





**SOUTHAMPTON**

AT SEMMERS and PAYNE'S yards the framing of the new 9-ton cruising cutter building for Mr. H. R. Wintle is being proceeded with. Preparations are well advanced for the casting of the lead keel for the new 135-ton ketch on order for Sir Maurice FitzGerald, Bart. The main keel is also cut and ready to be set up and moulds are being made. The 6-metre yacht building for Mr. Paul von Schoeller of Vienna is nearing completion. Another yacht of the same class is to be built by the firm for H.H. Prince Philip of Saxe-Coburg-Gotha. The extensive repairs to Vera, 183-ton schooner, Captain A. M. B. Gage, are so far completed and the alterations below and on deck are being forwarded towards an early termination. The new foremast has been lifted in and wedged and the mainmast delivered and preparations are being made for relaunching and installing of the motors. Her owner proposes fitting the vessel out and cruising in the Mediterranean and will eventually proceed to China. Cobalt, ex-24-ft. l.r., Mr. W. J. Fernie, has been hauled up. Some alterations are in hand on board Calisaya, yawl, 42 tons, Mr. N. J. Ede. Granaig, R.Y.S., 439, and is being chipped and repainted inside. Joan, motor yacht, Mr. Eric H. Clift, has been fitted out for a short cruise. Dido, motor launch, Mr. E. Singleton Wise, has been shipped to British Columbia via Liverpool, and Carrissima, motor launch, to Oban. New starting gear is being fitted to Saleia, 22, Mr. H. W. Forster, M.P. Hawthorne, 19, Mr. Norman Craig, has had her bottom black varnished. Some stores have been sent to Mr. Morton F. Plant's Iolanda at Marseilles. At FAY'S the work on Jason, s.y., Mr. F. Bibby, including new stanchions, part new bulwarks, and rail, is now completed. The new sun and rain awnings for Maunda, s.y., together with the necessary work in connection therewith, are well in hand. The Duke of Bedford's s.y. Sapphire, 1,023, is at present dismantling and her crew are busy cleaning off and varnishing her boats preparatory to storing same for the winter. Fay's have caulked the main and poop decks of Vanadis, s.y., and done sundry other jobs on board, including several in the engine room. The survey on Abona, s.y., is completed and the firm have orders to do the necessary work as recommended by the surveyor, which includes several new plates, etc. The work on Gladys, Mr. H. H. Bartlett, is in connection with her survey is proceeding satisfactorily. Several new plates have been fitted and sundry

other work done on board. Fay's have practically completed the rearrangement of Rose-France's accommodation. The bright work is being scraped preparatory to varnishing. The alteration to the cabin arrangement of Lorna, yawl, is also well in hand. On Iverna, Mr. J. Jameson, the new deck is being laid and an Edson steering gear has been fitted. White Heather, Mr. M. B. Kennedy's racing cutter, has also been scraped outside and, as the copper has been stripped, she is now getting a good drying. The work in connection with the survey of Vera, yawl, is practically completed. The new mast which this firm made for the schooner Veta was launched off last week and towed down the river to where the yacht is lying. At WHITE BROS. Wild Rose, 100, Mr. Duncan Sillars, has been launched from the slip, recaulking and coppering having been completed. The yacht has returned to her mud berth. Taurus, 372, Mr. Hugh Andrews, is now hauled up for coating, etc., and is now completing her refit. The work on Bloodhound is proceeding. Orders have been received for extra work to the yacht's lead keel, and this is now being put in hand. The lead keel mould for Captain Ommanney's 18-ton cutter is being "rammed" and will be cast at an early date. Repairs are proceeding on Merlin, s.y., which is to have a new foremast and will be hauled up shortly for survey. On Anemone, 99, the work of conversion is well advanced. Mariska, 13 metres, is still receiving attention. Joiners are still at work on Erin, 1,322, undergoing survey in the inner dock. Resolute, m.l., has been hauled up under cover and is now going out of commission. The overhaul of the s.y. Norna, 48, is proceeding. The hull of the aux. schooner Ceylon has arrived at the yard and will probably be hauled up for removal of ballast, etc. Xenia is under survey for an intending purchaser. Mildred, 20, is receiving slight attention.

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**AND MARINE MOTOR JOURNAL**

TELEPHONE NO. CENTRAL 13247.

**VOL. XXIX.—No. 766. THURSDAY, DECEMBER 17, 1908. PRICE THREEPENCE.**

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To His Majesty the King  
and  
H.R.H. the Prince of Wales

**THE SKIPPER'S COLUMN  
IN THE OLYMPIC WAY**

LOCAL rivalry plays an important part in all our sports, but competitive yachting is probably more indebted to it than almost any other. It provides the schools in which the best of our racing men get their training and from which, when time and circumstances serve, they graduate ready to take their places in sporting ventures which have a wider and it may be a keener circle of critics. It is the rare exception to find a man make his first entry to the sport in first-class racing of an open kind, and it is still more rare, though not altogether unknown, to find him make his first appearance in the arena which is reserved for international events. The yachting centres on the coasts of the three kingdoms have each their own local interests, and although it often happens that these receive less attention than they deserve in the arrangements made to serve the whole country, it is admitted by those who have most care for our sport that every development of the racing spirit in the local classes is a distinct gain to the sport at large, and there are genuine regrets when any of the legislation made for the general welfare falls across the prosperity of any of the smaller interests.

It is, therefore, with pleasure that we receive the proofs that the prosperity promised in the open racing classes during the coming season extends also to the classes and regattas of which less is heard, and promises to provide a season more pleasantly crowded with a variety of sport than any we have enjoyed for many years. In the increase and popularity of the purely local classes there is, however, one consideration to which the attention of those responsible for the planning of this section of the season might be called. When any section of the sport is confined rigorously to one district it is inevitable that, sooner or later, the list of men desirous of sharing in that particular branch of the sport will become exhausted. The tendency is the more pronounced because, unless the competing men and vessels are unusually well matched, the impression is apt to grow that one particular vessel is practically unapproachable. One or two may try their luck, but if the result happens to go against them there is a not unnatural inclination for others to haul clear and to try some other class in which there may appear to be an easier road to success. The result is a class which may linger a season or two without a chance of recovery, and then fade off the cards to make room for some other of a healthier kind.

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such things exist, would keep always in mind that however good the local sport may be it may still be improved if the element of outside competition can be introduced. What the universal rule has done for international racing the same rule may be made to do on a smaller scale for the development of competition among the various centres. Local racing will never secure its proper place and recognition until it is recognised as a part only of the general scheme, which should link up all the yacht racing of the country. How keen the sporting interest may be made by the introduction of competition from the outside was shown last season in the Clyde-Crouch matches, which were arranged by an energetic racing owner of the Clyde and carried through under conditions which were almost enough to deter the most enthusiastic of sportsmen. Every influence was against the matches. The season was over, the days were shortening rapidly, and the weather seemed to hold all the evils which had been mercifully withheld during the course of the summer. In spite of these things the racing was followed with the keenest interest, and there is the best of reason for a conviction that these matches will prove to be but the first of a keen and interesting series. The lesson of those matches and the others sailed under the auspices of the Olympic Committee may be recommended to those who have not yet experimented with the introduction of district rivalry into local sport.

## SEA BREEZES


Mr. William Rathbone, jun., has placed an order with Mr. Linton Hope for a 6-metre boat for the coming season, to be named Musette. She will be raced at Burnham, Ostend, and finally on the Solent, if there are any other 6-metre boats in that district to meet her. She will be a very powerful and able sea boat, of a type which will be equally suitable for cruising or racing. The boat is to be built by Messrs. Hart, Harden and Co., Hampton Wick, to Lloyd's highest "R" class.

Florette II., belonging to Mr. D. Clark of Inverkip, sailed 19 races last season and won 19 prizes, 10 of which were firsts. Mr. R. H. Xullie's Ithona, the champion of the Clyde Canoe Club, sailed nine races and won a prize in each of them. Ithona's full record is three firsts, three seconds, one third, and two fourths. Her prizes last summer included the Points Cup of the club and the Challenge Cup.

At a meeting on Monday at the Bay Tree Hotel it was unanimously decided that the proposed Cruising Association be formed, and the rules drafted by the provisional committee were adopted. Owners of yachts and others interested in yachting, ladies and gentlemen, are eligible for membership of the new association. Anyone desiring to become a member must apply to the secretary, who will supply a form of application, which on being duly filled up and returned will be submitted to the council for approval. The annual subscription has been fixed at 7s. 6d.; life member's subscription £5.

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LONDON'S LEADING HOTELS

We regret to announce the death of Mr. G. H. Brown, commodore of the Royal North of Ireland Yacht Club, which took place on Saturday. Mr. Brown was a keen and enthusiastic yachtsman. His first boat was the 2½-rater Halcyone, which he designed himself, and her successes were a great delight to him on that account. She raced against such well-known craft as Bedouin, Fedora, Nita, and Primula about a quarter of a century ago; and when her career ended he entered the No. 1 class of the Belfast Lough one-design yachts with a new Halcyone, one of the smartest in the division. This yacht also won many races, and is now owned by Colonel R. G. Sharman-Crawford, D.L. He next purchased the yawl Satellite, 60 tons, from Mr. John Workman, and converted her into a cutter, in which he did quite a lot of cruising, a form of recreation of which he was extremely fond. About five years ago he acquired the yawl Chanticleer, 122 tons, being a roomy, well-fitted and beautifully furnished boat in every respect. He inherited his taste for yachting from his father, who in his time owned the 20-rater Victoria. As commodore of the Royal North of Ireland he gave his personal attention to every detail in connection with the club, and his advice was always considered to be of the greatest value, having regard to his wide experience.

The late Mr. Brown was not a mere figurehead, but he made it his business to enter intimately into everything having for its object the promotion of the club's best interests, while his generosity helped to stimulate and widen the scope of the social side of yachting at Cultra. On race days he provided afternoon tea and music, so that the ladies who did not sail could more fully enjoy croquet, tennis, and other games, and members and guests alike always appreciated his unobtrusive hospitality. His services to the Royal North of Ireland Club were recognised this year by the presentation to him of an oil painting by Mr. W. L. Wylie, R.A., depicting yacht racing at Cultra. The picture, which was exhibited at the Royal Academy and was reproduced as a supplement to a recent issue of THE YACHTING WORLD, shows the deceased, as commodore of the club, being rowed in Chanticleer's gig, and the gift was very much appreciated by the recipient; while at the same time Mrs. Brown received a handsome diamond brooch in recognition of the esteem entertained for her by the club members. The late Mr. Brown was for some years treasurer of the Royal Ulster Yacht Club, a position which is now held by his son, Mr. Herbert Brown, jun., who, keeping up the family tradition for love of yachting, owns the cutter Persephone.

Another death which has to be recorded is that of Admiral Sir John K. E. Baird, K.C.B., who died at his residence, Woodside, near Cowes, of pneumonia. The deceased admiral was a keen sailing man, and amongst the several yachts owned by him may be mentioned Otterhound, yawl, 70 tons, and the famous yawl Formosa, 102, which was originally built as a cutter in 1878 by Michael Ratsey and won a large number of prizes. She was altered to yawl rig in 1887 and lately passed over to the shipbreaker. Formosa in her first year carried off the Queen's Cup at the Royal Yacht Squadron Regatta at Cowes, which she won the next year (1879) she won a Queen's Cup at the Royal Albert Races at Portsmouth, whilst again the next year (1880) she won the Queen's Cup at the R.Y.S. Regatta at Cowes; also in 1878 she won the race from Dover to Boulogne given by the Royal Cinque Ports Yacht Club.

Mr. Frederick Shepherd, M.I.N.A., is working on plans for a cruiser of 22 tons for a South Coast yachtsman. The vessel will be ketch rigged and built to Lloyd's class and is to be ready by the commencement of next season. Another of Mr. Shepherd's designs is for a yawl rigged auxiliary of 23 tons of the fast cruiser type. This yacht will be built in the North.

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## CLYDE BREEZES

Ailsa Craig  
Races

It is of more than passing interest to note that the enthusiasts of the motor section show a disposition to take up some of the developments which have hitherto been looked upon as peculiarly within the province of the sailing fleet. We have already grown fairly familiar with the spectacle of motor racing on the Clyde, and a few of the gatherings held last year fairly earned the title of regattas. Admitting that it takes a man with an intimate knowledge of the relationships between h.p. revolutions and speed to enter fully into the spirit of the sport, there is no questioning the enthusiasm with which the fixtures were planned and carried out. Now it is stated that this enthusiasm is to carry the motor sailors a step further. In this phase of the sport more than in any other the heavy cruising craft of moderate power has little chance of making a show against the shells which are built and fitted for racing. In the desire to give the genuine cruising craft a chance of distinguishing herself and of proving that she is capable of racing the open water in any reasonable kind of summer weather it is proposed that there should be a long distance race from Hunter's Quay round Ailsa Craig and back. No very definite arrangements for the event have yet been made, but the date which is tentatively suggested for the fixture is some time in June.

Hard Weather  
Trials

Interest in an event of this kind would not be confined to the motoring season, but as a preliminary the sailing men will be inclined to wish their brethren in the sport better conditions than those which have attended some sailing ventures of the same kind. There are two cases on record in which sailing matches round Ailsa Craig gave the competitors such a taste of outside weather as might be expected to carry a serious discouragement to the practice of using the distance between the Craig and the upper Firth as a racing course. There was the race by the early giant cutters in 1885. The start on this occasion was from Millport, and the fleet which gathered for it included Amadine, Tara, Marjorie, Wendur, Ilex, Galatea, and Vanduara. So wild was the morning of the match, however, that there were only Marjorie and Galatea ready to face the music. It was housed topmasts, treble-reefed mainmasts, and spitfire jibs on both, and they went off smashing through seas which washed solid over them and sent the spray halfway to the mast head. A lulling of the wind and a fog of midnight darkness were among the later troubles of the day, and in this Galatea ran ashore on the Ayrshire coast, leaving Marjorie the only vessel of the fleet of stout old ships to complete the course. Conditions almost equally hard were met with when Kariad and Sybarita were matched over the Ailsa Craig course from Rothesay a few years ago. In this, however, the wind—an honest half gale with a big sea from the south-west—held all day and gave one of the most memorable heavy weather trials ever held on the Clyde. The motor boat men may be wished more favourable weather for their sporting event, and the wish will doubtless be heartily re-echoed by the intending competitors.

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In our own satisfaction at the past and prospective success of the racing class of 12-metre clippers there have been occasional references to the fact that we owe the institution of the class to a sporting suggestion which came to us from the racing men of the North of Ireland. The proposal was that branches of the same class should be started on the Clyde and in Irish waters with the intention of carrying out a series of international races. Since the formation of the Clyde section there has been no neglect of any opportunity of pointing out to our sporting colleagues in Ireland that the way was clear for them to complete the arrangements by setting about getting a few representative vessels for the Irish section. Difficulties such as we have known something of have stood in the way so far, but there would appear to be a possibility that the coming season may possibly see the completion of the scheme. It is definitely stated that one of the orders which Mr. Alfred Mylne has on hand for the designing and building of a 12-metre cutter comes from Ireland. One cutter does not make a class any more than one swallow does a summer, but the fact that a start has been made has been noted with extreme pleasure, as has also the assurance that she will be raced on the Clyde. The pleasure would be doubled, however, if a couple of Irish sporting companions could be got for this vessel. Then the arrangement of sending the Clyde boats to meet the Irish boats in their home waters and bringing the others to the Clyde could be carried out in its completeness and the sport on both sides of the Channel would profit.

THE GAEL

### SEABIRD, SEASHELL, AND CARIAD ONE-DESIGN CLASS ASSOCIATION

The following officers and committee have been elected for 1909, viz.: President, Mr. Domingo de Larrinaga; hon. treasurer, Mr. S. A. Bassadora; hon. secretary, Mr. W. S. Moore; committee, Messrs. W. G. Coddington, J. C. H. Sandbach, W. L. Hall, and W. G. Caird. The three association races were held at Carnarvon after the Straits regatta, the prizes being provided by Messrs. W. D. Coddington, J. Peichard, J. C. H. Sandbach, W. L. Hall, E. P. Widdowson, and the Royal Dee Y.C., the latter club taking up the date which the Liverpool Yacht Club relinquished. The class has been given up at Carnarvon, but is going strong in Mersey waters and none of the boats are now for sale. The finances of the association are quite satisfactory, there being a balance of £4 in hand.

The Great Eastern Railway announce that in addition to the tourist, fortnightly, and Friday or Saturday to Monday or Tuesday tickets to the East Coast and the Norfolk Broads districts (Yarmouth, Gorleston-on-Sea, Lowestoft, Mundesley-on-Sea, Cromer, Sheringham, Clacton-on-Sea, Walton-on-Naze, Dovercourt, Harwich, Felixstowe, Aldeburgh, Southwold, Hunstanton, etc.), which are issued from Liverpool-street, and their other London and suburban stations, there will be special excursion bookings on December 24 to most of the above stations; also to Norwich, Cambridge, Wisbech, Lynn, Fakenham, Colchester, Ipswich, Bury St. Edmunds, Diss, Woodbridge, Beccles, Newmarket, Wells, and other places in the Eastern Counties; also via the Cathedral routes to Spalding, Lincoln, Edwinstowe, Chesterfield, Hull, Sheffield, Huddersfield, Manchester, York, Leeds, Scarborough, Bradford, Wakefield, Durham, Newcastle, and other stations in the Northern Counties; also on December 24 and 25, cheap bookings to Darlington, Newcastle, Edinburgh, Glasgow, and other stations in Scotland. Tickets (ordinary, excursion, etc.) can be obtained in advance at Liverpool-street Station and at the company's City, West End, and other booking offices. Relieving trains will precede some of the principal trains to Colchester, Ipswich, Yarmouth, Lowestoft, Norwich, Cambridge, Lynn, etc., on December 22, 23, and 24. On Thursday, December 24, special trains will leave Liverpool-street at 8.10 a.m. for Colchester, Ipswich, Yarmouth, etc., at 8.43 a.m., and for Cambridge, Ely, Brandon, Norwich, etc., at 7.11 p.m. for Ipswich, Beccles, Yarmouth, Lowestoft, Diss, Norwich, etc.

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