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*A. McMeekin*

(14)

## Our Portrait Study.

MR. T. D. McMEEKIN.

NOW that the amalgamation of the Royal Corinthian and Eastern Yacht Clubs is nearly accomplished, it is a fitting opportunity to say something of the man who was in a great measure instrumental in bringing it about, and at the same time we may pay tribute to one who has done so much to vitalise small yacht racing. Inter-district racing owes much to Mr. McMeekin, and International racing is equally his debtor. One cannot help regretting the lost individuality of the Eastern Yacht Club. Since the days when it rose to fame as the London Sailing Club, it has had an unbroken record of keen racing, and a large proportion of our cleverest amateurs graduated under its burgee, and the Club was ever enthusiastic and enterprising.

Although born in India, Mr. McMeekin learnt the ropes in Scotland, and, like many another yachtsman, sailed his first boat on the Clyde. But it was not till 1904 that he took an interest in class racing. In that year he joined the London Sailing Club, and raced the famous 18-footer Theorette. In the following year he appeared with Embla, a new 18-footer, and in 1906 he planned and carried out the first big Inter-district series of small yacht races. Five Crouch 18-footers invaded the Solent, and Embla won one of the two test matches. In 1907 he promoted the Eastern one-design class, but the coming of the International Rule at once attracted him. Its possibilities were obvious, and after persuading the Eastern Yacht Club to adopt the 6-metre class, he built the much-discussed Laws-designed Dorny, and with her won the Olympic Gold Medal and the French President's Challenge Vase. In 1909 Laws was once again requisitioned, and Embdor made her appearance. Through two seasons she was raced, and always with notable success. Yet last year Embdor was replaced, and in partnership with Colonel Wodehouse, Sylvia carried the red star on yellow ground. Sylvia, like her predecessors, was a successful yacht, and a feather in the cap of the Burnham designer. At the International Festival, in a record entry of 6-metre craft, she won the third and fourth cups. Since the class was founded at Burnham, Mr. McMeekin has secured the best record every year, and in conjunction with his brother, Mr. John McMeekin, he has commissioned Laws to design for him a new boat, with a view to visiting the Clyde, where hitherto he has always been defeated. The 8-metre Verbena, designed by Mylne last year, is also his property, and will be raced in the Solent. Although he has owned various cruisers—Blonde, Onaway and Ma'ona—he has little liking for large craft.

It is gratifying to know that the Commodore of the Eastern Yacht Club is the prospective rear-commodore of the R.C.Y.C. If he and his clubmates carry the new burgee with the enthusiasm and enterprise which made the Eastern's famous throughout Europe, they cannot fail to bring fresh laurels to those already surrounding the crown on a flag which is respected wherever yachts and yachtsmen are to be found.

*Mr. McMeekin's Record will be found on page 245.*

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### MR. T. D. McMEEKIN'S RECORD. (1911)

(AT BURNHAM ONLY.)

Yacht.	Year.	Starts.	1sts.	2nds.	3rds.	Total.
<i>Embla</i> .....	1906 ..	28 ..	4 ..	9 ..	4 ..	17
<i>Dorny</i> .....	1908 ..	23 ..	12 ..	and 5 other prizes	—	17
<i>Embdor</i> .....	1909 ..	26 ..	8 ..	12 ..	1 ..	21
<i>Sylvia</i> .....	1910 ..	26 ..	15 ..	3 ..	3 ..	21
<i>Sylvia</i> .....	1911 ..	30 ..	14 ..	6 ..	3 ..	23

(INCLUDING RACES ABROAD.)

<i>Dorny</i> .....	1908 ..	32 ..	16 ..	and 5 other prizes	—	21
<i>Embdor</i> .....	1909 ..	38 ..	12 ..	16 ..	2 ..	30
<i>Sylvia</i> .....	1910 ..	40 ..	20 ..	6 ..	5 ..	31
<i>Sylvia</i> .....	1911 ..	46 ..	15 ..	8 ..	6 ..	29