

in the course of the season and, given sufficient wind, she could show a clean pair of heels to anything in the fleet. With the exception of Geneva and Pinaster, Anitra won more races than any other boat in the class, but she secured fewer second and third prizes than Endrick and consequently only takes fourth place in the record. Ithnan, another ex-24-footer, was not nearly so successful as Anitra and must now be considered out-classed, although it is possible that her sailing may have been affected by her experimental spring rigging screws (see Colonel Bucknill's letter on another page). Quaker Girl raced comparatively seldom and seemed to find the company a trifle too good for her.

The following is the record of the class for the season:

| | Starts | 1st | 2nd | 3rd | Flags | Aver. |
|--------------------------------|--------|-----|-----|-----|-------|-------|
| Geneva, Mr. F. A. Richards | 54 | 20 | 10 | 11 | 41 | 2.05 |
| Pinaster, Captain R. Sloane | | | | | | |
| Stanley | 53 | 16 | 17 | 10 | 43 | 2.03 |
| Endrick, Sir A. E. Orr Ewing | 53 | 6 | 13 | 14 | 33 | 1.20 |
| Anitra, Mr. F. F. Tower | 52 | 9 | 8 | 8 | 25 | 1.15 |
| Marsinah, Mr. W. W. Greenhill | 34 | 2 | 1 | 6 | 9 | .47 |
| Ithnan, Colonel J. T. Bucknill | 42 | 2 | 4 | — | 6 | .38 |
| Quaker Girl, Mr. A. Luke | 11 | — | 1 | — | 1 | .18 |

(To be continued)

SEA BREEZES

SIR THOMAS LIPTON AND THE AMERICA CUP

Sir Thomas Lipton, accompanied by Colonel D. F. D. Neill, left on Saturday in the s.s. Caronia for a short visit to New York. Before leaving he made a statement with regard to the future of the contest for the America Cup in the course of which he said: "It is perfectly correct that I still desire to be the means of bringing back the America Cup to England, but I am not prepared to issue a challenge under present conditions. To do so would be to court defeat. While I am in the United States I shall endeavour to get some modification of the rules now governing the race. If the New York Yacht Club will meet me as to the class of yacht to be sailed, I am prepared to build two new Shamrocks, which shall compete against each other in British waters, the better boat to be sent across the Atlantic to race. But I shall not compete with a freak yacht. All I desire is a fair sporting chance."

ISTRIA'S RECORD

As the Vanity-The Lady Anne protest arising out of the second race at the Royal Yacht Squadron Regatta has not been defended by The Lady Anne, Istria must be credited with an additional first prize. The record of the Nicholson cutter therefore reads: Thirty-six starts, twenty-three firsts, eight seconds, and two thirds, or a total of thirty-three flags.

THE OLYMPIC GAMES REGATTA

The official report on the recent Olympic Games, issued by the British Olympic Council, refers to the yachting events as follows: "No entries were made by the British Empire in this division. In 1908 it was held that the Olympic principle was that yacht races should be a test of the skill of the men handling the boats rather than a trial of the yachts themselves, and at that meeting a distinguished owner said: 'One can hardly hope for more honourable men or better sailors than the Norwegian and Swedish competitors we met. They handled their boats well, and it would be impossible to meet keener sportsmen.' It was also suggested that in future Olympic Games it would be better to select a fleet of 'one-design' boats in the waters where the Games are held, and let all the crews draw lots for them every day, with the proviso that no crew should have the same boat twice. Obviously, this is the only way to test the helmsmen and seamen of one nation against those of another, which is, presumably, the object of this division of the Olympic Games. But under the system actually in force both in 1908 and 1912 a nation may compete with any yacht belonging to an international class,

of the yachts themselves, and only secondarily of the crews and helmsmen, which is practically identical with other international races and neither of less nor greater importance. This is the chief reason why, with Kiel and the Clyde falling as they did, no boats entered at either found it worth while to visit Stockholm."

WHY IT WAS A FAILURE

"The victory of Sweden, for instance," the report continues, "in the 10-metre class was won by the very fast and weatherly yacht Kitty, designed by the eminent British naval architect Mr. Alfred Mylne, which gives no certainty that the crew would have won if they had raced in a Swedish boat. This offered little inducement to any British yachtsman to build a new boat for the express purpose of a few races on a given date in a foreign country and to train an amateur crew at considerable trouble and expense. If he built a boat at all, it is only natural that he should choose one in which he could compete in first-rate sporting fixtures all the year round, in six times as many races as were possible at Stockholm. At Kiel, on the other hand, English yachtsmen could reasonably hope to compete (weather permitting) without very gross interference with their own calendar of fixtures. Unless some alterations on the lines suggested are made for the Games of Berlin, it will hardly be likely that we shall be represented there. These views are here stated as the views of British yachtsmen, which deserve consideration by future organisers of these Games. But the British Olympic Council must necessarily hold the opinion that British entries are desirable in all sections of the Games under which the recognised conditions of first-class sport obtain, and that in Olympic years (in 1916, for example) it will be necessary for such modifications to be made in our domestic calendar of sport as will permit the best British representatives to appear in yachting, in lawn tennis, and all other divisions of the programme."

DEATH OF A WEST OF ENGLAND YACHTSMAN

We regret to announce the death on Saturday night at Torquay of Mr. John Lancaster Shaw. The deceased was an enthusiastic yachtsman and was a member of the Royal London and Royal Torbay Yacht Clubs. Some two years ago, when he owned the 199-ton steam yacht Sea Belle, he acted as commodore of the Royal Torbay. Mr. Shaw was in his sixty-eighth year.

NEW BELFAST LOUGH ONE-DESIGN CLASS

The Royal North of Ireland Yacht Club, which has brought out six one-design classes during the last fifteen years, has just formed a class of centre-board sailing dinghies for next season. Seven members have already intimated their intention to build, and no racing there will be at least a dozen boats afloat by the time racing commences again. The designs are by Messrs. Morgan Giles and May of Southampton. The boats will be 12 ft. 6 in. over all, built of mahogany, and rigged with a lug of about 100 square feet, and the total cost will be under £19. The chief advantage of this class will be the low first cost, cheapness of upkeep, which should not exceed £2 or £3 per annum, and the quickness with which they can be got ready for sailing in the evenings. With all these points in its favour the class should prove a very popular one.

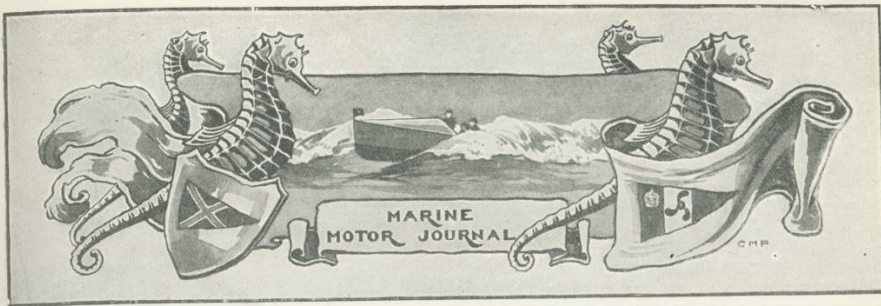
FOR AMATEUR BOAT BUILDERS

A private company with a capital of £1,000 in ninety-five preference shares of £10 each and 1,000 founders' shares of 1s. each has been registered under the title of the Amateur Boat Builders' and Yacht Owners' Supply Association, Ltd., to carry on the business indicated by the title and to adopt an agreement with W. G. Richardson. The first directors are H. J. Ashcroft and W. G. Richardson, the qualification being a holding of £20 in shares and the remuneration 5 per cent. of the net profits. The registered office of the company is at Corporation Chambers, 54, Lower Thames-street, E.C.

PROPOSED NEW CLYDE CLASS

A proposal has been made to institute for next season a new Clyde class independent of the Yacht Racing Association and a meeting of yachtsmen has been held to consider the matter. The boat suggested is similar to but somewhat larger than those of the 19-24-ft. class.

MILLER AND SONS, Naval and Yacht Outfitters, Southampton, have supplied Britannia, Iverna, L'Esperance, Caress, Latona,



B.M.B.C. 21-FT. CLASS

A special racing engine to fit the British Motor Boat Club 21-ft. class is being built by the Austin Motor Company. These engines will be ready about January, just in time for Monte Carlo. It will be interesting to see how this motor will compare with the others on the market. From the owner's point of view every new motor built for the class increases the sport by widening the field of choice. At the moment there are special engines built to the class by Brooke, Vauxhall, Boulton and Paul and Sunbeam. Next season's racing will therefore be watched with great interest.

BRITISH MOTOR BOAT CLUB

The half-rate subscription to the British Motor Boat Club, covering the period up to April 30, 1913, starts from the end of this month. Members who have friends intending to join should communicate with the Secretary. The first house dinner of the Motor Club will be held on Wednesday, November 13, when Admiral Sir William Kennedy, G.C.B., will take the chair. To prevent disappointment members should apply at once, as the accommodation is limited.

THE SCHOONER LA CIGALE

Preparations are in hand at Messrs Camper and Nicholson's at Gosport for launching the motor auxiliary schooner La Cigale, Colonel A. M. B. Gage, about the end of the month. The completion of the extensive alterations and repairs are now being pushed forward, the rearranged cabin accommodation being well in hand. Owing to the increased length put into the vessel the tonnage will work out to about something like 300 tons.

A WOLSELEY IN THE MAKING

Under the above title the Wolseley Tool and Motor Car Co., Ltd., have issued a beautifully-printed and copiously-illustrated booklet giving a description of a visit to the Wolseley Works. This description, which is written in non-technical language, is illustrated by a large number of photographs of actual operations in the Wolseley workshops. The book is brightly written, and gives a much fuller account than usual of the operations in a motor factory; whilst it is doubtful whether any motor factory, other than the Wolseley, could show such a complete set of operations, beginning with the raw material and ending with the finished car. Copies of the booklet will be forwarded to any present or prospective motorist who sends his name and address to the company at their head office, Adley-ley-park, Birmingham.

INSTITUTION OF AUTOMOBILE ENGINEERS

The first meeting of the session of the Institution of Automobile Engineers was held last night, when Mr. T. B. Browne, M.I.Mech.E., delivered his presidential address, entitled "The Progress of Automobility." In view of the fact that the hall of the Institution of Mechanical Engineers, where the meetings are usually held, is temporarily closed owing to alterations and repairs, the present meeting was held in the hall of the Royal Society of Arts, John-street, Adelphi, W.C.

A CLASS OF CHEAP MOTOR BOATS

An attempt has been made recently to popularise motor-boat racing in Germany by suggesting a class of boats which shall not cost more than £50 (one thousand marks) apiece. Races and contests for these novel craft have been advertised and held, but they do not as yet appear to be near realisation as a class. Further, one cannot expect very much in the way of a motor boat for £50—even in Germany, where building is slightly cheaper than it is in England. At most all one could hope for would be a motor dinghy of some sixteen to eighteen feet length and propelled with an engine developing something like a couple of horse power. There may, of course, be something in the idea of such a cheap class, but it is difficult to see how it could

limit is the worst possible restriction to introduce. There are so many ways of getting around, under, or through it. A man who would go to the trouble of building a boat in his own back yard—which one presumes he would be quite within his rights in doing—might be able to build a class killer within the price limit set. In any case, whatever be the price limit, such a class cannot for one moment compare with either of our own British classes. A class like the B.M.B.C. 21-footers is infinitely more sensible in inception and does far more good all round. In fact, one 21-footer built in Germany would do more good to the industry and the sport in that country than a whole class of £50 boats.

ROYAL MOTOR YACHT CLUB

THE PAST SEASON'S RACING

The racing held by the Royal Motor Yacht Club off the Enchantress in Southampton Water during the past season may be said to have been very successful taking it altogether, and had the elements been more propitious there is no doubt that, taking into consideration the number of new fast racing boats that were built by members, the season would have been a record one. As it was the interest was well maintained up to the close, a sure sign that motor boat racing has lost none of its popularity. Racing for motor boats was held on seventeen days, the number of races decided being 61. In addition to this two sailing regattas were held for the Solent classes and races were held on every Saturday and on all regatta days for the R.M.Y.C. one-design sailing boats. The little fleet of six boats was extensively used for day cruising as well as for racing all through the summer.

Altogether 42 boats took part in the R.M.Y.C. motor-boat races and the following is the list of the prize winners:

| | 1sts | 2nds | 3rds | Starts | Total |
|------------------------------------|------|------|------|--------|-------|
| Dranoel, H. W. Hutchinson | 7 | 8 | 3 | 30 | 18 |
| Springmaid, Earl of Hardwicke | 3 | 4 | 4 | 17 | 11 |
| Rip III, J. Bird | 6 | 2 | — | 11 | 8 |
| Solace, F. P. Armstrong | 3 | 2 | 3 | 19 | 8 |
| Commander, Commander Cumming, R.N. | 5 | 1 | 2 | 15 | 8 |
| Pixie II, Colonel Cowper-Essex | 3 | 3 | 1 | 18 | 7 |
| Mildred, A. H. Ramsden-Tagore | 4 | 1 | — | 11 | 5 |
| Minerik II, W. J. Masser-Horniman | — | 5 | — | 15 | 5 |
| Bunny, M. Bunting | 4 | — | — | 10 | 4 |
| Neva, E. P. Kenneth Dry | 2 | 2 | — | 6 | 4 |
| Doonie, S. D. Begbie | 3 | — | — | 8 | 3 |
| Minimum, N. C. Neill | 3 | — | — | 6 | 3 |
| Rip II, J. Bird | 2 | — | 1 | 13 | 3 |
| Carina, Lord Montagu | 2 | 1 | — | 6 | 3 |
| White Spray, Douglas Hall, M.P. | 2 | 1 | — | 4 | 3 |
| Columbine, Mrs. Edgar Thornton | 1 | 2 | — | 10 | 3 |
| Dyack, C. Lance Gamble | 2 | — | — | 4 | 2 |
| Majax, B. S. Millard | 2 | — | — | 4 | 2 |
| Mona, Marquess of Anglesey | 1 | 1 | — | 4 | 2 |
| Ursula, Duke of Westminster | 1 | 1 | — | 4 | 2 |
| Peterkin, S. T. Dobson | — | 2 | — | 7 | 2 |
| Reva, Seaton Purdy | — | — | 2 | 4 | 2 |
| Take-a-step, R. G. Duff | 1 | — | — | 3 | 2 |
| Maple Leaf IV., E. Mackay Edgar | 1 | — | — | 1 | 1 |
| Albatross III., Geale Dickson | 1 | — | — | 3 | 1 |
| Pierrette, H. S. Saunders | 1 | — | — | 5 | 1 |
| Zoroaster, E. Findlay Smith | — | 1 | — | 2 | 1 |
| Baby VI., Mawdsley Brooke | — | 1 | — | 4 | 1 |
| Quicksilver, J. M. Gorham | — | — | 1 | 1 | 1 |
| Christine, F. Blake | — | — | 1 | 4 | 1 |

ANDREW THOMSON'S "Yachting Guide and Tide Tables" for 1912, now ready, contains List of Fixtures, List of Winning Yachts of 1911, Yacht Racing Association Rules, Tables of Distances, winners of all important cups, and a quantity of information useful to all yachtsmen. Published at 10, Pall Mall.

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250-TON high-class MODERN SCHOONER for SALE; fitted with Thornycroft motor; also auxiliary motor for electric capstan and electric light; beautiful vessel; in first-class order in every respect.—For particulars, price, etc., apply to Secretary, Royal Yacht Squadron, Cowes.

CUTTER for SALE, 44 tons; oak and teak; first rate condition and full inventory; handy cruiser; pretty model; just laid up at Maldon; £40; owners getting larger boat.—RITCHIE, 24, Cavendish Drive, Leytonstone, N.E.

SALE or EXCHANGE, nearly new, teak, double skinned (Sea's), MOTOR and SAILING BOAT; lead ballast; sails; complete outfit; would exchange for single-handed cruising yawl with cabin.—Apply, HARRY CALTHROP, Fairbank, Lower Woodfield-road, Torquay.

MOTOR CRUISER "QUEST," ex "Squirt"; winner 3 days R.M.Y.C. reliability trials; just completed non-stop run Lowestoft to Maidstone, 135 miles in 12 hours; 30 ft. mahogany varnished bright; day and night cabins; 16-h.p.; 4 cylinder "Blake" engine and reverse gear; complete inventory; any trial Maidstone; £235.—HALL, "Rosery" Tonbridge.

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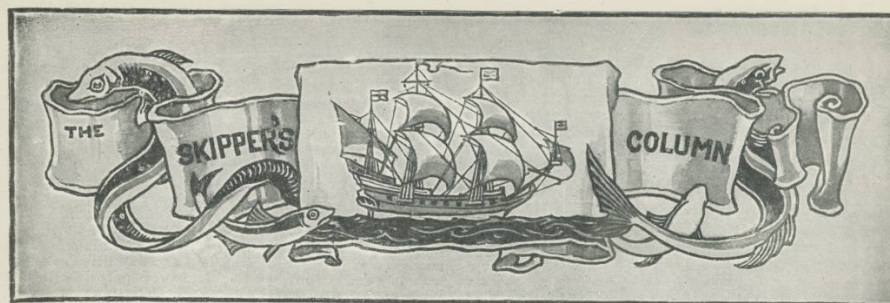
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THE PAST SEASON THE SOLENT CLASSES

(Continued from page 296)

THE seven-metre class, which a year or two ago had a somewhat weakly appearance, has developed into one of the strongest in the Solent. Four of the boats that raced in 1911 hoisted colours again and the fleet was materially strengthened by the appearance of three new yachts. Of these recruits Fife was responsible for the lines of Endrick and Marsinah, whilst Pinaster was designed by Anker and built in Norway. Endrick flew the flag of Sir Archibald Orr-Ewing, Marsinah that of Mr. W. W. Greenhill, and Pinaster that of Capt. R. Sloane Stanley. The old boats that competed in the class were Colonel Bucknill's Ithnan, Mr. F. F. Tower's Anitra, Mr. F. A. Richards' Ginevra, and Mr. A. Luke's Quaker Girl. The appearance of a craft designed and built in Norway added considerable zest to the racing and the début of Pinaster was watched with a good deal of interest. In view of the brilliant form of the 12-metre Rollo (whose lines also came from the board of Anker) at the International Regatta at Spithead last year, much was expected of Captain Sloane Stanley's craft, and she has certainly proved a most able little vessel.

During the first half of the season Pinaster was usually beaten by the speedy Ginevra, which had headed the class in 1911, but in the middle of July the Norwegian craft reached the top of her form and for the remainder of the summer was certainly the best of the fleet. Ginevra had, however, secured a long lead in the contest for the championship of the class and contrived to keep ahead of the new boat to the end of the season. But although Ginevra retains the coveted honour, it is only by the narrowest of margins, her average of points per start working out (by Thalassa's method of calculation) at 2.05 as against the 2.03 of Pinaster. Ginevra sailed consistently well throughout the summer and her success in retaining the championship, with three new boats in the class, was most creditable.

Of the new Fife boats, Endrick was by far the more successful, but she was not quite fast enough to take premier honours except on comparatively rare occasions. Sir Archibald Orr-Ewing's yacht, however, won a large number of second and third prizes and her score at the end of the season was sufficiently good to place her third in the averages. Marsinah, on the other hand, was a failure and, although she won the first race of the season, she did not again lead home the fleet until almost the end of the summer.

Perhaps the surprise of the season, so far as this class was concerned, was the brilliant form shown by the old 24-footer Anitra, which, it will be remembered, was converted into a 7-metre boat to comply with the International Rules a year or two ago. With her small sail area Anitra fairly revelled in the heavy weather that so often obtained

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