

Recent Additions to the Royal Sydney Yacht Squadron.

Yachting is once more decidedly in the ascendant in our home waters. Time was when we boasted a big fleet and lots of racing. Then the heart of the sport seemed broken for some years; but now we see every indication of a great revival of the noble old sport, and enough of racing to satisfy the most enthusiastic. Last season was a good one, what with the era of intercolonial matches, challenge cups, &c.; but the coming season will be a great one, indeed. The events for the first classers are already announced, and

there is prospect of others. Eight or more times will the "fives" and "tens" come to the line in fighting trim, to say nothing of private matches, which are almost certain to ensue. Not only are the matches to be numerous, but there is the advent of two new racers in the big class, and one (though not a new vessel, new to racing) in the small. The interest centres chiefly on the two new 40's, spirited illustrations of which we give this week as they will appear under canvas.

The cutter, the property of Vice-Commodore A. G. Milson, to be called *Era*, is, as will be seen at once, a long rakish-looking craft, with low bulwarks and long fine tail, carrying a full complement of big racing sails. She is the outcome of the new rule of measurement—deep keel, truly (as distinguished from a centreboard boat), but not nearly so deep as the vessels built under the old 1730 rule, and with more beam in comparison to her length. With a straight stern and running bowsprit, she may be said to be quite the regulation racing cutter.

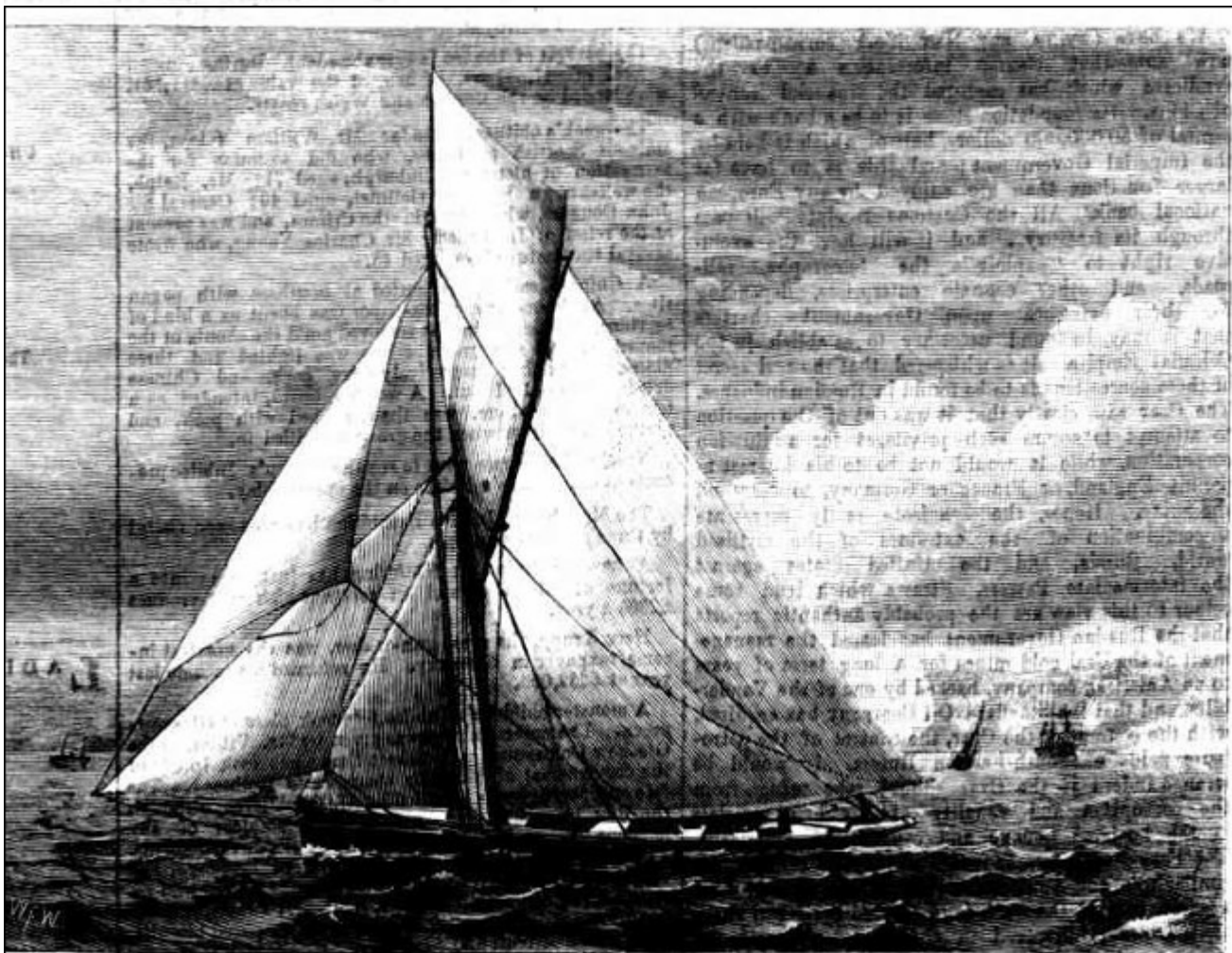
The other, by name *Miranda*, belonging to Mr. J. H. Want, is quite a different vessel in every way. First, she is a centreboarder, and, secondly, a yawl. The clipper bow is quite a new departure here, and the counter differs greatly from Mr. Milson's boat in that it carries the bulwarks almost parallel right aft, giving a heavier appearance from outside, but from the deck savours of greater comfort. A comparison of the dimensions of these two vessels will give some idea of their relative merits:—

	<i>Era.</i>	<i>Miranda.</i>
Length on water-line	58ft. 0in.	58ft. 0in.
Beam	32ft. 8in.	13ft. 6in.
Draught	9ft. 0in.	6ft. 0in.
Displacement ...	50 tons	34 tons
Ballast	30 tons	20 tons
Mast deck to hounds	37ft.	32ft.
Main boom	52ft.	42ft.
Gaff	35ft.	31ft.
Total sail area ...	4136 sq. ft.	3742 sq. ft.

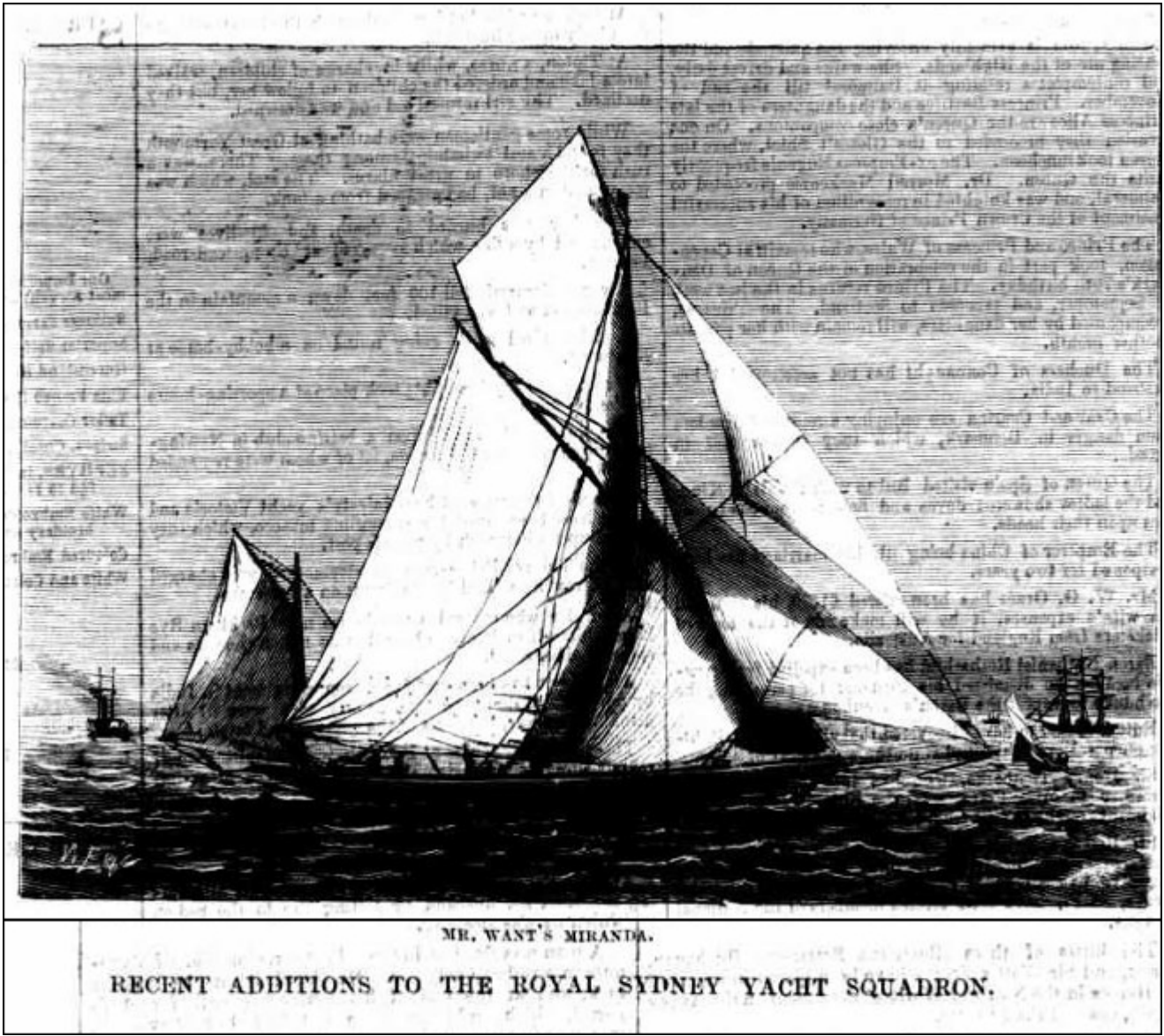
It will be seen that the *Era* has larger sails and more to get through the water than the *Miranda*; not only so, but her canvas is in fewer pieces. But, then, *Miranda* has a board of which the Americans have been making all sorts of use. Will the board compensate for inferiority of rig? is the great question between these two boats just now. If it will, well and good; if not, we hope to see Mr. Want with a cutter's suit aboard next year, and then thrash out amongst ourselves the great question just now exercising the

then thrash out amongst ourselves the great question just now exercising the minds of the folks up north—which is the faster vessel, one with, or one without, a centreboard? With two new vessels both of the same length, practically the same beam, both canvased about as high as they will go, both designed by the same man (Mr. Walter Reeks) and therefore presumably both equally well lined, and steered by two such well-known and skilful skippers (their owners), we look forward to some really keen contests in our centennial year; and with the two old boats and those we hope to see from other colonies, surely 1888 will be a year long to be remembered by the whole yachting community.

The Miranda was successfully launched on Monday from the yard of Mr. Dunn, Neutral Bay, in the presence of a number of Mr. Want's friends. Miss Hilda Want, a niece of the owner, performed the christening ceremony as the boat left the ways. We believe that the Miranda will be sailing in a fortnight or three weeks.



MR. MILSON'S ERA.



MR. WANT'S MIRANDA.

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