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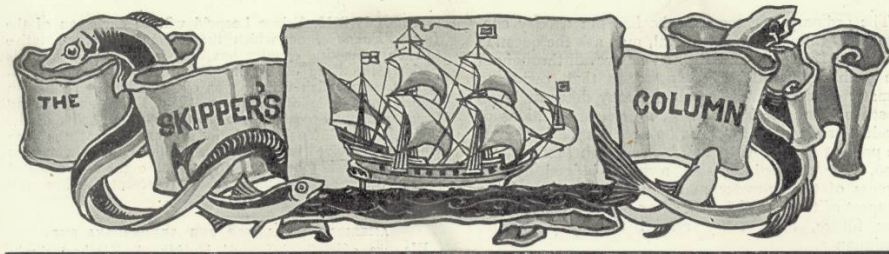
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35, ALBEMARLE STREET, LONDON, W.1. No. 1591 SATURDAY, OCTOBER II, 1924 [TELEPHONE NO.: REGENT 1749 TELEGRAMS: ALBEMARLE, PICCY, LONDON]

**YACHT BROKERS MARINE INSURANCE COX & KING 5 SUFFOLK ST PALL MALL LONDON, S.W.1**

**CONTENTS**

NATION	NATIONAL AUTHORITY	NAMES OF DELEGATES
FRANCE	Union des Societes Nautiques Francaises	M. Eug. Laverne, M. du Pasquier, Sir Charles MacIver.
GREAT BRITAIN	Yacht Racing Association	Capt. R. T. Dixon, late R.E.
HOLLAND	Royal Netherlands Yachting Federation	Mr. F. L. Lucassen, Baron Van Heemstra.
HUNGARY	Kiralyi Magyar Yacht Club	Marquis Paolo Pallavicino.
ITALY	Regio Yacht Club Italiano	Marquis Renzo De la Penne.
NORWAY	Kongelig Norsk Seilforening	Mr. Johan Anker, Mr. Halften Hansen.
SPAIN	Federacion de los Clubs Nauticos Espanoles	Excmo. Don Victoriano D. Doriga.
SWEDEN	Svenska Seglarforbundet	Captain R. Von Heidenstam.
SWITZERLAND	Societe Nautique de Geneve	Professor Karl Ljungberg
REPRESENTATIVES OF THE NEW YORK YACHT CLUB		Mr. Charles Lane Poor, Mr. Junius Morgan.
CLASSIFICATION SOCIETIES' REPRESENTATIVES	Lloyds Register of Shipping	Sir Westcott Abel, K.B.E., Mr. B. C. Laws, B.Sc., Mr. A. P. Howe, Editor of Yacht Register.
TECHNICAL ADVISERS	Bureau Veritas, Norsk Veritas, Mr. William Fife, Mr. C. E. Nicholson, Mr. Alfred Mylne, Mr. J. M. Soper, Mr. Morgan Giles	Yacht Racing Association.

Major M. Heckstall-Smith, Official Measurer to the Y.R.A.

**THE INTERNATIONAL RATING RULE**

Perhaps one of the most important conferences held under the auspices of the International Yacht Racing Union will be opened at the Royal Thames Yacht Club on Thursday next. The chief business is the consideration of the operation of the International Rating Rule, and the provisional agenda is as follows:—

- To consider the desirability of continuing the measurement rules:
  - Large yachts above 12 metres (Section I).
  - Yachts of 12 metres and under (Section II).
  - French classes (Section III).
  - Swedish classes (Section IIII).
  - 18 ft. class (Section IV).
  - 12 ft. dinghy class (Section V).
- To consider any proposed alterations to the Racing Rules which may have been received from national authorities.
- To consider any alterations of the functions of the Permanent Committee.

The countries represented and their delegates will be as follows:—

NATION	NATIONAL AUTHORITY	NAMES OF DELEGATES
ARGENTINE REPUBLIC	Yacht Club, Argentino	Mr. C. Livingston.
BELGIUM	Federation du Yachting Belge	Mr. Alfred Benzon.
DENMARK	Kongelig Dansk Yacht Club	Mr. Th. F. Westenholtz, His Excellency the Finnish Minister, Dr. Ossian Donner, Mr. Ernst Krogius.
FINLAND	Finlands Seglarforbund	

THE YACHTING WORLD is the ONLY British Yachting Journal that has been published weekly as a complete newspaper for 30 years without a break

A welcome feature will be the appearance for the first time in the history of the Union of official delegates from the New York Yacht Club, which functions as the mouthpiece of American yachting. These gentlemen are Mr. Charles Lane Poor and Mr. Junius Morgan, two of the most celebrated exponents of the universal Rule of Rating which holds on the other side of the Atlantic, and their opinion will naturally carry the greatest weight. In communicating the decision of the New York Yacht Club to be represented at the Conference, Commodore Harold S. Vanderbilt pointed out that, while Messrs. Poor and Morgan are official representatives, owing to the provisions of the New York Yacht Club constitution it is not possible to give them any specific authority, because measurement and racing rules can only be amended by the yacht owners at two meetings of the Club. The presence of these delegates, despite the restrictions first mentioned, cannot but make for good. If the outcome should be that the United States become a component unit of the International Yacht Racing Union, there would, we know, be rejoicing in every European country, and America would be warmly welcomed.



## SPORT ON THE CONTINENT

## LONG DISTANCE RACES

There have appeared some interesting things in recent issues of yachting and motor-boating journals in Europe on the question of long-distance races for cabin-cruisers, and there seems to be every likelihood of a big increase in this kind of racing next year in the North Sea, the Baltic and the Mediterranean. If next year's races meet with the success which is hoped for, long-distance, port-to-port races will become increasingly popular amongst owners who are not attracted by the lure of pure speed. The principal cabin-cruiser contest in the North Sea during the past two years has been the annual contest for the North Sea Championship, organised by the Royal Ostend Yacht Club and Royal Motor Yacht Club of Belgium. A chance meeting of British, Danish and Belgian cabin-cruiser owners in Ostend last week led to a discussion of the North Sea Trophy and long-distance cabin-cruiser racing generally. The North Sea Cup has been, admittedly, an experimental race so far; it was instituted with a view of "trying-out" the I.M.Y.U. rating rule to discover its merits or disadvantages. The rule originated in Sweden some years before the war and was devised by Professor Karl Ljungberg, now Honorary Technical Adviser to the I.M.Y.U., and proved excellent in races held on the Baltic. There was, however, some doubt as to whether it would prove equally successful for racing in the North Sea; the Baltic is practically tideless, while there is something like a 35 foot rise and fall in the Straits of Dover, with a correspondingly fast run of tidal stream. The merits of the rule are now, however, realised, even in strong tidal waters. The steadily (if slowly) increasing number of entries for the North Sea Cup and the use of the I.M.Y.U. rule for cabin-cruiser racing by British clubs prove this beyond doubt. The quite informal discussion which took place at Ostend was a highly interesting one and will almost certainly lead to further improvement in the North Sea Cup rules for 1925. The most important suggestion put forward was that, instead of allowing competitors to start from any port they liked more than 60 nautical miles distant from Ostend and at whatever hour of whatever day they wished, the contest should take place on a certain specified date and the national authority should indicate certain ports in each country from which competitors might start. Hitherto, British competitors have all elected to make the run from Dover, which is about 61 nautical miles by open sea from Ostend. It would be much more sporting if Dover were "barred" next year and a choice of three more distant ports offered to British competitors by the Marine Motoring Association. The Royal Ostend Yacht Club suggests the second or third Monday in July next year as the date for the contest. If the London to Cowes race is run about July 1st, British cabin-cruisers are likely to race to Torquay for the meeting planned there for July 6th; some south coast port is, therefore, indicated as one of the suggested three. Newhaven seems quite suitable for a starting port on the south coast. One owner who has contested the North Sea Trophy twice may elect to start from Lowestoft. The third starting point suggested is some place in the London river, either off the House of Commons in the very heart of the city, or, if this be impracticable, from Erith or Gravesend. These three starting points would be an excellent choice. Owners would still be able to start at whatever time they liked provided they time their start to arrive at the finishing line at Ostend before dusk on the day fixed for the race. This year, the three British competitors arrived at Ostend in very close order and made a most interesting sight for the numerous spectators who turned out to watch their arrival. I may say that the results of this year's North Sea Cup have now been worked out, but the national authorities interested have been asked to make independent workings of the "performance figures" from the official times of start and finish and the revolution-counter readings. This has been done in order to secure absolute accuracy in the results and, it may be whispered, to remove any doubt in the minds of those who imagine that the formula can only be worked out by a mathematician of the highest order.

## AMUSING OLYMPIC SITUATION

There is an amusing correspondence proceeding in the Dutch Press about the peculiar situation created by a recent decision of the Netherlands Olympic Committee (which has already started work in preparation for the 1928 Games in Holland), and one is inclined to think that someone has been "pulling the Committee's leg" with some skill and success. The Committee is composed of representatives of leading Dutch sporting federations, even those of sports not catered for in Olympic programmes. The Royal Netherlands Motor Boat Club joined the Committee, together with the Royal Automobile and Motor-cycle Clubs, more with a view to giving it material support than for any benefit they would derive from it. The Netherlands Olympic Committee has announced that it does not recognise the R. Netherlands M.B.C. as national authority for motor-boating, and that it has decided to "recognise" the Federation of Sailing Clubs. The reason alleged for this extraordinary decision is that the R.N.M.B.C. is not a "federation of clubs." This attitude is the more extraordinary, because the Royal Netherlands Motor Boat Club is the national authority recognised by the International Motor Yachting Union and because motor-boating is one of the sports expressly excluded from Olympic Games programmes. The situation would be entirely amusing and ridiculous were it not for the fact that an international controlling body is being openly flouted and, possibly, a precedent established. It is expected that vigorous action will be taken in the matter. It is just as though a British Olympic Committee were to "recognise" the Y.R.A. for motor-boat racing instead of the Marine Motoring Association! The Netherlands Olympic Committee puts forward the contention that an individual club would not appear qualified to act as the "national authority" of any sport. That contention is quite beside the point, if the club in question has received official recognition from the international federation which controls the sport. In motor-boating, the sport is controlled in several countries by a single club. The Royal Swedish Motor Boat Club, the Royal Hungarian Automobile Club, the motor-boating section of the Societe Nautique de Geneve, the Nylandska Jakt Klubban in Finland and the Royal Danish Yacht Club are cases in point; all these are recognised as national authorities of motor-boating either by the I.M.Y.U. or by motor-boating men in the countries themselves. The question of principle involved is of great importance, and a quick decision is imperative. It is subversive of all sporting discipline to permit a national Olympic committee to say that it will or will not recognise this body or the other. It must accept, as national authority, every controlling organisation in its country which is admitted to the international sporting federation concerned. It might also be pointed out that the Royal Netherlands Automobile and Motor-cycle Clubs are internationally recognised as national authorities and are "individual clubs" and not federations.

## AMERICAN UNRESTRICTED CLASSES

From a private source in the United States some impressions have come to hand on motor-boat racing in general and the I.M.Y.U. 1½ litre class in particular. Fast racing in America is almost entirely confined to unrestricted classes with a certain cylinder volume limit ranging from 104 cubic inches (this class now being displaced by the 1½ litre class) up to 1,350 cubic inches (22.12 litres). There are races given fairly regularly for hydroplanes fitted with a single engine and occasionally for "unlimited" hydroplanes. The most popular class of all appears to be the 151 cubic inch (2.47 litres) class, to which the world-famed Margaret III. was built. There are considerably over a hundred boats of this cylinder volume in American waters, but as they are scattered over a good many thousand miles, it is not often that there are more than eight to ten starters in open races for this class. The American record speed in this class was made by Miss Quincy VI. over a 2½ mile course, her speed being 36.22 miles (of 5,280 feet), which is equivalent to

21.45 knots. This would be a very sporting international class, but, unfortunately, engines of 151 cubic inches are not standard in Europe; the old British Motor Boat Club 21 footer class had engines of this cylinder volume, but only four or five firms built them and they were specially designed and manufactured, and, in consequence, expensive. The highest speed ever officially timed by a racing motor-boat appears to be 80.56 miles per hour, 66.95 knots, made by Gar Wood in Miss America I., in "mile trials" on September 3, 1923. This record is entered in the list of "unlimited hydroplane" speeds. Altogether, in America, there are no fewer than nine unrestricted classes of various cylinder volume limits; in addition to the 1½ litre and the 151 cubic inch, there are the 275, 320, 510, 610, 725 (12-litre I.M.Y.U.), 1,100 and 1,350 cubic inch classes. Almost an "embarrassment of the choice" if it were not that America's "wetted surface" is so vast that a far greater number of classes can thrive than would be possible in Europe. Still, there is little difference between the United States and Europe taken as a whole. If European countries were looked upon as resembling the component States of the American commonwealth and were to work together in the same way, it would not be long before American motor-boating men would be gazing to the eastward with feelings of astonishment not unmixed with envy.

JOHN W. WARD

## THE YACHTING PORTS

## COWES

Laying-up orders, as a rule, are very reluctantly given. The very disagreeable weather, which day after day made yachting anything but a pleasant pastime, precipitated matters this season, and many owners sent their yachts to their winter quarters with a certain amount of relief. Those hardy enthusiasts who hung out to the bitter end, hoping against hope for better weather, have in a measure been rewarded, for the conditions for cruising have certainly shown some improvement recently. A few yachts were on the station during the week-end. Mr. G. A. Tonge's schooner Cetonia was out cruising, and among others seen were Sir Charles Allom's 23-metre cutter White Heather II., Sir Alan G. Anderson's yawl Gwentyh (which returned from a Scottish cruise on Saturday, and has since gone up the River Medina to her laying-up berth at Mr. GEORGE MARVIN'S), Major-General J. E. B. Seely's aux. cutter Izme II., Mr. W. R. Kay's aux. yawl Gracie III., Mr. Claud Worth's aux. yawl Tern IV., Mr. T. O. Wilton's m.y. Lady Betty (ex-Chimera), Mr. J. H. Edney's aux. cutter Lucina, Mr. T. W. Ratsey's cutter Dolly Varden, Mr. G. J. Marvin's s.y. Andine. Lt. Col. Viscount Gort's cutter Carlotta returned from a three weeks' cruise in Western waters on the 2nd inst., and went up the Medina to her winter quarters at Mr. G. SUTER'S yard (Kingston), where she is being dismantled. Col. C. F. Walker's aux. cutter Mariette is back from a cruise along the Cornish and Devonshire coasts, and has been laid up. The new owner of the s.y. Primavera (ex-Andria), 432 tons, is Col. Sir Hildred Carlile, Bart., C.B.E., who recently chartered the yacht for a cruise to Norway and Scotland. She has now been laid up at Mr. G. MARVIN'S Capt. R. H. Pascoe, of Cowes (formerly of Sir Thomas Lipton's s.y. Erin) has charge of Primavera. The Hon. Ernest Guinness's aux. barque Fantome II., which has been cruising in Irish and Scottish waters, returned on Saturday, and proceeded to Southampton Waters to await the owner's instructions. Sir Alan G. Anderson, K.B.E. (a member of the Royal Yacht Squadron and Royal Cruising Club), who has been cruising in Scottish waters in his yawl Gwentyh, now laid up, has recently purchased the well-known 88-ton yawl Harbinger, last owned by Sir Thomas Dunlop (Commodore of the Royal Gourcock Y.C.), and she will be transferred from the Clyde to Cowes for laying up. Sir Alan has placed Gwentyh on the sale list. MARVIN'S, of the COWES YACHT AGENCY, have been concerned in the disposal of the 560-ton s.y. Surf (last owned by the Duke of Leinster) to Mr. J. E. Withers, the owner of the s.y. Yarta. They have also sold the 77-ton Fife-designed and built schooner Hesperia, which was built in 1873, and formerly owned by the late Admiral J. H.

Cave, to Mr. J. Oldring, for use as a houseboat, is lying at Exmouth. Commander Sir Harden aux. yacht Dolphin is lying alongside J. SAMM AND Co.'s wharf receiving attention. News was on Saturday of the arrival at Gibraltar of Houston's s.y. Liberty, which, after coaling, will to Marseilles to be rejoined by the owner.

## HYTHE SHIPYARD (SOUTHAMPTON)

At R. KEMP AND Co.'s YARD the men are busy. The following yachts have been dealt with: 170 tons, Col. E. T. Peel, has been placed in a shed where she is dismantling. Sardonyx, 120 tons, also gone on the mud. Adventurers, 88 tons, Mr. Clark Neill, has now been hauled in under cover. 59 tons, Capt. J. A. Holder, has come off the mud and been hauled up under cover. Neressea, 12 m. Wm. P. Burton, and Mr. R. G. Perry, is now up in the big shed, and is going out of commission. Istar, ex-12 metres, is also now under cover, and laid up. Patrona, 40 tons, aux. ketch, Mr. F. has arrived to lay up. Memory, 56 tons, Sir O. Calte, has been hauled up, and is now dismantling. Maud, 10 tons, Capt. R. T. Dixon, has been hauled up. Sheila, 62 tons, Sir T. Myles, has had her mast out and ballast removed prior to hauling up. 47 tons, aux. ketch, Mr. J. S. Wardlow Milne, is to be laid up. Wayfarer, 88 tons, Mr. D. H. has had her masts lifted out and has been hauled up under cover. Nautilus, 85 tons, Admiral Hall, has had her masts lifted out and will winter here. Rosemary, 14 tons, has from Torquay and has been hauled up under cover. 18 tons, Mr. N. Constant, is under cover, and painters' hands. Thistle, 6 metres, Lady Baird, has from the States per s.s. Berengaria, and has been to the yard. Bluebell, Commander A. H. J. has come in to lay up, and has had her mast prior to hauling up under cover. Osprey, 360 tons, almost completed her laying up. The Christchurch Design Class boats have all been completed, and been sailed to their destination. The 25-ton aux. Grey Dawn, built this season for Mr. A. A. St. has done some extensive cruising, and her owner expressed his great satisfaction with the yacht, as designed by Mr. E. P. Hart, of Hythe. The same has recently completed plans of a 32 foot L.W. draft schooner; the order to build the same is to be placed in a few days. Mr. E. P. Hart has been commissioned to design for a well-known yacht aux. schooner of about 40 ft. L.W.L., with some very features in regard to her accommodation.

## MERSEY

Phyllis, 6 tons, Mr. P. F. Whiteley, left Hildreday, and is going into BOND'S for the winter, as her owner's 16-footer Patience, which Phyllis took from Hoylake. The restricted class boat, Ayes J. S. Humphrey, has also been hauled up at this yard, being too. The ENTERPRISE CO., at Tranter, the restricted 7-tonner Floreine and Puffin hauler Roulette 5, Mr. P. A. Cross, Ikinoo 7, Mr. J. R. and Einnu 7, Messrs. Jackson, have gone up to Cowes. Lady Dorothy 6, Messrs. Peters and Harris, from Widnes last week, and has been hauled up at F. also is Sthoreen 16, Mr. John Hayes, is laid up at F. Livingston 16, Mr. A. Bersi, Kentra 87, M. last Monday, was hauled up at ROWLAND'S YARD. Mylne-designed ketch, has also gone up there. Edmund Johnston's motor yacht White Heather, is still at moorings, but goes up to ROWLAND'S THIS

## SOUTHAMPTON

At CAMPER AND NICHOLSON'S Yard, South Shemara, s.y., 588 tons, Earl Fitzwilliam, is being dismantled and has been hauled up on the patent slip for bottom and attention to underwater details. Nazimny, 804 tons, H.H. Prince Youssouf Kamal, has dry-docked, and is also being got ready for her use. Surf, s.y., 560 tons, Mr. J. E. Withers, occupied fitting berth, and various work is in hand on board, in the jetty of a new funnel, etc. Sona, m.y., 55



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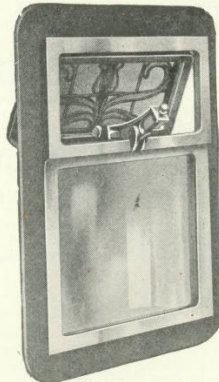
CONTRACTORS TO THE ADMIRALTY.

Carron Company manufacture all kinds of MARINE AUXILIARIES, including STEERING GEAR, ASH HOISTS, SHIPS' DAVIT TURNING-OUT GEAR, CARGO PORTS, ENGINE ROOM SKYLIGHTS, SALOON LIGHTS, CABIN SEAT STANDS, SMOKE ROOM TABLES, also all kinds of SHIPS' COOKING and HEATING EQUIPMENT, BATHS, etc.

Carron Company supplied the Firegrates, Lavatory Basins, etc., in Mr. R. E. V. James's Motor Yacht "Gentle Calm."

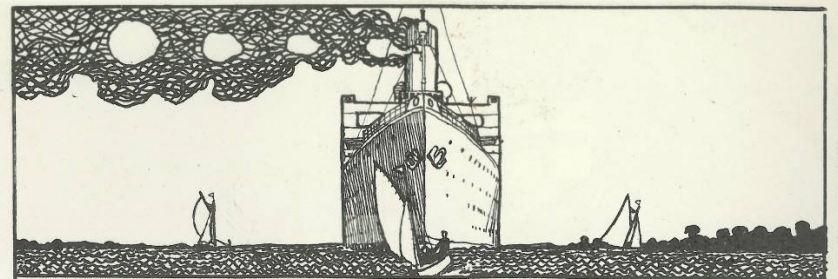
Write for Catalogues mentioning your requirements to—

CARRON COMPANY Engineering Department, CARRON, Stirlingshire.



No. 15 SALOON LIGHT.

As fitted in Mr. R. E. V. James's Motor Yacht "Gentle Calm" having Fixed Window with Opening Fanlight regulated by Quadrant. This Quadrant, which is hinged, can, when the Fanlight is closed, be folded inwards so that there is little or no projection into the interior.



## REMEMBER

If one short blast  
The steamer blow,  
She'll port her helm  
And starboard go.

And if two blasts  
She blows quite short,  
She'll starboard helm  
And go to port.

And by three shorts,  
Be pleased to learn,  
The blasting steamer's  
Going astern.

But if four blasts  
That steamer blow,  
She'll neither turn,  
Nor stop, nor slow.

By four, in short,  
You hear her say—  
"Get out, get out,  
You're in my way."

