

THE RUDDER

A JOURNAL OF AQUATIC SPORT

VOL. 1.

WATERTOWN, N. Y., JUNE, 1890.

NO. 2.

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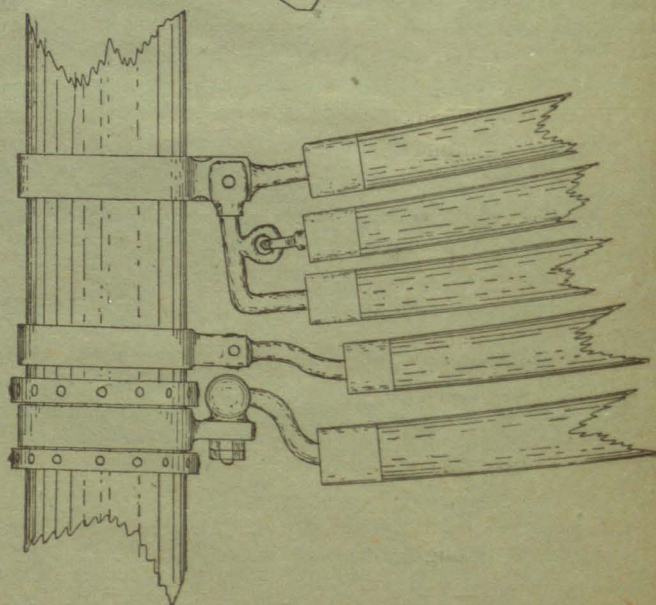
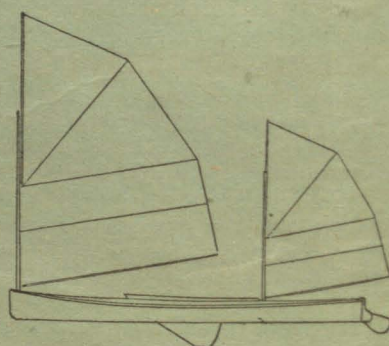
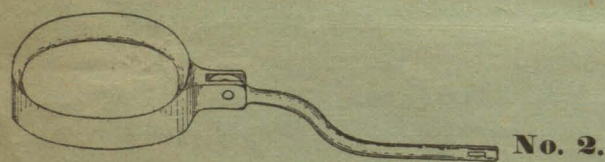
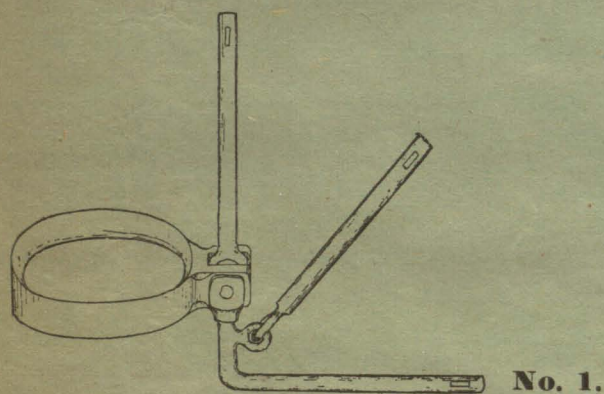
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THE RUDDER.

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.

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EDITORIAL.

"Mr. Boatwain, please pipe all hands aft. We have something to say, now we have cleared up decks and slipped out of soundings."

"Aye, aye, sir! All hands aft!" cheerily sounds the Bo'suns shrill pipe. "Belay all work, forward there!" "Lay down aloft there!" "All hands aft!"

Aft you come, and take a stand on the quarter-deck of the good ship RUDDER. Shift the quid, and take a hitch at the waist-band. Hats off, boys! some respect is due the "old man" when he overhauls his slack.

Shipmates, we are well under way, and bound on what we hope will be a long and prosperous voyage. For months, aye for years, we will sail together through foul and fair weather; therefore, it is not out of the way for us to state plainly what our intentions are—what sort of a ship we are going to make of this hooker.

In the first place we want every man to have his say, no matter whether he owns a ten-footer or a seventy-footer, no matter whether he uses paddle, oar, sail, steam, naphtha, or electricity to drive his ship, the columns of the RUDDER are open to him. The growler of the folk'sel and the philosopher of the cabin are welcome to use these pages to air a grievance or spread a theory. We want to hear from you all.

Secondly—This is going to be a "plum duff ship!" We do not intend to keep you on salt horse and tommy all the voyage. The Doctor has orders to vary the mess, and serve out something lighter now and again.

Thirdly—We ask your sympathy and assistance. We want you to pull and haul with us cheerfully and energetically—not because we personally solicit your aid and encouragement, but out of pure love of the glorious sport to whose advancement and popularization these pages are devoted.

Lastly—To those who so kindly assisted us in getting under way, we offer our hearty thanks. To those of our contemporaries who saluted our flag, and wished us "good speed," we lower our topsails in token of respectful acknowledgement.

Success treads upon the heels of well-directed effort. It is scarcely four months since three gentlemen met in a Broadway office and discussed a plan for organizing the small boat owners. To-day, as the result of that afternoon chat, we have the "Corinthian Navy," with one hundred and seventy-four men, and a fleet of one hundred and thirty-two boats sailing under its flag. The growth of this organization is phenomenal; it has far outgrown the territory mapped out for it by the most sanguine of the founders, for not content with controlling the small craft along the coast, it has invaded the state and floated the blue and white ensign upon the inland waterways.

The A. C. A. meet of this year will be on the salt sea. This will prove an irresistible attraction to numbers of inland canoemen, who have never sailed upon blue water. The place of camp is well chosen, being easily accessible, either by water or land. Our July number will contain information of value to those who intend to join in the meet. The canoeist will be wise who provides himself with a copy.

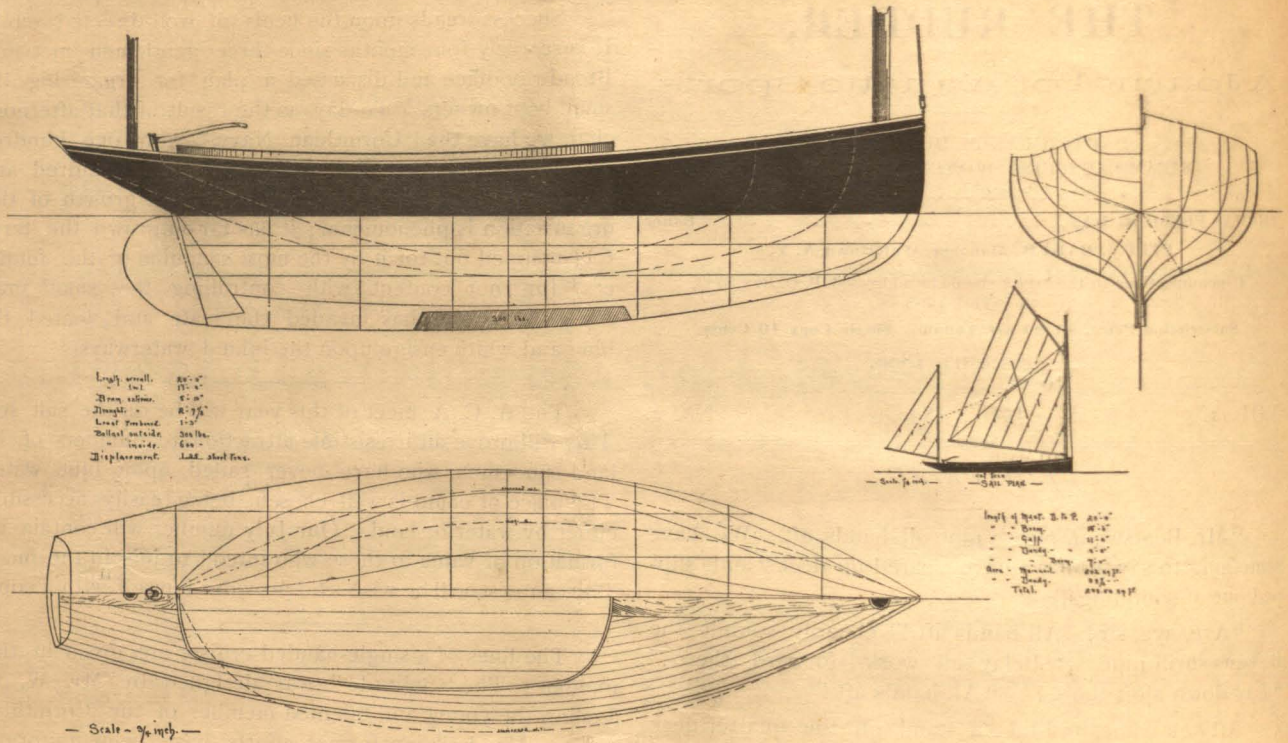
The lines of a single-handed cruiser are given in this number. The "Solitude" was designed by Mr. W. C. Leiber, the young and talented member of the Corinthian Navy. Mr. Leiber's former efforts have been uniformly successful, and the "Solitude" will no doubt prove another feather in his already highly plumed cap.

We are indebted to the editors of "Seaboard" for the article on steam yacht Nydia. "Seaboard" is the leading marine journal of the United States, and although it busies itself chiefly with the affairs of those who voyage upon the waters for a living, there is always a large corner left on one of its pages for the yachtsman and his doings.

TO CONNECTICUT CANOEMEN.

The good people of West Winsted, although they have at their doors a beautiful sheet of water, suitable for such sport, know nothing about canoeing. To give them an opportunity to catch on to the glorious pastime, the Highland Transportation Co., who own the steamers plying on the lake, have arranged to give a water frolic on the Fourth of July. They will put up two cups, one each for a paddling and sailing race. The races will be run under the auspices of the United Boat Club, the contest to be governed by the regular rules. Open to all canoeists. If you want to have a grand old time, send your name and address to the Highland Transportation Co., P. O. Box 1061, West Winsted, Conn.

The fourth edition of that pretty little book "Who Won?" which is now endorsed by all yachtsmen and adopted by the principal yacht clubs as the official yacht record and register, is now in press. It will be ready for delivery to subscribers and the public in thirty days. The *Forest and Stream* says of "Who Won?": "It is the most complete list of American owners, yachts and flags yet published."



THE "SOLITUDE."

HINTS TO THE BOAT BUYER.

The cut shows the lines of an ideal single-hander, designed by Mr. W. C. Leiber for a member of the Corinthian Navy. Her dimensions are as follows :

	Feet.	Inches.
Length over all	20	—
" L. W. L.	17	—
Beam	5	10
Draught	2	7 1/2
Least freeboard	1	3
Ballast outside		300 lbs.
" inside		600 lbs.
Displacement	1.5	short tons.

Her rig will be as shown, that of a cat yawl.

	Feet.	Inches.
Mast	20	—
Gaff	11	—
Boom	15	6
Dandy Mast	13	—
" Boom	7	—
Area of mainsail	202	sq. ft.
" " dandy	38 1/2	" "

Total 240 1/2 sq. ft.

The figures given are for a moderate rig, suitable for all-round sailing, and the object of the designer,—to get as much out of her as possible without running the cost up into the hundreds,—has been obtained. She is to be built with oak keel and frames, braced with hackmatack knees, cedar planking, deck of pine, and oak coaming. The iron keel will be bolted to the floor timbers, and all fastenings to be of galvanized iron and copper. Her cockpit is eighteen inches deep and ten feet long, six feet of which might be taken for a cabin large enough to lounge in. The forward part will be sealed up to form lockers for stowage purposes. The name, "Solitude," is very appropriate for a single-hander.

A boat built for rowing should have strong gunwales, with wood enough to give the screws holding the oarlock plates a firm bed.

For use in salt water, copper, brass or galvanized fastenings are the thing. A boat put together with iron nails will not be a "thing of joy" for long.

For rough water work straight blade oars are better than spoon.

High freeboard increases a boat's range of stability; the higher, in reason, a boat's side is out of the water, the safer she will be.

Mahogany, Spanish cedar and teak are handsome woods that will stand exposure to salt water.

Folding centreboards should be made of galvanized iron or brass. Keep them well oiled when in use.

The handiest sail for combination row and sail boats is the "sprit." It has no halliards to tangle or foul, and is easily stepped or unstepped. The safest and simplest hoisting sail is the "leg-o'-mutton."

When purchasing a boat always tell the builder on what waters you expect to use it, and for what purposes. He may, holding the information, be able to make some suggestion of value.

Never buy a boat simply because it is low priced. A boat built of poor materials is not cheap at any price.

For ordinary boat sailing, especially if a single sail is used, the area should equal the length of the boat multiplied by its beam. Thus a cruising sail for a boat sixteen feet long and three feet six inches beam should measure about fifty-six square feet.

OVER THE SEA.

WEYMOUTH, May 15th, 1890.

YOUR cablegram, requesting a description of the Jameson boat, reached me at Lyme Regis, a queer old Dorset town, about eighty miles west of Southampton, where I have been rusticating for a fortnight or more. I took a run over to Weymouth with Wilson, and after eyeing his new three-tonner we jogged on to Southampton, getting there just in time to see the launch. Fay & Co.'s yard is on the banks of the Itching, a small Hampshire river, that falls into the Southampton water to the north of the town. The first glance at the Iverna was quite disappointing. Having the Irex in my mind's eye, I supposed there would be some resemblance. There is none. The new boat is a big-bodied craft, with a moderate wetted surface. The first impression one gets from conning her bow is that of power. Her forefoot is not butchered like the Thistle's, but comes round with a gentle sweep. The general gracefulness of the outline is rather spoiled by the extreme rake of the sternpost, giving her from astern rather an uncommon look. Her rudder seems remarkably small for a boat of her dimensions. It is jogged in above the lead keel, the post being set at an angle of 60 degrees. She has a pretty sheer, with a quick run up from the sternpost to the counter. A cutwater and neatly-carved fiddle-head add greatly to her appearance forward; but the most striking thing about her is the splendid deck, showing a clear length of 110 feet, broken only by groups of the finest fittings ever turned out by man. The new Richardson method of setting the chain and runner plates will probably be adopted on all future racers.

Below decks reminds one somewhat of the Irex, the fittings being of ash and black walnut. The centre-board trunk scarcely shows, and unless a visitor knew she was fitted with a "barn door" he never would notice it. Although she has been equipped with a centre-board, nobody seems to think she will need it. She certainly has enough to hold on with—much more than the Irex had. The Irex's great point was reaching, especially in a blow. She never was a fast boat to windward. If the Iverna can do as well to windward as the Irex did on a reach, she will prove a nasty customer. I had a talk with Capt. O'Neil after the launch, and tried to draw him out about the chances of a trip across the pond, but he was as dumb as a native the moment America was mentioned. I think myself, and so do most of the yachting people, that if the Iverna comes up to expectations you will see her in your waters next summer, providing the New York Yacht Club withdraw the new deed, and let Mr. Jameson challenge under the old. If Mr. Jameson decides to challenge he will leave nothing undone to make his run for the cup a sure one. His skipper, O'Neil, is the smartest man that ever touched a stick in English waters—barring none.

DIMENSIONS OF THE IVERNA, &C.

Length W. L.....	83	feet	6	inches
Extreme breadth.....	19	"		
Length over all.....	110	"		
Draught.....	13	"	3	"
" with centre-board.....	20	"	6	"
Weight of lead keel.....	72	tons		
Mast, deck to bounds.....	56	feet		
Topmast.....	47	"		
Bowsprit outboard.....	34	"		
Gaff.....	49	"		
Boom.....	77	"		
Spinnaker boom.....	68	"		

Sail area between 8,200 and 8,400 square feet; G. R. A. tonnage about 115.

There is talk here of sending over a 2½-rater to run in your races this summer, but I doubt if it will be done, as there is no class of that rating in the States. Among the boats going across the pond this spring is the cutter Uyird, built by Black & Co. for Mr. Fraser, of Halifax, N. S. She is said to be a copy of the Minerva, the surprise of last year.

All the antiquated tub-runners who linger along the south coast, and bemoan the good old days, when French brandy was the staple of trade, when every man in the village, from squire to pot-boy, had a share in the run, and lost or won according to the heels of the selected lugger, are firm believers in the superiority of the lug over the cutter rig. Despite the fact that yacht luggers have been beaten again and again when running with cutters, the old smugglers stick to their pet hobby, and insist that the luggers have never had fair play. This fisherman talk persuaded Lord D'Eresby to build the lugger, "New Moon;" she failed, and then Mr. Leybourne Popham tried the experiment with the "Paradox," which proved less able than D'Eresby boat. Mr. Popham claims that the trouble with the Paradox was that she is too powerful, her great beam requiring such an enormous sail area to drive her, that her mast yards could not stand the necessary strain. He has this year renewed his efforts to obtain a racing lugger, and every old smuggler and salty fisherman from Lands End to Dundee has his weather-eye on Gansden's yard at Eastbourne, where the "White Slave" is building. She is ten feet shorter than the Paradox, and her displacement—forty tons—is twenty less than that of the old boat. She is a keel, and carries 30 tons of weight, all outside.

s c.

BOSTON NOTES.

The Volunteer is in commission.

Savin Hill, Y. C., will build a new house.

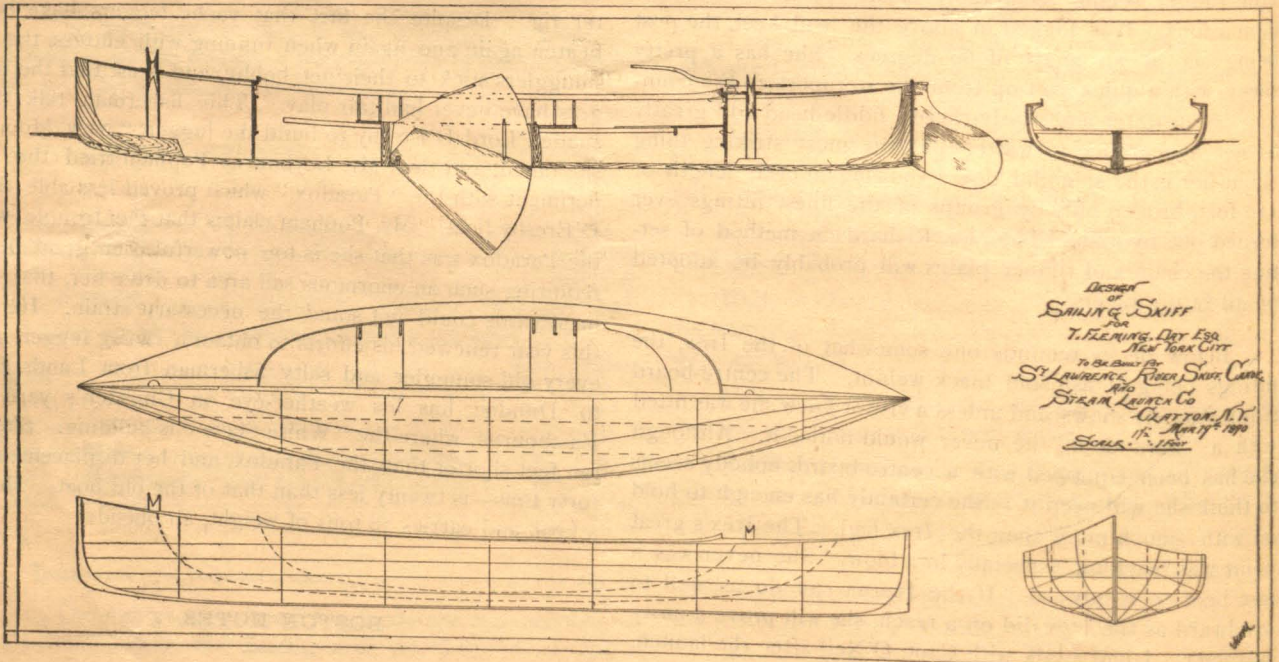
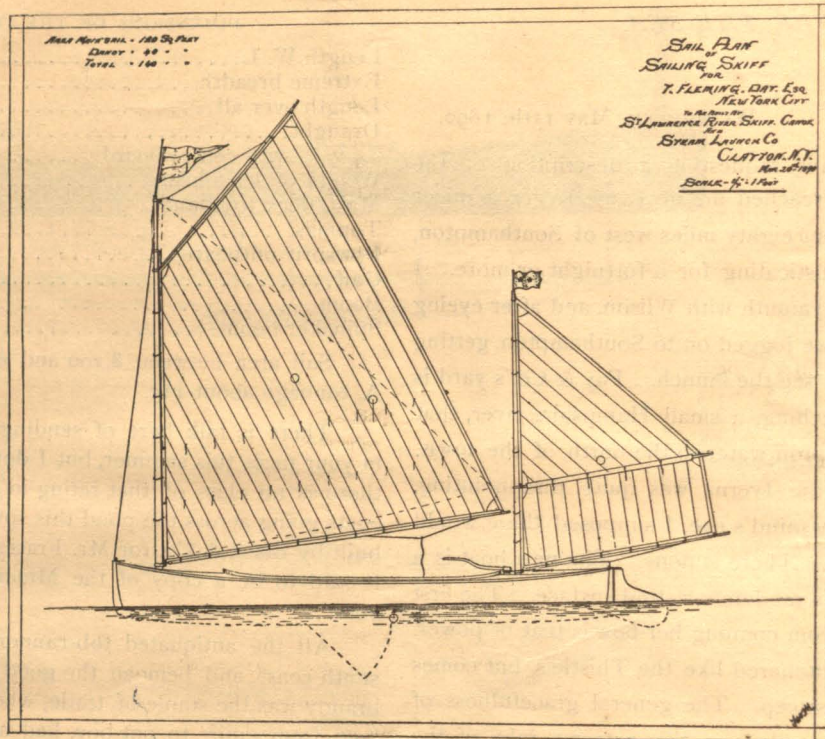
The cutter Gossoon has been launched at Lawley's.

The Hull Y. C. has reached the limit of membership, 300.

The 40-foot cutter, Saladin, has been dismasted while taking a trial spin.

The Helen, C. G. Prince, owner, will sail in the New York spring races.

THE RUDDER.



"ADELANTA."

The accompanying drawings show the lines, deck plan, inside finish and sail plan of the skiff Adelanta, designed to sail in the eighteen-foot class of the Corinthian Navy, and now being built by the St. Lawrence River Skiff, Canoe and Steam Launch Co., of Clayton, N. Y. Her dimensions are: Length over all, eighteen feet; length L. W. L., eighteen feet; beam, forty-six inches; draught, seven inches; carvel built; oak keel; oak frame, steam bent; hackmatack stem

and stern post natural crook; planked with Canada cedar, with Spanish cedar sheer strake; decks of mahogany with mahogany coaming; fastenings are all of brass, finished flush with wood; plate centreboard of brass, and drop rudder as shown. The sail plan shows her style of rig, main-sail hoisting with peak and throat halliards leading aft to cockpit, dandy hoisting as mutton-leg, with reef batten. She will be fitted with special wheel-steering gear and deck fittings, and will compete in the early regattas of the C. N.

HUDSON RIVER NOTES.

—Aquatic matters on the Hudson are looking up; boat owners and club members along its shores are expecting a lively season, and from present indications their hopes and desires will be more than realized.

—Many new yachts have made their appearance in the waters below Spuyten Duyvil, and the old ones have been thoroughly overhauled and repaired before being put in commission.

—Among the new boats upon the river is the fast 20-foot cat boat Uno, captained by H. M. Devoe, the purser and acting vice commodore of the Hudson River Squadron C. N. Mr. Hugh Fraser's new cruiser, the Bessie, is in commission at the new Port Station at 152d street. The Rambler, Capt. Davis, is resplendent in a fresh coat of white paint. The Tomlin has been thoroughly overhauled and potlead, and was put overboard last week, and now look out for brushes on the river.

—Several rumors reached here that the missing sloop "Irene" had been found, but so far none of them prove to be of any value.

—The members of the Waverley Boat Club at the foot of 157th street are just now congratulating themselves upon their new boats, new janitor, new bridge and newly arranged house. The Waverleys go in for pleasure and not for racing, and consequently they are not so much heard of in the newspapers; they have been spending a large sum of money on improvements during the spring, and their house and surroundings are now in first-class order. The new eight-oared barge built by Vought of the Harlem River is 53 feet long and carries 25 persons; a new single and a single coxswain gig by the same builder were also purchased by the club, and now the boys are seen nightly on the river in some of the numerous club craft.

—On the river just below 140th street stands the house of the Hudson Boat club. Though not so old a club as the Waverleys, they are strong in active members and are doing good work in preparation for the coming season. This club will receive further attention in our next number.

—The members of the Knickerbocker Canoe Club have their bridge and float in position, and the members are taking daily sails and paddles.

—Acting Vice Commodore H. M. Devoe of the H. R. S. C. N. has issued orders for the members of his squadron to assemble for the first informal cruise of the Corinthian Navy, and he expects to see a goodly fleet represented at Port Morris on Decoration Day.

—The first official flag of the Corinthian Navy was hoisted at the Port Station, foot of W. 152d street, Saturday, May 3, at 3:30 P. M. After the ceremony was concluded, Vice Com. J. W. Gibson presented Mr. Cameron with a Corinthian Navy pin, and the members of the Navy and their friends adjourned to partake of the bounteous collation prepared by the host, Mr. John A. Cameron. Among the many present were the following: J. H. Gibson of the

"Puck," Dr. E. C. Titus of the Atlantic B. C., Otto Raubenheimer of the Germania, Frank Davis of the "Rambler," Vice Commodore Jos. W. Gibson, Vice Com. T. Fleming Day, Editor of RUDDER, Purser H. M. Devoe of the "Uno," Wm. Brownell of the N. Y. Bay Squadron, Louis E. Vanier of the "Uno," Benj. F. Tieman, "2nd," Frank Mer-mood, H. A. Corley, W. L. Salter, and many others interested in the welfare of the new navy.

—The races of this squadron will probably be run from Cameron's, and yachting matters during the summer will undoubtedly be very lively.

—The Palisade Boat club have moved into their new quarters at Glenwood. They have bought the upland, and are busy laying out tennis courts, etc. This popular club has a membership of one hundred, and it's growth is steady.

"D."

A NAUTICAL EDUCATION.

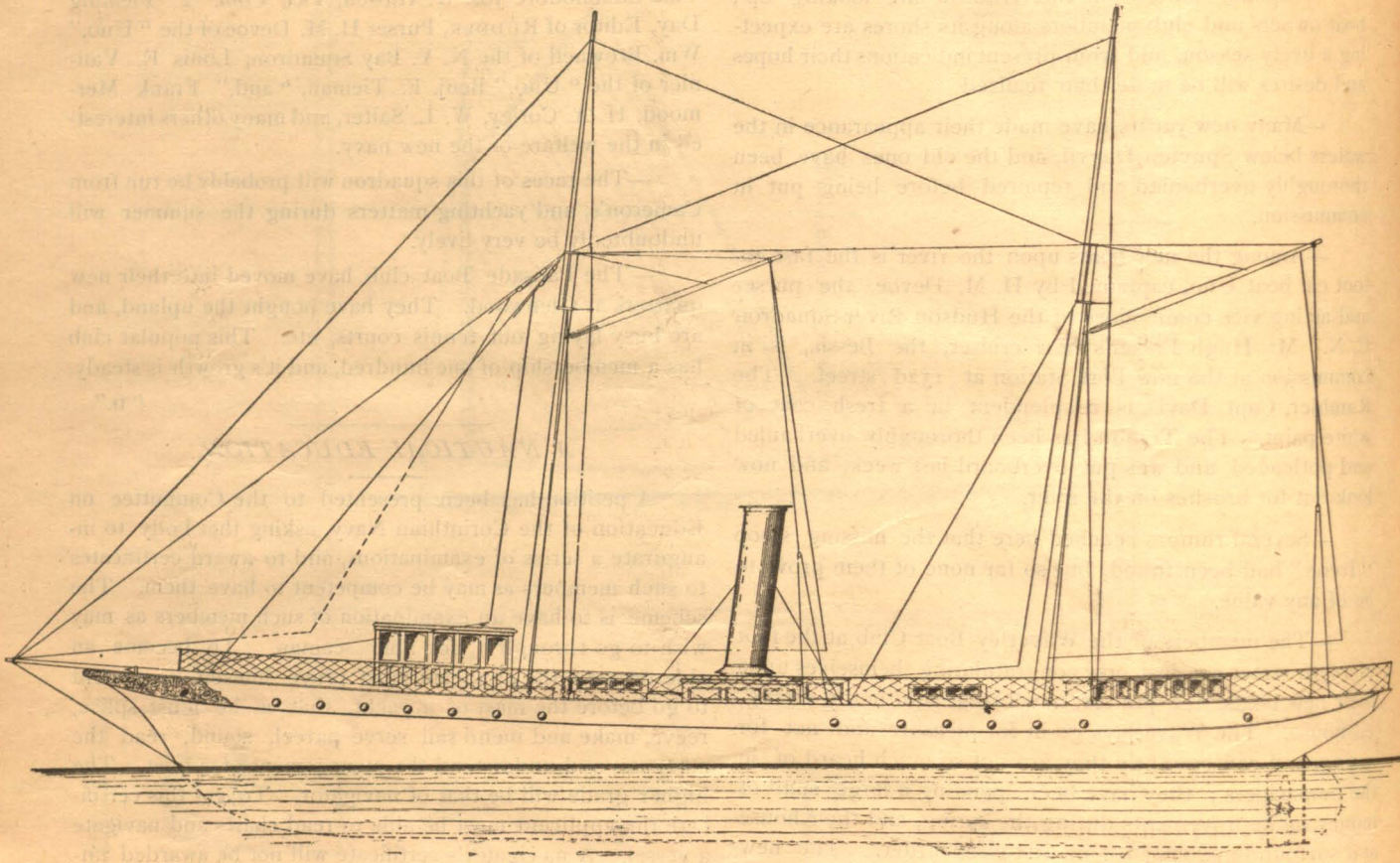
A petition has been presented to the Committee on Education of the Corinthian Navy, asking that body to inaugurate a series of examinations, and to award certificates to such members as may be competent to have them. The scheme is to have an examination of such members as may wish to go through it, for able seaman. To become an able seaman, the applicant must prove himself competent to go before the mast of a yacht, that is he must splice, reeve, make and mend sail, serve parcel, sound, read the compass, and understand the management of a boat. The higher grade will be that of navigator. To get this certificate the applicant must be able to read charts and navigate a vessel. A navigator's certificate will not be awarded unless the applicant has passed the able seaman grade. A class will be started next fall for the purpose of educating the members, who will be put through a thorough course of study. The Board of Examiners will consist of men who stand so high in their respective branches that the certificates bearing their signatures will carry weight. Commodore Robert Center thinks the scheme an excellent one, and will stand by to help the Navy bring it into practical use. This will give the members an opportunity to obtain a good nautical education at an expense of not more than their dues, to wit, \$2 per annum.

ORGANIZATION OF ST. LAW. R. I. S. S. A.

The skiff sailing races of last season and the rivalry they created among the boating men along the St. Lawrence River has given impetus to this sport, and as the outcome of it, the Clayton, Ogdensburg, Prescott, Brockville and Gananoque skiff sailors met at Prescott and organized the St. Lawrence International Skiff Sailing Association, with officers as follows:

Commodore—H. G. Wiser, Prescott.
Vice Commodore—Dr. A. Bain, Clayton.
Secretary—A. R. Porte, Ogdensburg.
Treasurer—H. E. Walton, Gananoque.

The regatta committee consists of the above named gentlemen, with D. H. Lyon, Ogdensburg, and Neil McLean, Brockville. A series of prize races will be arranged for the summer.



STEAM YACHT NYDIA.

From Seaboard.

The new steam yacht Nydia that was launched last Saturday from Mr. H. C. Wintringham's yard at Bay Ridge, is a light draft, screw-propelling craft. She was designed for Dr. R. V. Pierce, of Buffalo, N. Y., by Mr. Henry J. Gielow, of 239 Broadway, this city. The principal dimensions are as follows :

	Feet.	Inches.
Length over all.....	99	—
Length on water line.....	82	6
Extreme beam.....	15	9
Depth of hold.....	9	2
Draft.....	5	9
Displacement.....	81 tons.	

This yacht has been designed up to the full limit of length that will pass through the Erie canal, so her owner can use her for cruising on the great lakes during the summer months, and in southern waters during the winter. She has been built with great care and under the immediate supervision of her designer. Only first-class material and workmanship have been allowed to enter into her construction. The keel is selected white oak, sided 6 inches and moulded from 8 inches to 12 inches. The stem and sternpost are of white

oak, as are also the apron and forward deadwood. The after deadwood is of yellow pine. Her frames are of hackmatack throughout, double securely fastened with galvanized iron bolts. In wake of engine and boiler the space between frames has been filled in solid, three and one-half feet each side of keel. The keelson is of pitch pine; engine and boiler keelsons of yellow pine. Clamps and bilge strakes are of longest possible lengths of selected yellow pine, fitted and fastened in a thorough and substantial manner. The ceiling is one inch in thickness. The outside planking is of yellow pine, in long lengths, two inches thick, and fastened with composition spikes and copper through bolts. Deck beams of white pine, fastened to clamps with galvanized iron bolts, and hanging and lodger knees. The deck has been laid with long lengths of clear white pine, $1\frac{3}{4}$ by $1\frac{3}{4}$ inches; it is free from all imperfections, knots, shakes, splits, and is thought to be very handsome. The planksheer is of white oak, $2\frac{1}{2}$ inches thick. She has been finished with flush deck and netting bulwark. The rail is of mahogany and supported by light galvanized iron stanchions. The pilot house, companions, skylights and hatch coamings are of handsome design, and built of mahogany. The floor of pilot house is depressed 15 inches below main deck, and made perfectly safe and watertight. This depression was necessary to permit passage under

canal bridges, and rather adds to the "ship shape" appearance of the yacht. The main saloon is 12 feet 6 inches long, and is entered from a circular companionway at forward end. On starboard side of companionway will be a bath and toilet, and on port side a butler's pantry. Aft of main saloon will be two small staterooms, with passage between, leading to owner's stateroom, which latter has a low trunk, affording large space and excellent light and ventilation. The galley is just forward of engine room and connects with pantry by a dumb waiter. The quarters for officers and crew will be finished in ash, polished. Forecastle will have hammock berths. The cabin and staterooms will be finished in solid mahogany and polished. Every available inch of space has been utilized for stowage, and she will carry three sets of galvanized iron water tanks, having a capacity of 1,200 gallons of water. She will be fitted with hot and cold water throughout, also with sea water bath.

A notable feature of the Nydia is the use of steel bulkheads and coal bunkers, as a precaution against fire as well as water. One of the bulkheads is a "collision" bulkhead close up the stern, another is just forward of the engine, and the after one is just abaft the boiler, or at fore end of the cabin, the engine being forward of boiler.

The motive power of this yacht will be a direct acting inverted compound engine, the high pressure cylinder of which will be 11 inches in diameter, the low pressure 22 inches, and the stroke of pistons 15 inches. Steam will be supplied by a Roberts boiler, 7½ feet long, 8 feet wide, and 7½ feet high. She will be fitted with a Wheeler Patented Condenser. The propeller shaft will be of steel. She will be schooner rigged and will carry an 18-foot naphtha launch, and 18-foot gig and a 13-foot dingey.

She has a clean-cut appearance, and, if looks go for anything, will be a fast boat.

WOOD STAINS.

Yachtsmen who tinker about their craft, and amateur boat and canoe builders, are often put to for a receipt for a home-made wood stain. The following formulas are taken from the notebook of an old-time builder :

Black, 1—Take a pound of logwood chips, a quarter of pound of Brazil wood, and boil for an hour and a half in a gallon of water. Brush the wood several times with the decoction while hot.

Black, 2—Drop a little sulphuric acid into a small quantity of water, brush over the wood and hold to the fire. It will be a fine black and receive a good polish.

Mahogany Color, Dark—Boil half a pound of madder and two ounces of logwood chips in a gallon of water, and brush over while hot. When dry go over the whole with pearl ash solution, two drachms to the quart.

Rosewood—Boil half a pound of logwood in three pints of water till it is of a very dark red, add half an ounce of salt of tartar; stain the wood with the liquor while boiling hot, giving three coats; then with a graining brush form streaks with No. 1 black stain; let dry and varnish.

Green—Dissolve verdigris in vinegar and brush over with hot solution until of proper color.

Black Varnish for Turpentine, etc.—One gallon of spirits of turpentine, twenty ounces of resin, twenty ounces of lampblack and one quart of linseed oil. Boil slowly for half hour.

MATT. WALKER.

HINTS FOR YOUNG CAT BOAT SAILORS.

If the wind is inclined to be squally or puffy keep your eye constantly to windward; watch the water closely. If you notice the surface darken look out for a knock-down. If the squall looks heavy, drop the peak and ease the main-sheet; if moderate, let it strike you sailing narrow, then luff so as to spill the sail, keeping promptly away as soon as possible, so as not to lose headway.

If you take a bad knock-down there are two things you will be inclined to do: Shove your helm hard down; let your main-sheet fly. Bad moves, both! Never attempt to force a cat-boat out with the helm. If you do, you will probably succeed in driving the counter under and half filling the cock-pit. Let go of the helm, and if the boat is worth saving she will root herself out. When on your beam ends never let the main sheet fly. If you do the end of the boom will strike the water, and acting as a rudder, pay the boat off and precipitate a capsizing.

Cat-boats, especially when reefed or in a seaway, will miss-stay if not carefully coaxed about. If you are caught in irons and make stern way, haul up your board, drop the peak, slack off the sheet, and shift your helm in the direction you want to cast her. Remember that to steer a boat when going stem first, put the tiller in the same direction in which you want to cast the boat's head.

A cat-boat to sail well should always be trimmed by the stern.

These remarks do not apply to unsinkable, uncapsizable, uncomfortable keel cat-boats, which can be sailed upside down through a hurricane. If a keel-cat takes a knock-down all you have to do is to hook the waist band of your togs on a weather cleet, and whistle "we've been there before" until she rights up.

S. K.

FISHING NOTES.

A convenient contrivance for carrying a landing net upon the person of the angler while in the stream, has been designed, presumably by Mr. Edward Landis, of Brewster, New York. It is shaped like a safety brass wire pin, with a loop attachment. This pin is to be attached to the breast of the coat of the fisherman, and the hoop of the net is to be attached to the loop.

In the Sullivan county trout streams the New York, Ontario & Western Railway Company has placed this season 532,000 brook and 48,000 brown or German trout, and in Delaware county (New York) waters, 125,000 brook trout, and in the former county an additional plant of 370,000 lake or salmon trout has been made.

If properly handled, a seven-ounce rod will land a thirty pound or more fish without breaking.

It is reported that a muscalonge was caught in the Grand Calumet river, below Chicago, recently. This is said to be only the third one of this species taken from this river in some years.

SING SING YACHT CLUB NOTES.

—Fred Jenks has re-christened the cat-rigged yacht Surprise. It is now named the Lizzie J.

—The big cats, Madge, owned by Commodore Ralph Brandreth, and the Aller, Measurer Phillip Samstag's boat, are being slicked up for prospective tussels with one another.

—There are sixty-seven names on the roster, fifty-one being active members, fifteen non-active, and one life member. Eleven names are on the bulletin as candidates for admission.

—The Regatta Committee, Col. B. Stuyvesant Gibson, Judge Pierre Reynolds and Charles S. Gowen, have not decided upon the date for the annual open regatta, but it will probably be fixed for the Fourth of July.

—The fleet of Rushton boats is increasing. Treasurer Thompson, William B. Stewart and James Bedell are the skippers of the latest additions. They are handy for striped bass fishing, and give a respite from juggling sand bags in the clippers.

—Benjamin R. Kitridge, of Peekskill, and Charles Webber, of Tarrytown, will each enroll a saucy boat to the fleet before the season gets fairly started, and Messrs. Samuel Lane and Gilbert W. Thomas will augment the fleet upon their election to the organization.

—The officers of the club for the ensuing year are as follows: Commodore, Ralph Brandreth; Vice Commodore, Wm. W. Washburne; Rear Commodore, Benjamin R. Smith; Secretary, Robert T. Dennis; Treasurer, Joseph Thompson, Measurer, Phillip Samstag.

—Cruising yachtsmen are cordially invited to avail themselves of the anchorage and courtesies of the club-house. Steam launches will be supplied with water at metre rates. A triangle of incandescent lights show the location of the club-house from the waters of the Tappan Zee at night.

—Vice Commodore Wm. W. Washburne, Col. B. Stuyvesant Gibson and J. Herbert Carpenter have selected a blue flannel suit, with double-breasted coat, and a yachting cap, after the style of the New York Yacht Club, with the trimmings of the Seawanbaka Yacht Club, as a club uniform, and the same has been adopted by the organization.

—Fleet Surgeon Brandreth Symonds will sail Commodore Ralph Brandreth's fishing yawl Cucurbita this season. The staunch craft is the training ship of the fleet, and is commonly known as the Pumpkin Seed. A season spent in knocking about the Tappan Zee in the Cucurbita usually induces the ambitious Corinthian to buy a clipper and go prize hunting.

—The twenty-two foot cat-rigged flyers, Columbia, I. T. Washburn, Jr.; Irex, Roger M. Haddock; Orient, Augustus Osborne, and Pauline B., James Smith, are in commission, and being exercised by their fighting crews. In a wild dash over a twelve-mile course last fall, when a heavy northwester made the big river schooners come to anchor, this quartette carried their big mainsails right through it, and fought it out with all hands drenched to the skin. There was only one minute and thirty-four seconds between the first and the last boat, the Pauline B. being in the van.

—James T. Blandford's schooner yacht, Water Witch, will have her anchorage off the club-house this season, the following yachts already being at their moorings: Sloops, Alice, G. Fisher Secor, and Mary, Andrew Tracy; and the cat-rigged boats, Daisy, J. Herbert Carpenter; Madge, Commodore Ralph Brandreth; Aller, Measurer Phillip Samstag; Cora, Rear Commodore Benjamin R. Smith; Irex, Roger M. Haddock; Pauline B., James Smith; Columbia, I. T. Washburn, Jr.; Orient, Augustus Osborne; Lotta, Washburne Bros.; Mystery, I. S. Huff, and Seolo, E. S. Pelham.

—"The Juveniles," as some of the younger members of the organization are called, have commenced visiting foreign ports. Skipper Charles H. Sprong, William Huff, Ralph Strong and Frank Valentine made the first cruise of the season early in May. They went to New Hamburg in the fourteen-foot cat Dove, and enjoyed themselves, despite it rained almost constantly during the three days they were gone. Their galley was fitted with an oil stove, broiler and coffee pot. They crowded in the little cock-pit and slept under a tarpaulin when night came on, and yet they might have gone in a cabin boat, but that would have taken up too much of their time with housekeeping.

YACHT CLUB NOTES.

ROYAL CANADIAN YACHT CLUB.

The rolls of this club now bear the names of six hundred and fifty members. The following officers are in charge: A. B. Boswell, Commodore; T. McGaw, Vice-Commodore; S. B. Harman, Secretary.

HAMILTON YACHT CLUB.

Ex-Commodore Munck has presented a \$200 mug for the new thirty-five and forty-footers to fight over, and the owners of the Marguerite have given a \$150 mug for the twenty-five and thirty-foot classes. The officers for the season are: Commodore Sandford; Vice-Commodore, S. C. Greening; Secretary, J. H. Fearnside.

QUAKER CITY YACHT CLUB.

The following fixtures have been made by the Quakers: June 9, annual regatta; June 28, pennant regatta; July 4, 5, 6, club cruise; July 26, pennant regatta; annual cruise, August 2d to 16; September 6, pennant regatta; closing sail, September 27. The annual cruise will be taken on the waters of Long Island Sound.

PAVONIA YACHT CLUB.

The members of the Pavonia are anxiously looking forward to July 4th, when their new club-house will be ready for occupancy. This new location will prove a great boon to yachtsmen in general, as it will be an open house to all clubs who make a practice of cruising in the lower bay, about Sandy Hook, or on the Shrewsbury. The membership was increased by ten at the last meeting, and there are about thirty proposals to act upon at the next; most of the men proposed are boat owners, or anxious to be. The flagship Phantom is exchanging her pot-lead for a coat of white. Capt. Ed. Davis has recently purchased a twenty-eight-foot Newport cat. The annual regatta takes place on June 16, for which event the steamer Pomona has been chartered. All clubs of the N. Y. Y. R. A. are entered, and a lively time is expected.

WITH THE BUILDERS.

J. Shoebridge & Sons, the popular Niagara Falls boat builders, have, despite the cold, wet spring, had quite a rush to handle. They have been shipping a number of fine craft to Buffalo parties, and also sent a car load to the lower lake. They report the fishing as just beginning to be good: perch and rock-bass rewarding the angler.

The boat dealers in and about New York report business as brisk beyond comparison. Mr. J. I. Ryder, the popular salesman at 47 Dey street, says: "It is a continual rush. I have sold three times as many boats this spring as I did last year. What surprises me most is the preponderance of high-priced boats; the demand this season is for the best."

Thos. R. Webber, the New Rochelle yacht builder, has two Burgess cat-boats on the stocks in his yard; they are for the country club at Pelham Manor. As a builder of small sail boats, Mr. Webber has few equals; his work is first-class from keel to truck. We owned and sailed a 20-foot specimen of his handiwork for nine years, and the old hooker is still afloat and doing duty.

The Gas Engine and Power company are having a rushing trade in naphtha launches. Among the launches now ready for delivery is a very handsome thirty-footer for Jordan L. Mott; also a same size for J. H. Bostwick. Mr. F. W. Flint, of Larchmont, is having a twenty-five foot launch built; she will carry the rather odd name of "So-so." The Anchor Line steamer Furnessia sailed on May 24th with two very beautiful twenty-five-foot launches for Glasgow; one for Robert Cox, of the firm of J. & R. Cox, and one for John Lysaght, Esq., of Bristol, England, to be used as a tender to his steam yacht. The Domestic and Foreign Missionary society have purchased a twenty-five-footer to use at their station at Moravia, Africa. Over twenty other launches will be delivered this month. The genial secretary of the company, Mr. John J. Amory, has kindly consented to furnish THE RUDDER with an article on the naphtha launch. It will probably appear in the next issue.

Admiring crowds gaze daily at a St. Lawrence river skiff built by the St. Lawrence River Skiff, Canoe and Steam Launch Co., of Clayton, N. Y., and now on exhibition, full-rigged, at the main entrance of John Wanamaker's store in Philadelphia, Pa. The boat was built for R. M. Jones, M. A., of Philadelphia, whose order called for "the best and handsomest combined rowing and sailing skiff yet purchased." Mr. Jones and authorities on matters aquatic agree that the company "fill the bill." She is twenty feet by forty-two inches, Spanish cedar hull, carvel built, with rosewood, mahogany and black walnut finish; has watertight bulkheads and dry stowage fore and aft; main and dandy sails of pure white linen; polished brass fittings; monogrammed spoon oars, etc. Being so perfect in every detail, Mr. Jones, in a spirit of friendliness to the builders, asked Mr. Wanamaker's permission to exhibit the boat in his store, which was instantly granted, upon drawings of

boat being shown to the latter. Since then congratulations have been numerous from Philadelphia on the beauty and ship-shape appearance of the "Genie."

"It is probable that during the coming summer canoes of American build will be seen in increasing numbers on the upper Thames. The St. Lawrence River Skiff, Canoe and Steam Launch Co., of Clayton, N. Y., have succeeded in placing several of their boats in the locality, and are about to appoint agents for the regular supply. We had the pleasure last summer of inspecting one of these crafts turned out by this firm, the owner of which spoke enthusiastically of her as the 'best built and handsomest paddling canoe on the Thames.' She was built on exceedingly graceful lines, and for speed and comfort will be 'bad to beat.' She was much admired at the Henley Royal regatta."

The above was taken from the South Bucks *Free Press*, High Wycombe, England, April 25, 1890.

H. V. Partelow & Co., of Boston and Auburndale, Mass., report large sales. During the past month they have shipped five carloads of boats to one party in Massachusetts. They have now on stocks, beside a great deal of small work, two forty-five-foot cabin launches and several large schooner yachts.

H. J. Philpot & Co., of Owatonna, Minn., are building a thirty-foot steam launch for Mr. F. L. Walters, of Maukato, Minn., to be used by him on Lake Madison, where he owns a beautiful summer residence. They also report work in course of construction for Dr. C. A. Wheaton, Dr. Richardson and Mr. Hurd, of St. Paul, and many others in the beautiful lake regions of Minnesota and Wisconsin.

THE KNICKERBOCKER YACHT CLUB.

The Knickerbocker Yacht Club has issued a regatta notice notifying the members that the committees have agreed upon the following classification for the season of 1890:

Class 1—Sloops and cutters, thirty-two feet and over, (sailing length).

Class 2—Sloops and cutters under thirty-two feet and over twenty-five, (sailing length)

Class 3—Sloops and cutters, twenty-five feet and under, (sailing length).

Class 4—Cabin cat and yawl rigged yachts.

Class 5—Open cat rigged yachts.

Class 6—Steam yachts.

A prize will be awarded to the winning yacht in each class on time allowance; but no prize will be given unless two or more yachts start in a class.

A second prize will also be awarded in classes having three or more starters.

In addition a special prize is offered by Commodore Rousseau to the sailing yacht making the fastest time over the course, irrespective of time allowance.

This club has the finest all-around fleet of small boats in New York waters. It is to be regretted that their occupancy of the present situation is not permanent. We hope before long to see the Knickerbocker colors flying over a freehold, and the officers and members enjoying themselves in a new and commodious club-house.

BOAT TRADE CATALOGUES.

Several circulars of the specialties manufactured by the Gifford Manufacturing Co., of Watertown, N. Y., have been handed us. We note a number of valuable articles for the sporting and outing trade. Attention is called to their "ad." in this paper.

One of the most noted builders of canoes and light rowing boats in the country is D. J. Freeman, proprietor of the Watertown Boat and Canoe Co. His style of construction, smooth shell, makes a strong and absolutely tight boat. His catalogue will interest the boat buyer.

A handsome illustrated catalogue, issued by Messrs. H. V. Partelow & Co., has come to hand. We note several new designs of staunch and able craft suitable for the young sailor; also a good yacht tender, something single-handed cruisers are looking for, at the reasonable price of \$4 per foot.

If a catalogue is to be judged by the appearance of its cover, then F. Joyner, of Schenectady, certainly has a most beautiful one, and as in this case the inside is as good as the outside, we advise a perusal. Every canoeist who misses his jolly sport when the waters are masked with ice, should read the description of the "Ice Canoe" on page 6.

The 1890 catalogue of boats and boat fittings, issued by Mr. John J. Bockee of 47 Dey street, has come to hand. There are a number of new boats, canoes, &c., pictured and described; the possible purchaser having at least forty types of craft to choose from. The illustrations are excellent, and the press work and general get-up of the catalogue is commendable.

We have received from the well-known outfitter, Howard Place, a handsome catalogue of his wares. It is well conceived, unique in design, and abounds with cuts, showing different styles of shirts, jumpers, pants, sweaters, caps, racing hoods, shoes, &c., for clothing the amateur and professional yachtsman. The address of Howard Place is 162 South street, New York. A catalogue will be sent to yachtsmen upon application.

The catalogue of catalogues has been issued by the sporting goods house, Merwin, Hulbert & Co., of 23d street, New York. It contains a description and price of everything that man can want for outdoor or indoor amusement. The boating portion is especially complete and interesting, listing a full line of models from a 30-foot cutter to a ten-foot paddling canoe. It will be sent to any address in the United States upon application.

One thing strikes the buyer who reads the catalogue of J. H. Rushton; it is the perfect way in which everything is described. The most minute details of construction and finish of his craft are put down in plain English, so that a purchaser knows just what he is going to get for his money. For that reason, it is one of the best tracts for the suppression of profanity we have ever seen; he leaves the worst cranks no chance for a growl.

YACHTING GOSSIP.

David Monro will give his yawl "Swan" a brand new rig.

Vice Commodore Gibson, C. N., has sold his yawl "Puck."

The steam launch "Scamp" has been sold to R. M. Stivers.

Edward J. and Stanley Greacew have sold the sloop Vivien.

Herman Oelrichs has chartered the steam yacht Stranger.

J. J. Fay has sold the sloop "Triton" to C. P. Holman of Boston.

The Knickerbocker Yacht Club went into commission on May 10th.

The Larchmont Yacht Club went into commission on the 10th of May.

The Newark Yacht Club opened their new house on Decoration Day.

Mr. A. E. Bateman will keep Capt. Crosley at the Coronet's helm.

The Ianthe Canoe Club will build a fifteen hundred dollar club-house on the Passaic River.

The schooner "Trinculo" has been sold to Captain Tompkins of the Knickerbocker Yacht Club.

Volunteer will not be sold. General Paine says there is no truth in the story she is to go to California.

Renshaw Mason Jones has opened a Port Station for the Corinthian Navy, at Grand View on-the-Hudson.

The famous keel-yawl "Windward" is now owned by Dr. F. S. Grant. She will make her home in the "Bay."

R. L. Belknap has chartered his schooner Elma to Mr. D. Willis James. Capt. Belknap will charter the sloop Arrow for his own use.

W. H. Guest, owner of "Zula," which won the championship pennant last year, is in Europe. He will be prepared to defend the trophy when he gets back.

The Auchincloss Bros. have not given up the ghost yet. They propose to race Katrina for all there is in her. We wish these plucky yachtsmen success.

Two Corinthian Navy flags are now floating on the Hudson River, one from the Port Station at 152d street, and the other from the Port Station at 108th street.

Mrs. Thomas G. Clapham has presented a handsome flag to the Corinthian Navy. The flag is to go to the boat that makes the best run on the first day of the cruise.

Measurer George M. Rae, and Charles Coughtry of the Corinthian Navy, have just completed a clinker built dingy. The work is pronounced by experts to be superb.

Kathleen will race under the management of Mr. Zerega this year; Mr. Zerega has chartered her from Mr. Whitlock. The latter gentleman will canoe this season with the "Guenn."

Captain Thomas I. Miller, who took the Naphtha launch Rambler down to Florida, will take a year's rest. The captain has been in bad health, and will take things easy until he has recovered his health.

ARE WE THE PEOPLE?

The following are extracts from letters received from some of our advertisers and subscribers, for which, inasmuch as we have been but one month on the way, we naturally feel some excusable pride and much gratification:

CHARLOTTE, N. Y., May 19, 1890.

To the Editor of "The Rudder:"

Sir—Please find enclosed \$1, for which please send me THE RUDDER for one year. Many thanks for sample copy, which is quite bright. Long may it live and steer into a safe port at last. Very truly yours,

GEO. W. RUGGLES.

NEW YORK, May 21st, 1890.

MR. PITT J. BAKER, Watertown, N. Y.:

Dear Sir—In regard to THE RUDDER, would say we think it a very newsy little paper and very well received. We have had a number of applications from it for catalogues so far. Yours very truly,

MERWIN, HULBERT & Co.

NEW YORK, May 23d, 1890.

MR. PITT BAKER, Manager,
Watertown, N. Y.:

Dear Sir—In reply to your letter inquiring as to the number of applications I have received for catalogues, the applicant mentioning THE RUDDER: To date I have received thirty-two from all parts of the country, and have sold goods directly traceable to your paper to the amount of \$342.50, two boats being sold to go to Bath, South Carolina, the purchaser having ordered by catalogue, my name having reached him through your paper.

Very respectfully yours,

JOHN J. BOCKEE.

CANOE NOTES.

Three fine canoes have been placed in salt water from the shop of Mr. Geo. W. Ruggles. Two went to the Brooklyn Club, and one to the Knickerbocker. Mr. Ruggles' new boats are magnificent specimens of the canoe-builders' art, and if properly handled will make things blue for some of the old cup winners.

Mr. Dudley D. Gessler, who owns the Ruggles flyer, carrying Knickerbocker colors, will have a 16x30 "Ahdeek" model to run against this season. She is from the shop of the St. Lawrence Skiff and Canoe Co., and will be skippered by Mr. Frank C. Moore.

Since coming into possession of real estate, the Arlington Canoe Club has enjoyed a boom. Several men have joined, and a number of new boats have been enrolled. The enlargement of the house is the next move, room being much needed for proper stowage of boats and gear.

The members of the Yonkers Canoe Club present at the Passaic meet on May 30th, were W. L. Quick, "Uno;" T. S. Oxholm, "Beta;" Daniel Goodsell, "Nesta;" E. Masten, "Alpha," and Mr. Phillips, "Cyrus." The Yonkers men have made a study of their big ship, the Koko-ko-ho, and have the handling of her down to a fine point. A war canoe race on the Hudson between the Yonkers and Quaker City boys would be a sight to please the gods. Can it be arranged?

ANGLING.

Good work is being done on the St. Lawrence River at Thousand Island lately by the Anglers' association and others interested in the sport of angling. Many nets, amounting to the value of several hundred dollars, have been captured, and those engaged in the good work will not stop their efforts till the river, in this district anyway, is entirely clear of nets. The popularity of 1000 Islands as a summer resort depends in a very great measure to the fishing, and a few years' netting would probably do away with all sport in the way of angling. The surprising thing is that some of those whose very bread depends upon the patronage of people who come to the river to fish, even some of the oarsmen themselves, countenance netting, and in some cases own, or have owned, and used nets for illegal fishing. William Steel, many years an oarsman at Clayton, and until lately employed by the State, and enjoying the confidence of the Angling association, was discharged, through suspicious circumstances last year. He was recently arrested, convicted and fined, as being one of the worst of the fish pirates. Those who are interested in the welfare of the river will be pleased to learn of these efforts to put a stop to this illegal and wholesale destruction of the fishing grounds of the grand old stream.

Two gentlemen stopping with Capt. Tyler at Henderson Harbor, made the first large catch of black bass reported this season in that locality. Saturday last they brought in 32 beauties and also a good catch on Monday.

It is reported that the upper waters of the Delaware river are fairly swarming with shad, the like of which has never before been seen in the recollection of the people of that section. At Lackawaxen dam they are seen by the thousand. At Milford, where the river is not more than 450 feet wide, fishermen are taking 300 as a night's haul, where before fifty was considered as a good catch. In this region the farmers are clubbing together to buy nets, and are engaging actively in shad fishing. The size of the fish is also surprising, shad weighing eight pounds being not at all uncommon. At Mt. Hope a shad was recently caught that tipped the scales at thirteen pounds. This fish was seen and weighed by a member of the Pennsylvania Fish commission. A gentleman who has been visiting all the little towns along the upper Delaware reports that the people there unanimously attribute this large increase of the greatest of food fishes to the united work of the Pennsylvania and United States Fish commissioners, and are earnestly seconding their efforts to carry out the laws protecting the industry.

J. F. Monck and John Stewart, of Hamilton, have sold the crack cutter Cyprus to Commodore Allan, of the Queen City Yacht club, Toronto, for \$1,300. The deal will be completed some day this week. The Cyprus is a flyer, and will be quite an addition to the Queen City fleet.

IN CANADA.

THE "BOUNCER."

The Governor-General has donated a handsome cup to the Winnipeg Rowing club.

Capt. Ross is command of Mr. Fraser's racing cutter *Uvira*, now on her voyage to Halifax.

The *Vreda*, Commodore A. R. Boswell's new racing cutter, is rated by the E. Y. R. A. as a twenty-toner. It is safe to say that she is the fastest boat of her class that ever appeared on the lakes. The *Vreda* left Gosport, England, May 10th. Her arrival at Quebec is expected the first week in June.

The Parkdale Rod and Gun club have changed their name to the Parkdale Canoe club, with the following officers: Commodore, J. Boyd; Vice-Commodore, R. Embree; Secretary-Treasurer, Thomas Boyd, 1,233 Queen street west; Committee, H. Howard. The coming season promises to be one of considerable interest to canoeists on the Humber bay.

THE R. C. Y. C. PROGRAMME.

The fleet of the Royal Canadian Yacht club are now nearly all in commission, and with the exception of the *Merle*, which has not left Oswego, are at their moorings, being fitted out for the season. The *Merle* is expected to arrive in port early in June. The steam launch *Esperanza* has undergone a complete overhauling outside, and has been fully refurnished and decorated inside. Arrangements are being made for lighting the Island club-house by the incandescent light.

Editor of "The Rudder:"

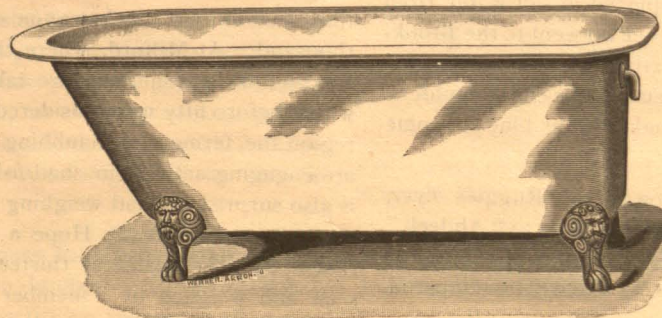
DEAR SIR,—Yesterday, at Larchmont, in a brisk racing breeze, a yawl-rigged scow, 13½ feet long on L. W. L., beat cat-boats that were longer than herself and smart in their class. And the beat was a very bad one. I haven't the figures; but the scow was at least 25 per cent ahead of her nearest competitor. Odd as it may seem to you, the scow was, after the first shock of unfamiliarity, a marine beauty, looking the "thoro-bred" flyer she proved herself. She was also dry and comfortable for her crew. With a tent over the cockpit, the most elaborate cabin could confer no real "cruising" comfort that this scow would lack. With not an ounce of ballast, she is easily rowed, paddled or poled. With but slight tendency to heel, she is safe in a seaway and remarkably fast close-hauled; nor does rough water hinder her as much as it does deeper and sharper boats. This may be an astonishing statement, but it is true. The rig is safe and convenient; with mainsail dropped, the craft is under storm-canvas. The light draft—six inches—is "greatly to its credit" for single-handed cruising in most American waters. Cheap, fast, safe, comfortable and convenient, I prophesy for the "Bouncer" and its type progeny a carnival of popularity among boat lovers. Indeed, I deem it the duty of the Corinthian Navy to foster the adoption of this almost ideally-perfect "single-hander." "Bouncer" was "evolved" and built by Mr. Thos. Clapham, Roslyn, L. I., and was sailed by himself and son.

May 18, 1890.

W. S. G.

INDURATED FIBRE BATH TUBS.

Laundry
Trays.



Flushing
Tanks.

Manufactured only by
OSWEGO INDURATED FIBRE CO.,
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RACING SAIL BOATS.

Built under Guarantee to OUTFIT any other of same length, without shifting ballast, single handed. Cruising Sail Boats and single-hand Cabin Yachts, with either keel or centreboard. Light-draft seaworthy Yachts a specialty. Sharpies of all kinds for coast cruising and for Winter use in the South. All work to order only. No circulars. Write stating exactly the kind of use you have for a boat or yacht, and get her built to meet your wants.

THOMAS CLAPHAM, Yacht Builder, - ROSLYN, L. I., N. Y.

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.

To any individual sending us ten subscriptions before January 1st, 1891, we will present with his choice of a pair of nickel row-locks, double-blade paddle, or a three-pound brass anchor.

To any individual sending us five subscriptions before January 1st, 1891, we will present with his choice of \$2.50 worth of yacht, boat or canoe hardware, selected from W. R. Baker Manufacturing Company's catalogue.

1890

"THE RUDDER,"

WATERTOWN, N. Y.

Enclosed please find

to pay subscription to "The Rudder" for the term of

beginning with Vol., No.

Signed

Address,

Kindly place this subscription to the credit of

Subscribers will confer a favor by mentioning **THE RUDDER** when sending
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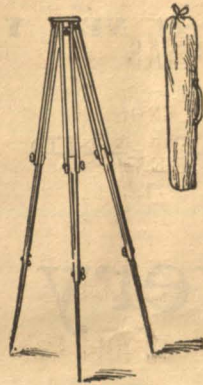
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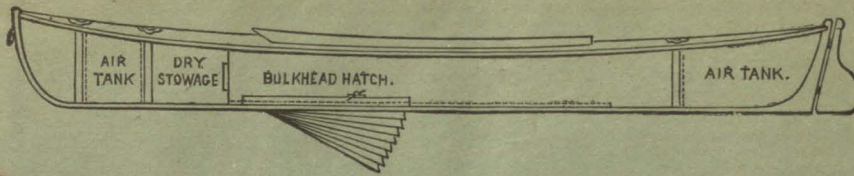
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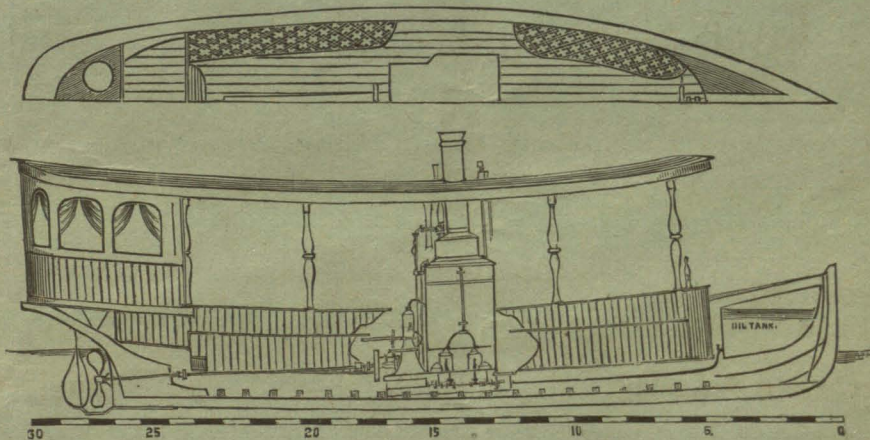


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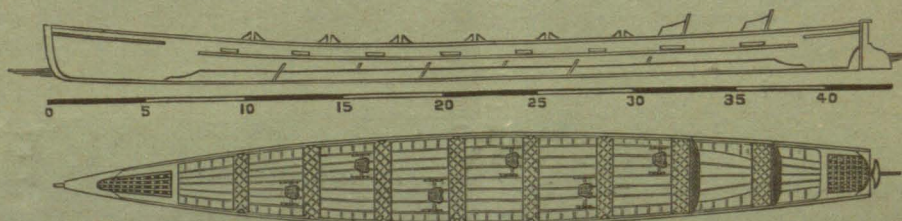


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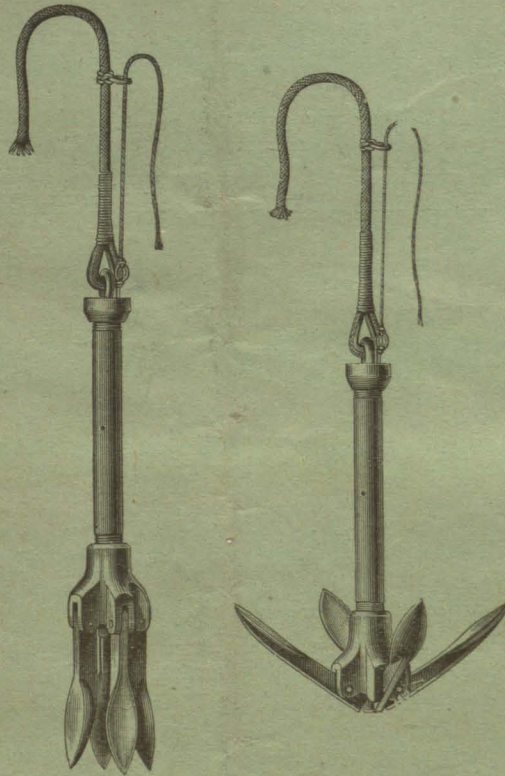
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