

Ingomar, a new 6-meter boat, owned by Henry B. Plant, under sail.



Hawk, owned by W. A. W. Stewart, looks very much like *Lea*.

The Month in Yachting

Class "P" Revived on Long Island Sound

AFTER several years, during which there has been practically no racing in the "P" class on Long Island Sound, it is pleasing to see this fine class, which was formerly very popular, being revived, with the prospects of some fine racing this Summer. The fleet on the Sound has dwindled to some three boats, two of them being out-classed by *Nahma*, then owned by Addison Hanan, but with the acquiring of two more boats, a class "P" association has been formed to promote racing and to boost the class.

The *Nahma* has been bought by C. L. Weyand and the *Windward* has been brought back from Halifax, where she has been for a number of years, by G. W. Ford and Wm. Scofield. Then J. A. Santry has come down from Marblehead with his *Ahnbeck* and joined the class. With these three and *Amoret*, owned by P. C. Pfeiffer, and *Vianno*, owned by Hamilton B. Downe, there will be five boats, in addition to one which Theo. S. Clark expects to purchase.

P. C. Pfeiffer has been elected

Secretary of the Association and communications from those desiring to enter their boats should be addressed to him.

All races to be sailed without time allowance, unless it is shown that a handicap system is necessary, and under the restrictions of trim and equipment, scantling rules, etc., laid down for the 31 foot rating class by the rules of the Long Island Sound Yacht Racing Association. Yachts to race in cruising trim, with anchors, cabin fittings, cushions, etc., on board, and with two suitable life preservers on deck.

Some wise restrictions have been adopted, especially regarding hauling out and sails. Yachts shall not be hauled out, put in drydock, or on the beach more than once in four weeks, and shall not remain out of the water more than four consecutive days at any allowed time of hauling out or docking. In case of any accident or bad weather, this rule may be suspended by vote of majority of the members of the Association.

Each yacht shall be allowed but one suit of sails during the season. Balloon jibs, reaching jibs and spinnakers may be carried provided that their size conforms with the

Long Island Sound Association rules for the 31 foot rating class. If sails are damaged beyond serviceable repair, new sails may be ordered.

A prize for the season's championship will be awarded. For the purpose of giving light weather and heavy weather boats an equal opportunity to win this trophy, the season's championship races shall be divided equally in a spring series and a fall series, and the two boats winning the greatest number of points for these two series shall have a match race for the championship trophy on the day of the Annual Regatta of the Handicap Yacht Racing Association.

The 6-Meter Trial Races

About the first boats to be racing on the Sound this year were the 6-Meters, which are tuning up early, preparatory to the series of elimination races with the Seawanhaka Yacht Club that has arranged for the purpose of choosing the international team to go to England in July. These trial races are to begin June 11th and will continue until the selection committee is satisfied as to which four will make the best team to go abroad.

One-Design or Open Classes

Something for Racing Yachtsmen to Think About

IN order better to systematize the conduct of races held by the clubs forming the Yacht Racing Association of Long Island Sound, and to properly collect and preserve the data of such races, a Recorder was appointed by the Association last Spring and has just completed his year's work. This Recorder was W. P. Stephens, editor of Lloyd's Register of American Yachts, and his first report has just been rendered to the Association at a meeting held in October. At this time the championship winners were announced, being the earliest date at which the season's results have been announced in many years. Other racing Associations might well follow the lead of the Long Island Sound Association in this matter of appointing an official recorder.

As the report brings up, also, many other important matters for consideration it is printed (in part) herewith. Particularly in respect to these portions dealing with the decline of open class racing and the influence of one-design racing should yacht clubs and yachtsmen give serious consideration. If something is not done to build new classes and to keep up the interest in existing classes, the sport will suffer in the next few years. Mr. Stephens' report contains matter which must be weighed and acted upon. The sooner this is done the better for the sport.

Report of the Recorder of the Yacht Racing Association of L. I. Sound

As the racing season of 1922 is now closed, I beg to report as follows upon such matters as have come to my notice as Recorder of the Association:—

Advantages of Standard Race Program

During the past Winter a standard form of Race Program was prepared by a special committee and recommended to the clubs for adoption; all but one club have acted on this recommendation, with a material improvement in this important detail of racing.

One of the duties of the Recorder has been to work with the race committees of such clubs as desired his services in the preparation and distribution of the program, the experience thus gained being most valuable. Following the general form of the standard program, the typographical arrangement has been

improved by successive trials. In the subject matter, every important point has been stated as clearly as possible, and but once, repetitions being avoided as merely confusing. Except in one instance, the rules of the Association have not been quoted in the program, as the proper source of information on rules is the Y. R. A. book itself. A large size of type with a plain face has been used, and much more care has been taken in the separation of these various lines and columns, so as to make the matter as easily legible as possible. One size of sheet has been used by all clubs.

Races

The scheduled races of the Association numbered 24, of which 20 were championship events. Except for one club, from which no report has been received, the Recorder already has the record of every championship race.

The racing list for the season included a total of 226 yachts, divided among 26 classes; of which 18 were one-design; 4 handicap; 1 restricted; and 1 rule classes.

Effect of One-Design Racing Questionable

Though in theory, at least, yacht racing in America is conducted under a fixed rule of measurement, and the "Universal Rule" adopted in 1905 is now on the books of all the leading yacht clubs, it is worthy of serious consideration that but one rule class was represented on Long Island Sound this season, and that was built to a foreign rule. The new 38-ft. schooner class created this year still remains only on paper, there were a few desultory starters in the larger schooner classes, and one yacht of Class N was at the line on several occasions, failing to find a competitor; even the smaller rule classes once popular, P, Q, R, and S, have entirely disappeared. The question whether this abandonment of the long established principle of designing to a rating rule, and the concentration of all effort on the development of one-design and special classes, is a help or a hindrance to that revival of yacht racing which is the immediate end of all yachting organizations, is one which may well engage the attention of the Y. R. A. this Winter.

The result of the racing may be summarized as follows: with a total of 226 yachts on the *Racing*

List, the actual number starting in the races of the season was but 166. Many of these, however, started but once or twice, and the total starters in more than 25 per cent. of the races was only 100. The total number of yachts in the one-design classes was 156, but the number starting in more than 25 per cent. of the races was only 70. In a number of classes in which races were regularly scheduled and prizes offered and awarded, the regular starters were as few as four, three or even two.

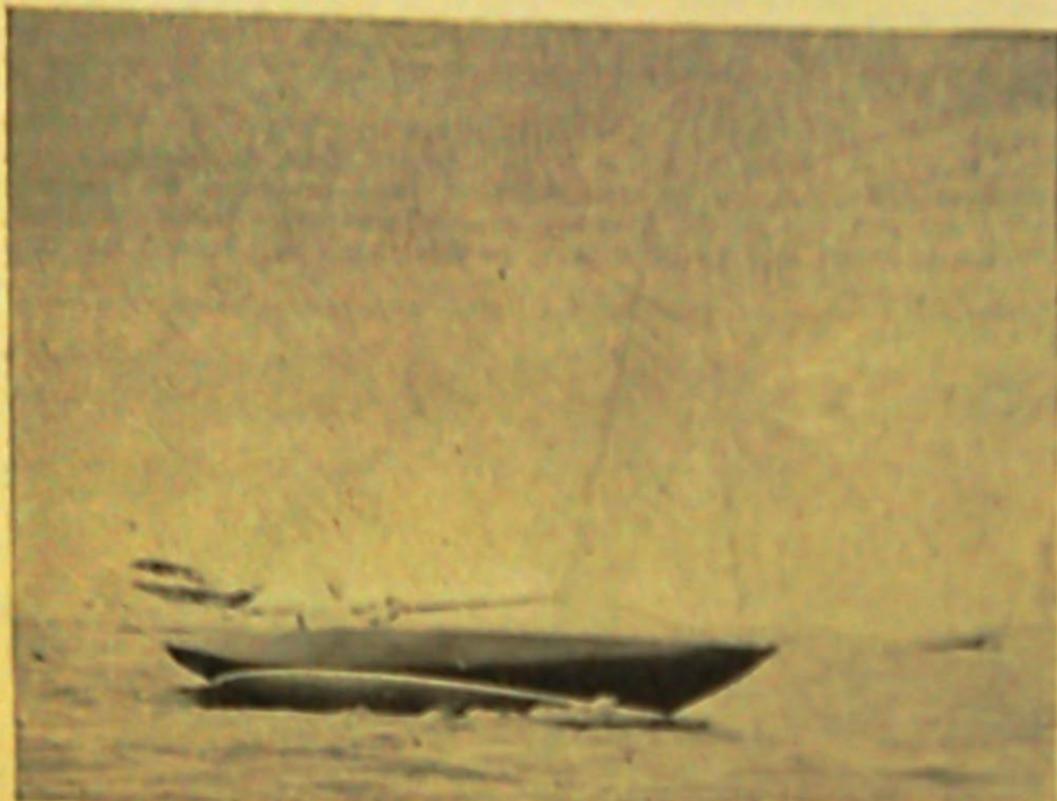
In view of the money expended by the clubs in prizes and the expenses incidental to the running of the races, and of the time and labor freely given by race committees, the results in point of competition are not encouraging, and it may fairly be said that the support on the part of the owners of racing yachts is not in proportion to the work done for them by the clubs.

It is only too plainly evident that the one-design and special classes once so popular have undergone a process of disintegration; and while the number of such classes for which races and prizes must be awarded is diminishing slowly, the decrease in entries in each class is much more rapid. The Sound Schooner Class, once popular, has afforded but little sport this year, on a number of days only one representative being present at the line. The old "Sonder Class," identical in principle thought not strictly one-design, has also fallen off badly in the number of starters. The "Jewel" Class, also popular in its day, shows a similar decline. Whether it is to be classed as cause or effect, the fact is apparent that the old class organizations which created and fostered these special classes have also fallen apart, there being at the present time no head to a class and no one responsible for its welfare. There is a serious danger that most of the one-design and other special classes will go to pieces before new classes are established to take their place.

Race Management

The make-up of its race committee is a matter which rests with each club. While it is absolutely necessary that there shall be one or two men on the committee with a thorough knowledge of racing and

(Continued on page 24)



NO. 227—FOR SALE—Six metre boat "Undertaker." Generally accepted as one of the fastest boats of the fleet. Will be good racing on the Sound in this class. Exceptional opportunity to buy a practically new boat cheap.

MODEL YACHTING

Another International Model Yacht Race Possible

At the last meeting of the Model Yacht Racing Association of America the following communication was received from the Model Yacht Racing Association, London Institution, London, England, together with other correspondence pertaining to international model yacht racing:

Dear Sirs:

This association, representing the majority of sailing clubs on this side, welcomes the advent of American models to compete in this country.

In order to secure that cooperation of the sailing clubs which is essential for international competitions, they suggest that the American and British associations, representing such clubs, cooperate in fixing arrangements for International racing.

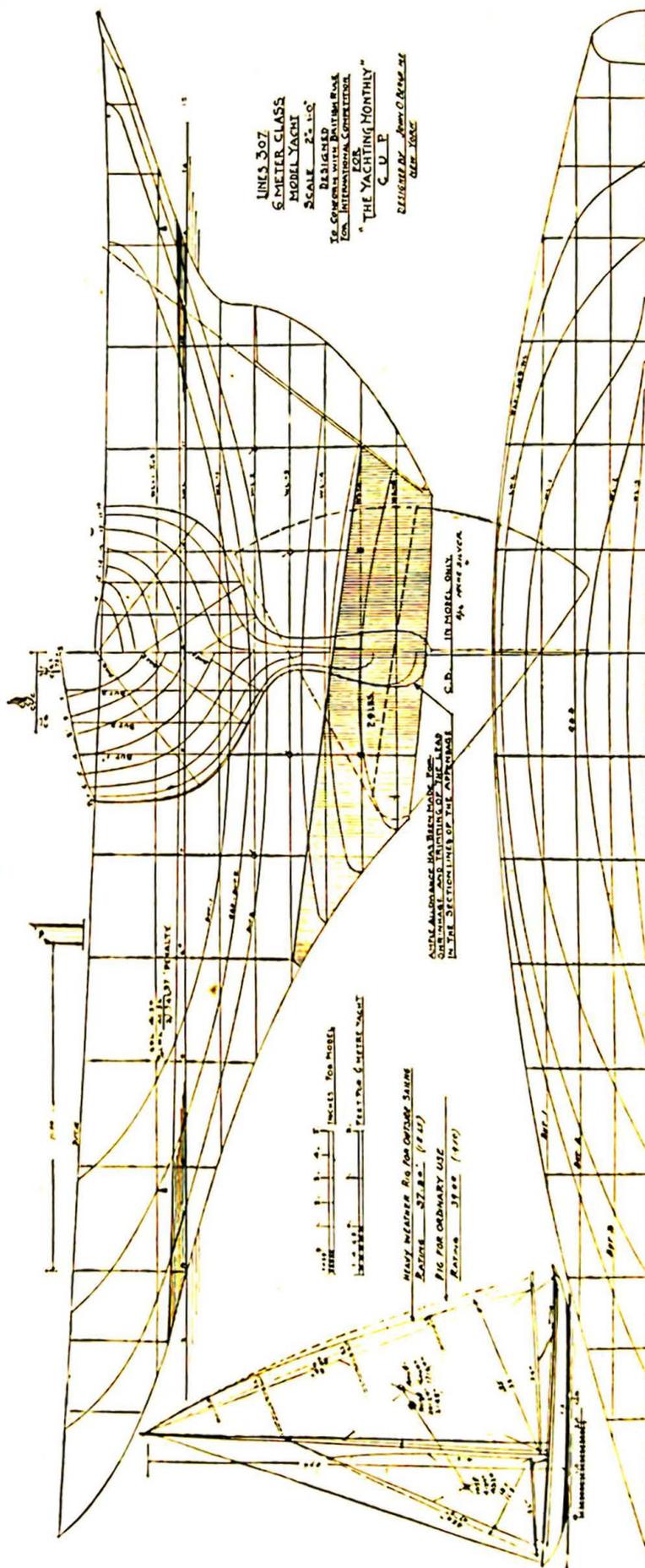
My association will be pleased to hear from you in this connection as it believes that it is only in this way that representative National competitions can be successfully organized.

Yours truly,
(signed) Chas. J. Loeder,
Secretary.

The M. Y. R. A. of America is now sounding the opinion of the various clubs included within its membership, and at the present writing the response has been satisfactory. The Central Park M. Y. C., Prospect Park M. Y. C., Irvington M. Y. C. and the Montclair M. Y. C., have pledged one hundred dollars each to help carry the financial part of the venture, and others are pending.

As to the rule under which boats are to be built, a proposed rule is given elsewhere in this issue, which as a test rule appears satisfactory. It is believed progress is being made towards a fixed understanding and cooperation between the two associations and when concluded this may well bring about a big event in each season to come.

Those clubs and members who have been keeping their weather eye on the larger aspect of model yacht racing, and have noted the response and attention accorded the first International Race here last June, see in this attempt to get on a common basis a real step forward in the model yachting game. It is up to all those interested to decide whether or not the sport is to be broadened and assume the dignity this sterling pastime deserves.



Plans of 6-meter scale model designed by John O. Bergh to conform to the Yachting Monthly International Rule for yacht competition.

The Month in Yachting

When the Fish Run

It was on the committee boat at Gloucester, during the late unpleasantness of the Fishermen's Race, that I heard the story, and it is too good not to let it circulate where it will be most appreciated—among sailormen.

Capt. Snellen, a veteran fishing skipper who has spent most of his life on the fishing banks, told it. It's too bad that print won't convey his accent and the emphasis he put on it. In spite of his 85 years Capt. Snellen had arisen at 4 A. M. to get from Marblehead to Gloucester in time to get aboard comfortably, and he was on his feet till the Committee boat landed at 6 P. M. Fishing, evidently, toughens a man up a bit.

It happened a number of years ago when he commanded a small banker out of Gloucester and was fresh fishing one winter on the Sable Island Grounds. It had come on bitterly cold, with the thermometer down below zero and the little vessel was all iced up so the men couldn't fish. The gang was below keeping the foc's'le stove red hot an' joshin' each other, just to pass the time.

The skipper stuck his head out of the cabin companionway to take a squint round and sighted a small French fishing bark bearing down on him. He knew she was going to speak him and guessed he'd be asking about fish. The old skipper, with pardonable national pride, didn't want to let any Frenchman know that they ever thought it too cold to fish, so he ran for'ard, shoved back the foc's'le slide, and shouted down:

"Tumble up here, boys, lively, and get your lines over; there's a frog eater close aboard. Never mind about your coats. Come just as you are."

Up the gang tumbled, and slid aft to the tubs of lines. "Get 'em over, quick," admonished the skipper. "Now roll up your sleeves and we'll show this Frenchy we ain't stopped by the weather."

Over the lines went, and when the Frenchman backed his main yards and lay to within hailing distance, there was a gang of men, bareheaded and in shirt sleeves with a line in each hand, sawing up and down.

The French skipper, standing aft, hailed through cupped hands: "Schooner ahoy! Vat schooner is dat?"

"The *Eva May*, of Gloucester."



Lots of talent in a small boat. (Left to right) Vice-Commodore George Nichols, W. Butler Duncan and Gibson Fahnestock of the New York Y. C. sailing one of the Class 'S' one-designs.

"Are the feesh runnin'?"

"Naw, they ain't runnin' yet; but I suspect they will be along about the heat of the day," answered the doughty Yankee.

Followed a pause on the part of the French skipper. Then in wonder:

"Heat of ze day—vat you call ze heat of ze day?"

"Oh, about two hours, mebbe, when the sun gets up a little higher—then they'll begin to run."

"*Sacre*" came the answer, and the Frenchman swung his yards and filled away while the gang on the Gloucesterman hustled below again to the stove.

New York Yacht Club

Election

At the annual meeting of the New York Yacht Club, held at the club house on December 21st, the regular ticket was elected for 1923. Commodore Harold S. Vanderbilt and the other flag officers, George Nichols and Vincent Astor, were re-elected. The most important change was in the Race Committee, where H. deB. Parsons, chairman since 1907, declined a nomination. The personnel of the new committee is Gherardi Davis, Clinton Mackenzie and Oliver Iselin.

The full ticket elected follows:

Commodore, Harold S. Vanderbilt, schooner *Vagrant*.

Vice Commodore, George Nichols, sloop *Carolina*.

Rear Commodore, Vincent Astor, power yacht *Nourmahal*.

Secretary, George A. Cormack; treasurer, Tarrant Putnam; measurer, Harold W. Webb.

Membersip Committee, Charles Lane Poor, Henry A. Bishop, George M. Pynchon, H. G. S. Noble, Capt. R. D. White, U. S. N.; E. Townsend Irvin.

Race Committee, Gherardi Davis, Clinton Mackenzie, Oliver Iselin.

House Committee, Samuel A. Brown, Charles M. Billings, James D. Sparkman.

Library Committee, F. Gilbert Hinsdale, Robert O. Bacon, Capt. J. F. Carter, U. S. N.

Model Committee, C. Sherman Hoyt, Charles D. Mower, Horace E. Boucher.

Committee on Club Stations, J. P. Morgan, Vincent Astor, J. Harvey Ladew.

International Six-Meter Race Assured

The challenge of the Seawanhaka Corinthian Y. C. to the Royal Northern Y. C. of Great Britain, for the old Seawanhaka Cup, which was won by *Coila III* off Manchester, last September, has been accepted, and a race will be sailed for the trophy on the Clyde late in August. This will be a match race

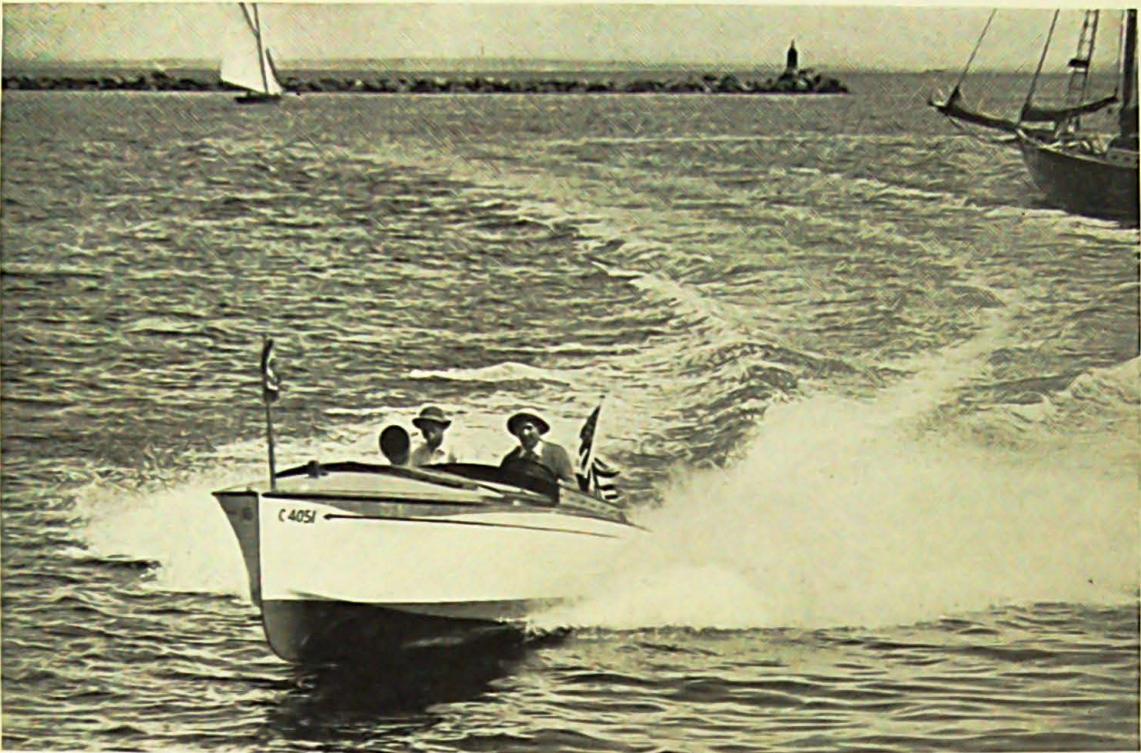


Photo by Albert Cook Church.

First home! *Miss New Bedford*, owned by George Cherry, winning speed boat race at New Bedford Yacht Club Race week.

Open Racing Classes Should be Encouraged

There is a movement under way among yachtsmen on Long Island Sound to bring about a resumption of racing in open classes, and a committee was appointed by the Long Island Sound Yacht Racing Association to look into the matter and make recommendations.

There seems to have been some difference in opinion among members of the committee as to whether they should recommend a one-design class, built to rate in a certain class under the rule, or whether to recommend a strictly open class with boats built by different designers.

If the value to the sport is to be considered, there is no question but that the latter should be their recommendation. We have a fine racing rule which produces the best type of boat that has ever been developed in this country, and we have the strange sight of only one class of boats at the present time racing on Long Island Sound, one of our principal yachting centers, and these are all old boats. Last year there was no open class racing. At Marblehead, there is only one active class, the "R."

The consequence has been that our designers are getting absolutely no chance to develop their talent by turning out racing yachts. The

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HERBERT L. STONE, EDITOR

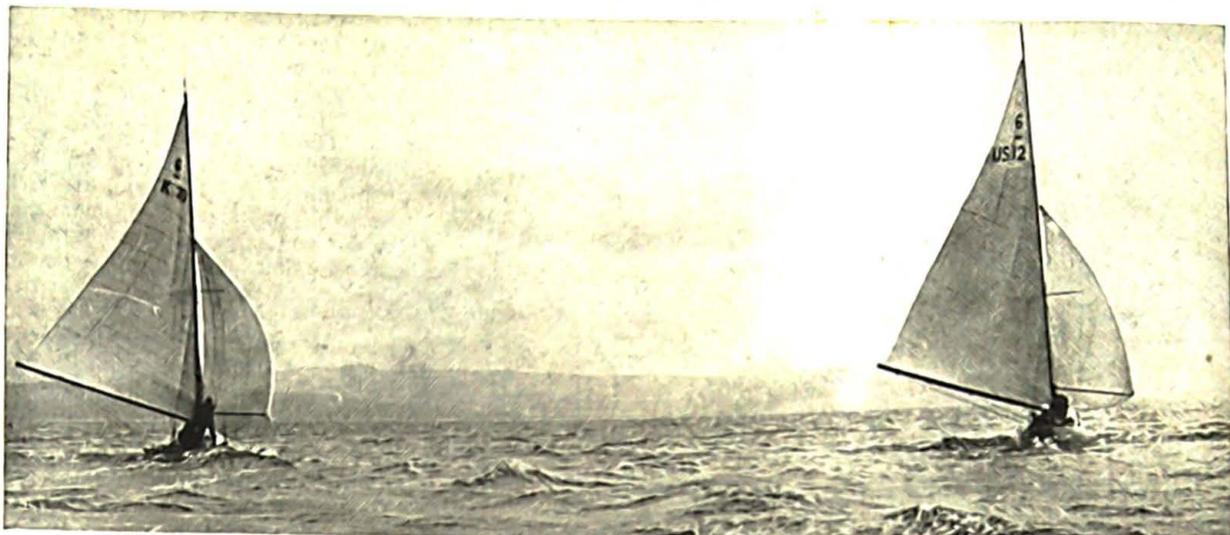
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craze for one-design boats has killed off the demand for boats from different designers for the open classes, and while one-design classes may furnish good sport, they do not call for as much in the way of skill in designing as the competition that is afforded by open class racing. The claim of the one-design advocates, that there is better sport in the one-design class, is not borne

out by the facts. It is true that there may be an outstanding boat in an open class, but judging from the Six-Meter Class last year with boats from different designers, one would say that they were so nearly equal in speed that almost any of them could have been made winners with proper tuning, balance and handling. Even in the one-design classes, there are usually one or two men who prove the principal winners because they know how to get their boats *right* and keep them *right*, and in an open class it would seem that there would be even more incentive for a man to master the finer points of yacht handling and of keeping the boat in condition. If we don't soon give our designers a chance to show what they can do in competition with other designers, yachting in this country is going to get into a bad way.

If one club feels that it must have a one-design class on account of the saving in building expense, let it get a few boats from one designer, if they must, but let them build this class to the top of some universal rule class, and then let them race against any other boats that may be built to the same class, boat for boat.

We believe that the Long Island Sound Association is going to recommend the Q class for next year. If they do, by all means let them make it an open class.



Coila III (left) and *Lea* racing on the Clyde for the Seawanhaka Cup after the Six-Meter match on the Solent.

The International Six-Meter Races

WHEN the American team to go across to meet the British in this year's six-meter races was picked it was felt by most of us on this side of the water that our boats had a better chance than they had in 1921 when the first race was sailed. Our designers had had three years to work on the rule. Our crews had the experience of this previous race in British waters and thus knew conditions better than they did in 1921, and it was felt they would have boats better suited to the weather likely to be met. But even at that we were not over optimistic of the result. No one, however, looked for quite such an overwhelming defeat as was handed to us by the four British boats, especially as three of them were not new boats and two of them were on the team we defeated here last year. *Capelle*, owned by Sir William Burton, was the only new British boat. She is from designs by Nicolson.

Of the four boats on our team, two were logical choices, *Lea*, sailed by Sherman Hoyt, and *Clytie*, owned and sailed by Clifford D. Mallory. Concerning the new boats, *Hawk*, W. A. W. Stewart, and *Ingomar*, owned by H. B. Plant, there was some difference of opinion. They had not done much in the racing over here, and many thought that *Grebe*, a sterling performer in two previous 6-meter series, should have been included, especially as she was at her best in the winds likely to be found on the Solent. However, she was not chosen, and that ends that.

Of the six races sailed in the series, one was sailed in a hard blow, three in fresh to strong breezes, one in a light to moderate true breeze,

and one turned out to be a drifting match that required about all the time limit to sail. In only one of these races did the American team win—the fifth race, in a light breeze in which our boats were at home and took the first four places. In the day of drifting we were out of luck in the fluky conditions or else did not know where to look for the breaks, for the British team got the first three places. On the days it breezed up (and it did blow) there was only one team to it—the British. Our boats were nowhere near the equal of their competitors in the conditions that prevailed.

The courses used on the Solent appear strange to those who are used to equilateral triangles or windward and leeward courses, and for the most part are irregular in shape, so that the legs are frequently uneven in length. The strong tides are also an important factor in those waters and local knowledge plays an important part in the result. Whether this is more so on the Solent than in the fluky airs of Long Island Sound is open to doubt.

Lea did the best of the American team. She was especially good in going to windward, and frequently worked into the lead or worked through the entire British team on the windward leg. This was especially apparent in the first, second and fourth races. In the second race she was over the starting line too soon and though recalled she had worked up to second position at the end of the windward leg. But running and reaching she proved inferior to the British boats, all of which were especially good on these points of sailing.

Lea won most of the points for

the American team, 28, though three of the British team topped her in the scoring. *Clytie* was close behind her team mate with 27 points, and "Cliff" Mallory did well with her. She was the only boat of our team to win a race (the fifth), though *Lea* could have taken this if she had not elected to keep some of the British boats covered and be content with second place. *Coila III*, as was the case last year, was high point winner on the British side, with 39 points. She was sailed by John Stevens. *Hawk* and *Ingomar* brought up the rear.

The following table shows how the teams stood in the scoring and their respective positions:

BRITISH			
Yacht	Pts.	Pos.	
<i>Coila III</i>	39	1	
<i>Reg</i>	33	2	
<i>Suzette</i>	31	3	
<i>Capelle</i>	26	6	
AMERICAN			
Yacht	Pts.	Pos.	
<i>Lea</i>	28	4	
<i>Clytie</i>	27	5	
<i>Hawk</i>	17	7	
<i>Ingomar</i> ..	14	8	

Summing up, it would look as if our designers cannot yet turn out boats equal to the British under the conditions which prevail on the Solent and that the British team were better handled (barring *Lea* and *Clytie*) than ours. Designers are naturally under a handicap in turning out boats for conditions different from those which prevail in home waters, and to design a boat that will be fast enough to win at home and be selected, and at the same time fast enough to win abroad where winds are very hard, with lots of weight in them, and the seas short and steep, is a difficult task. The reverse also holds true as regards British designers.

In the Lee of the Longboat

By CAP STAN

Among the multitude of long distance races held this year, the Bayside-Block Island Auxiliary Race was a particularly interesting one to me for two reasons—first, it is teaching us a lot about the efficiency of engines and wheels in auxiliaries, and second, it is bringing men and boats into competition who have never raced before. We have a lot to learn yet as to what kind of installation is best in an auxiliary, and the best way to sift the wheat from the chaff is to stack one outfit up against another. There was hardly a boat in the Bayside race which had previously competed in any other event, long or short. The more new blood we get into the game the better for yachting, for just as competition is the life of trade, so is it the spur necessary to develop yachting, as the records prove that where racing ceases, yachting activity in general becomes sluggish. Fred Stiles and the Bayside bunch are doing fine work. May their efforts continue to be crowned with success.

* * *

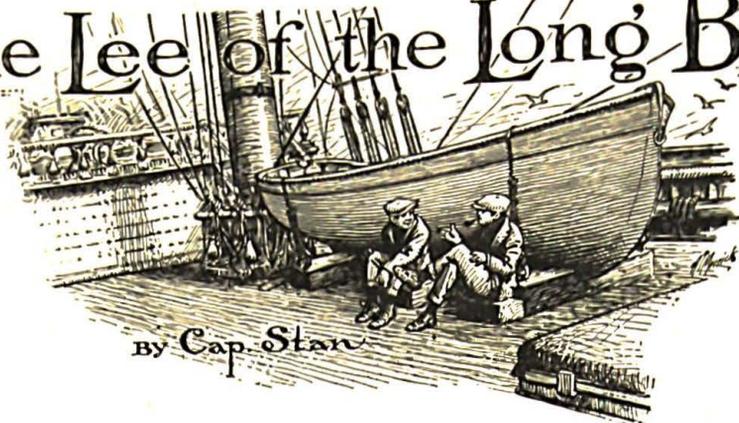
A number of people have asked me why *Grebe*, our stellar heavy weather performer, was not a member of our 6-meter team. While I can't guarantee the truth of it, the dope I got was this: *Grebe's* owner was perfectly willing to go abroad as a member of the team, but declined to take part in any trial races,

believing the speed of his craft to have been amply demonstrated in the past. The Selection Committee evidently did not relish the stand taken by *Grebe's* owner, and selected the team from the boats which competed in the trials, amongst which were several of last year's craft, and two new ones. As I said before, this may or may not be the right dope, but I can't help feeling that our team would have made a far better showing had *Grebe* been a member of it.

* * *

Many racing men goes blundering along, hurting his own chances and the chances of others in the race, and causing protests and hard feeling in the class, solely because he doesn't understand the rules of the game he is playing. In time, if he sticks in the game long enough, he usually learns, often by being disqualified and losing a prize, or lowering his standing in a series. But there is no reason to dub along this way. For if all skippers, old and young, would read—and study—the Handbook of American Yacht Racing Rules, they would immediately grasp many, many things which it would take years of experience to teach. For this little volume, written by members of the New York Yacht Club Race Committee, takes each rule in turn, dissects it, and explains the reason for it. Diagrams are numerous. Cases

In the Lee of the Long Boat



WHAT a nasty mess that Halifax affair turned out to be! Yes, I was there—and after spending the best part of a week in an atmosphere of dissension, distrust and dispute, I left vowing never again to witness another Fisherman's Race.

As far as the races were concerned, there were two rattling good contests, the first in a 16-miler and the second in a 20-miler, with a no-decision contest sandwiched in between. *Bluenose* proved to me, at least, that she was the faster boat—but not by any great margin, for had *Columbia* gotten away with the start in either race, there would have been another story to tell. And with another season or two for her skipper and crew to find her best sailing trim, I believe *Columbia* would prove just a little more than a match for the Canadian hooker.

The International Committee and the Sailing Committee have struggled valiantly for four years to produce harmony between the warring factions, with decidedly negative results. The Canadians claim the Yankee schooners are rule cheaters, in spirit if not in fact. The Americans make a counter claim that as soon as they turn out a fast boat the Canucks change the conditions of the deed of gift of the trophy and bar the boat from competing—as in the well-remembered case of the *Maysflower*. This year there were mutterings that *Columbia* exceeded the draft limit, that Ben Pine was not a bona fide fisherman-skipper, that the Canadian observer on *Columbia* was signaling his friends on *Bluenose*, and so on and so on. As a climax, Captain Walters, like a spoiled child, insisted on having everything his own way, and when he couldn't get what he wanted, he and his crew of squarehead Lunenbergers quit cold, to the unutterable disgust of thousands and thousands of sportsmen all over Canada and the United States. Twice Captain Walters broke the rules—in the

first race when he fouled *Columbia*, and in the second when he deliberately violated his sailing directions. He got away with it the first time, but when his bluff was called the second time, he threw down his hand and quit the game cold.

People who don't know the definition of sportsmanship should stay out of sporting events. And as Angus Walters is credited with saying: "I am not a sportsman, I am a fisherman," why endeavor to continue these muck-raking farces any longer? Me, I'm through.

That was a very interesting contribution of "Butts" Whiting's last month, relative to the performance of a Star class boat rigged with an aeroplane wing in place of the usual sail. More of this kind of work might well result in valuable additions to our meager store of knowledge regarding the proper shape of a sail to produce the most effective driving surface. And last summer the N. Y. C. 40-footer *Squaw* carried a spinnaker with a large hole in it, the idea being to allow the dead air to escape so that the fresh currents could get in and do their work. Apparently the idea was good, though the results were hardly conclusive. This kind of stuff is both interesting and instructive, so if any of the rest of you chaps have done any experimenting along these or any similar lines, we'd be mighty glad to hear from you, and will give you all the space your dope deserves.

Defeated in the recent Gold Cup Race by a broken cotter pin when he had the race well in hand, Harry Greening acknowledged defeat in the same smiling manner in which he has accepted his many victories. Then, with nothing particular at stake, but just to prove to himself and the world in general that *Rainbow III* was the real goods, Harry quietly went out and startled everybody by covering 1,064 miles in 24 hours, smashing all existing rec-

ords previously held by any kind or size of boat ever launched. My congratulations to as good a sport as the game has ever produced. A few more sportsmen of the Greening type would do the racing game a world of good.

At the last dinner of the Cruising Club of America considerable light was shed on the subject of the defeat of our 6-meter team abroad last summer, when Sherman Hoyt, the popular captain of our team, explained matters to a large and interested gathering of salts. According to Sherman, the conditions of wind and water abroad necessarily produce reaching courses, with very little windward work. The British boats, therefore, are designed to be fast reachers—and they are. While the American boats are fine all-around performers, particularly to windward, they cannot hold the Limeys to leeward. So there you are. And Sherman further states that unless we build reaching boats, and try them out and select our team in British waters, another series sailed abroad is pretty sure to result in another defeat. Not very hopeful, is it? Still, we beat them, in our own waters, a year ago. And if they come over and race under our conditions next summer—well, as old Doc. Munyon always insisted—"There is hope!"

A man I know pretty well recently asked me why the yachting magazines didn't run designing competitions any more, as he thought they not only produced some interesting and meritorious work, but acted as a stimulant to beginners who were struggling to get a foothold on the bottom rung of the ladder of naval architecture. I'm rather inclined to think he's right. What do you think about it? Would such a contest interest you? Would you enter one? My friend will start the ball rolling by offering a \$100 prize, and maybe we can get Editor Herb to raise the bid.

Why Racing in Open Classes Should Be Revived

Predominance of One-Design Classes Is Retarding Development of American Yacht Designing. May Affect Next Contest for the America's Cup

By ARTHUR WENDELL

IN the October issue of *YACHTING* the Editor made a strong plea for more consideration of the open classes of the Long Island Sound Yacht Racing Association, pointing out that practically all racing on the Sound in recent years has been confined to various one-design classes, the only open class showing any continuous activity being Class P (31 feet rating).

The question arises: What effect has this had upon the welfare of the sport? In the minds of some yachtsmen it is having so detrimental an effect that it is hoped the subject will receive the earnest consideration of those who guide the destinies of yacht clubs when they meet this Winter to take up such matters.

Naturally, in this situation, our designers have had but little opportunity to compete with one another or to experiment with the present measurement rule—a fact which we may have good reason to regret two years hence, with a contest for the America's Cup in prospect for 1925 between yachts built to the limit of one of the Universal Rule Classes and sailed *without time allowance*.

Inasmuch as our measurement rule demands a high ratio of displacement to length but permits a very small ratio of sail area to displacement, it should be borne in mind that in producing yachts under similar restrictions the British designers have had vastly more experience than have their American contemporaries. Five in particular proved, thirty-odd years ago, that he was a master of this problem when he designed *Minerva* and *Uvira*, these two cutters making a clean sweep of their class against American yachts carrying 15 to 33 per cent. more canvas on the same length. That the Scotch designer has lost none of his skill was amply attested last Summer in the International Six Meter Contest.

How the Trend of Yacht Designing Has Reversed Itself

In this connection it is worthy of note that the more recent boats in our smaller open classes (20, 25 and 31 feet) are much longer on the waterline and of greater displacement than the boats built earlier for these classes. Yet the later boats, as exemplified by *Nahma*, *Grayling*, *Auanno*, *Ariel* and the new Mower-designed "R" sloops, *California* and *Lady Gay*, though carrying less sail, are admittedly faster than their predecessors.

Likewise, while our best Six Meter racers all had within 10 per cent. of the same sail area, the long, heavy displacement boats, *Grebe* and *Lea*, proved the fastest. One of our Six Meters, *Bally Hoo*, had her forward body rebuilt, following her first trials, to *lengthen her waterline*, after which she was notably faster than before the alteration.

These facts are mentioned to show that the trend of yacht designing has reversed itself since rules introducing

displacement as a factor of measurement superseded the old, cheatable "length-and-sail-area" formula. Because length is so essential a factor of speed in sailing vessels, and can no longer be "stolen" through long flat overhangs, it is now taken legitimately and equalized by greater displacement, which in turn brings its compensation in the shape of the maximum driving power the length allows. Experiment only will determine the proper limit in each class, which will vary, of course, according to average weather conditions in different localities. It is to be hoped that in the future our designers will be given more opportunity to solve this problem by observing the performances of their yachts in home waters. The promise of several Class "Q" boats, each of a different design, for next season's racing on the Sound is a move in the right direction.

The Lessons of the Last America's Cup Match

No doubt the last races for the premier yachting classic taught both sides valuable lessons. In that contest Herreshoff well deserved the glory he won, not alone for perfecting the only sane measurement rule we have ever had, but especially for having had the courage to carry out the *spirit* of the rule in giving *Resolute* her easy form, free from all abnormal features—even though the conditions governing the contest impelled him to burden the American defender with an excessive amount of sail and a dangerously light rig to carry it.

On the other hand, the English designer, Nicholson, deliberately but vainly tried to beat the rule by producing a yacht of the very type that the rule was designed to prohibit. The penalty he had to pay was too great. In view of Fife's well-known practice, it is safe to venture the opinion that the canny Scot would not have attempted this; nor will Nicholson be likely to repeat his 1920 mistake if he is commissioned to design the 1925 challenger, for *Shamrock IV* furnished pretty good evidence that the rule is fool-proof.

In 1920 *Resolute's* measured sail area, 8775 sq. ft., gave her a Rating Measurement of 83.5 ft. To bring her R. M. down to Class "K" (65 ft.) it would be necessary to reduce her sail area to 5326 sq. ft.—or almost 40 per cent. Yet a "K" yacht having a waterline length in the same ratio to R. M. (120 per cent.) as the latest Herreshoff boat built to the Universal Rule (the "Q" sloop *Grayling*) would be a larger vessel than *Resolute* (104.29 tons displacement), for such a yacht would be 78 ft. waterline length and 119.24 tons displacement; and, even though not penalized for any excess quarter-beam length, could carry only 5555 sq. ft. of sail, or 37 per cent. less than the 1920 Cup Defender.

If the rule was impregnable when there was no arbitrary limit on sail area, it is fair to assume that when sail is

heavily penalized, as it is when designing to a definite rating measurement, the designers of the next Cup contestants will have to depend for speed upon *perfection of form* rather than upon excessive power. If this deduction is correct, Sir Thomas Lipton should be in no quandary in the matter of selecting the designer of his fifth challenger!

Our yachting authorities certainly have some real problems to conjure with this Winter and next. And let us hope they will take steps, before another contest for the America's Cup, that will prevent the noblest sport of all being held up to ridicule by the humiliating spectacle of two large yachts declining to race in a 25-knot breeze, either because of the fragile construction of one or the unseaworthy form of the other!

(Ed. Note—In 1899 Arthur Wendell, who contributes this article, and C. S. Cole designed and built the sloop *Zenda*, which raced in Detroit waters for six consecutive years without suffering a single defeat. Mr. Wendell was a member of the Detroit Yacht Club in the 90's, a charter-member of the Detroit Boat Club Yachtsmen and one of the judges at the Inter-Lake Meet at Put-in-Bay in 1900.)

Watch Your Step, Cap Stan

Dear Cap Stan:—

I rise to a point of personal privilege, and ask that you correct the very erroneous and misleading statement about "Al" Loomis and myself in your last cargo. You say we "unanimously agreed that *Malabar* beat *Damaris* in the Bermuda race because she got the lucky breaks." We never agreed, said, supposed or thought any such thing. How do you get that way, Cap? You must have dreamed that rot in the restless hours of some cold gray morning after. Exactly what we agreed was this: that if *Malabar* had been becalmed for three days and *Damaris*, elsewhere on the spacious Atlantic, had had a 40-mile beam wind all that time, she would *probably* have reached Bermuda first. We were not discussing your pet *Malabar's* abilities at all. "Al" said exactly the same thing about *Caroline* and *Seafarer*; I'll say it's true for any two boats you can name. In other words, we were merely noting the general principle that the best designing and sailing can be nullified by lack of wind. If you ever reach Bermuda late, we feel sure you will join us in proclaiming this great truth to the world—with a megaphone. But you better not be late, Cap. I won bushels of marks betting on you and your boat in the last race, and I intend to play the same ticket next year. Remember that and do your darnedest.

From all of which it appears that the next round is on you, Cap. Waiter, make mine Bacardi, straight!

Jack Hanna.



WINNERS

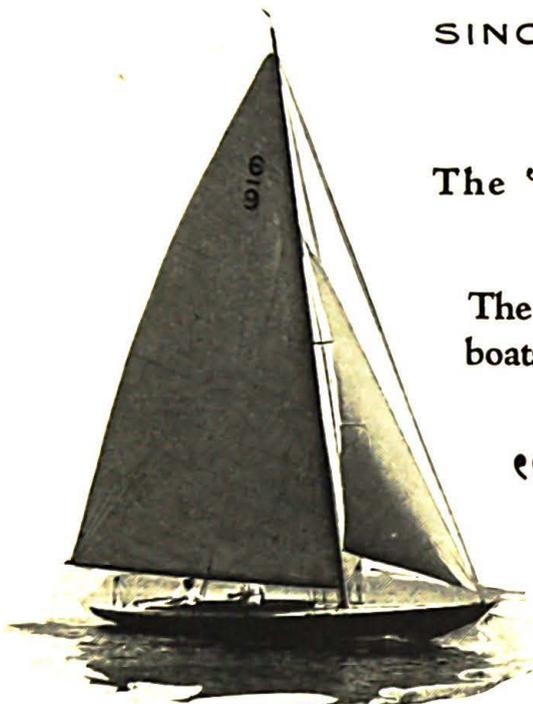


SINCE  1827

The "CLYTIE"
and "L'ESPRIT"

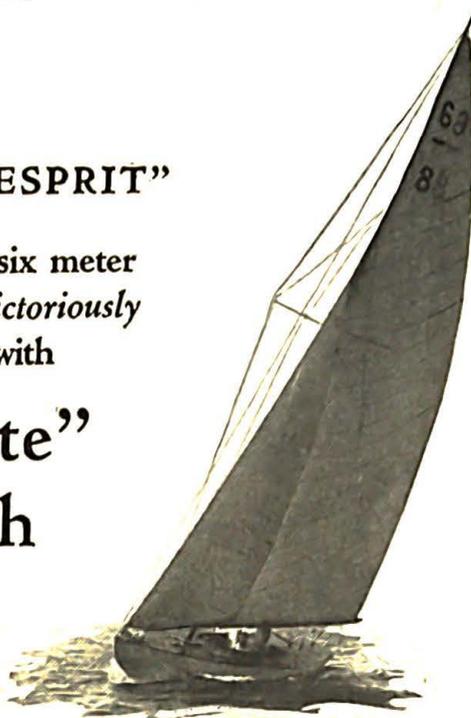
The two fast little six meter
boats that glided *victoriously*
over the line with

"Aquatite" Varnish



"CLYTIE"

DESIGNED BY F. M. HOYT
BUILT BY H. B. NEVINS.

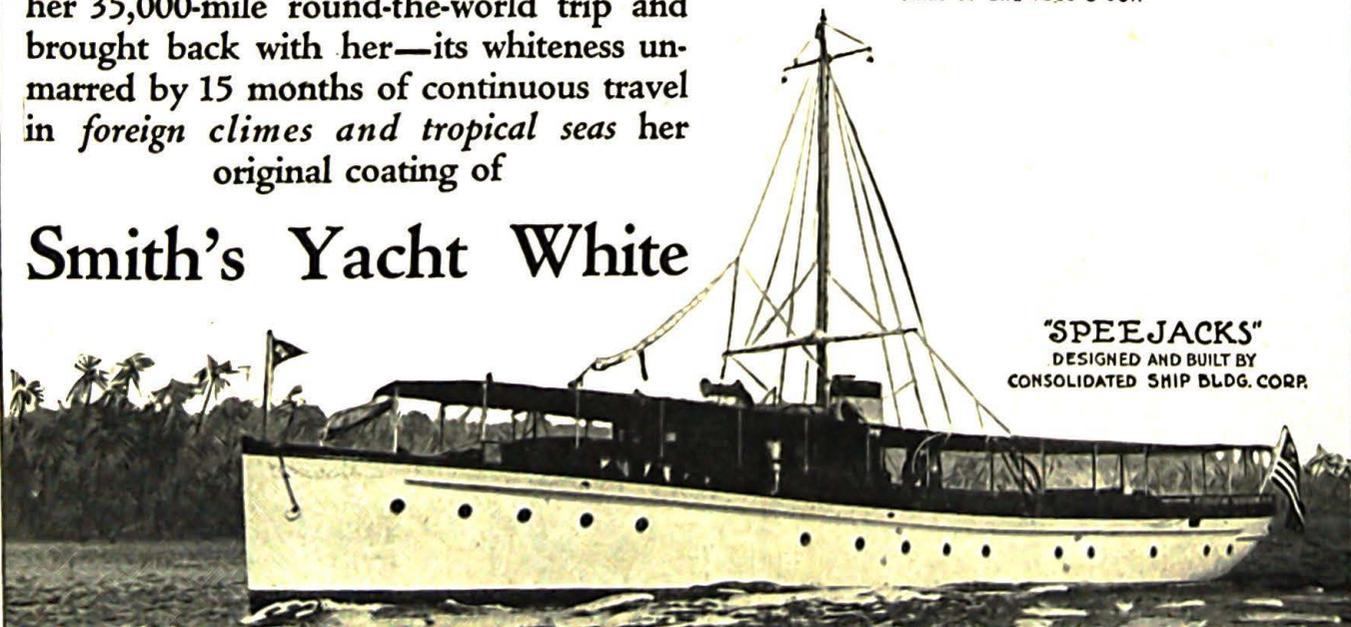


"L'ESPRIT"

DESIGNED BY A. G. HANAN
BUILT BY B. F. WOOD & SON

The "SPEEJACKS" has returned from
her 35,000-mile round-the-world trip and
brought back with her—its whiteness un-
marred by 15 months of continuous travel
in *foreign climes and tropical seas* her
original coating of

Smith's Yacht White



"SPEEJACKS"

DESIGNED AND BUILT BY
CONSOLIDATED SHIP BLDG. CORP.

Edward Smith & Co.
125 WEST AVENUE — LONG ISLAND CITY.



NO. 577—Six Metre boat "Ace," one of the best in the Class for Long Island Sound conditions. Mower designed, built by Jacob. Price reasonable. We also have all the other Sixes which are for sale and will send full information on request. They are fine boats for afternoon sailing, as well as for racing, and could have small cabins fitted if desired. For full information apply to Charles D. Mower, Naval Architect and Yacht Broker, 350 Madison Avenue, New York.



Photo by M. Rosenfeld

When the breeze freshens! Schooner racing is a game requiring nerve and skill. The foresail of the schooner in the foreground has just split along the foot as it breezes. The yachts are *Ingomar* and *Elmira*.

Notes from British Waters

THE coming season promises to be a most interesting one for British yachtsmen. We on this side of the Atlantic are looking forward keenly to the renewal of the British-American team races for six-metre boats, and also to the appearance of the first two yachts to be built to the International Rule as revised for yachts of above 12 metres. With regard to the first of these events, I shall be much surprised if the American team of Sixes does not show a distinct advance over any of the four teams which have already represented America.

I have read in YACHTING the accounts of how the Seawanhaka and Scandinavian Gold Cups were won last season by yachts from the Baltic, but I cannot agree that the results of these contests go to prove that American design is necessarily inferior to Scandinavian. It appeared to me that in the races for the Gold Cup the American boat not only had shockingly bad luck, but that she was also somewhat hardly treated. The old *Lea* is such a wonderful boat in her own weather that she might easily have won had it not been for the aforesaid bad luck, but it must be remembered that in the eliminating heats she had to meet, among others, three Scandinavian yachts, each of which was a specialist in her own particular kind of weather. Had *Lea* been chosen as defender for the Seawanhaka Cup, she would certainly, barring accidents, have retained it, just as she would, on the Clyde, have beaten *Coila* more easily than did *Lanai*, when the latter regained the Seawanhaka Cup from Britain.

It is not an easy matter to beat the best of the old boats under the International Rule, but indications tend to show that there are still possibilities which would make for an advance in design. These possibilities lie, I believe, in the direction of refinement of design and perfection of sail plan rather than in that of abnormality in any particular direction. In *Lanai*, the lines of which Mr. Clinton Crane — in his characteristically sporting spirit — has allowed to be published, one is given an example of a type of boat which is hard to beat in windward work in a strong breeze, and I hope that in the American team which is to visit our shores next season, we shall see at least one boat to Mr. Crane's design. If that boat has a little more "sailing length" than *Lanai* she will indeed be hard to beat.

Of one thing I feel certain — we shall have to produce a better team than could have been found among our Sixes last season if we are to keep the new British American Cup on this side of the Atlantic for the next two years. I very much doubt if we have, at the present time, any Six which is appreciably faster than *Zenith*, a boat whose form is well known on Long Island Sound. While it would seem necessary for American designers to concentrate on getting just that little bit of extra speed which is required on a broad reach, it is equally necessary for British designers to concentrate on windward work, and especially on windward work in light weather.

It is not possible to say, at the time of writing, just what our chances are of forming a strong team, but I understand that there are to be two new Sixes from Mr. Fife's board which will, naturally, stand a very good chance of being selected. One of them is for Mr. Evelyn Parker, who owned last season's Clyde crack, *Finvola*, and the other is, I hear, to be steered throughout the season by one of our best amateur helmsmen. These two boats, with Mr. F. A. Richards' *Felma*, and *Sunshine* or *Zenith*, should make up a team worthy of meeting your boats on the Clyde on July 13th, on which date the series of races is due to begin.

As the races for the cup are to take place well down the Firth of Clyde, it should be an easy matter for a course, or courses, to be mutually agreed upon, which will make it possible to obtain a really true test of the capabilities of the boats. With plenty of sea room available, team racing should be seen at its best, and especially so now that a definite understanding has been reached on the question of "riding off." For team racing to be thoroughly satisfactory it is absolutely essential that the rules of the game should be quite definite and that there should be no possible chance of their being either misunderstood or misinterpreted.

The keenest interest is being taken, on this side, in the coming of the two new 75-footers. While it is generally assumed that the new vessels will be of the type which will probably be produced under the new International Rule, it is possible that this is not al-

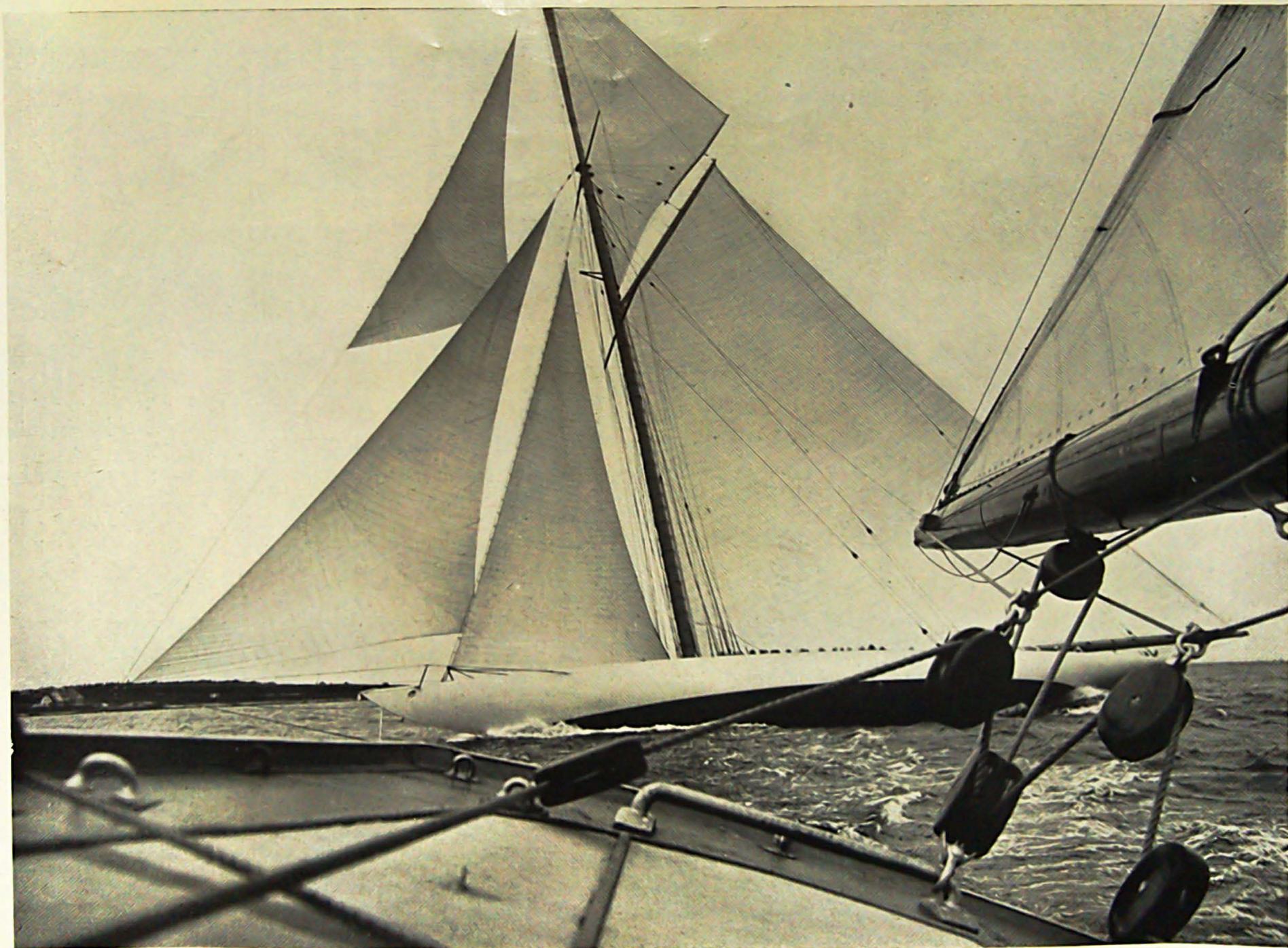


Photo by M. Rosenfeld.

Crossing Her Wake! Only the racing man knows the keen joy of slipping across the other fellow's bow with only a few feet to spare.



Ohio, owned by E. W. Scripps, has just completed a long voyage across the Pacific by way of Honolulu, in the excellent time of 22 days. She is powered with two 350 H.P. Diesels.

town Yacht Club for the spring regatta of that club give promise of making it the most interesting motor boat regatta of this season in the East.

The important event will be the 100-mile race for express cruisers, under A.P.B.A. rating, for the trophy donated by the National Association of Engine and Boat Manufacturers, and the title of Express Cruiser Champion of America. This event will be run in two legs. The first on June 30th, from the club house at Middletown, down the Connecticut River to Long Island Sound, finishing at Stonington Harbor. The contestants and following fleet will lie over that night, Saturday, at Watch Hill, holding a cruise next day to Block Island. On Monday the final leg will be run from Block Island up the Sound, to a finish off the Sachem's Head Yacht Club.

The run of the first day will be in conjunction with the first leg of the race for the Express Cruiser Championship of the Connecticut River, thus giving the entries for the National trophy a chance to compete also in the local one.

American Yachtsmen Invited to Participate in the Swedish International Regatta

In connection with the Jubilee Exhibition, which the city of Gothenburg, Sweden, is holding this Summer, is a sailing regatta which will be one of the principal features of the event. The Swedish yachtsmen have issued an invitation to all American yacht owners to participate in this event and have asked American yachtsmen to be their guests at Gothenburg during the regatta and the celebration connected therewith.

The yacht races will take place between July 11th and 16th and will include all of the regular classes

Ohio Completes Long Pacific Voyage

THE new Diesel motor yacht *Ohio*, owned by E. W. Scripps and built last year by the Newport News Shipbuilding and Dry Dock Company from designs by Messrs. Cox & Stevens, has recently completed a long trans-Pacific voyage in remarkably good time for a vessel of her moderate size and power.

The *Ohio* left San Diego, Cal., on March 8th and arrived at Honolulu on March 18th after a pleasant and

successful voyage. She sailed from Honolulu on March 26th and arrived at Yokohama on April 7th. This makes her total "steaming" time approximately 22 days for a passage of about 5,630 miles.

The *Ohio* is 172 feet in length, has a beam of 26 feet, a draft of 11 feet, and is equipped with two 350 h.p. Winton engines. It marks a distinct advance in the reliability of internal combustion machinery, and in strength and seaworthiness of construction, when a vessel of these relatively small dimensions can successfully, and with comfort to those on board, undertake so long a voyage.

Launching of the New Six-Meter Yachts

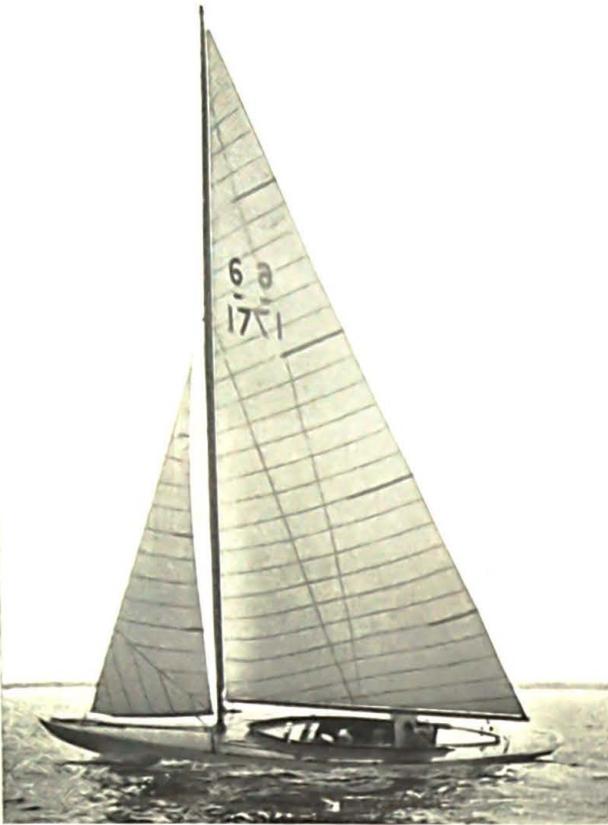
The only two new 6-meter yachts to be built this year were launched together from the yard of their builder, Henry B. Nevins, City Island, on April 28th. One of these, the *Ingomar*, is from designs by Fred Hoyt. She is owned by Henry B. Plant, who sailed *Clytie* in last year's International Race. The other is for Commodore W. A. W. Stewart. She is named *Hawk* and was designed by Henry J. Gielow.

Both are exceedingly likely looking boats and should be fast. *Ingomar* is like a refined *Clytie*, while *Hawk* resembles *Lea*, last year's winner, in many ways, though she is not as extreme a departure from the conventional as was the latter boat.

They have already been tried out under sail against *Lea*. They both showed speed against the older boat, but in the first meeting did not seem to have anything on last year's winner, though this, of course, was to be expected in their first trial under sail.



Launching of *Ingomar* and *Hawk*, the two new 6-meter yachts of the year, from Nevins' Yard, on April 28th.



Ingomar, a new 6-meter boat, owned by Henry B. Plant, under sail.



Hawk, owned by W. A. W. Stewart, looks very much like *Lea*.

The Month in Yachting

Class "P" Revived on Long Island Sound

AFTER several years, during which there has been practically no racing in the "P" class on Long Island Sound, it is pleasing to see this fine class, which was formerly very popular, being revived, with the prospects of some fine racing this Summer. The fleet on the Sound has dwindled to some three boats, two of them being out-classed by *Nahma*, then owned by Addison Hanan, but with the acquiring of two more boats, a class "P" association has been formed to promote racing and to boost the class.

The *Nahma* has been bought by C. L. Weyand and the *Windward* has been brought back from Halifax, where she has been for a number of years, by G. W. Ford and Wm. Scofield. Then J. A. Santry has come down from Marblehead with his *Ahnbeck* and joined the class. With these three and *Amoret*, owned by P. C. Pfeiffer, and *Vianno*, owned by Hamilton B. Downe, there will be five boats, in addition to one which Theo. S. Clark expects to purchase.

P. C. Pfeiffer has been elected

Secretary of the Association and communications from those desiring to enter their boats should be addressed to him.

All races to be sailed without time allowance, unless it is shown that a handicap system is necessary, and under the restrictions of trim and equipment, scantling rules, etc., laid down for the 31 foot rating class by the rules of the Long Island Sound Yacht Racing Association. Yachts to race in cruising trim, with anchors, cabin fittings, cushions, etc., on board, and with two suitable life preservers on deck.

Some wise restrictions have been adopted, especially regarding hauling out and sails. Yachts shall not be hauled out, put in drydock, or on the beach more than once in four weeks, and shall not remain out of the water more than four consecutive days at any allowed time of hauling out or docking. In case of any accident or bad weather, this rule may be suspended by vote of majority of the members of the Association.

Each yacht shall be allowed but one suit of sails during the season. Balloon jibs, reaching jibs and spinnakers may be carried provided that their size conforms with the

Long Island Sound Association rules for the 31 foot rating class. If sails are damaged beyond serviceable repair, new sails may be ordered.

A prize for the season's championship will be awarded. For the purpose of giving light weather and heavy weather boats an equal opportunity to win this trophy, the season's championship races shall be divided equally in a spring series and a fall series, and the two boats winning the greatest number of points for these two series shall have a match race for the championship trophy on the day of the Annual Regatta of the Handicap Yacht Racing Association.

The 6-Meter Trial Races

About the first boats to be racing on the Sound this year were the 6-Meters, which are tuning up early, preparatory to the series of elimination races with the Seawanhaka Yacht Club that has arranged for the purpose of choosing the international team to go to England in July. These trial races are to begin June 11th and will continue until the selection committee is satisfied as to which four will make the best team to go abroad.



Homeward bound — at the end of a tow line after the race

Photo by E. Levick

half completed boat on his hands. I hope someone comes along and bids in the boat, and will give battle next year. And if Bill wants to throw open the gates, he may find one or two other boats ready to face the starter on the day set for the long trek across the Western Ocean.

* * * *

Anyone who has been to Block Island this year will understand why the New York Yacht Club scheduled the first run of their cruise to that port. Oh you Roaring Forties and Fighting Fifties!

* * * *

By the time this meets your eye, Sherman Hoyt and his team mates will be giving battle on the Solent to the best which our British cousins can produce in the 6-meter class. Sherman is again at the helm of *Lea*, last year's stand-by. The veteran Cliff Mallory will handle the stick on *Clytie*, another consistent performer last season. Young Henry Plant will sail *Ingomar*, a new boat turned out by Frederick Hoyt, while W. A. W. Stewart will handle *Hawk*, another new one, from designs from the veteran H. J. Gielow. The last two boats were designed for hard breezes. *Clytie* is an excellent all-round performer, while *Lea* should be the light weather ace, though a dangerous foe under any conditions when handled by an expert like Hoyt. While our team last year won the series, it was largely due to piling up points in two light weather races, the British boats actually winning four of the six contests. As the prevailing winds are strong abroad, and the Britons are

famed for their rough weather ability, it looks as if our team had a tough nut to crack. Here's hoping that Hoyt and his team mates turn the trick.

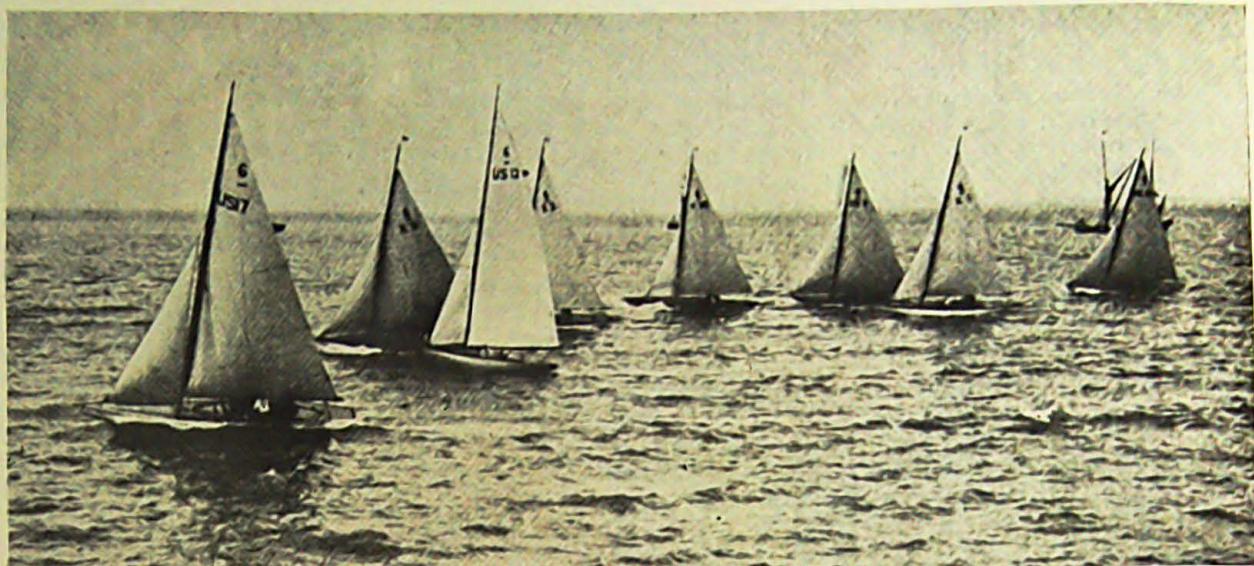
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I hereby apologize to the yachtsmen of Narragansett Bay for intimating, in the June issue, that yachting had died a peaceful death in their sector. For I have just received a circular, stating that the Conanicut Yacht Club, of Jamestown, will hold an invitation race for cruising schooners, yawls and ketches under 50 foot overall measurement on August 25th. Fine business. I hope they get a flock of starters, and the Editor of YACHTING and I will have a set-to if he doesn't give his readers a full account of the "doings."

* * * *

One of the pleasant surprises which awaited us at Bermuda was to see the little 40 foot auxiliary *Sea Lure* swinging easily at anchor in the harbor, her owner, Mr. George B. Doane, enthusiastically welcoming his countrymen at the finish of their long grind. Mr. Doane, a member of the Cruising Club of America, made the long trip to Bermuda solely to be present at the finish of the big race. Mr. Doane is not only an ardent supporter of ocean races for small craft—he belongs to the ever-growing fleet of American yachtsmen who not only own seagoing craft, but actually use them the way they were meant to be used. My compliments to Mr. Doane—and may his tribe continue to increase.

The Month in Yachting



The American and British 6-meter teams on the Solent.

Americans Lose To British 6-Meter Team

THE principal international yachting event of the month was of course that of the 6-Meter Team Race sailed on the Solent in August, which the American team lost so handsomely. The showing made by the four boats from Long Island Sound was far from impressive and they received a thorough drubbing at the hands of the British boats. In only one race of the six did Sherman Hoyt and his team win, and that was on a light weather day.

It is too early to get an analysis of the series from the other side and the special story of the event will appear in the next number of YACHTING. Knowledge of local conditions always plays an important part in any race sailed on the Solent but the licking we got this year was so impressive that it would seem that it would take something more than this to account for it; and the conclusion is inevitable that the British boats were better, or they were better sailed—perhaps a combination of both. Of the four boats we sent over, *Lea*, *Clytie*, *Ingomar* and *Hawk*, the two latter had not shown very much on this side of the water, but it was thought that this was because they were better suited to Solent conditions. Evidently they were not. The British boat *Coila III* which sailed here last year, was the star of the British team.

Late in August the *Lea* traveled to the Clyde and met the *Coila* in three races for the Seawanhaka Cup. With one race to the credit of each the *Lea* parted some of her rigging in the third race and lost the match. Well, better luck the next time.

New Bedford Race Week

(Continued from page 155)

George Knowles, 16 points. *Flying Cloud*, Lawrence Grinnell, 16 points.

Class 1 Yawls—*Osprey*, Allen Weeks, 6 points. *Minstrel*, T. D. Poucher, 3 points.

Class 2 Yawls—*Halcyon*, 8 points. *Mashiba*, 5 points. *Cherokee*, 5 points.

18-ft. Knockabouts—*Skid*, A. S. Francis, 7 points. *Bat*, R. Pierce, 6 points.

Alden 15-footers—*Bug*, 9 points. *Mabaloo*, 7 points.

Herreshoff 15-footers—*Anita*, 10 points. *Ptiloris*, 6 points.

Sloops—*Moween*, C. G. Akin, 8 points. *Surf*, H. Allen, 5 points.

On race days, the crews thoroughly enjoyed the excellent chowder served to all hands in the clubhouse after the races. Tuesday evening there was a dance, Thursday a clambake, and Saturday a buffet lunch served at the conclusion of the water sports, in which local men and maids entertained a large crowd of spectators with an excellent program of swimming, diving, water polo, etc. The week was voted a big success, and will undoubtedly be continued as an annual fixture.

Last Call for Winners

The well known and authentic booklet *Winners*, a record of the sail and motor boat races in American waters, has appeared in its nineteenth issue and the publishers, Edward Smith & Co., 127 West Ave., Long Island City, have distributed it widely.

If you have not received your copy, write at once. They tell us there are still a few left.

Bayside-Block Island Auxiliary Race

Boat	Owner	Club	Elap. Time	Allowance	Cor. Time	Order of Finish
			h.m.s.	h.m.s.	h.m.s.	
<i>Coya</i>	A. Vanderlaan	Oriente	61:53:16	3:15:00	58:38:16	9th
<i>Sakana</i>	I. H. Esser	Larchmont	53:24:57	1:37:30	51:47:27	First
<i>Sagola</i>	B. A. Hinman	Larchmont	60:52:10	2:37:30	58:14:40	6th
<i>Wenonah</i>	W. E. Webb, Jr.	Larchmont	69:30:00	3:30:00	66:00:00	11th
<i>Rambler</i>	Alex. Girtanner	Bayside	59:29:30	1:52:12	57:37:18	5th
<i>Hutoka</i>	G. B. Drake	Bayside	54:35:30		54:35:30	4th
<i>Thorana</i>	C. J. Tingler	Silver Beach	56:59:54	2:37:30	54:22:24	Third
<i>Dolphin</i>	F. C. Birch	Larchmont		2:22:30		Withdraw
<i>Seminole</i>	E. H. Cooper	Sachem's Head	59:52:26	1:37:30	58:14:56	7th
<i>Damaris</i>	D. H. Atwater	Fall River	60:53:07	2:37:30	58:15:37	8th
<i>Norseman</i>	F. H. Wadsworth	New York	62:18:21	3:30:00	58:48:21	10th
<i>Amida</i>	E. R. Behrend	Erie	53:59:43	0:07:30	53:52:13	Second
<i>Ariel</i>	A. J. Huke	Bayside		5:07:30		Withdraw

AQUATITE AND THE SIX METERS



for 1923



"CLYTIE"

June 20th, 1923.

Edward Smith & Co.,
Long Island City, N.Y.

Gentlemen:

It was our intention to use your Aquatite again on the "Clytie" this year but we experimented with another varnish in the trial races.

However, we are again using your Aquatite on the "Clytie" and she will be protected with it during the International Races in England, as we find it the most satisfactory varnish.

Very truly yours,

Cap A. B. Anderson

"INGOMAR"

June 20th, 1923.

Edward Smith & Co.,
Long Island City, N.Y.

Gentlemen:

The "Ingomar" is finished throughout with your Aquatite Varnish and your Marine White Enamel.

A lot of testing of varnishes has been done on the Six-Meter boats this year but I am convinced that nothing will wear so well as your Aquatite and Marine Enamel, and as a result I am using them.

Very truly yours,

George Lisberg

"HAWK"

June 20th, 1923.

Edward Smith & Co.,
Long Island City, N.Y.

Gentlemen:

I have tried out other varnishes but am writing to let you know that the final finishes on the "Hawk", which she will carry in the International Six-Meter Races in England, are your Marine White Enamel and Aquatite Varnish.

All the tests that I have made have proven that your materials are the best on the market.

Very truly yours,

Geo. M. Barr



The Bermuda Race A "Cup Defender Varnish" Triumph



The "Memory" Winner Class B, 1923 Bermuda Race.
Finished with SMITH'S YACHT WHITE and "CUP DEFENDER VARNISHES"
The "Malabar IV" Winner Class A, 1923 Bermuda Race.
Finished with "CUP DEFENDER VARNISHES"

127 WEST AVE.
LONG ISLAND CITY, N. Y.

EDWARD SMITH & CO.,

3532 SO. MORGAN ST.
CHICAGO, ILL.

OF INTEREST TO THE SKIPPER

British Connection for Sea Sled Co.

The Sea Sled Company, West Mystic, Conn., announce that Messrs. Swan, Hunter & Wigham, Richardson, Ltd., the famous old English shipbuilding firm, have bought the exclusive manufacturing and selling rights for Sea Sleds under Hickman patents for the United Kingdom, the continent of Europe, and Japan. They will immediately commence construction of Sea Sleds in Great Britain at the works of Phillip & Son, Ltd., Dartmouth, one of the plants controlled by Swan, Hunter & Wigham, Richardson.

It is expected that this new connection, linking up as it does one of the oldest and best known shipbuilding concerns in the world, to the Sea Sled interests, will result in large scale production of Sea Sleds in order to meet the varied requirements of different countries. Boats for the United States and South America will continue to be manufactured at West Mystic, by the Sea Sled Company, Ltd., and in Canada by Canadian Vickers, Ltd., of Montreal.

Speeds Up His Work with an Evinrude

A recent visitor to Japan was surprised to see a small canal boat powered by an Evinrude Motor make its appearance in the Kyobashi vegetable market in the heart of Tokyo. Although the canal was filled with craft of various sizes and descriptions, the Evinrude operator had no difficulty in piloting his boat through, between and around the other vegetable-laden barges, most of which were propelled by laborious poling or sculling as is customary with the Japanese sampan. This is but another example of the increasing use of time saving and labor saving machines in the Far East.

Elto Goes with MacMillan Arctic Expedition

Mr. E. F. McDonald, Jr., of the Chicago Radio Laboratory, recently sent to Ole Evinrude, President of the Elto Outboard Motor Company, an interesting set of photographs taken while with the MacMillan Arctic Expedition, which Mr. McDonald accompanied as far as Battle Harbor, Labrador. The

explorers encountered plenty of icebergs before Mr. McDonald left them to return home, as the pictures show.

The Elto was selected by the party for use with their ship's tender, mainly because of its ease and reliability in starting in severely cold climates.

Dr. MacMillan, who was with Peary in one of his expeditions and who has gone back to the Arctic seven times since, is a seasoned explorer and there is much interest in his present expedition. The Chicago Radio Laboratory has supplied him with a complete radio receiving and sending apparatus of long wave lengths and he will be the first Arctic explorer to be in constant communication with civilization. Radio fans everywhere are looking forward to a series of most interesting messages from Dr. MacMillan's party. The ship *Bowdoin*, which carried the expedition, sailed from Wiscasset, Maine, on June 15.

"Cup Defender" Varnish on Three Six-Meter Boats

To the long list of American racing boats, covering nearly three-quarters of a century, that have been varnished with the Cup Defender Varnishes, there was added this year the *Clytie*, *Hawk* and *Ingomar*, three of the four boats which represented America in the Six-Meter Races at Cowes. Last year the *Clytie* and *L'Esprit* were finished with the same varnish.

Owing to tests that were made this year, a report seems to have gained circulation that another make of varnish was used on all of the American boats this year.

Letters from the captains of the six-meter yachts state that three of this year's boats and two of last year's were finished with the Cup Defender Varnishes, manufactured by Edward Smith & Co.

Larsen Yacht Sails

Louis J. Larsen, sail maker of 45 Fulton Street, New York City, has been receiving many orders this year for sails for yacht use, and many new boats of the season, among them a number of racing yachts are being equipped with sails from this loft. The little yawl *Dainty* in the Bermuda Race carried a well fitting suit of sails made by Larsen, and several of the one design classes on the Hudson River were also outfitted by this firm.

Lloyd's Register of American Yachts for 1923

The new issue of Lloyd's Register of American Yachts marks the majority of this useful publication, as it was first established in 1903, in response to a demand from yachtsmen for a register which would meet the then rapidly changing conditions of the sport. This it has done, increasing in size with the growth of the yacht fleet, and adding new notations for the various new agents of propulsion introduced in recent years.

Prior to the first issue of the American Lloyd's, there were listed in this country less than 1,900 yachts, of which 1,350 were propelled by sail alone, and the majority of the remaining 500 by steam; the Register for 1923 lists a total of over 3,600 yachts, of which about 80 per cent. are equipped with some type of engine, either as auxiliary to sail or as the sole propulsive power. Except in a limited number of the largest yachts, the steam engine has disappeared, the marine type of gasoline engine is largely in the majority, the Diesel engine is increasing in numbers each year, though still limited to yachts of 80 feet length and over, engines running on kerosene, and those running on heavy oil on other than the Diesel system are few in number, and the electric motor as the sole element of propulsion is absent. The mixed system, of an internal-combustion engine, usually Diesel, for the driving of an electric generator, with an electric motor for the final drive to the main shaft, is gradually coming into use for large cruising yachts.

The effect of the late war on yachting was far more serious and lasting than most people realize; it is only with the new Lloyd's that the account is closed to a certain extent; the last of the yachts owned by the Government being dropped as permanently out of yachting. The use of existing yachts and the construction of new ones are still, however, retarded by the foolish and unproductive tax imposed on pleasure craft by narrow-minded legislators.

The new yachts of the year number about 120, of which 20, in the smaller classes, are propelled by sail alone; 30 are auxiliaries, and 70 are power craft, in sizes from 150 down to 30 feet and varying in type between cruisers and high-speed craft. The clubs number 520, less than before the war.