

KING'S CUP TAKEN BY SPEEDY ELENA

Plant's Fine Schooner Wins Decisive Victory in Race for Highly Prized Trophy.

SPEED DUEL WITH AURORA

Squaw Heads the Forties and Captures Baker Prize Thereby—N. Y. Y. C. Cruise Comes to an End.

Special to The New York Times.

NEWPORT, R. I., Aug. 9.—Elena's series of victories in the cruising and racing week of the New York Yacht Club culminated this afternoon, when Morton F. Plant's speedy yacht won the King George V. Cup, the most highly prized trophy of a series of races which has been rich in trophies. This race is unusual as yacht races go nowadays, in that both sloops and schooners of stipulated measurements may compete on equal terms, the handicap allowances giving the single stickers a fair chance, as is shown by the fact that in the series of races, covering several seasons, for the King George V. Cup and for the King Edward Cup, which preceded the present trophy, seven sloops, as against three schooners, have won. The three schooners are Enchantress, Queen, and Elena, and the victorious sloops are Effort, Avenger, Aurora, Estalina, (now converted into the schooner Irolita.) Winsome, Spartan, Ventura, the latter the winner last year. The cup was not sailed for in 1914.

Today's race was over the same course on which the race for the Astor Cups was sailed yesterday, namely, from Brenton's Reef Lightship to a mark off Block Island, then across Block Island Sound to West Island, off Sakonnet Point, and then back to the westward to the starting point at the mouth of this harbor. With the wind from the northeast and blowing at the rate of from ten to twenty-three miles an hour, the yachts had a run to the southward, a beat to the northeast, and a close reach to the finish.

Elena Equal to Formidable Task.

Three schooners and five sloops were contestants, but interest centred into the question as to whether, with her allowance, Aurora, which had won the cup in 1910, would be able to defeat Elena, which has never been faster than she seems to be this year. Elena's task was to give Aurora 32 minutes and 53 seconds time allowance and a beating. She did it. The corrected time shows that Elena won by 13 minutes and 40 seconds, crossing the line at 2:52:15 this afternoon and Aurora finishing at 3:25:46 after a race between them that was marked by no accident or untoward event, so that Elena's was a clean-cut victory.

The start was made at 11:10 this morning, the following fleet being much smaller than usual in spite of the fact that there was an added bit of sport, a race among the forty-footers, which were not eligible for the King's Cup, for a special trophy offered by Commodore Baker. The forties covered the course from Brenton's Reef to Block Island and return, a run of 27 miles, with ten of the twelve sloops of this design competing. This course gave them a run to the southward and a beat back home.

Thirty-five seconds after the starting signal sounded Aurora, with her boom swung to port, started away on the starboard tack, broke out her spinnaker and went away on her journey. Doris followed, and then Elena, under a cloud of canvas, just one minute after Aurora had got away. The two other schooners, Vagrant and Irolita, followed immediately, the former two seconds in the lead. A little over a minute later the fifties got away, with Carolina in the lead, Grayling a couple of seconds behind her, and Barbara bringing up the rear of the lot racing for the King's Cup.

Black Duck Leads Forties Across.

The forties were sent across the line ten minutes later, with Arthur K. Bourne's Black Duck in the lead, closely followed by Wilson Marshall's Jessica, Dr. Bishop's Pampero, and O. G. Jennings's Pauline. The rest were in a bunch astern, all with booms to port and spinnakers to starboard.

The fleet made both an impressive and a speedy run down the wind, Elena quickly working her way to the lead of the fleet, so that in passing Point Judith she was fifty-two seconds ahead of Aurora. Elena's time in passing the whistling buoy at the Point was 12:31, Aurora following at 12:36:40, and Vagrant eight minutes later. Jibing around the mark, which had been reached in a run of approximately an hour and twenty minutes, the sheets were trimmed for the thrash to windward of eighteen miles.

By this time the wind had canted to the north and freshened so that though there was no particular sea on, the yachts found it rather wet going with their lee rails buried in the water and the spray flying from the bows of the craft. It took Elena three tacks to get to the windward so that she could head for the mark off West Island on the port tack. She rounded the mark at 2:33. Aurora made the mark just twenty-two minutes later, going like a race horse, and six minutes ahead of Vagrant, with the fifties, led by Grayling, with Barbara and Carolina in close company and all about a half mile astern.

The last leg was a reach, close at first, but broadening as the yachts neared the finish, which gave them all a chance to fairly scud through the water on this, their fastest point of sailing. Elena proved herself too fleet for even the flying Aurora and so sailed across the line off Brenton's before some of the contestants had even made the West Island mark. Elena's actual time for the run was 3:40:40, Aurora finishing 38 minutes astern and Vagrant less than a minute away, she having gained on the last leg of the course, and beaten Irolita about two minutes. Carolina was the first of the fifties to finish the run, beating Barbara by two minutes and Grayling another minute over the course.

Rowdy was the first of the forties to complete the run to the Block Island mark, the unofficial time at which they rounded that point being for Jessica, 12:59:45; Squaw, 1:00:20; Jessica, 1:00:42; Black Duck, 1:01:30; Shawara, 1:01:40; Zilph, 1:03:20; Pampero, 1:03:30, and Maisie, 1:04:50.

Three Craft Meet with Disaster.

Coming down the wind they had carried staysails, baby jib topsails and spinnakers, and when they hauled on the wind for the thrash home several took in their topsails and seemed to make better headway on the course. It was on this leg that Black Duck lost her good position in the race by getting her steering gear jammed. Mistral broke her starboard spreader and Zilph had some sort of trouble which put all three practically out of the race.

Save for these the one-designers had a pretty close race of it, for Squaw, which forged to the front just after the mark was rounded, and which made the best of the windward work, was less than ten minutes in front of Pauline, the last to finish the race, for Black Duck was out of it after the accident to her steering gear. Squaw was actually over the line four minutes and thirty-one seconds ahead of Pampero, which defeated Jessica but twenty-three seconds.

After the racers had returned to the harbor a special meeting was held

aboard the flagship Viking and the cruise was formally disbanded. The summaries:

KING'S CUP RACE.

Course, Thirty-eight Miles.

Yacht and Owner.	H.M.S.	H.M.S.	Elapsed Time.	Corrected Time.
Elena, Morton F. Plant.....	3:40:40	4:31:38		
Aurora, Cornelius Vanderbilt.....	4:18:11	3:45:18		
Doris, C. E. Hillier.....	4:37:11	3:40:46		
Vagrant, H. S. Vanderbilt.....	4:19:39	3:46:49		
Carolina, George Nichols.....	4:46:26	3:49:35		
Barbara, H. P. Whitney.....	4:51:32	3:51:41		
Grayling, J. P. Morgan.....	4:52:32	3:52:41		
Irolita, E. W. Clark.....	4:39:28	3:55:41		

SPECIAL RACE, N. Y. Y. C. FORTIES.

Course, Twenty-seven Miles.

Yacht and Owner.	H.M.S.	H.M.S.	Elapsed Time.	Finish Time.
Squaw, J. S. Lawrence.....	3:37:19	4:17:19		
Pampero, Dr. James Bishop.....	3:41:50	4:21:50		
Jessica, Wilson Marshall.....	3:42:22	4:22:22		
Maisie, H. B. Plant.....	3:43:10	4:23:10		
Rowdy, H. S. Duell.....	3:44:05	4:24:05		
Shawara, Harold Wasson.....	3:44:20	4:24:20		
Pauline, O. G. Jennings.....	3:47:10	4:27:10		
Black Duck, A. K. Bourne.....	4:00:30	4:40:30		
Zilph, J. E. Hayes, Jr.....	Did not finish			
Mistral, G. M. Pyncheon.....	Did not finish			