

ANOTHER RECORD BROKEN

THIS TIME BY NORMAN L. MUNRO'S STEAM YACHT NORWOOD.

A MILE IN TWO MINUTES TWELVE AND A HALF SECONDS—THE VAMOOSE'S EXPLOIT FAIRLY ECLIPSED—SAID TO BE ABLE TO DO BETTER.

Norman L. Munro's steam yacht Norwood broke the mile record yesterday in 2:12½, in a race against time off the Atlantic Yacht Club's headquarters, at the foot of Fifty-fifth Street, South Brooklyn. The fastest mile on record attained by a steam yacht other than that attained yesterday by the Norwood is the record of 2:30 established by Mr. Hearst's Herreshoff yacht Vamoose in her race against time over the American Yacht Club's course off Eye last month.

The day was a fairly good one for racing. A stiff breeze from north by west blew aslant over the course, disturbing the water to an extent considerably greater than that encountered by the Vamoose. The tide was ebb. The tug Van Alst, gayly decorated with flags, carried Mr. Munro and his friends, and a great many members of the Atlantic Yacht Club thronged their clubhouse and the wharf surrounding it. The Norwood was in excellent condition and her owner expressed great confidence in her ability to beat the record established by the Hearst boat.

The course extended from stake buoys anchored off the clubhouse to stake buoys off the Sea Beach dock. Capt. Nicholas Dand, the amiable skipper of the steam yacht Stranger, was in charge of the Norwood. Fireman Wheeler, Engineer Maxon, and Reuben Riley, who recently repaired the yacht's engines, composed the crew.

One of the most important points to be established in a race of this sort is the course, upon the careful measurement of which depends the accuracy of the record. In justice to Mr. Munro it must be said that yesterday's course—one statute mile—was all that could be desired. It was carefully laid out by C. C. Martin, Superintendent of the Brooklyn Bridge, who marked the start and finish with stakeboats which were watched and guarded by two of Mark Wintringham's men.

The start was made at 2:08 P. M. from the upper end of the course, where wind and tide were both in the Norwood's favor. The run was, undoubtedly the fastest ever made over a measured mile by any sort of boat. The little boat rushed down to the line on a flying start, with every head below the rail. The steam gauge, which was jumping up at every turn, showed 175 pounds, and it went up to 200 before the mile was finished. The behavior of the little boat on this run was excellent. The thin, knife-blade bow of the Norwood cut the course without a ripple, and at times leaped clear out of the water under the impulse of the tremendous forces of propulsion, while the stern, squatting low under a long overhang, was at times lost to the sight of those watching from the shore. It was a pretty sight.

At the finish the Norwood did even better than at the start, making a pace that would have amounted to less than 2:08 had it been maintained. The result, however, was sufficiently gratifying to satisfy everybody. One of the timekeepers on the Norwood announced 2:12½, and the other timekeeper announced 2:12 2-5, the difference being but one-tenth of a second. There was cheering and blowing of whistles following the gratifying announcement that the graceful craft had broken the record, and by the time it subsided the Norwood, having taken a long turn to catch her breath, bowled down to the line for another trial, this time right in the teeth of the wind and tide.

Nobody expected that the boat would exceed her first record on this run, but it was hoped that she could turn out a mile against wind and tide in less time than the Vamoose's best record with both those factors in her favor. The Norwood responded to these expectations in a pleasing manner, cutting out a pace that resulted in the announcement of 2:26 from one timekeeper and 2:26 2-5 from the other. The Vamoose's best time, with wind and tide at her back, was 2:30. Had she not sustained an accident to her steering gear while on her best run, she might have lowered this by 10 seconds, but in any event she could not have kept up with her small but formidable rival.

The Norwood, too, would have done better than 2:26 but for an accident which occurred at the three-quarter post, where her safety valve suddenly went off with a loud noise. The spring had broken. Straightway the pressure fell to 150 pounds, and the speed of the boat diminished, but it was too late to prevent the establishment of a very good record against wind and tide—one which fast boats for years to come will strive to reduce.

The accident prevented further attempts at breaking the record, much to Mr. Munro's disappointment. He says that the boat covered a mile in 2:01 1-5 last week, and he believes she could have done it again had she been properly warmed up. Capt. Dand, who has been on many a fast boat, was warm in his praise of the Norwood, particularly of her even keel and absence of vibration under terrific pressure. He, too, believes that she can do better than 2:12½.

The Vamoose had completed four runs when her accident occurred. The time on these runs was 2:50, 2:30, 2:30, and 2:35 respectively, at an average of 2:36¼, which is equivalent to a speed of 23 1-5 statute miles an hour. The Norwood's best run of 2:12½ is equivalent to 27.2 miles an hour, and the average of her two runs—2:19¼—is equivalent to 25.84 miles an hour. The Government torpedo boat Cushing ran from this port to New-London—120 miles—July 12, 1890, in 4 hours and 44 minutes, thus making a continuous speed of 25.34 miles.

The Norwood was built at Amesbury, Mass., by C. D. Mosher, who watched her run yesterday with great interest. She is credited with doing a speed of 30 miles an hour at Amesbury without developing more than 105 of her possible 400 horse power.