

## MR. HEARST'S NEW YACHT.

SHE WILL RACE A LITTLE AND THEN GO TO SAN FRANCISCO.

The new Herreshoff yacht is not to remain in these waters, but is to be taken to the Pacific coast by her owner, young William R. Hearst, son of the late United States Senator George Hearst of California. Before she goes, however, she is going to race the steamer Monmouth, the torpedo boat Cushing, and that other flying steam yacht, the Norwood, to verify, if possible, the many wonderful predictions made in regard to her speed.

When Mr. Hearst's boat reached Tebo's basin, at the foot of Twenty-third Street, South Brooklyn, last Saturday, she was known simply as "168," the number placed on her in lieu of a name by her builders. Now, however, she is the Vamose, a name bestowed upon her by her owner as a tribute to her racing qualities. The Vamose is said to be the fastest boat yet built by the Herreshoffs. She was guaranteed to make 25 nautical miles an hour, and she steamed four miles at the rate of 25 $\frac{1}{4}$  miles an hour on her trial trip off Newport, R. I. This disposed of the guarantee, and Mr. Hearst paid down \$65,250 in cash and the yacht belonged to him. Her construction began on Dec. 20 last, and she was completed on Aug. 26 this year. She is 110 feet long, 12 feet 4 inches wide, and draws 5 feet of water.

Since her arrival at Tebo's the Vamose has been visited and admired by many persons. Strange to say, Mr. Hearst has seen her only three times, twice while she was in the Herreshoff yard, and again on last Tuesday at Tebo's. Yesterday morning Mr. Hearst left for California, but before going he told his chief engineer, Theodore Heilbron, to race the Vamose with any boat on earth, over a distance of from 50 to 100 miles. Arrangements have been already made for a race with the steamer Monmouth some time next week. The course will be down the bay and out past Sandy Hook. This is a course not especially suited to the Vamose, because, with her screw propeller making 400 revolutions per minute, nothing but very deep water will perfectly satisfy all of the conditions necessary to her making the best speed.

The screw put on the Vamose by the Herreshoffe has been discarded, and its place is supplied by a screw manufactured in California, according to a model made in Germany. It cost over \$1,000, and it is said to have less vibration and less "slip" than the old one.

When it was determined to take the Vamose to California, two routes were considered, one across the Isthmus of Panama, and the other by way of Cape Horn. It was found that the bridges over the railroad on the Isthmus were too low to permit the passage under them of the Vamose on flat cars, and the other route was then decided upon. It will be necessary to equip the Vamose with three masts and enough sail to steady her. With her crew of ten men she can make the journey from New-York to San Francisco in a month, going at half speed.

In California she will be used by Mr. Hearst as a pleasure craft along the coast, and it was with that idea in view that her hull was made of wood instead of steel. Steel would have been somewhat lighter, but the California coast is hot in summer and a steel boat would be uncomfortably warm in such a climate. The frame of the Vamose is of steel.

Although definite instructions will not be received from Mr. Hearst for a week or so, it is expected that the yacht will depart on her long journey the last of November.

The Vamose is built to cross the ocean if desired, and has splendid seagoing qualities. She rides the water like a duck. She is guaranteed to carry coal sufficient to take her 2,800 miles at half speed. A powerful electric search light has been put on the yacht, and this will be of service to her in going around the coast and through the Straits of Magellan.

Next Sunday the yacht will take a cruise to Great Neck, L. I., and up the Sound, having on board General Superintendent H. B. Parsons of the Wells-Fargo Express Company, his family, and a small party of friends. On Monday the yacht will be put in the dry dock, her fires will be drawn, and she will be subjected to a thorough overhauling.

Chief Engineer Heilbron said last night he was confident that the Vamose was the fastest steam yacht in the world. There are those who express doubts on this subject, however, and base their doubts on the failure of the Vamose to make over twenty-five and a quarter miles per hour on her trial trip in the face of a contract that stipulated that the Herreshoffs were to receive \$2,000 for every half mile of speed per hour developed over the guaranteed figure of twenty-five miles per hour.

"I think the Vamose can make twenty-seven miles an hour when she gets in trim," said Chief Engineer Heilbron to a *Times* reporter; "indeed, I feel sure of it."