100-foot power boat would only involve spending \$70,000, showing that the difference in cost is due to the use of steam or gasoline. It costs the same to produce 300 horse power with steam or gasoline.

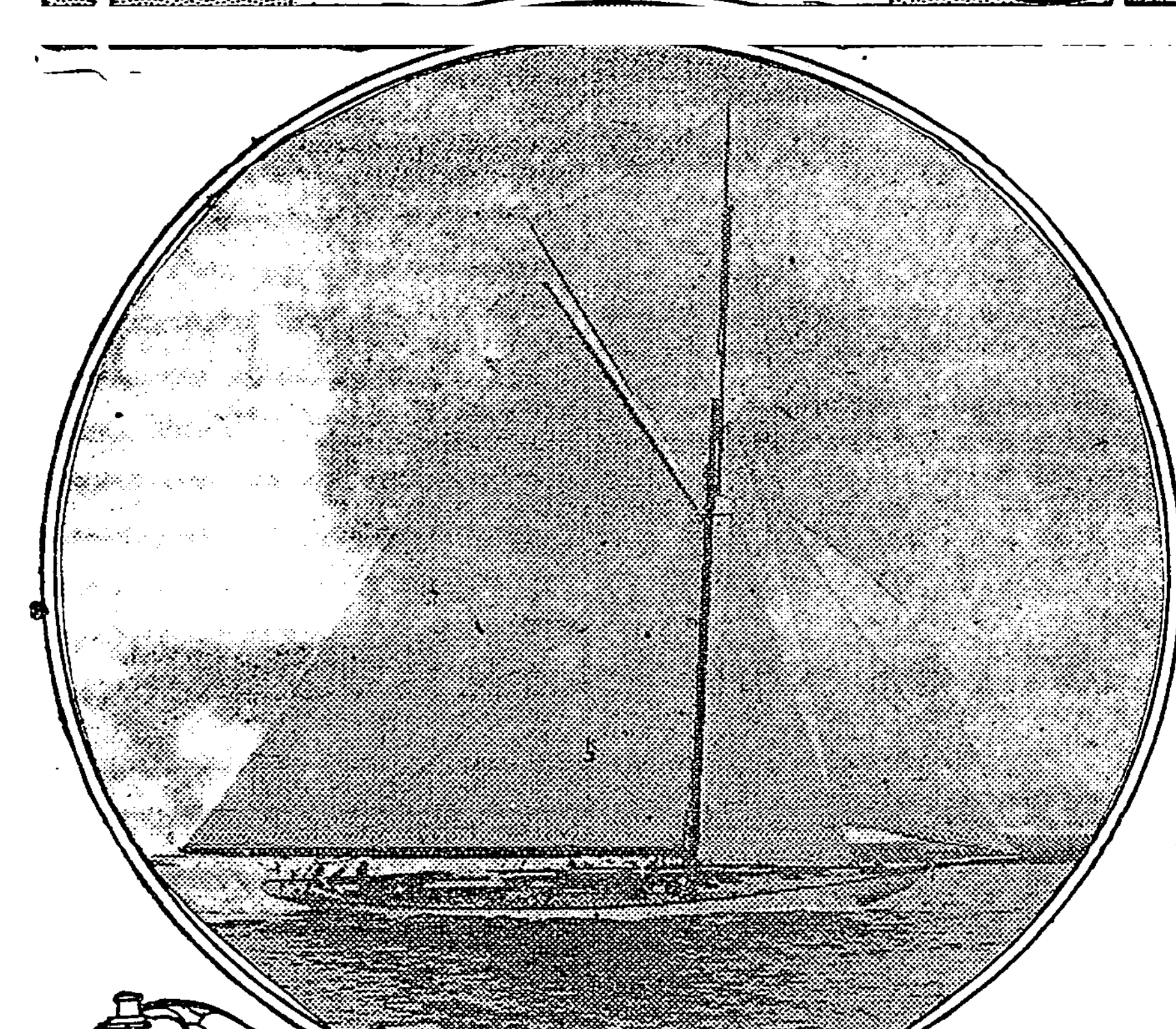
The *Nahma*, 1,730 tons. Cost of hull equipment and fittings, \$750,000. To keep such a yacht in commission costs from \$90,000 to \$100,000 a year.



The *Atlantic*, a schooner yacht that cost \$200,000. It is estimated that something very like \$10,000 a month is required to carry her through a season.



The *Elmina*, a schooner yacht costing about \$100,000. The estimated monthly expense of such a pleasure craft amounts to about \$5,000 a month.



The *Istalena*, a "fifty-seven footer," one of the "K class" of sloops. A vessel of this type costs about \$20,000. They are racers, but good for cruising also.

Below 300, the gasoline engine is the most economical. There are fourteen steam yachts enrolled in the New York Yacht Club's fleet that are over 1,000 tons gross measurement. Here is the list: **Lysistrata*, James Gordon Bennett, 2,080 tons gross, 300 feet in length; **Valiant*, W. K. Vanderbilt, 1,823, 332; **Margarita*, A. J. Drexel, 1,780, 323; **Nahma*, Mrs. Robert Goelet, 1,730, 308; **Varuna*, Eugene Higgins, 1,573, 309; **Niagara*, Howard Gould, 1,443, 272; **Atalanta*, George J. Gould, 1,303, 300; **Aphrodite*, Oliver H. Payne, 1,147, 302; **Iclanda*, Morton F. Plant, 1,300, 303; **Cassandra*, Roy A. Rainey, 1,227, 287; **Corsair*, J. P. Morgan, 1,136, 304; **Erin*, Sir Thomas J. Lipton, 1,067, 264; **Warrior*, F. W. Vanderbilt, 1,097, 282; **Vanadis*, C. K. G. Billings, 1,229, 277. Some of the best known smaller yachts are: *North Star*, C. Vanderbilt, 818 tons, 259 feet in length; *Nourmahal*, J. J. Astor, 768, 287; *Diana*, Ledyard Blair, 785, 235; *May*, Alexander Van Rensselaer, 682, 226; *Privateer*, R. A. C. Smith, 361, 170; *Electra*, E. T. Gerry, 303, 187; *Josephine*, P. A. B. Widener, 274, 257; *Hauoli*, F. M. Smith, 200, 211; *Onelda*, E. C. Benedict, 141, 128; *Aloha*, (aux.), A. C. James, 306, 169; *Helene*, Frank J. Gould, 304, 185; *At-*

lantic, (aux.) Wilson Marshall, 303, 189; *Celt*, J. R. Maxwell, 217, 170. *Twin screw. †Triple screw. A steam yacht that sails, or a sailing yacht that steams, in either case she's an auxiliary, makes an ideal cruiser for those who like the combination, which is admittedly a desirable one. Perhaps the best known of the large cruising auxiliaries is the schooner *Atlantic*, the winner of the Emperor's Cup, in 1905, in the memorable race from Sandy Hook to the Lizard, with Capt. "Charlie" Barr in command. She is owned by Commodore Wilson Marshall of the Larchmont Yacht Club, of which she is the flagship, and she also flies the "red cross on the blue," the pretty pennant of the New York Yacht Club, when cruising with that club. William Gardner is responsible for the design of this remarkable schooner—the first three-master of her dimensions built in this country. She cost, ready for sea, or coast service, in the neighborhood of \$200,000. What it costs to keep her in commission for three months is a state, or rather, a yachtsman's secret. Some say that \$10,000 a month is not far out of the way, and judging from the royal reception accorded those who are fortunate enough to be Commodore Marshall's guests on board those figures must be near the truth. The *Atlantic*, which has the enviable

record of never having lost a race, although she is, strictly speaking, a cruiser, carries a crew of thirty men, including a Captain, whose pay is \$100 a month; an engineer, who is paid a like amount; a mate at \$75, a cook and second cook at \$75 and \$50, respectively; a steward and second steward at the same figures, a boatswain at \$50, and 25 sailors at \$30 each, so that this yacht's payroll will figure up about \$2,000 a month. The uniforms of the officers and crew cost about \$1,500, and they have to be renewed every season. Another \$1,500 is expended to put the yacht in and out of commission, which means dry docking, painting, and a general overhauling of the hull, boiler, engine, sails and spars, and the fittings, both on deck and in the cabin, which is one of the most luxuriously furnished in the American yacht fleet.

Included in the lump sum of \$10,000, besides the payroll and other expenses mentioned, is, of course, the item of coal, amounting perhaps to \$200 a month, and the board of the crew at 75 cents a day for each man, aggregating \$900. Added to this there is the expense of repairs to the engine and hull, new sails and the repairing of old ones, pilotage, adjustment of compasses, new running gear and hawsers, oil for the main engines and the launches, and other sundries. J. Rogers Maxwell's ninety-foot *Queen*, said to be the fastest "two-sticker" in the world and the winner of many magnificent trophies, including the Astor Cups in 1907 and 1908, is a cruiser as well as a racing craft. She was designed by the Herreshoffs, and cost \$110,000 to build. Although smaller than the *Atlantic*, she carries the same number of men, for when racing there are many sails to handle, and each group of men have their stations on board. An important item of expense in this or any racing yacht is the one of sails, for races cannot be won with poorly fitting sails, and it is not unusual to change a mainsail three times in a season, each sail costing from \$1,000 to \$2,000. Frederick F. Brewster's *Almina* II, in

the same racing class as the *Queen* and her most formidable antagonist, is used by her owner and his family more for cruising than racing. She is one of Cary Smith's design, and she cost about the same amount to build and to run as the *Queen*—approximately \$5,000 a month, including a bonus to the Captain and crew whenever the yacht wins a race. The ninety-foot schooner *Corona*, formerly the sloop *Colonia* of cup defense fame, now owned by Cleveland H. Dodge, and the yawl *Vigilant*, which as the sloop of that name successfully defended the America's Cup, are among the large types of cruisers in commission this season. The *Vigilant* is owned by William E. Iselin.

It is a rare thing in these days to find a sloop yacht that is used for cruising alone. The spirit of racing—the desire to test the speed of one's boat—is so strong with the owners of most yachts that they enter them in club races against other cruisers. This is true of the yachts enrolled in the clubs of Long Island Sound, especially since the forming of the handicap class a few years ago for the express purpose of furnishing good racing for the small sloops that were crowded out of the regular classes by the advent of the newer one-design boats. As a result, the racing of cruisers has been so satisfactory that the handicap class has now enrolled in its fleet some forty yachts, most of them sloops of the cruising type. The three biggest sloops now in commission are Cornelius Vanderbilt's *Aurora*, George M. Pynchon's *Italena*, and Henry F. Lippitt's *Winsome*. These are known as the K Class, or 57-foot sloops. While they were built by the Herreshoffs primarily for racing—costing about \$20,000 apiece—they are seaworthy enough to make good cruisers, and their owners sometimes use them for short cruises—say from New York to Newport. Just now they have been put in first-

class racing fettle for the cruise of the New York Yacht Club, in which they race in cruising trim in the squadron runs from port to port. Incidentally they will try to win the Astor Cup for sloops on Aug. 6, and the King's Cup on Aug. 7, off Newport. For these two races they will be put in actual racing trim—that is, with all weights carried when in cruising trim removed, and they will also be permitted to carry club topsails. The sloop *Avenger*, owned by R. W. Emmons, Jr., of Boston, the winner of both cups last year, will again be pitted against the fifty-seven footers, and the battle between these four sloops will be well worth witnessing.

These yachts, which have excellent cabin accommodations, are sailed by their owners, than whom there are no more enthusiastic or capable Corinthian skippers in these waters. They carry a crew of from twelve to fifteen men, including a sailing master, a mate, cook, and steward, who are paid the prevailing rate of wages, which is \$100 for the sailing master, \$75 each for the mate and cook, \$50 for the steward, and \$35 for each of the sailors, with a bonus of \$25 to the skipper, \$10 to the mate, and \$5 to each hand, when the yacht wins a race. To pay the crew and provision the yacht for the season of three months, costs the owner something like \$10,000. To this may be added \$2,000 for the replacing of broken spars and split sails and for the purchase of new sails during the season. Another example of the combined cruiser and racer is the yawl *Polaris*, formerly the sloop *Iroquois*, owned by Louis I. Alberger of the New York Yacht Club. She is fifty feet on the water line, and she cost to build at Herreshoff's \$18,000. She carries a crew of five men, whose pay is about \$900 a month, and this excellent type of fast and seaworthy cruiser, having ample accommodations below, costs her owner not more than \$5,000 a month to keep in commission.

Despite the fact that at least half a

dozen types of one-design yachts have been built in as many years, it is universally admitted that no class has proved more uniformly successful as racing craft or more seaworthy as cruisers than the New York Yacht Club thirty-footers, or the "thirties," as they are usually called. One has only to go below to realize what splendid accommodations they have for cruising, and to look aloft to find that they are in all respects the "up-to-date" racer. One of them, the *Phryne*, then owned and sailed by Charles W. Wetmore, raced a few years ago in half gale and a smashing sea, with the fleet of the New York Yacht Club, from Vineyard Haven across Nantucket Shoals, around Cape Cod to Provincetown, when many of the larger yachts were reefed. Eight of them raced in Narragansett Bay some years ago during a club cruise, carrying whole mainsails in a thirty-mile blow that kept their lee rails under water all the time in the windward work.

These smart little sloops, all of one design, were built by the Herreshoffs at a cost of \$5,000 each. They have changed hands several times, but the boats have lost none of their speed, and it is always a pleasure to watch them race. Each boat carries two men besides the helmsman in a race, but they can be handled quite well on a cruise by two. The expense of keeping one of them in commission for a season need not run over \$600.

It is regarded as an excellent indication of an increasing and genuine interest in the sport that the owners of many yachts both large and small, have, by taking a course at the New York Nautical College, made themselves proficient in the science of navigation, so that they are not only able to take their yachts along the coast but also to navigate them on the high seas from port to port. This serves a double purpose. While it makes the owner, to some extent independent of his Captain, at the same time there are many occasions when they should be of great assistance to each other, especially in some emergencies that arise during a long cruise.