

Gooch, Bart.); Curlew, 17-ton cutter; Lady Beatrice, 64-ton aux. yawl (Mr. H. G. Nutman); Chough, 27-ton aux. ketch (Mr. Louis C. Wrigley); Mariquita, 100-ton cutter (Mr. Henry J. Garrett); Hoshi, 50-ton aux. schooner (Mr. Reginald Moseley); May Morn, 31-ton aux. yawl (Mr. James Dickinson); Chinkara, 15-ton aux. yawl (Mr. F. M. Sabin); Patrona, 40-ton aux. ketch (Mr. F. Simonds); Candida, 56-ton cutter (Mr. H. A. Andreae); Memory, 56-ton aux. ketch (Sir George Metcalfe); Genesta, 80-ton aux. ketch (Sir Frederick G. P. Preston); and St. Austell, 35-ton aux. cutter (Major A. W. Fulcher). Full powered motor yachts included Osprey, 170 tons (Col. E. T. Peel); Meander, 17 tons (Mr. J. H. Badcock); Onora, 56 tons (Sir James Kennal); Estelle, 82 tons (Mr. H. Vincent); Iberia, 20 tons (Capt. Tod); Mairi, 65 tons (Earl Birkenhead); Lavengro, 15 tons (Sir Walter Runciman, Bart.); Byss, 20 tons (Mr. M. Constant); and Panther, 52 tons (Sir Charles C. Barrie, M.P.). Among the steam yachts were Sapphire, 1,421 tons (Mr. Urban H. Broughton); Grianaig, 439 tons (Major R. S. Grigg); Portia, 527 tons (Mr. Nelson B. Warden); Medusa, 627 tons (Mr. Alfred Farquhar); Rover, 450 tons (Viscount Inchcape); Lady Gertrude, 80 tons (Mr. G. Modin); Lantana, 225 tons (Mr. Matthew Cope); Lady Betty; Surf, 560 tons (the Duke of Leinster); Tuscarora, 591 tons (Lord Queenborough); and Rosabelle, 614 tons (Mr. Theodore Pim). Several of the above craft left on the Friday and Saturday. New arrivals included the aux. ketch Marie Marguerite, 104 tons (Mr. E. Arnold Bennett); Grey Goose, 39-ton aux. ketch (Mr. R. D'Oyly Carte); and Diane, 254-ton aux. schooner (Capt. Cecil W. P. Slade).

At DAY, SUMMERS, Lantana, s.y., 225 tons (Mr. Matthew Cope), has completed her fitting out and left for her usual berth at Cracknore Hard. Sheelah, s.y., 679 tons (Earl Beatty), has been slipped for painting. Some other repairs have been carried out, and the yacht has left to pick up her owner abroad. Tuscarora, s.y., 591 tons (Lord Queenborough), has also completed her fitting out and left. Medusa, s.y., 637 tons (Mr. Alfred Farquhar), was up for painting last week-end, and left again in the middle of the week. Queen Victoria, 275 tons (Mr. K. E. Lee Guinness), which is being reconstructed and having Diesel engines fitted, has gone on the slip to have new shafting and skin fittings put in.

SEABIRD CLASS AT SOUTHPORT

There were two races at Southport for the Seabird Class. The first for the open series started at 2.45 on June 21. There were eight starters in a light westerly air, which, as the afternoon wore on, petered out, so that the course had to be shortened. Seahawk (Mr. W. W. Hall) won from Puffin (Messrs. F. R. Hall and W. S. Moore), with Fancy (Mr. J. Heaton, jun.) third. There were nine starters for the second race, the Heaton Challenge Cup series. Seahawk took the lead at the first mark and maintained it throughout the race, Puffin a good second, followed by Dovekie (Messrs. H. T. Hall and F. Hopkinson, jun.), third.

TRIOLET

Out in Bigbury Bay
We are bumping about;
And the weather is grey
Out in Bigbury Bay.
We are throwing the spray
Overhead, like a trout.
Out in Bigbury Bay
We are bumping about.
All our spirits are low
And our fingers are froze—
As we beat to and fro,
All our spirits are low.
E'er we've sighted the Hoe
The Bodega may close.
All our spirits are low
And our fingers are froze.
Out in Bigbury Bay
We are bumping about;
And a drink—I should say
(Out in Bigbury Bay)—
Down in Plymouth to-day
Is a matter of doubt.
Out in Bigbury Bay
We are bumping about.

SEACAY

BRITISH-AMERICAN CUP

SELECTING THE TEAM

A meeting of the committee responsible for the arrangements for the British-American Cup contest was held at the week-end at the Royal Victoria Yacht Club at Ryde, and was well attended.

The chief business was the selection of the team which is to try conclusions with the pick of the American fleet in American waters in September next. The merits of the various boats were thoroughly thrashed out, and reports read from the Clyde as to Sir Thomas Glen Coat's new Six just built to his own design. Ultimately it was decided to definitely select Mr. J. Lauriston Lewis's Fife-designed and built Zenith and Sir Thomas Glen Coat's Echo, leaving the task of completing the team to a further meeting of the committee to be held on Monday next.

There is not likely to be any fault expressed with the work of the committee so far in selecting Zenith and Echo. The first-named is a splendid all-round boat, capable of rendering a fine account of herself in any weather, whilst Echo has shown excellent form on the Clyde, proving herself to be a very fine craft on the wind. She has beaten Mr. Fred Stephens' well-trying-out Coila III. at her best, displaying remarkable power to windward, and her light weather qualities also appear to be distinctly good.

We believe the team for America will be completed by the selection of a couple of Solent-owned craft. The committee have a somewhat difficult task in front of them, and will doubtless carefully consider the merits of the whole of the fleet before arriving at a final decision. Two boats that have shown excellent form in the racing of the season so far are Messrs. Haldinsein and Newman's Fife-designed and built Betty and Mr. F. A. Richards' Nicholson-designed Rose. The latter has been greatly improved by the alterations made since the close of last season, and has been showing remarkable sailing qualities on a wind in a light breeze.

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