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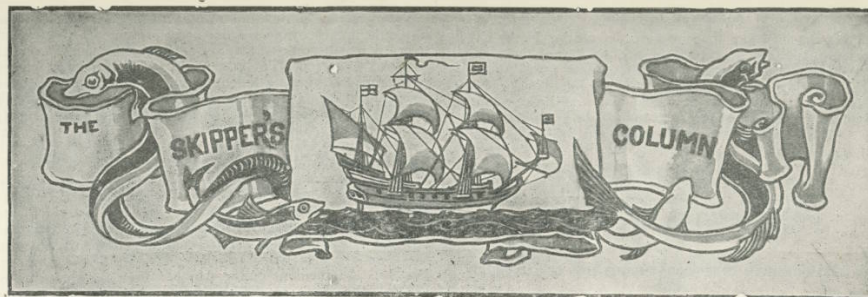
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SATURDAY, OCTOBER 16, 1920

TELEPHONE NO.: CENTRAL 13241.
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COX & KING Naval Architects, also Yacht Brokers, LONDON

See page iv. Cover

OLYMPIC YACHTING

FOR some reason or another the yachting competitions in connection with the Olympic games have never aroused that enthusiasm amongst British yachtsmen which might be expected. At the moment we will not debate the reasons for this, but only deplore the fact, the more so as the contests were primarily intended to place international racing on the soundest possible basis, every match being sailed on measurements and conditions common to all nations privileged to compete. The regulations, however, seem in a measure to have defeated this object. There is a conflict of opinion as to the prime object of the yacht races. Are they intended to be a test of seamanship or a test of the yachts, or of both? It would seem that those in charge of the Olympic regulations intend the matches to be a test only of the merits of the crews, and that point of view is quite understandable when one recalls the fact that the races are held in connection with contests on land wherein the competitors must rely entirely on their own strength and skill. But if this is the case the yachts must be regarded as mere working tools, to be obtained in any country where suitable craft exist. In this respect the Games regattas supply no International competition whatever, and, so far as a test of seamanship goes, a very much better one is afforded almost every day throughout the season by one-design racing in the various countries of Europe. It would seem reasonable that every yacht and the whole of her equipment, down to the smallest shackle, should be constructed in the country that she professes to represent. One cannot dissociate a yacht from the country of her origin—by which is meant of her designer as well as of her builder, in the same way as may be in the case of a weight-thrower, who may be a Dutchman, hurling a mass of metal made in Birmingham. The Birmingham element may be ignored—the result of the contest cannot make or mar the fame of that fair city, but the case of the yacht is somewhat different. The intellectual element played a great part in her creation, and it should not and cannot be ignored without disastrously minimising the usefulness of the Games regattas as true international tests. At the last meeting the only British-built boat, manned by a British crew, Ancora, won in her class. Norway headed the list with seven "wins," though five of these were uncontested. One of Belgium's two victories was achieved by a Linton Hope-designed boat, built by Frank Maynard, Chiswick. These matters are very easily set right. It is in no carping spirit that the foregoing has been penned. On the contrary, it is with a sincere desire to see the Olympic Games regattas, should they be resumed, made the supreme test of European yachting that these pitfalls have been

SEA BREEZES

YACHT VOYAGE ROUND THE WORLD

The auxiliary ketch Fidra (originally the Earl of Dunraven's Cariad, and afterwards owned by Mr. Frank Chaplin, R.Y.S.), Lieut. S. Yamm, Swedish Navy, arrived at Cowes last week from Karls Krona, having started on a voyage round the world. After overhaul she sailed again on Tuesday.

ENTRANCE TO OSTEND HARBOUR

On the old lighthouse on W. side of harbour the following light is established: Gp. Fl. (3) ev. 20 sec., 82 ft., vis. 14 m (12.38). The port is re-opened to traffic. The Vindicator has been moved 700 ft. up the harbour and is situated at 1,000 ft. 35 deg. from the old L.H., lying parallel to E. breakwater. The position is that of the centre of the vessel.

RANELAGH SAILING CLUB

The Committee have arranged to hold two days' month, under Club Auto. time allowances. On day, the 16th inst., starting at 4.30 or 4.45 p.m. in the direction of the wind. No points. Prize £100. The other race, on Saturday the 30th inst., starts at 10.0 a.m. Greenwich time for prize presented by Mr. A. C.

TORPOINT REGATTA

The final meeting of Torpoint Regatta Committee was held on Friday, Mr. W. C. White presiding. The balance sheet for the regatta held last August showed a balance in hand of £31 7s. 9d., and was approved as very satisfactory. Thanks were expressed to all who had contributed to the success of the regatta, including the chairman (Mr. W. C. White), Mr. E. V. Woolley (treasurer), Mr. C. Evans and Lieut. Reep (secretaries), and it was decided to hold a meeting in May, 1921, to arrange the details of the next regatta.

SOLENT SEABIRDS

The Challenge Cup for the Solent Seabirds' weekly races, from July 3 to September 11, was won by Admiral Sir Sackville Carden's Widgeon, with an average of 2.87 (23 points), followed by Mr. A. F. Topham's Seagull, 2.83 (17), Mrs. Stanton's Tern, 2.00 (12), General G. H. Nicholson's and Major Mansford's Penguin, 1.80 (18), and Major Cyril Potter's Seamew 1.50 (3). In addition to the weekly races for the championship, the Seabirds competed in three races during Cowes week, two at the Solent Yacht Club's regatta, and at Lympington and Yarmouth regattas. Brigadier-General G. H. Nicholson, C.B., is the captain of the class.

YACHTING IN IRELAND

Queenora, 17 tons, the fast cutter owned by Mr. F. A. Roberts, Vice-Commodore of the Royal Corinthian Yacht Club, has been purchased by Mr. F. J. H. Stoford, Royal Munster Yacht Club, through Major J. A. Smith's agency. Quite a fleet of these handy fast cruisers is now owned by members of the Royal Munster, and some very keenly contested handicap races were held in Queenstown Harbour this season. There is a promise of even better sport next year, as we understand that the Royal Munster fleet is being further augmented. Mr. Stoford is a well-known Cork

YACHTING YEARS AGO

Flying Starts — "Jostling" — Quick-Change Yawls — Naiad

The regatta of the Royal St. George Y.C. at Kingstown in 1870 was somewhat notable, both from the number of entries, which was unusually large, and from the celebrity of many of the yachts engaged. The old method of starting the yachts from moorings was abandoned, and the new system of flying starts adopted—not without a murmur of doubt on the part of "Hunt's" reporter, who said, "In many respects this new method is decidedly preferable, much trouble is saved the various crews, and the risk of carrying away some cleat or half one's bulwarks, when blowing fresh, either by head or stern-fast, is avoided; then the greater judgment displayed is sure to meet with its proper reward, as it should do; but, on the other hand, there is great scope for trickery on the part of those captains who do as they like with their vessel and their owners—unfortunately a far too numerous class—and committees should appoint a starter who is capable of forming an opinion in any case of jostling, and visit the offender with condign punishment." There is much wisdom in those observations, for, even after half a century of practice, a crowded start is often productive of anxious moments and sometimes of fouls. What it must have been when the rules were new and imperfectly understood can only be surmised. Even now the rules themselves, amplified though they have been and rendered more intelligible from time to time, depend in a great measure for their lucidity upon settled cases of protest. "Hunt's" reporter overlooked the fact that no matter how crowded a start may be it is easier to avoid collision when one has a vessel under good way than it is when moorings are cast off and a whole fleet finds itself for a few minutes almost entirely out of control. His reference to the aggressive type of sailing-master was in those days quite justified. This is one of the most marked changes in the sport. A skipper who would be guilty of "trickery" in these days would soon be out of a berth, and the owner who would permit his sailing-master to dictate to him on any subject not connected with pure seamanship is rare indeed. However, both were common enough some sixty years ago, and the change for the better must be attributed in no small measure to the enormous growth of racing in the small classes.

To return to the St. George regatta. The entry in the large class on the first day included the cutters Fiona, 75 tons; Oimara, 159; Mosquito, 61; Phryne, 55; Vindex, 45; Marinetta, 50; and Rose of Devon, 137. The schooners were Gwendolin, 179, and Egeria, 152 tons. The only yawl was Enid, 42 tons. The breeze was light, from the east, and "the terrible Fiona" had no difficulty in winning the prize, though Rose of Devon led her home by 3 min. 44 sec., and Oimara by 1 min. 45 sec. She actually led Egeria by barely 9 min., and that the famous schooner had sailed well is proved by the fact that she, in turn, beat Gwendolin by more than 16 min.!

A new Fife 40, Eveleen, sailed her first race on this day and finished second (nine minutes astern of Hatcher's famous Muriel), but failed to save her time from Foxhound, which was only 7 sec. astern of her at the finish. There were seven yachts racing in this class. The 20-ton match attracted nine entries, including Phantom, 27 tons. She put "a boathook on her stern and called herself a yawl," as the chronicler observes. "Great was the outcry and hard words were muttered, but rules are rules and must be abided by." However, this smart trick did not bring the anticipated reward, for the first prize went to Lizzie, one of Dan Hatcher's famous "twenties," and Phantom had to be content with a bad second place.

Naiad won her maiden race in the 10-ton class. She was a forerunner of the plank-on-edge type of the eighties. She was some 37 or 38 ft. long on the waterline, with about 7 ft. 8 in. beam, and had a very hollow mid-section. She turned out to be a fairly successful little vessel, and was extremely pretty in the old-fashioned style, but she had an enormous amount of useless deadwood, particularly forward, and she was very tender. This was the first yacht owned by the writer and her faults are therefore well known to him. That she was beautifully modelled was the late Mr. G. L. Watson's opinion, for when he first saw her hauled up at Southampton he studied her attentively for a few minutes and then remarked: "Well, she's a bonny round wee thing!" That describes the little ship precisely. If her excessive deadwoods could have been got rid of she would have been a wonderfully fast little craft, for she was not only sweetly modelled but very lightly built—all her frames

their own way. Egeria and Gwendolin had a wonderfully fine match between themselves, however, less than a minute separating them during the first two rounds, and only 33 sec. at the finish, Egeria leading all the time. Fiona, which finished third, nearly half an hour astern of Oimara, was seven minutes ahead of Egeria when they crossed the line. The most remarkable feature of the race, however, was the wonderful sailing of the old Mosquito, which was third boat in the first two rounds and finished only five minutes astern of the big Gwendolin. Much to the disgust of our reporter, Phantom again sailed as a yawl in the 20-ton class, "with aforesaid boat-hook and boat sail," and finished nearly five minutes astern of Lizzie, at the start. Thus Phantom gained first prize—the due reward of her inferiority of rig. "Then came punt races, fireworks, roulette, and finally darkness, chaos, and hopes of as good a regatta for '71."

The Royal Victoria Y.C. had reason to be satisfied with the entries at its regatta in 1870. The first day's race for the Commodore's Cup was confined to yachts owned by members of the club, and only six took part; but on the second day no fewer than twelve yachts had their racing flags aloft, representing Harvey, Wanhill, Hatcher, Aldous, Ratsey, Camper, Steele, and Fife. They ranged from the 308-ton Guinevere down to the little 40-ton Muriel. There was a good breeze, and the finish shows how little more size had to do with the result of such a race in the Solent: Guinevere (schooner, 308), 4 hr. 32 min. 27 sec.; Oimara (cutter, 159), 4 hr. 35 min. 52 sec.; Egeria (schooner, 152), 4 hr. 37 min. 5 sec.; Rose of Devon (cutter, 137), 4 hr. 38 min. 12 sec.; Fiona (cutter), 4 hr. 49 min. 25 sec.; Vanguard (cutter, 60), 4 hr. 59 min. 55 sec.; Christabel (cutter, 52), 5 hr. 1 min. 10 sec. Fiona won the first prize from Egeria by only 32 sec. The entries on the third day numbered no fewer than eighteen, and the breeze promised well, but fizzled out as the afternoon advanced. Fiona won again at 7.38 p.m., the second boat being an hour astern.

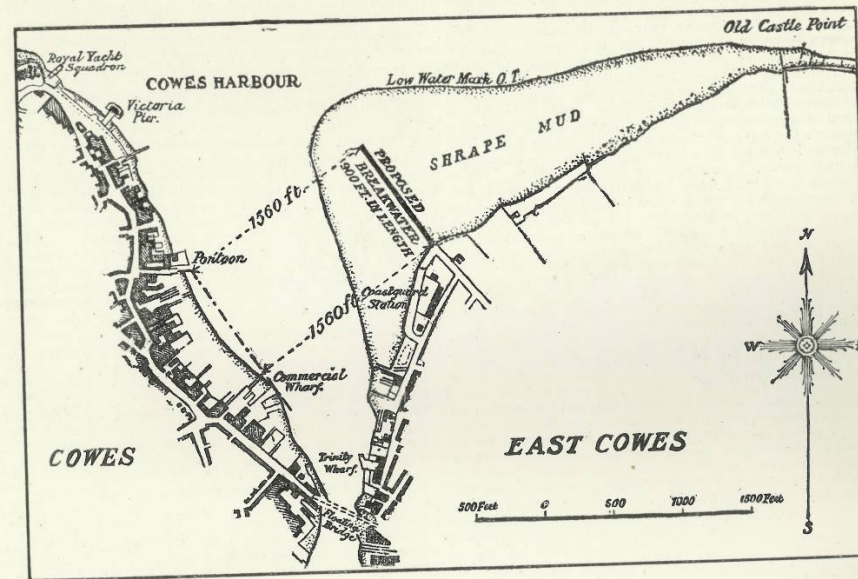
The Nore to Dover match of 1870 was memorable by reason of the accidents that happened to most of the competitors. There was a hard W.N.W. breeze, which increased in strength as the day wore on. Ten vessels started, and amongst them Mr. Ashbury's famous Cambria, 109 tons, and Egeria, 161 tons. The match between the two was of interest, tending to show that Egeria was the better seaboat. Cambria was five minutes ahead at the North Sand lighthouse, Pleiad and Oimara rounding about five minutes afterwards, with Rose of Devon and Julia astern.

"The yachts now felt the effects of the open sea as also the rebound; Julia, Rose of Devon, and Oimara suffered also in their head gear. The breeze still increasing to half a gale they shortened sail and prepared accordingly, each feeling their way cautiously. Cambria had doused her fore-top-sail and Egeria hoisted her fore-topmast, Pleiad was observed to bear up; but we subsequently learnt that two of her crew were washed overboard, one of whom only was saved, the other poor fellow was lost in the heavy sea which was running. The death flag was hoisted half-mast, and the Pleiad gave up further contest. After hovering about some little time over the spot where the accident occurred she bore up.

"From thence, after rounding the lightship the yachts beat to the southward along the back of the Goodwin, and there occurred some little error in judgment; the Cambria after passing the Sand Head kept her reach till 2 hr. p.m., fetching the buoy above the Swathway, Julia about a cable's length on her weather bow. It was blowing hard and there was a good deal of sea on—Egeria prudently took in a couple of reefs in her foresail; and it was while Pleiad was following her example that she shipped a sea, and the lamentable accident to one of her crew occurred. Cambria stood in from the southward under Julia's lee quarter, and when the helm was "a lee" she missed stays, and before she could get round she was struck by a sea, and had to lift again on the port tack. After keeping the reach for about ten minutes she effectually got round on the other tack, but passed about half a mile under the Egeria's stern, which yacht was standing in on the opposite tack. Cambria was not doing so well as might have been expected, she was staggering under too much after canvas, and was making bad weather of it. A reef in her mainsail would have been acceptable, but we have since ascertained that there was something adrift with the peak halvard blocks, which prevented her getting well

a mile, and then stood in, Cambria just passing to windward of it, Oimara a good mile and a half, and the Rose of Devon about three-quarters of a mile ahead of Egeria. There was a short jumping sea off the South Foreland, which occasionally smothered the cutters, and in standing in for the second time Oimara, in pitching heavily, carried away her bowsprit short off, and directly after Rose of Devon did the same. The match was now very exciting; Cambria in standing out from the Foreland again passed under the stern of Egeria and was fast overhauling her, and on the next tack crossed her to windward; on her next board she weathered the two large cutters. Egeria when standing off gave a heavy plunge, burying her bowsprit and bows slap under. Upon recovering herself, it was found that she had sprung her bowsprit about a foot outboard, and was unable to reach the mark-boat without another tack off and on. Cambria, however, had weathered the whole fleet and judged her distance to quarter less nothing. The following is the time in which they arrived at the goal: Cambria, 4 hr. 8 min. 31 sec.; Oimara, 4 hr. 9 min. 21 sec.; Egeria, 4 hr. 15 min. 2 sec.; Julia, 4 hr. 18 min. 3 sec.; Rose of Devon, 4 hr. 18 min. 37 sec.; Gwendolin, 4 hr. 22 min. 20 sec.; Fiona, 4 hr. 41 min. 17 sec.

Besides the mishaps already noted, Fiona and Hironelle carried away their bowsprits off the North Foreland, and the others all more or less experienced some disaster to their muslin. Egeria won the first prize by time, and Julia took the second prize."



COWES BREAKWATER SCHEME

Postponed on account of the war, the Cowes breakwater scheme has been revived, and in spite of the enormously increased cost of the scheme, the Harbour Commissioners are endeavouring to obtain a Government grant to enable a start being made with the construction of the breakwater, and thus provide work for the unemployed in the Isle of Wight, whose ranks are reaching serious proportions. It will be remembered that the scheme provides for the construction of a ferro-concrete breakwater, 900 ft. in length, across the Shrape bank, protecting the harbour from the north-easterly gales, and the promoters are of opinion that the breakwater would greatly improve the facilities for yachts and shipping generally at Cowes and afford much needed shelter, particularly to smaller pleasure craft. The scheme was vigorously opposed by the Royal Yacht Squadron and others, but ultimately it received the approval of the Board of Trade. However, the war broke out, and the construction of the breakwater was, of necessity, postponed until now there is reasonable hope that some definite action will be taken.

tion has been backed up by the Isle of Wight Employment Committee and Newport Town Council, the latter being interested in the river Medina.

At the meeting of the Cowes Harbour Commissioners last Friday, at which it was decided to apply to the Development Committee for a grant, the chairman of the General Purposes Committee, Mr. G. Fellows, J.P., stated that when first proposed a firm offered to build the breakwater for £6,000. Opposition and delay made it impossible to commence the construction, and then the war caused a further postponement. Now they had serious thoughts of reviving the breakwater. It was felt that the breakwater was more necessary now than ever. Inquiries had been made with regard to probable cost, and it was found to have gone up to five or six times what it was originally. They were given to understand that the Development Committee had a sum of money for the purposes of the harbours, roads, and such like, with, of course, the primary object of doing something useful and also having in view the possibility of finding work for the unemployed. It was thought that was a good opportunity to approach the Development Committee. The carrying out of that scheme would materially assist in relieving unemployment in the district. They had received permission to extend the time for construction another year, and it was hoped, if the Development Committee offered something handsome, that before another year something would be achieved.

It was stated that at a conference of local public bodies on unemployment the breakwater scheme received favourable consideration. At the request of the I.W. Employment Committee, a deputation, headed by the chairman, Colonel C. V. C. Hobart, D.S.O. (Royal Motor Y.C.), interviewed the chairman and clerk of the Harbour Commissioners, going fully into the breakwater scheme, and it was understood that the Employment Committee would make representation to the Ministry of Labour with a view to their supporting the Commissioners' application to the Development Committee. The chairman of the Harbour Commissioners is Mr. F. Templeman Mew, J.P. (commodore of the Island Sailing Club).

FORTHCOMING FIXTURES

- December 18.—West Lancashire Yacht Club. Annual Dinner at Queen's Hotel, Southport.
- December 18.—Ranelagh Sailing Club. Bohemian Supper at the clubhouse at Putney.
- January 1.—Burnham Yacht Club. Annual New Year's Dinner.

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Yachting World and Marine Motor Journal

THAMES ESTUARY

A RETROSPECT OF THE SEASON

Southend has not hitherto basked in the light of a great yachting centre.

The unsurmountable obstacle of extensive mud-flats uncovered for six hours out of twelve eliminates the possibility of racing or sailing for anything but very shallow draft boats. Southend, embracing Westcliff and Leigh, is, however, favoured with five very enterprising and active yacht clubs, whose combined membership runs into four figures.

During the past season these clubs have done much to foster and encourage yacht racing for amateurs, and their efforts have met with unqualified success. The programmes issued were large and comprehensive. Races from the pier head were given for deep draft boats. A race was offered for the big handicap class which unfortunately only attracted one entry, and was declared off.

The Burnham ex-24-footers had invitation races, and there was unlimited racing for the local one-design classes and handicap classes. For various reasons these latter exceeded in popularity anything hitherto experienced.

The small shallow draft cruisers, raters, and open sailing boats that are moored in this district must number several hundreds, and it is from these that the big entries came. Entries of over twenty boats in one race was by no means uncommon, and there was a fine spirit of rivalry amongst the clubs to obtain the record.

The racing all through was very keen, and there were no signs of diminished interest right up to the last races of the season.

The most flourishing one-design class at present in the district is the Thames Estuary O.D. class. This is now being run by the Alexandra Yacht Club with great success. Ten boats were built in pre-war days, and five were on order early last season. Unfortunately the delays in getting delivery kept these new boats out of the racing till the tail-end of the season, and even then only three were in commission. With the exception of three all these boats sail under the Alexandra Yacht Club burgee. They had a most successful season's racing, including the week at Burnham, where they created very favourable comment.

The Essex Yacht Club launched a new one-design class of 18-footers, an order for 12 boats being placed early in the year. Six were to be delivered by the opening of the racing season, but a total of four at the end of the season was the net result. As a class, therefore, they had no opportunity of testing the boats, but took part in handicap races and in the inter-club one-design class race.

The Westcliff Yacht Club's one-design class were not so strong as in pre-war days, some of them having suffered by the long lay-up on the marshes. Still, in the inter-club one-design class race they proved far too strong for either of their challengers, the T.E.O.D.'s and the E.O.D.'s. This race was sailed in a heavy squall that broke just as the race was started, and the Westcliff punts raced away, finishing in a bunch a long way ahead of either of their rivals.

It was in the handicap classes, however, that the clubs received such whole-hearted support. The "B" or smaller class of boats, ranging to 26 ft. o.a. and under, turned out in great numbers. As these races take place close inshore, starting and finishing off their respective clubs, they naturally attract a considerable amount of public interest. Very often the scene was a particularly animated one, when a large fleet got away to a good start.

Although the one-design classes will certainly be considerably strengthened next season, the clubs will undoubtedly cater very liberally for the handicap class of racing. Much has been said against handicap races, but their popularity is certainly not on the wane in this district. It is admitted that class racing is the real test of seamanship, but a one-design boat does not suit everyone's pocket. A class boat has always to be kept up to concert pitch, with new suits of sails at frequent intervals, and although used occasionally as a day boat, is essentially a racing boat. On the other hand, the owner of a small cruiser of the type so much in request at Southend can enjoy a week-end cruise or a race without extra cost, except a modest entrance fee. The local clubs have very wisely fostered racing amongst this class, and their efforts have been fully rewarded by the splendid entries obtained throughout the season.

The Leigh Sailing Club, the youngest organisation, had a capital season, and are steadily increasing their membership and the number of boats on their club register. The entries

in favour of holding a week's racing at Southend next summer. This resolution provides that each club will give a day's racing, and a sum of money will be set aside for prizes. Invitation races will also be given.

The matter is to be placed before each club for final decision and the arranging of details.

Should this project materialise, as there is every reason to believe it will, it would give a great fillip to racing in this part of the estuary.

Unfortunately the town authorities take no interest whatever in encouraging yachting, and offer no facilities to yachtsmen.

In certain quarters, indeed, it is felt that the Council are inclined to put obstacles in the way.

At all events, if a week's racing is inaugurated it will give the Council an opportunity of showing that they appreciate the efforts of the yacht clubs to raise the status of Southend as a yachting centre.

RACING NEWS

COLNE YACHT CLUB

The Colne Yacht Club wound up its season with races for yachts Class I. and II. on Thursday last. The weather was fine, with a nice sailing breeze from the south. Towards the end the wind fell light and rather spoilt the chances of the limit boats.

The entries in Class I. were: Narcissus, D. Kevryn, Fratch; Mermaid, A. Boyes, 13 min.; Curlew, F. H. Townend, 13 min.; Dona, A. A. Gowers, 17 min.; Valiant, T. Poole, 26 min.; Ruberia, D. Stone, 34 min. The yachts made a capital start at 2.30, crossing the line in the following order: Curlew, Dona, Mermaid, Narcissus, Valiant, Ruberia. The light weather being in Dona's favour, she came home an easy winner. The finish was as follows:

	Corrected.		Corrected.			
	H. M. S.	H. M. S.	H. M. S.	H. M. S.		
Narcissus (2nd)	5	13	53	5	13	53
Dona (1st)	5	23	32	5	6	32
Mermaid (3rd)	5	38	50	5	25	50

Curlew, Valiant, and Ruberia not timed.

The entries in Class II. were: Clarie, W. Sycamore, scratch; Sunbeam, A. Boyes, 6 min.; Kelpie, G. Hopkins, 9 min.; Jean, R. Stone, 12 min. These boats made a good start at 2.45, crossing the starting line in the following order: Clarie, Jean, Kelpie, Sunbeam. Kelpie and Jean sailed a close race, and the finish was:

Clarie (1st)	4	21	23	4	21	23
Kelpie	4	33	20	4	24	20
Jean (2nd)	4	33	59	4	21	59

SHALDON SAILING CLUB

The Shaldon Sailing Club held their final matches on Saturday, when the weather proved ideal. There was a light north-east wind, and some good sailing was witnessed. Messrs. R. Bates, F. Hiscock, and J. Fall acted as officials for the day.

In the class for 12-ft. boats Mr. G. Carter's Mischief was first and won the Shaldon Sailing Dinghy Cup, the finishing time being 5 hours 41 min. 30 sec. Capt. Roëke's T.O.R. was second, 5 hours 47 min. 40 sec.

The 18-ft. class resulted in a win for Mr. Knott's Hilda by 8 seconds on time allowance, the finishing times being: Petrel (F. Bigwither), 5 h. 46 m. 3 s.; Hilder (first), 5 h. 48 m. 30 s. Dinghies: Hypatia (Mr. F. Giles), 5 h. 46 m. 3 s.; Shark (Mrs. F. Giles), 5 h. 46 m. 50 s.; Toby (Mr. Alivery), 5 h. 48 m. 15 s.

PENARTH YACHT CLUB

Twelve-ft. C. B. Dinghy Class.—Result of racing season, 1920.

	Starts.	Prizes.		
		1st.	2nd.	3rd.
White Heather	18	5	5	3
Daffodil	17	5	4	5
	14	4	6	2

THE OLYMPIC RACES OF 1920

Appended is a tabulated list of winners at these races which took place at Ostend on July 7 to 10. Six countries were represented in thirteen events, which included races for yachts ranging from the 12-metre class down to the 12 ft. dinghies. Norway, which heads the list of winners with seven events to her credit, was treated to a sail over in no fewer than five of these, viz., the 12-metre new rule, 12-metre

old rule, 10-metre new rule, 10-metre old rule, and the 8-metre old rule classes. One boat only represented Britain—Ancora, 7-metres, winning two races out of three. The Swedish square metre boats and the Dutch dinghies were unopposed. The Dutch, however, won in the 6½-metre class, the French being their competitors.

Entries and points awarded on July 7, 8, 9, and 10.

Yacht.	Entries.	Class.—Nationality.	Owner.	Points awarded each day.				Totals.	
				July 7	July 8	July 9	July 10		Points.
Heira II.	1	12-metres, new rule.	Norwegian.	Olaf Orvig	1	1	1	3	3
Atalanta	1	12-metres, old rule.	Norwegian.	Henrik Ostervold	1	1	1	3	3
Mosk II.	1	10-metres, new rule.	Norwegian.	Willy Gilbert	1	1	1	3	3
Eleda	1	10-metres, old rule.	Norwegian.	R. Boije	1	1	1	3	3
Antwerpia V.	3	8-metres, new rule.	Belgian.	Syndicate Antwerpia R.Y.C.B.	3	3	3	9	9
Lyn	2	Norwegian.	Norwegian.	Jens Salvesen	2	2	2	6	6
Sildra	1	Norwegian.	Norwegian.	J. A. Jespersen	1	1	1	3	3
Ierne	1	8-metres, old rule.	Norwegian.	Christofer Olsen	1	1	1	3	3
*Ancora	2	7-metres, old rule.	British.	Cyril M. Wright and Percy J. Machin	2	1	1	4	4
Fornebo	1	Norwegian.	Norwegian.	Thor. Thorensen J.	1	2	2	5	5
Jo	2	6-metres, new rule.	Norwegian.	K.N.S.	2	1	1	4	4
Tan-Fe-pah	1	6-metres, old rule.	Belgian.	Syndicate Tan Fe-pah R.Y.C.O.	1	2	2	5	5
Edelweiss II.	2	6-metres, old rule.	Norwegian.	Syndicate Edelweiss R.Y.C.B.	2	1	2	5	5
Marmi II.	4	Norwegian.	Norwegian.	Leif Erichsen	4	2	1	7	7
†Stella	1	Norwegian.	Norwegian.	Carl Olsen	1	4	4	9	9
†Suzy	3	Belgian.	Belgian.	L. Depiere	3	3	3	9	9
Elsie	2	40-sq. metre class.	Swedish.	F. G. Blom	2	2	2	6	6
Sif	2	Swedish.	Swedish.	Torc A. Holm	2	1	1	4	4
Kullan	1	30-sq. metre class.	Swedish.	Kullarvik Rod ock Seilklub	1	1	1	3	3
Oranje	1	6.50-metre (French) class.	Dutch.	Syndicate Oranje	1	1	1	3	3
Rose Pompon	2	French.	French.	A. Weil	2	2	2	6	6
Beatrijs III.	2	12 ft. International (O.D.) Dinghy Class.	Dutch.	C. N. Hin	2	2	2	6	6
Boreas	1	Dutch.	Dutch.	M. de Wit	1	1	1	3	3

*Crew: Cyril Macey Wright, Dorothy Winifred Wright, Robert Henry Schofield Coleman, W. J. Maddison. †Tie in points end third day—final match sailed July 10.

Points were given as follows: 1 point for first across the winning line; 2 points for second; 3 points for third.

SUMMARY OF OLYMPIC YACHT RACES, 1920

Nation.	Number of yachts sailed by competing.		Number of races won.		Number of events won.
	Total number of yachts competing.	Number of races sailed by the yachts.	Number of races won.	Number of events won.	
Norway	11	27	24	7	7A
Sweden	3	6	6	2	2B
Holland	3	5	5	2	2C
Britain	1	3	2	1	1
Belgium	4	10	2	1	1D
France	1	2	0	0	0
	23	53	39	13	13E

CORRESPONDENCE

"THE LONELY CRUISER"

To the Editor of THE YACHTING WORLD.

Sir,—In your article in current number on single-handed sailing you refer to R. T. McMullen having sailed his 19-ton yawl Orion single-handed. I think, if you refer, you will find that he did so because his crew, of either two or three, I forget which, grumbled at the amount of work there was to do, and wanted, as is usual with crews, to stop in harbour—at Cherbourg, I think it was; McMullen left them there and sailed back to England alone, just to show them how groundless their complaints were. I don't know that he was exactly a single-handed man at other times. McGregor, of Rob Roy Canoe fame, was one, pure and simple, and his books are very readable.

One of the finest single-handed men I knew was old Isaac Terris, a Dutchman by birth, who was the crew of a 16-ton yawl, Forester, and who thought nothing of bringing the boat round from the Wight to the Thames, or further, if the boat was not wanted. I recall that one day my wife and

we got down to the causeway to hail him to fetch us off, to my surprise he was under way; he saw us and laid her to, jumped into the dinghy, took us off, let the foresail draw, and off we went. At that time he was about 70 years of age, if not older. I have done some single-handed sailing myself in all sorts of craft, but I think that takes some beating. The reason he gave for such extraordinary procedure was that it was bad holding ground and he was afraid to stop there long. I believe he did it for sport. He always preferred to be the one and only paid hand on any boat he was engaged on.

Ranelagh Sailing Club, Putney. Yours truly, A. GRITTEN.
October 11, 1920.

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