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YACHT BROKERS  
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# COX & KING

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## BRITISH INTERNATIONAL RACING SUCCESSES

Last week we had to chronicle the success of the Burnham Yacht Club in the international race for the 12-ft. Dinghy Class for the Burnham Challenge Cup, and this week we have to extend our congratulations to the same organisation for having won the Chabanne Challenge Cup for the third year in succession. The Burnham Yacht Club, who have one of the finest clubhouses in the South of England, are doing excellent work in the way of training youngsters in the art of sailing, and there is not the slightest doubt but that their policy will lead to the extension of the sport of yacht racing in the near future.

The greatest triumph of the week, however, falls to be recorded in connection with the British-American Cup contest. The English team of 6-metre boats, composed of Lady Baird's Thistle, Mr. J. Lauriston Lewis's Zenith, Sir Thomas C. Glen Coats's Echo, and Mr. G. E. Haldin's Betty, has, according to an official telegram received in London on Tuesday by Mr. Algernon Maudslay (Royal Thames Yacht Club), the hon. secretary of the British Committee, from Oyster Bay, been successful in this year's contest for the Cup.

As our readers are aware, this trophy, which was first raced for in the Solent four years ago, is held under rather peculiar conditions. No matter which country may hold the Cup for the time being, the contests take place in British and American waters alternately. This explains the seemingly anomalous position of Great Britain, last year's winners of the Cup, racing for it in American waters this season. The British team's win was most unexpected, as the boats composing it were not looked upon as likely to

prove successful under the conditions prevailing in the neighbourhood of New York at this time of the year, when what is known as the Indian summer of light winds generally holds sway. The British success makes a record in the history of the Cup, as it is the first time that a visiting team from either country has won. Britain now leads, having won three of the five contests that have taken place for the trophy.

Some obscurity exists as to how the cup was won. Great Britain was successful in the first, fourth, and sixth series of the races, the latter win being due to the disqualification of Dauphine for a breach of the port and starboard rule. America's successes were in the second, third, and fifth series. In the sail-off series the British team made a fine show, winning by the margin of six points, finishing the first, third, fourth, and seventh boats home.

Zenith and Betty were the outstanding yachts in the contest and were well sailed. They did well in light weather as in heavy. The winds as a whole were unusually strong, and on the two heavy weather days the American boats, to the surprise of all, seemed to do best, particularly Heron, Paumonok, and Dauphine.

The third race deserves very close consideration. Whilst two of the British team lost their masts, a third broke her boom. The American boats suffered no damage. It is this last fact that gives one pause. The yachts in these contests are so similar in design that accidents, due to stress of weather should be equally divided between the two teams, yet in this case they were confined to the British craft only. From this it would appear that there is a weak point in our armour. It is not in the hulls of the yachts, nor does it lie in the ability of their crews—that is abundantly clear—so we may take it that the Americans can teach us something very important in rigging methods. The weather was obviously very bad, and, indeed, it may be taken as about the limit for the purpose of racing such small yachts; but if the size, type, and construction of any craft permit of her going to sea in such weather, it is only reasonable to suggest that her spars, gear, and sails should be a little more than fit to stand the test also.

In the Bermudian rig one is more likely to meet with trouble when the sail is reefed than when under whole canvas. First, of course, because there is likely to be more sea when reefing becomes necessary, and this naturally accentuates every strain. But that is common to every rig. The main cause of danger in using a reefed Bermudian sail is that the halliards are rove through the extreme mast-head, and as they are pulled taut in a hard breeze they accentuate any buckling of the mast. Such buckling is almost, if not quite, unavoidable when the sail is reefed, notwithstanding the numerous struts and cross-tees used for the purpose of preventing it. But, beyond this, the custom of attaching the luff of the sail to a rail on the after side of the

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mast naturally tends to twist the spar, so that it is unmercifully punished in another way. In smooth water these things may not matter much, but such strains become all-important when the vessel begins to plunge into a head sea. It would probably prove considerably safer to attach the railway for the luff of the sail to mast hoops instead of to the mast itself, so that all twisting strains would be avoided. These strains are absent in the case of the ordinary gaff sail, except at the place where the throat and peak halyard blocks are fixed. These being bolted to the aft side of the mast cause a great strain on that part of the spar, with the result that, though one seldom hears of a broken mast-head, they are frequently found to be sprung. It is not by any means difficult to devise a more or less flexible railway for the luff of the sail—at all events, sufficiently so to permit of it working with the mast-hoops when sheet is given to the sail. The hoops would, of course, be always in position on the mast, even when the sail is stowed. This might be considered a little unsightly, but the advantage of some such contrivance is beyond all doubt. It would certainly prevent many accidents, and would render the Bermudian sail much more suitable for all sea-going craft.

## SEA BREEZES

### REVERSE QUARTERS FOR BRITISH MOTOR BOAT CLUB

Negotiations are almost complete for the use by British Motor Boat Club members of commodious clubrooms, etc., on the banks of the Thames at Hampton Court. This should particularly appeal to upriver members who do not find it convenient to make use of the club headquarters in town. It is hoped, also, that facilities may be arranged for mooring members' boats close alongside the new premises.

### ANOTHER BROOKE SUCCESS

The annual race for the Thornycroft Cup for Motor Cruisers was run by the Conway Yacht Club from Deganwy on Saturday, the 6th instant, over an open sea course of 25 miles. There were ten entries for the race and nine starters. The winner was the twin-screw 42-ton motor yacht Kitikae, delivered by Messrs. J. W. Brooke and Co. last July to the owner, Mr. Cecil S. Kay, of Manchester and Deganwy, recently illustrated in our columns. This cruiser was equipped with a pair of 45 h.p. "Brooke" motors running on paraffin, these motors being similar in all respects to the "Brooke" motor in Mr. George Paxton's Braemar, five times winner of the London to Cowes race.

### MOTOR BOAT MEETING VENUE CHANGED

In order to meet the wishes of competitors it has been decided to hold the British Motor Boat Medway Meeting on September 25, 26, and 27, at Southend. This will give three complete days' racing at Southend to wind up the season. A dinner, concert, and dance have been arranged, which will be held at the Queen's Hotel, Westcliff, on Friday, September 26, at 7.45 p.m. Members of the B.M.B.C., competitors and their friends are invited to attend. Early application for tickets should be made to Mr. W. J. Lyons, the hon. local representative of the B.M.B.C., Nore Yacht Club, Southend-on-Sea.

### GARDNER HEAVY OIL ENGINE FOR LAUNCH

Messrs. Harland and Woolf, of Bootle, have placed an order with Messrs. Norris, Henty and Gardners, Ltd., Patricroft, for a 96 b.h.p. 4-cylinder Gardner heavy oil engine to be installed in a superintendent's launch at present being built at Harland and Woolf's yard. Her dimensions are 55 ft. long and 10 ft. 9 in. beam. The vessel is being built to the order of Messrs. Andrew Weir and Co. She is being made of steel, and destined for South America. The engine is of the standard Gardner design, and is fitted with a clutch, no reverse gear being necessary, as Gardner heavy oil engines are fitted with special compressed air reversing mechanism, which enables them to be reversed with absolute precision and certainty as quickly and as easily as in a steam engine. The power of the engine is developed at 370 b.h.p., and the estimated speed of the vessel is 10 knots.

### AWARD OF "DAILY TELEGRAPH" CHALLENGE CUP

The committee of the British Motor Boat Club having considered the report of the officer of the day on the Penalty Handicap Race for 1½-litre Class boats at the recent Lowestoft meeting, have decided that Miss Empire in rounds one and two did not steer the course laid down in the racing instructions, and have consequently awarded the race to Lady Pat. Major Weber thus secures the "Daily Telegraph" Challenge Cup and Miniature, the former, of course, being held for one year only.

### ROYAL MOTOR YACHT CLUB'S TROPHIES

The Jessett Challenge Cup for the "X" Class awarded for events at Hythe, other than sweepstake matches, has been won by Coquette; Mr. H. Brickwood, the runner-up being Stevaside, Col. C. W. Carey, C.M.G. This is the sixth occasion on which the Cup has been won by Mr. H. Brickwood since first being raced for in 1909. The winners of the various trophies competed for in the club's motor boat event during the past season are: Redwood Gold Challenge Cup.—Miss Empire (Mr. E. Johnston-Noad). Grahame White Challenge Cup.—Sylph (Col. F. Searle, C.B.E., D.S.O.). Johore Challenge Cup.—Adastra (Major W. H. D. Adland). Motor Boat Challenge Trophy.—Silver Wings (Mr. D. Hanbury). Bircham Challenge Cup.—Tiddleywinks (Mr. H. Scott-Paine).

### WALTON AND FRINTON YACHT CLUB

On Saturday about forty yachts belonging to members, anchored off the club house in review order, headed by Snark, owned by the commodore, Mr. J. W. Eagle. Photographs of the little fleet were taken, and afterwards there was a cruise to Harwich, where the crews dined together at the Three Cups Hotel, and sailed back on the following day. The season has been distinguished by the large number of visiting yachts to the Backwaters, many of whom have made prolonged stays. Walton, as a yachting port, has established itself very firmly, and becomes more popular each year now that the Channel is kept so well buoyed by the Yacht Club. Moreover, the chart issued by the Yacht Club helps to make it all plain and easy sailing to strangers to the port.

### NEXT YEAR'S CANNES ENTRIES

In view of the fact that only the first so many boats entered in each class for the forthcoming motor boat meeting at Cannes next March will be entitled to the premiums offered in lieu of a transport indemnity, intending British competitors would do well to send in their entries without delay. The first ten 1½-litre boats entered will each be entitled to two francs provided they complete the course in one race for their class at Cannes. Entries will be registered in the order in which they are received, and any defects from the first ten will be replaced by other boats in the order of their dates of entry. We thoroughly agree with the suggestion that all British entries for this important meeting should be sent through the Marine Motoring Association of Great Britain. The M.M.A. is the only organisation of existence which can officially protect the interests of British competitors racing in foreign waters; for that reason, if there be no other, British entries for international races abroad should be sent through it, or, at least, notified to it. Pretests are worrying things enough in national races; in the case of international races they are still more so. The backing and moral support of a competitor's own national authority might prove exceedingly useful in certain circumstances, and that is why we think intending competitors would be well advised to make use of the Marine Motoring Association in all matters affecting races in other countries.

### GALE IN BELFAST LOUGH

During last week's gale Vanessa (Messrs. W. Saunders and J. Faulkner) foundered at Ballyholme, County Down. High seas were running, and she was driven ashore on the sands. Then, as the tide rose, she was hurled against the sea wall at the park. She was badly holed by the impact, and it is questionable if she will ever be seen under way again. She was eventually floated and pulled out at McCormick's yard. Vanessa was originally owned by Lord Dudley, having been designed and built to his order by Fairlie, in 1905. Before Mr. Saunders brought her to