

of racing arrangements, all of which have been done tactfully and unobtrusively, coming to the club committees in the form of recommendations only for their consideration and possible adoption.

The Y.R.A. Council has no more loyal and better supporter in the yacht-racing community than the S.C.R.A., and Southern yachtsmen, in recognising their authority and supporting the Association, will do much to ensure the good management of their season racing in the Solent Classes.

The classes recognised by the S.C.R.A. as *Solent Classes* after the season 1924 are as follows:

The 6-metre International Class,

The 18 ft. International Class

as defined by the Y.R.A. and such other classes as accepted by the Association,

The Redwing Club,

The Hamble Sunbeams,

The West Solent Restricted Class,

The Seaview Mermaids Class,

The Yarmouth O.D. Class,

The Lee-on-the-Solent O.D. Class.

X Class of the Royal Motor Yacht Club,

The 14 ft. International Dinghy Class.

Could more varied classes be provided for fifty-two fixtures in a season for the classes mentioned above and a change of venue almost every day? This is what the S.C.R.A. has done to provide sport. Before the war the 8-metre Class was also included in the programme of almost every club. Let us hope that the Solent clubs will be in a sufficiently strong financial position to include them in their annual programmes in the near future.

THE BRITISH-AMERICAN CUP

Arrangements have practically been completed so far as the British team for this year's British-American Cup contest is concerned. A week ago we were able to announce the names of three boats which will be included in the team, these being Sir Thomas Glen-Coats's new self-designed six Echo, Mr. J. Lauriston Lewis's Zenith, and Messrs. Haldinstein and Newcome's Betty—the latter pair being of Fife design. As announced by Mr. Algernon Maudslay, the hon. secretary of the British committee, our quartette has been completed by the selection of Lady Baird's Thistle, another Fife designed and built craft. Thistle will be sailed by Mr. Granville Keele. It is a great pity that it was not found possible to include Mr. F. A. Richards's Nicholson designed Rose, which has been greatly improved since last season, in the team. Difficulties, however, that could not be overcome stood in the way.

The experiences of the first three contests point to an American victory in the forthcoming series of races. On each occasion the trophy has been competed for the home team has won it, and it is American's turn this year to secure a victory. This will probably prove to be the case, as there is not the slightest doubt but that the visiting teams in the contest—be they British or American—suffer a considerable handicap. It is even the opinion of good judges that the honours will on every occasion rest with those who have the best knowledge of local conditions. Be this as it may, there are not wanting signs that the coming contest will be a keen one. The British team, which is entirely composed of boats that have not competed for the Cup previously, is by no manner of means a weak one, and it will carry the confidence of British yachtsmen that if beaten it will not be disgraced. On the other side of the Atlantic, although there is not a deal of optimism, the new boats have not quite satisfied the critics, and it would not be at all surprising to find at least one of the cracks of previous seasons again included in the Transatlantic four.

The team will be shipped from Southampton on the ss. Berengaria on the conclusion of the Solent Fortnight.

YACHT'S DECK SEAMS.—Specify Jeffery's No. 1 Marine Glue. It is cleanly, elastic, and insoluble. No. 7 used for Waterproof skins between plankings of diagonally built boats, pinnaces, etc.—ALFRED JEFFERY AND CO., Marshgate, Stratford, London, E. Telegrams: "Marine Glue, London."—(ADVT.)

SEA BREEZES

A NEW INTERNATIONAL CLASS

There was some talk at Ramsgate during the week of one of the keenest racing owners of the present day being inclined to build to one of the International Classes larger than the twelves, provided one or two other yachtsmen are willing to follow his example. A 14-metre or 17-metre craft is suggested.

A GOOD RECORD.

Messrs. Thornycroft supplied a Littlehampton fishing boat owner with one of their DB-2 type $7\frac{1}{2}$ to 9 B.H.P. engines last year, and have recently heard from the owner giving some rather interesting data. The engine in question was delivered and started running in February, 1923, and has been in constant service ever since, except for about three weeks during last January. It is working on six days of the week, and each day covers about forty miles, which, since it was installed, gives a total mileage of nearly 16,000 miles. The boat has a speed of six and a half to seven knots at about 1,100 revolutions of the engine.

THE ONE-AND-A-HALF LITRE CLASS IN AMERICA

There are at present four $1\frac{1}{2}$ -litre racers in America, and they made their *début* at the seventeenth annual regatta of the Mississippi Valley Power Boat Association at Oshkosh, Wis., on July 3, 4, and 5. The four boats are: Miss Oshkosh, Mr. Martin Draeger; Buddy, jun., II., Mr. Phil Becker; Universal Kid, Mr. John D. Termaat; and Princess, Mr. W. Macho. Our contemporary "Boating," says that there will be a dozen of these small racers afloat in the States before the autumn, and says complimentary things about the rules of the class which have now been adopted in America. Two of the new American $1\frac{1}{2}$ -litre boats have been fitted, we understand, with Pierce Budd two-cycle engines. It will be interesting to compare the speeds attained at Oshkosh with those which have been made in European waters.

YACHT INSURANCE

The shortness of the yachting season makes it imperative that an insurance company transacting yacht insurance should settle its claims expeditiously. The reputation which the Navigators and General Insurance Co., Ltd., has built up for the prompt and seamanlike settlement of claims is a very excellent one. It maintains a specially qualified staff to ensure that surveys are held as soon as possible after an accident, and to expedite the satisfactory repair of damaged vessels. During the unexpected gale which prevailed in the early part of July, the motor cruiser Tamaris stranded on the Maplin Sands, and was badly damaged. The Navigators and General Insurance Co., Ltd., with whom this vessel was insured, immediately sent an official to assist the owner and his party, who were more or less stranded on the marshes at Havengore, and arranged for their transport to town by car. A cheque in full settlement of a total loss claim was paid within one week of the stranding.

ROYAL MOTOR YACHT CLUB

The annual house dinner of the Royal Motor Yacht Club will be held at the end of Cowes Week—namely, on Saturday, August 9, at the Clubhouse, Hythe Pier. It is anticipated that there will be a large gathering of members owing to the important race for the $1\frac{1}{2}$ -litre Class to be held by the club that day, and members are particularly requested to apply for seats as early as possible. The committee reserve the right to limit the number of guests brought by any one member. A course of slightly over five miles to the lap has been laid out in Southampton Water for the $1\frac{1}{2}$ -litre Class for the scratch race on August 9. Cash prizes aggregating £100 are being given for this race by the R.M.Y.C. and Society of Motor Manufacturers and Traders jointly, the values of the first, second, and third prizes being £70, £20, and £10 respectively. There will be five rounds, making a total distance of about twenty-seven sea miles. Entry form and full particulars may be obtained on application to the Secretary, R.M.Y.C., Hythe Pier, Hants.