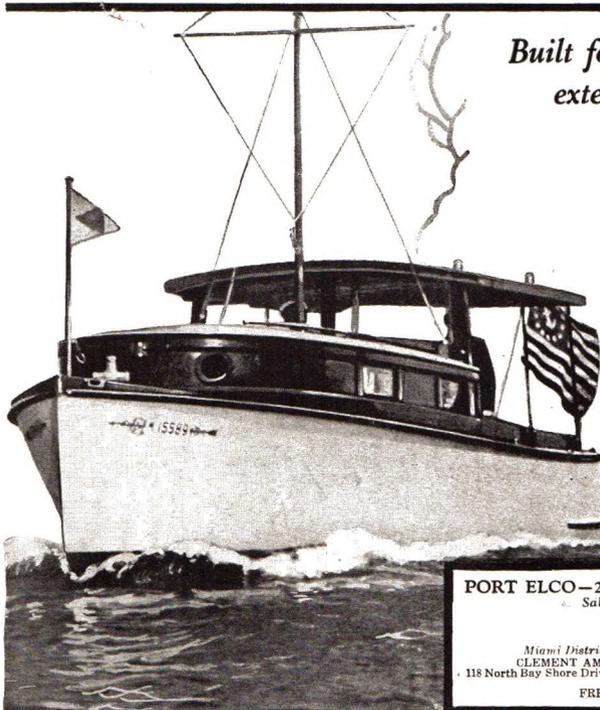


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October 1926

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**Built for
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ELCO Cruisers are suitable for use in all climates and in all waters. And they are thoroughly seaworthy. Many of them . . . even the smaller models . . . have made the entire coast-wise trip from Maine to southern Florida. These graceful Cruisers are real "homes afloat," being fitted with all the comforts and conveniences to be found ashore. Write for Catalog MG showing the latest standardized models. Sizes range from a trim 26-footer to a superb 62-foot Motor Yacht.

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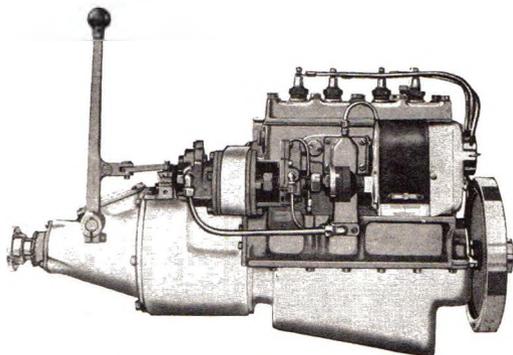
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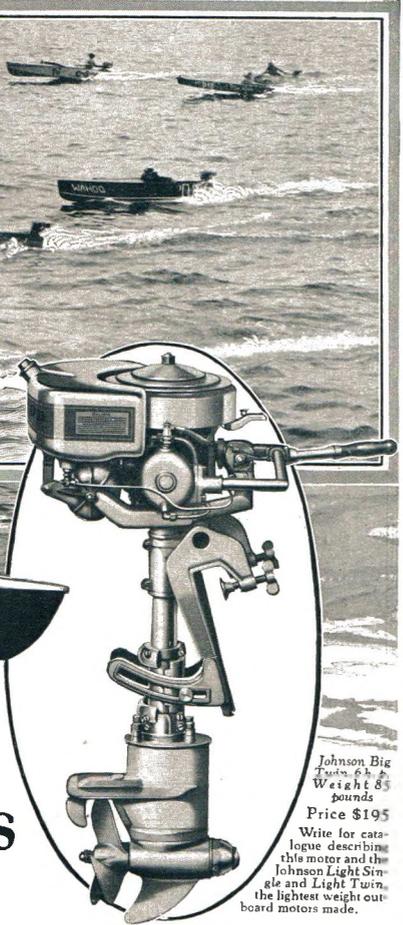
Start of 3 mile Free-For-All for outboards, at Manhasset Bay, August 22, 1926. Flying Fish, winner in foreground.



Flying Fish winner of Free-For-All outboard event at Gold Cup Races. Powered with a Big Twin. Time 18:68 m. p. h.



Baby Buzz V-1 winner of Baby Buzz class at Gold Cup Races. Also winner of 75 mile Outboard Marathon held August 15th.



Johnson Big Twin, 6 h. p. Weight 85 pounds

Price \$195

Write for catalogue describing this motor and the Johnson Light Single and Light Twin, the lightest weight outboard motors made.

Again Johnson Wins at Gold Cup Regatta

AGAIN the speed, stamina and dependability of the Johnson Motor is proven in three outboard classics.

At the Gold Cup Regatta—*Flying Fish*, powered with a Big Twin won the Free-For-All outboard event at 18:68 m. p. h. In the one design class race, for Baby Buzz boats, *Baby Buzz V-1* won at a speed of 17:16 m. p. h.

Such achievements are remarkable—especially with the rough water existent during the Gold Cup events.

Another distinctive performance of the Big Twin was the winning of the First Annual Outboard Marathon Championship by *Baby Buzz V-1* at New York,

Aug. 15th. A speed average of 16 m. p. h. was made over the 75-mile course.

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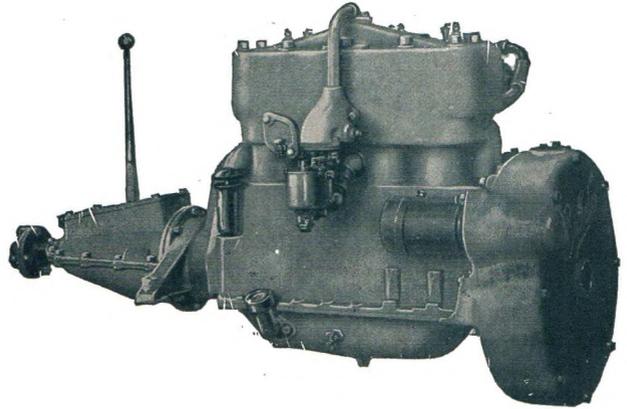
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Outboard Motors

WORLD'S LARGEST MANUFACTURERS OF OUTBOARD MOTORS

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—The Utmost in Value

No engine of its size surpasses the 14-30 H.P. Buffalo for honest value. Consider its piston displacement—190.42 cu. ins.—its equipment including electric starter, the refinements of design—removable cylinder head, circulatory lubrication with indicating pressure gauge, three $8\frac{3}{8}$ ins. crankshaft bearings. Judge the perfection of the workmanship detail by detail, and last but not least consider its outstanding performance in hundreds of boats.

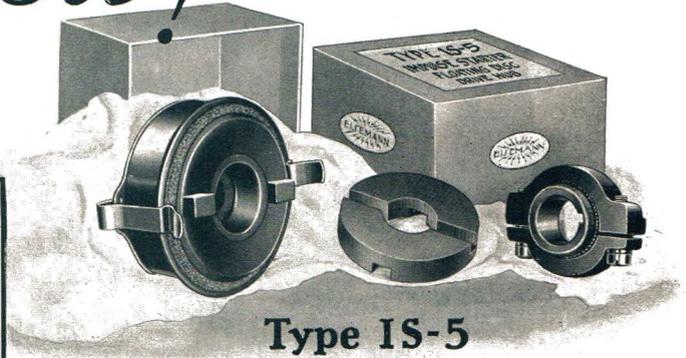
And this is only one of many Buffalo models powering boats of all kinds and all sizes. Tell us about your boat and let us suggest a Buffalo to power it.

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Now!



Type IS-5

A New IMPROVED Impulse Starter

THIS new easy starting device was not hurriedly designed and rushed into production. More than two years ago the first sample was fashioned. Months of testing and experimentation followed. At one point after another it was strengthened and improved.

And laboratory bench tests were not considered sufficient. Hundreds of IS-5's were put into the field—in the most severe service to which an impulse starter could be subjected—and performance records carefully checked.

So, the IS-5 is not an untried device. Its superiority has been proven, and it is now offered for sale to all users of magnetos.

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165 Broadway, New York
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Dust-proof cover, enclosing entire unit. Felt washer protects all working parts.



Pawls, without sharp edges, eliminate excessive wear at critical speeds.



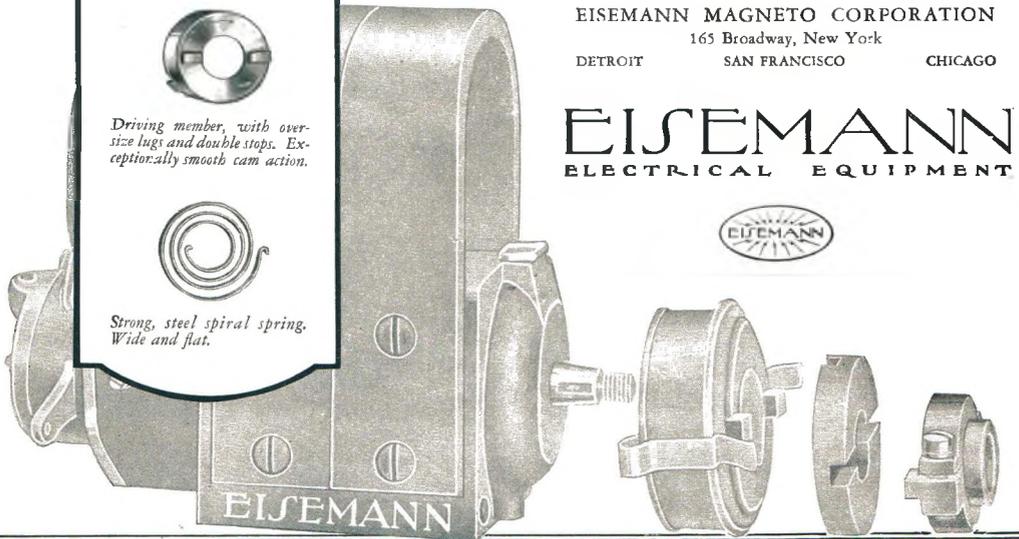
Sturdy catch plate, with hinges which hold cover in place. Mounts securely to magneto housing.



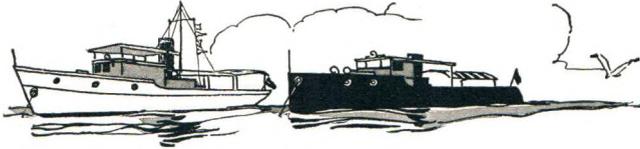
Driving member, with over-size lugs and double stops. Exceptionally smooth cam action.



Strong, steel spiral spring. Wide and flat.



Engines of different makes vary in design just as much as hulls designed by different boat builders.



The oil you use in your engine should meet the rigid requirements of its particular design.



The Mobiloil Chart offers you a certain and definite guide to superior lubrication because —



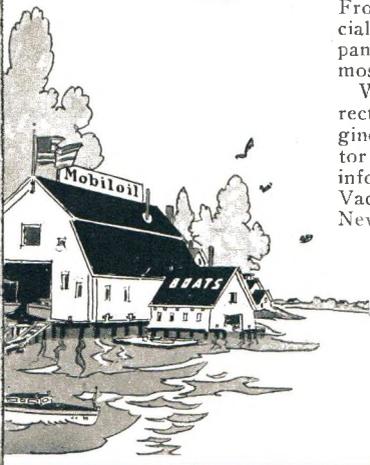
**MAKE THIS CHART
YOUR GUIDE**

THE correct grades of Gargoyl Mobiloil for lubrication of prominent motorboat engines are specified below.

The grades of Gargoyl Mobiloil are indicated by the letters shown below. "Arc" means Gargoyl Mobiloil Arctic.

If your engine is not listed here, see the complete Mobiloil Chart at your dealer's, or write the Vacuum Oil Company, 61 Broadway, New York City.

NAMES OF MOTOR BOAT ENGINES	1926 Engine		1925 Engine		1924 Engine		1923 Engine	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Buffalo, R	B	B	B	B	B	B	B	B
" Heavy Duty Models (other models)	B	B	B	B	B	B	B	B
Fay & Bowen, L41, 44, 64	A	Arc	A	Arc	A	Arc	A	Arc
Gray, 2 Cycle (other models)	A	Arc	A	Arc	A	Arc	A	Arc
" 4 Cycle	A	Arc	A	Arc	A	Arc	A	Arc
Kermath, 1 to 20 H.P. incl., 35-70 & 100.	BB	A	BB	A	BB	A	BB	A
" Model 9 (other models)	B	A	B	A	B	A	B	A
Lathrop, 100 (other models)	BB	A	BB	A	BB	A	BB	A
Niagara, D Series	B	A	B	A	B	A	B	A
" Special (other models)	A	Arc	A	Arc	A	Arc	A	Arc
Palmer, 2 Cycle	A	Arc	A	Arc	A	Arc	A	Arc
" Heavy Duty (other models)	B	A	B	A	B	A	B	A
Peerless, Heavy Duty (other models)	A	Arc	A	Arc	A	Arc	A	Arc
Red Wing, Thorbred, (Red Top)	BB	A	BB	A	BB	A	BB	A
" Thorbred (other models)	B	A	B	A	B	A	B	A
Scripps, F4 & F6 (other models)	BB	A	BB	A	BB	A	BB	A
Sterling, Neptune (other models)	A	Arc	A	Arc	A	Arc	A	Arc
Universal	B	A	B	A	B	A	B	A



the 42 Mobiloil engineers have examined, in every particular, the make and model of engine in your boat. Their recommendations are based on scientific facts, and have the approval of 86 leading manufacturers of motor boat engines.

And the crude stocks from which Mobiloil is made are selected for lubricating value *only*—not gasoline yield. From start to finish Mobiloil is a specialized product and made by the company which has specialized longest and most successfully in lubrication.

Write us for a free copy of "Correct Lubrication for Motor Boat Engines." It contains the complete Motor Boat Chart and much other helpful information. Address: Department B, Vacuum Oil Company, 61 Broadway, New York City.

Vacuum Oil Company Headquarters: 61 BROADWAY, NEW YORK



OUT of the heap of reverse gears built for boatmen—yachtsmen—fishermen—rises the Paragon. There it sits at the peak of the pile . . . solely because we build it to be bigger than its job.

We think of the fisherman whose living comes from his boat and say—"that man needs a reverse gear that is tough, strong and sturdy; he puts it to heavy use—give him a big margin of safety."

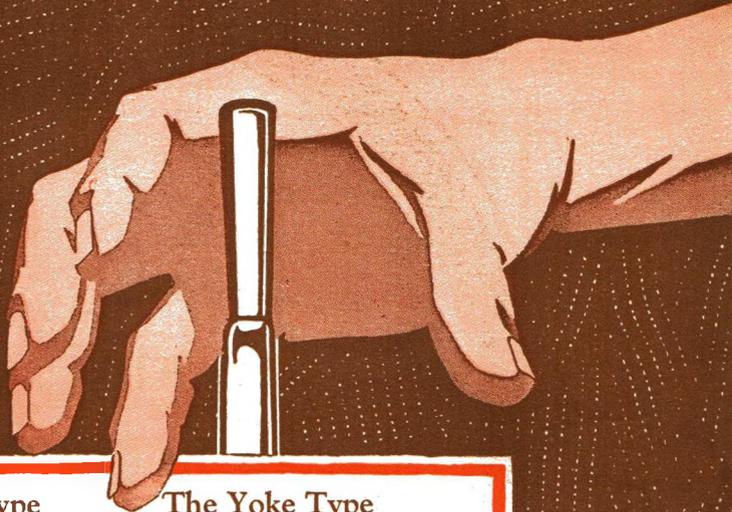
We think of the boatmen and yachtsmen with only a few precious week-end hours of

play and say—"two days a week out of the office shouldn't be spent over dirty, stubborn machinery—give them a gear that won't need petty repairs."

Whenever we say that, as we have been saying for 18 years, we must give that reverse gear a little better quality in the materials—a little better workmanship in the making. We can't cramp—we can't skimp.

But the policy is worth the practice. Every Paragon can do every job called upon it . . . and every boatman knows it.

PARAGON REVERSE GEARS



The Enclosed Type Paragon Reverse Gear

Keep your mind free for boating and forget such annoyances as filling up reverse gear grease cups and continually squirting in oil when you'd rather keep the trousers clean.

The Enclosed Type Paragon lets you do it. It is entirely housed in to prevent flying grease and for holding a long time supply of lubricant.

Incidentally it's an "Extra Quality" gear—built from the best materials and can be had in aluminum.

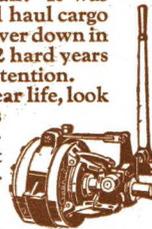
For motors without extended bases.



The Yoke Type Paragon Reverse Gear

It was this type of Paragon Reverse Gear that had run 16 years when it was last heard from—and still going strong. It was this type that served on Lake George for 15 years before it needed a single repair. It was this type that helped haul cargo up the Magdalena River down in South America for 12 hard years without requiring attention.

For long reverse gear life, look for it on the engines of leading manufacturers and ask for it when you need a replacement.

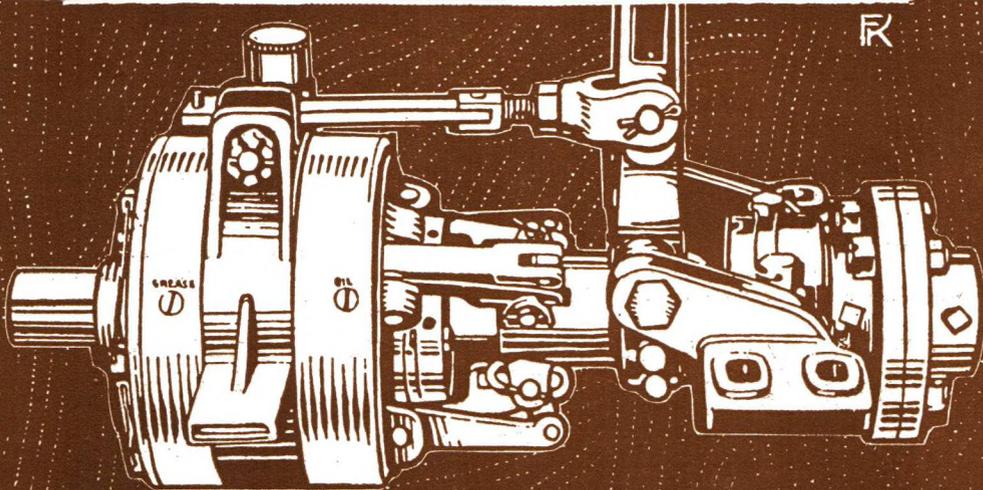


If you are interested, we have circulars giving more information. Write for them.

PARAGON GEAR WORKS

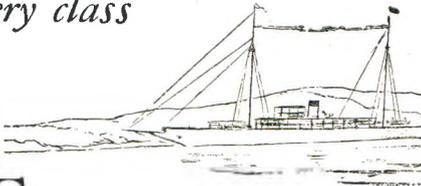
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TAUNTON, MASSACHUSETTS



Tougher, *more* Enduring

This varnish made with hard fossil gums—used by leading boats in every class



FOR generations they have selected Edward Smith varnish—owners, masters, and the leading marine architects in the country.

They have chosen it because they have found that it combines the water and heat resistance of a fine spar varnish with unique durability.

The reason for this durability is easy to understand. For Edward Smith's Spar Varnishes are made with hard fossil gums—so hard that a temperature of 650 degrees must be used to melt them so that they will combine with oil.

This accounts for the fact, too, that these varnishes are peculiarly free from the deep hair-line cracks so characteristic of modern varnishes made with rosin or estergum.

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are all made with the same painstaking regard for lasting quality. They are made with a care not possible under ordinary quick commercial methods.

No matter what paint or varnish job you have, it will pay you to use or specify these products. Our booklet on marine paints may be helpful in selecting the particular paint or varnish for your need. A postcard will bring it to you. Address—Edward Smith & Co., Long Island City, N. Y.

EDWARD SMITH & COMPANY

MANUFACTURERS OF MARINE PAINTS AND VARNISHES

SINCE 1827

*Sea Sleds run dry
in either smooth or
rough water.*



Safe, Comfortable, and Completely Equipped, —with all the Speed You Need!

SEA SLEDS navigate with equal facility and comfort either deep water or shallow, weed-choked waterways. Their patented construction throws the bow wave beneath the centre of the hull, which prevents stern squatting and raises the entire craft a few inches. This exclusive feature of Sea Sleds enables them to operate at full speed in shallow waters where boats of other design must literally "poke along."

Owners of Sea Sleds are able to enjoy the quick and comfortable touring of waterways not

hitherto navigable without vexatious delays.

Sea Sleds can be delivered immediately.

Model 23 is medium-priced and of moderate passenger-carrying capacity, embodying all the distinctive features of the larger and more expensive Model 28.

Model 28 is the De Luxe Sea Sled with greater passenger capacity and speed than its smaller brother. Illustrated data and specifications will be cheerfully sent and demonstrations arranged upon request.

THE SEA SLED CORPORATION

Sole Licensee under Hickman U. S. Patents

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Broadway and 57th St., New York West Mystic, Conn.

SEA SLED

FAST ENOUGH — AND IN COMFORT AND SAFETY

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The editor's nine year old deck hand, Mary Campbell Chapman, reserve mechanician of Miss Columbia in the Gold Cup races and already entered in the Baby Buzz class for 1927

**MoToR
BoatInG**

119 West 40th St.,
New York

The October issue of MoToR BoatinG, coming as it does at the close of the busiest and most enthusiastic racing summer, might almost be termed a Racing number. There have been so many regattas of national importance that it has been a problem to crowd them all into the issue, and still leave space for other good things. November MoToR BoatinG will also contain reports of races. There are still several big regattas on the program, and prominent among these are the President's Cup Regatta at Washington, D. C., and the regatta of the Maryland Yacht Club at Baltimore. Both of these regattas will be fully reported in the next issue.

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Bird's Eye View
of Superfour

The Greatest Power in the smallest space

15-30 H. P. — 20-40 H. P. — 50 H. P.

Who would have believed it possible! In a compact space measuring $17\frac{1}{8} \times 47\frac{9}{16}$ inches, only 5 times larger than this bird's eye outline of Superfour — is a motor weighing only 425 lbs., complete with reverse gear and electric starting, lighting and ignition system (less battery)—and capable of the performance of many motors *twice and three times the weight and far greater in price.*

What is now accomplished in the new Superfour, is lifting the name Universal, always famous, to a new level of distinction.

Superfour's startling new results in compactness, light weight, great power and great speed are unquestionably revolutionizing all previous conceptions of performance in its class.

Choose from Three Models

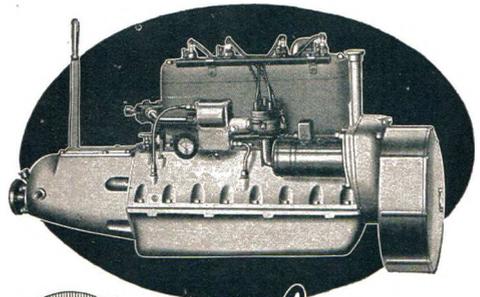
- Model GLS — 15-30 HP. Medium speed type, complete as described above. Weight 425 lbs. Price \$545
- Model GLH — 20-40 HP. High speed type, same equipment as GLS. Weight 425 lbs. Price \$595
- Model GLR — 50 HP. Special racing motor for 151 class. Weight 300 lbs. Price \$625, (only \$12.50 per horse power).

Models GLS and GLH can be furnished with Silent Herringbone Gear Reduction Drive for powering cruisers and heavy boats. All prices F. O. B. Oshkosh, Wis. Write for Literature.

UNIVERSAL MOTOR COMPANY
40 Ceape Street Oshkosh, Wis.

Only
5 times
this size

15-30 H.P.
20-40 H.P.
50 H.P.



Universal

SUPER -FOUR

BIG BROTHER TO FLEXIFOUR

GAR WOOD

Still Speed King

The Veteran Commodore After Several Years Retirement Comes Back with Three New Hydroplanes and Establishes New World's Records—French Challenger for Harmsworth Trophy Proves a Failure

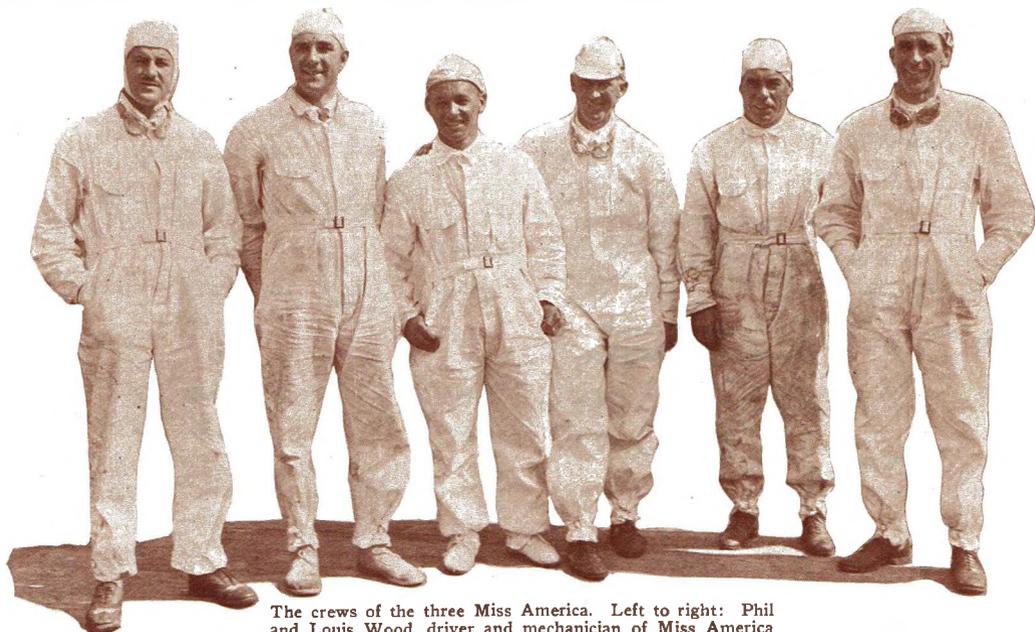
AMERICA has again demonstrated her supremacy in speed on the water. Again Commodore Gar Wood has proven that he is still speed king of the world and in a class by himself, his boats finishing, one two and three in the recent races at Detroit for the British International Trophy, commonly referred to as the Harmsworth Trophy. The French challenger, owned by Henri Esders of Paris and driven by T. A. Clark was not able to furnish real competition for the Wood boats and withdrew at the end of the first 5 mile lap of the first 30 nautical mile heat. She did not start in the second heat which was shortened to 10 miles.

Briefly told, the above is the complete story of this year's race for the famous International Trophy which has not been raced for since 1921 when the English challenger Maple Leaf VII came over to try her speed against Commodore Wood's older boat, Miss America I and Miss America II with no better luck than the French challenger had this year. The results of the two last attempts by the Europeans to take the championship from America and Commodore Wood have conclusive-

ly proven that much development work will be necessary on the other side of the Atlantic before there can be much hope for success.

In every respect, including hull design and construction, engines and their installations, seaworthy qualities and workmanship, the American boats were far superior to the foreign boat. In fact the latter was so far behind in every way that it is hard to notice any improvement in foreign boats since the days when the older Maple Leafs and Pioneer used to race on Long Island Sound 12 or 15 years ago and show their sterns to the American craft. One wonders at the judgment of the French in going to the great expense and time required in shipping such a boat to America when they must have known the speeds of our boats were many miles in excess of that which the French challenger showed.

The Detroit Yacht Club, under whose auspices the races for Harmsworth Trophy were held, as it was this club which won the trophy in 1920 at Cowes, England, proved wonderful hosts to the French representative and his party. From the time that the France-Excelsior and



The crews of the three Miss America. Left to right: Phil and Louis Wood, driver and mechanic of Miss America III, Orlin Johnson and Gar Wood, mechanic and driver of Miss America V and Joseph Kinney and George Wood, mechanic and driver of Miss America IV

her builder and driver, T. A. Clark together with Mrs. Clark and his two mechanics arrived in New York on the S. S. France of the French line, nothing was left undone to make their visit to this country enjoyable. The party was met at the pier upon its arrival by a group of members of the R. C. R. C. under the leadership of Ira Hand and from the moment they stepped ashore until they reached Detroit, the New Yorkers kept them busy every minute. Every detail in connection with the transfer and re-shipment of the racing boat by rail to Detroit was arranged by Howard W. Lyon without expense or trouble to the visitors. When the party arrived at Detroit, they were met at the station by a delegation of officials and members of the Detroit Yacht Club, headed by Commodores Stafford and Schantz and arranged by "Eddie" Edenburn. They were escorted through the streets of Detroit by a special escort of police and taken to the Mayor of Detroit who officially welcomed them and gave them the keys to his city. From this moment until after the races, the Detroit Yacht Club and R. C. R. C. arranged every kind of entertainment for them as well as made provision for their race boat's needs. Everything was in such contrast to the reception which the Americans and Canadians received in England earlier this summer when they went abroad to race for the

Photographs by M. Rosenfeld

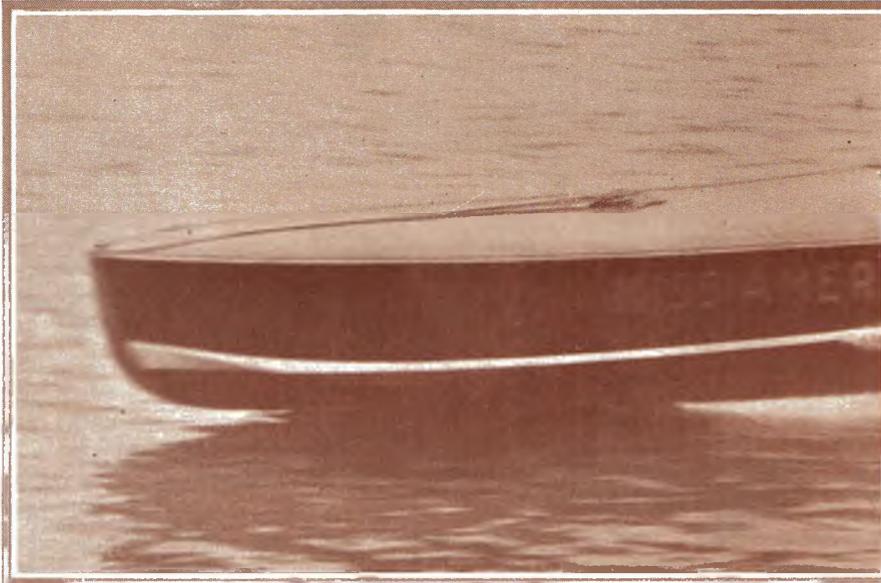


Miss America IV, with George Wood at the wheel

France-Excelsior, the French challenger owned by Henri Esders of Paris and driven by T. A. Clarke

Duke of York Trophy on the Thames that it must have impressed the visitors most favorably.

The American team consisted of three new boats, Miss America III, Miss America IV, and Miss America V, built by Commodore Wood especially to defend the Harmsworth trophy. Three finer boats in every respect have never floated. The three boats were practically identical in every respect. They were about 30 feet in length by 8½ feet beam and each was powered with 2-12 cylinder super-powered Liberty





motors placed well aft in the hull. The shape of the underbody was slightly different, yet in all other ways the hulls and power plans were identical. Hyde wheels were used, Miss America III using one 20 x 40, Miss America IV, 21 x 38 and Miss America V, 21 x 37. Delco starting and ignition was used in all the boats.

France-Excelsior was somewhat longer than the American boats and very different in underwater design. Her power plant consisted of 2-16 cylinder motors, placed forward over the forward step, the after plane not being flat or slightly V like the American boats but convex in form. The bow of the French boat closely resembled that of a displacement boat and (Continued on page 144)



Mr. and Mrs. T. A. Clarke of France. Mr. Clarke represented the owner of the French challenger and drove this boat during the Detroit races



Miss America V winner of the Harmsworth Trophy which set up a new 5 mile lap record of 72.702 miles per hour

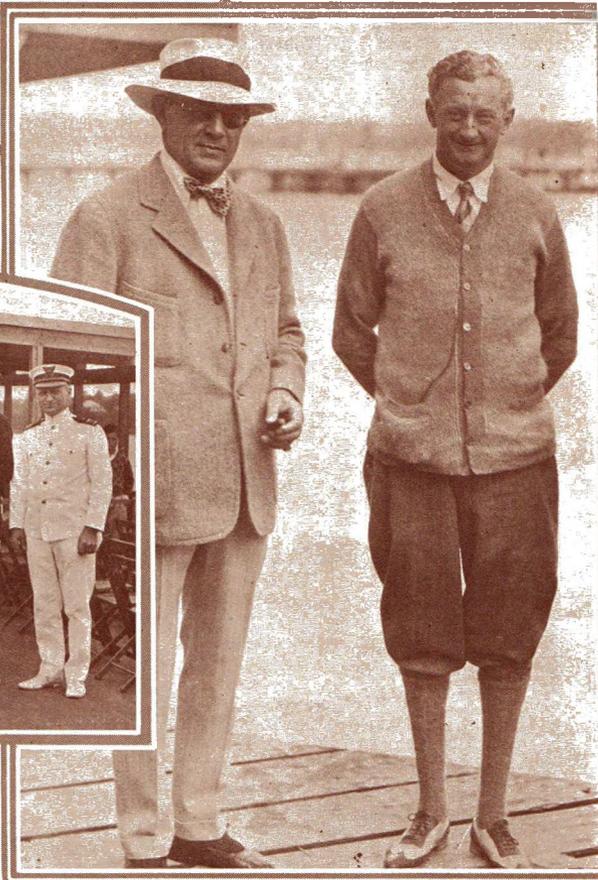
Yachtsmen Gather For



The Regatta Circuit Riders turned out in full force to conduct the races and handle the many details of entertainment during the Regatta

*Prominent Sportsmen
West Assemble at
Lend a Willing Hand
The Gold Cup Re-
cruit Riders Provide
for V*

Carl G. Fisher, Commodore of
and Victor Kliesrath, driver of
race, standing for a moment
President of the American
C. F. Chapman, Chairman of

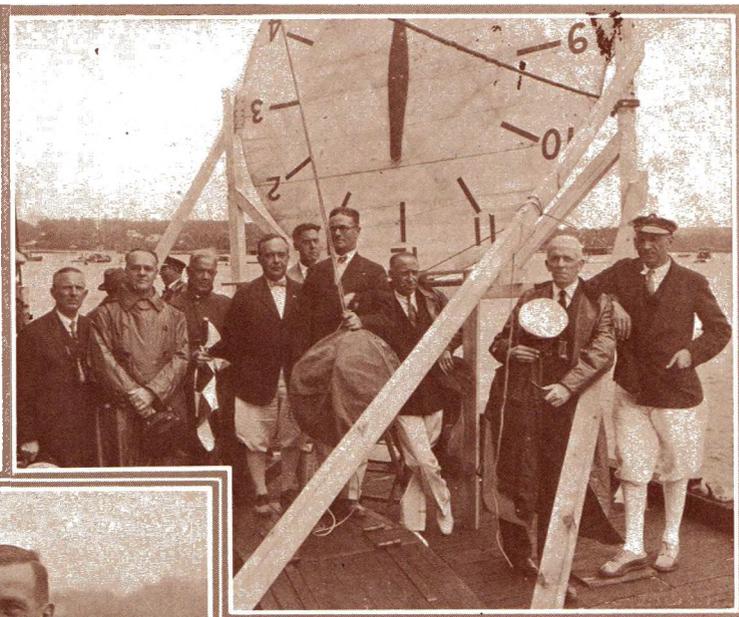


An excellent course patrol was established by the U. S. Coast Guard under Commander Stewart and his fellow officers. 1. to r. Boatswain (T) U. F. Engman, J. De R. Bandel, J. P. Hancock, H. F. Samms, B. O'Brien, Henry A. Jackson, civilian in charge, and Lt. Commdr. G. U. Stewart, U.S.C.G.

GOLD CUP Races

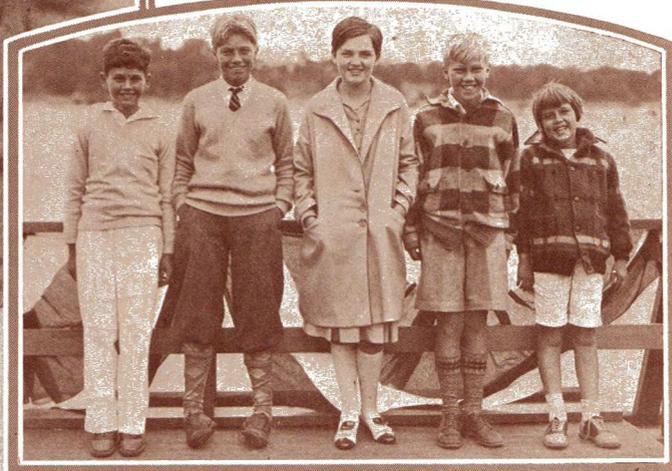
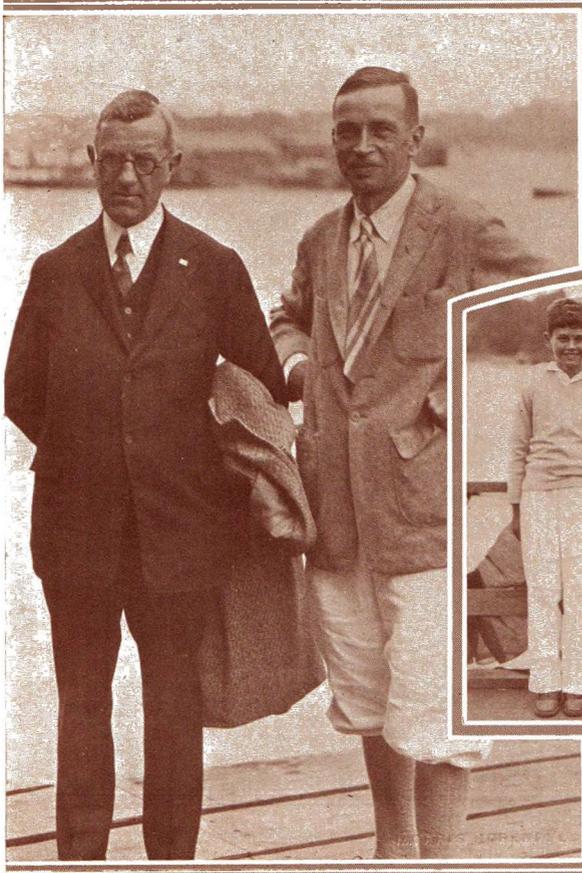
*en from East and
Manhasset Bay to
and in Conducting
gatta. Regatta Cir-
Entertainment for
isitors*

the new Montauk Yacht Club,
Shadowvite in the Gold Cup
with Commodore F. R. Still,
Power Boat Association, and
the Gold Cup Race Committee



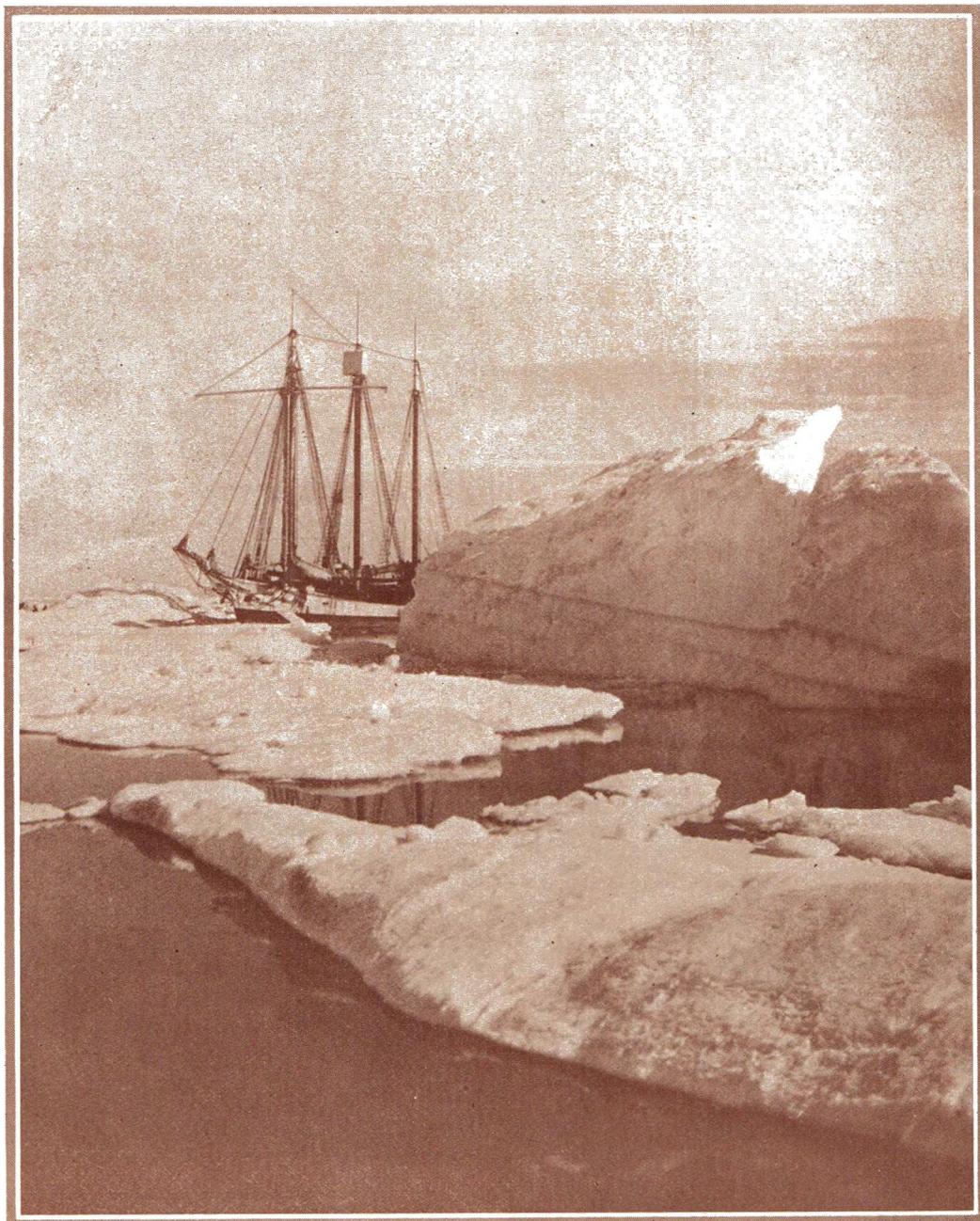
This is the gang on the main deck of the Committee barge who counted off the seconds at the start of each event, and fired the guns on time

Photographs by M. Rosenfeld



Future Gold Cup race drivers and motor boat enthusiasts, who were interested spectators of the speed events. William Chrystal, Jr., Austin Marshall, Miss Mary Elizabeth Mantell, Nelson Marshall and Mary Chapman

The FIRST East



A fair sample of the difficulties of navigating the schooner Nanuk through the ice around Herschel Island.
Heavy ice floes frequently must be blown up with explosives

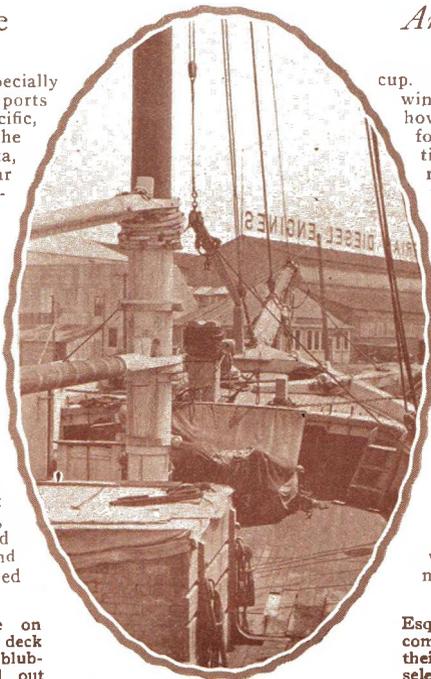
of Barrow

By Tom White

*A Realistic Story of the Perils
and Dangers Met by Hardy
Navigators of the North in Their
Annual Trading Voyages*

IT'S something of a race, especially in point of distance, from the ports of the West Coast, up the Pacific, through the Bering Sea, around the jagged, barren coastline of Alaska, into the Arctic Ocean and as far east as the mouth of the Mackenzie. But notwithstanding that thousands of miles to be covered a large part of which is negotiated with no small amount of hardship and very real danger, the furs are there, and to the trading skipper who brings his vessel first into the tiny, remote ports of the Far North go the bulk of the choicest fox furs to be found in the Northland. With the coming of spring and the break-up of ice in the Polar seas, the able little 280-ton Diesel-powered schooner Nanuk year after year has headed out over the course, her commander, Captain Pederson, firmly resolved to be the first east of Barrow. And Nanuk has won this long-winded race enough times to have claimed for her own a suitably engraved loving-

The furnace on the forward deck where whale blubber is tried out



cup. But no such trophy is offered the winner of this marine super-classic; however, he has the pick of the furs, for this race, be it known, is entirely a commercial affair, just as much so as the expeditions of our forefathers when they set out each spring to barter guns, clothing and trinkets with the Indians for their pelts of mink, otter and beaver.

Technically, to the skipper who takes his vessel around the tip of Point Barrow on to the roof of the world and is the first to enter that region which yields the richest cargoes of furs, goes the title that season of being The First East of Barrow. What these men don't know of the tricks of navigation in the ice-choked waters of the polar regions whose shores bear grim testimony of the danger of working through the ice, is scarcely worth knowing. First of all they must know their ship, and as they

Esquimo belles come aboard with their men folk to select provisions

are familiar with the streets of their home town they must know the treacherous

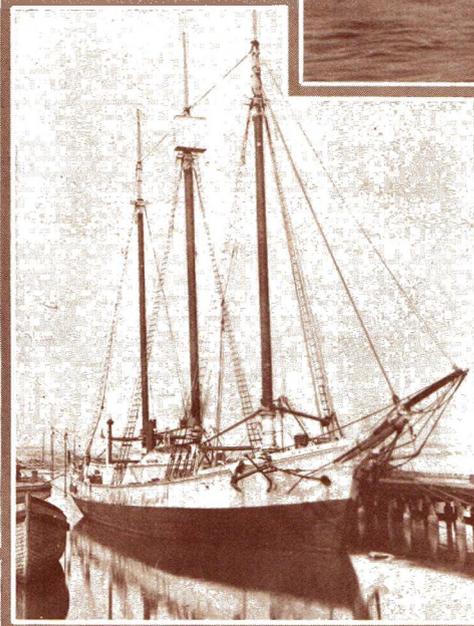


Arctic currents, some of which flow at the rate of five or six knots. In addition to all this they must have the uncanny ability of picking a course through densely packed seas of ice, estimating now and then the probable under-water size and the shape of an ugly looking berg from the jagged dimensions above water.

Working through the ice is a pretty tough job both for men and boat. But as for Nanuk,



A surprised walrus who was pushed off the ice floe and came up in front of the whale boat



she is quite capable in almost any sort of a pinch. She proved this beyond any doubt in 1924. Barrow, as the sailors call Point Barrow for short, had been passed and her course laid for Herschel Island. Three or four miles astern of her—the race had been close that year—were the schooners Arctic and Lady Kindersly bound for the same port, which is a sizeable settlement of natives and missionaries. The three vessels were finding it pretty hard going, due to the Arctic ice—the clear, blue kind, quite as dangerous as a rock, especially when grounded in shoal water. Fearful odds were against them, but they plugged along heroically, each vessel trying her level best to find a way out or through the grinding mass.

The battle was but half over when Nanuk found she was making her way alone. The other two had to give up the struggle. The ice was too much for them.

Nanuk in winter quarters in the Oakland-Alameda estuary

(Continued on page 74)



A big day in the life of King Islanders. The head of the family is trading below, while the others visit on the deck

The First Outboard Marathon

Small Speedsters Furnish a Fine Day's Racing in Covering a Seventy-Five Mile Course on the Hudson River



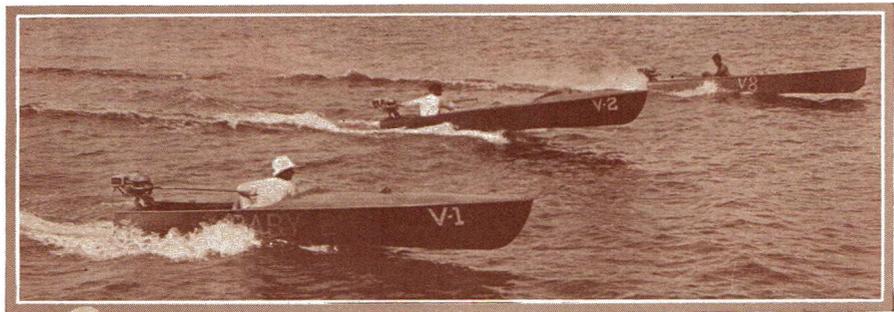
V. Withstandley, the winner in the Free-for-All Class, who covered the 75 miles in 4:46:05 or 15.7 m.p.h.

SOME time ago a casual conversation among several people interested in outboard motor racing, resulted in some discussion as to the possibilities of running a race for boats of this kind on the Hudson River, from Albany to New York. Strange to say the subject was taken up more seriously, and finally it was agreed that the 135 miles from Albany to New York were entirely too much. Discussion modified the length to 75 miles, with a proposal to run from Poughkeepsie to New York,

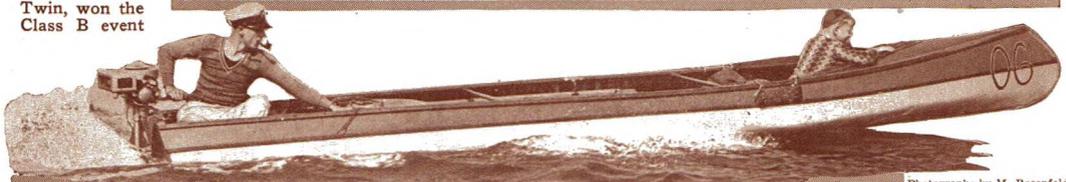
and this was finally modified so as to have a race start and finish in New York City. Members of the Colonial Yacht Club took an active interest in this event, and it was through the cooperation of this club, that it became possible. As finally arranged it was agreed to start the race from New York and run up the Hudson River to a point near Bear Mountain, and return again to New York, a distance of 75 miles. Plans were made to carry out the necessary details, and

(Continued on page 82)

Three boats in the Free-for-All class make a fine start in the race



A. E. Sedgwick driving a Lockwood-Ash Twin, won the Class B event



Photographs by M. Rosenfeld



Class A boats carried two persons, and were naturally somewhat slower

GREENWICH FOLLY

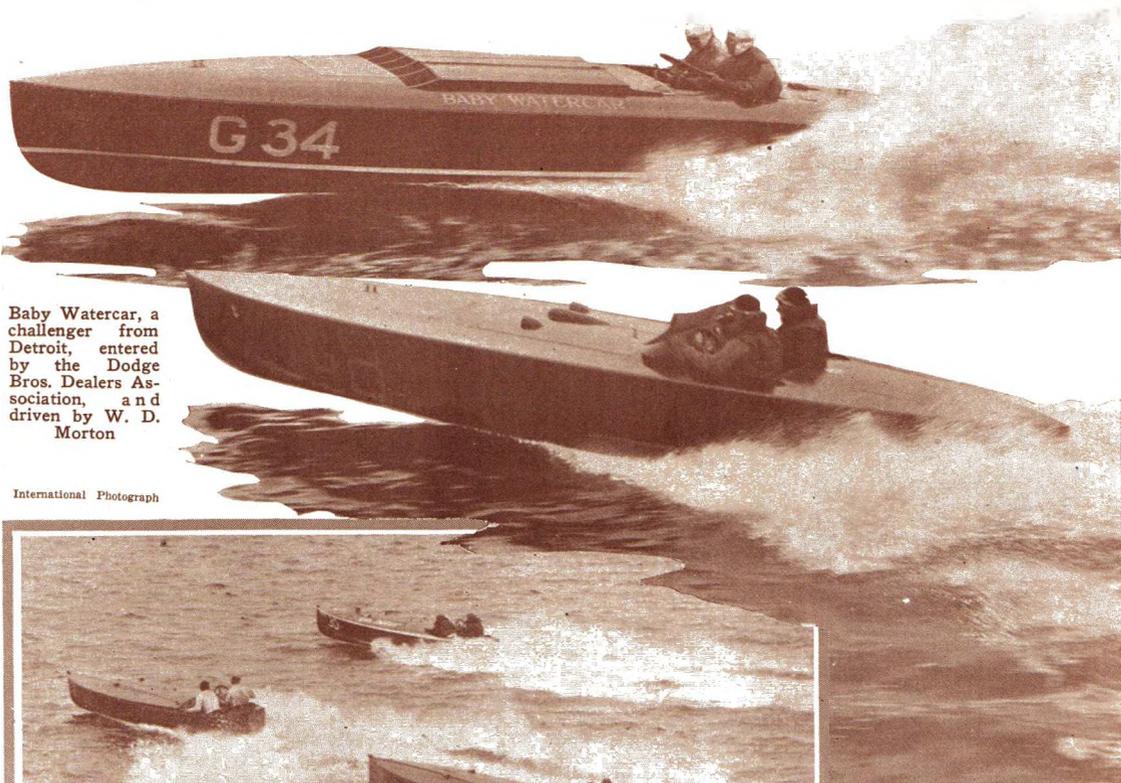
*Famous Trophy Remains in The East Despite
—Gold Cup Regatta One of The*

By F. W.

Summary of Results
on page 122

THE twenty-fourth race for the famous American Power Boat Association Gold Cup, was run in Manhasset Bay on August 21 and 22, over a three mile course, and in three heats of 30 miles each. The scoring for the trophy was done on the point system, and resulted in a win for George H. Townsend's fast runabout, Greenwich Folly, which ran up a total score of 978 points. The next nearest competitor was Shadowwite, owned by Carl G. Fisher, and driven by Victor Kliersrath, whose point score totaled 944. This briefly is the story of the race. Many incidents and events

combined to make this Regatta one of the most brilliant and successful ever conducted for this famous trophy. Beginning back in 1904, the Columbia Yacht Club of New York presented this trophy for competition and the first winner was the motor boat Standard, which covered a 32 nautical mile course, at a speed of 23.6 statute miles per hour. In each succeeding year, the name of a new winner was engraved on the medallions around the base of the trophy, until the speeds had steadily climbed to 70 m.p.h., which was achieved by G. A. Wood, with his hydroplane Miss America, in the eighteenth race at



Baby Watercar, a challenger from Detroit, entered by the Dodge Bros. Dealers Association, and driven by W. D. Morton

International Photograph



Greenwich Folly won the Gold Cup on the point system, by taking two seconds and one fourth. She is owned and driven by George H. Townsend of the Indian Harbor Yacht Club
Start of one of the Biscayne Baybie heats, seven boats competed

Wins GOLD CUP

*Determined Attempts of The West to Take It
Most Successful Ever Conducted*

HORENBURGER

Detroit in 1920. Between 1921 and 1922, the Deed of Gift for the trophy was modified, so as to make the competition open to a displacement type runabout, with engines not to exceed 625 cubic inches, and ever since then the races have been with boats of this type. The earliest record for these boats was 40.6 m.p.h., established by Packard Christcraft, and again the speeds have been mounting slowly and steadily, until this year with engines of 625 cubic inches, a high speed record for one

lap was established at the rate of 53.58 m.p.h., which can be credited to Imp, owned and driven by Richard F. Hoyt, while the best time for a 30 mile lap must be credited to Baby Bootlegger, driven by Colonel J. G. Vincent, and owned by Caleb S. Bragg. This time was 50.53 m.p.h., and is 10 m.p.h. better than the winner's time four years ago.

Photographs by M. Rosenfeld



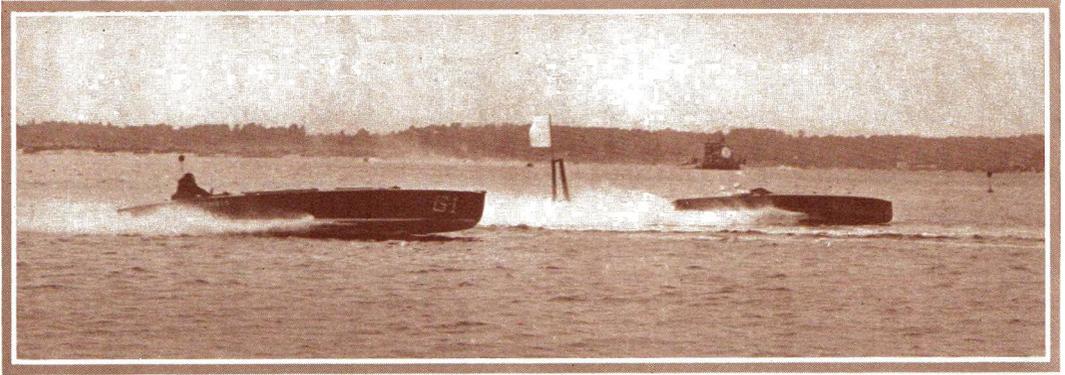
Imp, Richard F. Hoyt's Gold Cup racer, powered with a Wright marine engine established a record of 53.58 m.p.h. in the first heat



Impshi, another Dodge Bros. Dealers Association craft, which tried to take the Gold Cup

Start of the first Gold Cup heat, with Baby Bootlegger leading Miss Columbia and Imp





Miss Columbia hot on the heels of Shadowvite, rounding a turn on the course

Together with the competition for the Gold Cup, other events had been provided on the program, to keep the immense spectator fleet thoroughly thrilled. There were a series of heats for the very popular little Biscayne Baby boats, which it will be remembered are 20 foot runabouts, all powered with 100-hp. Scripps engines, and all exactly alike. These boats competed in two heats on each of the two days of racing, and since their speeds were all close to 40 m.p.h., the competition between them was keen and exciting.

The racing on Sunday was enlivened by the races for the Dodge trophy, which was handled in four heats of 12 miles each, in which several of the Gold Cup boats also tried to win. The winner is determined by the boat which wins the first four heats, and since four heats were taken in succession by Rowdy, the fine boat built by the Purdy Boat Works for Carl G. Fisher, and driven by Victor Kliesrath, there was never any question as to who the winner was. In addition the second day's racing completed the four heats in the Biscayne Baby class, and took care of two outboard motor events. In the Biscayne Baby class, seven boats competed in the four heats, and three of these were won by T. Pratt, driving boat number 27. The third heat was won by R. Gamble, in boat number 25, so that the total point score for Mr. Pratt was 1,456, with second place going to J. Rutherford, boat number 26, with a total score of 1,398. The winner's best time for a single lap was 40.67 m.p.h., while

the best time for any one boat was 40.10 m.p.h., also credited to the same boat.

The outboard races provided a Free-for-All class which were to race three miles, and a Baby Buzz class, which were to race nine miles. There were seven starters in the Free-for-All class, and amid a great roaring of these little engines, V. Withstandley was successful in driving his boat Flying Fish to victory at a speed of 18.64 m.p.h. In the Baby Buzz class, there were thirteen starters, and V. Withstandley again proved the winner in this class, with a speed for the course of 17.18 m.p.h.

The Gold Cup Regatta this year was conducted under the auspices of the Columbia, and Montauk Yacht Clubs. These two clubs handled all of the many details of the racing, and provided the finances to make the contests successful. Entertainment of the visiting yachtsmen was taken care of by the several clubs in Manhasset Bay, notably the Manhasset Bay, Port Washington, and Knickerbocker Yacht Clubs. The cruiser races, which took place earlier in the week, also resulted in a large delegation of cruiser racing followers, assembling in Manhasset Bay, and the Colonial Yacht Club of New York, despite the fact that it has no yacht club house in Manhasset Bay, had engaged quarters and established headquarters where the cruiser owners gathered and discussed their own little problems.

During the three heats of the Gold Cup race, the interest and enthusiasm of the (Continued on page 120)



Competition in the Baby Buzz Class was keen. Thirteen of these little flyers started

Photographs by
M. Rosenfeld

BROOK II

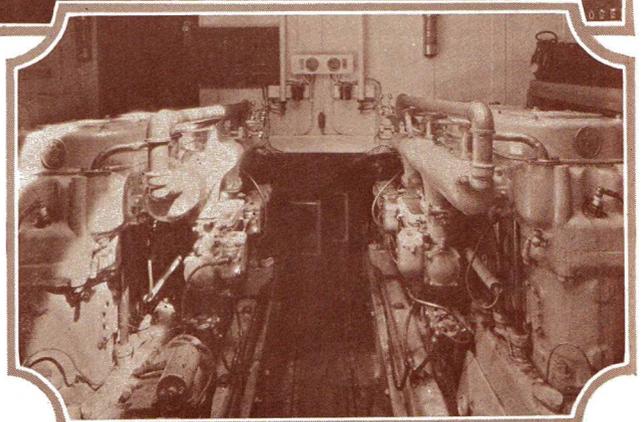
*Commuting by Motor Yacht One of
The Most Pleasant Ways of
Going To Your Daily Tasks*



The fast express commuter Brook II was recently put into service by Percy R. Pyne, and makes the daily run between Glen Cove and New York in quick time. Brook II is the successor to the earlier Brook, and is universally admired

She was built from designs by Tams & King at Julius Petersen's yard at Nyack and is 58 feet in length. She is powered with two six-cylinder Sterling Dolphin engines of 235 h. p. each, which drive her 27 miles without effort

Comfortable quarters are provided for the owner and crew, while the construction is high class throughout. Ample fuel capacity is provided to give a large cruising radius. She carries a Delco set, and Frigidaire ice machine



Up and Down GLEN CANYON *of the Colorado*

The Elements Take a Hand in Obstructing the Passage of the Canyon — Cloud Bursts and Cyclones Liven the Day for the Crews of the Outboard Driven Boats on Their Difficult Journey

By Lewis R. Freeman

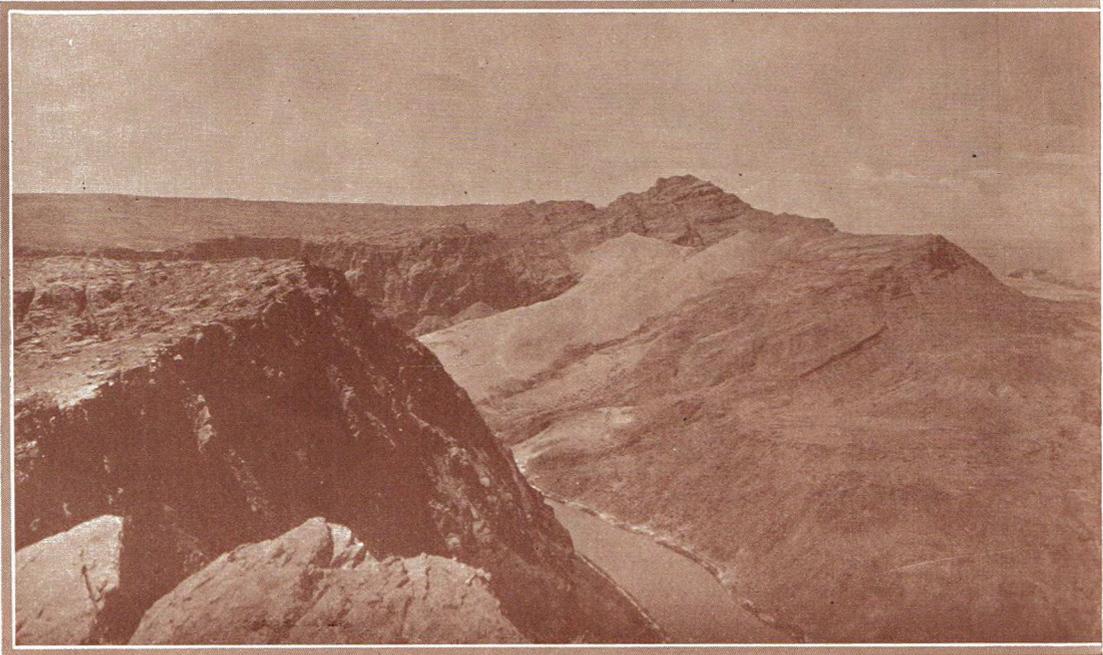
Author of "In the Tracks of the Trades," "Down the Yellowstone,"
"By Waterways to Gotham," etc., etc.

Part III

THE condition of our outboard motors at the end of their first day's work in the abrasive torrent of the Colorado was fairly encouraging. The pump of my Elto had become a total loss, of course, but this had been expected and provided against. In surviving something like seven hours of continuous running, indeed, the hard-worked little plunger had lasted twice as long as experienced old Tom had given it. Even so, however, it had functioned only from a third to a tenth of the time similar pumps had served me on

the Missouri the previous summer, and The Big Muddy is locally rated as the most destructive stream in the country on the engines of craft navigating its heavily silted waters.

It would seem to be clearly established that, for the quantity of scouring media carried in suspension, the Colorado knows no near rival in any part of the world. There are many rivers that are just as opaque to the eye in seasons of high water, such as the Yangtse and the Hoang-ho of China. There are many, also, like the



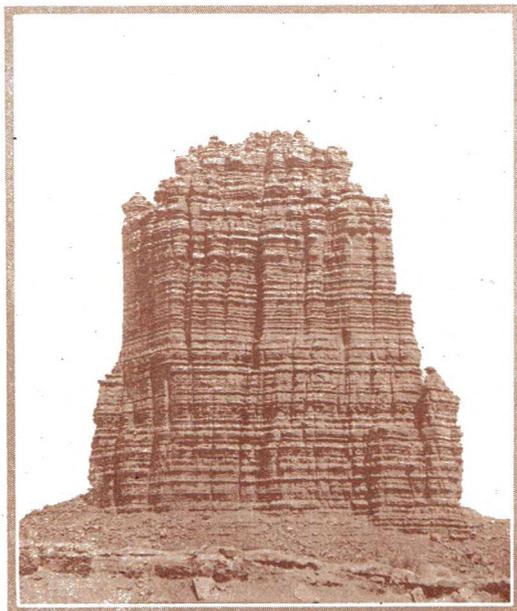
Mississippi, La Plata and the Nile, which have built out more extensive deltas from the earth carried seaward by their currents. But the soft loess which builds up the bottom of the Hoang-ho until it breaks its dikes in floods that have won for it the name of China's Sorrow is as soft as flour compared to the abrasive grits which the Colorado has scoured from the gneisses, quartzes, porphyries and sandstones of the desert mountains through which it has worn the most profound of the world's great gorges. So are the silts which have built up the rich loams of the Nile and Mississippi deltas.

Only the Indus and the Brahmaputra run through series of gorges comparable to those of the Colorado, but the geological formations through which these great Himalayan streams have ground their way are not of a character to yield to the scouring action that has turned the Colorado into a water-mill which grinds as slowly but as surely as the proverbial Mills of the Gods. I have boated on the Indus at several points between Leh, in Ladakh or Little Tibet, and its mouth, though never with a motor. In appearance, at least, its comparatively clear water threatened little of the abrasive destructiveness of that of the great river of our Southwest.

The astonishing way in which the river had literally gobbled up the pump of my Elto could not but arouse apprehension as to what it would do to the rest of the motors. The plunger cylinder proved to be scoured so thin that it could be crushed between the thumb and finger when it was removed, and on one side it had actually worn through. The gears, of course, were the parts for which we had the most fear, and on this point Tom's experience of the previous year was not very reassuring. He had had fairly steady service out of the same three Evinrudes we were now using, but frequent replacements had been needed even though the work had been with lighter loads than those we were now trying to carry, and against a less powerful current.

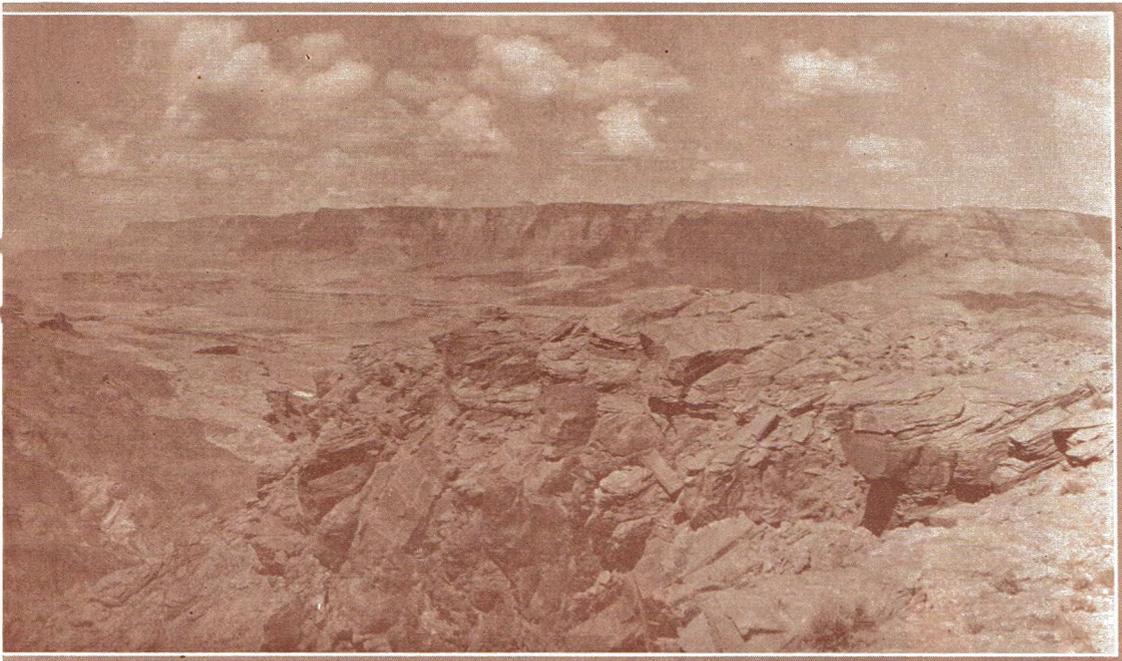
The foot of Glen Canyon with the Vermilion Cliffs and head of Marble Canyon in distance

Before starting out on



Organ Rock, near the San Juan

the present trip these three veteran outboards had been completely overhauled in the Los Angeles shops of the Southern California Edison Company, from which they had been borrowed. A full set of new parts for each motor had also been provided, including a number of gears, but the box containing these was among the several things which had gone astray on its way to Flagstaff in the confusion of the railway strike pre-



vailing at the time of our departure.

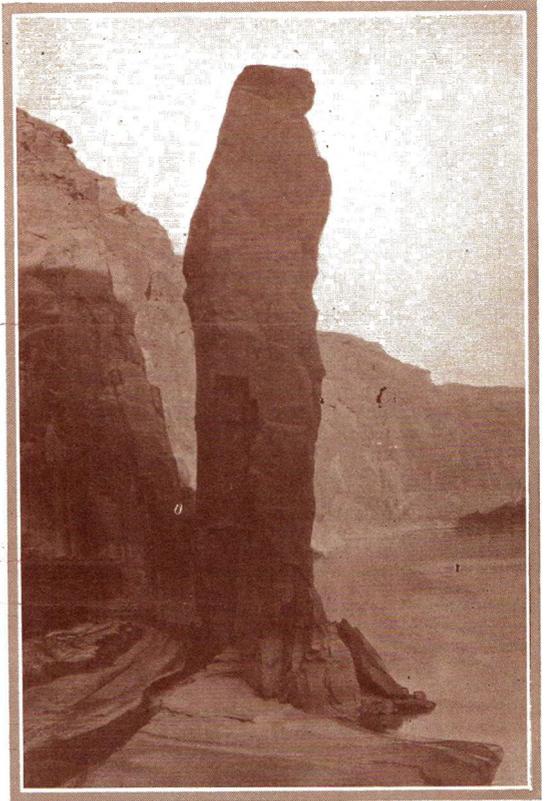
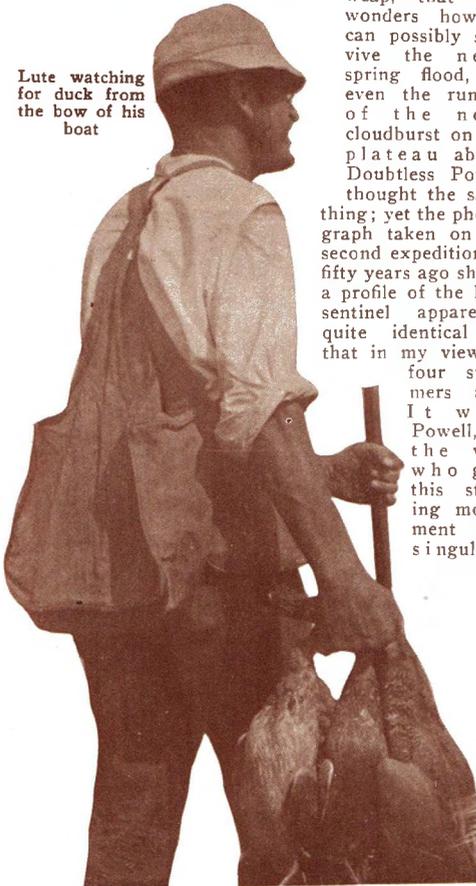
That these three old Evinrudes, with one season of annihilative work on the Colorado already to their credit, could stand a hundred and fifty miles of a grind which would get harder and harder every day as the fall of the river increased the swiftness of the current and the roughness of the rapids, seemed almost too much to hope. In the words of old Tom, there was nothing to do but trust in the Lord and keep the gears greased.

With the Gordian Knot of pump difficulties cut by rigging a can-and-dipper arrangement for cooling the cylinders of my Elto, and with plenty of spare parts in reserve, my own worries were rather on the score of a disabling if not disintegrative collision with the bottom or sides of the gorge of Glen Canyon.

We ran in good luck all morning of our second day, and must have put over six miles of winding canyon behind us before tying up for lunch in the deep pool of clear water at Wa-weap. Standing squarely across the mouth of the creek and forcing it sharply to the right in finding a channel to the river, is Sentinel Rock, one of the most distinctive and striking landmarks to be found anywhere on the Colorado. It consists of a slender pillar of red sandstone, scarcely thicker at its base than at its pinnacle, two hundred feet above. It had once stood as the apex of the main cliff, and has probably been reduced to its present graceful proportions as a consequence of continual encroachments upon its base by both the stream and the main river. So precarious appears the position of this sliver of obelisk athwart the course of the sometimes torrential Wa-

weap, that one wonders how it can possibly survive the next spring flood, or even the run-off of the next cloudburst on the plateau above. Doubtless Powell thought the same thing; yet the photograph taken on his second expedition of fifty years ago shows a profile of the lone sentinel apparently quite identical to that in my view of four summers ago. It was Powell, by the way, who gave this striking monument its singularly

Lute watching for duck from the bow of his boat



Sentinel Rock at mouth of Wa-weap, Glen Canyon

appropriate name. He also applied the name of Sentinel to the creek whose mouth it guards, but somehow the picturesque Indian designation seems to have refused to be dislodged.

We were speculating upon the possible effects a cloudburst-wave rushing down Wa-weap would have on Sentinel Rock when, by a somewhat remarkable coincidence, a rumble of sudden thunder and the flare of hidden lightnings signalled the advance of an unseen storm of considerable force. Tumbling over one another like scuffling bear cubs, the black, water-swollen thunder-heads came rolling up the gorge, blotting out the light of the sun-bright ribbon of the rim-framed sky.

Muttering something about the mouth of a creek being the last place a guy wanted to be with a cloudburst busting, Tom began casting an anxious eye about for a place of refuge. There was a big cave half a mile up-stream, he said, that was safe against anything short of the Crack 'o Doom, but it would hardly do to risk the boats on the open river till the storm was past. A tepee-like niche where a broad slab of sandstone leaned against the base of Sentinel Rock appeared the best solution of the difficulty, and Tom ordered a rendezvous there after the boats had been removed to a place of greater safety.

Bill Jones, as direct of action as of mind, started to wade directly across, leading his boat by the painter. Down to his eyes at the first step in the soft silt deposited by the We-weap where it was dammed back by the flood of the Colorado, he swam the rest of the way, but even then had a hard flounder before getting anything solid underfoot. The rest of us, profiting by his example, pulled out into the (Continued on page 168)



Miss Indianapolis, a Baby Gar hull, which took second place in the 150 mile Sweepstakes, averaging 47.1 miles per hour

DETROIT'S Tenth ANNUAL REGATTA

A Series of Races for Many Classes of Boats—Rowdy Wins the 150-Mile Sweepstakes and Lady Helen II Takes the Junior Gold Cup Event in Record Time

(See Summary of Results Pages 142-148-158)

Five Boats Hold Lead in 150-Mile Sweepstakes

Laps	Miles	Leading Boat
1-9	1-27	Cigarette IV
10-12	30-36	Miss Syndicate
13-17	39-51	Cigarette IV
18-31	54-93	Miss Syndicate
32-50	96-150	Rowdy

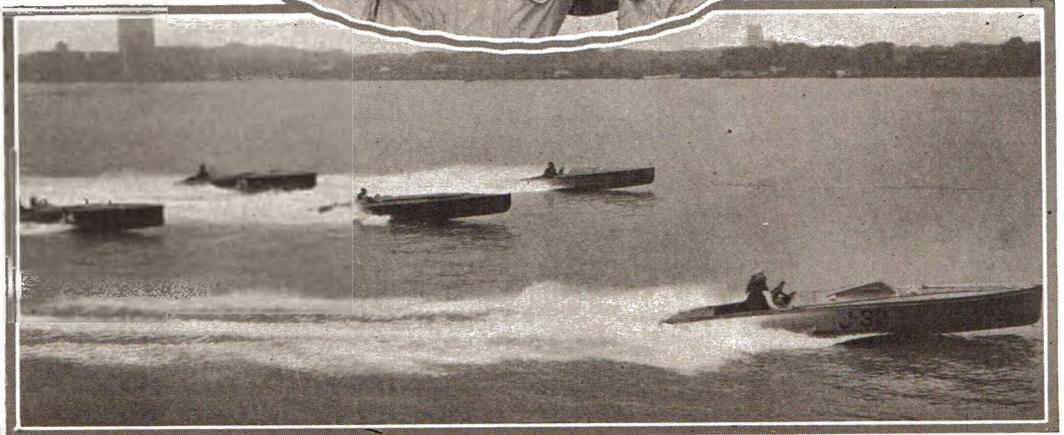
DETROIT'S 10th Annual Motor Boat Regatta was held under the auspices of the Detroit Yacht Club on September 4-7th. As usual, under the leadership of W. D. Edenburn, from the viewpoint of the number of events, entries, general yachting interest and the number of spectators viewing the contest, the Regatta was the most successful one of the year held anywhere.

The principal events of the Detroit Regatta, aside from



The crew of Rowdy: Bob Purdy, Vic Klierath and Capt. Woolson

Racing for the Junior Gold Cup with Lady Helen II in the lead





Miss Syndicate, driven by Horace E. Dodge, a leader in the 150 mile Sweepstakes

the International Contest for the British International Trophy (described elsewhere in this issue), were the 150 Mile Sweepstakes and the contest for the Junior Gold Cup. In addition to these two events, which require spe-

cially built hulls and to greater or less extent special built power plants, there were other events planned to meet the requirements of existing boats and to interest motor boatmen at large. For a number of years, it has been the practice of the Regatta Committee of the Detroit Yacht Club to so formulate their program of events so that a yachtsman who has not a special built hull and power plant, would enter his craft and become enthused over national Regattas. This year's program, showed a continuation of this policy and the number of entries which were received for the events such as Chris-Craft race,



Start of the Kermath race, open to cruisers powered with Kermath motors



Horace, a big, husky Dodge boat, powered with a Wright Typhoon engine

Sallan Trophy event for cruisers, Kermath Trophy race, the Matthew's Trophy event and the various classes for boats powered with outboard motors, shows that interest in racing in this country is not confined exclusively to the mile a minute craft.

In the Junior Gold Cup
(Continued on page 146)

Rowdy, Rascal and Cigarette IV fighting it out for the lead in the 150 Mile Sweepstakes. The aggregate cost of these three boats is probably in excess of \$100,000

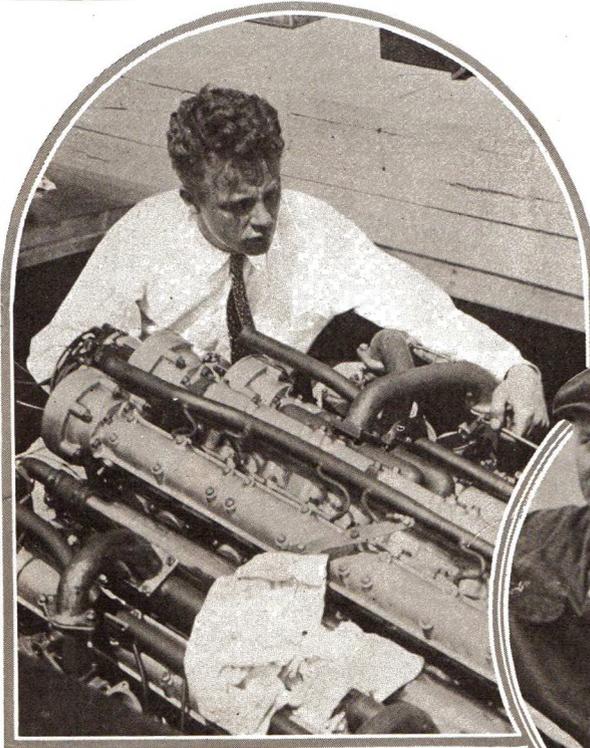


Important racing men. Left to right: George F. Crouch, designer of all the Dodge Boats, Dick Locke, driver of Miss Helen II, winner of the Junior Gold Cup, Caleb S. Bragg, owner and driver of Rascal which finished third in the 150 Mile Sweepstakes, A. F. Masury of New York, Arthur J. Utz of New York, and Horace E. Dodge, driver of Miss Syndicate in the 150 Mile Sweepstakes and owner of more racing boats than any other person in the important 1926 Regattas



The Chris Craft race, one of the most spectacular and interesting of any.

SOCIETY LEADERS *Drive*



Horace E. Dodge of Detroit giving the 24 cylinder Duesenberg engine in his Gold Cup racer Impshi a final inspection before the start of the Gold Cup race

Howard W. Lyon, driver of Miss Columbia. Mr. Lyon was able to get over the line first in most of the heats of the Gold Cup and Dodge Trophy races



Photographs by International, Fotograms and Rosenfeld



Colonel J. G. Vincent, Vice President of the Packard Motor Car Company of Detroit at the helm of Caleb Bragg's racer Baby Bootlegger. With Colonel Vincent is Joseph Schaeffer also of the Packard Company of Detroit

Delphine Dodge Cromwell at the helm of her Gold Cup boat Nuisance. John Rutherford of New York acted as the other member of Mrs. Cromwell's racing crew

Boats in GOLD CUP REGATTA

Famous Sportsmen Now Actively Interested in Big Motor Boating Events

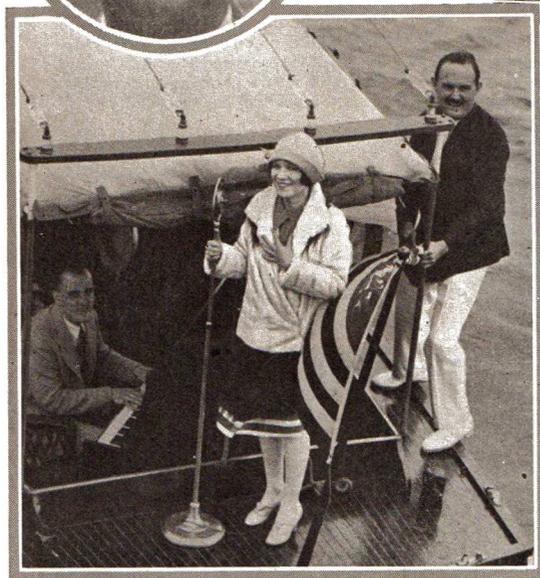


George H. Townsend, owner and driver of Greenwich Folly, who by his consistent driving in winning 2 seconds and 1 fourth place won the coveted trophy for the Indian Harbor Y. C.

Commodore J. J. Mantell of the Columbia Yacht Club and his daughter Mary Elizabeth



Guy W. Vaughan of the Wright Aeronautical Corporation who drove Carl G. Fisher's boat Baby Shadow in the Gold Cup race



Douglas Rigney on his ACF cruiser Mu-1 broadcast the Gold Cup races from the race course. During the interval between races, the many thousands listening in were entertained by Miss Vivienne Segal, noted actress and star of Castles In The Air



Start of a race in the 151 class won by Spitfire VI

SPITFIRES Make History

*Hydroplanes Built by Richardson Boat Company
Establish New Marks in Elgin Trophy Competition*

SIGNIFICANT evidence of the increasing interest in motor boating was given throughout the annual regatta of the Buffalo Launch Club in the brilliant performance of the Spitfires owned and driven by James

Rand, Jr., a member of the Buffalo Launch Club. On the first day of the regatta the thousands of spectators lining the banks of the swift-flowing Niagara were thrilled by the daring and determined manner in which

James H. Rand, Jr., drove his Spitfire VI to a decisive victory in the five mile race for the 151 hydroplane class. Although he is the president of Rand, Kardex Bureau and a director of the Marine Trust Company, Mr. Rand did not hesitate to drive his own craft, nor was he the least bit discomfited when Spitfire VI turned over after crossing the finish line and gave him a thorough drenching
(Continued on page 132)

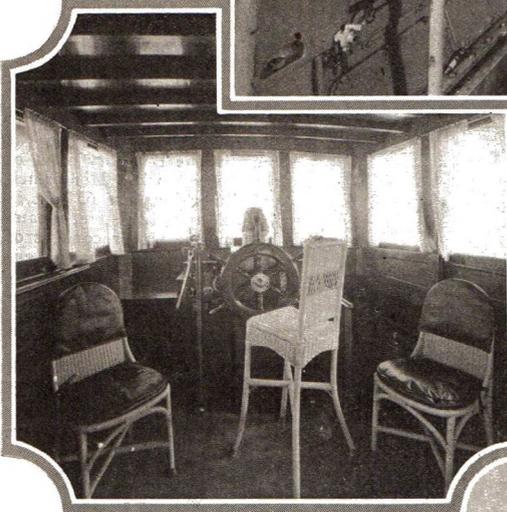
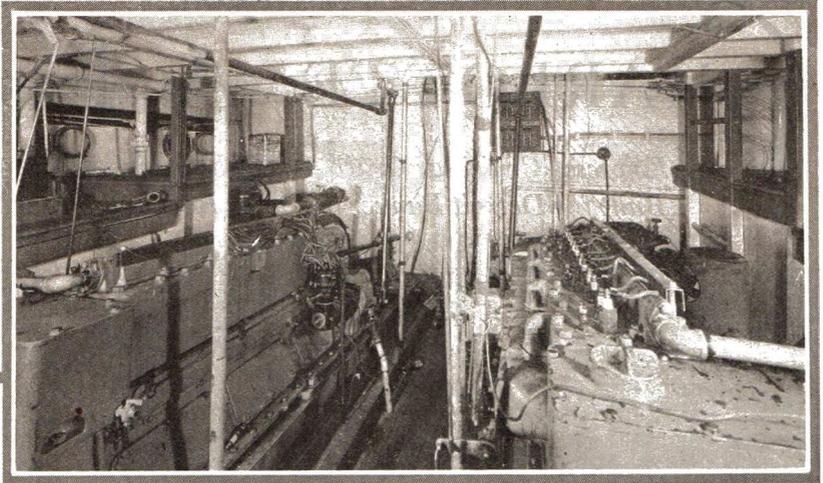


James H. Rand at the wheel of Miss Spitfire V doing about 45 m.p.h.

Spitfire VI. A reserve boat used by Mr. Rand after a mishap to Spitfire V



The engine room of Bo Peep II contains two of the new six cylinder, 100 h.p. Kermath engines, with a two to one reduction gear which turn 33 inch diameter Columbian propellers. A Delco generating set supplies electric power. Goodrich Cutless stern bearings are fitted

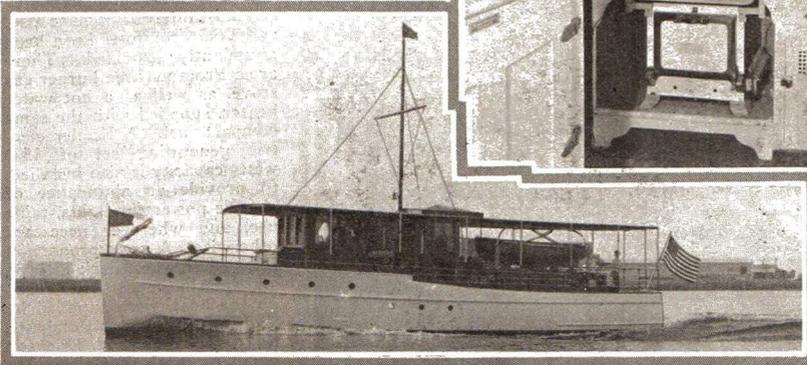
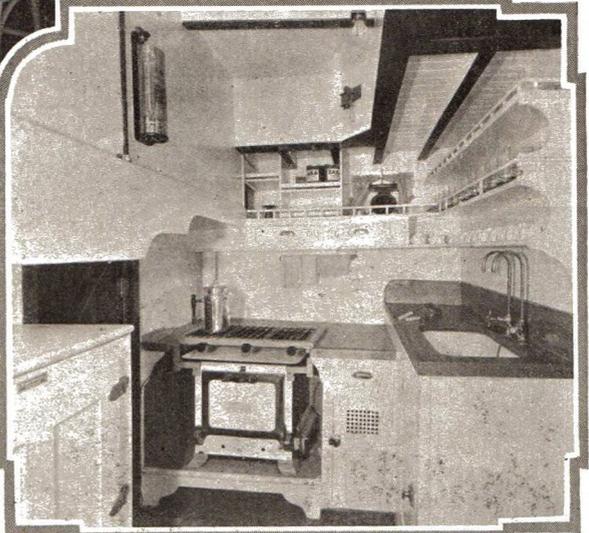


The deck house combines an attractive day cabin, in which is the steersman's station, with an entrance from the after end of the cabins below. Crew's quarters are in the forward part of the ship and ample room for several men

The galley is most modern and up to date. It contains Protane gas cooking range, and water heater, with a Kelvinette refrigerating machine to keep supplies fresh. A complete set of Fire Foam extinguishers is carried

Bo PEEP II

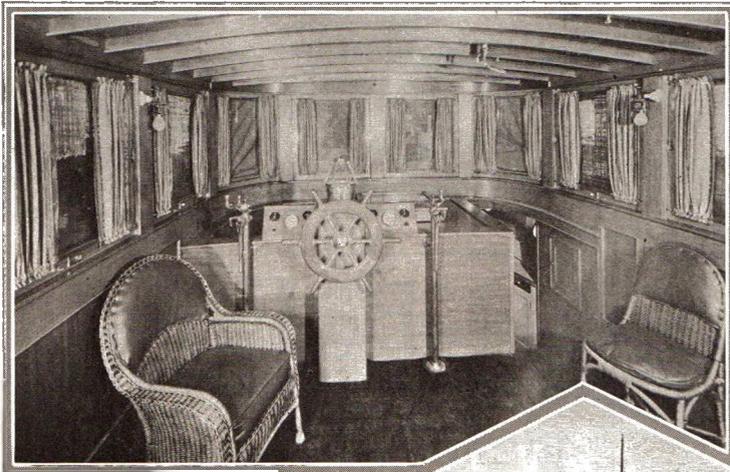
A Fast House Boat Cruiser Built by the Defoe Boat and Motor Works, from Hacker & Fermann Designs



Bo Peep II was built for I. M. Kirlin of Detroit, and is 55 feet by 13 feet in size. The hull is substantially built, and makes a fine seaworthy craft

CHARLOTTE, A Fast One

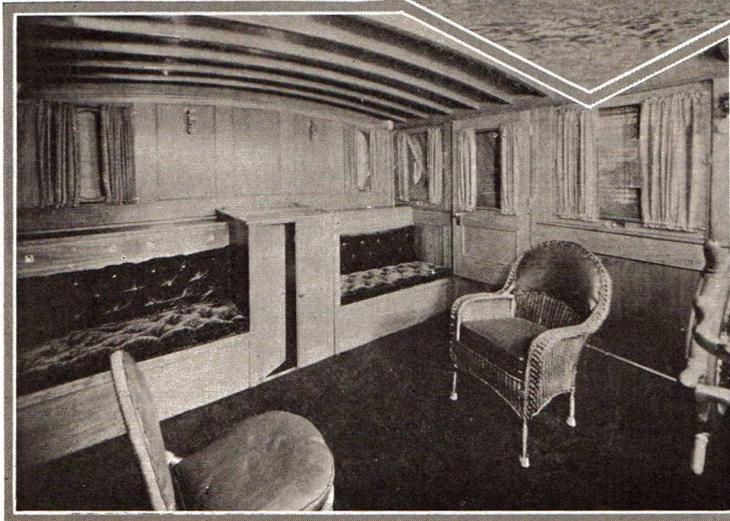
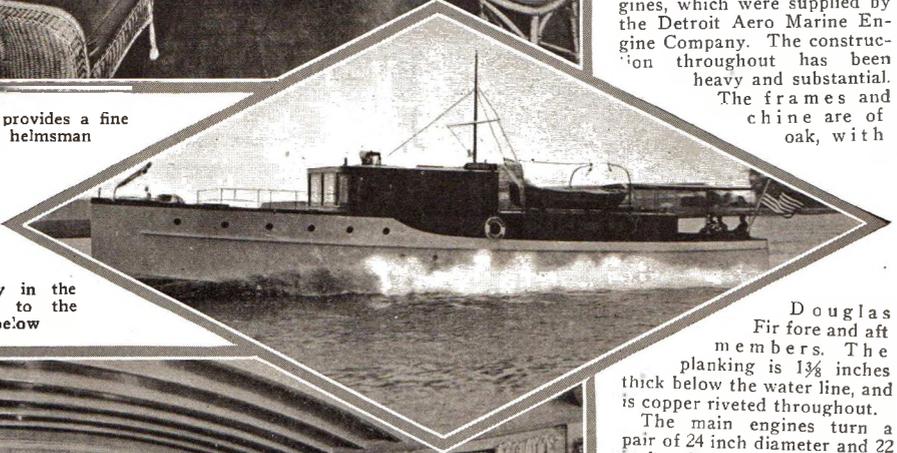
*Express Cruising Craft of Substantial Construction
Built for Detroit Banker by Defoe Boat and Motor Works*



The deck house provides a fine shelter for the helmsman

Vasanta's two 300 h.p. Fiat engines drive her at a lively clip

A companionway in the deckhouse leads to the quarters below



THERE is an increasing tendency on the part of fast yacht owners to provide their new craft with every possible comfort and aid to good living. The new express cruiser Charlotte recently completed by the Defoe Boat & Motor Works for J. J. Barlum of Detroit is a typical example of the high class craft which are now being built. The firm Hacker & Fermann designed the boat, and she was built in the Bay City plant of the Defoe works. Her principal dimensions are 65 feet in length, and 12½ feet beam. Her motive power consists of two, 300 h.p. Fiat marine engines, which were supplied by the Detroit Aero Marine Engine Company. The construction throughout has been heavy and substantial.

The frames and chine are of oak, with

Douglas Fir fore and aft members. The planking is 1¾ inches thick below the water line, and is copper riveted throughout.

The main engines turn a pair of 24 inch diameter and 22 inch pitch Hyde propellers, which gives the boat an excellent turn of speed. The galley is a most interesting place also, and home comforts have been abundantly provided. There are a Protane three burner gas stove, as well as a hot water heater, supplied with the same compact fuel. A Kohler electric generating set of 1500 watts capacity is also installed, to provide an abundance of electric power for lights, table use, and wherever necessary otherwise. A great proportion of the hardware, deck fittings, and marine accessories used on the boat, were supplied by the G. B. Carpenter Company, and the Hubbard H. Erickson company, both of Chicago.

Smart Boats on Lakes

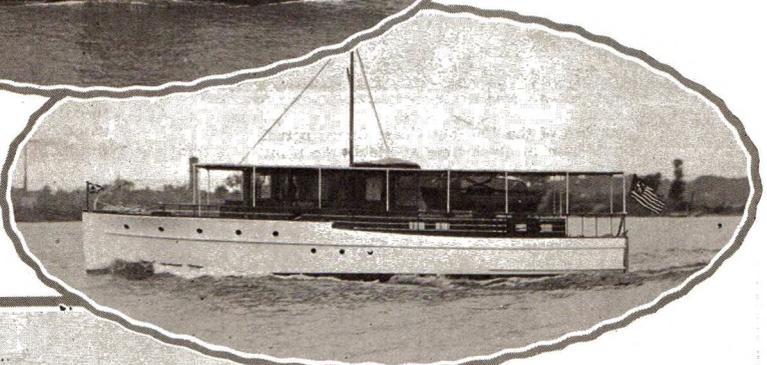
Defoe Boat & Motor Works Complete a Large Number of Fine Craft in Their Big Plant at Bay City, Michigan

Frances A-VII, one of the 55 foot cruising house boats, built by the Defoe Boat and Motor Works, this summer. This one was built for Commodore Alex. McLeod of Detroit, and is powered with two 60 h.p. Sterling Sea Gull engines



One of the thirteen 100 foot Coast Guard Cutters built by the Defoe Boat and Motor Works in quick time, last winter. These boats are powered with two 150 h.p. Winton Diesel engines. The hulls are heavily built of steel

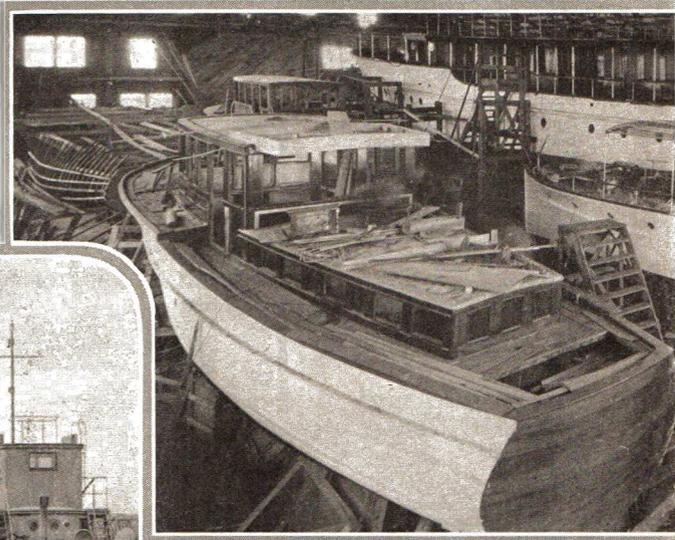
Lassie, another 55 foot cruising house boat built from the same Hacker-Fermann design as Frances A-VII. This boat is powered with two 125 h.p. model MR Speedway engines, which drive 26 inch Hyde propellers. She carries Protane gas for fuel in galley



Nomabin is a 44 foot Vee bottom fast cruiser, also designed by Hacker-Fermann, and built for M. Whaling of Detroit. She is powered with a six cylinder Hall-Scott engine. A novelty is the auto type window lifts, fitted to all windows

The Most Modern Plant

OFTEN there is a general impression among yachtsmen and to some extent among naval architects and yacht builders in the East and to a considerable extent over the entire country, that there are no yacht building facilities or first-class yacht yard in the middle west having facilities which compare favorably with those of the best yards on the Atlantic and Pacific Coasts, with a first-class organization and the necessary capital and financial backing, but such is not the case. At the plant of the Defoe Boat & Motor Works



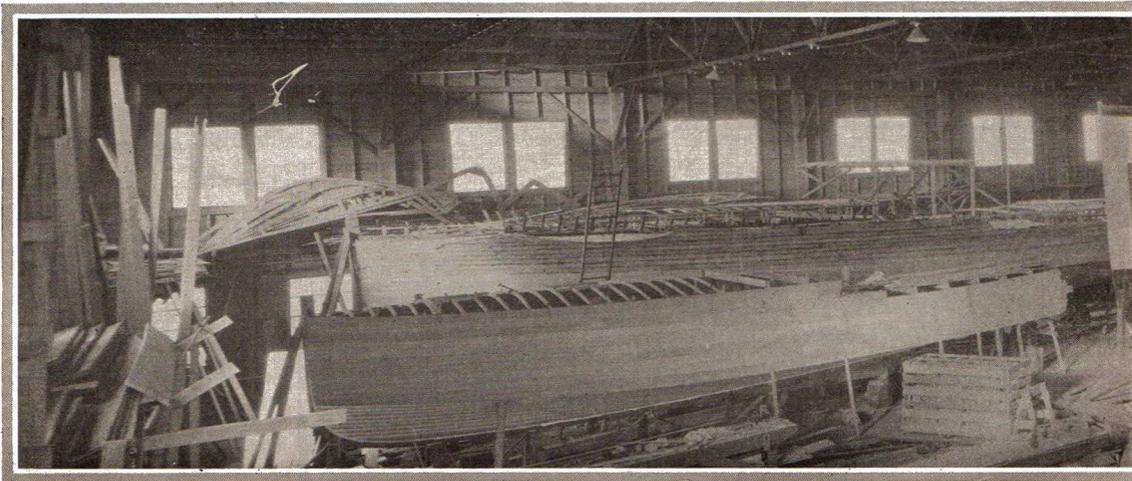
Interior of the Defoe Boat & Motor Works plant, showing a number of boats nearing completion



Thirteen of the 100 foot Coast Guard patrol boats built in quick time at the Defoe plant

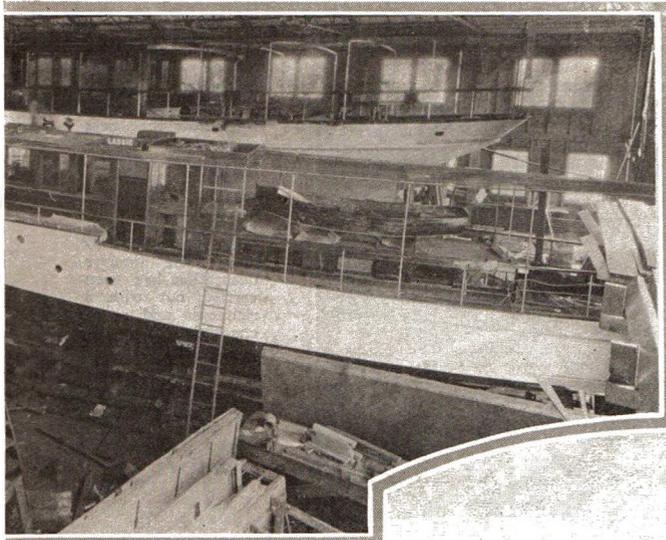
at Bay City, Michigan will be found facilities and a plant equalling those to be found anywhere in this country and surpassed by none.

The Defoe Boat & Motor Works for the past several years have employed and kept busy a crew of from three hundred to five hundred men. This plant has all of the up-to-date equipment in both their steel and wood working departments that are to be found in any yacht yard anywhere. In the



An interior view of the finishing plant showing

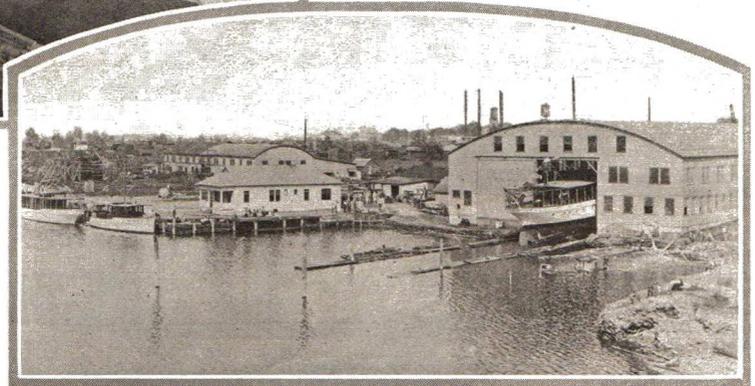
in the Middle West



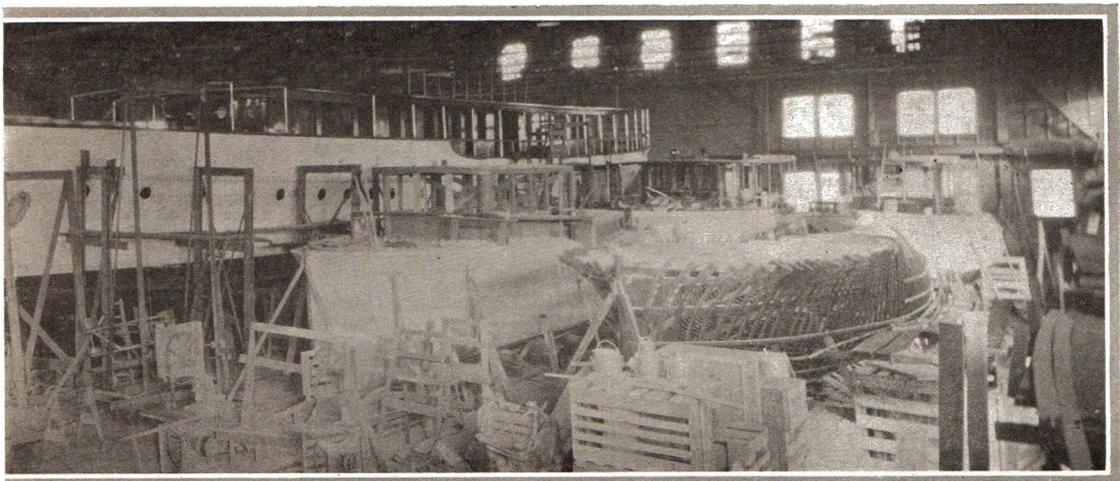
The Up-to-Date Facilities of the Defoe Boat and Motor Works of Bay City, Mich.—A Boat Building Yard Capable of Turning Out Craft Which Represent the Best in Motor Yachts of All Sizes

steel end of the organization. they have the regulation furnaces and bending slabs, punches, bulldozers, bending rolls, steam hammers, etc., together with a completely equipped machine shop. In the wood working division there is a mill to handle all the general run of re-sawing, planing, molding, etc., besides up-to-date machinery including portable saws, jointers, dados,

(Continued on page 96)



Just before the launching of the steel Diesel yacht *Sylvia* in June



many new boats in various stages of completion

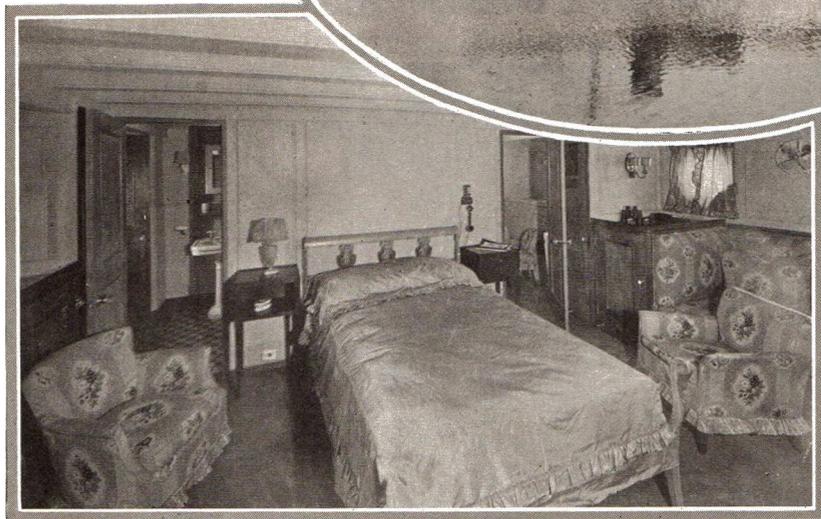
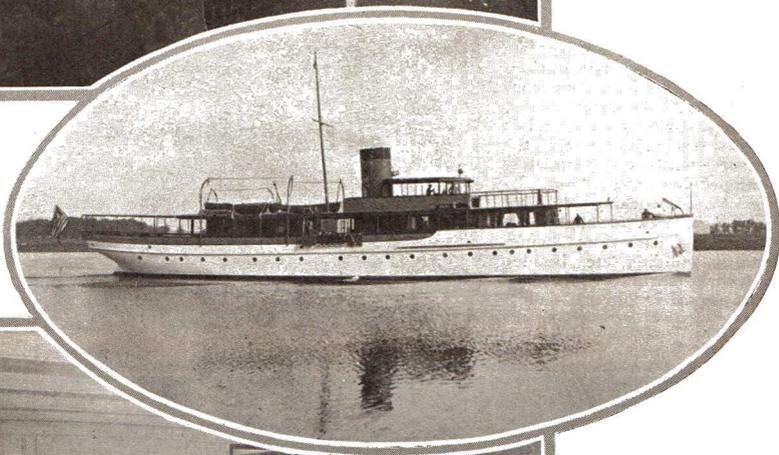
The DIESEL YACHT *Sylvia*

A Fine Example of Steel Yacht Construction Built By the Defoe Boat & Motor Works from a Design by John H. Wells, Inc.

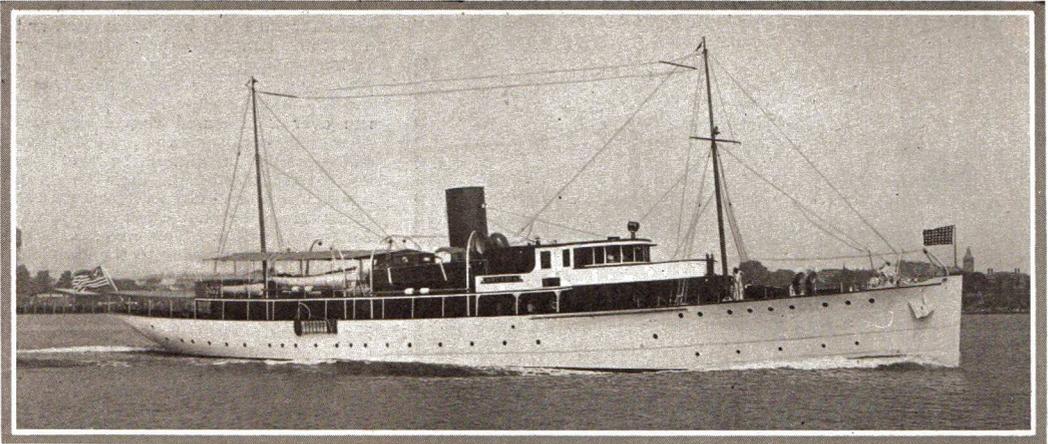


The interior appointments of Sylvia are the finest that first class yacht construction makes possible. The deck houses and exterior joiner work are of teak, while the interiors have been finished in black walnut. The interior decoration has been carried out with a richness and cozy cheerfulness by Miss Sparks, Inc.

Sylvia is a steel Diesel yacht of 133 feet in length, designed by John H. Wells, Inc., for Logan G. Thomson, and built by the Defoe Boat & Motor Works, Bay City, Michigan



All staterooms are below decks, there being one with bath forward of the engine room and four in the stern. The general arrangement of the boat provides a dining room, pantry and galley in the forward deck house, while the space in the after deck house is devoted to a living room. Sylvia is driven by two Bessemer Diesel engines of 300 h.p. each

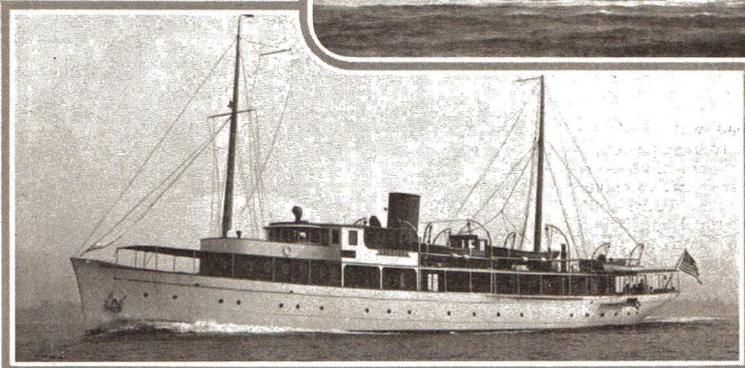
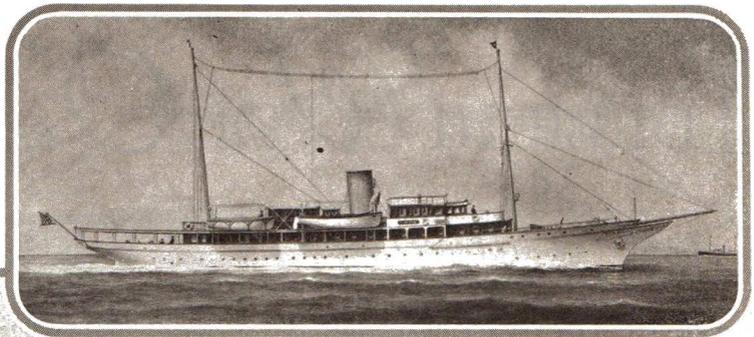


Yachtsmen have watched with interest the construction of the new 188 foot Diesel yacht Arcadia, recently completed by the Newport News Shipbuilding and Dry Dock Company from designs by Cox & Stevens. This boat is owned by Galen L. Stone of Boston, and he has stipulated a fast boat of 16 knots speed for his requirements. She is powered with two 800 h.p. Winton Diesel engines

More New Diesel Yachts

*Activity in the Construction of New Yachts Is Pronounced
With Big Yards and Designers Working at Full Speed*

A new Diesel yacht which is now under construction has been designed with the more graceful clipper bow, and overhanging stern. She will be 196 feet in length, with Diesel power to drive her at 14 knots. She has been arranged with a continuous upper deck, and two large deck houses. Remarkable accommodations for the owner have been provided, and when the boat is commissioned she will be one of the finest of the new type of craft



The Diesel yacht Robador, also designed by Cox & Stevens, and built by the Newport News Shipbuilding & Dry Dock Company, for Commodore Robert Law, is now in commission. She is a staunch and heavily constructed ship, with excellent accommodations for owner and guests. She is driven by two 450 h.p. Winton Diesel engines, and can maintain a speed of better than 15 knots. On her initial trip heavy seas gave her a thorough test



aces in New York waters, in which these several boats had taken part, and first class data as to their speed under various conditions was at hand. It happens that one or two boats whose handicap was based on the result of a short run over a measured course exceeded their trial times somewhat, and as a result succeeded in winning the race. The boats were started on their handicap times, which made it necessary for the committee to be on the job early in order to start the first boat at 9:25. This was rather difficult, due to the excellent entertainment provided on the evening before, and which prevented both the contestants and the visitors from retiring betimes.

The first boat to cross the finish line, Idler III, powered with the new six cylinder Stearns engine

A new boat in cruiser racing circles proved to be (Continued on page 114)



Rene, Jr. II, a fast Elco Cruisette which was successful in winning the time prize

IDLER III Wins Ocean Race

Fifteen Cruisers Enter Long Distance Race of the Sheepshead Bay Yacht Club and Race Under Ideal Conditions

CRUISER racing on the broad waters of the Atlantic still furnishes sport to many yachtsmen. The Sheepshead Bay Yacht Club conducted its second annual ocean race on September 13, over a course of 47 nautical miles, which took a large fleet of cruisers down along the Long Island coast to Jones' Inlet and back to Scotland Light Ship, with a short leg to the finish line in the Rockaway Inlet. The weather conditions were ideal for this contest, with a bright day and just enough breeze and roll to the sea to make the contest exciting. The handicapping for this race was based on previous performances of the several contestants, and in the main was quite accurate and satisfactory. A history has been kept of each of the long distance

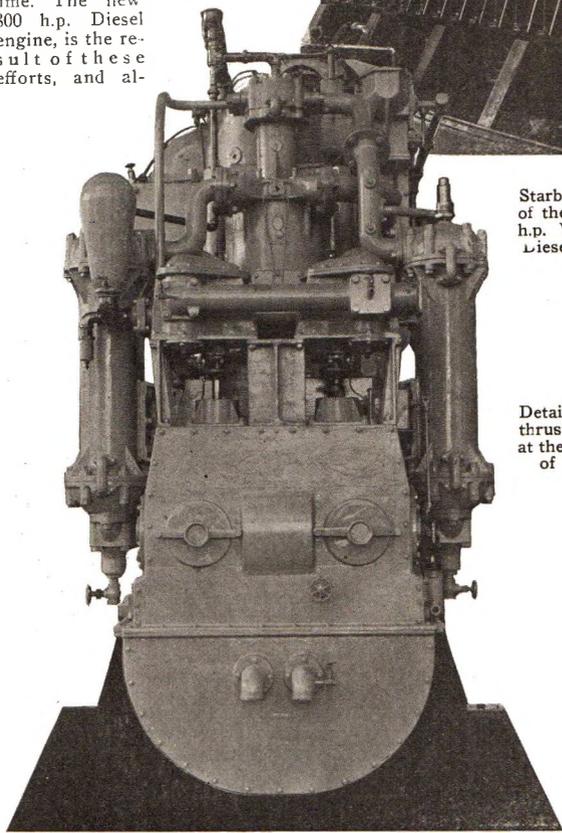
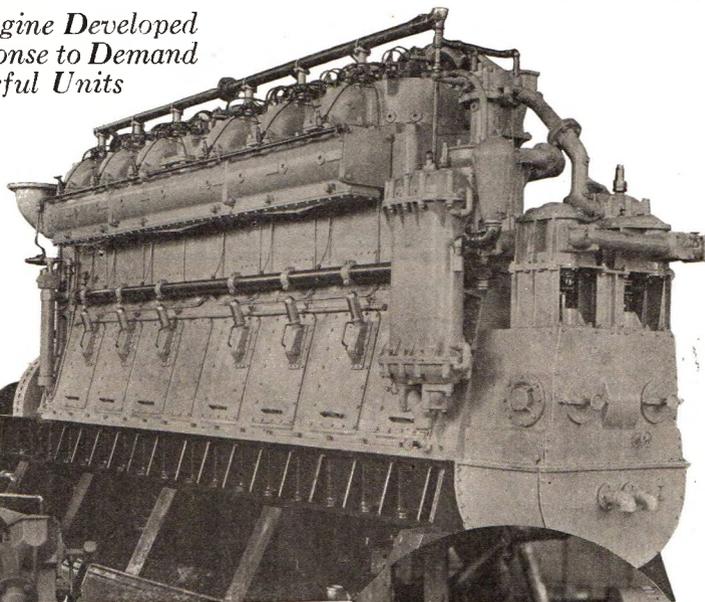


The Committee poses on board the cruiser Rescue, during a few idle moments

The *New* WINTON 800 H. P. Diesel

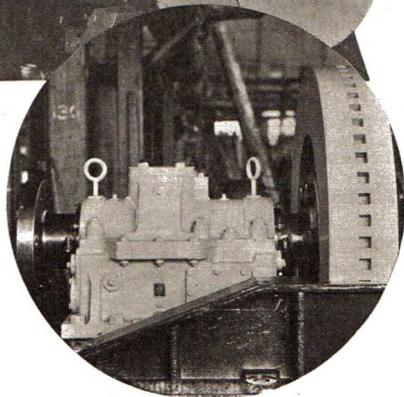
*Larger Size Diesel Engine Developed
and Produced in Response to Demand
for More Powerful Units*

THE modern tendency in yachts of large size is all Diesel power equipment. As engines of 200 and 300 horse power were ample for smaller boats in the earlier stages of Diesel engine development, the demand for larger and more powerful units has kept pace with the increase in the size of vessels for which these engines are adapted. The Winton Engine Company, for years have been building Diesel engines in sizes up to 600 h.p. Foreseeing the demand for more power, their engineers have been working on larger engines, for some time. The new 800 h.p. Diesel engine, is the result of these efforts, and al-



Forward end of machine showing its compact and close arrangement

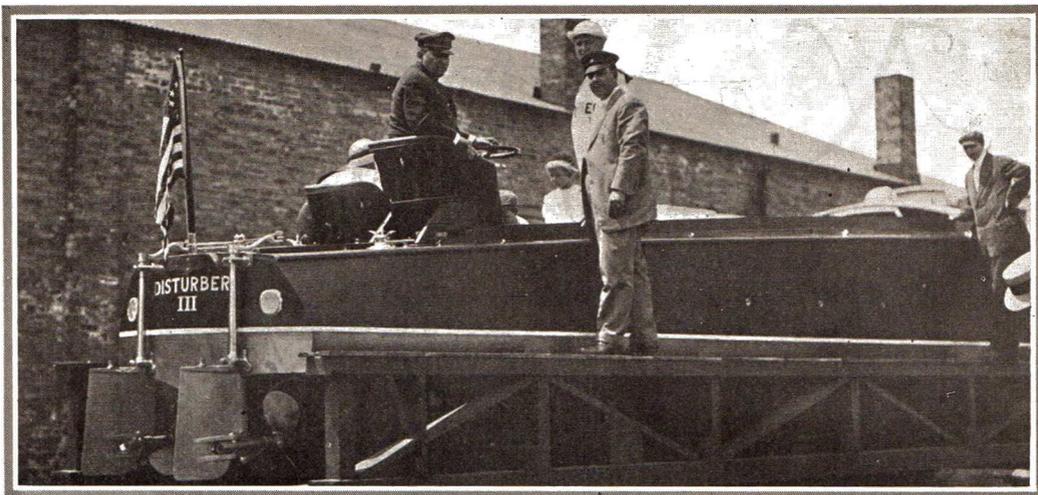
Starboard side of the new 800 h.p. Winton Diesel Engine



Detail of the thrust bearings at the after end of engine

ready two large yachts have been supplied with these machines. The yachts Arcadia and Savarona have the distinction of being the first to be powered with these new machines. The design of these engines follows the most advanced lines, and the builders have incorporated in these new models many important refinements and improvements, not previously seen in engines of this size. The instructions of the management were that the engine was not to be placed on the market until it was proven beyond a doubt that it was the best Diesel engine ever produced in America. The resulting engine shows some striking departures, and is especially clean and symmetrical, and unusually compact.

The machine is of the six cylinder type, operating on the four cycle principle. Its bore is 16½ inches, while the stroke is 22 inches, and it develops its 800 h.p. at 300 revolutions. The crankshaft is a 10½ inch diameter forging, machined all over and drilled for lubrication. The connecting (Continued on page 180)



The application of the combined rudder strut invention of W. H. Fauber to the hydroplane Disturber III.

The Combined Rudder-Strut

AN invention was introduced in the United States in 1910 at the International Harmsworth Trophy Race held at Larchmont. It was the rudder-equipment of Pioneer, the Duke of Westminster's 40 ft. hydroplane, which I also designed.

This Rudder-Strut invention was first tested out in France in 1909 and afterward made the equipment of Pioneer and various Fauber Hydroplanes built in 1910 by my Licensee, Saunders, at Cowes, Isle of Wight.

The photographs of the 40 foot Disturber III shows my designs of this invention as worked out for twin-rudders. When this photograph was taken it appears that a cross-bar, having a hole in each end and fitting over the pins projecting from the top of the rudder-blades for the purpose of holding the rudders parallel, was left off. It will be noted that the rear end of the propeller-shaft and bearing extended about 2 inches back of the vertical pivots under the center of the rudder-post, thereby preventing cramping the bearing on the shaft, as is the case if the end of the propeller-shaft is stopped short of the rudder-post center. Either construction can be worked out satisfactorily for racing boats. In fitting the propeller-shaft bearing to the rudder, the forward end of the bearings should have about $\frac{1}{2}$ inch movement up and down so that any springing of the propeller-shaft will not cause it to bind in the bearing or break the

Advantages of the Combination Rudder and Propeller Shaft Strut as Used in High Speed Boats

By W. H. FAUBER

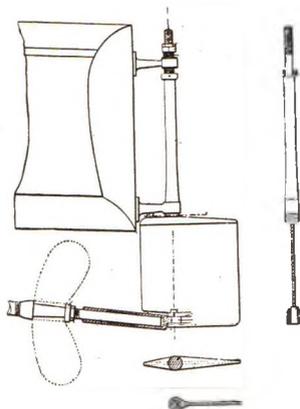
Inventor of the Hydroplane

connection with rudder. My practice was to have the lower pivot hole in the under-side of the bearing slotted fore and aft, thereby permitting the front end of the bearing to have plenty of up-and down movement so that any spring of the shaft will not cramp the bearing. The vertical pivot device must also be designed so that it will not fall apart. Since placing the bearing behind the propeller has the effect of lengthening the shaft between bearings, it is advisable to use a short, vertical strut propeller shaft bearing forward or make the shaft a trifle heavier.

One of the disadvantages and dangers of using either vertical or Vee-struts in front of the propeller is that if at high speed the boat is accidentally heeled over by a wave or other cause, the side surfaces of the strut act as a hydroplane member with a tendency to climb on top of the water and capsize the boat.

A diary-memorandum, July 2nd, 1908, reminds me that my attention was first brought to this matter by an accident in which my assistant and I were catapulted head-first into the Seine River so quickly and with such force that a tool-box 20 inches square was also thrown out of the boat, which ran about 200 ft. on its side until the 4-cylinders on the port side of the V-type motor were choked with water. The boat rolled back on its bottom, right side up. This accident was caused by too much vertical surface of an experi-

(Continued on page 156)



A reproduction from the British patent papers of the combination rudder strut patented in 1910

CAPER, A CAPE COD Cat

Design and Specifications for the Construction of a Popular Type Cat Boat of 22 Feet Length

Designed Especially for MoToR BoatinG

By CHARLES D. MOWER

CAT boats are returning to favor in many localities where a shallow draft boat is required and in this issue of MoToR BoatinG a design is given for a typical Cape Cat twenty two feet over all with twenty four inches draft and fitted with auxiliary power which will without doubt interest many readers.

The cat rig makes a boat that is easy to handle and the large cockpit makes a very comfortable boat for day sailing while the small cabin gives shelter in bad weather or a sudden rain squall and provides accommodations for short cruises. Boats of this type have been used for many years around Cape Cod for fishing winter and summer and have proven good sea boats and able to take care of themselves in almost any weather.

A boat of this size can be built by an amateur builder of some experience but unless the amateur fully realizes the amount of work necessary to complete the boat it is advisable to turn the job over to a regular boat builder who has the shop and machinery equipment necessary for building a boat of this size and type and the published plans are such as are regularly furnished to the professional builder. As building costs vary considerably in different localities it is recommended that estimates be obtained from several builders before placing the order. It will not be necessary to send the plans to the various builders as every up-to-date builder in the country receives MoToR BoatinG regularly and can make up his estimate from his own copy of the magazine and quote a definite figure on the completed boat.

Readers who plan to construct this little craft can secure a set of blue print copies of the drawings to a

scale of 1 inch to the foot at moderate cost. Address the Editor of MoToR BoatinG, 119 West 40th Street, New York, N. Y., if you are interested in these drawings.

MoToR BoatinG has published a number of books of small boat designs and building instructions which amateur builders will find useful. A circular describing these will be sent on request.

General Dimensions: Length over all, 22 feet; Breadth, extreme, 10 feet; Draft, extreme, 2 feet.

Materials and Workmanship: In carrying out these specifications, it is understood that only the best materials shall be used and the best workmen employed.

All woods shall be sound, well seasoned and of a kind and quality suitable for the use intended. Any defective material or workmanship shall be rejected at whatever stage of the work it may be discovered and shall be made good by the Builder, at his expense, to the complete satisfaction of the Owner.

Keel: To be a white oak plank, 2 1/4 inches thick and 13 inches wide amidship. To be tapered fore and aft and made 2 1/2 inches wider than the offsets given for rabbet line to form back rabbet for planking. Outer keel to be white oak, sided 10 1/2 inches amidship and tapered as per offsets for rabbet line. To be moulded as shown on plans and fitted to plank keel. Deadwood aft to be white oak, moulded as shown on plans and tapered same as keel.

Stem: To be an oak or hackmatack knee, shaped as shown on plans and sided 3 1/2 inches. To be scarfed to keel and fastened to keel with 1/2 inch galvanized screw

(Continued on page 162)

Stations	1	2	3	4	5	6	7	8
Top of Rinker's	4 8 3	4 4 2	4 0 6	3 10 1	3 8 1	3 7 0	3 7 0	3 8 0
Buttock No 3		2 5 4	1 7 1	1 4 1	1 3 6	1 6 0	1 10 2	2 4 1
Buttock No 2	3 8 6	1 8 7	1 3 0	1 1 1	1 1 3	1 3 7	1 7 7	2 1 6
Buttock No 1	1 11 7	1 4 0	0 11 6	0 10 2	0 10 6	1 1 4	1 5 7	2 0 0
Rabbet Line	1 5 6	1 1 1	0 10 1	0 8 7	0 9 4	1 0 0	1 4 4	1 10 3
Bottoms of Keel	1 3 7	0 11 1	0 8 0	0 6 0	0 4 3	0 2 6	0 1 3	0 0 0
Top of Rinker's	2 1 2	3 6 1	4 4 3	4 10 1	5 0 0	4 10 1	4 5 0	3 8 1
WL 3A	1 10 2	3 5 0	4 4 2	4 10 4	5 0 5	4 10 7	4 5 5	3 8 3
WL 2A	1 8 0	3 3 0	4 3 1	4 9 7	5 0 3	4 10 4	4 5 0	3 8 1
WL 1A	1 4 7	2 11 4	4 1 0	4 8 5	4 10 7	4 9 0	4 2 1	3 1 7
L W L	1 0 1	2 5 6	3 8 2	4 4 5	4 7 3	4 4 5	3 6 1	1 0 0
Rabbet Line	0 1 6	0 2 6	0 4 2	0 5 2	0 5 2	0 4 2	0 2 7	0 2 0
Bottoms of Keel	0 0 3	0 1 7	0 4 0	0 5 2	0 5 2	0 4 0	0 2 3	0 1 3

Note.—All dimensions, in feet, inches and eighths to outside of Rinker's

Table of offsets for the twenty-two foot Cape Cod cat boat Capar

SMALL MOTOR BOATS

Their Care, Construction and Equipment

A Monthly Prize Contest Conducted by Motor Boatmen

Questions Submitted for the December Prize Contest

1. What should be done to the engine during the winter months to put it into such shape that next season will be free of mechanical troubles?

(Submitted by V. L. S., Wilmington, Dela.)

2. Explain how you care for the dishes, cooking utensils and stores on the cruiser.

(Submitted by W. B. M., Newburgh, N. Y.)

Mooring Boats in Crowded Quarters

*How the Clubs Can Accommodate the Most Boats in Limited Space
With Greatest Convenience for All*

Answers to the Following Question Published in the August Issue

"Devise a practical scheme for mooring boats in a limited space so that they are accessible and not apt to damage each other by contact when moved by wind or tide."

Mooring Boats in Close Quarters

(The Prize-Winning Answer)

BOATS moored offshore can hardly be regarded as accessible, except by way of a rowboat. This, together with the fact that the space allotted for mooring is limited, would seem to imply that the boats are to be tied up to a pier or landing float.

First, then, to utilize the available space to the best advantage, the boats should lay square, that is, head-on to the pier. A few feet astern of the boats, a row of piles or stout stakes are driven, one for each boat. A triangular shaped float constructed of light lumber strongly bolted and strapped is dropped over the top of the pile, and the stern line made fast to it.

The float should not be built of oak. While oak, of course, is much stronger than the lighter woods recommended, it has very little buoyancy, being almost as heavy as water. With the necessary iron fittings added and thoroughly water-logged, it would make a better sinker than a float.

If the bow lines are to be made fast to a landing float, it will be enough to tie up to a cleat, as the float itself rises and falls with the tide.

If moored to a pier, however, some other scheme will be necessary. A good method as any perhaps, is to attach logs or spars to the foot of the pier-piling, by

means of sliders. The sliders are not difficult to make, being simply lengths of one inch round iron rod threaded at each end for about three inches more than the diameter of the log, and then bent to a U shape. A nut and washer is run on each end about as far as they will go, forming a shoulder.

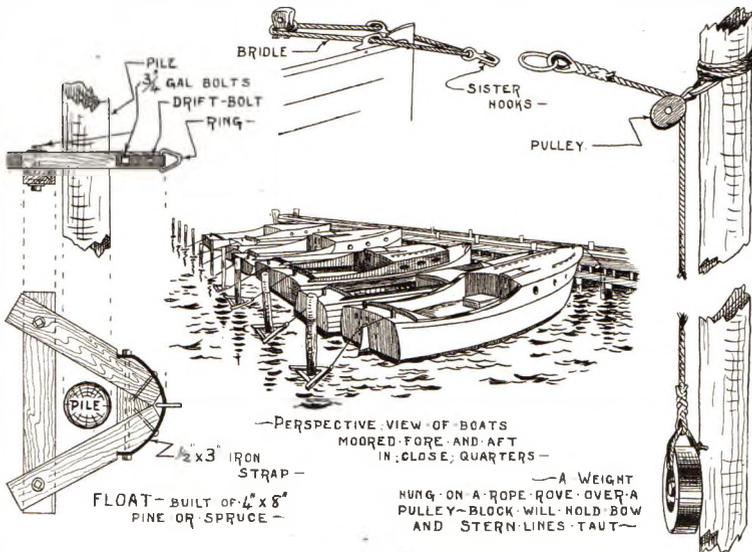
Bore two, one inch holes through the log at each end. The holes should be parallel and register with the prongs of the U-bolt, which is then driven through the holes and pulled up tight by two more nuts and washers. Allow plenty of clearance around the pile.

It may not be out of place to mention, that iron fittings in contact with salt water, will last much longer if galvanized. Fasten rope or chain straps on the log at suitable intervals to allow a couple of feet spacing between the boats, and the rig is complete, providing moorings for a number of boats.

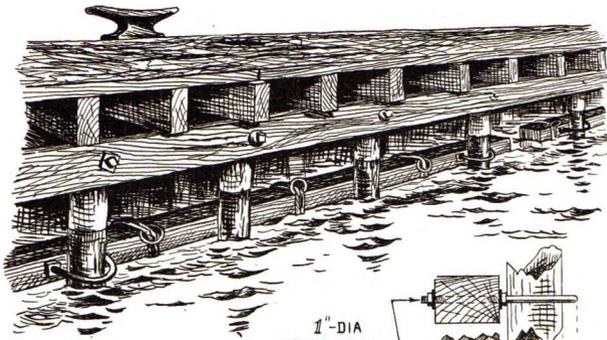
As the log as well as the triangle floats at the stern, rise and fall with the tide, the mooring lines can be snubbed up close, thus taking care of any leeway or side pull of wind or water.

Floating logs across the outlying stakes at the stern of the boats, would not be practical, as the spaces between the stakes will have to be left clear to permit the boats to leave and return to their moorings.

The other method shown in the sketches, consist of a weight on a

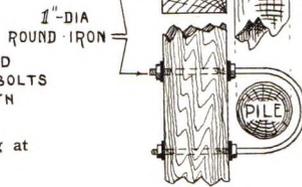


A. N. arranges bow and stern mooring to a wharf



A. N.'s detail of floating log at pier for securing boats

—A FLOATING LOG ATTACHED TO PIER PILINGS BY U-BOLTS WILL RISE AND FALL WITH THE TIDE—



rope rove over a pulley. The weight acts as a spring and compensates automatically for any movement of the water. In this case the stern lines are attached to a triangle float, the same way as in the first method.

Still another way to moor individual boats, is to use two floats, one at the stern as before, and the other built around one of the piles supporting the pier.

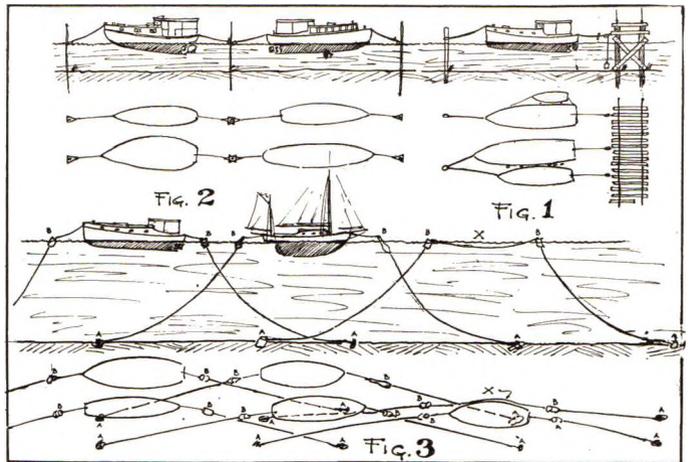
In the event of the space available being too narrow to permit the boats to lay at an angle of 90 degrees to the pier, they can be arranged obliquely in the same manner.

A. N., Brooklyn, N. Y.

Mooring to Suit Conditions

WHEN a number of boats are moored in a limited space, the extent of exposure of the place to the wind and the sea will determine how close together the boats may be moored with safety. Generally these places are fairly well protected. In a badly exposed place it is impractical to moor boats close together. Each boat must be anchored with a heavy anchor, and with plenty of scope in the cable to relieve the pull on the anchor and to permit the boat to swing with the wind and sea.

Figure 1 shows an extremely simple arrangement such as would be useful in a creek with a bridge. The one end of the boat is secured to a pile with a rope. The other end of the boat is made fast with a rope passing through a pulley block which is



A. G. W. shows an arrangement of mooring and stakes which should work well

Rules for the Prize Contest

READERS are urged to consider the above questions for the December issue, and send answers to them to the Editor, MoToR BoatInG, 119 West 40th Street, New York, N. Y. Answers should be (a) in our hands on or before October 25, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the sender's names and addresses.

The names will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before October 15. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the question above, any article or articles sold by an advertiser advertising in the current issue of MoToR BoatInG of which the advertised price

secured to the bridge: On the other end of the rope is a large weight of about 100 pounds to provide a pull to keep the rope taut at all times, and hold the boat in position, regardless of the height of the tide. A hundred pound piece of cast iron submerged will provide a pull on the rope of about 85 pounds. In the rope between the boat and the pulley, where the rope has reached the maximum of travel through the pulley, a cross piece of hard wood should be tied into the rope with a clove hitch, Fig. 4. This will prevent the rope from running through the pulley when it is let go from the boat.

Fig. 2 shows a method of mooring boats in shallow water with a good mud bottom. Light locust poles are driven into the mud where required, and a triangular float (Fig. 5) is used to take the ropes. This method is especially recommended where the boats lay on or close to the mud at low water, when a boat might lay on a mooring anchor, stone or casting, and be damaged if such were used.

Fig. 3 shows a deep water anchorage. Here the boats are moored, bow and stern, with anchors or heavy weights with chains extending to mooring buoys. Ropes lead from the buoys to the boats. The anchors or weights should be fairly heavy, and the chains short to prevent too much movement of the boats at low water. It will require some skill, good judgment and perhaps some re-adjustment to get the moorings in their places. When a boat leaves the moorings a line should be made fast to both mooring ropes to hold the buoys in the same position, occupied by them when the boat is moored. See X, Fig. 3. This will make it easy to moor the boat again, and will prevent the buoys from coming in contact with and fouling the other boats.

As there is always danger of one boat rubbing against

does not exceed \$25, or a credit of \$25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates. For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of MoToR BoatInG of which the advertised price does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

another, it would be well to have some good rope or cork canvas filled fenders hung on the side where they would do the most good.

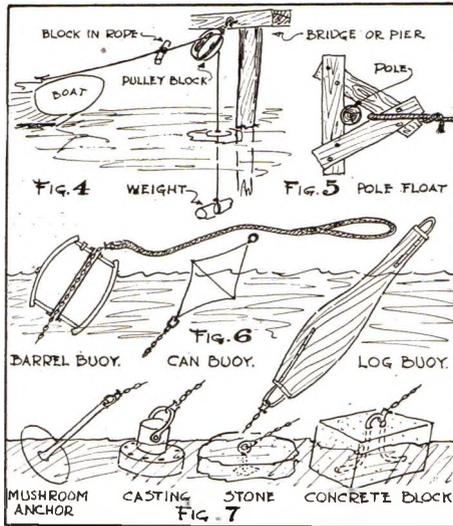
A swivel should be provided somewhere in the mooring to prevent kinks from getting into the chain due to twisting of the rope.

Figures 6 and 7 show several types of mooring anchors, and buoys. A barrel or box filled with concrete, composed of one part of Portland cement, two parts clean sand, and four parts of broken stone, into which should be cast a bent piece of steel bar forming an eye, will make a good mooring anchor.

A. G. W., College Point, N. Y.

Bow and Stern Moorings

In narrow channels and river ways the bow to stern method of mooring finds favor. Since such conditions are usually accompanied with shallow water, it is necessary to use short cable and extra heavy anchors. Moored in such manner, there will be



Some details of mooring arrangement by A. G. W.

little movement on the part of the anchored fleet despite winds from any quarter.

On lakes and non-tidal rivers, where the rise and fall is small, with little or no change in the height of the water for days at a time, the method illustrated in Fig. 2 uses a minimum space. This method is used in many places wherein there is plenty of room in the anchorage location, since it makes the boat readily accessible without the use of a tender and eliminates the work of maintaining, putting down and taking up moorings.

A stretcher fastened to two piles allows the installation of rings or cleats to which the stern lines are attached. The piles must be sufficiently high above water to allow the unobstructed passage of the boats under the stretcher. Auxiliaries with rigid masts must be moored in the outside berths.

The arrangement illustrated in Fig 2 can be modified as in Fig. 3 to conform to tidal waters where the rise and the

(Continued on page 80)

Protecting the Boat During Winter

Many Tasks Which Can Be Done Before Closing the Boat Will Help to Speed Up the Going Over in the Spring

Answers to the Following Question Published in the August Issue

"What suggestions can you make to protect the boat during the winter lay-up, and what should be done in the fall to make the fitting out tasks easier in the spring?"

Saving Work in the Spring.

(The Prize Winning Answer)

YACHTSMEN in northern waters will soon be faced with the necessity of hauling out their boats to protect them from the ice and cold of the approaching

winter. We frequently find that once the boat is hauled out and safely blocked up on shore, that the yachtsman becomes interested in other subjects, and allows his boat to suffer through the winter in neglect. The careful man, however, with method and forethought guards against the severity of the winter, and also eases the labor on the part of his crew when the time comes to replace the boat in the water. Many little tasks

should be done in the fall, before the boat is finally abandoned to the winter.

In the first place it is necessary to see that the ground on which the boat is to rest is substantial, and not subject to upheaval when the frost leaves the ground in the

spring. All blocking and supports which maintain the boat in a proper position should be substantial and durable timbers. Do not use flimsy or picked up odds and ends for this purpose, since they may fail in their task, and permit the boat to sag or otherwise subject it to a deformation, which may injure it.

The first task which confronts the boat owner as the boat leaves the water is a thorough scrubbing down of the bottom. At this time, the slime and growths can be



FIG. 1

In congested areas, the stern mooring of one can serve as the bow mooring of another

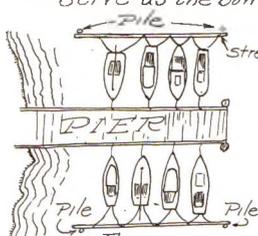


FIG. 2

Where the rise and fall is small, a minimum of space is occupied by this arrangement

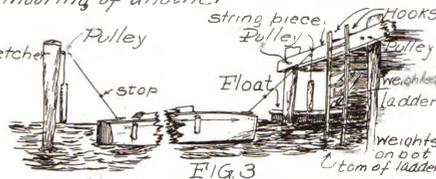


FIG. 3

Where the rise and fall is great a modification of that shown in Fig. 2 with the addition of pulleys and weights proves satisfactory. The stake method allows a minimum of rope.



FIG. 4

J. E. M. shows several convenient arrangements of moorings

easily removed, and since there is an abundance of water handy, the hull can be easily washed thoroughly clean. The inside of the bilge should also be cleaned about this time, so that all accumulation of oil and dirt are cleaned out. A coat of copper bottom paint can be applied to the bottom soon after the boat is placed in the yard, so that it will prevent undue drying out of the wood, and unnecessary opening up of the seams. All bright work should be cleaned down and given a coat of varnish before the covers are finally secured, in order to protect the wood during the winter. If this is neglected, in all probability it will be necessary to scrape down the entire bright work, and refinish it completely. On the other hand, a coat of varnish now, will preserve the wood, and do away with the necessity for a scraping in the spring. Since the scraping down of a large area of bright work is one of the most tedious tasks imaginable, a coat of varnish applied in the fall is really a genuine labor saver.

The inside of the cabin can also come in for a share of attention at this time, which will result in a saving of time in the spring. While it is true that it may be necessary to repaint the floors, brighten up the varnish work, and re-enamel the whites, these tasks can all be done in the fall, before the weather gets too cold to stop work. Any tasks of this kind which are completed in the spring, when time is naturally more pressing.

Coming now to the engine and mechanical equipment, it is naturally well to remove the storage batteries and similar easily portable accessories to a safe warmer place. The engine should be run slowly, with all watercocks open, so that there will be no trace of moisture left in the water jackets. Should a small compartment hold some water, and freeze the natural consequence would be a crack in the jacket, with costly repairs. Water tanks similarly should be drained, and waterpipes cleared of all water. While there is no particular necessity for draining the fuel tanks, except as a means of reducing the fire risk, it will generally be required in all of the bigger boat yards. All small fittings and accessories which can be easily removed, should be taken down and safely stowed away. In this way, they will be on hand in the spring when wanted. All plumbing, particularly the toilet fixtures, should be freed of water and the pump washers well oiled, so that they will not dry out.

The engine should also be thoroughly cleaned and well oiled at this time. While it is true that the grinding of valves should be deferred until the spring, they can be cleaned and prepared for this task in order to permit the work to be done as quickly as possible later. Due to the temperature changes, over the winter, a certain amount of sweating takes place on the cold metal, which results in rusting, and corrosion. This must be guarded against by oil, and in this way the parts are protected against

damage. If the engine is in need of any major repairs, it will be found that the shops can do better work at their leisure during the winter, than would be possible in the rush of the spring. Stern bearings, which are in need of new babbitt, can be refinished now, and should the shaft show signs of wearing, it can be replaced before a new one is needed. An engine should not be covered over tightly with canvas or other covering. This will result in sweating as mentioned, and will do more harm than an engine which is allowed to remain uncovered. The uncovered engine at least will be exposed to the air, and remain dry at all times.

The method of supporting the canvas cover on a boat should also be given some thought. If at all possible, arrange the canvas on a ridge pole, so that it will be supported entirely clear of the boat, and in such a way that it will not have any flat spots to catch snow and rain. Also instead of securing it tightly to the hull, it is a much better practice to provide some form of spacing material, so that it will stand off a few inches from the

rubbing strip, and permit air to circulate more freely throughout the boat. While a canvas is watertight, it is also air tight, and there are some warm days during the winter in which the sun would create a high percentage of humidity under the canvas, which would cause sweating and considerable damage. Allowing the air to circulate by providing means of ventilation, overcomes this objection, and the boat will remain drier as a result.

Before the boat is finally left to its fate, it it well to take

an inventory of the work to be done in the spring, so that all necessary new parts can be secured and the paint and other materials required will be on hand when needed. There are many times during the winter when the owner will pass the ship chandler, and could easily secure his fitting out materials at such a time. If all of these tasks are deferred until the spring, it means that it will be necessary to carry a large volume of material to the boat at one time, in order that the work can progress properly. A little time and thought given to these subjects at this time will more than repay the efforts expended and simplify the task on hand in the spring.

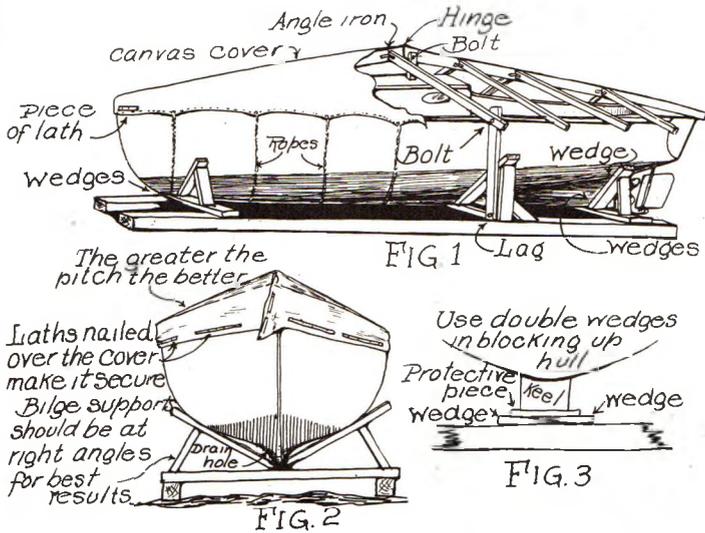
T. B. K., Bronx, N. Y.

Protecting the Boat

BEFORE the boat leaves the water there are many things that can be done to further the spring overhauling. Lockers can be cleaned, gas tank drained, cylinder heads removed and the cylinders packed with oil soaked waste.

Any check valves or shutoff valves that can be disassembled without an inflow of water, should be taken apart, greased and loosely put in position. Galley, bilge and toilet pumps should like-

(Continued on page 80)



Illustrations by J. E. M. to show methods of caring for and supporting the boat during the winter

Yard and Shop

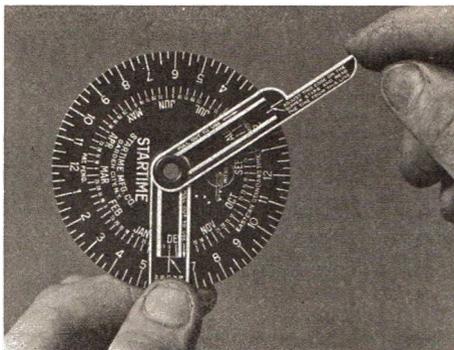
Notes of Interest to Both Owner and Manufacturer

Tell Time by Stars

THERE has recently been developed a new and simple means of determining time without the use of clocks or watches. The device is called Startime and is the invention of Frederick C. Meacham of Garden City, N. Y. The instrument consists of a thin aluminum dial three inches in diameter, on the face of which there are two circular sets of divisions. One of these, which is around the outside edge, represents the twenty-four hours of the day and each hour is divided into quarters, each division representing fifteen minutes of time. Just inside of this set of divisions is a second set which represents the twelve months of the year and each month is divided into intervals of five days. There is a hole in the center of the dial around which may be revolved two aluminum arms, one of which is set on the date and the other, when properly adjusted, will give the time of night.

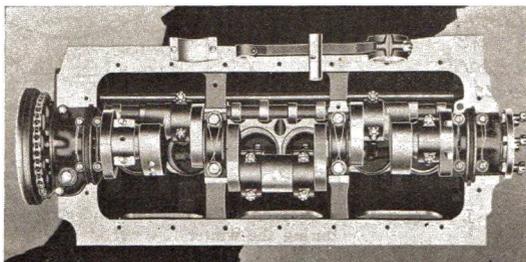
The operation of the device is based upon the apparent rotation of the Big Dipper around the North Star, the time required for one complete revolution being twenty-three hours and fifty-six minutes.

To use the device, the observer first sets the date arm on the date of the observation. The dial is then held up before the eyes, which are both kept open, with the date arm pointing straight downward and the dial in such a position that the North Star is visible through the hole in the center. The time arm is then moved slowly around until the two end stars of the Big Dipper which point almost directly to the North Star, come into line with the straight edge of this arm. After having made sure



A novel star time indicator by which time can be determined closely with the pole star group

that the date arm is pointing straight downward and that the two Pointer Stars are properly lined up with the edge of the time arm, the observer has only to look at the line on the time arm to find out what time it is. With reasonable care in making the observations, a maximum error of five minutes may be expected.



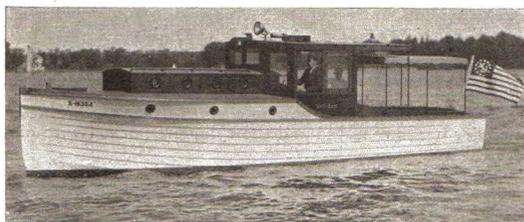
The extra heavy crankshaft construction in the Gray marine engines

The instrument can also be used for a rough determination of Latitude and Longitude and will give, with close accuracy, the culmination and elongation of the North Star. It is extremely useful to surveyors, navigators, campers, woodsmen, hunters, boy scouts and particularly to those who are away

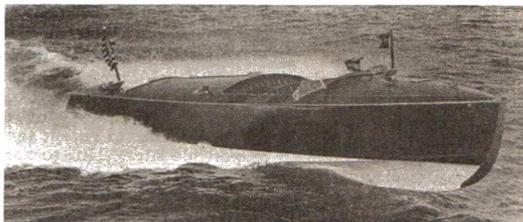
able to take a finely finished boat out of the water in between the periods of its service. Special equipment has been developed by Herbert Morris, Inc., to make this task an easy one. Special twin lift, triple gear boat hoist simply an operation of this kind to such an extent, that boats up to five tons in

weight can be quite readily handled by one man. When a boat is run into the boat house, it can be raised out of the water sufficiently in practically the same time that it takes to tie it up. A boat kept in this way will always be safe and secure and at the same time will be more thoroughly protected against marine growths than in any other way. The bottom of boats do not accumulate sea growth while the boat is in motion, it is only in the idle periods that these get a chance to get started, and a boat which is out of the water entirely will have a thoroughly clean bottom at all times. The gearing of these hoists is so arranged that the load is sustained by a brake.

(Continued on page 50)



A 34-foot lap strake cruiser built by the Red Bank Yacht Works for Walter D. Ebinger of Brooklyn. The boat has a Sterling Chevron engine and does 20 miles



A Standard 1926 Super Bear Cat, powered with an LM6 200 h.p. Hall Scott engine, driving it better than 40 miles. She was delivered to Herbert Fleishhacker on Lake Tahoe



Rowdy wins the Dodge Memorial!

Two Valsparred Champions!

Greenwich Folly, *Rowdy*—champions both—showed their heels recently to all contenders in winning the Gold Cup and the Dodge Memorial Trophy at Manhasset Bay.

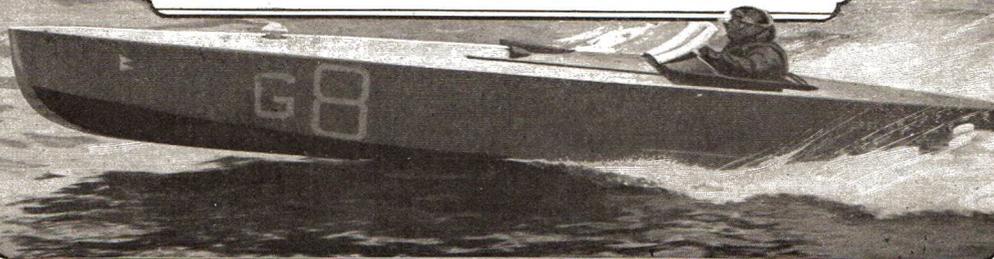
Greenwich Folly, piloted by George H. Townsend, tore through three thirty-mile heats to victory. Carl Fisher's *Rowdy*, winner in every heat, established a new lap record of 49.16 miles per hour!

All credit to these two champions! And credit, too, to Valspar. For both *Greenwich Folly* and *Rowdy*, like so many water champions were Valsparred!



Photos by
M. Rosenfeld, N. Y.

Greenwich Folly, winner of the Gold Cup

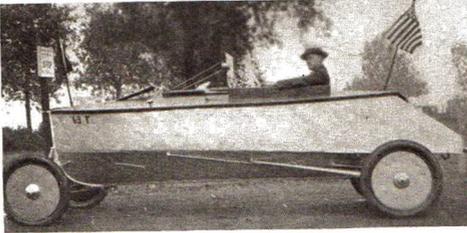


Yard and Shop

(Continued from page 48)

Little Huskie

The new Palmer engine announced in July MoToR Boat-inG as Little Pal, a small four cylinder engine, is to be called Little Huskie instead. The description of this engine appeared in July MoToR Boat-inG and since the only change which has been made is in the name, the earliest description is still good.



The Mobile-Boat as it appears when riding on the highways as a motor car

A Novel Vehicle

An innovation in self propelling vehicles is a craft or car, called by the inventors a Mobile-Boat. This machine consists of a metallic hull mounted on a chassis in such a way that the same engine can be connected either to the wheels when used on the road or to the twin propellers when used as a boat. It can be truly called an amphibious automobile. It has the advantage of being driven to the shores of a river or lake where it can enter the water directly; or by the removal of the wheels, the hull alone can be used for all boating purposes. A winch arrangement permits it to haul itself out of the water again at a later time, and when the wheels and axles are replaced it again becomes an automobile.

The craft has a length of 16-feet with a speed of about 10 miles in the water. It is driven by a well known small engine which can be engaged to drive two propellers. Sheet steel is used in the construction which is riveted and then galvanized. The Powell-Mobile Boat Works in Chicago, builders of this novel craft anticipate a considerable need for this type of conveyance as many sections of the country are inaccessible except to a vehicle of this special type.

A New Diesel Hand Book

A new hand book completely describing and illustrating American types of Diesel engines, has just been prepared by David Louis Jones, and published by The Norman W. Henley Publishing Company of New York. Mr. Jones is chief machinist in the U. S. Navy, and instructor in the Diesel Engine Department of the Submarine Schools. The book which he has prepared is a complete, thorough and up-to-date treatise. It explains in simple terms the underlying principles of thermodynamics and the principals of operation of all types of engine. The constructional features of the engines and such parts as the fuel pumps, fuel injection valves,

starting and reversing systems, air compressors, governors, etc., are all treated in detail.

It explains the operation, repair and maintenance of the Diesel engine, their troubles and adjustments, indicator cards and engine testing, fuel and lubricating oils, etc.

Today, the modern Diesel engine is being used extensively on shore and for the powering of ships. Engines of as large as 16,000 brake horse power are now being built. In the last five years the number of motorships has been almost tripled and the world's motorship construction has grown to about 60 per cent of the steamship construction. Diesel engine locomotives are now being operated at one-third the cost of steam locomotives. This is the only American book containing an illustrated chapter on the application of the Diesel engine to railway service.

The importance of the Diesel engine cannot be overestimated and the progressive engineer will find it his duty to extend his knowledge into the Diesel Engine Field.

This book should be in the hands of every Power Station and Marine Operating Engineer as well as every Student of Mechanical Engineering, as it contains data that is invaluable.

Its contents have been very carefully selected for the benefit of those seeking real information, and is particularly adapted for the steam engineer who is preparing to operate Diesel engines, as it contains complete information regarding the construction and operation of the Diesel engine.



The same Mobile-Boat in the water ready to act as a full fledged motor boat

Duplex Oil Helps

Gray engines and Duplex Marine Engine Oil made a splendid combination during the races at Indian Lake early in August. In particular the Gray Imperial Six made a most impressive showing in the Dart Runabout.

Captain C. S. Lawson, owner of the boat in which the Gray engine made such a splendid showing, put his boat into the race right from his regular passenger service. This boat has been making an average of 100 miles per day all summer, and Captain Lawson states that both engine and oil performance have been faultless throughout the season. It is of particular interest to know that in all races the Gray Imperial Six was running at 2260 r.p.m. and at no time was any motor adjustment necessary.

(Continued on page 52)



A Welcome to Oshkosh sign board maintained by the Universal Motor Co. along the Wisconsin highways. It is twelve feet high and one hundred feet long

Doesn't the Good Ship "*(write your own)*"

Deserve a Decent
Set of China *and*
Crystal?



YOU own a yacht because you love the sea. And because you like to have your friends enjoy it.

That means hospitality and hospitality implies dinner. And dinner almost inexorably implies a service of Ovington china.

Why not start in and get a good one while you are about the business? Why not decide to give the good ship a china service of which she may well be proud?

For as little as \$100 it can be done and done well at Ovington's. For \$100 you may have a service for six emblazoned with your flags. And crystal to match is not expensive. We are glad to submit designs and estimates for any member of a recognized yacht club.

OVINGTON'S

"The Gift Shop of Fifth Ave., Inc."

Fifth Avenue at 39th Street

Yard and Shop

(Continued from page 50)

Johnson Motors in Turkey

Johnson Light Twin Outboard Motors were recently chosen by the Turkish Government to be used as equipment for their submarines, according to advice received from the New York Johnson Motor Company, Inc., who obtained the order only after a comparison was made between all makes of Outboard Motors.



Bruce N. Davis of the Kelley-Duluth Company, trying out the Elto Super-Twin on a recent visit to the Elto factory.

B. N. Davis Visits Elto Factory

Bruce N. Davis, who has charge of the Automotive and Outdoor Equipment Departments of the Kelley-Duluth Company, of Duluth, Minnesota, spent several days at the factory of the Elto Outboard Motor Company, in Milwaukee.

The Kelley-Duluth Company has built up a really tremendous volume of business on all outdoor equipment and particularly on boats and Elto Motors. Although this company has enjoyed five times their last year's volume of Elto business in 1926, still Mr. Davis says, "We have barely scratched the surface."

Florida Dealer Is Elto Guest

H. S. Talton, of Talton's Sport Shop, DeLand, Florida, has just completed an extensive business trip during which he visited the Elto Outboard Motor Company at Milwaukee.

Mr. Talton has developed his Elto sales volume to the point where it is one of the most important parts of his business.

While visiting the Elto factory Mr. Talton made some trial runs with the Super Elto on a Meraco Racer.



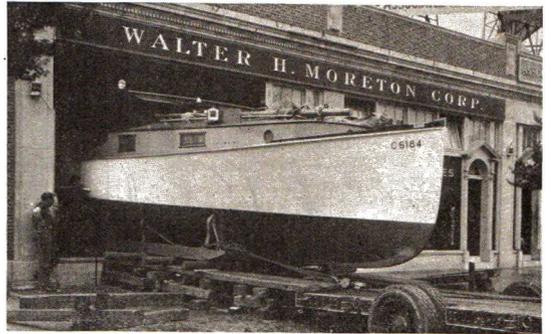
H. S. Talton, during an extensive business trip, visited the Elto plant, and made some trials with an Elto Twin on a Meraco racer

The Northeaster Magnetic Horn

A magnetic electric horn developed particularly for the use of motor boats is now being marketed by the North East Electric Company of Rochester, under the trade names of Commodore and Admiral. These horns are De Luxe types of the Standard and the Special, with a more enduring finish intended particularly for motor boat use. They are available in either polished brass or nickel to suit the trim of the boat. These horns are constructed on the same principles, as the original Standard Northeaster, but are larger and fitted with a flare at the end of the horn. The tone adjustment is simple.

Explorer Purchases Cape Cod Boats

John Borden of Chicago, who has already gained considerable fame from his interesting explorations will take with him on his next trip to the Arctic regions in October two of the famous Cape Cod Seaworthy boats which he recently purchased from the Boston office of the Cape Cod Shipbuilding Corporation. Mr. Borden who required staunch seaworthy boats yet light in draft scoured the country for the same, and finally was advised by his Chicago yacht broker to go to Massachusetts for the boats he required, quite a tribute to the boat builders of the Bay State. He immediately rushed to Boston where he inspected among others the complete line of Cape Cod boats on exhibition in Boston, and as a result decided on two of their most seaworthy craft. The first is the 20 foot dory launch equipped with 12-15 h.p. Universal Flexi-Four four cylinder four cycle motor with electric starter. This boat is a combination of round and flat bottom'd type. It has smooth planked sides, and interior is finished like a launch with her full lockered seats, and sheathing from the seats to the coaming. The engine is located aft with roomy house over the same. Cockpit carries ten people comfortably. This will be equipped with four air tanks, folding spray hood, and full set of



The Walter H. Moreton Corporation of Boston, were recently confronted with the task of moving a 38 foot Matthews cruiser out of their show rooms. Our illustration shows it leaving the building

cushions. The boat will be equipped with heavy hoisting rings fore and aft for slinging her onto the davits of the large schooner, and the equipment will include a full set of extras as there will be no motor boat supply houses in the frozen North. The second boat purchased by Mr. Borden is one of the 17 foot Cape Cod Club sailing dories. This is a cedar planked boat, closely fastened, and designed for fast individual sailing. This has liberal beam, works well under full rig, and sails well in a blow reefed down. She is equipped with large leg'o'mutton sail and jib, will be perfectly safe in very rough seas, and yet has only 9 inches draft. Both boats will be shipped to Oakland, California. Mr. Borden will spend several weeks at Oakland getting all his boats and equipment completed, and around the middle of October sails for the Gulf of Mexico from which point he will later sail for the Arctic regions.

Interesting booklets covering Cape Cod boats will be mailed MoToR Boating readers on application to the Cape Cod Shipbuilding Corporation, 18 Tremont St., Boston, Mass.

A Market in Colombia

A recent bulletin issued by the Department of Commerce mentions that trade opportunities exist in the South American state of Colombia for marine motors of from 150 to 200 h.p. complete with accessories, as well as steel material for motor boat construction. Manufacturers who are interested in these items, can secure further information on trade opportunity numbers 22176, by addressing the Bureau of Foreign and Domestic Commerce at Washington, or one of the district offices in principal big cities.

(Continued on page 72)



When the ducks fly

WHEN you are ready at the edge of the ice-rimmed lake, when dawn is coming fast and every minute counts in getting to the distant shooting blind—then you'll be thankful for the motor that starts with an easy quarter turn! No ropes—no spinning of the flywheel! Nothing but an easy quarter turn!

That's all—just a simple quarter turn. No matter what the weather, your Super Elto will respond instantly and unhesitatingly. Even in the icy coldness of a November dawn, that unflinching spark—big, fat, fiery hot—answers the flywheel's turn. Even after an all-night pelting rain

your Super Elto's ignition system will be on the job.

And when you put your motor away for the winter—when hunting is over and cold weather sends you indoors—you can store away your Super Elto with the comforting knowledge that its big, oversize bearings and sturdy construction hold for you many more seasons of use and enjoyment. For Ole Evinrude, the pioneer outboard designer, builds the Super Elto to last you season after season.

Don't start your hunting this fall with a worn-out motor! If you're due for a new motor next spring, *get it now!* Send today for the Super Elto catalog!

The Elto Catalog Gives You Full Details on All These Features

Instant, easy starting on the quarter-turn flip of the flywheel.

Abundant power—4 full h.p.—generous power for heavy boats—flashing speed on light hulls.

Steer and control motor from any part of boat—freeing you to move at will from stern seat. No vibrating tiller handle.

Full rudder steering—positive, safe control in all conditions of wind and water.

Propello-Pump—without a moving part—eliminates parts of greatest wear and trouble.

Light—weighs slightly over 50 lbs. Compact—rudder folds for easy carrying. Silent, odorless underwater exhaust.

Send for the catalog!

ELTO OUTBOARD MOTOR COMPANY, Ole Evinrude, *President*
Dept.-F, Manufacturers Home Building Milwaukee, Wisconsin

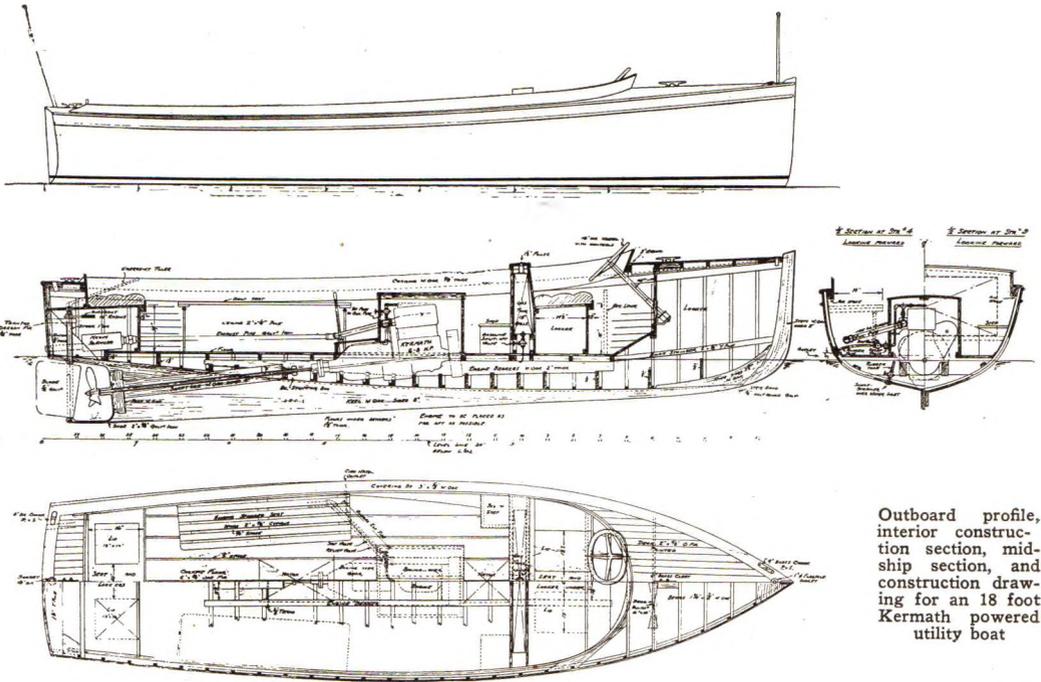
© 1926, EOM Co. A3417-PO.

The *"Starts with a quarter turn"* Super

Elto

"Turns the Rowboat into a Launch"





Outboard profile, interior construction section, midship section, and construction drawing for an 18 foot Kermath powered utility boat

An Open Eighteen Footer

An Acceptable Small Boat Design Which Should Prove to Be a Useful Little Craft for Pleasure and Service of Many Kinds

IN many localities there is a need for a small open boat, powered with a small engine, which will be useful for all of the many purposes for which a boat is called on. There are people and merchandise to be carried from place to place, as well as errands to be done here and there. The little design reproduced here has been prepared particularly to supply the need for a boat of this kind, and has been made 18 feet in length.

John G. Alden, the designer, has incorporated somewhat of the general lines of the sail boat, giving it a broad well balanced beam. The keel or skeg, which is included in the design, may be eliminated, but it furnishes a

Sta	Deck	Beam	Keel	MIDLINE'S CURVE										MIDLINE'S CURVE		MIDLINE'S CURVE		Sta
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
0	18.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
1	17.8	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
2	17.6	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
3	17.4	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
4	17.2	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
5	17.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
6	16.8	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
7	16.6	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
8	16.4	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

NOTES
 OFFSETS ARE MEASURED TO OUTSIDE OF PLANKING (1/2" THICK)
 THE END BEAM IS 18 FT OVERHEAD AND CHANGES
 HEIGHTS ARE MEASURED FROM 200 AND 250 INCH
 4' HEIGHTS - 1" FROM 2'
 3' HEIGHTS ARE 2" FROM 2'
 2' HEIGHTS ARE 4" FROM 2'
 1' HEIGHTS ARE 8" FROM 2'

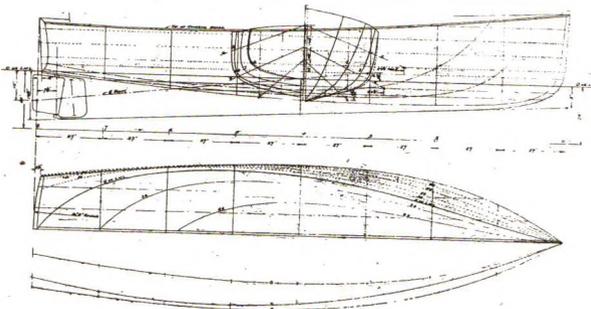
Table of offsets which supplies all data for laying out the molds of this little boat

factor of safety in shallow or rocky waters, and with it the boat may be readily beached without damage to the rudder or wheel. Since the draft is only about 18 inches, it may be safely used in shallow waters.

A boat of this type, powered with the two cylinder 8-10 h. p. Kermath engine, which the designer calls for, is an economical one to build and operate. With the power plant recommended it has a speed of 7 to 8 miles.

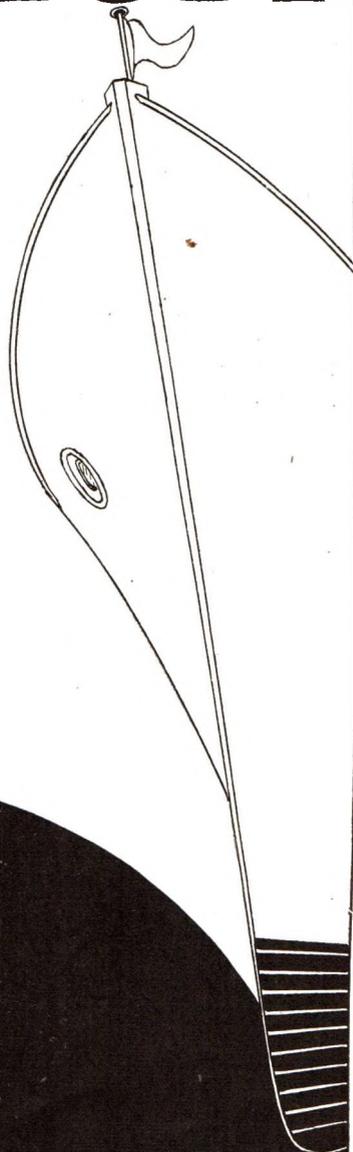
Line drawing of the 18 foot open boat described

The Kermath Manufacturing Company, Detroit, Mich., has arranged to supply a complete set of plans for this boat, for those who wish to order a motor suitable for it.



MAYBACH

MARINE MOTORS
COMMUTERS
EXPRESS AND
DIESEL CRUISERS



c. a. Dombé
-1926.

F. W. VON MEISTER, GEN. AGT., MAYBACH MOTOR CO., 578 MADISON AVE., NEW YORK, N. Y.

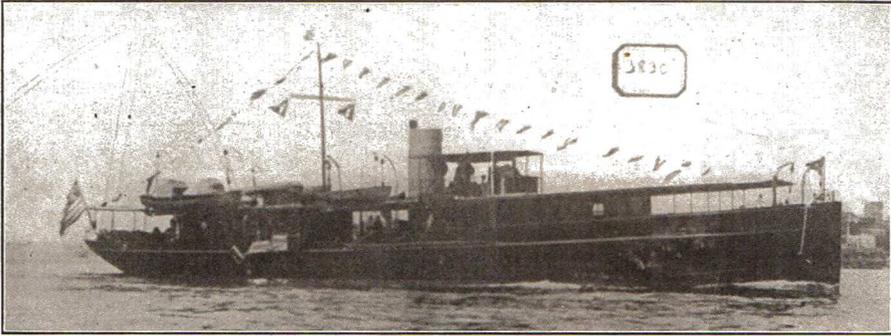
Cable Address:
 BROKERAGE, NEW YORK

COX & STEVENS

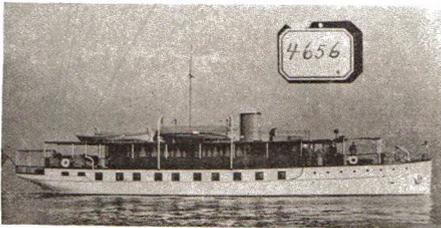
 Telephone:
 VANDERBILT 8011

NAVAL ARCHITECTS—MARINE INSURANCE—YACHT BROKERS
 341 Madison Avenue, cor. 44th Street, New York

On this page are shown a few representative yachts selected from our large lists. Should none appeal, kindly acquaint us with your requirements. Full information regarding costs to build, purchase or charter yachts of all types gladly furnished.



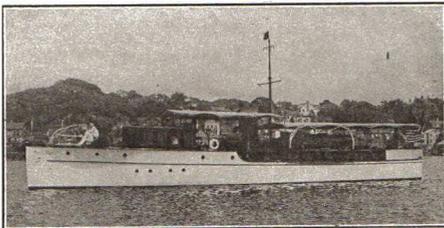
No. 3830—FOR SALE—Modern 145 ft. steel twin-screw Diesel motor yacht. Speed up to 15 miles; two 300 H.P. Winton motors. Cruising radius approximately 3,000 miles. Accommodations include two deckhouses, forward one containing dining room, pantry and galley, also wireless room; the after one contains owner's deck stateroom, toilet and living room. Below aft is owner's stateroom full width of boat with private bath and dressing room, also three large guests' rooms with communicating bath. Quarters well arranged and beautifully furnished. Yacht in commission, fully equipped and will be sold ready for immediate use. A fine able vessel suitable for coastwise and offshore voyages. Price and further particulars from Cox & Stevens, 341 Madison Ave., New York.



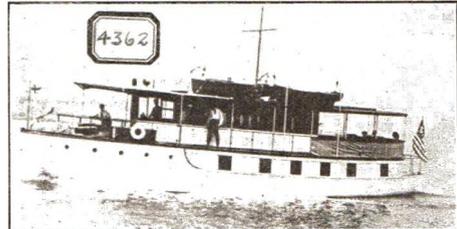
No. 4656—FOR WINTER CHARTER—Most attractive 105 ft. twin screw motor houseboat. Cruising speed up to 15 miles; two 180 H.P. Winton motors. Has large deckhouse, containing pantry, dining saloon and living room. Below aft three double, two single staterooms and four baths. Beautifully fitted and furnished. Unusual opportunity. Cox & Stevens, 341 Madison Ave., New York.



No. 3108—FOR SALE—Fast, smart appearing 120 ft. steel twin screw power yacht. Speed up to 19 miles; two 250 H.P. Winton motors. Dining saloon, two double, one single staterooms, bath and two toilets. Handsomely finished and furnished. All conveniences. Price very reasonable. Cox & Stevens, 341 Madison Ave., New York.



No. 4103—FOR SALE—Particularly attractive, fast twin-screw 80 ft. cruising power yacht, recently built. Speed up to 17 miles; 2—150 H.P. six-cylinder Speedway motors. Accommodation includes dining saloon and deckhouse forward; aft two double staterooms, bath and two toilets. Large bridge on after deck. Built in best manner and is completely equipped. Price attractive. Cox & Stevens, 341 Madison Avenue, New York.



No. 4362—FOR SALE—Twin-screw 66 ft. Mathis houseboat. Built 1923. Speed 11 miles; Sterling motors. Deckhouse containing dining saloon, three double staterooms, two baths (one with shower). Price reasonable. Cox & Stevens, 341 Madison Ave., New York.

NAVAL ARCHITECTS
 ENGINEERS
 YACHT BROKERS
 MARINE INSURANCE

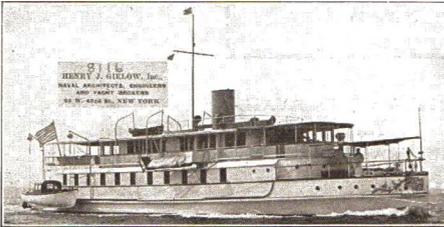
HENRY J. GIELOW, Inc.

25 West 43rd STREET, NEW YORK

Plans and specifications for new yachts of any size or type should be prepared now to assure delivery for next year. Have plans of new yachts, all types, on file now.

We have a most complete and up-to-date list of steam and motor yachts of all sizes, sail, auxiliary, and houseboats, on file in our office, kept constantly up-to-date by thorough and comprehensive canvass of the entire yachting field from time to time. We are in a position to submit full information on any type of boat upon request.

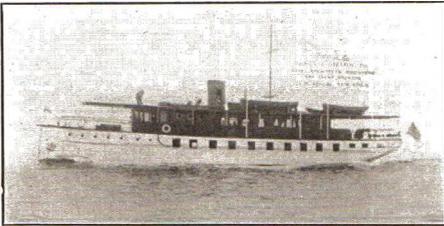
Tel.: Murray Hill 9134
 Cable Address:
 Crogie, New York
 A. B. C. Code



No. 8116—For Sale—This desirable 120 foot houseboat in full commission for immediate use. Large deck house containing dining room and living room. One double and six single staterooms, two bathrooms for the owner and his party. Two Standard motors recently overhauled; speed, 12 miles. Inspectable near New York. Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



No. 9438—For Sale—High-class 75-foot twin-screw cruiser, built by Consolidated Shipbuilding Corporation. Deck dining salon, three staterooms, two toilet rooms with shower baths, two Speedway motors, speed up to 18 miles. All in fine condition. Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



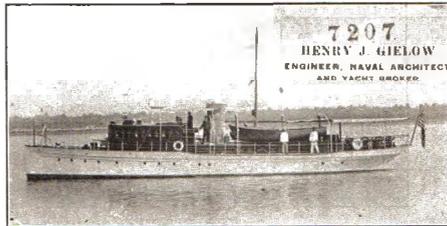
No. 9426—For Sale or Winter Charter—Modern 98' twin-screw cruising houseboat, built 1925. Speed 12-14 miles; two Winton motors. Accommodations include two double, three single staterooms, three bathrooms, large dining room and living room on deck. Beautifully furnished and fitted. An unusual offering. Price and further particulars from Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



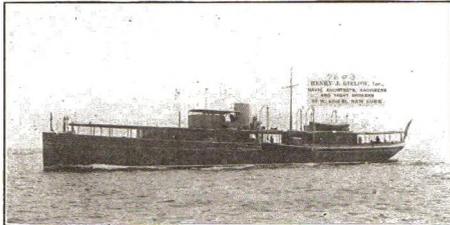
No. 9475—For Charter—Finest available houseboat, immediate delivery New York, with splendid crew. New August, 1925; our design with all equipment best the market provides. Two large double, two single staterooms, 3 baths. Deck salon, 28'x13', all teak trim. Two Speedway motors; speed, 12-13 miles, no vibration. Two launches, one a teak sedan. Opportunity for August and September; very reasonable price. Pay to investigate. Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



No. 8390—For Sale—Popular 65-foot Mathis houseboat due New York April from Florida and owner anxious sell. Built 1924, three staterooms, bath, two toilets, deck saloon with piano, radio and Victrola, all most complete. Standard motors give speed 11-12 miles. We also have sister boat exact duplicate now located Boston, owner bought cruiser, is anxious sell. Investigate these offerings. Henry J. Gielow, Inc., 25 W. 43d St.



No. 7207—For Sale—Desirable 82'0"x14'6"x3'0" twin-screw power yacht, in finest condition. Dining salon in deck house, two double and two single staterooms, bathroom and extra toilet room. Two Speedway motors; speed, 12 to 13 miles. Attractively furnished and fitted, in commission for immediate use. Price and further particulars from Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



No. 7603—For Sale—Modern 145'x20'3"x7'6" twin-screw Diesel of this type for immediate purchase. There are two deck houses, forward one contains dining salon, pantry; after deck house has owner's stateroom and large living room. Accommodations below provide two double and two single staterooms, two bathrooms, extra toilet room. Winton motors. Speed, 15 miles. Excellent seaboat, suitable for extensive off-shore cruising. Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



No. 7132—For Sale—Handsome 62-foot twin-screw express cruiser, in excellent condition. Large deck salon, two double staterooms; also two Pullman berths in salon forward. Bath-room and extra toilet room. Two, 150 h.p. Speedway motors; speed, 20 to 22 miles. Interior finish all of mahogany. Further particulars from Henry J. Gielow, Inc., 25 West 43rd Street, New York City.

**YACHT
BROKERS**
TAMS & KING

250 PARK AVENUE

NEW YORK CITY

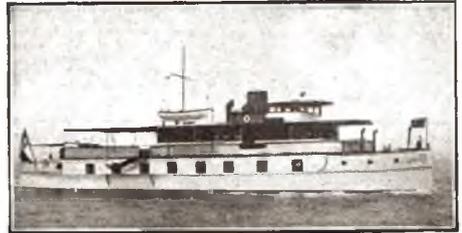
Telephone Murray Hill 6656

**NAVAL
ARCHITECTS**

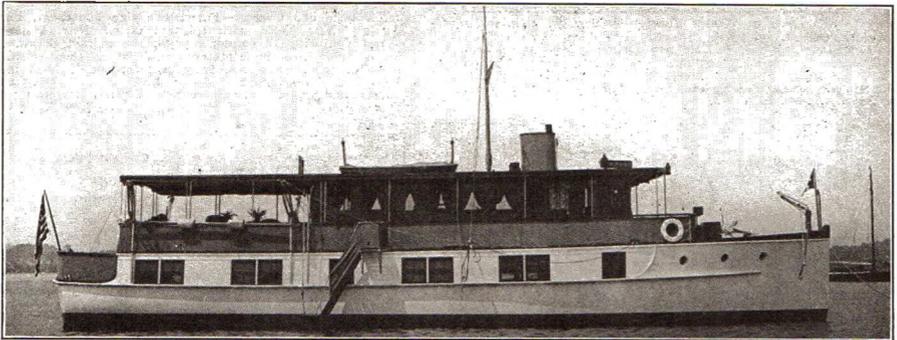
Offer ALL OF THE DESIRABLE YACHTS AVAILABLE FOR SALE AND CHARTER, SOME OF WHICH ARE ILLUSTRATED BELOW



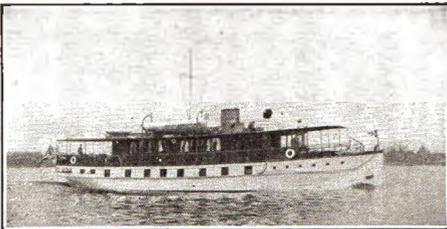
No. 1941—Sale, charter, houseboat, 100'x23'x4'. 6 staterooms, 4 bathrooms, dining and deck sitting rooms.



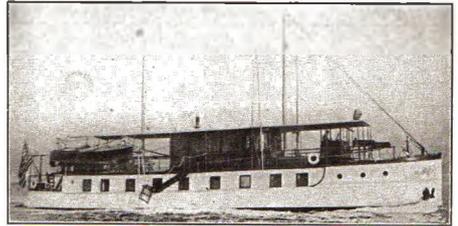
No. 1965—Sale or Charter—Very desirable 99' houseboat, three double staterooms, three bathrooms, dining saloon and lounging room.



No. 1970—For Charter and immediate delivery, this very desirable 75-foot houseboat. Four staterooms, sleeping 6 people; very large deck salon, two bathrooms, etc.



No. 1990D—For Charter—February and March—Brand new 93' Mathis houseboat; five staterooms, three having two beds each, three bathrooms; large living and dining room on deck. Powered with two 150 H.P. Winton motors.



No. 1912—For Sale or Charter—Desirable houseboat, 77'x17'6"x3'6" draft. 4 staterooms, 2 bathrooms, main saloon and deck saloon.

HENRY H. JENNINGS

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H. H. JENNINGS COMPANY

YACHT and SHIP BROKERS

29 BROADWAY
New York City

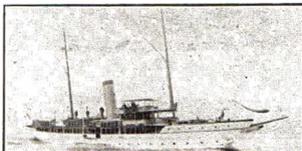
Cable Address
Yachtbroc, Newyork

Tel.: Whitehall
0484-0485

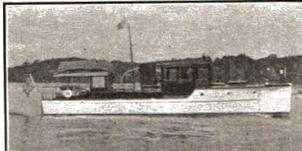
Our 30 Years' Experience and Our Knowledge of the Yachts We Offer Insure Satisfaction to Clients



No. 4565—85-foot Mathis Houseboat. Twin screw. Built 1924. Three double and two single staterooms. Large deckhouse containing dining saloon and living room. Pilothouse forward. Three bathrooms. Splendid accommodations for crew. Large galley. Two 100 H.P. Speedway motors. Speed, 12-13 miles. Electric plant. Up-to-date with all modern conveniences.



No. 3083—Ocean-going Oil Burning Steam Yacht. Steel construction. 200 ft. long. Splendid accommodation. Eight staterooms, dining saloon, library, social hall, etc. Four baths. Speed, 12-15 knots. Cold storage plant. Electric plant, etc. Cruising radius, 4,000 miles. Wireless. Submarine signals, etc.



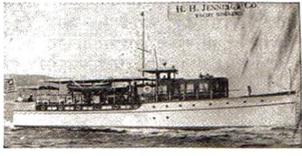
No. 2257—45-Foot Twin Screw Express Cruiser. V-Bottom. Built by Lawley. Hull double planked mahogany. Cabin with two berths. Two berths and toilet for crew. Two 65-100 H.P. Scripps Motors installed new 1926. Speed up to 20 miles. Electric lights, etc. Good proposition. Price attractive.



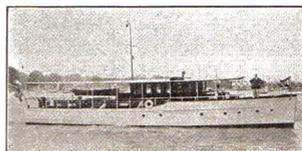
No. 2771—Twin Screw Cruiser. Built of rust-proof, stainless steel. New 1926. Practically non-sinkable and fireproof. 32' long, 9' beam, 2'10" draft, 6'4" headroom. Cockpit 12'x8'. Cabin has two upper and two lower berths. Toilet room and galley. Two 42 H.P. Elco motors. Speed 14 miles. Electric lights, etc. Send for full particulars.



No. 1438—Twin Screw Semi-Houseboat Cruiser 77'6" x 16'6" x 3'. Exceptionally roomy. Three double and two single staterooms. Three berths in dining saloon. Deckhouse contains living room and stateroom. Three toilets and bath. Good crew's quarters and galley. Two 50 H.P. 20th Century Motors. Electric plant, hot water heat. Speed 10-11 miles. Splendid proposition.



No. 2684—75-foot Power Yacht, practically new. Two double and one single staterooms. Dining saloon in deckhouse. two bathrooms. Good crew's quarters. 75-100 H.P. motor. Speed 11 miles. Electric lights, etc. Strictly first-class outfit.



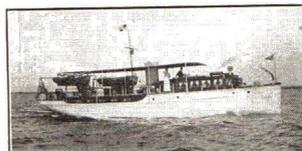
No. 2493—Twin Screw 65-foot Cruiser. Two double staterooms, berth in dining saloon. Large deckhouse contains saloon with berth and pilothouse. Two toilets and bath. Two 50-60 H.P. motors. Speed, 12-13 miles. Good galley and crew's quarters.



No. 2136—80-Foot Twin Screw Power Yacht. Built by Elco Company. Two double staterooms. Dining saloon, etc. Good crew's quarters. Two 220 H.P. Standard Motors. Speed, 16-20 miles. Electric lights, etc.



No. 2779—Twin Screw 56-foot Elco Cruiser. Three staterooms. Two upper and two lower berths in main cabin. Large deckhouse. Two toilets and bath. Two berths and toilet for crew. Two 42 H.P. Elco motors. Speed, 12 miles. Electric plant, electric windlass, etc. Splendid proposition.



No. 1756—65-foot Cruiser. Two staterooms. Two extension berths in main saloon. Dining saloon in deckhouse. Bathroom. Good quarters for crew. 50-60 H.P. motor. Installed new 1925. Speed, 10-11 miles. Electric plant, etc. Price attractive.



No. 2697—Twin Screw 65-foot Cruiser Built by Consolidated Shipbuilding Corp. in 1925. Best construction. Double stateroom. Main saloon. Large deckhouse containing dining saloon and pilothouse. Bathroom. Interior finish mahogany. Two Speedway motors. Speed, 12 miles. Electric lights, hot water heat, etc.



No. 4370—115-Foot Oil-Burning Steam Yacht. Built by Herreshoff. Two double and one single staterooms. Two berths in main saloon. Bathroom, etc. Good crew's quarters. Steam heat. Electric lights. All modern improvements. Speed 15-18 knots. Splendid proposition.

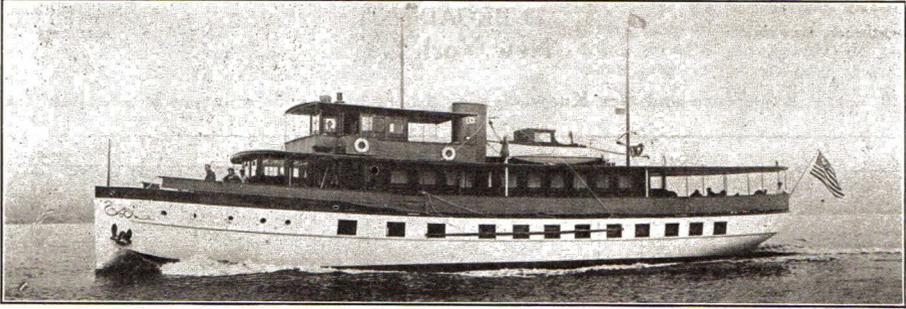
Our list comprises all the available yachts for sale and charter. The above are only a few of our offerings. Write us your requirements. Send ten cents for our illustrated catalog.

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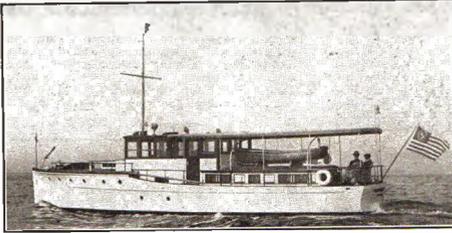
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Bowling Green (0595
0598)

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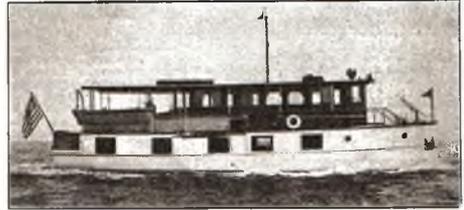
Cable Address
"Rigging"



FOR SALE or CHARTER—No. 4029—Power cruiser, semi-houseboat type. A thoroughly modern, comfortable cruiser suitable for either Northern or Southern cruising. Capable of making sea trips with safety, yet shallow enough to navigate the Florida waters. Built 1924, and present condition as good as new. Accommodations include five large staterooms, each connecting with bathroom; large dining room, and separate living room on deck. Independent refrigerating plant. Two Winton engines, 280 H.P. each, give cruising speed of better than 12 miles per hour. Edison electric plant. Everything in perfect condition. This is a most unusual opportunity, and to any of our clients who are interested in securing a boat of this sort we would advise immediate action, as she should not remain on the market very long with the present demand for yachts of her type. Further particulars from Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.



FOR SALE—No. 3292—Unusual offering twin-screw Elco 56-footer, built 1922, but has been kept at all times like a new boat. Has three staterooms and fine large deckhouse. Equipment all first-class and in good condition. In commission in New York, and can be inspected by application to this office. Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.



FOR SALE OR CHARTER—No. 4039—Splendid houseboat cruiser. Dimensions 57'6" x 56' x 15' 8" x 3'6" draft. Two double and one single staterooms. Has bath and three toilets. Every modern convenience. Standard motor. Further particulars from Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.



FOR SALE—No. 2091—Express cruiser, has two 300 H.P. Sterling motors, giving speed of better than 35 knots. Designed by Hand and built by Robert Jacob, of City Island, in 1917. Owner very anxious to sell, and will accept very low price for quick cash deal. Dimensions, 60' x 10'6" x 3'6". Excellent double stateroom, two toilets. Further particulars from Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.



FOR SALE—No. 3314—Well-known power cruiser. Dimensions 44' x 11' x 3'6" draft. Practically new. Hall-Scott motor. Completely equipped with best of everything. Sleeps six including owner's stateroom. Exceptionally strong construction throughout. Winner of several of this year's Cruiser Championships. Complete information from Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.

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BOATS FOR SALE AND CHARTER

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26'10"x7'x3'3"	Raised Deck	24 H.P. Redwing
26'x7'6"x2'6"	Raised Deck	25 H.P. Kermath
28'x9'	Raised Deck	12 H.P. Relca
28'10'x8'6"x3'	Raised Deck	15 H.P. Scripps
28'7'2"x2'6"	Raised Deck	28 H.P. Continental
29'x8'x2'6"	Raised Deck	35 H.P. Sterling
30'x8'x2'6"	Bridge Deck	75 H.P. Fay & Bowen
31'x8'6"x3'	Bridge Deck	25 H.P. Keystone
31'x9'6"x3'2"	Raised Deck	70 H.P. Scripps
31'10'x9'8"x3'	Raised Deck	24 H.P. Palmer
32'4'x8'10"x3'	Raised Deck	40 H.P. Wisconsin
33'x8'4"x3'	Raised Deck	40 H.P. Fay & Bowen
33'x10'x3'	Raised Deck	40 H.P. Lathrop
35'x9'6"x3'6"	Bridge Deck	40 H.P. Redwing
35'x8'x3'	Raised Deck	30 H.P. Peerless
35'x9'x3'	Raised Deck	40 H.P. Redwing
35'x9'4"x3'	Raised Deck	50 H.P. Fay & Bowen
36'x8'6"x2'6"	Raised Deck	24 H.P. Redwing
36'x9'x3'	Raised Deck	40 H.P. Sterling
36'7'x10'x3'6"	Raised Deck	40 H.P. Fay & Bowen
37'8'x8'6"x3'6"	Bridge Deck	30 H.P. Murray & Treg.
38'x9'6"x3'	Bridge Deck	20 H.P. Motors (2)
38'x9'6"x3'	Raised Deck	30 H.P. Lathrop
38'x11'x3'	Matthews R. D.	70 H.P. Kermath
38'x9'x3'	Raised Deck	40 H. P. Doman
39'x7'10'x3'	Bridge Deck	60 H.P. Buffalo
40'x10'6"x2'6"	Bridge Deck	60 H.P. Scripps
40'11'x3'6"	Bridge Deck	42 H.P. Frisbie
40'x7'6"x3'	Bridge Deck	45 H.P. Fay & Bowen
40'x10'x3'	Raised Deck	35 H.P. Fiat
40'x9'x3'6"	Raised Deck	20 H.P. Kermaths (2)
41'6'x10'x3'3"	Raised Deck	43 H.P. Lathrop
42'x10'6'x3'6"	Bridge Deck	15 H.P. Globe
49'11'x11'x3'	Bridge Deck	150 H.P. Speedway
50'x12'x3'6"	Bridge Deck	37 H.P. Standard
51'x10'3'x4'3"	Bridge Deck	150 H.P. Speedway
52'9'x8'6'x3'3"	Bridge Deck	40 H.P. Lathrop
53'x10'6'x4'	Bridge Deck	40 H.P. Lathrop
54'x11'2'x3'2"	Raised Deck	50 H.P. 20th Century
60'x14'x4'6"	Bridge Deck	37 H.P. Standard
60'3'x11'6'x3'9"	Bridge Deck	60 H.P. Scripps
61'x13'6'x5'	Matthews B. D.	85 H.P. Winton
65'x12'2'x3'6"	Bridge Deck	150 H.P. Speedway
65'x13'x4'	Bridge Deck	90 H.P. Sterling
71'6'x15'x4'	Bridge Deck	94 H.P. Sterlings (2)
74'x17'x3'	Bridge Deck	50 H.P. 20th Century (2)
82'x14'6'x3'	Bridge Deck	115 H.P. Speedways (2)
83'9'x14'x4'	Bridge Deck	75 H.P. 20th Century (2)

EXPRESS CRUISERS

25'10'x6'8'x2'	Hacker Exp. C.	90 H.P. Peerless
36'x8'1'x2'11"	Express Cruiser	125 H.P. Hall-Scott
36'x9'x3'	Hand Exp. C.	150 H.P. Van Blerck
40'x8'x3'	Hand Exp. C.	180 H.P. Sterling
45'6'x9'9'x3'	V-Bottom Day Exp.	450 H.P. Johnson Globe
45'x11'6'x4'2"	Great Lakes Exp. C.	300 H.P. Sterlings (2)
50'6'x8'6'x3'2"	Express Cruiser	185 H.P. Van Blerck
54'x11'x3'4"	Great Lakes Exp. C.	225 H.P. Sterlings (2)
57'x11'x3'11"	Express Cruiser	300 H.P. Fiat Wood (2)
58'x12'x3'6"	Express Cruiser	140 H.P. Stearns
62'4'x11'3'x3'	Herreshoff Exp. C.	225 H.P. Sterlings (2)
66'x11'6'x3'	Herreshoff Exp. C.	200 H.P. Van Blercks (2)

HOUSE BOATS

45'12'4'	House Boat	40 H.P. Palmer
46'x14'3'3"	House Boat	50 H.P. Murray & Treg.
49'11'x13'7'x3'	House Boat	50 H.P. Standard
50'x14'3'x3'	House Boat	97 H.P. Sterling
52'x14'x3'	Mathis H. B.	37 H.P. Standard
55'x14'x3'6"	House Boat	40 H.P. Lathrop
56'x16'7'x3'	House Boat	50 H.P. Sterling
57'x2'x15'6'x3'6"	House Boat	60 H.P. Standard
60'8'x16'2'x3'2"	House Boat	75 H.P. Standard
63'6'x16'x3'	House Boat	50 H.P. 20th Century (2)
65'6'x16'6'x3'3"	House Boat	60 H.P. Sterlings (2)
65'5'x14'11'x4'6"	House Boat	35 H.P. Palmer
65'x14'x4'	House Boat	60 H.P. Standards (2)
70'x17'x3'	House Boat	35 H.P. Palmers (2)
71'9'x16'5'x3'8"	House Boat	90 H.P. Standard
80'x18'x3'6"	House Boat	65 H.P. Lathrops (2)
80'x16'2'x2'10"	House Boat	50 H.P. Sterlings (2)
80'x17'6'x3'	House Boat	70 H.P. Standards (2)
80'x17'6'x3'3"	House Boat	90 H.P. Standards (2)
85'x19'x3'	House Boat	100 H.P. Diesel
89'6'x19'x4'6"	House Boat	80 H.P. Wintons (2)

ELCO CRUISERS

31'10'x8'6'x3'	Elco Cruiserette	45 H.P. W. S. M.
32'x8'6'x2'9"	Elco Cruiserette	45 H.P. W. S. M.
41'5'x8'10'x3'	Elco Cruiser	42 H.P. Elco
41'5'x8'10'x3'	Elco Cruiser	42 H.P. Elco
45'x10'6'x3'4'	Elco Cruiser	47 H.P. W. S. M.
50'10'x10'4'x3'5"	Elco Cruiser	70 H.P. Wisconsin
54'x13'x3'	Elco Cruiser	42 H.P. W. S. M. (2)
56'6'x13'5'x3'3"	Elco Cruiser	42 H.P. Elco (2)
80'11'x13'x4'7"	Elco Cruiser	220 H.P. Standard

AUXILIARIES

27'x9'x4'2"	Aux. Ketch	7 H.P. Brown
28'x11'6'x2'7"	Crosby Cat Boat	(No Engine)
28'x10'x3'	Crosby Motor Sailor	15 H.P. Sterling
29'x9'x1'6"	Aux. Sloop	6 H.P. Liberty
30'x9'x5'	Aux. Yawl	20 H.P. Fay & Bowen
31'x10'9'x3'2"	Aux. Ketch	18 H.P. Doman
32'x11'x5'	Aux. Ketch	20 H.P. Roberts
32'8'x12'x4'6"	Aux. Yawl	16 H.P. Engine
36'x11'6'x4'6"	Aux. Sloop	25 H.P. Frisbie
36'3'x10'x5'9"	Alden Schooner	8 H.P. Redwing
39'6'x13'x3'6"	Aux. Sloop	16 H.P. Standard
40'x10'x3'	Bugeye Schooner	7 H.P. Regal
40'x12'6'x4'	Aux. Yawl	15 H.P. Scripps
40'10'x14'x5'6"	Aux. Schooner	12 H.P. Lathrop
43'x12'x4'	Aux. Yawl	35 H.P. Peerless
48'8'x12'11'x4'9"	Hand Schooner	50 H.P. Gaeth
54'x15'x8'9"	Aux. Schooner	20 H.P. Van Blerck
55'x11'x6'9"	Aux. Ketch	20 H.P. Brennan
56'x13'2'x7'11"	Aux. Sloop	(No Engine)
57'x15'6'x4'	Aux. Schooner	40 H.P. W. S. H.
77'x17'9'x6'	Aux. Schooner	54 H.P. Standard

SPEED BOATS

22'x6'x2'6"	Hacker Speed Boat	35 H.P. Peerless
22'6'x5'7 1/2'x28"	Dodge Watercar	30 H.P. Dodge Marine
22'6'x5'7 1/2'x28"	Dodge Watercar	90 H.P. Dodge Curtis
23'6'x6'	Hacker Speed Boat	70 H.P. Kermath
25'x6'	Red Bank S. B.	75 H.P. Van Blerck
26'x7'	Belle Isle Bear Cat	125 H.P. Hall-Scott
27'x5'3'x22"	Fay & Bowen S. B.	40 H.P. Fay & Bowen
28'x7'	Hacker Speed Boat	125 H.P. Hall-Scott
33'x7'x3'	Hacker Speed Boat	200 H.P. Hall-Scott
35'x8'6'x2'	Sea Sled Speed Boat	(No Engine)

FRANK BOWNE JONES

YACHT AGENT

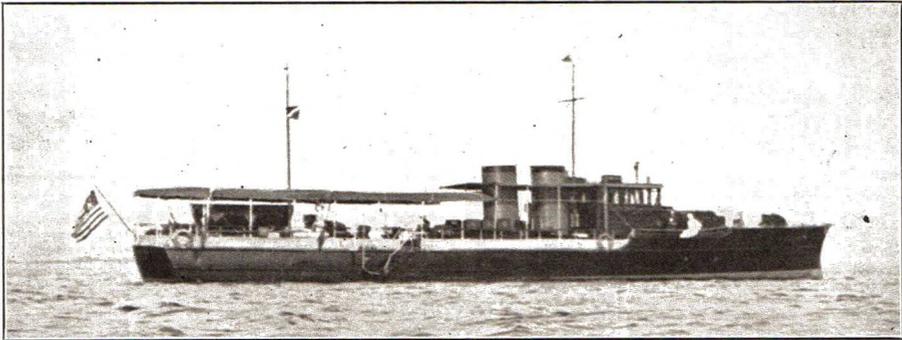
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 Whitehall 1170

Cunard Building, 25 Broadway, New York

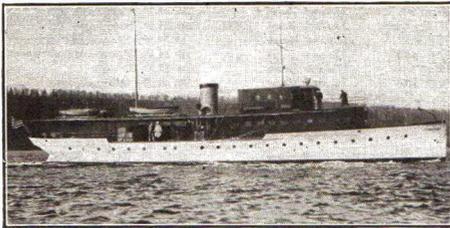
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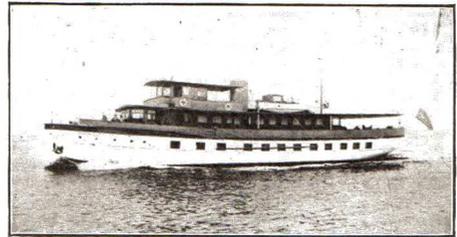
SALES AND CHARTERS—NAVAL ARCHITECTURE—MARINE INSURANCE—APPRAISALS



No. 7560—FOR SALE—115' Modern Express Steel Steam Yacht. Designed and built by Herreshoff; twin-screw, oil burning. Accommodations include 3 double staterooms, dining saloon and deckhouse forward and saloon with 2 transom berths aft. Entirely refitted and relaminated this year. Condition good as new. Trial speed over 20 knots. Up-to-date in every detail. Plans and all particulars on file. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



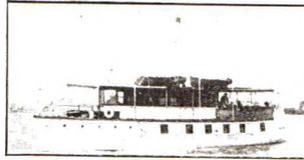
No. 7768—FOR SALE—120' Light Draft Steel Cruiser. Best design and build. Twin-screw. Splendid accommodations. Now in commission. Best yacht of its size and type available. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 7817—FOR SALE OR CHARTER—100' Twin-screw Power House Yacht. Winton motors. Accommodations include 5 staterooms and three baths. Large deck saloon with separate dining and living rooms. Ideal for Southern and Northern waters. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



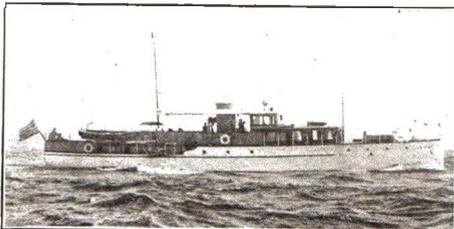
No. 1876—FOR SALE—74' Houseboat Cruiser. Twin-screw. Excellent accommodations. Best design and build. Price away below value. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



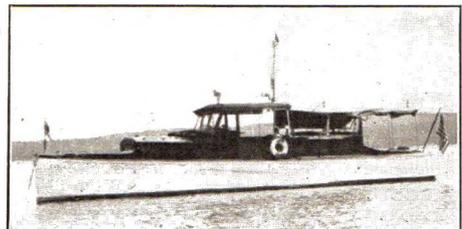
No. 7840—FOR SALE—Mathis 65' Power House Yacht. Sterling motors. Accommodations include large deckhouse and three double staterooms with dining saloon below. Available for immediate delivery. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 7894—FOR SALE—50' Power Cruiser with enclosed deckhouse. Two double staterooms and bath aft. Speed up to 14 miles. Sterling motor. Up-to-date design and build. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 7236—FOR SALE—86' Twin-screw Diesel Power Yacht now in Southern waters. Speed up to 13½ miles. Large deck dining saloon. Two double staterooms with bath. Excellent condition. Reasonable price. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.



No. 620—FOR SALE—12' Express Cruiser. Lawley build. Two Sterling Dolphin motors installed 1926. Speed up to 34 miles. Fore and aft cockpits. Probably the best boat of the type. Especially desirable for Florida. FRANK BOWNE JONES, Yacht Agent, 25 Broadway, New York.

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I will be glad to give you the advantage of my experience upon any Yachting and Boating matters that may concern you.

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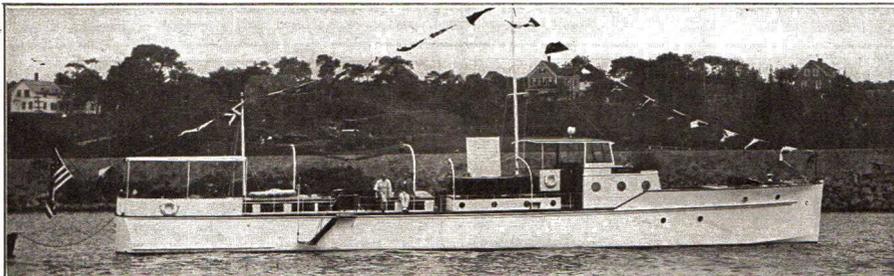
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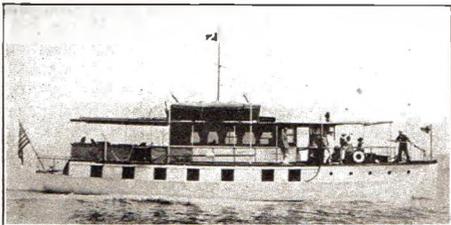
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Cable Address: Yachting, N. Y.

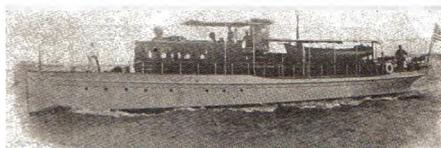


No. 2334—SALE-CHARTER—Attractive 85-ft. twin-screw Lawley
 motors; speed, 16 miles. Deck saloon, 2 double and 3 single sta
 A-1 condition, ready for immediate use.

built power yacht, equipped with two 6-cylinder 200 H.P. Sterling
 terooms, bath room and additional toilet room. Everything in



No. 183—FOR SALE—Attractive 65-ft. Mathis built house-
 boat, two 6-cylinder Sterling motors. Large deck house and
 comfortable owner's quarters.



No. 1859—Shoal draft power yacht, 83x14.6x3, two 6-cylinder
 Speedway motors recently installed, four staterooms, etc. Suit-
 able Northern and Southern cruising. Attractive price.

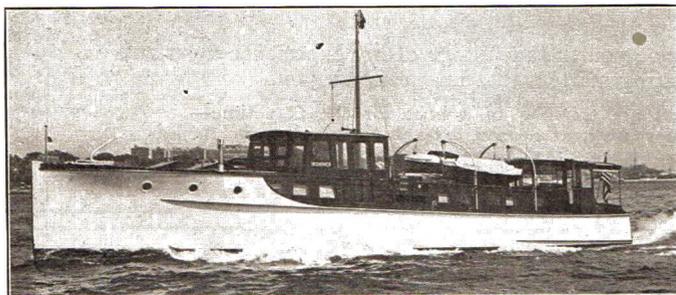
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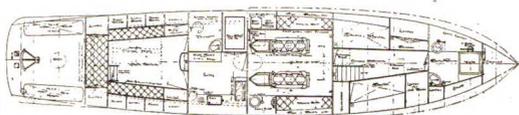
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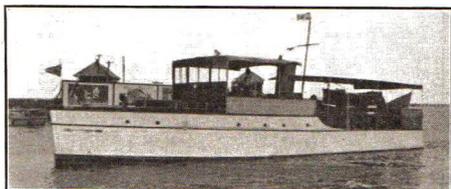
FOR SALE

65' over all, 13' 9" beam and 3' 6" draft. Powered with two Sterling Dolphins, 165 h.p. each. Speed 19 m.p.h. She is the best built and the most completely equipped boat in these waters. Her arrangements can hardly be improved upon. The hull, trimmings, fixtures and equipment are the most modern. She is seaworthy and comfortable. Ideal for Florida. Price \$35,000. For further particulars apply to David S. Bechtel, Naval Architect and Yacht Broker, 136 South 4th Street, Philadelphia, Pa.



For Sale \$15,000.

60' long by 13' beam by 3' draft. Powered with two Sterlings, speed 16 to 18 m.p.h. Boat is in excellent condition ready for Florida, now located at Atlantic City, N. J. Boat has been inspected and is A-1 throughout. For further particulars apply to David S. Bechtel, Naval Architect and Yacht Broker, 136 South 4th Street, Philadelphia, Pa.



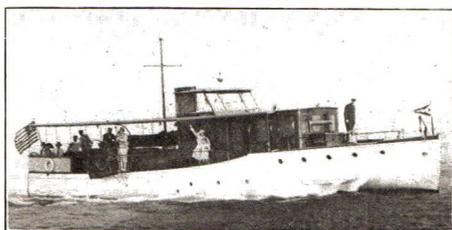
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No. 1861—FOR SALE—60'x13'6"x3'6" twin screw deckhouse cruiser, new 1926. Two double staterooms and bath. Attractive deck dining saloon. Large galley, separate crew's quarters for 3. Engine room separated by watertight bulkheads. Powered with two 6-cylinder Sterling Chevrons. Speed 15 miles. Complete equipment, separate electric light plant, bilge pumps, windlass, hot and cold running water, etc. Staunchly built, good seaboot and salt water fitted throughout.



No. 565—FOR SALE—55'x13' twin-screw power yacht. One double stateroom, large main saloon, roomy and comfortable deck. Powered with two medium duty Sterling motors. Large crew's quarters. Yacht very complete and in excellent condition. Owner anxious to sell. Price reasonable.



FOR SALE. Practically new 54-foot Great Lakes cruiser, in excellent condition. Has beautiful mahogany deckhouse enclosing bridge, which was added this spring. Two 6-cylinder Sterling Dolphin motors complete with electric starters and generators. Speed up to 23 miles per hour. Delco light plant. Forward and after cabins finished in mahogany. Sleeping accommodations for 6-8 in owner's quarters. Separate crew's quarters for two. Boat most complete in every respect. Price very attractive for delivery in fall in commission. Owner building larger yacht.

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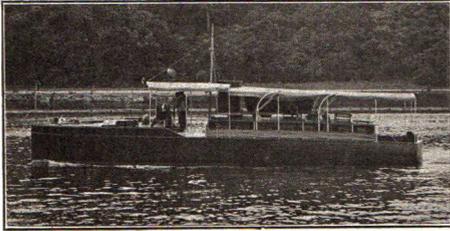
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NAVAL ARCHITECTURE

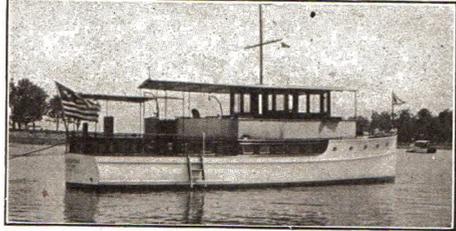
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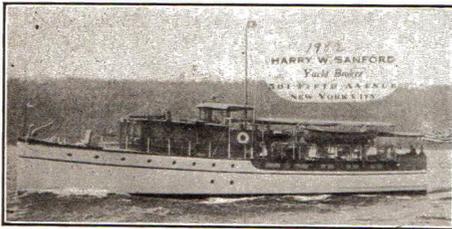
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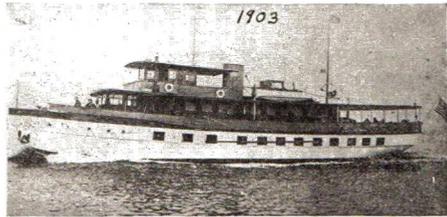
No. 726—For Sale—55' bridge deck cruiser, speed 22 miles. Has 1 double stateroom and saloon, etc. Beautifully furnished. Owned by a prominent yachtsman, who has spared no expense in the upkeep of the yacht. A very attractive cruiser.



No. 2035—For Sale—49' cruising houseboat, speed 10 1/4 miles. Has enclosed deckhouse, saloon with 2 berths, 2 additional staterooms, bath, etc. Delightfully furnished, very seaworthy and the finest yacht of her length available.



No. 1982—For Sale—Very desirable and seaworthy 75' cruiser, built in 1925. Has 4 staterooms, 2 baths, large deck house, dining saloon, etc. High-class in every particular. Speed 12 miles.



No. 1903—For Sale or Charter—100' twin-screw cruising houseboat, speed 13 miles. Built 1925. Has 5 staterooms, 3 bathrooms, deck dining saloon, music room, etc. A palatial floating home, exquisitely furnished.

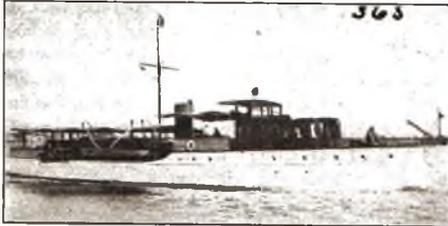
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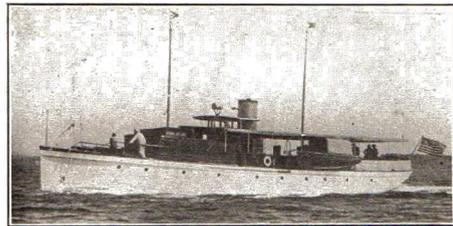
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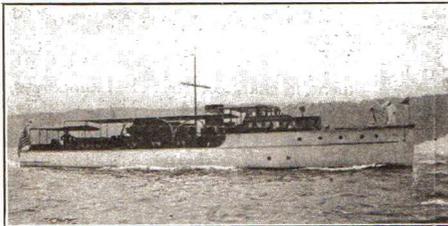
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No. 365—FOR SALE—Cruising power yacht, 93 ft. x 15 ft. x 4 ft. 6 in. Powered with two 6-cylinder Winton, 80 H. P. each. Installed 1921. In perfect condition. Speed, 12-14 miles per hour. Owner's accommodations, two double and one single staterooms, one bath, two toilets. Lounging room below deck, dining saloon and galley in deckhouse. Everything about boat in perfect condition. Further particulars—John H. Wells, Inc., 347 Madison Avenue, N. Y. City.



No. 311—FOR SALE—One of the finest cruisers now available, 90 ft. over all, 16 ft. beam, 6 ft. 1 in. draft. Powered with 2 6-cyl. 6 1/2 x 9 Winton Engines which have been recently overhauled. Speed 12 M.P.H. Accommodations consist of 2 large double staterooms, 2 single staterooms, 1 bath and 2 toilets. Dining saloon and galley in deckhouse. Deckhouse finished in mahogany. The entire boat was entirely overhauled and refinished throughout in June at a great expense to the owner, who, because of change of plans, wishes to dispose of her. Further particulars, John H. Wells, Inc., 347 Madison Avenue, New York.



No. 353—FOR SALE—Handsome twin screw cruiser, 64' over all, 15 ft. beam, 3 ft. draft. Built 1920. Double planked yellow pine. Mahogany trim and finish throughout entire boat. Accommodations provide for 3 large double staterooms, 1 bath, 2 toilets, dining saloon, in attractively furnished deckhouse. Entire boat furnished and decorated in excellent taste. Power plant is 2 six-cylinder 115 H.P. Speedway engine. Speed 13-14 M.P.H. Mechanical equipment in good running condition. Boat now in commission and available for inspection. Further particulars, John H. Wells, Inc., 347 Madison Avenue, New York City.



No. 395—FOR SALE—Twin screw express cruiser, 65' over all, 13 ft. 6 in. beam, 3 ft. 10 in. draft. Speed 27 M.P.H. Built 1923 of durable planked mahogany. Finished in mahogany throughout. Powered with 2 8 cyl. 300 H.P. Steellins in excellent running condition. Unusually large accommodations. Two double staterooms. Large forward cabin, bath and 2 toilets. To be sold completely equipped and in perfect running order. Further particulars, John H. Wells, Inc., 347 Madison Ave., New York.

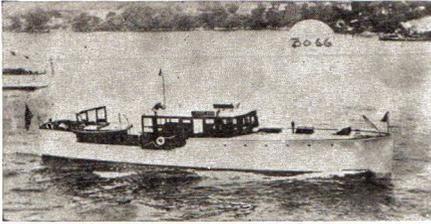
R. M. HADDOCK

NAVAL ARCHITECT

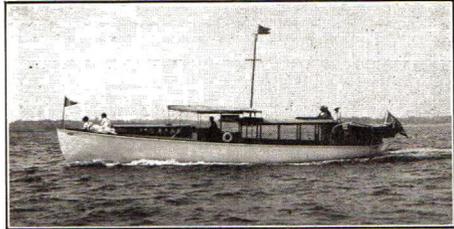
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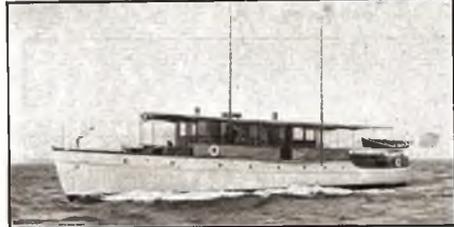
No. 3066—For Sale—Twin-screw motor yacht, 76'x14'x3'9" draft. Two six-cylinder Speedway motors, new 1925. One of the most desirable boats of her type now available. Sleeps six comfortably. New York inspection. For further particulars consult R. M. HADDOCK, 50 East 42nd Street, New York City.



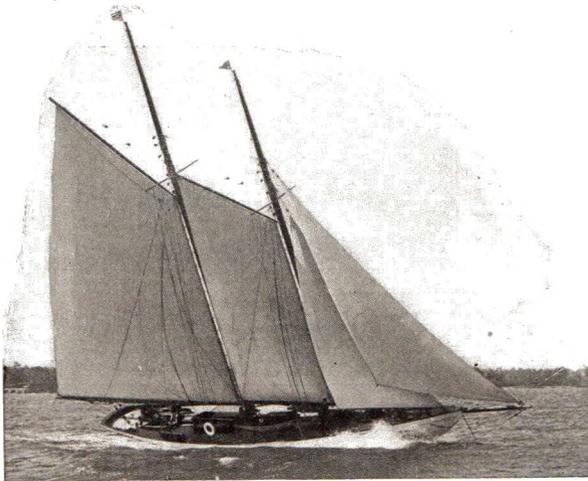
No. 415 For Sale. Herreshoff day cruiser 50 x 11 x 2' 0" draft. Four cylinder, Standard motor, speed up to 12 miles per hour. Large roomy cockpit and small cabin forward, containing two ransom berths, toilet and galley. Fine sea boat and can be purchased at a very attractive figure. Demonstration can be arranged. For further particulars regarding price, etc., consult R. M. HADDOCK, Naval Architect & Yacht Broker, 50 East 42nd Street, New York City.



NO. 4279—FOR SALE—Enclosed bridge deck motor yacht, 50 x 11' x 36" draft. M. R. Speedway motor; speed up to 20 miles per hour. New in August, 1925. All mahogany finished bright. One of the finest yachts of her type now available. Ideal boat for Florida waters. Now in commission. Demonstration can be arranged. For further particulars, price, etc., consult R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.



No. 3028 For Sale. Twin screw motor yacht, 83 x 14 x 5' draft. Two Heavy duty Murray Tregurtha motors in perfect condition. Accommodations consist of two double and one single stateroom and complete bath room; dining saloon in deck house. This yacht has cruised to Labrador and is ideal for Coast wise or ocean sailing. Construction extremely heavy. Demonstration can be arranged. For further particulars regarding price, etc., consult R. M. HADDOCK, Naval Architect & Yacht Broker, 50 East 42nd Street, New York City.



SENORA—A modern auxiliary cruising schooner of typical MOWER DESIGN, combining good looks with seagoing qualities and cruising comfort.

WITH many years experience in designing motor and sailing yachts of all classes, I am prepared to meet the requirements of my clients and to give a service both in the preparation of plans and in personal supervision of construction that assures satisfaction and makes the building of a yacht a real pleasure to the owner.

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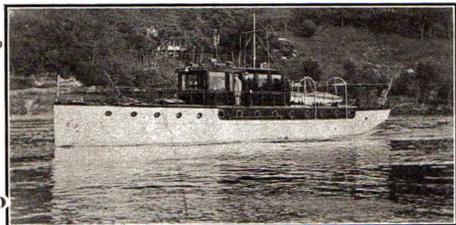
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 Murray Hill 2320

NEW YORK

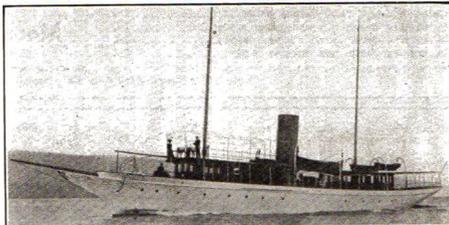
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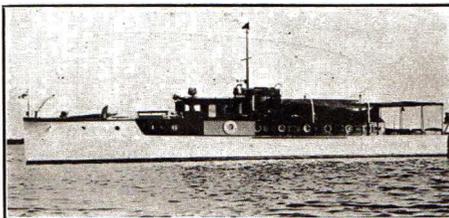
3405—For Sale—Semi-houseboat cruiser. 70' x 12'6" x 3'6". Built 1925. Two double and two single cabins. Two toilets and 1 bath. Aft cabin may be divided by removable partition. Two Sterling engines give 16 miles per hour easily. Very complete equipment. Apply to John G. Alden, 148 State St., Boston.



3065—For Sale—Steel Steam Yacht. 140' x 118' x 19'3" x 7'6". Designed and built by Seabury. Three single and two double cabins. Dining and living saloons on deck. Three toilets and two baths. Furnishings most luxurious and complete. Boilers and engines in very good shape. In commission 1926. A most desirable boat. Apply to John G. Alden, 148 State Street, Boston, Mass.



2073—For Sale or Charter. A very desirable boat for Southern waters. 80' x 17'6" x 2'9". Two single and two double cabins, besides berths in lower saloon. Heated and electric lights. Two Standard engines. Very complete and in good condition. Apply to John G. Alden, 148 State Street, Boston, Mass.

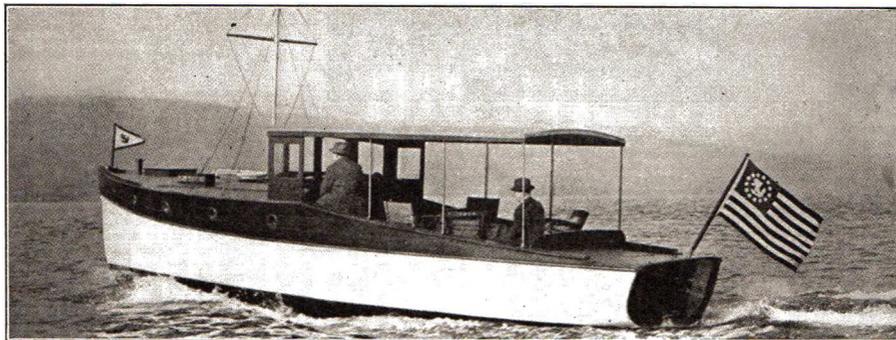


2583—For Sale—Great Lakes express cruiser. 62' x 12'6" x 3'. One double and one single cabin, 2 berths in main cabin, 2 toilets and 1 bath. Two Speedway engines give 15-22 miles per hour. Practical boat for South. Apply to John G. Alden, 148 State St., Boston, Mass.

BURGESS, RIGG & MORGAN, Ltd.

 NAVAL ARCHITECTS — YACHT BROKERS
 11 BROADWAY, NEW YORK

 Telephones
 Bowling Green { 0595
 { 0596

 Cable Address
 "Rigging"


FOR SALE. No. 3245. ONE OF THE FAMOUS GORDON CRUISERS. NEW 1925. 35' x 9'3" x 3'3" DRAFT. VERY STAUNCH AND SEAWORTHY. CRUISING ACCOMMODATIONS FOR FOUR. TWO UPPER, TWO LOWER BERTHS, GALLEY AND TOILET. 60 H.P. KERMATH ENGINE WITH SELF-STARTER. FULLY EQUIPPED FOR CRUISING. IN BETTER CONDITION TODAY THAN WHEN DELIVERED BY THE BUILDERS. FURTHER INFORMATION FROM BURGESS, RIGG & MORGAN, LTD. (SOLE AGENTS), 11 BROADWAY, NEW YORK CITY.

THE MOTOR BOATING MARKET PLACE

The rate for "For Sale" and "Want" advertise-
ments is 8 cents per word, minimum \$2.00. If an
illustration is used, the charge is as follows, which
includes the making of the cut:
Cut one inch deep, two inches wide..... \$ 9
Cut 1 1/2 inches deep, three inches wide..... \$12
Cut 2 1/4 inches deep, four inches wide..... \$20
Cut 3 1/2 inches deep, six inches wide..... \$25

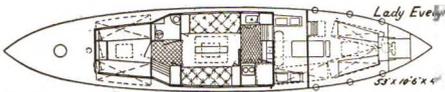
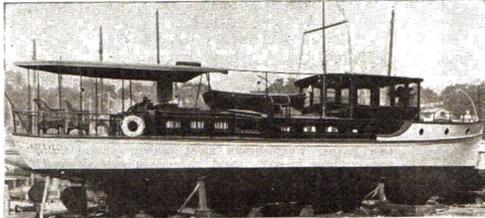
Classified advertisements set entirely on small, light face type.

Opportunities for the Motor Boatman

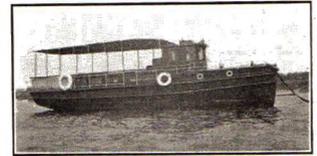
Before you buy or before you sell examine the
exceptional buying and selling opportunities under
this heading. They comprise the best offers of the
month. Please mention MoToR Boating.

MoToR Boating, 119 West 40th St., New York

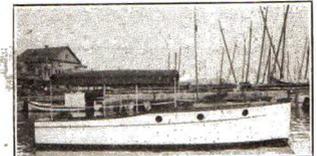
No extra charge for capitals. Bold face type used at display rate, \$12 per inch, single column.
New advertisements can be accepted up to twelfth of month for following issues.



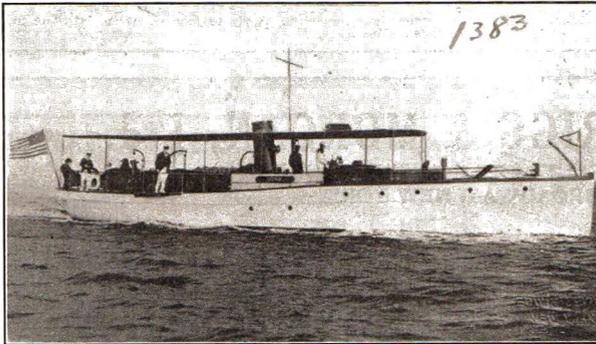
Having bought a larger boat, owner is offering "LADY EVELYN" for sale. Built by N. Y. Yacht, Launch & Engine Company, all interior mahogany. Four-cylinder, 40 H.P. Lathrom motor with self-starter, etc., new in 1924. Cruising speed 8 miles, maximum (measured) 10 m.p.h. Electric lights and searchlight. New Propane gas installation 1926. Eleven foot tender with Johnson. Has cruised from Canada to Cuba. Wonderful sea boat. Easily handled by one man—Owner's family has spent last five summers aboard! Ready to launch at B. P. Wood's Yard, City Island. A bargain at \$5,500. Address W. B. COOK, 85 West 42nd Street, New York, or any Broker.



FOR SALE—37'x11' heavily constructed cruiser. Standard motor, large cabin. Would make good party or work boat. Price reasonable. Phone Mott Haven 8102.



26'6"x8'x2'6" Raised Deck Cruiser. Built by Richardson Boat Co. Hand design. Kermath 16-20 motor. Electric starting and lighting. Fully equipped and furnished. Also 12' tender with Elto outboard motor. All in A-1 condition. Write for complete description and price. W. C. Wimsatt, 9th and Eye Streets S. W., Washington, D. C.



Probably the most complete, seaworthy and commodious bridge deck cruiser for her size on the market. Best of reasons for selling. Designed by Wm. J. Deed, Jr.; built by F. F. Pendleton, Wiscasset, Maine. 64 ft. overall, 12 ft. 10 in. beam, 3 ft. 6 in. draught, speed 10 miles; power 50 H.P. 6 cylinder Standard, new Spring, 1924; fuel capacity 360 gals., water capacity 225 gals.; Homelite Electric system, tender. All interior and exterior finish finest mahogany; sleeping accommodations for eight comfortably; two for crew. In commission, ready and able to go anywhere. Price very reasonable.

MYER ROSENBUH, 1003 American Building, Baltimore, Md.

FOUR CYL., 4 CYCLE WITH GEARS

15 H.P. Red Wing, 3 1/2 x 4 unit plant.....	\$155
12 H.P. Kermath, 3 1/2 x 4.....	165
25 H.P. Kermath, 4 x 4 unit plant, 1924 model with electric starter and generator.....	445
30 H.P. Beaver, 4x5, with starter-generator.....	145
30 H.P. Erd, 4x6.....	255
35 H.P. Doman, 4 1/2 x 6.....	355
35 H.P. Peerless, 5x6 unit plant.....	325
40 H.P. Miller, 5 1/2 x 7 unit plant, heavy duty 445	
50 H.P. Buffalo, six cyl., 4 1/2 x 5, early model 395	

TWO CYL., FOUR CYCLE AND GEARS

8-10 H.P. Buffalo, 4 1/2 x 5.....	115
12 H.P. Portage, 5x6.....	135
14 H.P. Automatic, 5 1/2 x 7 heavy duty.....	195
20 H.P. Buffalo, 7x9 heavy duty.....	245

40 H.P. Pierce-Bud, four cyl., 4x4 with gear,
nearly new..... 295
Send for large list two cycle engines.

BADGER MOTOR COMPANY
Milwaukee, Wis.

CRUISING TO FLORIDA? Would like to join party going by inland water. References. W. H. Snyder, Elmira, N. Y.

FOR SALE—New 17'x4'8" V-Bottom Stepless Hydroplane. Speed 24-25 miles. Priced to move. Photos, etc., on request. W. H. Moore & Son, Hartland, Maine.

FOR SALE—35-ft. Raised Deck Express Cruiser. 90 H.P. motor. Good for 18 M.P.H. Boat and engine two years old. Fully equipped and in excellent condition. Apply to Box 196, MoToR Boating, or Raymond H. Bond, Hotel Bond, Hartford, Conn.

SEA SKIFF FOR SALE—23-foot raised deck cabin. Forward cock-pit, toilet, galley. Sleeps four. Fully found and equipped. Price without engine \$1,700.00. G. A. Hensler, 73 Wilson Avenue, Newark, N. J.

STATE OF NEW YORK DEPARTMENT OF PUBLIC WORKS BUREAU OF CANALS ALBANY

September 17, 1926.

NOTICE TO CONTRACTORS:

Sealed proposals will be received by the undersigned at his office in the State Public Works Building, 353 Broadway, Albany, N. Y., until one o'clock P. M., Eastern standard time, of Tuesday, October 5, 1926, at which place and hour they will be publicly opened and read.

For the construction and delivery at Erie Canal Lock No. 3, Waterford, N. Y., of six twenty-six-foot buoy tender boats, pursuant to the provisions of Chapter 628 of the Laws of 1926.

Plans may be seen and blank forms for proposal, specifications, contracts and bonds may be obtained at the office of the Bureau of Canals, Albany, N. Y.

Every proposal for said work must be accompanied by a money deposit for five per cent. of the amount of the proposal. The amount of bond for faithful performance on execution of the contract will be fifty per centum of the proposal.

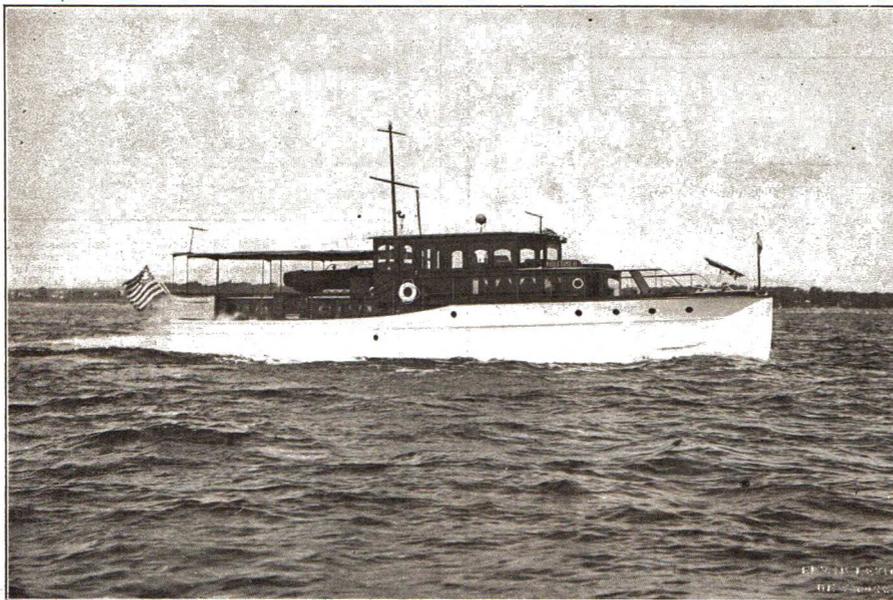
Each proposal must be addressed to the Bureau of Canals, State Department of Public Works, Albany, N. Y., and must be endorsed on the envelope, "For construction of six buoy tender boats."

The right is reserved to reject any or all bids.
THOMAS F. FARRELL,
Commissioner of Canals and Waterways.

FOR SALE—20-25 H.P. Gray Model VM valve-in-head Marine Motor. Thoroughly overhauled—fine condition. \$300. Aaron Capen, Capens, Maine.

WANTED—Semi-Houseboat, not over 50 feet. Hull must be in good condition. Send photo and particulars. Address Box 199, MoToR Boating.

FOR SALE—Elco Cruisette. 1925, ready to sail, extra equipment, \$4,000; also a 1921, fully equipped, \$2,400; also Johnson Big Six and V-bottom speed hull for same. Box 818, Riverhead, Long Island.



FOR SALE

YACHT IDLE TIME II, having been withdrawn from the market, is now again for sale. Better than new. Fully equipped. Finest 60-footer afloat. Brokers protected. Address, Owner, 10 Orchard Place, New Rochelle, N. Y.

FOR SALE—"Baby Dot" 20-ft. runabout, speed 35-40. Hall-Scott motor, 125 H.P. Completely overhauled August, 1926. Boat and engine hardly used. Priced right for cash. Apply W. C. Goodman, Arcade Market, Washington, D. C.

One 100 H.P. Kermath motor, second hand, \$1050
One 65 H.P. Kermath motor, second hand, \$950
both overhauled and in absolutely perfect condition with a factory guarantee of one year.
KERMATH MANUFACTURING COMPANY
5890 Commonwealth Ave., Detroit, Michigan

45-FOOTER FOR FLORIDA

FOR SALE—45' x 10' 4" x 3', V bottom express cruiser, enclosed bridge deck, twin 6-cylinder Peerless motors. Speed 20-25 miles per hour.
RICHARDSON BOAT CO., Inc.
No. Tonawanda, N. Y.

POSITION WANTED

Captain, 30, expert navigator, unlimited inaster's license, tactful and commanding personality, seeks position on sail or power yacht on any waters; will also deliver boats to Southern waters. Peterson, 476 81st Street, Brooklyn, N. Y.

ONE 100 H.P. Kermath engine complete, used sixty days, exchanged for a 150 H.P. refinished and checked over at the factory and in absolutely perfect condition, price \$1075. Wm. F. Meyer, 1220 Warren Road, Lakewood, Ohio. Kermath dealer.

FOR SALE—In Maine—Bargain in a 28' Trunk Cabin Cruiser equipped with a 12 h.p. Four Cycle Knox Motor. Boat, motor and equipment in perfect condition and in commission. Price \$1000. Apply, H. L. Mason, Spruce Head, Maine.

V Bottom, 18 x 5 runabout, twelve horse, four cylinder Kermath. Bargain \$350.00.
BRUNS, KIMBALL & CO., INC.
50 West 17th St.
New York City

FOR SALE—Trunk Cabin Cruiser, 32' x 26'; 3 years old. Suitable for Florida cruising. Stationary awning, windshield and curtains, 2 rooms, 4 berths, toilet, galley, ice-box, running water, electric lights, other equipment. Mahogany, cedar, white oak, heavy construction, copper fastened, built for me under personal supervision. NR4 Palmer motor. A. J. Abrams, New St., East Rockaway, Long Island, N. Y.

FOR SALE—Immediate delivery on a 34 x 9' cruiser, equipped with two 6-cylinder Gray Motors. A beautiful boat suitable for Florida use. Richardson Boat Co., Inc., N. Tonawanda, N. Y.

FOR SALE—7-year-old yacht, perfectly sound, 32 ft. long, 13 1/2 ft. beam, 5 ft. draft. 250 horse-power gasoline engine, speed 16 miles; double frame, double planking, steel watertight bulkheads. Lawley built. Cost \$115,000. Will sell to prompt buyer for \$18,000. Box 198, MoToR Boating.

Reason Enough—

THE only reason MoToR Boating carries a larger volume of advertising per issue (more than double any other boating magazine) is because it has a greater number and higher class of readers. Advertisers say MoToR Boating produces more inquiries, and at a lower cost per inquiry, than any other boating paper, and also including many publications of general circulation. Any product that is salable to yachtsmen can be profitably advertised in MoToR Boating.

Write today for rates and advertising data

MoToR Boating 119 West 40th Street New York City

FOR SALE



Lawley Built 68' Twin Screw Express Cruiser

Built 1924—Now in Commission. Just the boat for Southern use. Draft, 3 feet. Speed, 18 miles. Condition excellent.

The original and only crew used on this yacht are available for new owner. Captain familiar with waters from St. Lawrence to Key West.

Price very much less than these boats have ever been offered. An exceptional bargain.

APPLY

ELDRIDGE-McINNIS, INC.

Naval Architects and Yacht Brokers

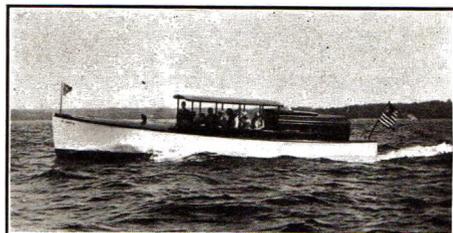
160 State Street Boston, Mass.

Our brokerage lists afford yachts of every size and type.
Correspondence solicited.

Formerly General Manager and Chief Naval Architect for George Lawley & Son Corp'n.



FOR SALE—SEA-SLED—26x6, double planked mahogany sedan. Double cockpit. Seats 10 people. Two 75 H.P. Sturtevant motors, electric starters and lights. Built 1924; motors rebuilt July, 1925. Full equipment. Boat and engines like new. Cost \$11,000 to build. Will sacrifice for less than half cost, for quick sale. E. B. Payne, P. O. Box 73, Shelter Island Heights, N. Y.



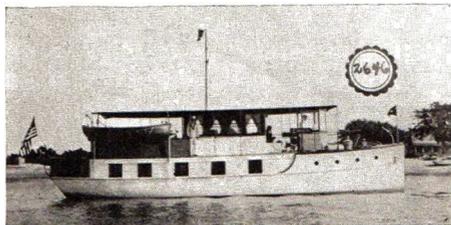
FOR SALE—No. 4288—One of the best 40-foot day cruisers now on the market. 100 h.p. Stearns motor, speed up to 15 miles per hour. Large cockpit amidship with Sedan cabin aft, fitted with two transom berths, toilet and galley. Built by one of the very best builders in the vicinity of New York. Heavy construction and a good sea boat. Price very reasonable, for quick sale. For further particulars apply R. M. HADDOCK, Naval Architect and Yacht Broker, 50 East 42nd Street, New York City.

Can You Sell Boats?

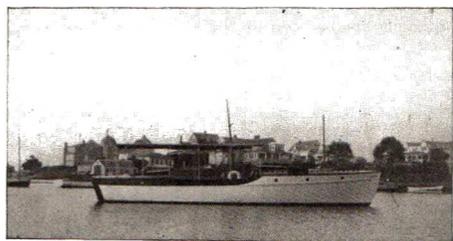
ONE of the country's leading boat builders, with unsurpassed facilities and a long record for building master-made craft, desires a competent representative in every center of marine activity. It is not essential that this representative should devote his entire time to the work, but it is essential that he should have a knowledge and interest in motor boating and be in position to approach prospective boat owners at the right time and in the right way. Such a party can effect an arrangement that will be highly remunerative. If you feel that you can sell boats in your community, write us fully about yourself. Your letter will be held in strictest confidence and you will find this concern the type of company which you can represent with integrity and profit. For complete details, address Boat Builder, Box 195, care of MoToR Boating.

Sales Manager Wanted

by one of the oldest and most prominent marine engine manufacturers producing a line of ten models ranging from 5 H.P. to 100 H.P. We want a man who is young and enthusiastic—a real go-getter with a clean record and sound ideas. He must have ability and experience in advertising copy, publicity, direct mail promotion, and sales correspondence, etc. Here is a real opportunity for a sales manager who wants to grow but finds himself limited in his present position. Location, Central West. Your reply will be held confidential so please give full information as to your experience, present employment, age, etc. Address Box 194, care of MoToR Boating, 119 West 40th Street, New York City.



No. 2646—FOR SALE BY ESTATE—Mathis 52-ft. power houseboat. Standard motor. Double and single stateroom, toilet room with shower, combined dining saloon and social hall in deckhouse. Large deck space. Attractively fitted and furnished. Located Florida. Further particulars, price, etc., from Cox & Stevens, 341 Madison Avenue, New York. Telephone Vanderbilt 8011.



FOR SALE—Sacrifice Price to Sell This Fall. 39-Foot Cruiser, Lawley Built, Repaired and Reconditioned This Year. Buffalo 40-60 H.P. Engine. Cruising Speed 12 Miles per Hour. Sleeps four people. Full cruising equipment included. Asking \$2,750. C. H. SPRAGUE, 72 Stuyvesant Avenue, Larchmont, N. Y.

REBUILT ENGINES

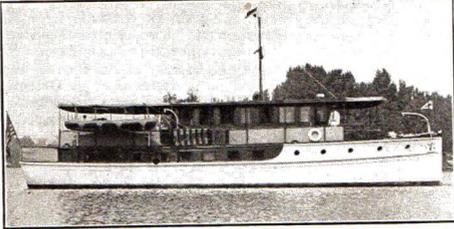
Are you going to repower when you haul out? Save 50% of the cost of a new machine with one of our guaranteed rebuilt motors. All sizes, types and makes at reasonable cost and with maximum protection.

Main Office and Showroom
50-52-54 West 17th St.
New York City

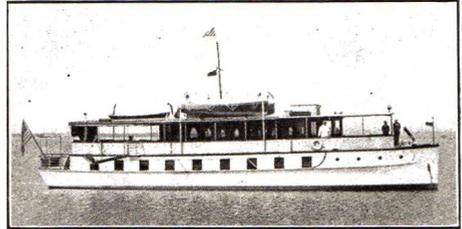
BRUNS KIMBALL & CO.

Distributors of new Sterling & Kermath Motors, Matthews 38' Cruisers, Chris Craft Runabouts, A M & F hand and electric bilge pumps.

Branch
102 South 4th Street
Philadelphia, Pa.



FOR SALE—Twin Screw Cruising Houseboat, 67 x 17 x 3'6". Absolutely the handsomest and best yacht of her size and type available. Everything the best and in perfect condition. Has been used very little. Very comfortable. Has proven able in heavy weather. Two 6 cylinder engines give a cruising speed of 12 miles. Owing to excellent interior arrangement this yacht has accommodations equal to much larger yachts. One single and two double staterooms, with extension sofa in lower saloon, give sleeping accommodations for six to eight guests. Price very reasonable.
SOUTHERN YACHT AGENCY, American Building, Baltimore, Md.



NO. 4652—**FOR SALE**—Twin-Screw 85-Foot Mathis Power Houseboat. Two 90 H.P. Standard motors, speed 11 to 12 miles. Large dining saloon in deckhouse; 4 staterooms, three baths and toilet rooms. Spacious deck. Completely equipped. Handsomely fitted and furnished. Available immediate delivery. Full particulars, price, etc., from Cox & Stevens, 341 Madison Avenue, New York.

28 x 6 Runabout, 35 horse Sterling. Bargain \$950.00.

BRUNS, KIMBALL & CO., INC.
50 West 17th St.
New York City

FOR SALE—Attractive Power Cruiser—42'x10' x3'. Fine for Florida use. Price, \$3,800.00. For further information address R. E. CRIBBY, South Portland, Maine.

Trimount Rotary Hand Bilge Pumps

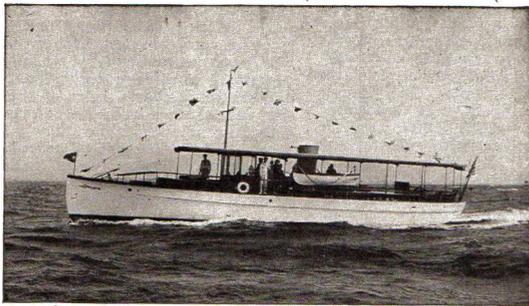
All bronze composition. 4 sizes. Capacities 6 to 20 gals. per min. Require no priming. Turn handle—create vacuum—get water at once.

TRIMOUNT ROTARY POWER CO.
224 Whiting Avenue East Dedham, Mass.
Mfrs. Hand and Power Pumps, High Vacuum Pumps, Whistle Blower Outfits

WANTED—22-foot V bottom runabout, 90-100 horse power motor, Dodge Water Car preferred; state price, age and condition; demonstration requested. Box 197, McTOR Boating.

WHY NOT? A Radio transmitter on your boat. Genuine, new, U. S. Government transmitters. Cost \$47; special price \$12. Installed in New York. B. Buckingham, 45 East 55th St., New York City.

Roomy Bridge Deck Cruiser



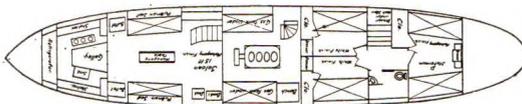
65' L. O. A. 12' 8" Beam. 4' 6" Draft. Speed up to 12 miles.

New Awnings, Toilets, 32-volt Delco Plant, and Lighting fixtures; 1925.

Engine overhauled, rebored, new pistons, new bronze shaft strut and rudder, new deck furniture and carpets; 1926.

This boat in excellent condition. Will be sold at a very reasonable price. Owner is getting a larger boat. In commission to October 16th.

Can be seen by appointment.



H. H. MILLER

225 25th STREET, BROOKLYN, NEW YORK

Telephone, Huguenot 1800

NAVAL ARCHITECTS & YACHT BROKERS

DAVID S. BECHTEL

Naval Architect and Engineer
Yacht Broker
136 South 4th Street
Philadelphia, Pa.

Telephone _____ Lombard 5434

Thomas D. Bowes, M. E.

NAVAL ARCHITECT AND ENGINEER

Offices:
Lafayette Bldg., Chestnut and Fifth Sts.
PHILADELPHIA, PA.

Burgess, Swasey & Paine

NAVAL ARCHITECTS

585 Boylston St., Boston 17, Mass.

COX & STEVENS

Naval Architects and Engineers
Yacht Brokers

341 Madison Avenue
(Corner of 44th St.) New York City
Telephone: Vanderbilt 8011

B. T. DOBSON

NEW BEDFORD, MASS.

NAVAL ARCHITECT

Designer of Sailing Craft, Auxiliaries
and Power Yachts

ELDRIDGE-McINNIS, INC.

Naval Architects Engineers
Yacht Brokers

160 State Street McKinley Building
BOSTON, MASS.

(Formerly general managers and naval architects for George Lawley & Son Corporation.)

THOMAS S. HANSON

Formerly General Manager, The Elio Works
Bayonne, N. J.

Yacht and Motor Boat Brokerage

19 West 44th Street New York
Telephone: Murray Hill 8676

WALTER COOK KEENAN

NAVAL ARCHITECT

602 Liverpool & London & Globe Bldg.
New Orleans, Louisiana

Sail and power yachts, Houseboats and commercial vessels. Surveys made in all Gulf Ports.

I have a large number of yachts of every description for sale, and some for charter.
Cable address: "Walkeen"

Yard and Shop

(Continued from page 52)

Marine Engine Markets Abroad

Motor boating is a very popular sport in the vicinity of Ottawa during the summer and autumn months and a large number of small power boats are in use. The Ottawa River, the Rideau Canal and the numerous lakes in the vicinity afford facilities for motor boating which is surpassed by few localities. A report from the Consulate General at Ottawa showed 63 motor boats valued at \$38,356 imported into Canada from the United States during the fiscal year ending March 31, 1926. This does not represent more than a fraction of the boats sold, however, as there are more than 20 manufacturers of motor boats in the Dominion.

A report from Mexico City states that that city does not offer any possibilities as a market for motor boats and engines. However, Xachimilco, a suburb of the city, at a few miles distance may hold some future promise. Inhabited principally by truck and flower gardeners it has an extensive network of narrow shallow waterways, between the banks of which vegetation thrives due to the richness of the soil and the ease of irrigation. The natural beauties of the place and the navigability of the canals make this a very popular place for picnics and excursions from Mexico City.

The canals are crowded with small craft of all descriptions from one-man dugouts to large flat-bottom barges with a capacity of as many as 15 persons.

Winton Office in Miami

A sales office for the Winton Engine Company, has been opened in the Ostend Building, Miami, with A. C. Houser as general manager. "For some years" says George W. Codrington, Vice President of the Winton Engine Company, "we have felt the need of establishing a sales and service headquarters in the south, in order to expedite the transaction of our rapidly growing business in that part of the country. Mr. Houser has for several years been associated with our New York office, and is thoroughly familiar with yachts and marine engines. He will be a valuable aid in his new connection to users and prospective users of our product." Mr. Houser extends an invitation to ship owners, designers, builders, and operators, to avail themselves of his facilities when in Florida waters.

Rajah Name Is Changed

Announcement is made that a meeting of the stock holders of the Rajah Auto Supply Company voted to change the corporate name to, The Rajah Company, incorporated under the laws of New Jersey. This change, which became effective September 1, does not involve any change in the ownership, management or officers.

Enterprise Distributors

In a little paragraph mentioning distributors for the Enterprise Oil Company in September MoToR Boating, the notice was made to read, that the

JOHN H. WELLS, INC.

NAVAL ARCHITECTS

Service that's different

BROKERAGE

SUPERVISION

Telephone: Murray Hill 3128-7

347 MADISON AVE., NEW YORK

Cleveland distributor, W. F. Meier was also the distributor for other adjacent sections. This was not quite correct, as the Put-in-Bay Dock Company are distributors for Put-in-Bay. Julius Stuetzer operating as Union Boat & Supply Company at the foot of Holcomb Street, is the distributor in Detroit, while the Richardson Boat Company is acting as distributor in Tonawanda, N. Y.

Kermath Six in Production

The 6 cylinder Kermath 150 H.P. dual valve in head motor is now in sufficient production after eight months of effort that immediate deliveries may be had. Specifications will be furnished on application to the Kermath Manufacturing Company, Detroit.

New Coast Pilot

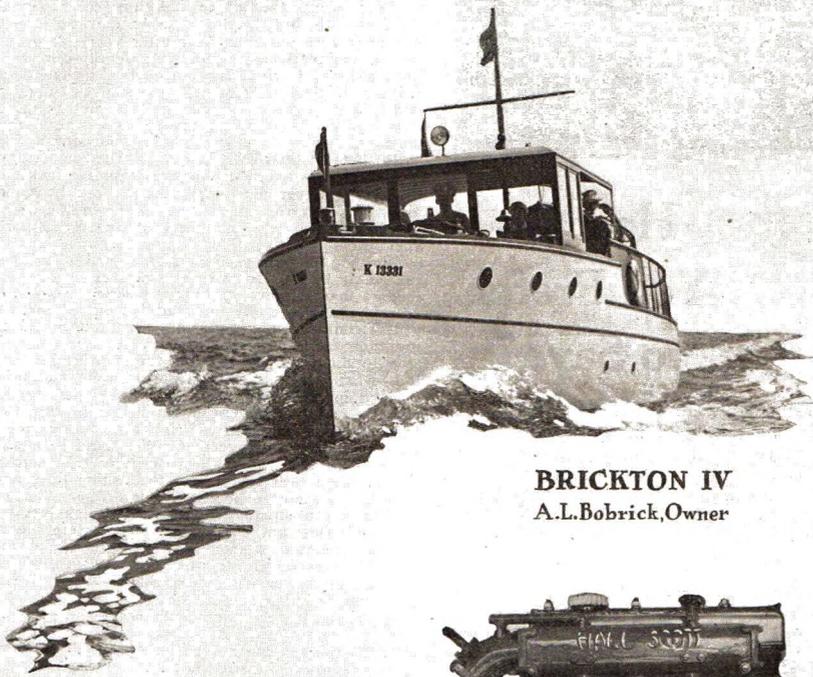
The U. S. Coast and Geodetic Survey has completed a new edition of the United States Coast Pilot, Atlantic Coast, Cape Cod to Sandy Hook. This volume which replaces an earlier edition published in 1918, is up to date in its information which supplements that found on the charts for this important section of the coast. The information is compiled from a wide variety of sources, and includes much special data secured as a result of special examinations by the Department of the region covered in this volume. The book is divided into three parts, first, general information of value to the navigator, next, detailed descriptions and sailing directions for the coast, harbors, and inside passages, and finally, an appendix containing anchorage regulations, notes on the use of charts, rules of the road, and much other valuable information. This new volume as the other volumes of the Coast Pilot, are all priced to be sold at seventy-five cents, which is merely sufficient to cover the cost of the paper and printing. The Government does not attempt to secure any revenue from the sale of books and publications of this kind, as their distribution is considered a service to the maritime world.

City Island's New Yard

The Minneford Yacht Yard has been opened for the benefit of the yachting fraternity, and is located on the east side of City Island, directly between Nevins' and Jacob's. Many yachtsmen are accustomed to laying up their boats in these yards, but due to the increased demand for space, the new yard will be able to handle many of the boats which cannot find accommodation at the older plants. Yachtsmen are invited to inspect the facilities, and store their boats there for the winter. All sorts of repair facilities are available.

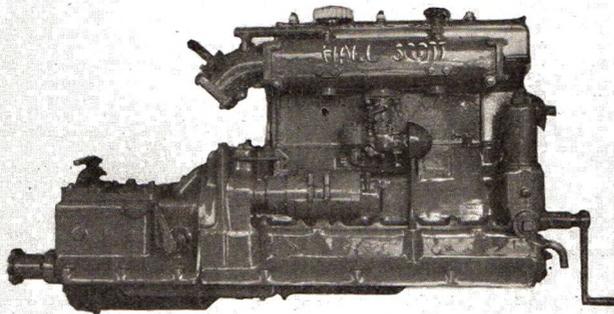
(Continued on page 118)

Cruiser Champion of North America **HALL-SCOTT**



BRICKTON IV
A.L. Bobrick, Owner

HALL-SCOTT
HSR-4
60-70 H.P.
3 to 1 Reduction Gear



Write for Particulars

HALL-SCOTT MOTOR CAR CO.
461 EIGHTH AVENUE, AT 33RD STREET, NEW YORK, N. Y.

The First East of Barrow

(Continued from page 18)

They had been squeezed. Then came the dangerous work of transferring their crews with their personal belongings to the Nanuk. The Arctic and Lady Kindersly had been loaded with supplies for the natives at Herschel and members of the Northwest Mounted Police on the mainland, but with the abandonment of these vessels and the loss of their cargoes, it fell to Captain Pederson to dig a little deeper into his stores in order that no one should go hungry. It is just this sort of thing—the totally unexpected—against which these resourceful navigators, of northern seas have to contend, or be prepared for, at any rate.

To be a competent seaman and one capable of handling his ship under conditions often requiring snap judgment and good judgment at one and the same time—all this would seem to be enough; but it isn't. The preliminaries out of the way, the really big job is ahead; that of getting furs. That's what they go up for and that's what they bring back, providing nothing interferes short of foundering or sudden death.

As a class, the native Eskimos are reasonable fellows to deal with, but, even as you or I, if we have been doing business with one man year after year, we have found him to be eminently fair, and our relationship has developed into a mutual friendship, we will continue doing business with him. And so it is with the natives. They like to deal with Captain Pederson, for he has met them, cruise after cruise, befriended them, and what is infinitely more important, gained their confidence. Incidentally, he can talk with them in their own language, when necessary.

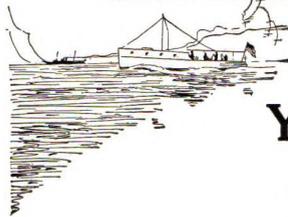
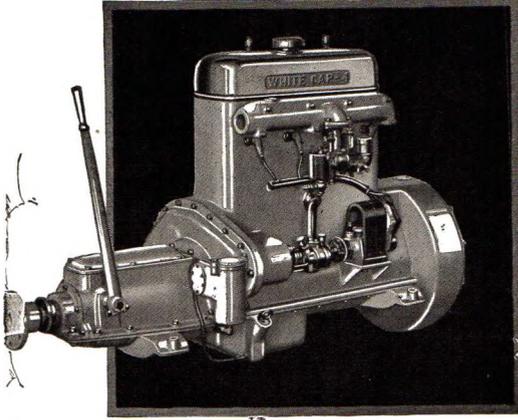
Relations between the native trapping fraternity and the traders, however, have not always been leavened with justice. Many stories of shady dealings in the early days still go the rounds, 'way up there on top of the world. One of them runs like this:

Old Jim Tabuk needed a rifle in his business, and he needed it badly. So with the arrival of one of the early traders that summer, he lugged his pelts down to the shore, stowed them carefully and paddled out to see what sort of a deal could be made. Besides the firearm and enough ammunition for the coming winter, Jim figured he should be able to dicker for some new traps, fishing gear and grub, too—what with all those skins. So he clambered aboard, grinned in friendly fashion at the skipper, brought up his winter's catch and went down below into the cabin. The first thing he saw was a bright and shiny rifle. His eyes glistened; he must have that rifle. And here was an array of traps to delight the heart of any true son of the Far North. And over there were the fishing lines and a couple of boxes of assorted hooks. On the other side of the dingy, ill-lighted, foul-smelling little room the shelves were loaded with groceries; and in the far corner were big red tins of smoking tobacco, flanked with long black plugs of chewing. Then came the appraisal of the furs, when Jim was gruffly told they would do. At that he began to make known his wants, pointing first to the rifle. Down it came, and was set up against the cabin bulkhead. Jim's heart gave an anxious thump at sight of the weapon, now so nearly his very own; his trigger finger even itched. . . . Well, the long and the short of it was that old Jim got his rifle all right, and some ammunition, too, but that was about all, for the deep-sea Shylock had made the Eskimo stack up one beautiful fur on top of another until the pile reached the muzzle of the firearm.

As a class, these natives of the North are industrious fellows, even-tempered, good-natured and generally easy to get along with. Those who trap for a living are busy most of the time; indeed, those whose trap-lines extend for thirty or forty miles have about all they can attend to. Trapping is far more profitable east of Barrow than it is west of that point. It is commonly known that the native whose lines are set along the stretch lying to the westward will call it a fair season's work if he secures from twenty to twenty-five hides, while his brother who hunts the white fox far to the eastward calls it a poor season when he fails to gather fewer than fifty. Not so very long ago a young native brought Captain Pederson two hundred and sixty-five pelts. Just how the acquisition of sudden wealth resulting from such a prosperous season affected this young Davy Crockett of the North is neither here nor there, but it is said his record still stands in the community.

A number of walrus are shot each year and their hides, together with their long ivory tusks, are brought aboard Nanuk. The King Islanders are particularly skilled at carving ivory. Beautiful specimens of their work are brought down, some of which are on display in American and Euro-

(Continued on page 76)



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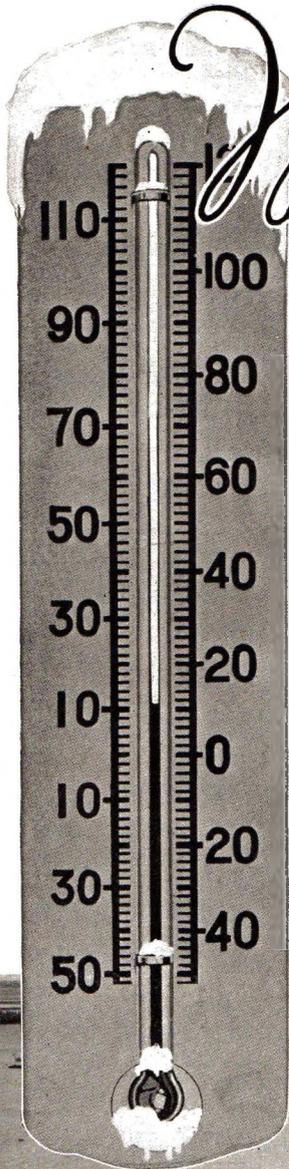
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FRANCE

The First East of Barrow

(Continued from page 74)

pean museums. The walrus is found in large numbers between St. Lawrence and Diomed Islands during the spring and summer months. He's a curious creature, but in one respect particularly he resembles the human species—he loves company, and lots of it. There is nothing he would rather do than herd with anywhere from ten or twenty up to hundreds of his fellows and enjoy a pleasant siesta on the sunny side of an ice cake. When surprised, the bulls throw slips and founders off into the water, the cows carrying their young on their backs.

In addition to her hundred or so of other activities, Nanuk also functions as a whaler, and she carries a most complete outfit, ranging all the way from whale-guns and harpoons down to the brick furnace on her forward deck for trying out the blubber. Nearly every year Captain Pederson and his men have been taking three, four and sometimes five bow-heads, which are brought alongside, their blubber cut up, tried out, and the oil brought back to the States, where it finds a ready market. And still there are those who croak that whaling is no more!

The skipper of Nanuk often trades in Polar bear skins; it was just last year that one of his men brought down a bouncing big fellow. Fishing is always good; salmon, cod, halibut and white fish thriving in the icy waters of the Alaskan coast, and as for the fresh water streams, it is said that they are continually visited by the shades of Isaac Walton, the trout being plentiful enough to delight the heart of this famous old angler, even in the spirit.

At her many ports of call, especially among the more remote, far-flung reaches of the inhospitable north coast of Alaska, they regard Nanuk as the true harbinger of spring. The men hardly have the anchor down before the natives begin to swarm aboard. It must be borne in mind that with these fellows there just isn't any such thing as stepping out to the neighboring grocery for a tin of coffee, a half dozen eggs or a pound of sugar. Their shopping has to be attended to at one visit, some of them traveling great distances from the interior. So when they restock their larder, say in July, 1926, it must last through until July, 1927, and if their supplies run low along about Washington's Birthday—well, they just run low, that's all, and have to be stretched to the limit.

But on the shelves of Nanuk's floating store there is an abundance of everything, from coffee to calico and from licorice chews to lamp chimneys. Speaking of lamp chimneys, though, her captain caused a mild stir among some of the natives last year when he took up his first lot of the new variety—Nanuk had put in at one of her many ports of call and a rushing business was going on down in the trading-room. The skipper had withdrawn, but he soon reappeared and in each hand he carelessly held a lamp chimney. He even tossed one up and caught it, in playful fashion. As it settled into his hand the eyes of the Eskimos popped and blinked. "Suppose he dropped it!" grunted Ahlowuk to Penatuk.

"Oh, Charley," called the captain. "You'd better have one of these. They're pretty good." The words were hardly out of his mouth before the frail looking chimney came hurtling the length of the room, end over end. Charley Hook made a desperate lunge for it, but fumbled. Two or three others grabbed in a vain effort to save it. But despite their combined efforts, the chimney fell to the deck!

Then a funny thing happened. Instead of its laying there before them, shattered to a thousand bits, it bounced! The unbreakable lamp chimney had arrived. So now, when the dusk of the seemingly endless winters night settles down over the bleak regions of the far Northland, should Charley Hook's fat little youngster become unruly and upset the oil lamp, his mother placidly recovers the chimney and sets it in place again. But in years gone by this would have amounted to nothing short of a tragedy, for the family simply would have to get along somehow with the aid of the smoky, open flame.

Nanuk and her officers and men are equally well known and liked down the coasts of the Far North. The chief reason for the vessel's popularity is because she can be depended upon to make every one of her regular ports of call. Not one of them is too small nor too isolated to be visited. In her passages up the Pacific and through the Bering Sea she spreads her canvas, in order to save as much of her precious fuel as possible, but when negotiating the ice-fields and touching at the various trading stations, her big Diesel engine is put to work.

There is an engine-room telegraph not only from the

(Continued on page 78)

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MATTHEWS “38”s have met with overwhelming favor all through the South. Northerners, too, who habitually spend their winters where it is “June in January” have forcefully shown their preference of Matthews “38”s through orders in large numbers.

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*Designers and Builders of Boats
of Distinction*

PORT CLINTON

OHIO

*The First East of Barrow**(Continued from page 76)*

after deck, but from the mast-head as well. The mast-head telegraph is indispensable when working through the ice, and at such times the captain often spends hours at a stretch in the crow's-nest. First, it's a jingle-bell for full speed, then two bells will ring down for a stop; then a clear patch of water will appear as the telegraph clangs for half speed while Nanuk makes her way across and into the ice on the other side; then two bells once more as she cautiously feels her way along. And so it goes—ticklish navigation every foot of the way.

On her homeward-bound passage last year Nanuk had to literally work her way for a part of the distance. It was in the vicinity of Herschel Island where westerly gales had blown the icepack on to the coast, making further headway next to impossible, some of the ice being aground in seventy feet of water. Captain Pederson freely admitted that the ice was the heaviest he had ever seen. However, after waiting for a few days in the hope that the wind would make a favorable opening, Nanuk fell to and commenced to fight. And she fought, desperately; it may be realized just how desperately she fought and bucked and showed, part of the time with her keel dragging bottom, when it is told of her that it required five days of twenty hours each to round Herschel. And in three of these days just two miles of headway was made! The engineer says that during that trying time he received so many bells from full ahead to full astern that he must have averaged one $\frac{1}{4}$ minute; and every one was answered, promptly.

Of course, such grueling work as this made a sizeable dent in the fuel supply; so much so, in fact, that in the final run of 2,100 miles from Juneau to San Francisco, which required 3,600 gallons, it looked, at times, like a race with the bottom of the tank. But this 3,600 gallons could hardly be called legitimate fuel oil, the regular Diesel fuel having to necessarily be diluted by a wierd mixture of lubricating fluids, aviation gasoline, whale oil, coal oil, and even grease from the galley! But with all this abuse the screw kept right on turning.

The sort of work in which Nanuk is engaged subjects her power to the severest kind of tests, but her installation is a sturdy one. The chief advantage of Diesel power lies, of course, in the fact that about four times the cruising radius is made available by means of this power over steam, considered from the standpoint of bunkering space. In the case of Nanuk, for example, it can readily be seen that every cubic foot of space has to be put to the best possible use.

This vessel is powered with a six-cylinder Atlas-Imperial Diesel engine capable of developing 300 brake horsepower. The fuel consumption amounts to approximately 15 gallons of 24° Diesel fuel oil per hour, while the lubricating oil consumed will average one-sixth of a gallon.

Nanuk is a three-master, schooner rigged. Her length of 130 feet, with a beam of 31½ feet and 9½ feet depth, permit of easy handling in a limited berth and shoal water, which is very essential in her work. She was built at Fairhaven, California, in 1892, and when selected for work in the Far North her hull, to a point well up above the water-line, was sheathed with iron-bark, which affords the best known protection against bad ice. And if anyone is really curious to know what iron-bark is like and just how tough it is, let him consult with any good, experienced shipwright.

Some New Books

A recent publication which should prove of interest to the yachtsmen is the extremely interesting book, *Fight of The Firecrest*, by Alain Gerbault. This book furnishes an absolutely authentic and truthful record of the hazardous trip which the author made during his cruise from Gibraltar to New York in a 39 foot boat. The voyage required 101 days for the crossings, and the adventures and hardships which befell the lone navigator and his boat render their survival of the trip a marvel. Every difficulty of fate and the elements combined to delay his progress, and make his voyage perilous. Calms left him motionless for days, and at the mercy of the sun. Torrential rains and waves drenched him to the skin, and flooded the boat. His provisions spoiled forcing him to continue on short rations. In spite of all these misfortunes, the voyage was safely completed at Fort Totten, Long Island, without having touched any port. The book has been published by D. Appleton and Company, New York.



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The *Two-Cabin Cruiser*, shown above, can be built for as little as \$6,000 (depending upon the type of engine used). Length over all, 40 feet; beam, 10 feet 2 inches; draft, 3 feet 4½ inches; designed by Ralph E. Winslow, the world-famous Naval Architect.

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creasing bank and savings deposits illustrate the growing prosperity of Jacksonville's people.

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Bow and Stern Moorings

(Continued from page 46)

fall is excessive. Instead of a stretcher common to all boats at each side of the pier, there is a pile driven directly astern of each boat. On this pile is rigged a pulley and a weight of sufficient mass to hold the boat away from its neighbors. Bumpers should be used on both sides of the boats to insure further protection.

A weighted ladder, with hooks to fit over the string piece, will allow those who tie up the boat a means to reach the top of the wharf without much effort. Other passengers will, of course, be landed at the float.

Stops on the mooring lines will hold the lines at convenient length while the boat is being used.

The stake method (Fig. 4) requires nothing but a stake of sufficient diameter to hold the boat. A short painter fitted to a loose ring that engages the stake completes the outfit.

J. E. M., Norwich, Conn.

Protecting the Boat

(Continued from page 47)

wise be taken apart and given a protective coating of grease, for the inroads of rust, particularly on those parts of the equipment that comes in contact with water, cause much of the unnecessary work in the spring time overhauling.

It is best to haul out a boat on a cradle, or skids, and block it up with the cradle as a base. It is well to have the cradle a little wider than the boat. Blocking up a boat on its cradle will offset to a great extent some of the unsatisfactory conditions that exist in some layup places. In these places the ground may be even and solid enough before the winter sets in, but March very often finds frost upheavals and gulleys made by torrential rains that spell ruin to blocking and shores that have nothing but shifting ground as a base.

Where a cradle is not used, all blocking and shoring should be securely fastened into a unit in order to ward against slipping. As a matter of fact this is good practice even where a cradle is used.

In blocking up the boat, see that the greater part of the weight of the boat is borne at points in the extreme bow and in the stern—this to prevent hogging. The time honored wedge will serve to adjust the blocking and shores to a nicety.

As the boat leaves the water, it will be an easy matter to clean the under body with a broom eliminating thus one of the dirtiest jobs of the spring overhauling—getting the underbody ready for its coat of paint.

A coat of copper paint applied to the underbody of a boat immediately after it is hauled out is doubly beneficial. It retains the moisture in the planking, does away with the necessity of much caulking and puttying in the spring and leaves the underbody in excellent condition for the reception of the spring coat of paint.

Regardless of the watertight conditions of the cover, a one inch hole should be bored in the lowermost part of the bilge near the keel, if one is not already there, to insure the escape of any water that might make its way into the boat.

A canvas cover makes a popular and easily put up covering. A wooden framework should be made that will last through several seasons. A strong back, or center piece, should be made in two pieces with a strap hinge at the joint. This will make the center piece continuous and allow the slope that will make the cover a good water shed.

The cross members and verticals supports, as well as the cross members should be fastened to the center piece with angle irons. The amidship cross member should be bolted to uprights the bottom ends of which should be fastened to the cradle, or to a strap piece joining the bottom of the uprights.

Elsewhere the frame will be held rigid by the cover, provided its edges are securely lashed with body ropes or the lower edges of the cover attached to the hull with laths. While not necessary, chicken wire stretched over the frame work makes for a smoother cover and one that will prevent sagging of the canvas in northern latitudes where the snow fall is heavy. The canvas itself should be 12-oz. A portion of an old sail or two or three tarpaulins such as can be bought in many ship chandlers will meet this requirement. Make provisions for easy access to the hull during the layup, either by incorporating a laced opening in the cover, or by overlapping the tarpaulins in such a manner that it will be an easy matter to roll one back a little in order to get into the boat.

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with Glass Windshield

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Pictures can give you only a general idea of this wonderful new International model. Quantity production, efficient manufacturing methods and the last word in modern equipment, have made it possible to produce a boat consistent with International ideals of quality at a lower price than often asked for inferior boats. The International 32 is equipped with a 6 c.v. Continental Van Blerck Motor.

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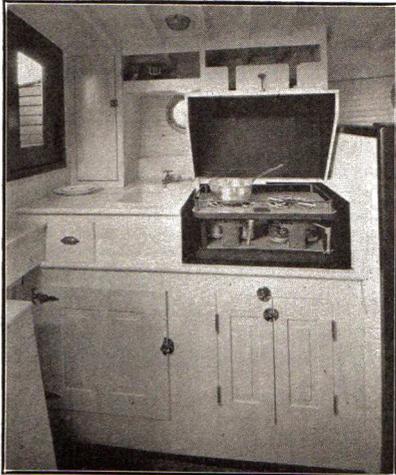
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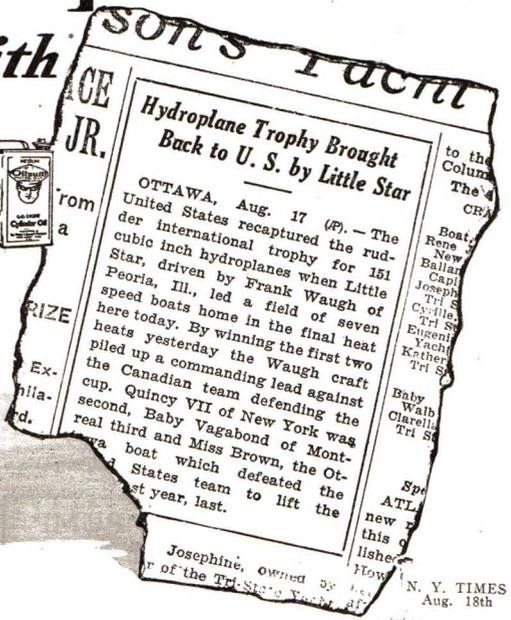


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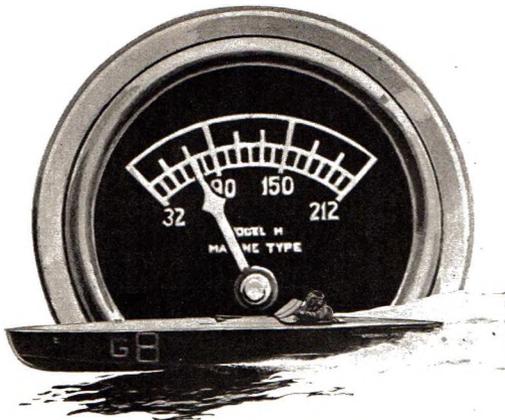
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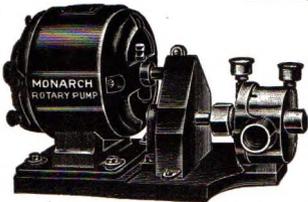
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Model "KHM" 1000 watts. Ample current for 60-20 watt lamps

The First Outboard Marathon

(Continued from page 19)

on August 15, the day of the race, it was found that there were 16 outboard motor boat drivers, who thought they could handle the voyage of 75 miles. These boats were started on their long run from the Colonial Yacht Club anchorage, and covered the course in remarkably good time. The weather conditions while fair overhead, were not so easy on the little boats, as the wind and tide combined to make a nasty chop on the river, which proved difficult for the little boats to negotiate at speed. This also served to slow down the running time in the race, because of the difficulties of handling and re-fueling while underway.

Provision had been made for boats to compete in four classes, the smallest Class A was for engines up to 14 inches displacement. Class B, was for engines from 14 to 20 inches, and Class C for engines from 20 to 30 inches. The Free-For-All class was free from all restrictions as to the number in the crew. On the morning of the race, the boats entered in Class A failed to appear. Class B brought forth only two competitors, while Class C, and the Free-for-All were represented for four boats each. The power plants on the larger boats were all the big twin Johnson engine, while the engines in Class B, were a Lockwood-Ash twin, and an Elto twin. All the boats in the larger class were of the Baby Buzz type, and performed well under the heavy sea conditions which prevailed on the river. In Class B there were two Meraco canoes competing, and one of these outclassed the other in type, so that the winner had no serious task before him.

Through the generosity of the Johnson Motor Company, the Evinrude Motor Company, members of the Colonial Yacht Club, E. J. Willis & Co., and Von Lengerke and Detmold, prizes were provided, so that the winners in each class were awarded handsome prizes and a time prize was also presented to V. Withstandley for the best elapsed time over the course. The results of the races are as follows:

Outboard Motor Marathon, August 15, 1926

71 Miles

Results Class B

A. E. Sedgwick	Lockwood-Ash Twin	6:37:06	1
T. S. MacDonald	Elto Twin	9:20:00	2

Class C

R. L. Oakley	Johnson Big Twin	5:53:10	1
J. S. Silver	Johnson Big Twin	D.N.S.	
C. W. Graham	Johnson Big Twin	7:25:00	4
E. J. Bellis	Johnson Big Twin	6:24:30	2
R. R. Jarvis	Johnson Big Twin	D.N.S.	
Arthur Saxe	Johnson Big Twin	7:21:30	3

Free-for-All Class

V. Withstandley	Johnson Big Twin	4:46:05	1
W. J. Schaar	Johnson Big Twin	5:29:40	2
Albert Schwarzwler	Johnson Big Twin	D.N.F.	
J. R. Aron	Lockwood-Ash Twin	D.N.S.	

Captain Praises Radio Compass

The use of the radio compass as an adjunct to other modern devices used by mariners in piloting the course of their vessels during adverse as well as fair weather is causing considerable comment in maritime circles. Reports of the experience of a number of steamship captains furnish conclusive evidence that the radio direction finder is fast becoming recognized by practical mariners as one of the most valuable instruments of marine navigation. In a letter to the Vacuum Oil Company in New York, which accompanied the log of a recent trip on the Pacific Coast, K. I. Marcussen, Master of the S. S. Gargoyle stated in part:

"I wish to add that coming up the California Coast in dense fog, I found this apparatus to be of inestimable value. As soundings are impractical on this steep coast, with great depths a short distance off the beach, I had this to fall back on, and by taking a number of bearings off Point Sur, at about 10 minute intervals, I could tell, not only that we were well clear, but also by applying my speed, could tell the distance off, and the minute I had that Point abeam."

"This apparatus, in conjunction with the gyro so bearings can be read off true, is by far the greatest aid to navigation in fog. No uncertain guessing about it, and when you know you are right you can go ahead and delays on account of fog are practically eliminated."

At the offices of the Radio Corporation of America, in New York, T. M. Stevens, Marine Superintendent said the Vacuum Oil Company had equipped twelve of their largest vessels with the radio compass.



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IT IS Chris-Craft which offers the driver-owner a superbly designed boat—a boat of unsurpassed handling qualities. It is Chris-Craft which becomes the cynosure of all eyes the moment its handsome hull flashes into view. Again it is Chris-Craft which, for sheer beauty and riding grace, remains the one outstanding runabout—a boat of superior design, finish and fitments. Chris-Craft, the 40-mile runabout, is the natural choice of the business man, the sportsman and yachtsman.

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The 26-foot salt water equipped Chris-Craft mahogany runabout is available for immediate delivery to any part of the country.

The Kermath 150 h. p. marine motor gives guaranteed speeds of 38 to 40 miles per hour.

Price \$3500

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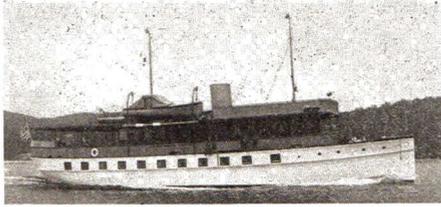
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Two prices—two speeds

Chris Smith & Sons Boat Co.

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The House Yacht Offers Unexcelled Advantages

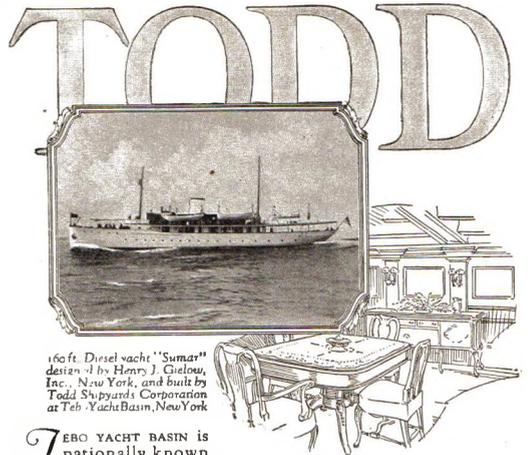


House Yacht Royono, 87' 6" x 17' x 4', just completed by the N. Y. Yacht, Launch & Engine Co. for Mr. J. B. Ford, Jr., of Detroit. Powered by two Twentieth Century 100 H.P. marine engines.

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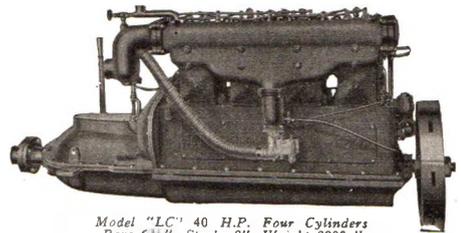
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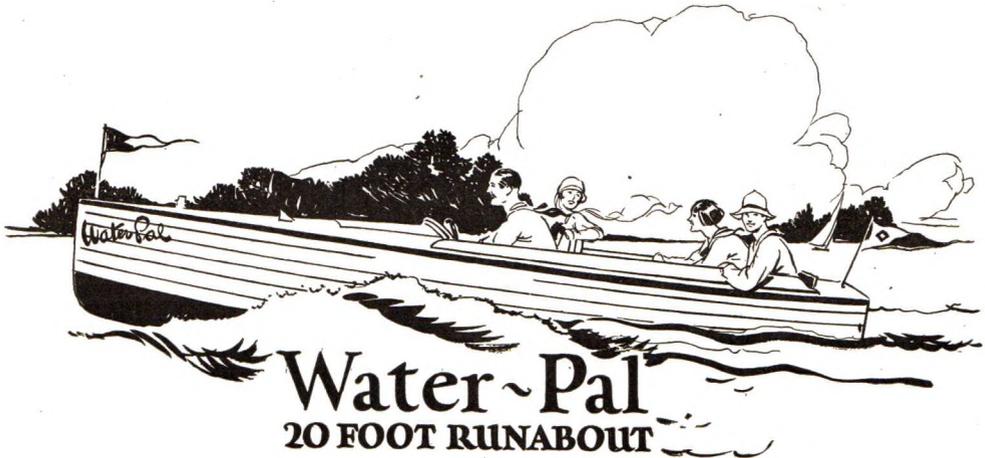
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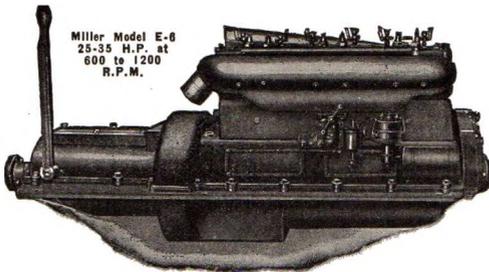
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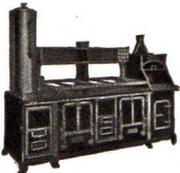
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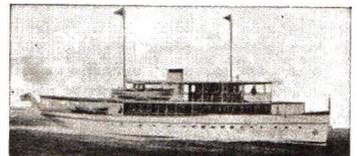
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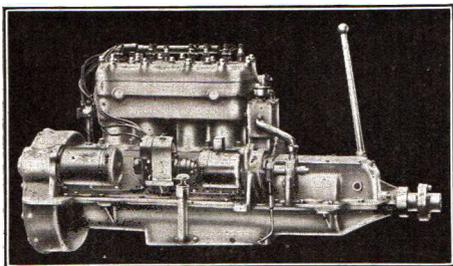
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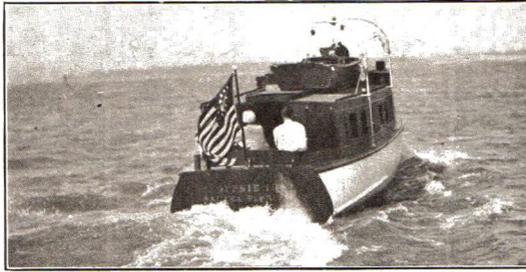
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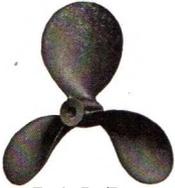
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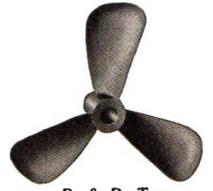
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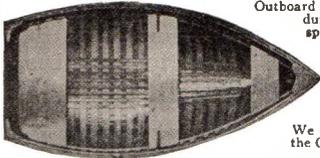
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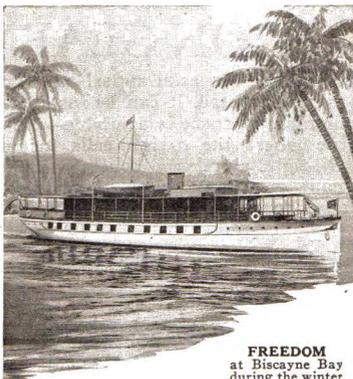
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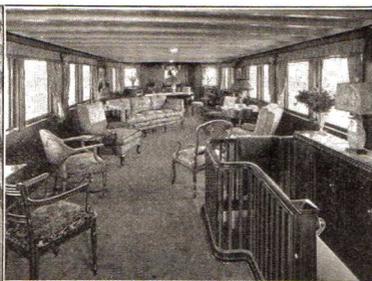
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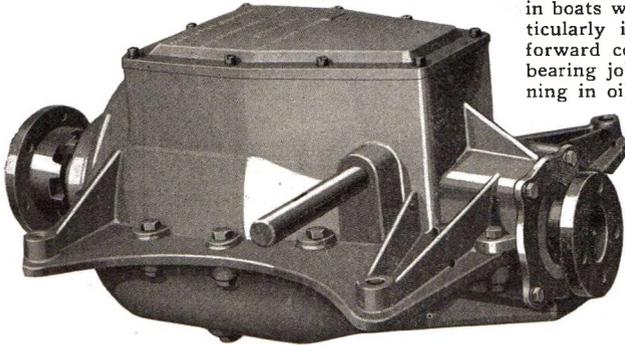
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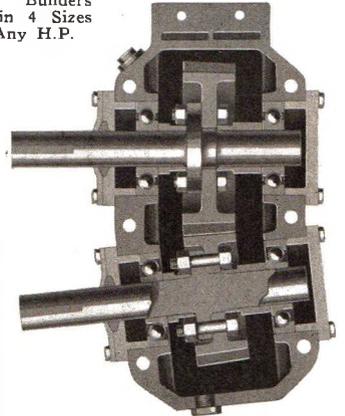


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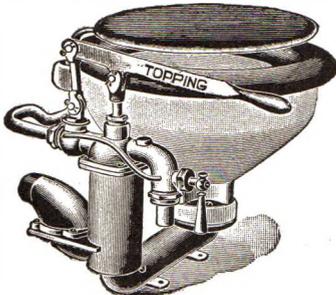
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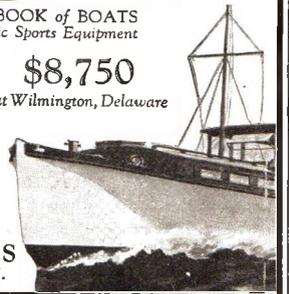
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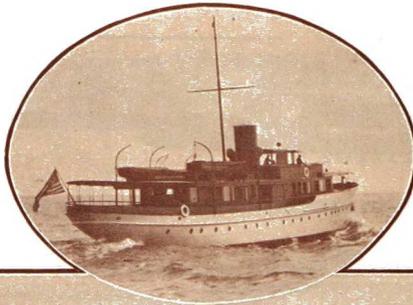


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*Oval—SYLVIA, 133'x21'-6"x8'
Diesel Yacht.*

*Right — CHARLOTTE, 65'x-
12'-6" Express Cruiser.*



*Above — Defoe Plant; Steel
Ways and Steel Fabricating
Plant in Left Background;
Yacht Finishing Plant in Right
Foreground.*

Defoe-Built in 1926

SYLVIA, 133'x21'-6"x8' Steel Diesel Yacht for Logan G. Thomson, Hamilton, Ohio. Design by John H. Wells, Inc., New York. Power Plant, 2 Bessemer Diesels developing 300-H.P. each at 450 r.p.m.

ROSEWILL, 83'x15'x3'-9" Round Bilge Express Cruiser for W. C. Rands, Detroit. Design by Hacker & Fermann. Power Plant, 2 500-H.P. Packards.

CHARLOTTE, 65'x12'-6" V-bottom Express Cruiser for J. J. Barlum, Detroit. Design by Hacker & Fermann. Power Plant, 2 300-H.P. Marine-Aero Fiats.

LASSIE, 55'x13'x3'-8" Heavy-weather Cruiser for T. B. Van Dorn, Cleveland. Design by Hacker & Fermann. Power Plant, 2 125-H.P. Speedways.

BO-PEEP II, 55'x13'x3'-8" Heavy-weather Cruiser for I. M. Kirlin, Detroit. Design by Hacker & Fermann. Power Plant, 2 100-H.P. Kermaths with reduction gears.

FRANCES A-VII, 55'x13'x3'-8" Heavy-weather Cruiser for Com. Alex I. McLeod, Detroit and Algonac. Design by Hacker & Fermann. Power Plant, 2 60-H.P. Sterling Seagulls.

NOMABIN, 44'x10'-6"x2'-6" V-bottom Express Day Cruiser for Montgomery Whaling, Detroit. Design by Hacker & Fermann. Power Plant, 1 200-H.P. Hall-Scott.

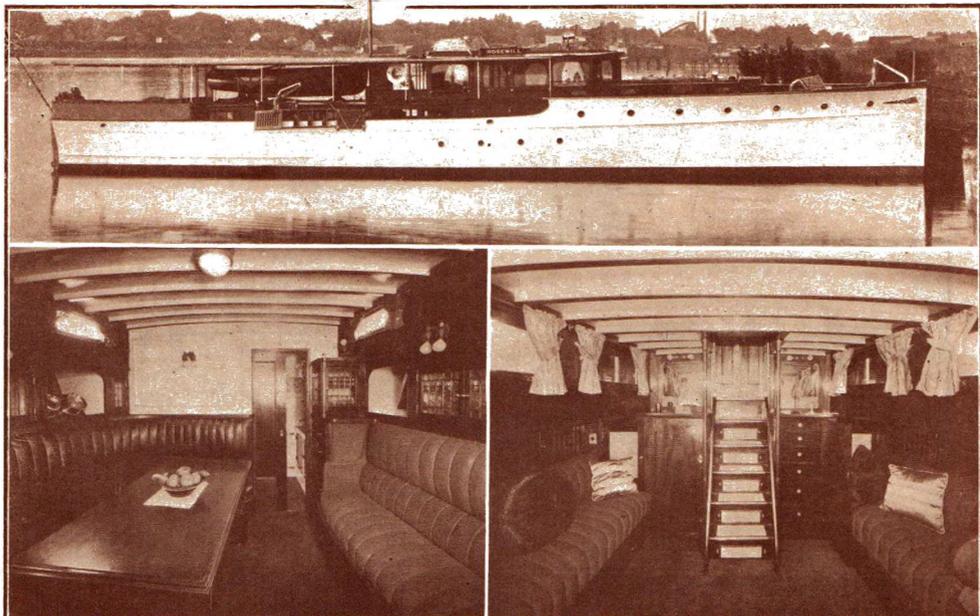
NO-NAME, 55'x13'x3'-8" Cruiser for Hacker & Fermann, designed by themselves.

Also, constructed separately from the yachts, **THIRTEEN** 100-ft. **STEEL PATROL BOATS**, Winton Diesel Powered, for the U. S. Coast Guard. (While these boats do not classify as Yachts, the exacting nature of Government Inspection entitles them to mention in the same paragraph as among the best in their own class.)

DEFOE BOAT & MOTOR WORKS

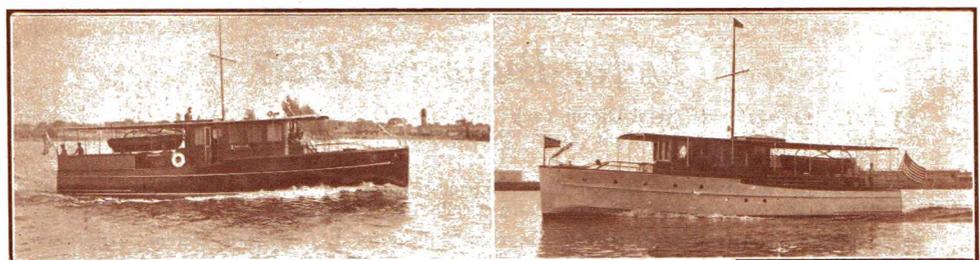
Builders of the Finest in Steel and Wood Yachts

ROSEWILL, an 83-ft. Round Bilge Cruiser of very Special Design and Construction. Lower Left—Dining Salon, Lower Right—Aft Stateroom.



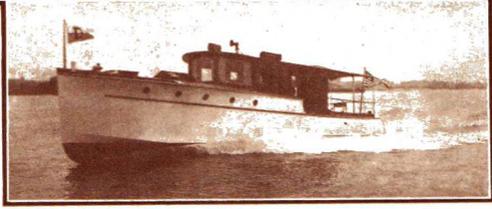
ROSEWILL is a boat of many novel features, among them the roomy forward cockpit with its windshield. She is framed of woods selected for their light weight and great strength and double-planked with cedar and mahogany.

Finished in mahogany throughout. Besides accommodations for the Captain and crew of four, she has two full staterooms, one full bathroom, a commodious dining room forward, and a large roomy deckhouse.



FRANCES A-VII, above, with her Black Hull and Mahogany Upper Work, is both striking and Handsome in Appearance.

NOMABIN, at Right, is a credit to Hacker's peculiar skill in V-bottom Design, Clipping off her 20 Miles per Hour.



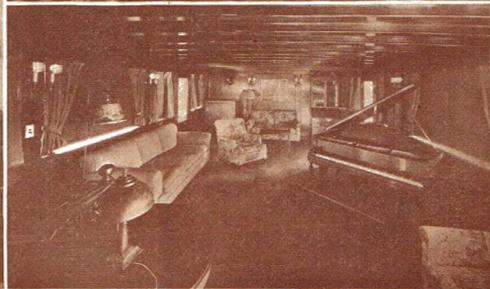
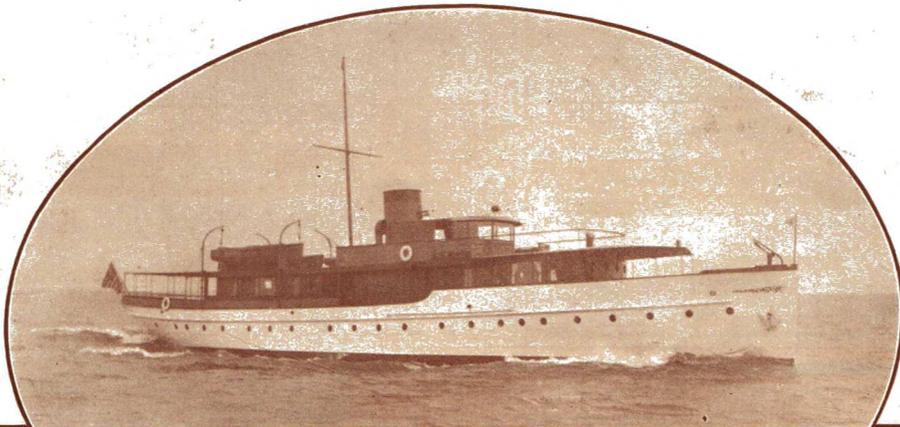
BO-PEEP II, is Unique in her Power Plant. Each Kermath Swings a 33 x 34 inch Propeller through Reduction Gear, Reducing Slippage and any Squatting Tendency to a Minimum.

DEFOE BOAT & MOTOR WORKS

BAY CITY, MICHIGAN

DEFOE BOAT & MOTOR WORKS

Builders of the Finest in Steel and Wood Yachts



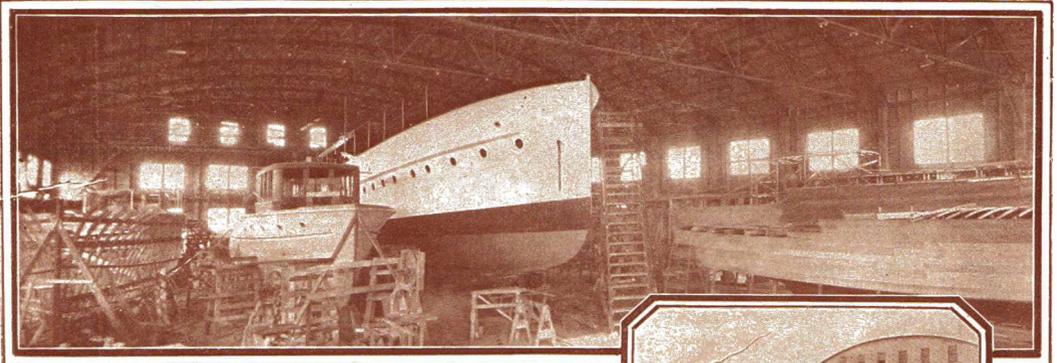
Oval—SYLVIA under way. Upper Left—Owner's Stateroom.
Upper Right—Aftermost of the Five Staterooms. Lower Left—Dining Room. Lower Right—Living Room.

SYLVIA, one of the season's finest and largest new yachts, is of steel construction, exterior joinery in teak, interior in American black walnut. Her two Bessemer Diesels give her a cruising speed of 13 miles and a maximum of 15 miles per hour. One of the most successful designs ever developed by John H. Wells, Inc., and make her as nearly perfect as possible.

DEFOE BOAT & MOTOR WORKS
BAY CITY, MICHIGAN

DEFOE BOAT & MOTOR WORKS

Builders of the Finest in Steel and Wood Yachts



*The entire year's production
of Yachts built by the
Defoe Boat & Motor Wks.
was equipped with —*

Goodrich Cutless Rubber Bearings for Stern Tubes and Struts



DISTRIBUTORS

New York City—Topping Bros.
Buffalo, N.Y.—B. F. Goodrich Rubber Co.
197 Van Rensselaer Street
Boston, Mass.—Walter H. Moreton Corp.
and United Fisheries Co.
Gloucester, Mass.—United Fisheries Co.
Chicago, Ill.—B. F. Goodrich Rubber Co.
1925 So. Michigan Avenue
Detroit, Michigan—B. F. Goodrich Rubber
Co., 4809 Woodward Avenue
Philadelphia, Pa.—
Marine Equipment & Supply Co.
Mobile, Alabama—
A. K. Miller Engineering Co.
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Gibbs Gas Engine Co. of Florida
Los Angeles, Calif.—B. F. Goodrich Rub-
ber Co., 1386 East 7th Street
San Francisco, Calif.—B. F. Goodrich
Rubber Co., 650 Second Street
Seattle, Washington—B. F. Goodrich Rub-
ber Co., 115 King Street
Washington, D. C.—R. L. Stryer
430 Transportation Bldg.

The list includes:—

Sylvia, 133' steel diesel yacht owned by
Logan G. Thompson, Cincinnati
Rosewill, 83' express cruiser owned by W. C. Rands, Detroit
Lassie, 55' deck cruiser owned by T. B. Van Dorn, Cleveland
Charlotte, 65' express cruiser owned by J. J. Barlum, Detroit
Frances A VII, 55' houseboat cruiser owned by
Com. Alex. I. McLeod, Detroit
Nomabin, 44' express day cruiser owned by
Montgomery Whaling, Detroit
Bo-Peep II, 55' houseboat cruiser owned by I. M. Kirilin, Detroit

The "Sylvia" was designed by John H. Wells,
Inc., Naval Architects, New York, and all the
others by Hacker & Formann, Inc., of Detroit.

Goodrich "Cutless" (rubber surface) Bearings are lubricated entirely by water, and the inner shell of Olivite rubber is so tough that it will far outlast any other bearing surface known which means fewer bearing replacements and a lowering in dry dock expenses.

At the same time the added cushion for the shaft reduces vibration materially while shaft scoring is practically eliminated.

THE B. F. GOODRICH RUBBER COMPANY
Established 1870
Akron, Ohio

DEFOE BOAT & MOTOR WORKS

Builders of the Finest in Steel and Wood Yachts



Commodore Alex McLeod's new Defoe built and Hacker Fermann designed cruiser equipped with two Sterling Sea Gulf motors (one of the H and F Standardized Fifty-fives).

The H & F Standardized Cruiser

THIS cruiser is the last word in standardized design, giving unexampled comfort and seaworthiness. Length, 55 ft. Beam, 13 ft. Draft, 3 ft. 6 in. Filled with unique features.

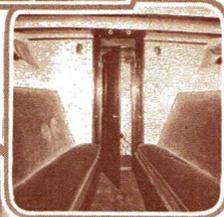
Duplicate navigating instruments in the deck house and on the navigating bridge provide the important feature of dual control. Provision for twin screw installation is made, choice of motors being optional. With gear reduction motors, 15 miles per hour is guaranteed, while 13 miles is obtained by direct drive.

The enclosed 16-foot deck house provides an ideal lounging room and dining salon. Two double state-rooms aft, an emergency double berth in the deck house, provide comfortable sleeping accommodations for 10 people. A carefully planned, well ventilated galley extends the width of the cruiser. Crew's quarters are contentedly furnished in the same elegant manner as guest's quarters.

The price, fully equipped and ready to step in and cruise away, is surprisingly low because of standardized quantity production savings in building.



Above — Galley — extending full width of boat with excellent ventilation.



Above — Forward cabin crew's quarters — so equipped and furnished as to assure crew contentment. At left — Interior view of deck house showing navigating controls (duplicate controls also located on bridge.)



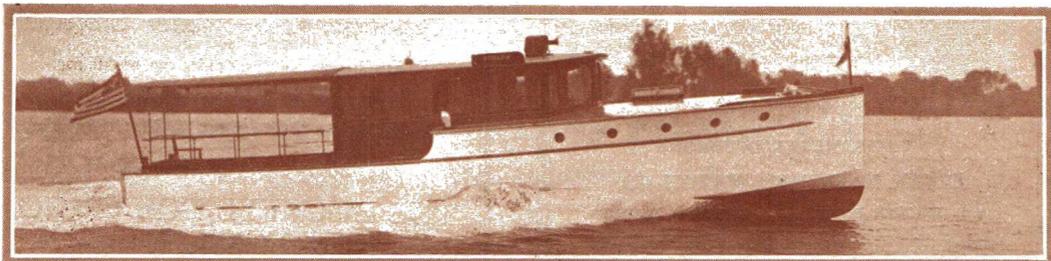
Designing and Brokerage

Our designing department will furnish designs with complete specifications and will supervise construction of any type craft ranging from high speed racing runabouts to the largest Diesel type yacht. Our brokerage department has a complete file of available boats of various types and we offer a complete brokerage service to both buyer and seller, especially in boats located on or desired for the Great Lakes district.

HACKER & FERMAN, Incorporated

6300 East Jefferson

Detroit, Michigan



Nomabin—a 44 ft. day cruiser designed by Hacker & Fermann and built by Defoe—equipped with one 6 cyl. 200 h.p. Hall Scott Marine motor giving speed of 20 miles per hour.

The Most Modern Plant

(Continued from page 37)

etc., which are moved around wherever wanted according to the requirements of the particular job. Both stationary and portable sanders are to be found so that very little sanding is done by hand. All drilling, boring and other laborious and time killing kinds of work are handled by the most up-to-date machinery.

The Defoe plant has its own drafting room for detail work in caring for designs of their own but the plans of the general naval architects can be worked out and completed with the same swiftness, accuracy and quality of finish, as is the case of work from their own plans.

The plant facilities of the Defoe Boat & Motor Works, include two steam boilers for the steam hammers, wood bending and plant heating. The Compressor Plant contains two compressors and the air is piped to all buildings and to the entire length of the ways. Standard 110 volt current is wired throughout the plant and yard for lights and small tools. There is also high voltage 3-phase current for the heavier motors in the compressor room, mill and elsewhere.

The plant of the Defoe Boat & Motor Works is located in Bay City directly opposite the side of the Old Wheeler Shipyards which built some of the largest and best boats on the Great Lakes and many of the older men who were formerly employed in the Old Wheeler Shipyards are now and have for sometime been located at the Defoe plant.

The water frontage is approximately 1800 feet with sufficient depth to take care of boats of the greatest draft. The plant acreage is in the neighborhood of sixteen acres.

Of the interesting commercial boats which the Defoe Boat & Motor Works have completed recently, the thirteen 100 foot steel Coast Guard boats should be included. These craft, which are powered with 150 horse power Winton Diesels, are now all in commission on the Atlantic Seaboard and according to reports of the Coast Guard officers and crews which man these boats, they are a success in every way. They are well built and real seagoing little ships, built for government business under command of government officers and built according to government specifications and inspection.

Yacht work is the principal feature of the Defoe plant and within the last few months a great number of motor yachts of various sizes and types have been completed at Bay City and have gone into commission. Most of these have been from the boards of the country's best naval architects and designers, including several designed by Hacker and Ferman of Detroit and John H. Wells of New York City. Several of these boats are illustrated elsewhere in this issue and are described in detail below:

Lassie, a 55 x 13 foot heavy weather cruiser, was designed by Hacker & Fermann for T. B. Van Dorn, of Cleveland. Her power plant consists of 2-125 h.p. Speedways, which drive her 13½ m.p.h.

She is heavily framed in oak and mahogany planked. Decks are double, with outer layer of teak. Deckhouse and all exterior trim are in mahogany; cabin interiors in mahogany and ivory enamel over Haskellite panels.

Interior decoration scheme is in blue and gold with upholstery of gold-backed blue mohair.

In galley is a Frigidaire refrigerating plant and a large white enamel Protane gas range with top oven, constituting a galley equipment the equal of that in most boats of much larger size.

(Continued on page 112)

The Rosewill's Engines Are Synchronized With ELGIN Chronometric Tachometers



THE eighty-three foot express cruiser Rosewill, designed by Hacker & Fermann and built by the Defoe Boat & Motor Works, synchronizes its two 600 H. P. Packard engines with Elgin Chronometric Tachometers enclosed in the new Elgin Unit Control Board for twin-engined craft.

The Elgin Unit Control for twin-engines has two Elgin Chronometric Tachometers, two Ammeters and two Oil Pressure Gauges, all under one glass, indirectly illuminated.



For single engine runabouts and cruisers use this Elgin Unit Control containing an Elgin Chronometric Tachometer, Ammeter and Oil Pressure Gauge. All under one glass, indirectly illuminated. Other models include Motor Temperature Gauge and Air Gauge for Gasoline line.

Write for complete specifications

TACHOMETER DIVISION

ELGIN NATIONAL WATCH CO.

35 E. WACKER DRIVE

CHICAGO, ILLINOIS

BUCKEYE TANKS

Gasoline—Oil—Water Storage

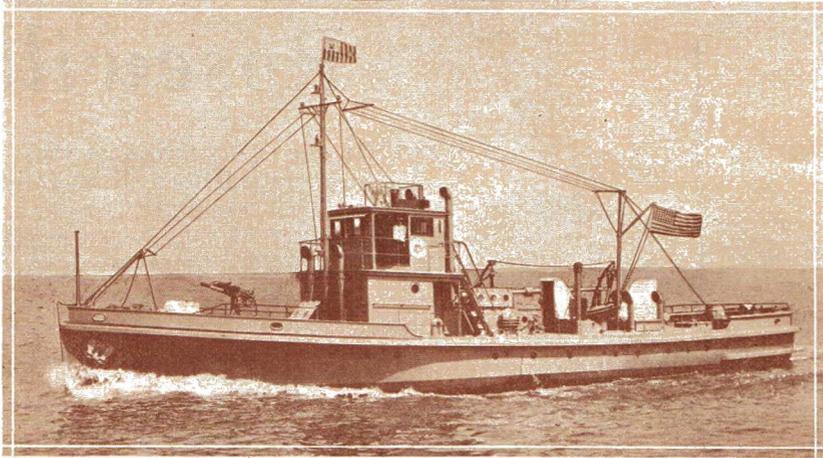
Buckeye storage tanks are used on
Frances A-VII and Charlotte
Built by the Defoe Boat & Motor Works

Send us your specifications.

THE BUCKEYE BOILER CO.
DAYTON, O.

DEFOE BOAT & MOTOR WORKS

Builders of the Finest in Steel and Wood Yachts



Thirteen U. S. Coast Guard

100-foot Patrol Boats

Built by

DEFOE BOAT & MOTOR WORKS

BAY CITY, MICHIGAN

Powered with

WINTON - DIESEL - ENGINES

THE WINTON ENGINE COMPANY

CLEVELAND, OHIO, U. S. A.

New York—A. G. Griese, Inc., 331 Madison Ave.

Los Angeles—F. G. Bryant, 201 F. W. Braun Bldg.

Boston—Walter H. Moreton Corporation, 780 Commonwealth Ave.

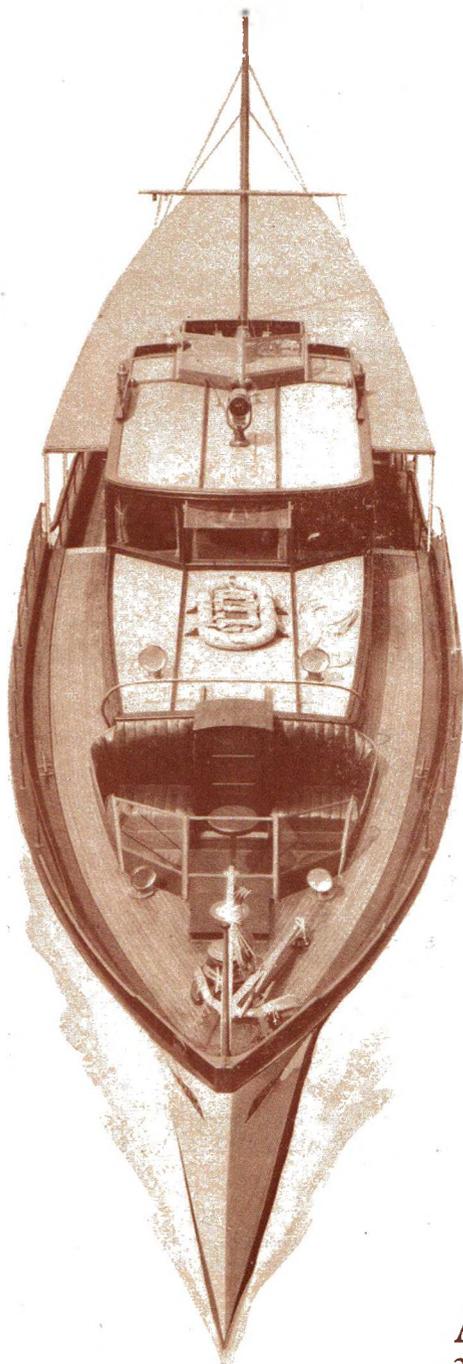
New Orleans, La.—Warren C. Graham Co., 411 Godchaux Bldg.

Washington—R. L. Fryer, 430 Transportation Bldg.

Seattle—J. O. Larsen, 19 Colman Dock

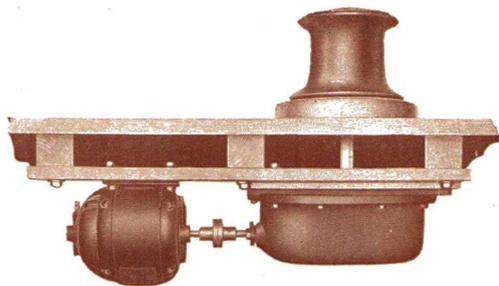
Cleveland—F. C. Erdman Co., Union Trust Bldg.

A-E-CO Equipped Rosewill



THIS fine eighty-three-foot yacht just completed by the Defoe Boat and Motor Works for Mr. W. C. Rands, of Detroit, is equipped with an A-E-CO windlass which makes the tasks of weighing anchor and handling warping lines easy and certain. Furthermore, the beauty in line and finish of the A-E-CO windlass gives Rosewill the final touch in smartness.

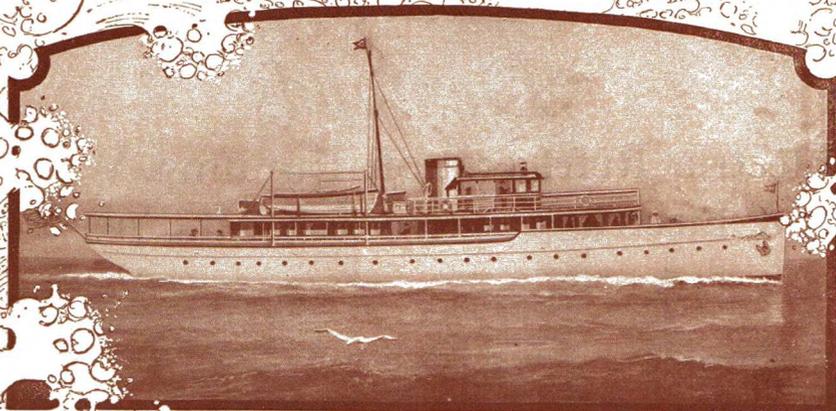
For more than sixty years, America's finest yachts have been equipped with A-E-CO Auxiliaries—steerers, windlasses, boat hoists and other boat machinery of our design. Their absolute reliability, rugged strength, high efficiency, space-saving compactness and trim appearance are characteristic features that win the enthusiastic approval of the most critical naval architects and boat builders.



A-E-CO Electric Windlass, Gypsy Type for rope or cable, handles anchor, sail, small boats or warping lines—compact, powerful, economical. Occupies very little space above or below deck—easy to install—easy to operate. You just step on the button and the windlass does the rest. Takes very little power. A handsome machine with polished bronze head and mahogany base. Also furnished in wildcat type for chain. The most popular windlass on the market. Installed on hundreds of yachts and powerboats.

Write today for descriptions, illustrations and prices of A-E-CO Auxiliaries

American Engineering Co.
2419 Aramingo Ave. Philadelphia, Pa.



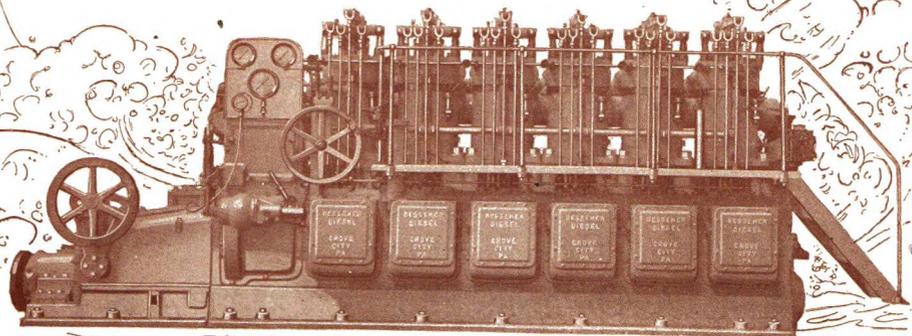
On the Sylvania IV Bessemer Diesels

ONE after another, Bessemer Diesel Engines are being selected to power the finest modern yachts.

The Sylvania IV, designed by J. H. Wells, Inc., built by The Defoe Boat & Motor Works, is powered with two direct reversible Bessemer Diesels, selected because of their unusual quietness, vibrationless operation and sturdy dependability.

Bessemer Diesels are really fine marine power plants that are ideal for every type of marine service—yachts, fishing vessels, tow boats, and as auxiliary equipment on larger ships. They have been proved by performance—that's why ships like the Sylvania IV are Bessemer powered.

THE BESSEMER GAS ENGINE COMPANY
32 Lincoln Avenue Grove City, Pa.



DEFOE BOAT & MOTOR WORKS

Builders of the Finest in Steel and Wood Yachts

Modern Yachting Comfort Demands

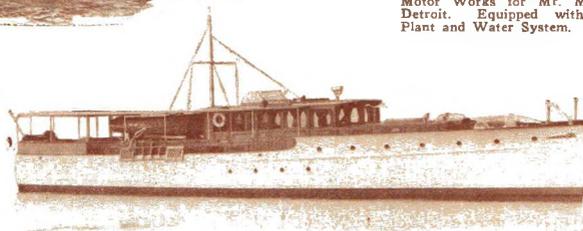
Electric Refrigeration-Running Water and Electric Current for All Purposes



Frances A VII, a 55' cruiser designed by Hacker & Fermann and built by the Defoe Boat & Motor Works for Com. Alex I. McLeod of Detroit. Equipped with a Delco-Light Electric Plant.



Nomabin, a 44' express day cruiser designed by Hacker & Fermann and built by the Defoe Boat & Motor Works for Mr. Montgomery Whaling of Detroit. Equipped with Delco-Light Electric Plant and Water System.



Rosewill, an 83' express cruiser designed by Hacker & Fermann and built by the Defoe Boat & Motor Works for Mr. W. C. Rands of Detroit. Equipped with a Frigidaire.

DELCO-LIGHT Electric Plants *and* Water Systems

Frigidaire Electric Refrigeration *Bring Home Conveniences Aboard the Yacht*

THESSE Delco-Light products place the home afloat on par with the home ashore, giving constant refrigeration, dependable electric current and water under pressure at all times.

The majority of all the fine yachts launched this year are equipped with one or more of these Delco-Light products—Frigidaire for refrigeration; Delco-Light Electric Plant for current; and Delco-Light Water System for pressure water.

In addition to the boats shown above, the builders, Defoe Boat & Motor Works have installed Delco-Light Electric Plants on Lassie and Bo Peep II, two new 55-ft. cruisers. The Lassie also has a Frigidaire.

Write for descriptive literature and prices.

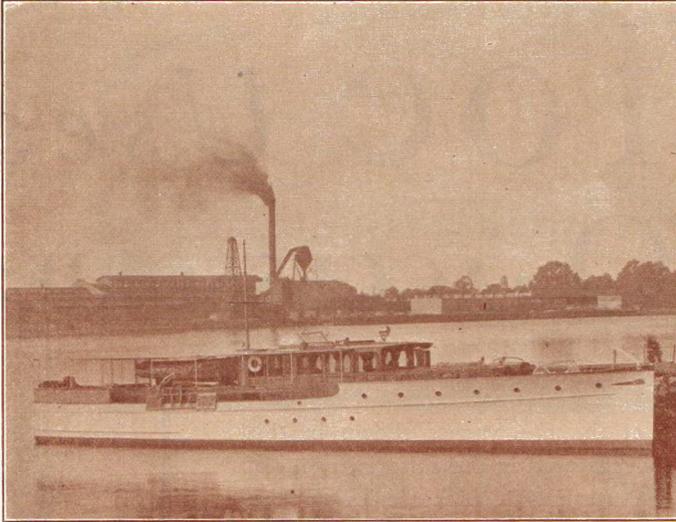
DELCO-LIGHT COMPANY

DAYTON

Subsidiary of General Motors Corporation

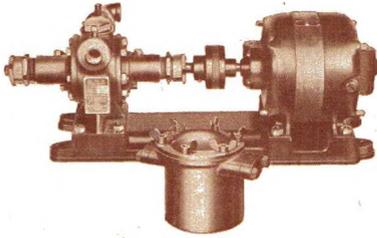
OHIO

NEW YORK OFFICE: Domestic Electric Co., Inc., 39 West 45th Street



There's an
AMF Rotary
Pump

on the Rosewill!



DISTRIBUTORS

BOSTON, MASS.:

Walter E. Moreton Corp.
1043-45 Commonwealth Avenue

NEW YORK, N. Y.:

Bruns-Kimball & Co.
50-54 West 17th Street

PHILADELPHIA, PA.:

Marine Equipment & Supply Co.
116 Walnut Street

SAN FRANCISCO, CALIF.:

Ets-Hokin & Galvan
181 Steuart Street

WILMINGTON, CALIF.:

Ets-Hokin & Galvan
240 Canal Avenue

CANADA:

General Supply Co. of Canada, Ltd.
356-60 Sparks Street, Ottawa

When Mr. W. C. Rands, of Detroit, ordered the Rosewill, he wanted a bilge pump on it that could be depended upon.

When Hacker & Fermann designed the Rosewill for Mr. Rands, they specified an AMF Rotary Bilge Pump as being dependable, and noiseless in operation.

When the Defoe Boat & Motor Works built the Rosewill, they installed the AMF Rotary Bilge Pump as being dependable, noiseless in operation, and positive in action.

And all three parties are satisfied that the requirements of a perfect bilge pump have been met. What about *your* bilge pump?

American Machine & Foundry Company

5520 Second Ave., Brooklyn, N. Y.

Defoe Uses ERICO ACCESSORIES



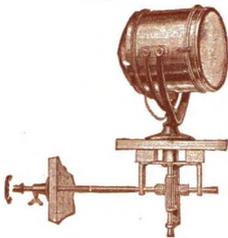
Cabin Control
 Electric
 Searchlight

THE Defoe Boat & Motor Works, builders of the fine yachts shown in this insert and featured in the editorial pages of this issue, use ERICO Accessories on their boats.

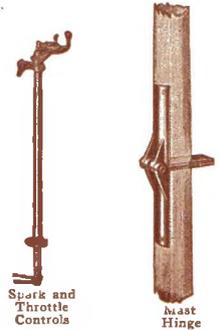
Defoe yachts being of high standard in design, workmanship and materials are naturally fitted with only the finest Accessories.

There is a decisive superiority in the quality and workmanship of ERICO Accessories. A difference that has led the foremost boat builders to use ERICO Accessories in preference to others.

Write today for the latest catalog of
 ERICO MARINE SPECIALTIES



Remote
 Control
 Electric
 Searchlight

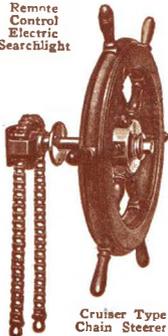


Spark and
 Throttle
 Controls

Mast
 Hinge



Combination Sash and
 Hinge Anti-Rattler



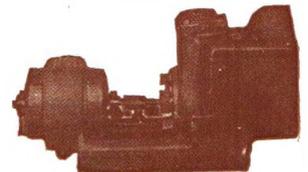
Cruiser Type
 Chain Steerer



Intake and Exhaust
 Pipe Connections



Universal Shaft Log



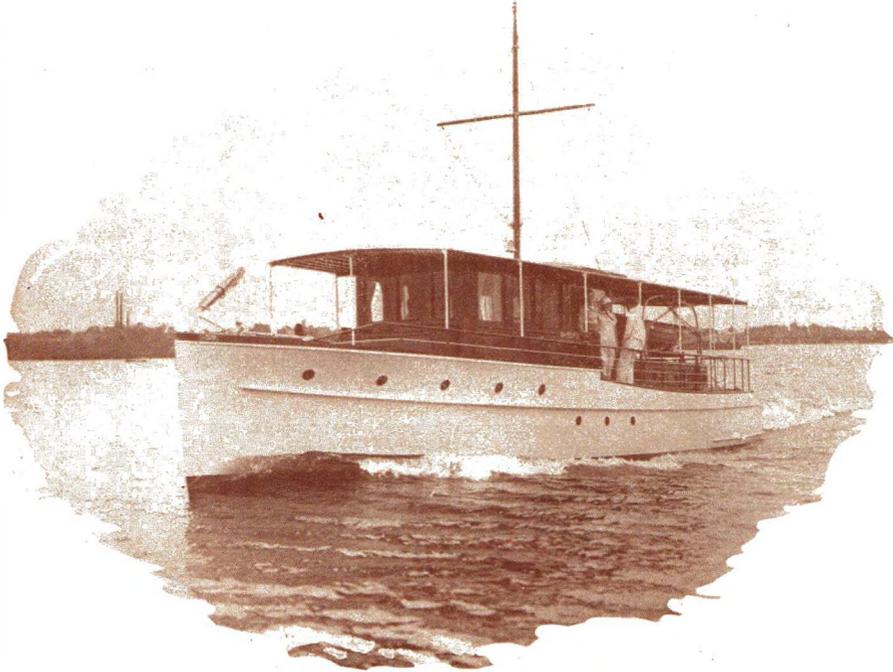
Electric Bilge Pump

HUBBARD HERRICKSON & CO.



3037 N. Western Ave.

Chicago, Illinois, U. S. A.



Thank You, Mr. Kirlin

Kermath Manufacturing Company,
Detroit, Michigan.
Gentlemen:

Let me tell you how much I appreciate the Kermath twin 100 H.P. installation with a reduction gear in my 55-footer built by Defoe. The smoothness of power and the unusual lack of vibration have already convinced me after a trip of 600 miles that my choice could not be bettered.

My engine room is not cluttered up with a lot of cast iron and there is plenty of room to make adjustments without stealing space from the comfortable quarters that the design of my boat has provided.

I. M. KIRLIN.

Kermath motors are built in 13 rugged sizes. There is a dependable Kermath model for your boat.

KERMATH MANUFACTURING CO.

5879 COMMONWEALTH AVE.

DETROIT

KERMATH

KELVIN & WILFRID O. WHITE CO.

112 State Street, BOSTON ¹¹¹ Commissioners St. 38 Water Street, NEW YORK
 MONTREAL

*The Leading Naval Architects
 and Boat Builders Use These
 Binnacles on Their Boats*



**Brass Skylight
 Shelf Binnacles**

5", 6" and 7" compasses with oil
 and electric lights. Sighting lines
 for quick bearings.

Send for Circulars on Our Complete Line of Yachting Equipment.

Barometers, Ship Bell Clocks, Sextants, Marine Glasses, Telescopes, Yacht Flags,
 Private Signals, Club Flags, International Codes, Flags of all Nations, Ther-
 mometers, Stop Watches, and U. S. Government Charts and Publications.

THE 133-ft. Sylvia, one of the finest and
 most expensive yachts built and
 launched this year, is equipped with our
 nautical instruments.

It is the natural thing for naval architects
 and yacht builders to specify and use Kelvin
 and Wilfrid O. White instruments on all fine
 boats because experience has taught them
 that no other navigational instruments give
 greater satisfaction or longer service.

The Pedestal Binnacle shown on the right is a
 substantial, good looking and practical instru-
 ment, requiring little space. It is arranged for
 compensation and has sighting lines for quick
 bearings. A hurricane-proof oil light that will
 stay lit is standard with the binnacle.



**Binnacle
 Pedestal**

Made in
 5" and 6"
 sizes.

Height
 to suit
 location

For Above or Below Water Line



A SANITARY ELECTRIC CLOSET
 especially designed for the motor boat.

SIMPLE TO OPERATE

So simple that a child can operate without previous
 instruction. Simply push the button.

Specified by

Hacker & Fermann, Naval Architects
 and used by

DEFOE BOAT & MOTOR WORKS

Besides Other Leading Naval Architects and
 Boat Builders

U. G. LEE & CO.

3102 No. Western Avenue

CHICAGO, ILL.

Bosworth Filter

*Prevents Fuel Stoppage and Eliminates All Troubles due
 to Water, Dirt or Other Impurities in the Gasoline or Fuel
 Oil*

Used on Express Cruiser Charlotte and Houseboat
 Cruiser Frances A. VII.

Built by Defoe Boat & Motor Works



**Furnished
 in
 Any Mesh
 Desired**

Manufactured
 of
**SOLID
 BRASS
 or
 ALUMINUM**

FOUR SIZES

BRASS		ALUMINUM	
No. 125— $\frac{1}{4}$ "	\$5.00	No. 125— $\frac{1}{4}$ "	\$7.50
No. 250— $\frac{1}{4}$ "	7.50	No. 250— $\frac{1}{4}$ "	11.25
No. 375— $\frac{3}{4}$ "	10.00	No. 375— $\frac{3}{4}$ "	15.00
No. 500— $\frac{3}{4}$ "	20.00	No. 500— $\frac{3}{4}$ "	25.00

Write today for further particulars.

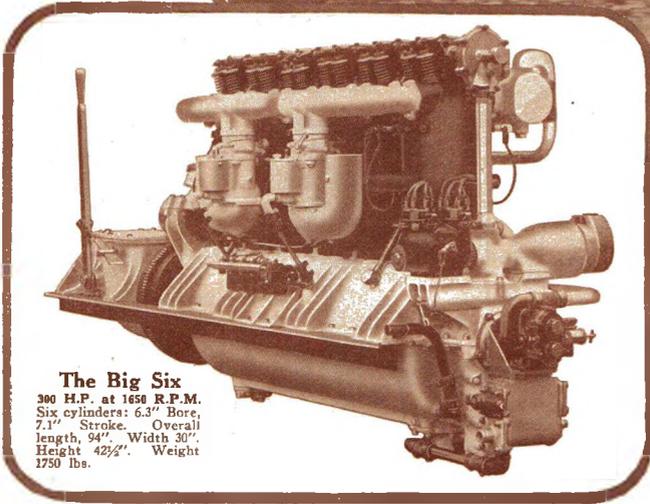
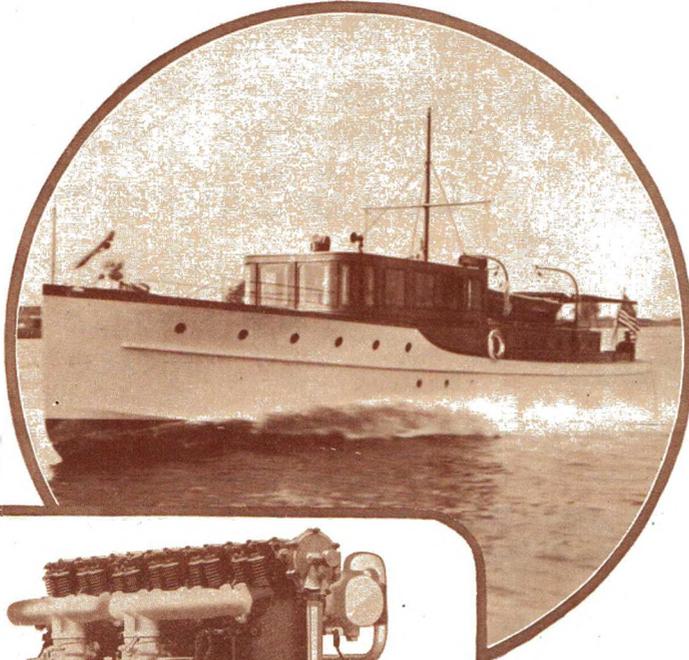
Bosworth Filter Company, Inc.
 15 Wilbur Avenue, Long Island City, N. Y.

Charlotte Express Cruiser

Powered With Two

DETROIT MARINE BIG SIXES

(Fiat type)



The Big Six
 300 H.P. at 1650 R.P.M.
 Six cylinders: 6.3" Bore,
 7.1" Stroke. Overall
 length, 94". Width 30".
 Height 42 1/2". Weight
 1750 lbs.

CHARLOTTE is a 65-ft. express cruiser designed by Hacker & Fermann and built by the Defoe Boat & Motor Works for Mr. J. J. Barlum, of Detroit. Her two 300 H.P. Detroit Marine Big Sixes give her dependable power and maximum speed besides an enduring power plant.

For high speed runabouts and express cruisers the Detroit Marine Big Six not only gives excellent and economical service but has a wide range of flexibility and is unusually free from vibration.

Write for descriptive literature.

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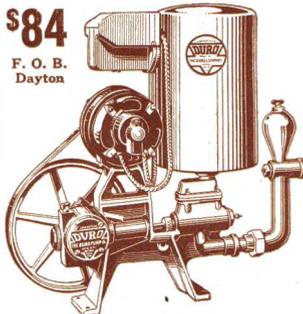
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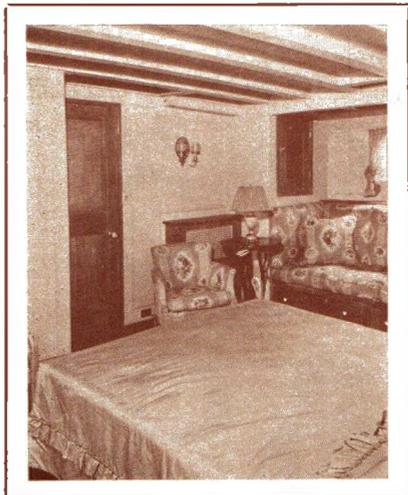
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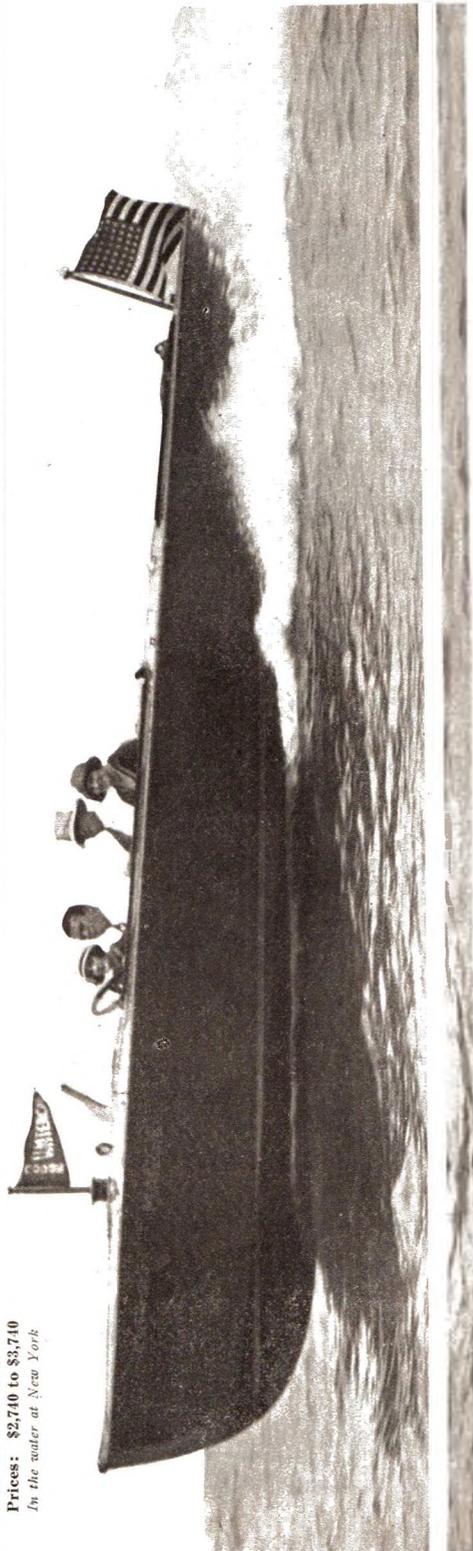
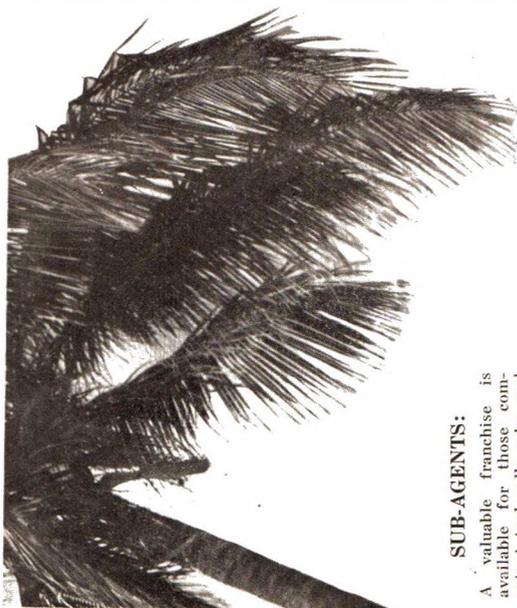
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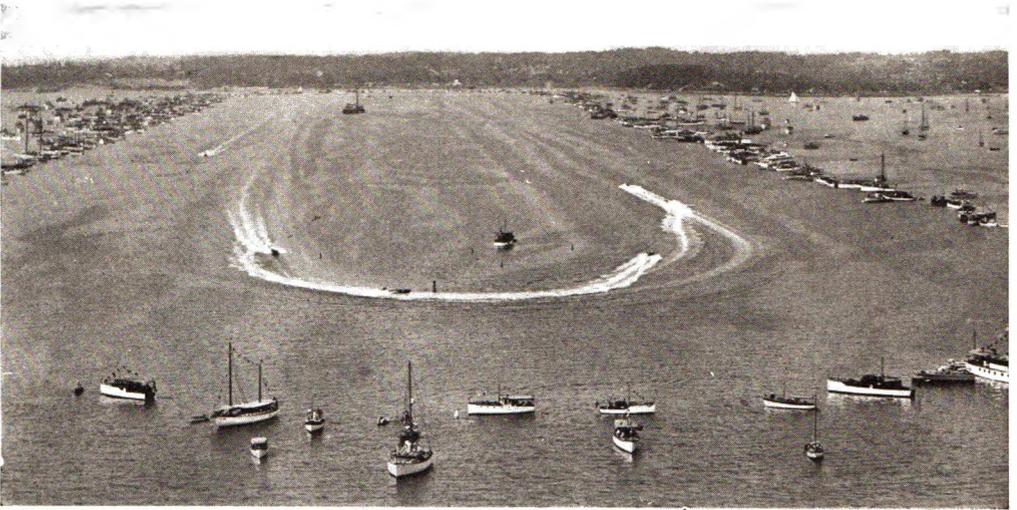
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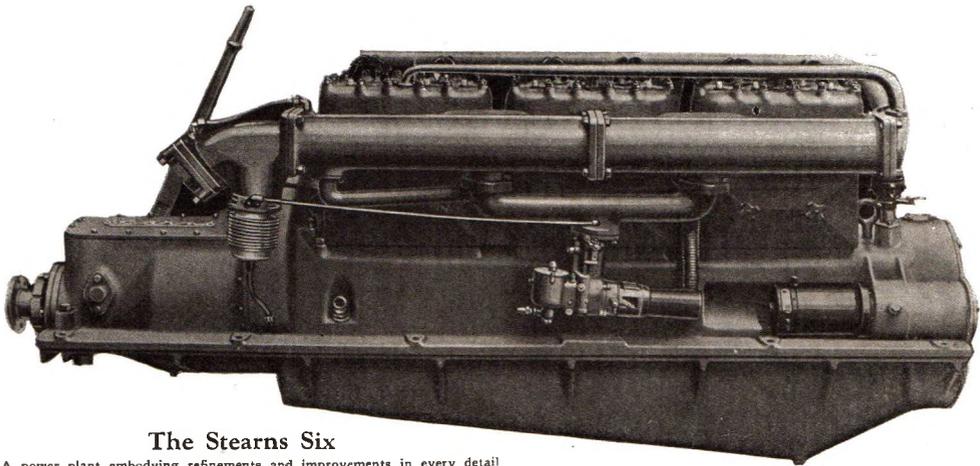
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(Continued from page 96)

Fuel tanks are copper of 600 gal. capacity. An Oberdorfer electric pump takes the gas direct from the main fuel tanks to a gravity tank which feeds the engines. Current is furnished by a Delco generator. There is one Erico electric pump for bilge and another for fire and wash-deck use.

Cabins are heated by means of Protane gas room heaters. Bo-Peep II was designed by Hacker & Fermann for I. M. Kirlin, of Detroit. She is also a heavy weather cruiser 55 x 13 feet. Her power plant consists of 2-100 h.p. Kermaths working through 2 to 1 reduction gears.

Decks are double with outer layer mahogany. Deckhouse and exterior finish is in mahogany. Interior is in mahogany and old ivory.

She has, like Lassie and Frances A-VII, one stateroom and toilet forward. Just forward of the enclosed bridge is a roomy galley equipped with a Kelvinet refrigerator, made by the Kelvinator Company and a Protane range with bottom oven and railed top. Aft of the bridge deckhouse are two staterooms with ample wardrobe space, and one full bathroom between the two, opposite the companionway. The deckhouse has an overall length of 15 feet, with a clear floor space inside 9 feet long. A wide upholstered seat crosses the aft end, and furniture is wicker.

Also like Frances A-VII and Lassie, Bo-Peep has two control stations, one in the deckhouse and one on the outside bridge. Each is complete with motor controls and instrument panels as well as steering column and binnacle, and either may be cut out when it is desired to use the other.

Interior decorations in cabins are in taupe—both carpets and upholstery. Mattresses are extra thick Nachman inner spring type. Furniture and furnishings include many special conveniences, such as a hinged desk in owner's stateroom.

Horn is a Bosch with a special resistance switch to give two distinct tones.

Fuel tanks are of 460 gallons capacity, and Auto-pulse feed takes fuel direct from them to the motors.

An interesting feature of the boat is her reduction gear installation. Each motor swings a 33 x 34 inch Columbian Rocket propeller. The slippage is very low and the boat shows almost no tendency to squat even at her maximum speed of 14 miles.

Frances A-VII is of the same size and general arrangement as the two boats described, but was equipped, with 2 Sterling Seagull motors. Her exhaust was piped out through transom instead of underwater as in the other two boats. The most distinctive thing about her is her black hull with the mahogany upperwork above it, which gives her a snappy and handsome appearance.

All of these boats, as well as Charlotte, were delivered to their destinations under their own power, whence speed data is obtained from time made on charted courses. In thus making the deliveries under power, moreover, the builders gave each boat a thoroughgoing test in all particulars, as each delivery meant a maiden voyage of 220 to 340 miles.

Sylvia is a 133 by 21½ by 8 foot steel Diesel yacht designed by John H. Wells, Inc., of New York, for Logan G. Thomson, of Hamilton, Ohio, and built in 1926 by Defoe Boat & Motor Works.

Hull construction is of steel with customary bilge tanks for oil and water. Tank capacity gives her a cruising range of 3000 miles.

Power plant consists of two Bessemer Diesels developing 300 h.p. at 450 r.p.m. Her cruising speed is 13 miles per hour at 280 turns of the motors; maximum speed 15 miles per hour.

Electric current is furnished by 2-110v, 12½ k.w. Universal generators with a 100-cell A-6 Edison battery. Engine room auxiliaries are most complete, including a separate electric pump for wash-deck and routine work in addition to the regular fire and bilge pumps. Fresh and salt water-pressure systems are of Kewanee manufacture, and sewage tank disposal system is a Rumsey automatic.

Equipment is such as to give a maximum of comfort both to the owner and his crew in living accommodations and easy handling of the boat itself. It includes such things as an American Engineering electric, worm-gear windlass; double vertical gypsy boat hoist on boat deck, with all driving mechanism and resistance in engine casing out of the weather; Webb-Perfection coal and oil galley range; quad Strombos horn; 21-foot Universal powered owner's launch; Mott plumbing of highest grade with a full flushing system draining to sump tank; 3 Serval ice machines, one in pantry

(Continued on page 116)

A Wright Marine Engine Made the Fastest Lap

A new record for the fastest lap ever made in the Gold Cup Race was established on August 21, 1926, at Manhasset Bay over a three-mile closed course by Mr. R. F. Hoyt in his racing runabout "Imp", designed and built by



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the Purdy Boat Company, Port Washington, N. Y., and powered with a Wright Marine Engine.

The "Imp" attained a speed of 53.58 miles per hour in the fourth lap of the first heat.

The "Shadow Vite", owned by Mr. Carl G. Fisher, and designed and built by the Purdy Co., and also powered with a Wright Marine Engine won the second and third heats in remarkable time.

Thus do Wright Marine Engines again assert their supremacy in the marine field.

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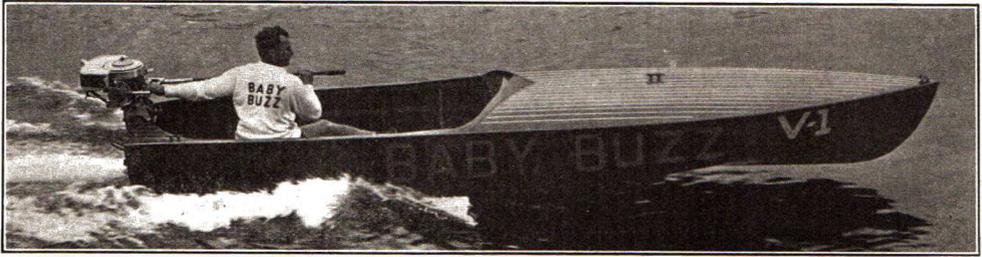
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 Fits in bag 18" x 12" x 5".

AIRSHIPS INCORPORATED



HAMMONDSPORT, N.Y.

Idler III Wins Ocean Race

(Continued from page 40)

the winner of this race. Idler III, owned by Otto von Au, a big seaworthy cruiser powered with a six cylinder Stearn engine covered with the course in 5:13:18, or at the rate of 12.8 m.p.h. The second boat to finish was the cruiser Redcyl owned by J. R. Huntley, which covered the course in 6:23:30, which with the ample handicap gave her the second place. The time prize for the fastest run over the course was awarded to Rene, Jr. II, a new Elco Cruisette, purchased by L. M. Simmons only a day or two before the race, and which established a speed of 13 miles an hour for the course.

Having started on the basis of the handicaps, all boats were computed to finish the race at four o'clock in the afternoon. Of the ten boats which started and finished, six reached the finish line within a very few minutes of the computed time. The widest divergence from the estimated time was in the case of the two boats finishing first and second, who both took eighteen minutes less than the committee had computed. The closest approach to the committee's estimate was in the case of Commander Downey's

Paducah, which did the course in three and one half minutes less than computed. The others varied between, and as a general thing all went a few minutes faster than they had gone on previous occasions.

A suggestion was made on behalf of the Tamaqua Yacht Club, which also runs an ocean race over the same course, that the Sheepshead Bay Club combine with the Tamaqua Yacht Club in running a joint race in the next season, which should be the biggest contest of its kind ever held on local waters. There are promises of an abundance of prizes for a contest of this nature, and a double system of handicapping was suggested, so that a race under both the past performance rule, and under the American Power Boat Association measurement rule could be arranged. This suggestion was very favorably received on the part of members of the several clubs, and also some of the contestants in the race. It seems likely that another year will see one big race over this course.

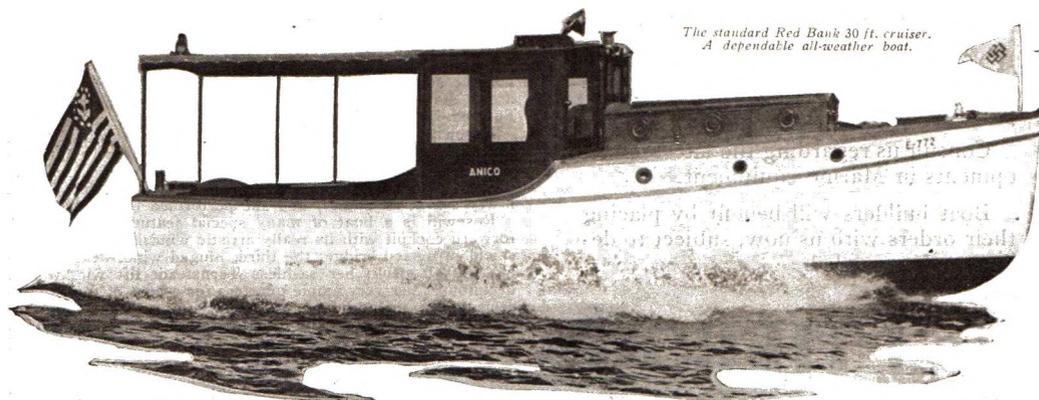
(Continued on page 116)

Ocean Handicap Race Sheepshead Bay Yacht Club, September 12, 1926—47 nautical miles.

Boat	Owner	Club	Time Allowance	Elapsed Time	Corrected Time	Order of Finish
Brickton IV	A. L. Bobrick	Colonial Y. C.	0:06:18	Did not finish	.....	..
Shadow	Wm. A. Joy	Yonkers Y. C.	0:24:18	4:11:05	3:46:47	4
Rene, Jr.	L. M. Simmons	Palm Beach Y. C.	0:45:00	4:28:42	3:43:42	3
Rene, Jr. II	L. M. Simmons	Palm Beach Y. C.	0:19:48	4:09:10	3:49:22	5
Paducah	P. J. Downey, Jr.	Sheepshead Bay Y. C.	0:55:48	4:48:00	3:52:12	6
Marie	Louis Baptiste	Sheepshead Bay Y. C.	2:09:18	5:44:00	4:34:42	10
Sea Wolf	E. S. Thomson	Sheepshead Bay Y. C.	2:37:30	6:53:42	4:16:12	9
Idler III	Otto Von Au	Sheepshead Bay Y. C.	0:35:06	4:13:18	3:38:12	1
Kemah II	E. A. Jimenis	New York A. C.	0:53:06	4:58:48	4:05:42	8
Uncowa	H. Kinkel	Tamaqua Y. C.	2:21:18	6:23:30	4:02:12	7
Redcyl	J. R. Huntley	Sheepshead Bay Y. C.	2:11:24	5:50:51	3:39:27	2
Maja	C. P. Sullivan	Sheepshead Bay Y. C.	0:55:58	Did not finish

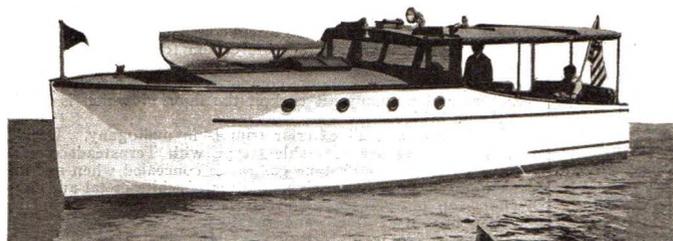
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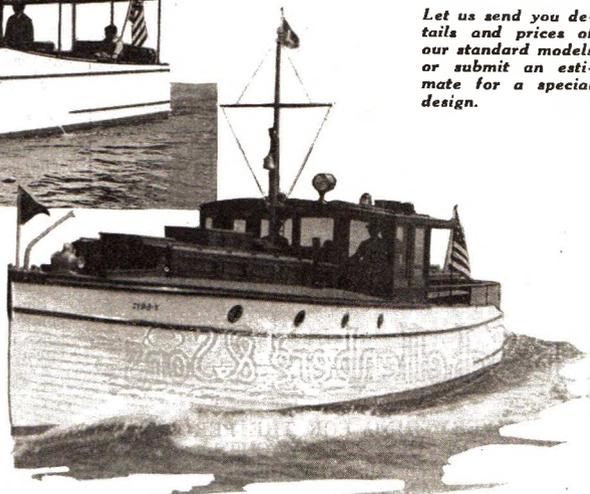
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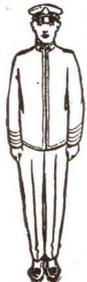
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The Most Modern Plant

(Continued from page 112)

refrigerator, one in galley refrigerator and one in a large meat box just abaft of the galley with deck outlet; Capital heating system with pump, circulation; sashless type windows with Kearfott crank-operated regulators.

The finish of Sylvia is the finest that first class yacht building practice makes possible. Main deck and all exterior joinery is of teak including deck houses, rails, etc. Interior of deck houses including dining room, pantry and living room is finished in American black walnut, and owner's and guests' cabins are finished in antique walnut and French gray.

While the Crew's Quarters is a portion of a yacht that is generally given only passing attention, in Sylvia they deserve something more. In this section of the boat there are 3 staterooms, 3 toilets, mess-room and forecabin, all finished in brown mahogany.

Rosewill was designed by Hacker & Fermann for W. C. Rands, of Detroit. She is 83 by 15 feet round bilge express cruiser, but of seagoing adaptations. In the one trial that the builders have given her they put her into a heavy sea at all angles, and she performed beautifully.

Rosewill is a boat of many special features: Her large forward cockpit with its really artistic windshield; her windshield protected bridge; the third, hinged windshield sheltering the aft deck; her sashless Ternsteadt lift windows in deckhouse; her very ample quarters for a boat of the express cruiser type, including two full staterooms and one full bathroom aft, and roomy dining saloon forward besides galley, forward toilet, captains stateroom and a very long and spacious deckhouse.

Her toilets are U. G. Lee electric flushing. Her bath tub and considerable amount of her plumbing of duralumin for lightness, all special made. Screens of non-corroding Monel metal. Monel metal propeller shafts. Electric brass-head windlass, AECO. In short a very special job in all particulars, and one calculated to attract attention around the club on that account.

The power tender is Defoe built—solid mahogany with Hallet 10-12 h.p. motor. Rosewill will be completely illustrated and described in MoToR Boating in the near future.

Nomabin, a 44 by 10 foot 6 inch V-bottom express day cruiser, was built from Hacker & Fermann design for Montgomery Whaling, of Detroit. Below the chine she is double planked with cedar over moulded frames. Sides are single planked with cedar—seam batten construction.

Arrangement consists of a stateroom forward, galley and toilet on opposite sides of ship just aft of this, then a fully enclosed bridge over motor compartment, with hatches over motors and a roomy aft cockpit the floor of which is level with the bridge.

Deckhouse and all exterior trim is in mahogany. Deckhouse windows are of sashless type with Ternsteadt crank lifts. Galley has a Protane gas range concealed when not in use under a hinged-top table. Sink is of white metal and the whole top of recessed galley dresser is white metal lined. Toilet has Mott bowl and lavatory.

Power plant is a Hall-Scott LM6-cylinder of 200 h.p. which drives her 20 miles per hour. Generator is a Delco automatic without batteries. Boat is equipped with a Delco water pressure system, Frigidaire refrigerator, Erico bilge pump, and Auto-pulse gasoline feed direct from fuel tanks to motor.

She is a very complete little outfit, and as pretty as she is complete—a fair tribute to John Hacker's skill and experience in V-bottom design, reposing, as she does, one of his latest efforts.

Idler III Wins Ocean Race

(Continued from page 114)

Another suggestion which is likely to find favor in a race of this kind is to use a slightly different method of determining the winner. In this contest the boats were started on their handicap times, and the first boat to finish was declared the winner. Based on the present experience, it would be better to determine the winner as the boat which varied the least from its handicap time. Since all times were computed on the basis of the best previous known speed of the boat, it would require a full speed run, and any attempt to manipulate the boat's speed would be easily discovered and would automatically throw the boat out of the running. Had this race been run on a basis of this kind, Pudding would have proven to be the winner, with a variation of only three and one half minutes from the estimated time.

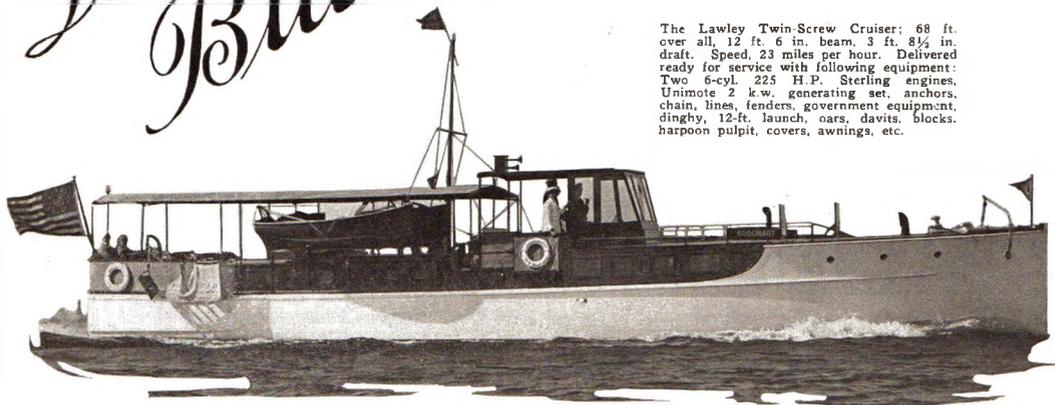
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Sixty-Eight Foot

Twin Screw Express Cruiser and Standard Thirty-Eight Footer

The Lawley Twin Screw Cruiser: 68 ft. over all, 12 ft. 6 in. beam, 3 ft. 8½ in. draft. Speed, 23 miles per hour. Delivered ready for service with following equipment: Two 6-cyl. 225 H.P. Sterling engines, Unimote 2 k.w. generating set, anchors, chain, lines, fenders, government equipment, dinghy, 12-ft. launch, oars, davits, blocks, harpoon pulpit, covers, awnings, etc.



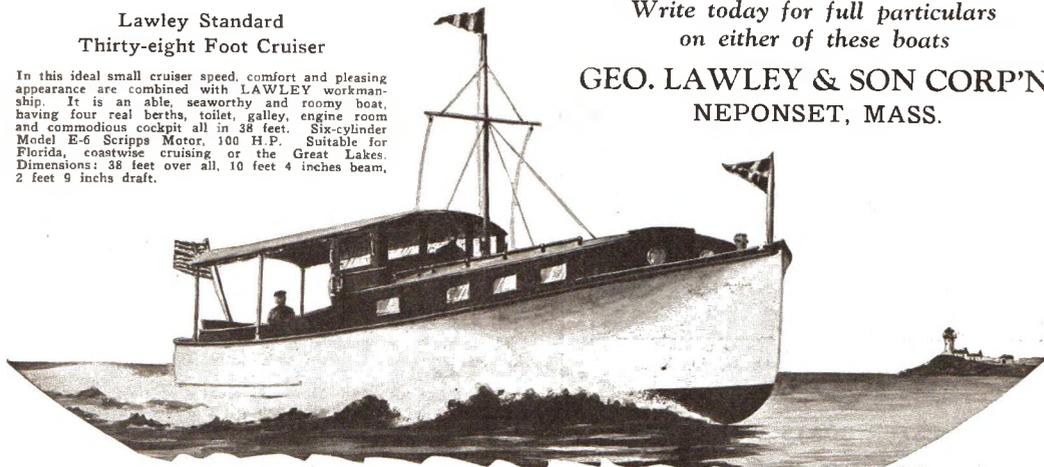
THESE two superb boats, the Lawley Sixty-eight Foot Twin Screw Express Cruiser and the Standard Thirty-eight Footer embody in construction, finish and appointments the final word in boats of their class. They have exclusiveness and individuality that makes ownership a source of unending pride. Sixty years' experience in custom built yachts are in back of these boats and an enviable reputation that is famed far and wide in the boating world. You will appreciate the mechanical excellence, admire the smart and modern lines and praise the brilliant performance of these boats. Your order placed now will insure delivery this fall in time for the southern season.

Lawley Standard Thirty-eight Foot Cruiser

In this ideal small cruiser speed, comfort and pleasing appearance are combined with LAWLEY workmanship. It is an able, seaworthy and roomy boat, having four real berths, toilet, galley, engine room and commodious cockpit all in 38 feet. Six-cylinder Model E-6 Scripps Motor, 100 H.P. Suitable for Florida, coastwise cruising or the Great Lakes. Dimensions: 38 feet over all, 10 feet 4 inches beam, 2 feet 9 inches draft.

Write today for full particulars
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MALABAR VII*"It gives wonderful results"*
—JOHN G. ALDENMALABAR VII.
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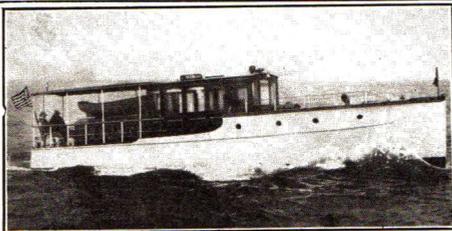
IT HAS NO EQUAL IN TROPICAL AND SEMI-TROPICAL WATERS

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MARBLEHEAD, MASS., U. S. A.**3 Racy Racine Runabouts**

You can't go wrong on any of them. The "Coast Guard," "Competitive" and the "Viking Express," shown here, are all built for speed, easy control, comfortable riding and dependable service.

Racine's Runabouts are beautifully proportioned and appointed and come all equipped. The first cost is the only cost. Made in three sizes, 19, 22½ and 25 feet, and one design. Sharp-nosed; concave-bottoms; high-power Scripps motor.

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Standardized cruisers, 33, 36, 40, 45, 50, 55 and 62 feet, and runabouts 24, 28 and 30 feet in length. Special or custom jobs any size or type up to 150 feet in length.

ROCHESTER BOATS WORKS, INC.
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Foreign and domestic territory open for responsible dealers.**Yard and Shop**

(Continued from page 72)

Two New Matthews Craft

Many requests for special types of boats are met by boat builders, and these cannot always be taken care of by existing types of standardized boats. The Matthews Company, Port Clinton, Ohio, are arranging to produce two new types of boat around their standardized 38 foot hull. One of these will be a 38 foot Sport Fisherman, a boat particularly for off-shore fishing. It is designed for those who do not desire the limit of accommodations in the cabin, but prefer more room in the cockpit and equipment adapted for their purposes. The Sport Fisherman has a reduced forward cabin and contains only two comfortable berths, locker space and toilet. From this cabin aft is a very large cockpit being 17 feet 8 inches in length. The floor of this cockpit has been raised to a higher level above the water line than that contained in the Standard Matthews 38, and the motor is entirely installed under the cockpit floor which has, however, a large box hatch which opens up and entirely exposed the motor so that it is very easy to get at any part of same for repairs or adjustments. The standard equipment will be the six cylinder Kermath, and at the standard price, the boat will be completely equipped similar to the Standard 38 cruisers, and will contain a large ice chest in the cockpit, two swivel fishing chairs at the aft end, as well as other details especially intended for a fishing boat. The boat in general will be finished the same as the Standard 38, so that this particular model will provide at a very reasonable price an unusually high grade, substantial and seaworthy craft which can be used under practically any conditions of weather for off shore fishing. In addition to the lighter weight of this particular model, and other details, the boat is especially well adapted for the installation of high powered motors where speed is wanted and as it is practical to install a motor of very large size in this model, it is probable the Sport Fisherman will be used in a great many cases equipped with considerable power.

The other model is the Matthews 38 Day Cruiser, which also uses the same hull and actually contains exactly the same aft cabin including the same arrangement, equipment, etc., as the aft cabin of the Matthews 38 Double cabin cruiser, but in place of having the regular forward cabin, similar to the Double Cabin boat, this has been eliminated and the bridge cockpit carried the full distance forward. The permanent top, contains a mahogany windshield both forward and aft. This boat provides an ideal type for the use of customers who do not care for additional accommodations over the Standard Single Cabin Cruiser, so far as berths, etc., are concerned, but want a cruiser especially adapted for entertaining a large number of friends on one day trips.

This boat should also be very popular as a real estate and hotel accessory for use in Florida, as there is considerable demand for suitable boats to be used in taking out hotel guests in the southern territory.

The Sport Fisherman contains the regular Matthews 38 emergency sail rig, and also that the mahogany windshield and top does not run the entire length of the cockpit in order to give added convenience for fishing. The day cruiser does not come equipped with the sail rig, but instead is provided with a suitable signal mast.

400 Per Cent Increase

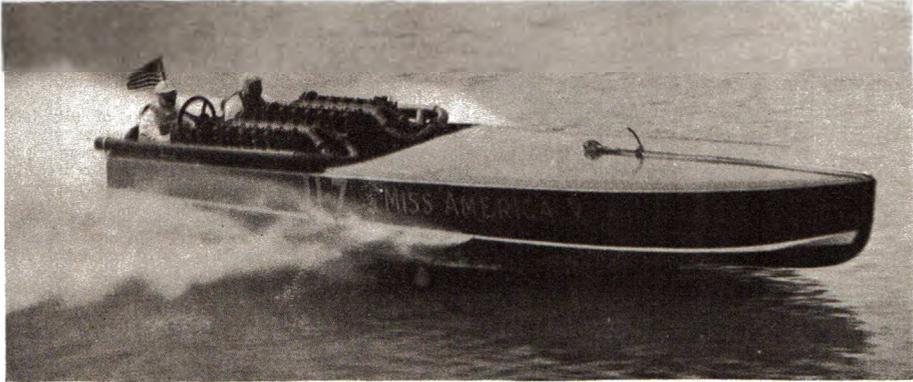
The Lockwood Ash Motor Company of Jackson, Michigan reports a 400% increase over 1925 in the sale of Twin outboard motors. About a year ago F. T. Irgins was added to the organization as Chief Engineer. He was able, through careful redesign of the Lockwood Ash Twin to increase the power about 30% without materially increasing the weight and to add several features to the motor, greatly increasing its performance in several different ways. As a result the 1926 Model Twin motor increased the World's record for Class B outboard motors from 12.55 miles per hour, held previously by the Lockwood Ash motor to 19.904 miles per hour as officially recorded in the mile time trials at the Mississippi Valley Power Boat Association Regatta at Louisville, Kentucky on July Fourth.

The added performance of the motor combined with a vigorous and well directed sales campaign resulted in the 400% increase in sales as above mentioned.

The Lockwood Ash Motor Company is now preparing through the addition of manufacturing space and equipment to further increase production for the 1927 season and definite sales activity and production on the 1927 model will be well under way within the next thirty days.

Gar Wood with Miss America V

Sets a New World's Record



HAVING established his right to the Harmsworth Trophy for the third consecutive time, Gar Wood, driving Miss America V in the second heat of the British International Trophy race, drove the second lap at 72.702 m.p.h.—a *World's record for speed in competition.*

On the preceding day, Miss Indianapolis, a three year old BABY GAR, driven by F. L. Sanford, owner, in his first race, won second in the 150-mile Sweepstake race, averaging 47.102 m.p.h. in a rough sea.

GAR WOOD, Incorporated

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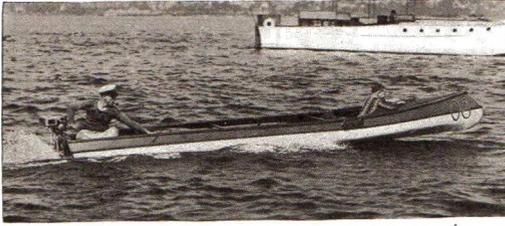
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Greenwich Folly Wins Gold Cup

(Continued from page 22)



This Arrowhead-Meraco Racer driven by a Lockwood-Ash outboard motor, was the winner in Class B of the First Annual Outboard Motor Boat Marathon over a course of 75 miles on the Hudson River August 15th.

Arrowhead-Meraco Racer

The Outboard Motor Boat Sensation

SINCE this wonder boat made its first appearance it has captured either first or second place in practically all of the important outboard motor boat races all over the country.

In the Arrowhead-Meraco Racer you have twenty feet of comfortable, seaworthy and safe boat, besides a distinctive design that is extremely pleasing. The growing preference for this boat is making it the first seller among the lovers of outboard motor boating everywhere.

Write for our handsome illustrated catalog showing other distinctive models, such as the Meraco Speedster, Flyer, Cruiser and Hunter.

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The start of the Free-for-all class at the Gold Cup Regatta, Manhasset Bay, August 22nd. Arrowhead-Meraco Racer is second in the lead.



spectator fleet was at its highest pitch. As the boats succeeded in gaining a few feet of distance, they were greeted with a loud whistling and cheering. The various favorites were loudly cheered at the end of each heat, and the appreciation of the public for good driving and sportsmanship was marked. The first heat of the Gold Cup race brought out thirteen starters. These all kept closely together for the first few laps, until the strain of driving wide open began to tell on some of them. During the fifth lap, both Hotsy Totsy, owned by Caleb S. Bragg, and Baby Water Car, owned by the Dodge Brothers Dealers' Association, were forced out of the running. During the seventh lap, Baby Shadow, driven by G. W. Vaughan, also was compelled to drop out. The remainder continued in the race until the end, with the first heat going to Baby Bootlegger, driven by Colonel Vincent. Imp was second, with Palm Beach Days third. Five of the boats had not finished the tenth lap, when the heat was over, and were flagged from the course. Sara de Sota never got beyond the first turn on the first lap as she threw her crew out and damaged herself beyond immediate repair.

The second heat showed the loss of two boats, since Hotsy Totsy and Baby Shadow failed to start. In this heat also, mishaps befell Baby Bootlegger and Baby Water Car, during the seventh lap, as they both retired during this one. The others managed to finish the ten laps or keep going, until the end of the heat, when they were flagged from the course, with the result that Shadowvite, owned by Carl G. Fisher, proved to be the winner of this heat. The score now stood with one heat each credited to Baby Bootlegger and Shadowvite, although on the point system of scoring, Palm Beach Days, with a total point score of 648, seemed to be the leader. The start of the third heat brought out ten of the boats, but this was quickly reduced to eight, as Baby Bootlegger withdrew in the first lap, and Detroit Water Car turned over shortly after. During the eighth lap, Nuisance, owned and driven by Mrs. Delphine Dodge Cromwell, was forced to retire, leaving only seven boats in the running. The winner of this heat proved to be Shadowvite, and the strange result appears, that on the point system Greenwich Folly, owned and driven by George H. Townsend, by virtue of consistent running, and having finished fifth in the first heat, second in the second heat, and second in the third heat, had piled up a total score of 978 points, which makes her the winner of the race. The second boat with 944 points was Shadowvite, and the third one Palm Beach Days, with 904. The consistent running of Greenwich Folly, while she was not the fastest boat in the race, enabled her to finish each heat without difficulty and successfully pile up enough points to take the trophy.

Only four boats came out in the first heat of the shorter race for the Dodge Memorial Trophy. These were, the Gold Cup boats, Miss Columbia and Impshi, and the two new jobs built for this race, Rascal and Rowdy, owned by Caleb S. Bragg and Carl Fisher. These boats were exactly alike, and performed about equally well. Both were built at the Purdy plant, and powered with similar Packard engines. The first heat of this race found these four boats battling in pairs, with Rascal leading in the first lap, closely followed by Rowdy. The second lap finds the positions changed with Rowdy in the lead, hard pressed by Rascal. They hold their relative positions through the remaining two laps, and finish with Rowdy first, and Rascal second. Her time for the twelve miles was 15:12, an average of 47.41 m.p.h., and her best lap was at the rate of 48.70 m.p.h.

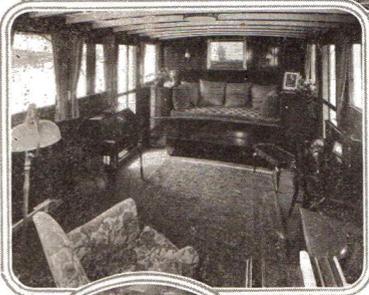
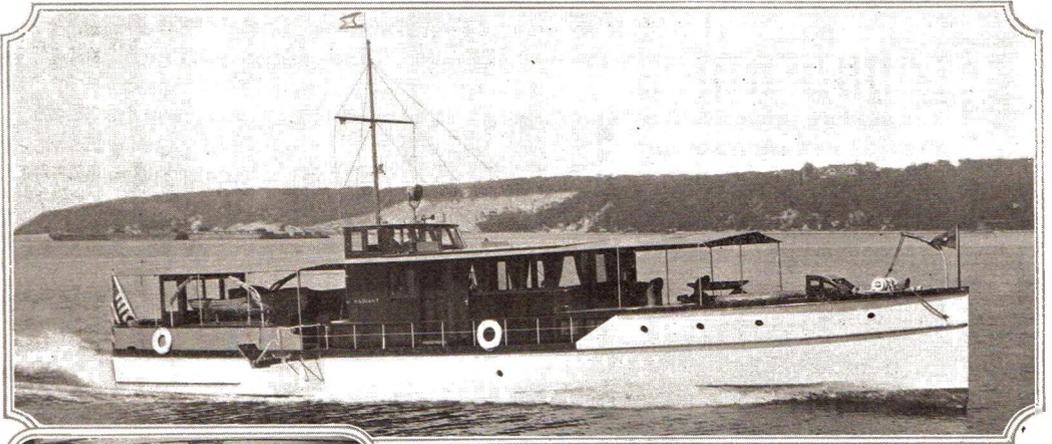
The second heat again found four boats, but this time Miss Columbia was absent, and Baby Water Car was running. It was almost a repetition of the first heat since Rascal and Rowdy both ran away from the others. During the second lap, Baby Water Car turned over, spilled her crew, and requiring the services of the Coast Guard to rescue both the men and the boat. Impshi was noticeably slower than the other two, who fought it out between themselves, with the result that Rowdy again proved to be the winner, with a total time 15:37, an average speed of 46:09 m.p.h.

The third heat found five boats taking part, with Nuisance trying her chances against the others. Miss Columbia started off well, and gave Rascal a tussle for the first few laps, and was nosed out for second place by a mere matter of seconds. First place in this heat again went to Rowdy, with a total time of 15:12, or a speed of 47.38 m.p.h. Nuisance completed one lap and withdrew during the second. Second place went to Rascal, with Miss Columbia third, and Impshi a poor fourth.

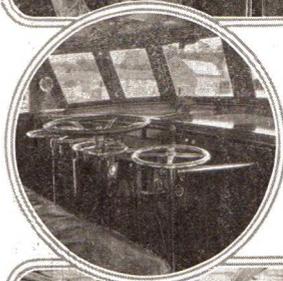
(Continued on page 124)

Radiant

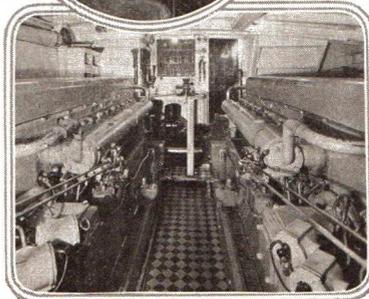
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ADIANT is a seventy-four-foot, twin-screw express cruiser, Alden design, built for Mr. Clifford R. Hendrix.

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Gold Cup Regatta, Manhasset Bay, New York

Summary of Results

Twenty-fourth Annual Gold Cup Race, August 21, 1926—3 Heats, of 30 Miles Each.

Boat	Driver	Owner	First Heat	Second Heat	Third Heat	Speed best Lap	Final Position
G-1	Miss Columbia	Howard W. Lyon	Time 37:24	Time 39:12	Time 38:57	48:51	6
G-4	Hotsy-Totsy	Caleb S. Bragg	Did not start	Did not start	Did not start	46:21	9
G-5	Baby Bootlegger	Col. J. C. Vincent	Finish	Finish	Start	43:65	12
G-7	Baby Shadow	Carl G. Fisher	Did not finish	Did not finish	Did not start	51:86	8
G-8	Greenwich Folly	George H. Townsend	Finish	Finish	Start	50:85	11
G-9	Nuisance	Geo. H. Townsend	Time 36:34	Time 49:22	Time 36:44	48:99	1
G-12	Shadowwite	Mrs. D. D. Cronwell	36:18	*	Did not finish	47:54	9
G-14	Imp	Richard F. Hoyt	37:03	36:29	36:41	49:06	2
G-15	Miss Fredie	Dick Locke	36:41	49:07	Did not start	53:58	5
G-16	Sara De Sola	Walter P. Chrysler	Did not start	Did not start	Start	....	14
G-31	Solar Plexus	Fred Blossom	Did not start	Did not start	Start	....	15
G-33	Impshi	Wm. Horn	37:53	37:12	Did not finish	48:34	7
G-35	Baby Water Car	H. E. Dodge	35:47	38:36	Did not finish	48:14	4
G-34	Detroit Water Car	Dodge Bros. Dealers Assn.	35:44	Did not finish	38:13	47:10	13
G-70	Palm Beach Days	W. McP. Bigelow	36:45	48:35	Did not finish	45:48	10
Fastest Heat (30 miles) was made by Baby Bootlegger. Time, 35:37. Speed 50.53 m.p.h.							
* Running when first boat finished. Flagged in.							

Dodge Memorial Trophy—4 Heats, of 12 Miles, August 22, 1926

Boat	Driver	Owner	First Heat	Second Heat	Third Heat	Fourth Heat	Speed Best Lap	Final Position
G-1	Miss Columbia	Howard Lyon	Time 15:37	Time 15:30	Time 15:22	Time 15:22	46:84	47:28
G-33	Impshi	W. D. Morton	16:29	Did not start	19:29	Did not start	44:75	2
D-2	Rascal	Caleb S. Bragg	15:11	47:31	15:16	15:02	47:89	48:61
D-3	Rowdy	V. Killesrath	15:11	47:41	15:12	14:52	48:40	49:16
G-35	Detroit Water Car	Horace Dodge	Did not start	Did not start	Did not start	Did not start	....	....
G-9	Nuisance	Mrs. D. D. Cronwell	Did not start	Did not start	Did not finish	Did not finish	42:53	....
G-34	Baby Water Car	Dodge Bros. Dealers Assn.	Did not start	Did not start	Did not start	Did not start	....	....
Fastest Heat (12 miles) was made by Rowdy. Time 14:52. Speed 48:40. Fastest Lap (3 miles) was made by Rowdy. Time 3:40. Speed 49:16.								

Biscayne Baby—One Design Class—4 Heats, 12 Miles Each. August 21, 22, 1926

Boat	Driver	Owner	First Heat	Second Heat	Third Heat	Fourth Heat	Speed Best Lap	Final Position
22	J. Inglis	V. Withstandley	Time 18:53	Time 18:53	Time 19:50	Time 25:41	38:44	4
23	L. G. Hamersley	A. E. Seelwick	37:23	35:23	38:04	35:12	31:04	7
24	N. Doubleday	Jack R. Aron	38:35	38:56	39:38	37:86	38:69	6
25	R. Gamble	Eugene Walsh	39:38	38:37	40:01	33:13	31:01	3
26	J. Rutherford	Helen Heintschel	38:37	38:09	39:61	33:11	31:84	2
27	T. Pratt	Arthur Saxe	40:10	40:08	18:19	39:30	40:67	1
30	Chas. Trunz	Arthur Saxe	31:77	34:54	20:52	34:50	35:97	5
Fastest Lap (3 miles) was made by No. 27, T. Pratt. Time 4:26, Speed 40:67. Fastest Heat (12 miles) was made by No. 27, T. Pratt. Time 18:10. Speed 40:10.								

Outboard Motor Free-For-All—3 Miles, August 22, 1926

Boat	Owner	Time	Speed	Position	Boat	Owner	Time	Speed	Position
O-1	Flying Fish	9:39	18:64	1	V-23	David H. McCulloch	24:43	14:57	9
O-6	Perrict Lady	12:39	14:23	5	V-24	Port Wash, Battery & Ign.	23:54	15:27	5
O-8	Wahoo	10:45	16:74	2	V-31	M. D. Whitman	26:54	13:38	11
O-11	Pram	13:29	13:35	6	V-7	Charles E. Bortum	22:15	16:17	3
O-13	Miss Carrie	11:40	15:43	3	V-34	A. J. Schwarzer	22:47	15:79	4
V-6	C. S. Y.	12:14	14:71	4	V-36	H. L. Quick	27:48	12:94	12

Outboard Motor (Baby Buz)—6 Miles, August 22, 1926

Boat	Owner	Time	Speed	Position	Boat	Owner	Time	Speed	Position
20	57	17:18	1	V-23	David H. McCulloch	24:43	14:57	9	
21	20:01	16:34	2	V-24	Port Wash, Battery & Ign.	23:54	15:27	5	
22	23:42	15:19	6	V-31	M. D. Whitman	26:54	13:38	11	
23	24:18	14:81	7	V-7	Charles E. Bortum	22:15	16:17	3	
24	25:19	14:21	10	V-34	A. J. Schwarzer	22:47	15:79	4	
25	24:34	14:65	8	V-36	H. L. Quick	27:48	12:94	12	

Now Is the Time to Order Your FAY & BOWEN RUNABOUT For the Southern Season

Fay & Bowen twenty-four-foot, single cockpit runabout; powered with the Fay & Bowen model LC-41 marine engine, 27 H.P. Speed, 17 miles per hour. Solid mahogany construction, natural finish.



TO assure yourself the convenience and pleasure of having one of these fine Fay & Bowen runabouts at your command during the coming southern season, we suggest that you place your order now.

All models of Fay & Bowen runabouts are kept in stock for immediate delivery. If your requirement is for a family boat, a gentleman's runabout or a small runabout for lake or river service there is a Fay & Bowen craft to meet it. These are quality boats, built of the highest grade of materials, and by skilled craftsmen. Fay & Bowen runabouts

have the class and style that make you feel at home with the finest boats afloat.

Five models: Twenty-two, twenty-four and twenty-seven and thirty foot single cockpit types and a thirty-footer with a double cockpit. Each is handsomely finished, luxuriously upholstered and salt water equipped.

Fay & Bowen boats are powered with Fay & Bowen engines. There is no division of responsibility between boat builder and engine manufacturer. Our warranty covers both hull and power plant.

Write today for descriptive literature of Fay & Bowen Runabouts

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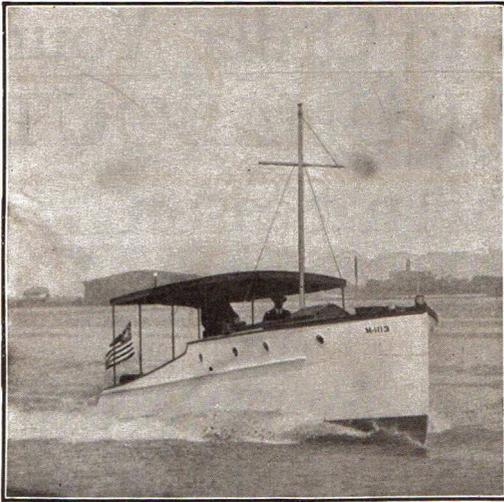
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The Fay & Bowen double cockpit runabout, a thirty-footer, powered with the Fay & Bowen model LNS-43 marine engine, 60 H.P., gives a speed of 21 miles per hour. Passenger capacity for 12 persons. All mahogany finished hull.





Greenwich Folly Wins Gold Cup

(Continued from page 120)

The fourth heat was virtually a repetition of the third, with the same boats taking part. Nuisance again dropped out during the second lap, while Rowdy and Rascal battled strenuously for first place. This was taken by Rowdy in a matter of 14:52, a speed of 48.40 m.p.h. Rascal was close behind her, and Miss Columbia was again third, Rowdy having won all four of the heats, was the winner of the Trophy.

The races for the Biscayne Baybies were held on both of the days of the Regatta, and two heats were run on each day. Seven of these little boats all powered with Scripps engines took part, and furnished excellent sport by their close running. A peculiar thing about these is that while they are all alike, some of them are faster than others, and generally one of them will stand out above the rest. In this case it happened to be Number 27, driven by T. Pratt, and this boat was successful in winning first place in three of four heats. This piled up an enormous point score, totalling 1456 points, which gave this boat first place in the race. The second boat Number 26, driven by J. Rutherford was third in the first heat, second in the second and third heats, and third in the fourth heat with a point score of 1398. The third boat, Number 25, driven by R. Gamble, was second in the first heat, third in the second heat, first in the third, and fifth in the fourth. His point score was 1378, giving him third place.

The Cruiser Races

During the Gold Cup Regatta there were a number of most interesting cruiser races held by different clubs cooperating with the Gold Cup Committee. The most strenuous of these was the event from Philadelphia to New York, under the auspices of the Tri State Yacht Club. This race was for the famous James Craig Trophy, and was open to cruisers, express cruisers, and auxiliaries. It started from the Tri State Yacht Club at Essington on Monday and Tuesday, August 16 and 17, finishing at the Columbia Yacht Club, New York on the 18th. The boats started according to their own choice, with the handicaps deducted at the end of the race. There were six boats in the cruiser class, with two express cruisers racing in a separate class. A third contest for the Fred J. Poth Trophy took place at the same time, with all boats racing in the same class.

The reports of the crews at the finish of the long grind of 200 nautical miles, were of storms and fogs and heavy seas encountered on the ocean on the way to New York. The weather was so bad at times, that the boats had to slow down to insure their safety. In fact one boat having been wet down thoroughly, experienced trouble with the ignition system, and put into a harbor for shelter, and experienced a very close escape from the effects of a twister which shattered itself on the break water only a short distance from where this boat lay. Other boats reported similar experiences and the crews deserve great credit for their seamanship and perseverance in driving through the 200 miles under the severe conditions existing.

In the cruiser class, Rene, Jr., owned by L. M. Simmons of the New York Athletic Club, was successful in winning first place on corrected time, and was awarded the James Craig trophy for one year. Her elapsed time was 21:28:15, and deducting her small allowance gives her a corrected time of 21:12:15. The other boats finished much later, with the exception of Katherine R, which found the going too strenuous, and put in at Atlantic City, without finishing the race.

In the express cruiser class there were only two contestants Baby Boozer and Clarella. Both of these boats started early on Tuesday morning after the storm had subsided somewhat, and did not experience such difficult conditions. They finished in twelve hours, running time, and were allowed one hour for refueling at Atlantic City, where they stopped for this purpose. Clarella, owned by J. H. Van Seiver, proved to be the winner on her corrected time of 11:04:50.

Considering all boats racing in one class, Rene, Jr., also proved to be the winner of the Poth Trophy, with Ballantras, owned by R. C. Roebing of Washington, second. Her corrected time on this basis was 9:59:15, with Ballantras about thirty-four minutes behind her. A summary of the race results will be found on page 122.

On arriving at the Columbia Yacht Club, the crews were entertained at a dinner in their honor, by the club. The donor of the original Craig Trophy, James Craig, entertained them with some of his early experiences in the long race to Bermuda in the early days of motor boat racing. The Trophy originally was awarded for this race, and more recently the conditions were modified so that it is now raced for over a shorter course.

Another famous trophy which was in competition during
 (Continued on page 130)

MARCO

The Ideal One-Man Control

CRUISER

THE MARCO is a thirty-three foot cruiser having many exceptional features that are equally attractive to the man who delights in extended trips and the man who just wants a substantial boat for fishing or family day outings.*

Aboard this beautiful boat the living accommodations are on par with the comforts of home—four seven-foot berths, a fully equipped galley with built-in ice box, two-burner stove, dish racks and sink, besides plenty of cupboard space. A built-in buffet, separate lavatory and full head room are among the features of the Marco. The cockpit is over 12 feet long and is furnished with awping and side curtains.

In construction you will not want a boat that is more rugged than the Marco, nor one with more beautiful lines. The Marco is unusually seaworthy and with its standard six-cylinder Kermath marine engine you have a cruising speed of 15 miles per hour.

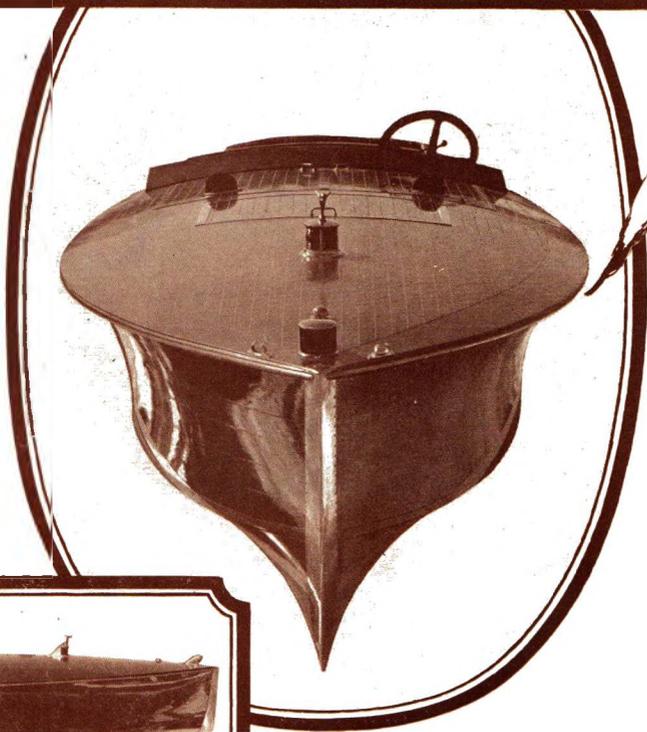
Immediate Delivery

MARINE CONSTRUCTION
COMPANY

Wilmington

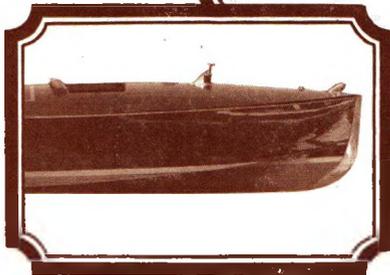
Delaware

SCHILLO



Below shows the forward cockpit open ready for two passengers.

Lines as Graceful as a Sea Gull



A Social Thorough-Bred

Proudly you play host with your wonderful Schillo 8-220. Aristocratic beauty and comfortable roominess, concealing staunch seaworthiness, make your Schillo Sportabout outstandingly popular at every social occasion. Six can sit uncrowded in the body. For including two more, lift the cover of the forward cockpit and slide it back (an absolutely new power boat feature). There are the needed seats—roomy and beautifully upholstered in highest grade Spanish leather, like the main cockpit seats.

The pilot's vision is never interfered with by the forward cockpit guests. They sit low. Even when bucking a mean sea at night he can easily follow the course, which is clearly lighted by a powerful search-light fitted into the clamshell form at the bow (and controlled from the driver's seat).

Only through a personal test can one realize the advanced design, beauty and luxury combined with amazing economy of upkeep, as found in this Schillo 8-220 Sportabout. You are invited to see and ride in it at your convenience. Should you prefer a smaller but equally distinguished craft the Schillo 8-90 Sportabout will give you every desired feature.

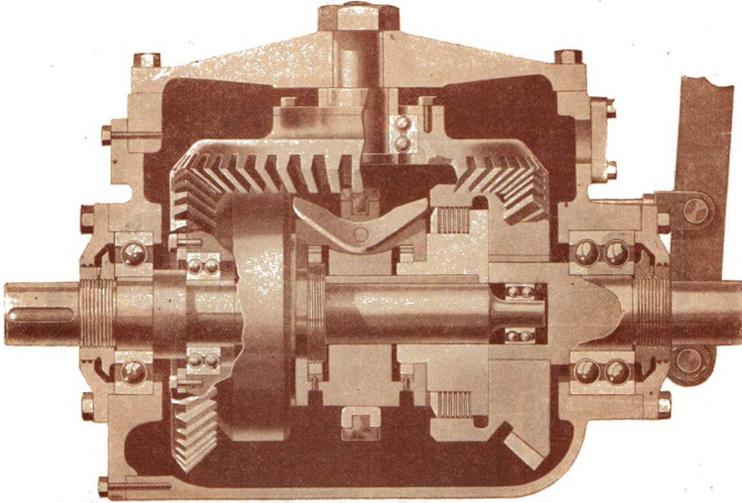
Write or write for descriptive literature or demonstration to

SCHILLO MOTOR BOAT MANUFACTURING COMPANY
3981 North Rockwell Street, Chicago, Ill.

DISTRIBUTORS: The Sherwood Automobile Corp., 1792 Broadway, New York. North Shore Stutz Corp., Evanston, Ill., and 5051 Broadway, Chicago, Ill. Hunter Boat Company, McHenry, Ill.
We shall be pleased to hear from those who are in a position to represent us in various open territories.



The Gear for Heavy Service McKinnon Reverse Gear



WINNING satisfaction and holding it. That's what the McKinnon Reverse Gear is doing every day. Although designed for use with powerful engines and heavy boats, the McKinnon is rapidly gaining favor as the reverse gear for light cruisers and runabouts, because it is practically trouble-free and stands up under abuse that would ordinarily injure or put any other make of gear out of commission.

Study the sectional view of the McKinnon Reverse Gear shown above. Note the three big bevel gears, their large teeth and the broad contact surface of every tooth. Compare this strength with the multiplicity of small parts in other reverse gears and you will know why the McKinnon is the preferred gear for heavy service. Each part is sturdily constructed of the best materials and seldom if ever are repairs or adjustments necessary.

The McKinnon Reverse Gear has been tested in laboratories having the most improved scientific testing apparatus and is proving its superiorities every day in actual service on all types of motor boats. You will find it without question the most efficient gear you can buy.

Write today for further particulars and prices, giving details of your engine, including R. P. M. and H. P.

The McKinnon Iron Works Co.

ASHTABULA

OHIO

Again HACKERCRAFT Smash

WORLD'S RECORDS

to win the Junior Gold Cup and 151-type hydroplane races at the

DETROIT REGATTA



Above—The gold-plated Lady Helen II. *Against blue water this golden streak flashed ahead of her white wake for 63 miles, smashing the world's record by more than 9 miles per hour, retaining for her owner, Aaron DeRoy, the Junior Gold Cup. Side panel—Spitfire V which established a new world's record for 151 type hydroplanes.



LADY HELEN II—Hackerbuilt and Miller powered—established a new record for the Junior Gold Cup class at the Detroit Regatta of 39.69 miles per hour. Lady Helen I—Hackerbuilt (1924) and Scripps powered—was a close second at 39.58 miles per hour. Two stock Tampa Baybies—Hackerbuilt and Scripps powered—ran fourth and fifth in this race with speeds exceeding previous records for boats built to Duff-Greening specifications.

In the 151 class events all entries were Hacker-designed Pelican models. Spitfire V, in winning, set a new world's record of 41.96 miles per hour. Hacker Pelican type hydroplanes have been continually shattering records since February, raising the speed mile by mile at each regatta to this new record.

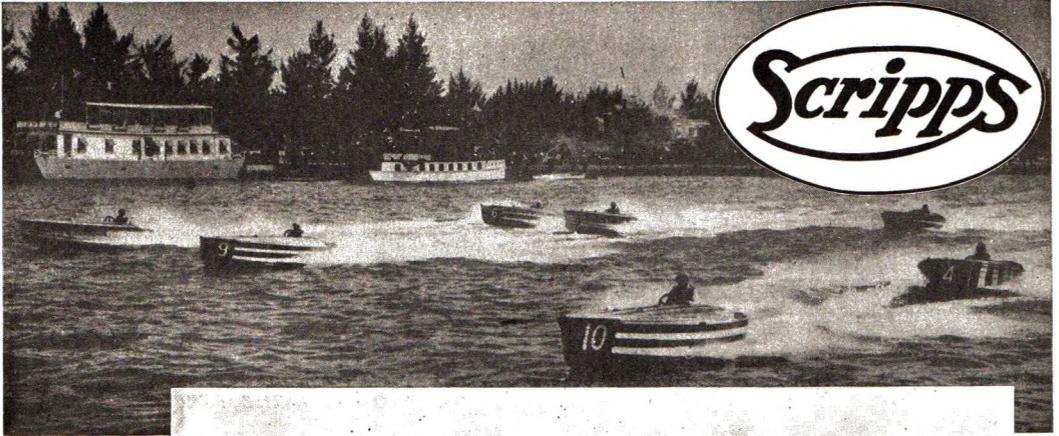
The important thing in all this for you is that the same designing and building experience which was responsible for these new records is also wrapped up in the unmatched excellence of the following stock Hacker runabouts:

The HACKER DOLPHIN—a runabout of refinement seating 10—\$3900 to \$4625. The BABY DOLPHIN—fastest stock runabout of its price, seating six—\$2595 to \$3095. The TAMAPA BAYBY—a racing thoroughbred—\$3500. PELICAN model 151-type hydroplane—ready for motor—\$850.

The Southern Season

Orders for fall and winter delivery for the southern season may be made now with the assurance of prompt fulfillment on date specified. Descriptive literature and complete specifications upon request.

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...a 1205. ... We hit a wash from a private ... pilot.

Seven Start, Seven Finish; Chrysler's 'Baby' Winner

By HARRY LEDUC.

MANHASSETT BAY, L. I., Aug. 21. —Though Walter Chrysler's Gold Cup boat, Miss Frolic, failed, the Detroit manufacturer was not without a winner. His Scripps-powered 18-footer won the 12-mile race for Biscayne Babies by covering two of Manhassetts three miles laps at the rate of 40 miles an hour and averaging 39.61 miles per hour for the race.

The most manly, seaworthy craft. All were piloted by millionaires and each boat was identical in hull construction and in power, all the motors being the Scripps 100 horse power type.

Because the boats looked alike, numbers on them were necessary. Commander Robert Babe, of the United States Navy, finished second, averaging 39.38 miles per hour. John Rutherford, Long Island millionaire sportsman, was third, his

Biscayne Baby averaging 38.37 miles per hour. Nelson Doubleday, the publisher, finished fourth, average 38.35 miles per hour; John Inglis, New York Central Railroad executive, was fifth, average 37.23 miles per hour; L. Gordon Hammersley, whose \$60,000 all metal Dodge Memorial boat, Cigarette, was temporarily lost to racing Friday due to a motor accident, brought his Biscayne Baby over the line in sixth position, averaging 35.23 miles per hour; and C. Truntz, another of the summer colony sportsmen, was seventh, his boat averaging 31.74 miles per hour.

Seven boats started and seven boats finished.

A second Biscayne Baby race was held between the second and third Gold Cup heats and Chrysler's boat won again, this time averaging 40.06 miles an hour. Six boats started and all finished, the slowest making better than 35 miles an hour.

The two most consistent one design racing boats ever produced. Above, the sensational Biscayne Babies built by the Purdy Boat Company. Below, the perfect score Tampa Babies, developed by the Hacker Boat Company, all SCRIPPS powered, with a perfect score.

SCRIPPS consistency is more than an advertising slogan. It is an actual accomplishment, recognized by yachtsmen for more than twenty years. A ready start and a strong finish always, whether in a mile dash or a long ocean cruise. Models for almost every class of marine service, 10 to 150 H.P.

SCRIPPS MOTOR COMPANY

5819 Lincoln Ave.

Detroit, Mich.

THE winning of races is only a partial manifestation of SCRIPPS power and reliability and the lesser agency in its widespread use and popularity. The year in, year out, satisfaction in everyday service is the great factor that has built up its tremendous following.

Typical among the thousands of enthusiastic comments is the following from Mr. J. L. Williamson of the J. O. Ross Engineering Corp., Chicago:

"The F-4 Scripps Motor installed in my Schooner 'Kittiwake' is giving the best of satisfaction. In fact, we have had no trouble with the motor since it came from Burger's plant with the boat.

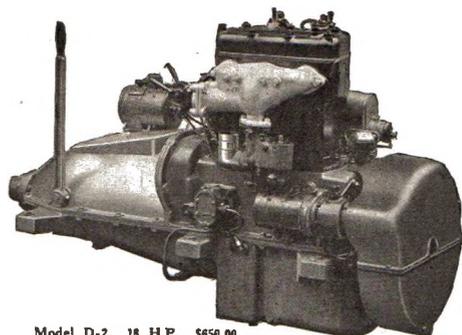
Your statement that an all day run for this motor, under the proposed conditions, would be nothing but play for it, has been proved. We have started this motor at ten in the morning and not shut it off until six or seven at night, and it purrs along with absolutely no fuss or trouble.

"Both the gas and oil consumption on this motor are exceptionally low. In fact, we use so little gas and oil that I have not kept track of it."

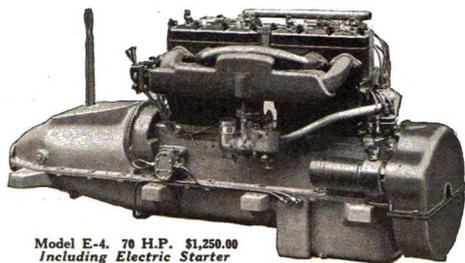
Choose any engine from the SCRIPPS line and you will enjoy service in the real sense of the word.

SCRIPPS MOTOR COMPANY

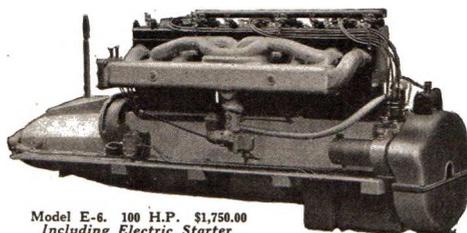
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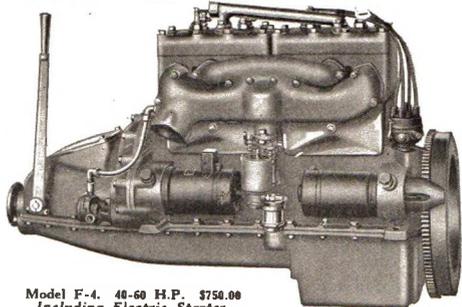
Model D-2, 18 H.P. \$650.00
Including Electric Starter



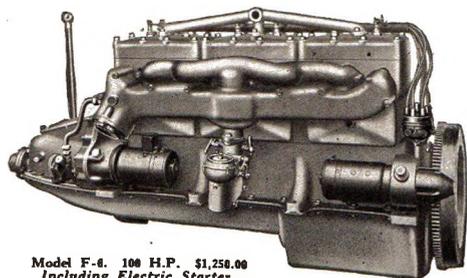
Model E-4, 70 H.P. \$1,250.00
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Model F-4, 40-60 H.P. \$750.00
Including Electric Starter



Model F-6, 100 H.P. \$1,250.00
Including Electric Starter

Greenwich Folly Wins Gold Cup

(Continued from page 124)

the Gold Cup week, was the C. C. Hunt Trophy, held for some years by the Colonial Yacht Club of New York. This Trophy originally stipulated a race to Cornfield Light and return, but due to the great length of this course, competition had stopped, and the committee arranged to hold a race for it at the same time as the race to Stratford Shoal and return for the cruiser Championship of North America. This race, together with the one for the Hunt Trophy were conducted at the same time, and over the same course, with the single difference that the Handicap Cruiser Championship of North America was handicapped under the American Power Boat Association rules for 1926, while the race for the Hunt Trophy was handicapped on the basis of previous known performances of the boats. Unfortunately the weather man again upset the plans somewhat, and furnished a stiff easterly gale, which interfered with the time and speed of the boats. Eight boats were competing for the Cruiser Championship, and ten for the Hunt Trophy. Since the allowance in the two contests were different, the boats all started at the same time, and the allowances were deducted at the finish. The results were that Brickton IV, the fast cruiser or commodore A. L. Bobrick of the Colonial Yacht Club, was success-

ful in winning the Cruiser Championship. Her elapsed time was 6:13:12, while her corrected time was 4:25:57. Second place was taken by Kemah, with a corrected time of 5:16:48.

In the race for the Hunt Trophy, Kemah proved to be the winner, with a corrected time of 5:49:42, with Sea Dream, owned by G. D. Larner, a close second, with a corrected time of 5:54:06. Brickton IV was third, with a corrected time of 6:00:12. The first three boats accordingly finished within eleven minutes, which is very close considering the weather conditions at the time. It is quite probable that if the weather had been milder, the finish of all the boats would have been much closer. This method of handicapping is finding favor with cruiser owners, who are not always satisfied with the time allowances given them on the basis of the A. P. B. A. rules. It requires the compilation of much data on the part of the committee and careful work in computing the speeds of the boats. It is possible to predict the time of finish of any boat in a contest, within a few minutes, and barring mishaps or unforeseen delays, the boats are able to run at their known speeds, without difficulty. A summary of the results for both the Cruiser Championship and the Hunt Trophy races will be found below.

Philadelphia to New York, Cruiser Races—August 16, 17, 1926

Craig Trophy Race

Boat	Owner	Club	Rating	Allowance	Elapsed Time	Corrected Time	Position
Katherine R.	James Kerr	Tri State	37.27	Scratch	Did not finish	.....	..
Rene, Jr.	L. M. Simmons	N. Y. A. C.	36.80	0:16:00	21:28:15	21:12:15	1
Josephine	Chas. Walber	Tri State	35.71	1:00:00	25:27:24	24:27:24	3
Eugenia	Eugene Swayne	Yachtsmen's Club	34.84	1:36:00	29:23:25	27:47:25	5
Ballantrae	R. C. Roebling	Corinthian	32.95	2:58:00	24:44:09	21:46:09	2
Cyrille	R. A. Minshall	Tri State	32.25	3:27:00	29:14:36	25:47:36	4

Express Cruiser Race

Boat	Owner	Club	Rating	Allowance	Elapsed Time	Corrected Time	Position
Baby Boozer	Mrs. M. Walber	Tri State	73.9	Scratch	12:05:20	12:05:20	2
Clarella	J. H. Van Sciver	Tri State	69.08	0:56:00	12:00:50	11:04:50	1

Poth Trophy Race

Boat	Owner	Club	Rating	Allowance	Elapsed Time	Corrected Time	Position
Rene, Jr.	L. M. Simmons	N. Y. A. C.	37.27	11:29:00	21:28:15	9:59:15	1
Josephine	Chas. Walber	Tri State	35.71	12:13:00	25:27:24	13:14:24	5
Eugenia	Eugene Swayne	Yachtsmen's Club	34.84	12:40:00	29:23:25	16:43:25	7
Ballantrae	R. C. Roebling	Corinthian	32.95	14:11:00	24:44:09	10:33:09	2
Cyrille	R. A. Minshall	Tri State	32.25	14:40:00	29:14:36	14:34:36	6
Baby Boozer	Mrs. M. Walber	Tri State	73.9	Scratch	12:05:20	12:05:20	4
Clarella	J. H. Van Sciver	Tri State	69.08	0:56:00	12:00:50	11:04:50	3

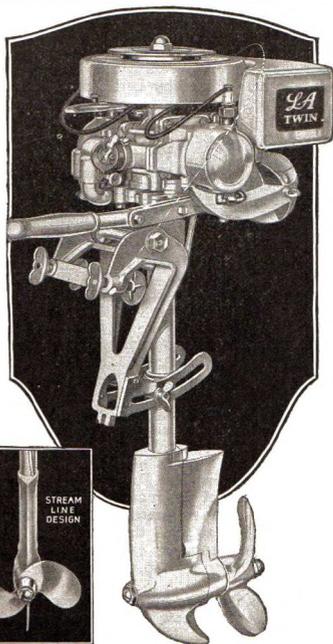
Handicap Cruiser Championship of North America August 20, 1926

American Power Boat Association Rules

Boat	Owner	Club	Rating	Allowance	Manhasset Bay to Stratford and Return			Statute Miles Per Hour
					Elapsed Time	Corrected Time	Position	
Shadow	Wm. A. Joy	Colonial	44.12	Scratch	6:50:01	6:50:01	5	11.41
Laura R.	J. B. Roache	North Fork	41.71	0:22:15	Stood by	Rene, Jr.	Did not	Finish
Sea Dream	G. D. Larner	Riverside	40.48	1:34:24	5:57:21	5:22:51	3	13.10
Rene, Jr.	L. M. Simmons	N. Y. A. C.	36.80	1:16:25	Burned	Bearing	Did not	Finish
Josephine	Chas. Walber	Tri-State	35.71	1:30:40	8:48:20	7:17:40	6	8.84
Brickton IV	A. L. Bobrick	Colonial	34.46	1:47:15	6:13:12	4:25:57	1	12.52
Kemah II	E. A. Jimenis	N. Y. A. C.	34.07	1:53:30	7:10:18	5:16:48	2	10.90
Cyrille	A. A. Minshall	Tri-State	32.25	2:39:02	9:14:48	6:35:46	4	8.43

Cruiser Race for Cyprian C. Hunt Trophy Colonial Yacht Club, August 20, 1926

Boat	Owner	Club	Allowance	Manhasset Bay to Stratford and return			Miles Per Hour
				Elapsed Time	Corrected Time	Position	
Kemah II	E. A. Jimenis	N. Y. A. C.	1:20:36	7:10:18	5:49:42	1	10.90
Sea Dream	G. D. Larner	Riverside	0:03:15	5:57:21	5:54:06	2	13.10
Brickton IV	A. L. Bobrick	Colonial	0:13:00	6:13:12	6:00:12	3	12.52
Cyrille	A. A. Minshall	Tri-State	2:52:00	9:14:38	6:22:38	4	8.43
Josephine	Chas. Walber	Tri-State	2:22:00	8:48:20	6:26:24	5	8.84
Shadow	W. A. Joy	Colonial	Scratch	6:50:01	6:50:01	6	11.41
Andy	D. C. Anderson	Bayside	3:28:00	10:25:30	6:57:30	7	7.50
Momo	F. C. Moe	N. Y. A. C.	0:52:00	Did Not	Finish	..	....
Laura R.	J. B. Roache	North Fork	Scratch	stood by Rene, Jr.	Did not finish	..	....
Rene, Jr.	L. M. Simmons	N. Y. A. C.	0:06:30	Burned bearing	Did not finish	..	....



400% INCREASE in *LA* Sales

4 Times as many L-A Twin Outboard Motors built and sold this year as last.

New World Record for Class B Motors—19.904 miles per hour official (yet the L-A Twin is only 15.9 cubic inches piston displacement—near the bottom of its class).

Greater Power and Higher Speed clearly demonstrated by every-day service on average boats by individual owners.

And by **Sweeping Victories** in many local racing events where motors of larger size have frequently competed.

A Nation-Wide Dealer Organization, enthusiastic and "Rarin' to Go" in 1927.
An Engineering Program pledged to continual betterment.
A Sales Plan that guarantees service to owners and profits to dealers.

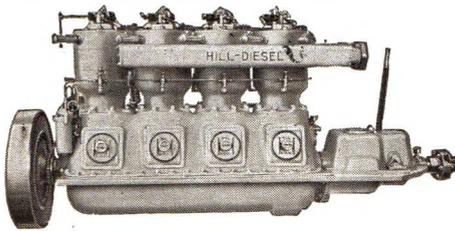
for 1927

Territory is now being assigned for the 1927 Season. Get your application in early.

LOCKWOOD-ASH
—MOTOR—*LA*—COMPANY—
61 S. Jackson St., Jackson, Michigan

Spitfires Make History

(Continued from page 27)



Hill Diesel Marine Engines

6 H.P. and Up—One to Six Cylinders

They start cold on the fuel on which they operate and run on fuel oil 28° B and up to and including kerosene.

(Will Not Run on Gasoline)

Fuel consumption not over six-tenths of a pound per H.P. hour.

Write for Bulletin 31

Hill Diesel Engine Company
LANSING, MICHIGAN

(Cable BEMCO)

in the Niagara Waters.

One senses something of the eternal lure of motor boating when such a business leader as Mr. Rand makes it his favorite sport. After effecting the consolidation of the Rand, Kardex, Library Bureau, Safe-Cabinet and Globe-Wernicke companies, a gigantic association of the leading makers of office equipment. Mr. Rand takes his recreation by piloting his Spitfires to new world's records.

In capturing the five mile event, a new mark of 42.42 miles per hour was set up, breaking the best previous record of 40.8 which was established by Little Star at the Louisville regatta. Little Star was a competitor in this race, but she could not meet the pace of the new contender.

Following the race, Spitfire V was driven over the twenty mile course and created new world's records for five, ten, fifteen and twenty miles. Then this marvel craft set out, in a series of one mile heats, to establish an unofficial straight-away record of 45 miles per hour.

The remarkable performances of the Spitfires began when James H. Rand, Jr., set up a new mark with Spitfire IV at the Tampa races last February, and the interest Mr. Rand is taking in these hydroplanes is another instance of the increasing recognition of motor boating as the king of sports, by men who are accomplishing big things in the realm of business affairs.

Mr. Rand handles his racing affairs in the same go-getter spirit which he puts into business. That he is not to be deterred by mishaps was proved when he won the first race of the regatta with Spitfire IV, only to capsizé traveling at high speed on the turn after crossing the finish line. That he is not superstitious or afraid of any hoodoo, was shown when he came back the next day, Friday the thirteenth, with Spitfire V and broke all the records in sight.

When Spitfire IV threw Mr. Rand into the water of the Niagara on the first day of the regatta, his first thought after being pulled aboard a coast guard cutter by Captain Daly, was how he was going to win the events of the morrow. He had as much confidence as ever in his Fronty Marine engine but he was determined to transfer the motor to another hull.

As it is Mr. Rand's habit to be always prepared for emergencies, he had a beautiful new Spitfire in readiness at the nearby boat works of the Richardson Boat Company in North Tonawanda. Mr. Rand rushed Spitfire IV to the Richardson plant and with Stanley Reed of the Fronty Motor Sales Company, worked all night to install the engine in Spitfire V.

As dawn was breaking the task was done and a new Spitfire was ready to glean through the water. The boat is a distinctive mahogany creation, formed with the craftsmanship that has brought fame to Richardson boats for many years. Mr. Rand was again at the starting line that afternoon, with his son, Marcel Rand, at his side, and Spitfire V stepped out to an even faster pace than the boat which won for him the day before.

If anything had happened to this boat, Mr. Rand possessed still another craft, Spitfire VI, in readiness to continue the Rand determination to clean up the regatta. In fact, this boat showed that it rightfully belongs to the Spitfire line by holding a 41.89 pace for 15 miles during one of the last races of the regatta.

The friends of Mr. Rand never fail to tell how he came to possess his first boat. When he asked his father for the money for a boat at the age of sixteen, his father suggested that he go to work and earn the money to buy it. Nothing daunted, he shoved lumber into a planer for ten hours a day at a meager wage but when he had the money to buy the boat, he didn't buy it. By that time he had arrived at the conclusion that he could build the boat himself and he sailed his hand built craft up and down the Niagara for several years.

The competition in the baby hydroplane class is waxing keener as the year comes to a close. At the present time Mr. Rand and Spitfire V have the best claim for the coveted Elgin Trophy, which is to come into the possession of the baby hydroplane which makes the best mile record in competition during the year.

Mr. Rand is not content to rest upon his laurels but will have the Spitfires in action at both the Norfolk and Washington regattas. He has a clear vision of the magnificent Elgin Trophy adorning the trophy room of the Buffalo Launch Club and he has three Spitfires ready to meet all challengers until the trophy actually comes into his hands. And that is the spirit which makes motor boating the great

(Continued on page 136)

DUPLEX MARINE ENGINE OIL

Duplex was used in practically every winning boat in northern and southern waters. 1925-1926.

Duplex is used exclusively by Gar Wood, and he urges its use in all Baby Gars and in all boats using Gar Wood engines.

Duplex will do for you what it has done for Wood, Com. H. B. Greening and other world-famous experts.

Write today for the story of Duplex Marine Engine Oil.

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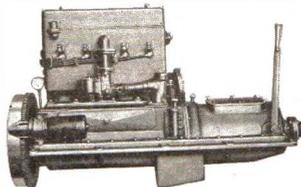
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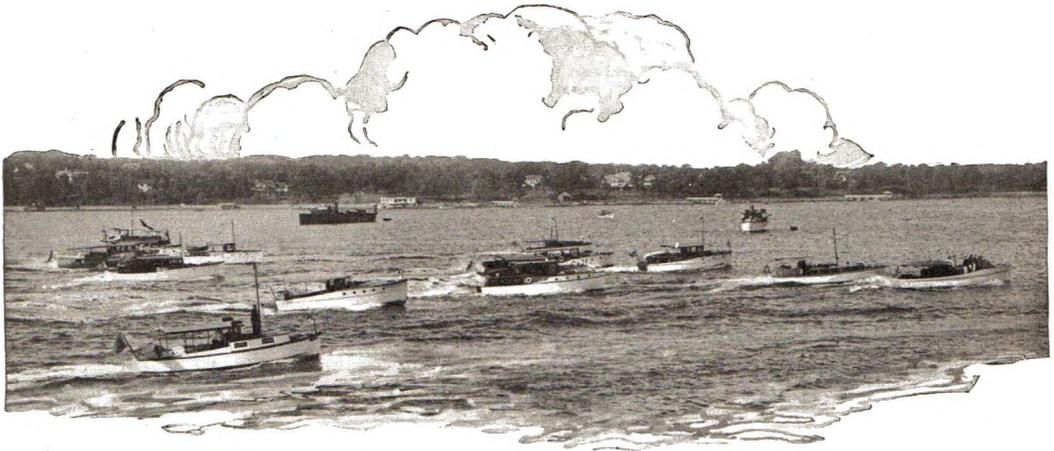
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- | | |
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| A 12-foot dinghy for outboard motor. | Priscilla—21-foot 6 inch monoplane—125 horsepower, speed 45 miles. |
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| Smarty—14-foot utility boat—auxiliary outboard motor. | Suzette—22-foot runabout, 4 cylinder, speed 23 miles. |
| Marybelle—14-foot runabout—4 horsepower, speed 8 miles. | Fleetfoot—22-foot runabout—20 horsepower, speed 15 miles. |
| Lorraine—16-foot runabout—25 horsepower, speed 30 miles. | Chiquita—23 1/2-foot knockabout—50 horsepower, speed 20 miles. |
| Miss Mistastepi—17-foot hydroplane—25 horsepower, speed 32 miles. | Dolores—24-foot knockabout—8 horsepower, speed 7 miles. |
| Anita—17-foot runabout—4 horsepower, speed 8 miles. | White Cap—25-foot runabout—4 cylinder, speed 23 miles. |
| Flapper—18-foot runabout—4 cylinder, 20 horsepower, speed 14 miles. | Ponset—25-foot cruiser—10 horsepower, speed 8 miles. |
| Imp—18-foot runabout, 12 horsepower, speed 11 miles. | Miss A. P. B. A.—26-foot runabout—125 horsepower, speed 40 miles. |
| Frances—18-foot motor—auxiliary outboard motor. | Irene—25-foot speedboat—4 cylinder, speed 22 miles. |
| Glady—20-foot runabout—20 horsepower, speed 15 miles. | Margie—31-foot cruiser—40 to 50 horsepower, speed 10 to 15 miles. |
| Grace—20-foot Cape Cod cat—auxiliary outboard motor. | Ruth—32-foot fishing cruiser—35 horsepower, speed 12 miles. |
| | Finence—37-foot cruiser—100 horsepower, 4 cylinder, speed 15 miles. |

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Spitfires Make History

(Continued from page 132)

sport it is. Every boatman would like to see more businessmen feel the lure of the water in the way that Jim Rand has it. Then motorboating would in truth come into its own. A summary of all events at the regatta follows:

Free For All

Three Heats—20 Miles Each—Course Five Miles

August 12, 13, 14, 1926

Boat	Owner	Elapsed Time		
		1st Heat	2d Heat	3d Heat
Curtiss-Wilgold	R. Williams	23:09	23:06	D.N.F.
Lady Cleveland	J. H. McDowell	D.N.F.	24:11	24:51
Miss Okeechobee	W. J. Connors	22:42	22:31	23:22
Miss Palm Beach	W. J. Connors, Jr.	23:17	23:35	23:33

1st Miss Okeechobee, 1,200 points.
2d Miss Palm Beach, 1,009 points.
3d Curtiss-Wilgold, 722 points.
4th Lady Cleveland, 613 points.
Average speed made by the winner, Miss Okeechobee, 52.49 m.p.h.

100 H.P. Runabout Class

Three Heats—10 Miles Each—Course Five Miles

August 12, 13, 14, 1926

Boats	Owner	Elapsed Time		
		1st Heat	2d Heat	3d Heat
Wilgold II	R. Williams	21:49	21:09	20:45
Miss Crystal	George Hall	21:54	21:07	D.N.S.
Mary Irene	Meyers	24:15	22:04	D.N.S.

1st—Wilgold II, 1,161 points.
2d—Miss Crystal, 761 points.
3d—Mary Irene, 648 points.
Average speed made by winner, Wilgold II—29:17 m.p.h.

50 Mile Sweepstakes

Sunday, August 15, 1926

Start, 4:15 o'clock Ten Laps—Five Miles Each

Position	Boat	Owner	Elapsed Time
1	Curtiss Wilgold	R. Williams	59:04
2	Miss Palm Beach	W. J. Connors, Jr.	59:21
3	Lady Cleveland	J. H. McDowell	61:47
4	Miss Okeechobee	W. J. Connors	D.N.F.

Average speed made by winner, Curtiss Wilgold was 50:79 m.p.h.

Fastest time was made in second lap by Miss Okeechobee and the tenth lap by Curtiss-Wilgold, both boats making five miles in 5 minutes, 46 seconds—average speed 52:02 m.p.h.

151 Class—5 Miles per Heat

Mississippi Valley Rules

Buffalo Launch Club—August 12, 13, 1926

Boat	Owner	Time		
		1st Heat	2d Heat	3d Heat
Spitfire IV	J. H. Rand	7:44	D.N.S.	D.N.S.
Spitfire V	J. H. Rand	9:10	7:14	7:27
Baby Peerless	Ed. Grimm	8:28	7:42	7:44
Lady Baltimore	A. R. Gross	9:30	9:45	10:00
Little Star	Waugh Bros.	D.N.F.	9:37	8:04
C. L. Cummings		D.N.S.	D.N.F.	D.N.S.

Summary:

1st—Spitfire V, 450 points.
2nd—Baby Peerless, 300 points.
3d—Spitfire IV, 200 points.
4th—Little Star, 100 points.
5th—Lady Baltimore, 75 points.
Spitfire V made 41.47 m.p.h. average in second heat, August 13. New world record for 151 class in competition.
Later the same day Spitfire V ran against time for 20 miles, 4 laps, 5 miles each in 29 minutes, 10 seconds, an average of 41.14 m.p.h.
On August 14, Spitfire V made an effort to beat her time of the day before which she did by a good margin, running 20 miles, 4 laps, 5 miles each in 28 minutes, 33 seconds, making one lap in 7 minutes, 4 seconds, an average of 42.43 m.p.h.

(Continued on page 140)

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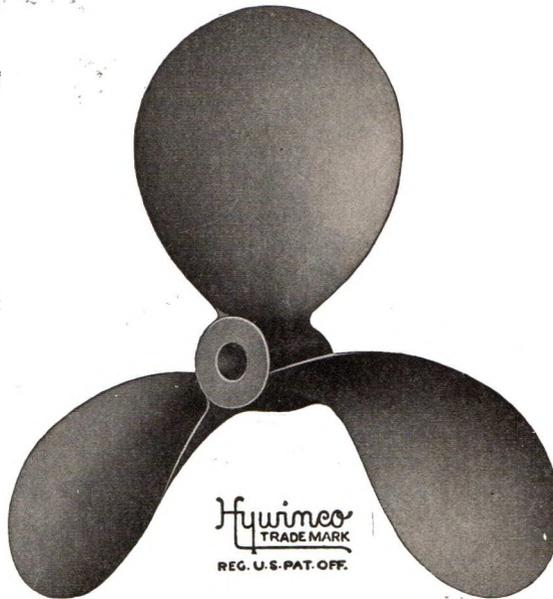
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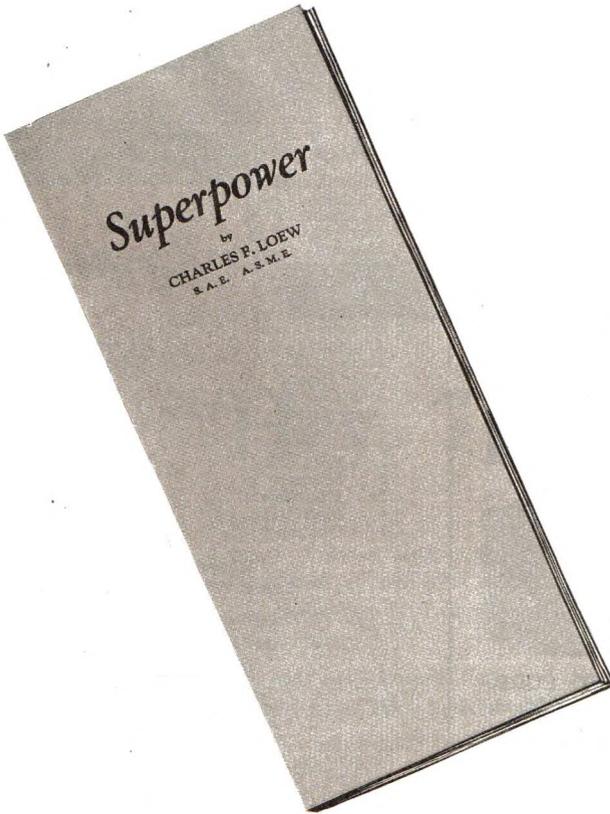
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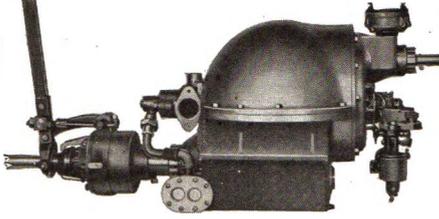
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Spitfires Make History

(Continued from page 136)

Leary Trophy Race Three Heats—20 Miles Each—Course Five Miles August 12, 13, 14, 1926

Boat	Owner	Elapsed Time		
		1st Heat	2d Heat	3d Heat
Arab VII	Ralph Sidway	25:17	28:41	30:20
Miss Rochester	W. Kondolf	31:09	47:58	D.N.F.
Black Demon	Ed. Grimm	D.N.F.	D.N.S.	D.N.S.

1st—Arab VII, 1200 points.
2d—Miss Rochester, 722 points.
Fastest time was made by the Arab VII in the second lap of first heat, 48.5 m.p.h.
Average speed of winner, Arab VII—42.73 m.p.h.

825 Cu. Inc.—Three 15 Mile Heats (Handicapped on Past Performance) August 12, 13, 14

Position	Boat	Owner	Time	Points
1	Wildwind	R. G. Kittinger	37:03	400
2	Arab VIII	R. H. Sidway	37:30	361
3	Snoozer II	F. E. Judd	39:20	324
4	Miss Crystal	Geo. C. Hall	45:09	289
	Mary Irene	Ed. Meyer (Disqualified)	36:31	0
	Bob Cat II	Alvin Ouchie	36:05	0
	Okoboji	L. D. Simson	36:14	0
1	Miss Crystal		36:47	400
2	Okoboji		36:55	361
3	Wildwind		37:13	324
4	Arab VIII		38:03	289
5	Snoozer		40:32	256
	Mary Irene	(Disqualified)	34:33	0
	Bob Cat II	"	34:50	0
1	Wildwind		36:37	400
2	Snoozer		39:47	361
	Okoboji	(Did not start)		
	Arab VIII	(Disqualified)	36:29	
	Miss Crystal	"	36:23	
	Bob Cat II	"	36:15	
	Mary Irene	(Did not start)		

Total Points	
1	Wildwind 1124
2	Snoozer 941
3	Miss Crystal 689
4	Arab VIII 650
5	Okoboji 361

Mosquito Fleet Race Canoes With Outboard Motors

Date	Position	No.	Name	Points
Aug. 14	1	No. 2	F. J. Killeen	400
	2	No. 7	R. H. Sidway	361
	3	No. 4	A. J. LaRue	324
Aug. 15	1	No. 7	R. H. Sidway	400
	2	No. 6	Com. L. Nagel (Erie, Pa.)	361
	3		Tom Burke	324

Total Points	
No. 7	R. H. Sidway 761 Points 1st
No. 2	F. J. Killeen 400 " 2d
No. 6	Com. L. Nagel 361 " 3d
No. 4	A. J. LaRue 324 " 4th

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Old Mah Joe has taken over the manufacturing and sales rights for the Hartmann Marine Universal Joints, together with their good will in the marine trade, and hereafter they will be an exclusive Joe's product.

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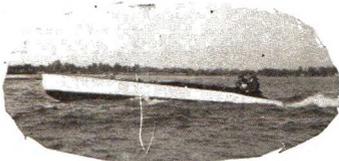
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RASCAL: 2nd Dodge Trophy, 1926



BABY BOOTLEGGER: Winner Gold Cup, 1925



PACKARD CHRIS-CRAFT II: Winner Sweepstakes, 1925



GREENWICH FOLLY: Winner Gold Cup, 1926



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BRICKTON IV: Winner Bear Mt. Handicap, 1926



ROWDY: Winner Dodge Trophy and 150-Mile Sweepstake, 1925

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Summary of Results

British International and Detroit Regatta

September 4, 5, and 6, 1926

British International (Harmsworth) Trophy

One Heat of 30 Nautical Miles and One Heat of 10 Nautical Miles, (5 nautical mile laps)

Name of Boat	Owner	First Heat		Second Heat		Miles per Hour
		30 Nautical Miles	Statute	10 Nautical Miles	Statute	
		Elapsed Time	M.P.H.	Elapsed Time	M.P.H.	Fastest Lap
Miss America III	Mrs. Gar Wood	34:07	60.75	13:45	57.51	63.43
Excelsior-France	Henri Esders	D.N.F.	.....	D.N.S.	.....	41.54
Miss America V	Gar Wood, Jr.	33:55	61.11	10:18	67.07	72.70
Miss America IV	Gar Wood	33:56	61.09	10:17	67.23	71.97

Chris-Craft Trophy

One heat of 24 Miles (3 mile laps) Open to Chriscrafts

Name of Boat	Owner	Elapsed Time	M.P.H.	Fastest Lap	Position
Sea Breeze	S. E. Potter	44:29	32.38	32.64	1
Karenk	W. H. Kittle	44:29	32.37	32:55	2
Sox	Chris Smith	D.N.F.	.....	35.51	..
Lady Joyce	D. P. Dalrymple	45:56	31.35	31.50	3
Juled	E. W. Porath	46:06	31.24	31.57	5
Gloria June	Herman Kobstuin	45:58	31.33	31.51	4
Miss Imperial	Reiske	49:26	29.13	29.34	8
Baby Aileene	Al. Schnee	47:59	30.01	30.48	6
Jane	E. S. Evans	49:14	29.25	29.67	7
Little Ed	Ed. Kellner	50:23	28.58	29.59	9
Adeline A.	Dr. Adams	Flagged	.....	27.31	..
Isabella II	N. Silverstein	50:30	28.52	29.03	10

1926 Junior Gold Cup

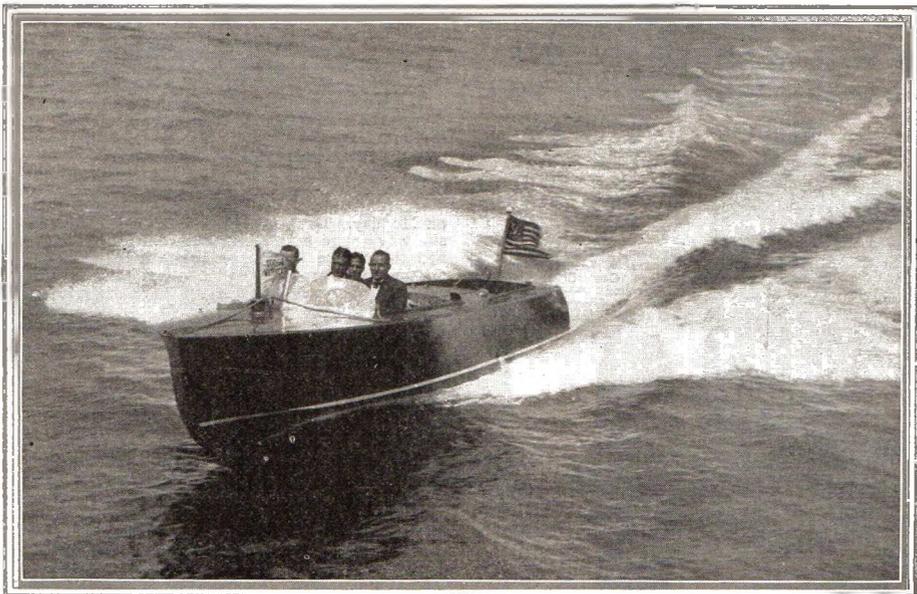
3 Heats of 21 Miles, Open to Displacement Boats of Over 21 Feet in Length, Powered with Motors of Less than 335 Cubic Inches Piston Displacement. (3 mile laps.)

Name of Boat	Driver	Owner	First Heat		Second Heat		Third Heat		Speed	Total Lap	Final Position
			Elapsed Time	M.P.H.	Elapsed Time	M.P.H.	Elapsed Time	M.P.H.			
Lady Helen II	Dick Locke	Aaron DeRoy	31:44	39.70	31:50	39.59	31:41	39.77	43.42	1200	1
Lady Helen I	S. D. McCreedy	Aaron De Roy	31:50	39.58	31:51	39.57	31:45	39.69	40.18	1093	2
Baby Shadow	Vic Kliesrath	Fisher & Chrysler	33:27	37.67	33:32	37.65	32:57	38.25	39.31	942	3
Baby Frolic	Caleb Bragg	W. P. Chrysler	36:38	34.40	.....	.....	33:27	37.66	38.29	578	4
Tampa Baby II	Carroll Hall	Carroll Hall	36:52	34.48	36:48	34.24	36:42	34.34	34.87	801	5
Tampa Baby I	Jas. Barclay, Jr.	F. E. Palmer	38:02	33.13	38:19	32.89	37:46	35.24	33.52	706	6

Sallan Trophy

3 Heats (handicap) of 25 Nautical Miles Open to Cruisers

Name of Boat	Owner	Miles per Hour			Total Points	Final Position
		1st Heat	2nd Heat	3rd Heat		
Liggett 34	A. C. Liggett	11.04	11.40	9.70	59	5
Escapade	H. R. Esling	9.42	9.62	9.99	67	1
Del-Mar-Lu	Chas. H. Koerber	11.66	12.00	12.08	59	4
Betty-Win III	L. W. Forrester	11.17	11.59	11.93	63	3
Cindula	Leo O. Nye	11.19	11.33	10.73	47	8
Wags II	Adolph Wagner	10.62	11.22	D.N.S.	..	..
Bo-Peep II	Ivan M. Kirlin	10.22	D.N.S.	D.N.S.	..	..
Commodore	A. A. Schantz	11.94	12.62	D.N.S.	..	..
Namid III	John B. Farr	10.95	11.57	D.N.S.	..	..
Jean A	Wilber Adams	17.24	D.N.S.	D.N.S.	..	..
Chental	Chas. Sorensen	11.02	10.65	11.23	43	13
Francis S	P. W. Seiler	10.06	10.14	9.92	43	14
Matthews 38 II	S. C. Matthews	10.09	D.N.F.	D.N.S.	..	..
Betty Win II	L. W. Forrester	12.22	D.N.S.	D.N.S.	..	..
Edith C.	Howard E. Blood	9.80	10.40	10.88	65	2
Anna H.	Frank P. Hess	9.46	9.79	10.07	52	6
Whim	H. A. Parshall	10.83	10.83	10.90	37	17
Matthews 38-I	S. C. Matthews	9.86	10.20	10.33	45	11
Le Bobette	Mark R. Hanna	10.21	10.48	10.60	46	10
Rob-E-Lo	R. E. Linn	9.76	9.78	10.15	47	9
Ebco	Vincent Link	10.07	10.01	10.23	40	16
Bobolink	Harry A. Eberts	9.45	9.03	9.80	41	15
Lyola	Murphy Bros.	10.81	10.73	11.07	30	18
Dauntless	Fred W. Pearce	10.96	D.N.F.	D.N.S.	..	..
Caroline E.	Dr. Conley	8.96	9.70	10.03	52	7
Corsair	G. A. Hallman	10.26	10.62	10.80	44	12



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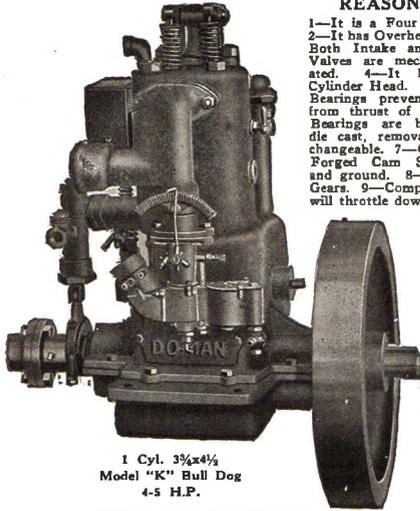
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Gar Wood Still Speed King

(Continued from page 13)

when she was running at speed, the water left the hull, much in the same way as a displacement hull. The American boats in running, ran perfectly flat without any jump while the French craft ran at quite an angle and loped considerably. The French helmsman steered from amidship and used a tug boat steering wheel from a standing position.

The races were originally scheduled to begin on Saturday, September fourth but due to the fact that the French boat did not reach Detroit until that day, the first race was postponed until Monday, the sixth, and again postponed due to rough water until Tuesday. They were to consist of two or three thirty nautical mile heats around a 5 mile course. The French boat had a short trial on Saturday and another on Monday. To those who saw her run, it was apparent that she was not to be a dangerous contender. Her driver, who had the chance to see the Miss Americas in practice spins on the river, probably came to the same conclusion as he refused to become enthusiastic over his chances and even showed an inclination not to wish to race. He claimed that he had not had a chance to properly try out his boat in France before shipment and believed that the hull had been strained in the trip from France which had injured her seagoing qualities. In addition to this, the motors in France-Excelsior start by air and all the air bottles that had been brought from home had been used up in starting the motors in the trial runs in Detroit. But more bottles were supplied by the race officials but even then the motors of France-Excelsior did not respond properly.

Shortly before the time scheduled for the first race to start, the driver of France-Excelsior sent word to the Race Committee, that due to lack of air bottles he would be unable to start the first heat on scheduled time. So with the consent of Commodore Wood an hour's postponement was allowed. But when this interval had expired no French boat had put in an appearance. Commodore Wood again declined to start his boats without competition. So an additional postponement was allowed. After waiting several hours the French challenger was towed to the starting line and an effort made to start the race for the Championship of the World. Commodore Wood's boats were all running perfectly but again when the signal was about to be given to start, the motors of the French craft again refused to start so the race was again called off temporarily. Finally after the challenger had been towed up and down the course by one of the speedy runabouts of which there are many on the Detroit River, her motors started with a mighty roar but soon once again went dead. The towing process was repeated with better success and this time the Committee signalled for a start in 5 minutes.

When the starting gun was fired the three Miss Americas were off in a flash but the French boat was going up the river in the opposite direction. By the time her helmsman was able to swing France-Excelsior around and get her to the line the Wood boats were far out of sight down the river. France-Excelsior made a gallant attempt to catch the leaders which were fairly flying around the 5 nautical mile course but the effort was in vain. Before she could be seen coming up the back stretch of the first lap, the three Wood boats had completed their first round and were close astern of the Frenchman on their second lap by the time France-Excelsior had completed his first.

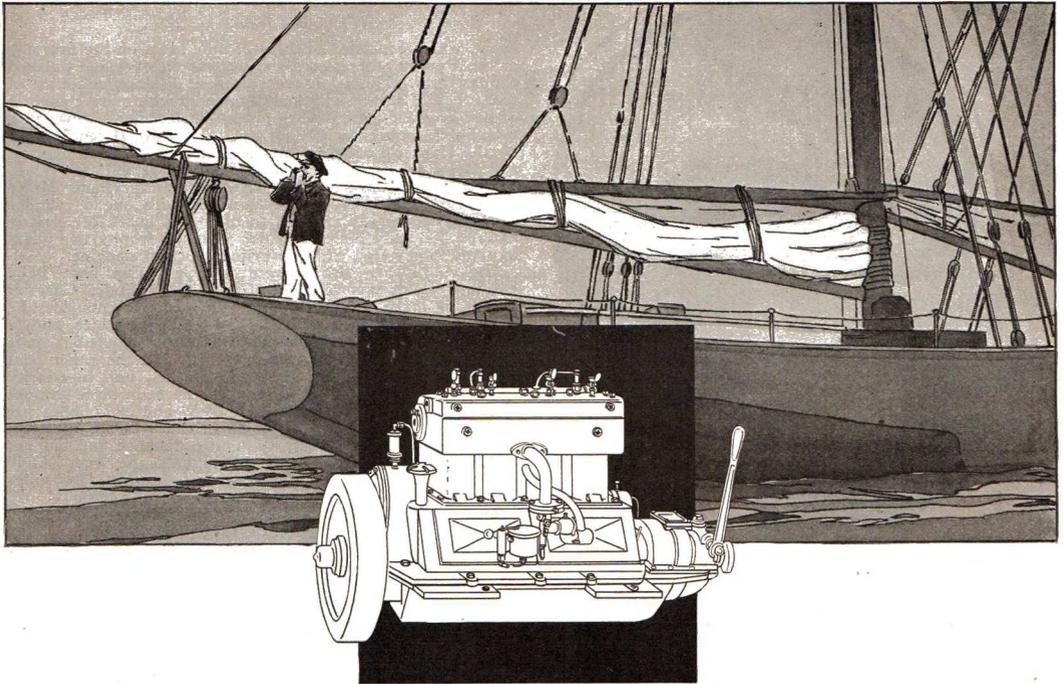
One lap was enough for the driver of the foreign boat for he pulled his boat up to the Committee stand and withdrew, acknowledging defeat and the superiority of the American boats. His speed for the one lap which he finished was only 41.537 miles per hour.

The three Miss Americas continued the course, keeping almost abreast, making a fine race for the many thousands of spectators which were on shore around the race course. Miss America V with Commodore Gar Wood at the wheel finished the course, slightly in the lead, in 33 minutes 54.81 seconds which is at the rate of 61.118 miles per hour. Miss America IV's time was 33:55:64 and Miss America III, 34:07:31.

The second heat was shortened to 10 nautical miles and only the three American boats started. Miss America V again won completing the course at a speed of 67.067 miles per hour. One 5 nautical mile lap was made at a speed of 72.702 miles per hour, a new world's record in competition.

Miss America V was driven by her owner Gar Wood with Orlin Johnson as his aid. George Wood was at the helm of Miss America IV with Joe Kinney as mechanic and Phil Wood drove Miss America III and his brother Louis acted as mechanic.

A complete summary of the Harmsworth results, as well as the other Detroit races will be found on pages 142, 148 and 158.



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Detroit's Tenth Annual Regatta

(Continued from page 29)



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event, which consisted of three 21 mile heats on the first day of the Regatta, there were six starters all of which finished the last heat. This is an event open to displacement craft of more than 21 feet in length and powered with marine engines of not over 335 cubic inches piston displacement. Two new boats were built especially for this race, Lady Helen II built by the Hacker Boat Company of Detroit for Aaron de Roy, and Baby Frolic built by Jacob of City Island for W. P. Chrysler. The former was powered with an 8 cylinder Miller engine and Baby Frolic was powered with one 6 cylinder Chrysler engine. In addition to these two boats, Mr. deRoy entered his Lady Helen I which won the trophy two years ago and is powered with a 6 cylinder Scripp's engine.

Carl G. Fisher also entered his Gold Cup boat Baby Shadow which was re-powered with a 6 cylinder Chrysler motor to make it come within the requirements for the Junior Gold Cup race. Two of the Tampa Baybies, known as Tampa Baby I and Tampa Baby II also competed. Tampa Baby I is owned by Jas. Barclay, Jr., and the other boat by Carroll Hall. Lady Helen II showed her superiority over the rest of the field by taking the event in three straight heats, at average speeds of 39.70, 39.59 and 39.77 miles per hour respectively. Lady Helen II driven by Dick Locke of Detroit led over practically the entire distance and did not seem at all pressed at any time to hold the lead. Lady Helen's fastest three mile lap was at the rate of 43.42 miles per hour.

Lady Helen I also owned by Aaron de Roy and driven by S. D. McCreedy, made a close race with the newer Lady Helen during most of the distance but did not have quite the speed to take the lead from her at any time. This boat is powered with the same 6 cylinder type F. Scripp's motor which drove the boat to victory in 1924.

Baby Frolic, W. P. Chrysler's entry, built especially for the race and with Caleb S. Bragg at the wheel, did not show the necessary speed to make her a dangerous contender. The best she could do around the 21 mile course was 37.66 miles per hour with the fastest lap at 38.29 miles an hour. The same is true of Baby Shadow driven by Victor Klierath, who finished a little ahead of Baby Frolic in each of the events, making 38.25 miles an hour in the last 21 mile heat with a fast lap of 39.31 miles per hour.

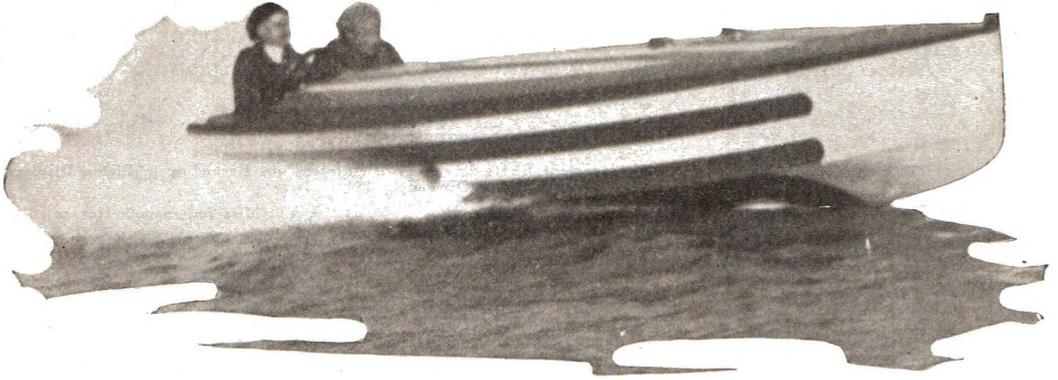
The two Tampa Baybies trailed along behind the rest of the field and while they ran very consistently lap by lap, yet did not have sufficient speed to even make an interesting race. In the best 21 mile heat of these boats, they were capable of about 35 miles an hour.

The cruiser enthusiasts showed their usual keen interest in the race for the Sallan Trophy, which consists of three heats of 25 nautical miles each with the boats handicapped on a past performance basis. The competitors were allowed to exceed their handicap time by 5% but if they exceeded it by more than this amount they were disqualified, not only for the particular heat but refused further competition. Several boat's hopes and chances were spoiled by these disqualifications. Twenty-six boats started in the first heat for the Sallan Trophy. All the cruisers were of a very wholesome type and showed considerable improvement in cruiser design and construction on the Great Lakes during the past year. Nearly all of the boats showed speeds of 10 miles an hour or more which considering their type and size, is a very good performance.

In the first heat for the Sallan Trophy, the Liggett cruiser built and owned by A. C. Liggett was the winner. This boat was followed closely by Escapade owned by H. R. Esling and Del-Mar-Lu owned by Chas. H. Koerber. The winning boat showed a speed of 11.035 miles per hour. In the second heat, the first three boats to finish were disqualified due to the fact that they exceeded their time allowance, so this allowed Caroline E. owned by Dr. Connelly to finish first, with Edith C owned by Howard E. Blood, second. The Liggett cruiser which finished in first place in the first heat, was third and at the end of the second heat was leading as far as total points scored were concerned.

The third heat for the Sallan Trophy showed keen competition among most of the starters. The boats were started on their handicap time, so that theoretically, they would all finish together. Practically the results worked out almost as well and the finishing line was hardly long enough to permit the various boats to get across the line side by side, so close were they bunched. In this heat Edith C was the winner followed closely by Ebco owned by Harry A. Ebetts. However, in total number of points, the best place

(Continued on page 152)



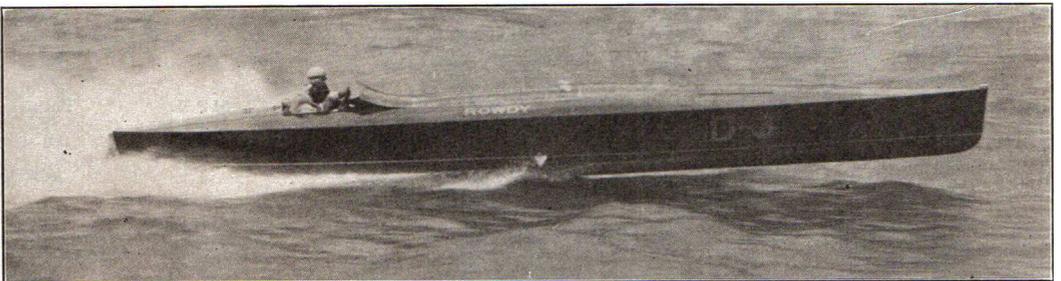
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Rowdy, winner of the 1926 Dodge Trophy Race at the Manhasset Bay and the 1926 International Sweepstakes at Detroit. Designed and built by Purdy for Mr. Carl G. Fisher.

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Summary of Results

Detroit Sweepstakes and 151 Inch Hydroplane Races

September 4, 5, and 6, 1926

1926 Detroit Sweepstakes

One Heat of 150 Miles (3 mile laps) Open to Displacement Boats Powered with Motors not Exceeding in Piston Displacement; Boat Length Cubed Divided by 25

Boat	Miss Syndicate	Rascal	Rowdy	Cigarette IV	Baby Gar VI	Miss Indianapolis	Horace
Driver	H. E. Dodge	Caleb Bragg	Vic Kliessrath	L. G. Hamersley	George Wood	F. L. Sanford	F. G. Ericson
Owner	Dodge Bros. Assoc.	Caleb Bragg	Carl G. Fisher	L. G. Hamersley	Gar Wood	F. L. Sanford	H. C. Dillman
Lap No.							
Speeds in Miles per Hour							
1	56.94	44.38	48.60	58.26	50.91	45.35	47.75
2	57.54	45.15	49.43	57.48	53.81	51.00	50.07
3	56.28	47.08	50.34	58.87	45.91	50.27	49.83
4	53.97	47.05	50.62	55.93	53.28	50.45	50.33
5	53.56	48.27	47.48	55.72	44.15	47.46	50.18
6	53.72	45.83	47.75	53.29	53.15	48.94	50.75
7	55.00	46.93	50.00	53.87	53.58	50.20	50.42
8	51.87	46.12	49.25	49.87	51.19	46.73	50.90
9	54.63	45.38	48.34	51.99	51.13	47.54	50.64
10	57.42	43.91	47.40	51.33	50.95	49.03	50.66
11	54.61	46.27	43.09	56.37	51.27	44.69	Out
12	52.33	46.19	39.08	52.26	51.22	47.05	....
13	47.67	47.20	51.41	54.30	51.10	46.31	....
14	56.12	46.32	51.58	53.31	51.65	48.62	....
15	57.15	46.12	55.35	57.13	52.74	45.41	....
16	57.45	43.65	52.92	56.32	52.46	48.74	....
17	56.95	47.14	49.64	56.51	50.00	48.90	....
18	57.41	45.33	48.74	53.00	47.80	48.93	....
19	55.81	43.82	50.66	52.71	15.91	49.38	....
20	55.53	44.70	50.91	53.35	52.38	47.57	....
21	53.64	45.89	51.85	53.56	53.32	45.75	....
22	55.05	44.60	51.09	53.73	52.11	45.58	....
23	55.34	44.78	51.22	49.70	52.03	45.05	....
24	53.77	43.30	50.53	50.82	Out	44.03	....
25	53.92	44.98	50.81	51.39	....	45.92	....
26	53.07	44.97	47.60	51.32	....	47.44	....
27	53.07	43.72	51.28	49.80	....	49.87	....
28	52.62	43.35	51.29	51.19	....	47.31	....
29	49.88	43.00	48.91	50.57	....	47.60	....
30	50.51	43.00	48.94	47.02	....	46.88	....
31	52.92	42.44	42.74	Out	....	50.41	....
32	10.42	41.29	45.27	....	....	49.28	....
33	17.67	42.33	50.40	....	....	48.65	....
34	58.23	43.11	48.01	....	....	50.90	....
35	57.90	42.30	51.15	....	....	47.36	....
36	57.25	42.55	46.23	....	....	48.44	....
37	57.37	41.65	44.20	....	....	49.72	....
38	54.25	40.80	49.02	....	....	47.89	....
39	52.35	41.52	47.50	....	....	49.12	....
40	50.89	43.89	52.11	....	....	48.12	....
41	52.62	43.02	49.81	....	....	45.24	....
42	51.07	42.81	51.49	....	....	46.13	....
43	50.20	42.66	50.26	....	....	46.34	....
44	48.52	41.71	51.18	....	....	46.08	....
45	30.19	42.50	48.69	....	....	44.31	....
46	50.08	42.00	44.66	....	....	45.13	....
47	46.55	40.09	42.64	....	....	42.76	....
48	34.52	39.59	40.11	....	....	42.82	....
49	Out	41.89	39.13	....	....	42.79	....
50	....	40.94	40.70	....	....	41.80	....
Elapsed Time—150 Miles							
3:25:02 3:06:32 3:11:04							
Average Speed—150 Miles							
43.90 48.25 47.10							
Position							
3 1 2							

151 Cubic Inch Hydroplanes

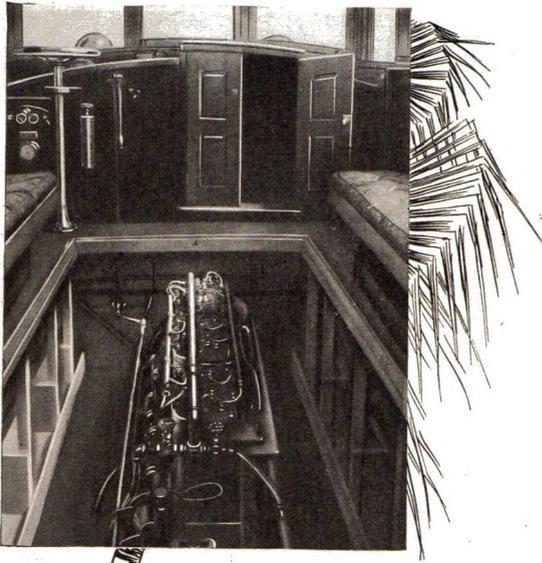
2 Heats of 9 Miles (3 Mile laps)

FIRST HEAT

Boat No.	Name of Boat	Owner	Elapsed Time	M.P.H.	Position
B-78	Spit Fire IV	J. H. Rand, Jr.	14.59	36.02	2
B-91	Spit Fire V	J. H. Rand, Jr.	12.57	41.98	1
B-106	Pelican III	Hacker & Reed	D.N.S.	....	..
B-107	Miss Westchester II	E. W. Hammond	D.N.F.	....	..

SECOND HEAT

B-78	Spit Fire IV	J. H. Rand, Jr.	15.09	35.62	2
B-91	Spit Fire V	J. H. Rand, Jr.	12.52	41.91	1
B-106	Pelican III	Hacker & Reed	D.N.S.
B-107	Miss Westchester II	E. W. Hammond	16.45	32.22	3



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THE experienced yachtsman knows the importance of having plenty of working room around the power plant. Just as the accommodations of the Gray Thirty-six Foot Cruiser are unusually spacious and complete, the power plant, an E-6 Scripps, is installed in a large compartment under the bridge, making it easy for even a big man to work on the engine with more ease than the motor of most automobiles allows. The entire engine is accessible by simply lifting the hatches.

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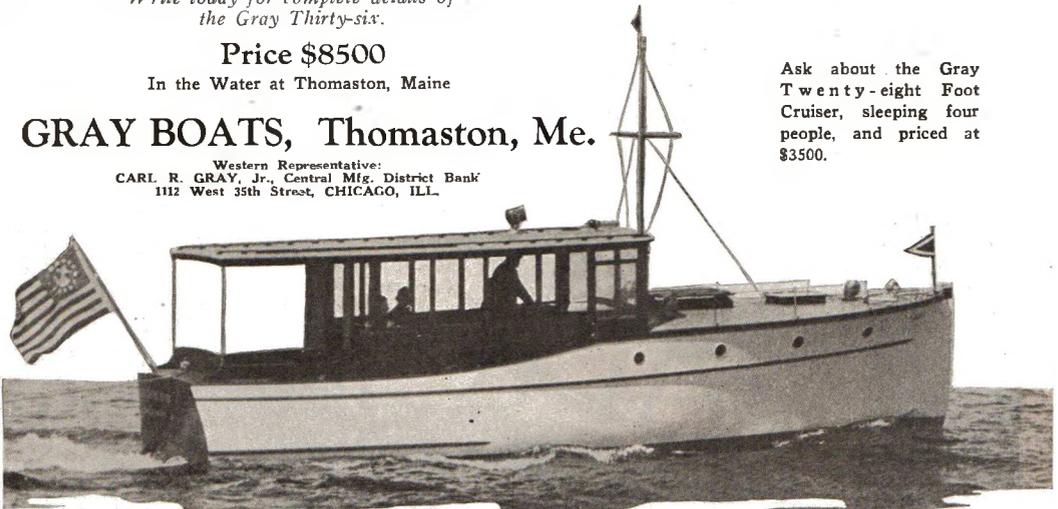
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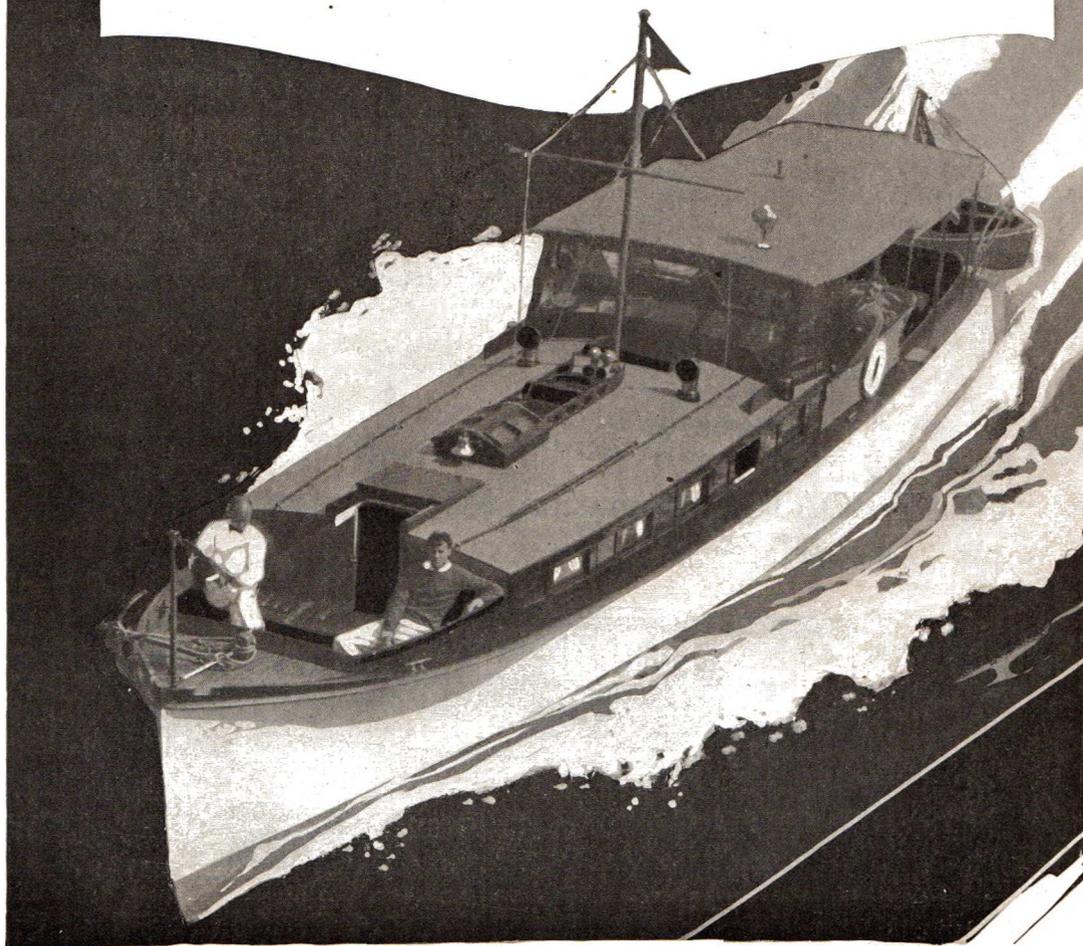
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Detroit's Tenth Annual Regatta

(Continued from page 146)

which Edith C could win was second, while Ebco was no better than fifteenth. When the total score was computed, it was found that Escapade was leading with 67 points.

For the race for 151 cubic inch hydroplanes which consisted of two heats of 9 miles each, three of the little puddle jumpers showed up. Spitfire V and Spitfire IV, the two speedsters owned by J. H. Rand, Jr. of Buffalo, N. Y. which boats have been setting new speed records in this class in most of the important Regattas held this year, had everything their own way. Spitfire V, the new Hacker designed hull, built by Richardson of North Tonawanda, New York, which set a new world's record of 42.43 miles an hour for 5 miles in this class at Buffalo two weeks previous to the Detroit races, again won, covering the 9 mile course at speeds of 41.98 and 41.91 miles per hour respectively. While this record did not equal the world's record made by this boat at Buffalo, yet it is a new world's record for 9 miles. Spitfire IV showed speeds of 36.02 and 35.62 miles per hour respectively.

Miss Westchester II, the other entrant did not finish in the first heat but showed an average speed of 32.22 miles an hour in the second heat.

In the race for Chris-crafts, which consisted of one heat of 24 miles around the three mile course, Sea Breeze, owned by S. E. Potter was the winner averaging 32.64 miles an hour for the entire distance. Eleven Chris-Crafts, all of the same size and type started in this race and as would be expected, all of them finished. Competition was close and keen throughout the race and the event was one of the most interesting and spectacular of the entire Regatta. It was quite evident that the spectators enjoy a race of this kind where the boats are well bunched during the entire distance.

Ten cruisers built by the Matthews Boat Co. of Port Clinton, Ohio started in the class arranged for boats built by the Matthews Co. This race consisted of one heat of 6 miles and was won by Bookie, owned by H. A. Buchbinder which covered the 6 mile course in 32:20, which is at the rate of 11.13 miles per hour. Edith C owned by H. E. Blood finished second and Bob-E-Lo owned by R. E. Linn was third.

Several races were held for outboards and in class A, the boat owned by O. E. Klann covered the 3 mile course in 18 minutes, 21 seconds or at the rate of 9.81 miles per hour, winning in his class. In Class B, the boat owned by H. W. Hart was the winner covering the course at a speed of 15.58 miles per hour. Class C was won by C. V. Covert, whose boat covered the 3 mile course in 8:50 or at the rate of 20.35 miles per hour. Ed Meyers took second place at a speed of 19.2 miles per hour. Thirteen Baby Buzz boats started in this class and while the speed made is not a new world's record, yet it very closely approximates one. All the boats were very evenly matched and all of them showed speeds in excess of 15 miles an hour.

One of the most interesting events of the entire Detroit Regatta was the race for cruisers powered with Kermath motors. The motors in this class were built by the Kermath Motor Co. Twenty five cruisers went across the starting line and all of them completed the 6 mile course in record time. Del-Mar-Lu owned by C. H. Koerber, finished first showing a speed of 12.35 miles an hour. Sunshine owned by E. H. Scott was second and Wags II owned by Adolph Wagner was third.

The principal event of the Detroit Regatta was the 151 mile Sweepstakes scheduled for Labor Day. A number of new boats had been built for this race, among them being the new Cigarette IV owned by L. Gordon Hamersley of New York City, a 34 footer built of duralumin and powered with a 12 cylinder Curtiss motor. This boat was designed by F. K. Lord of New York and built by Brewster of Long Island City. It is stated that the total cost of this boat was approximately \$60,000. Mr. Hamersley, owner of Cigarette IV, had intended to race her in the Dodge Trophy race in August but an accident to the power plant the day before the Dodge Trophy race, did not give him a chance to start. Much had been heard about this new craft from many sources, so her ability from every angle was watched with the keenest interest.

Other new boats built especially for this race were Rowdy and Rascal, two boats of identical design produced by the Purdy Boat Co. of Port Washington, L. I. and powered with 12 cylinder Packard engines. These boats were approximately 34 feet in length and are owned by Carl G. Fisher and Caleb S. Bragg. In the trials for the Sweep-

(Continued on page 154)

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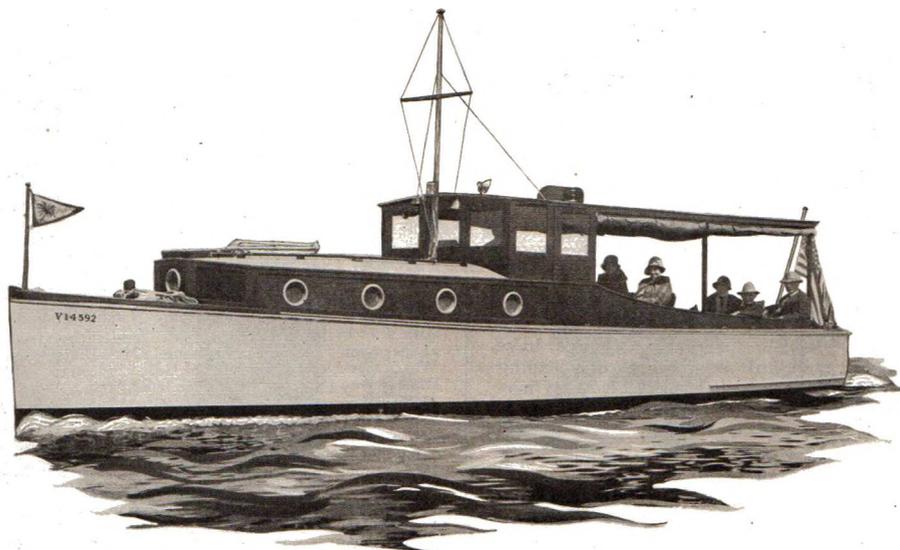
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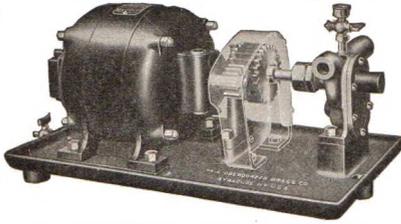
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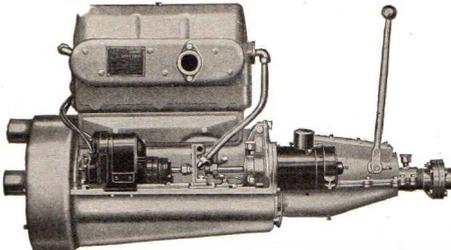
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 Catalog.



THE CARLYLE JOHNSON MACHINE CO. MANCHESTER CONN.

Detroit's Tenth Annual Regatta

(Continued from page 152)

stakes race around a 6 mile course, Rowdy averaged 64.201 miles an hour and Rascal 63.814 miles an hour. Both of these are world's records for displacement boats. One of the three mile laps in the trials made by Rowdy was covered at a speed of 64.32 miles per hour. Cigarette IV in her 6 mile trials made a speed of 60.261 miles an hour.

Other boats in the Sweepstakes race included Horace, a new craft built by the Horace E. Dodge Boat Works and designed by George F. Crouch. This boat was powered with a Wright-Typhoon motor and in her 6 mile trials showed a speed of 48.579 miles per hour.

Baby Gar VI was entered by Gar Wood. This is the same craft which won the Fisher-Allison trophy race at Miami Beach last March. Baby Gar VI in her trials showed a speed of 55.33 miles per hour. Miss Indianapolis, a Baby Gar and also another of the Fisher-Allison boats, was also entered and showed trial speeds of 52.274 miles an hour.

Horace E. Dodge entered Miss Syndicate, now powered with a 12 cylinder Packard engine and in her trials, showed a speed of 57.8 miles an hour. Mr. Dodge also entered Water Car Detroit, one of his Gold Cup boats, which in her trials showed a speed of 46.15 miles per hour. Mrs. Delphine Dodge Cromwell entered her Gold Cup racer, Nuisance, which averaged 46.754 miles per hour in her qualifying trials.

Conditions on the Detroit river on Labor Day were anything but favorable for high speed racing, especially a 150 mile grind. To make a 150 mile race at all enjoyable for the crews, water and wind conditions should be perfect. To go this distance at high speeds in the type of boats which were entered for this year's race, can hardly be called a pleasure jaunt even with everything favorable for comfort. But with wind and high seas to buck the contest becomes one of the greatest hardships of any sport. One who has never ridden in a mile a minute boat even with the slightest chop showing on the water can hardly appreciate the punishment which the crews must endure.

Labor Day in Detroit dawned stormy. During the morning the wind increased and at noon there was half a gale blowing. To make matters worse, the direction of the wind was directly against the current in the Detroit river. This resulted in a very sloppy sea, which had no definite direction but seemed to be both head and across the paths of the boats no matter how hard they tried to avoid them or how adept the drivers were.

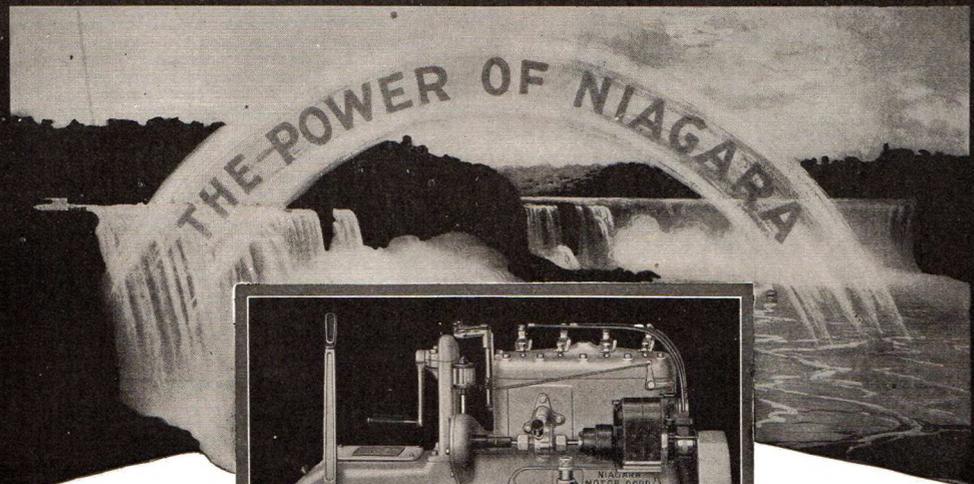
The start of the Sweepstakes was scheduled for 12.30 p.m. An hour before this time it hardly seemed that any of the boats would be able to live in the sea which was running, not to mention the probability of finishing the 150 miles at any kind of speed. However, the Race Committee ordered no postponement so preparations went on for the race. It was very evident that the contest was to be a test of hull and power plant, the likes of which had never before been seen.

Rowdy having made the fastest speed in her qualification trials had the pole position. Alongside of Rowdy in the front row were Rascal, Cigarette IV and Miss Syndicate. In the second row came Baby Gar VI, Miss Indianapolis, Horace and Water Car Detroit. The third row was held by Nuisance alone, with her owner Delphine Dodge Cromwell at the wheel.

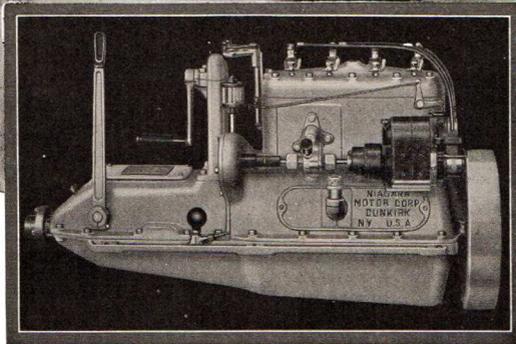
The boats went round one lap in the above position before the actual start, being paced by Eddie Edenburn and Dick Locke in the latter's fast runabout. When they reached the starting line and the gun boomed for the start, Rowdy, Rascal, Cigarette IV and Miss Syndicate were directly side by side. However, before the first turning buoy was reached only a few hundred yards away, Cigarette IV went into the lead in a fountain of spray and foam. Miss Syndicate with Horace E. Dodge at the wheel was less than a length astern but Vic Kliersrath and Caleb Bragg in their boats Rowdy and Rascal had evidently decided to take it more easily and let the leaders kill themselves off. With the finish line 150 miles away, this was a very safe and sane policy considering the very bad water conditions. Although those two boats had more speed than any of the others, with conditions normal, yet they elected to run at a speed some 10 miles below their maximum. As later developments showed, their policy was the correct one.

With Cigarette IV in the lead but being pushed every inch of the way by Miss Syndicate the race was on in earnest. Baby Gar VI was running in third place followed some distance astern by Rowdy, Horace, Miss Indianapolis and Rascal in the order named. Nuisance withdrew after the

(Continued on page 156)



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2 3/4" bore x 4" stroke.

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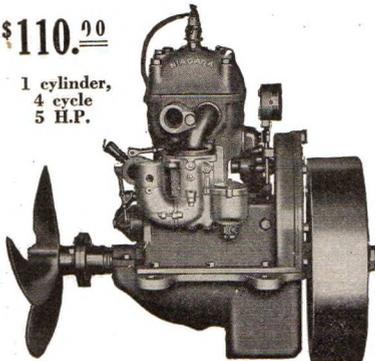
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For flexibility and smooth running this high grade NIAGARA 4 cylinder complete power plant has no peer.

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NIAGARA MOTORS CORPORATION

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DUNKIRK, N. Y.

Detroit's Tenth Annual Regatta

(Continued from page 154)

paced lap and Water Car Detroit at the end of the first lap. Cigarette IV's first lap was made at a speed of 58.26 miles per hour and Syndicate's at 56.94, a very remarkable performance. Both boats appeared to be running at full throttle and their handling was marvelous. They were making good weather of the seas and showed that both craft are the two best sea boats which have ever been produced. Neither showed any tendency to upset and made the turns wide open.

At the end of the 5th lap, Horace had gone up into third place but soon dropped back to fourth again until the 12th lap when she withdrew due to failure of the fuel supply. Miss Syndicate took the lead away from Cigarette IV at the end of the 10th lap and held it for 3 laps when she was again passed by Cigarette.

All went well until the 50th mile when Miss Syndicate again passed Cigarette and held the lead up to the 93rd mile mark. Here Miss Syndicate had fuel trouble and dropped back to third place being passed by both Cigarette and Miss Indianapolis which boat had worked up from sixth to second. Baby Gar VI dropped out on the 24th lap due to a broken valve and Cigarette's gasoline tank began to leak after 30 laps so she withdrew.

On the 32nd lap with Miss Syndicate dead on the course
 (Continued on page 158)

The Combined Rudder-Strut

(Continued from page 42)

mental filling piece over the propeller shaft. However, it led to the study and experiments with the strut problem and the invention of the Combination Rudder Strut, which was patented in 1910, as a cut from my British Patent shows.

Other advantages of this invention are that, there being no struts to interfere with the action of the Rudder, the boat turns freer, heels inboard on the turns and logically, and in my opinion, is the safest and most practical equipment for high-speed boats.

There are other advantages. Fixed struts in front of a propeller on light, high-speed racing-boats, are likely to cavitate the water momentarily as the strut is driven sidewise in turning under the action of the rudder.

Obviously if the propeller-blades on the top side are cutting through air-pockets caused by struts and the blades on the lower half are, at the same instant, working on solid water the side pull of the lower blades will be so much greater than the side pull of the upper blades in the opposite direction that the stern of the boat will be swung sidewise. But there are other factors which co-operate so quickly that no one can ever explain how it happened. Take the usual conditions: the propeller is turning clockwise as you face forward; you are making a turn to port under power of the motor; the rudder is set forcing the stern to starboard. If, at this moment, there is serious cavitation affecting the propeller-blades in the upper half of their revolution, several forces are instantly combined to capsize the boat. The side pull of the propeller, the torque of the propeller, the angle of the rudder, and, as the boat heels under such conditions, the action of the propeller to climb on top of the water, all combine to capsize the boat. Once the propeller-blades on the top side and the rudder are out of the water, things happen fast and it is all done inside of one second of time. The same thing may happen through a boat striking a swell or a wave which momentarily breaks the water under the stern or in any way which seriously affects the proper action of the propeller-blades.

In the matter of rudder-equipment, I believe that high-speed boats are made safer by having the rudder-blade extend below the propeller-shaft with surface enough to get a bite on the water when there happens to be any cavitation about the upper blades.

Another safeguard against such accidents, which I believe Racing-rules should require, is that all boats should be equipped with an accelerator which automatically shuts the power down to, say a speed of ten miles; such accelerators may be controlled by the foot, leg or hand but, in any case, must close automatically. The throttle should only be used to regulate the maximum speed where that is desirable.

Usually the first indication that a racing-boat is becoming pranking is the sensation of the boat taking charge, and the pilot is likely to be so busy with both hands on the wheel that he is a fraction of a second too slow in using a hand throttle which does not close automatically. Whereas a foot-accelerator will be released instinctively. Again, if the crew should be thrown out, the boat will not run wild, as has happened.



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Federal Sirens are even more valuable in clear weather. No skipper will drive his craft across the bows of an approaching power boat, clearing its way with the mighty Federal.

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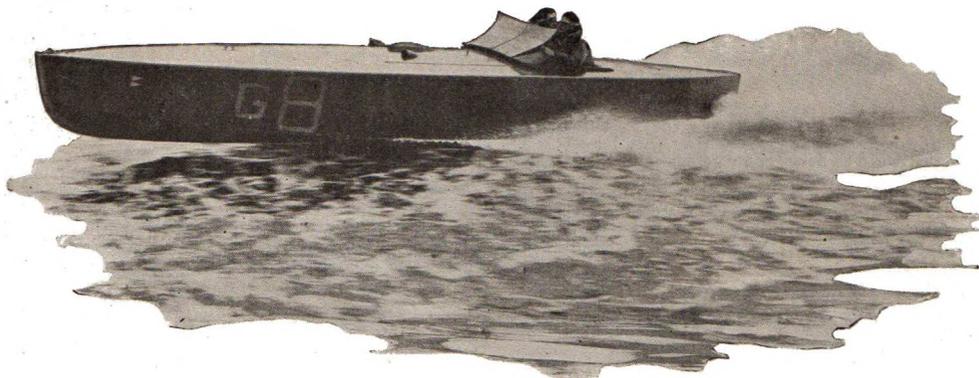
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Gold Cup Won by Greenwich Folly
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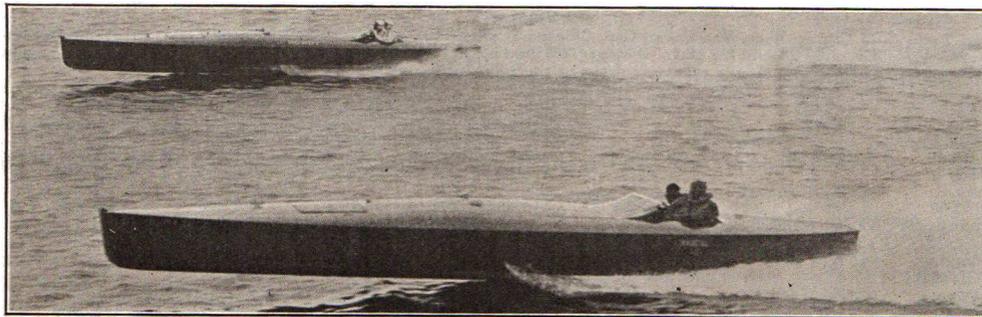
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The Columbian Bronze Corp., 206 North Main St., Freeport, L. I., N. Y.

Summary of Results

Detroit Regatta

September 4, 5, and 6, 1926

(Continued from page 156)

but her crew working hard to get her running again, Vic Kliesrath, the veteran gray haired driver, put Rowdy into first place and she was never headed again until she crossed the finish line as the winner.

Miss Syndicate finally got going and held third place until within 2 laps of the finish when the old trouble reappeared and she withdrew. Miss Indianapolis held 2nd place from the 33rd lap until the finish. Rowdy was 4th from the 31st

to the 48th lap but when Miss Syndicate withdrew she went into 3rd position where she finished.

Rowdy's speed for the 150 miles was 48.25 miles per hour, which was very good considering the bad conditions. It was Vic Kliesrath's good judgment in driving which gave Rowdy first prize.

A complete summary of the Sweepstakes race by laps and other Detroit races will be found on page 142, 148 and 158.

Kermath Trophy

One Heat of 6 Miles Open to Cruisers Powered with Kermath Motors. (3 mile laps.)

Boat No.	Boat Name	Owner	Elapsed Time	M.P.H.	Position
K-65	Del-Mar-Lu	Chas. H. Koerber	29:09	12.35	1
K-91	Wag II	Adolph Wagner	29:34	12.18	3
K-104	Sunshine	E. H. Scott	29:32	12.19	2
K-85	Liggett-34	A. C. Liggett	30:09	11.94	4
K-111	Matthews-38 II	S. C. Matthews	32:02	11.24	5
K-57	Bookie	H. A. Buchbinder	32:38	11.03	6
K-80	Edith C II	Howard E. Blood	32:56	10.93	7
K-94	Fiji	F. Reidel	34:23	10.49	8
K-74	Rob-E-Lo	R. E. Linn	35:10	10.24	10
K-67	Carolyn E.	Dr. Conley	35:24	10.17	11
K-117	Francis S.	P. Seiler	35:24	10.17	12
K-66	Loyola	Murphy Bros.	35:05	10.26	9
K-102	Lendra III	M. B. Grover	35:59	10.00	14
K-116	J. Hop	Geo. Hopper	35:51	10.04	13
K-73	Betty-Win II	L. W. Forrester	36:15	9:93	15
K-86	Bess Pal	Geo. W. Matthews	36:49	9:78	17
K-132	Saffire	Dr. O. F. Toepel	36:41	9:82	16
K-64	Awandra	Harry Van Sickle	37:30	9:60	20
K-130	Ulrica	Leslie Ulrich	36:60	9:73	18
K-110	Matthews 38-1	S. C. Matthews	37:06	9:70	19
K-103	Margaret C.	Chas. Campau	39:20	9:15	22
K-70	Cigarette	Walter Parker	38:56	9:25	21
K-113	Bunny	Aaron De Roy	42:28	8:48	23
K-61	Namid III	John B. Farr	42:20	8:47	24
K-114	June Lenore	L. R. Fast	45:25	7:93	25

Outboards—Class A

Main Sheet Trophy—One Heat of 3 Miles (3 mile lap).

Boat No.	Owner	Elapsed Time	M.P.H.	Position
A1	Orville E. Klann	18:21	9.81	1
A2	Carl Lozon	20:58	8.59	2

Outboards—Class B

Boat No.	Owner	Elapsed Time	M.P.H.	Position
54	H. W. Hart	11:33	15.58	1
034	John Downey	11:41	15.40	2
036	Wm. Scripps, Jr.	11:51	15.19	3
55	L. Scofield	D.N.F.	....	..
51	E. G. Bunn	D.N.F.	....	..
57	Stan. Watkins	D.N.F.	....	..
52	.....	D.N.F.	....	..

Outboards—Class C

Boat No.	Owner	Elapsed Time	M.P.H.	Position
C8	Ed. Meyer	10:28	19.20	2
C11	B. Simmons	10:31	17.16	3
C2	S. C. Bartlett	10:43	16.79	4
C9	J. G. Robinson	10:47	16.69	5
C15	Bill Murphy	11:06	16.21	6
C12	J. W. Wayman	11:48	15.25	7
C1	R. E. Saker	D.N.F.	....	..
C3	Harry Mook	D.N.F.	....	..
C16	J. M. Cogheim	D.N.F.	....	..
C14	Bill Doak, Jr.	D.N.F.	....	..
C6	G. F. Covert	8:50	20.35	1
C13	Bill Doak	D.N.F.	....	..
C7	Al Helwigs	D.N.F.	....	..

Mathews Trophy

One Heat of 6 Miles Open to Cruisers Built by the Mathews Boat Co. (3-mile lap)

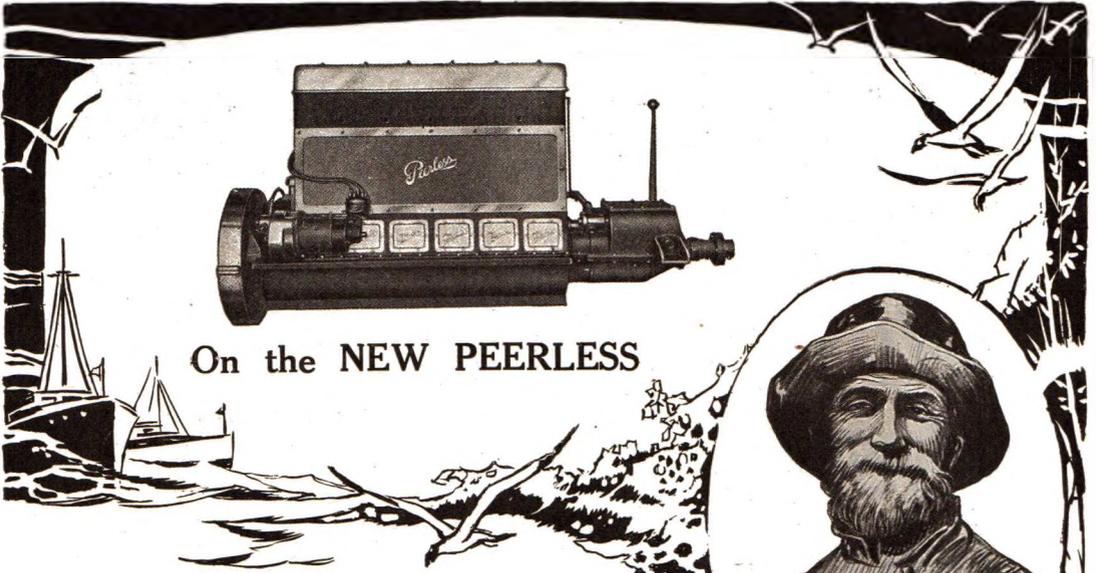
Boat	Owner	Elapsed Time	M.P.H.	Position
Bookie	H. A. Buchbinder	32:20	11.13	1
Rob-E-Lo	R. E. Linn	34:43	10.37	3
Edith C.	Howard E. Blood	33:01	10.90	2
Bess Pal	G. W. Matthews	35:54	10.01	5
Leonore III	M. B. Grover	36:31	9.86	6
Matthews 38-I	S. C. Matthews	36:49	9.78	9
Matthews 38-II	S. C. Matthews	36:56	9.75	10
Matthews 38-III	S. C. Matthews	36:49	9.78	8
J. H. D. P.	Geo. Hopper	36:35	9.84	7
Ulrica	Leslie Ulrich	35:50	10.05	4

SUMMARY

Chicago Yacht Club Cruiser Race, Van Buren Gap, Chicago Harbor, Illinois, to North Pierhead Light, Sturgeon Bay Canal Entrance, Wisconsin, July 24 and 25, 1926. Distance 206 Statute Miles. The boat finishing nearest running time computed on the basis of rating in seconds per mile was declared the winning boat.

No.	Boat length and beam	Owner	Engine	Rating in seconds per mile	Running time based on rating	Elapsed Time	Difference between time and elapsed time	Position
63	Dartnell 45'x11'6"	J. C. Aspley	90 H.P. Red Wing	360	20:36:00	20:36:04	:04 fast	1
53	Priscilla 60'x13'6"	A. E. Bendelari	2-250 H.P. Sterlings	300	17:10:00	17:09:07	:53 fast	2
52	Frances IV 65'6"x13'	C. W. Johnson	2-300 H.P. Sterlings	270	15:27:00	15:29:37	2:37 slow	3
8	Manitou 64'10"x12'	H. A. DeVry	50 H.P. Stork	360	20:36:00	20:32:38	3:22 fast	4
56	Fame 98'x17'	P. K. Wrigley	2-200 H. P. Wintons	300	17:10:00	17:06:24	3:30 fast	5
60	Margo 60'x13'6"	B. A. Masee	2-260 H.P. Sterlings	300	17:10:00	17:17:30	7:30 slow	6
62	Zenya 65'x13'8"	M. L. Eastman	70 H.P. Sterling	375	21:27:30	21:38:54	11:24 slow	7
57	Wewin 40'x10'	C. J. Peterson	85 H.P. Sterling Chevron	360	20:36:00	20:52:41	16:41 slow	8
58	Shokoquan 50'x10'	G. Andersen	40 H.P. Lamb	400	22:53:20	23:42:50	49:30 slow	9
15	Totem 45'x10'6"	L. F. Wilson	50 H.P. Peerless	390	22:19:00	24:08:39	1:49:17 slow	10

J. W. SACKRIDER, Chairman, Race Committee, C. Y. C. G. W. SCHAEFFER, Scorer, S. S. P. B. C.



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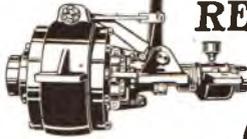
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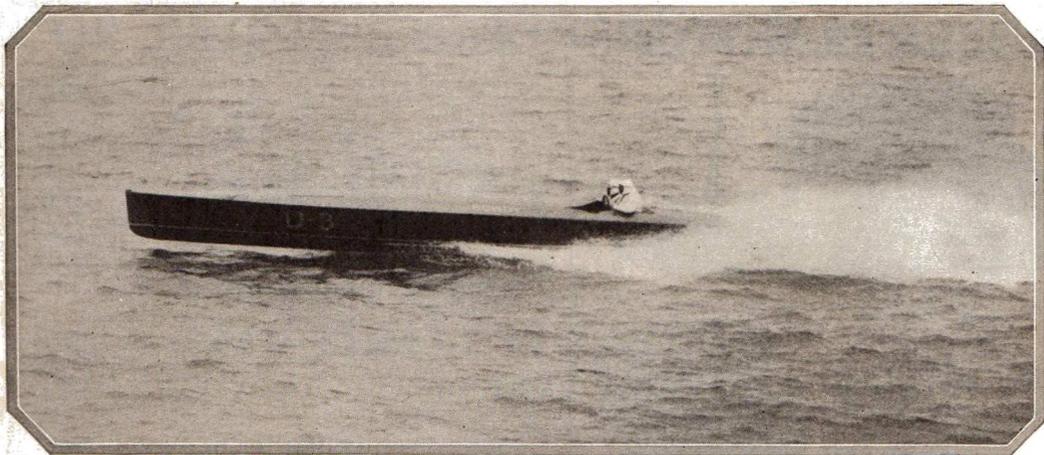
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Carl Fisher's Rowdy, winner of the 150 Mile Sweepstakes and of the Dodge Memorial Trophy Race. Photograph from World Wide Photos.

Again Packard Makes Clean Sweep in Annual Power Boat Races

Packard-powered craft win 150 Mile Sweepstakes—Gold Cup Race—Dodge Memorial Trophy Race.

The Gold Cup Race was won by George H. Townsend's Greenwich Folly, powered with a 6-cylinder Packard Gold Cup Engine.

In the first heat Caleb Bragg's Baby Bootlegger, winner of last year's Gold Cup Race, again demonstrated the consistent performance of the Packard Gold Cup Engine by setting a new world's record for Gold Cup Boats of 50.53 miles per hour.

Both the Sweepstakes and the Dodge Memorial were won by Carl G. Fisher's Rowdy—equipped with a 12-cylinder Packard Sweepstakes Engine—an installation which has developed 67 miles per hour.

Third place in the Gold Cup Race was also taken by a Packard-powered boat—Harry Greening's old

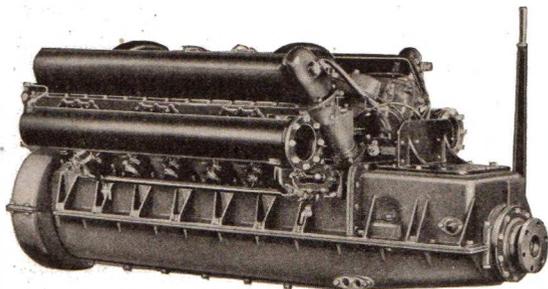
Rainbow III, rechristened Palm Beach Days. Winner of the 1923 Gold Cup, Palm Beach Days has been used for three years as a pleasure craft, and was given no special preparation before this year's race.

Caleb Bragg's Rascal, sister ship to Rowdy, took third place in the Sweepstakes—one of the only two boats, besides the winner, to finish.

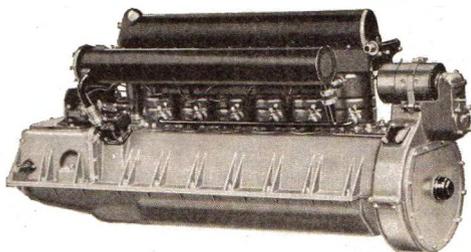
Last year's triumphant performance record was repeated—not one Packard-powered boat was forced out of any of the three races by engine trouble.

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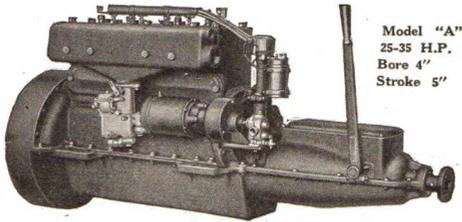


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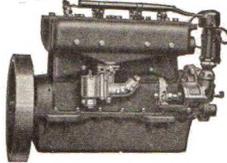


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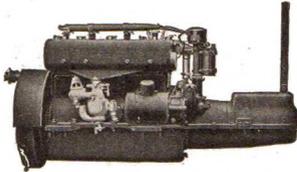
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Caper, a Cape Cod Cat

(Continued from page 43)

bolts set up with nut and washer. Stem to be rabbeted to take ends of planking. Outside face of stem to be finished fair with outside of planking and to be fitted with a galvanized iron stem band with eye in head for stay.

Stern Transom: White oak, 1 1/4 inches thick and shaped as per plans. To be thoroughly edged bolted with 1/2 inch galvanized iron rods. Stern transom to be fastened to end of keel with a hackmatack knee as shown on plans.

Centerboard Trunk: Lower bed logs to be of oak, 2 1/2 inches thick and moulded 8 inches deep amidships. To be fitted to inside of plank keel, set in white lead and thoroughly bolted to keel. Head ledges to be oak, sided 2 inches and moulded 3 inches. Trunk siding to be yellow pine, 1 3/4 inch thick; thoroughly edge bolted and riveted to headledges. Mahogany cap on top of trunk.

Centerboard: To be of yellow pine, 1 1/4 inch thick and shaped as per plans. To be thoroughly edge bolted with 1/2 inch galvanized iron rod. To be weighted with lead sufficient to overcome flotation. Board to be hung on a 3/4 inch galvanized iron bolt through bed logs. Hoisting pennant to be led over sheave in after head ledge to cleat on after end of trunk.

Frames: White oak, stem bent to shape, 1 1/4 by 1 1/4 inches, spaced 8 inches center to center. Heels of frames to be fitted into mortises in plank keel.

Oak floor frames to be fitted at every pair of frames, extending across top of keel and moulded as shown on plans. To be riveted or bolted to frames and bolted to keel.

Clamps: Yellow pine 1 1/4 by 5 inches, tapered at ends, in one piece each side, fastened to frames at proper height to take under side of deck beams.

Shelf to be yellow pine, 1 1/4 by 2 inches, fastened with rivets through clamp and heads of frames.

Bilge Stringer: Yellow pine, 1 1/2 by 3 inches, tapered at ends, riveted to frames. Two each side as shown on plans.

Planking: To be selected white cedar 3/4 inch thick when finished. To be worked in long lengths and narrow strakes with butts well shifted. Planks at turn of bilge to be hollowed on inside to fit curve of frames. All butts to be made on oak block between frames and through riveted. Planking to be fastened with galvanized boat nails clinched on inside of frames; heads to be countersunk and plugged with cedar bungs set in white lead. Seams to be caulked with cotton. payed with white lead paint and filled flush with white lead putty. Planking to be planned and sandpapered smooth and fair before painting.

Deck Beams: White oak, sawn to crown of 5 inches in 10 feet to be moulded 2 inches and sided 1 1/2 inches. Heavy beam at mast partner, forward end of cabin trunk and at aft end of cockpit to be 2 by 2 inches. Fore and aft carlins to be 2 by 2 inches, oak. Hackmatack knees to be fitted as shown on deck plan.

Deck: White pine in narrow planks, 1 1/4 inch thick and 1 1/2 inch wide, laid parallel to side of boat; blind fastened to deck beams with galvanized nails and edge nailed between beams. Ends to be nibbed into a mahogany center plank forward. Planksheers to be mahogany, 1 1/2 by 3 inches, sprung to side of boat and fastened with brass screws countersunk and bunged. Deck to be caulked with a thread of cotton, seams payed and filled with white lead putty.

Mahogany water batten, 1 1/2 by 1 1/4 inches fitted on outer edge of planksheer.

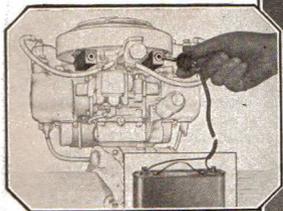
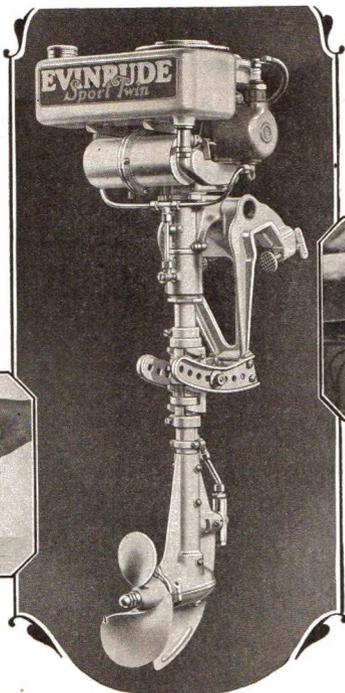
Cabin Trunk: Sides to be clear white oak, 1 inch thick, steam bent to shape. Height to be as shown on lines of hull. Coaming to be edge bolted through carlin with nut and washer on under side of carlin. Cabin beams oak, sawn to shape of crown, 1 by 1 3/8 inches, spaced 10 inches center to center. Cabin top to be 3/4 inch tongue and groove white pine sheathing covered with No. 10 canvas in one piece laid in thick white lead paint, thoroughly stretched and fastened with copper tacks. Mahogany half round moulding to cover edge of canvas.

Companionway slide and doors at aft end to be mahogany. Four oval lights of plate glass to be set in sides of cabin trunk.

Cockpit: Cockpit floor beams to be oak, 1 1/4 by 2 1/2 inches. Floor to be white pine in narrow planks laid straight fore and aft. Hatch for motor to be fitted in floor as shown on plans, or as required to suit motor installed.

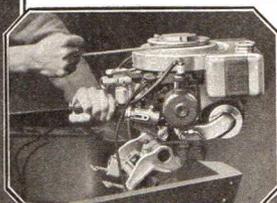
Cockpit coaming to be 3/4 inch clear white oak, steam bent to shape. Inside cockpit staving to be 1/2 inch tongue and groove mahogany staving set in a rabbeted sill and made

(Continued on page 166)



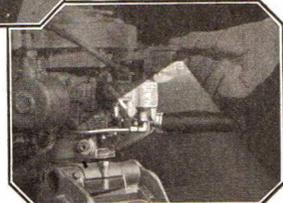
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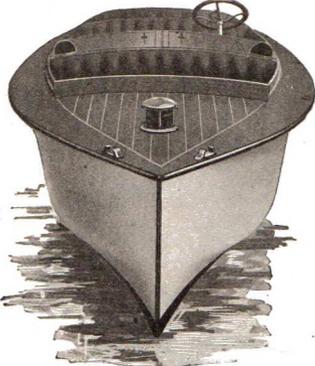
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18-foot shallow craft tunnel stern, with room for nine passengers. Runs in 11 inches of water. Beaches anywhere, lands anywhere, goes anywhere, the propeller is protected. Eases into coves, streams, and inlets where others cannot enter. Equipped with 4-cylinder, 15 H.P. Universal Motor, with electric starter. Makes 15 miles an hour. Hull is cedar planked, brass and copper fastened, mahogany finished.

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DUNPHY



Caper, a Cape Cod Cat

(Continued from page 162)

watertight. Staving to extend to a top of outside coaming and to be fitted with an oval mahogany cap.

Cockpit seats to be mahogany supported by turned mahogany stanchions.

Two lead pipe scuppers to be fitted at forward end of cockpit with screw deck plates in cockpit floor led in flush.

Rudder: Rudder blade to be made of white oak, 2 inches thick, shaped as per plans and thoroughly edge bolted with ½ inch galvanized iron rods; to be tapered to ¾ inch thickness at after edge.

Steering gear to be an Edson quadrant steerer, square stern type for outside rudder, No. 1 size, with 24 inch wheel. Tiller on top of rudder blade, to which steerer is fastened, is to be reinforced with a ½ inch thick plate of galvanized iron, same width as thickness of rudder.

Oak tiller may be used if desired in place of steering gear and wheel.

Rudder to be hung to stern transom with galvanized iron fittings and to have a lower heel bearing at bottom of keel.

Cabin: Cabin floor to be of ¾ inch pine, laid with hatches to give access to entire bottom of boat.

Cabin to be arranged with transom seats, lockers, shelves, etc., as required by Owner.

Finishing: Outside of hull to be finished perfectly smooth, given a priming coat of lead paint and at least three coats of white paint on topsides. Bottom to have two coats of anti-fouling marine bottom paint of color and make directed by Owner. Decks and sides of cabin trunk to be scraped smooth and given at least three coats of best spar varnish. Top of cabin trunk to be given two coats of buff color deck paint. All mahogany joiner work to be varnished three coats of best spar varnish.

Interior of hull to be painted two coats of lead paint of color directed.

Spars and Rigging: All spars to be solid spruce as per sizes given on sail plan. To be finished smooth and given three coats of best spar varnish.

Mast to have one stay to stem head of ¾ inch diameter galvanized wire rope fitted with eye splice over masthead and set up with a ½ inch galvanized turnbuckle at stem head. Peak halyard blocks on masthead to be hung on eye bolts through mast. Throat halyard block hung on a wire rope pennant fitted with eyesplice around masthead and supported by an oak shoulder cleat on forward side of mast. Gooseneck for main boom to be a galvanized iron stock hardware fitting with band around mast.

Gaff to have curved oak gaff jaws and wire rope bridle for peak halyard.

Boom to have galvanized gooseneck and a galvanized sling band for main sheet block.

Halyard and mainsheet blocks to be 4 inch size wood shell blocks fitted with shackles; peak halyard block to have a bridle attachment fitting.

Running rigging to be 15 thread manila yacht rope.

Mainsail to be made of 7 ounce yacht duck, fitted with three reefs spaced as shown on sail plan.

Auxiliary Motor: Motor to be furnished by Owner and installed by Builder.

Shaft to be carried out through deadwood, with outboard stuffing box on aft side of deadwood. Gasoline tank to be a cylindrical galvanized tank placed in cockpit under cockpit seat; to have a shut off valve at tank. Details of installation to be as directed by Owner.

Equipment: To include one 35 pound anchor; 100 feet of ¾ inch diameter anchor cable; life preservers; fire extinguisher; fog horn; running lights; 2 copies of Pilot Rules; whistle; brass bilge pump; boat hook.

Ballast: About one thousand pounds of lead ballast, in small pigs, to be placed in bottom of boat under forward end of cockpit and carefully stowed to prevent shifting. Iron sash weights may be used in place of lead if desired and should be thoroughly coated with red lead before being placed in boat.

Delivery: The boat is to be delivered afloat, at the yard of the Builder, completely finished and ready to sail, on or before the.....day of....., 1927.

Cutless Bearings On New Yachts

In the description of a number of new yachts, which were published in August MoToR BoatinG, several items of their equipment were mentioned, but the fact that these boats are all equipped with Goodrich Rubber Cutless stern bearings was not stated. The boats Edamena, Lura M II, Scamper, Argo, and Patricia, are all supplied with this installation, which adds greatly to the comfort of the boat.

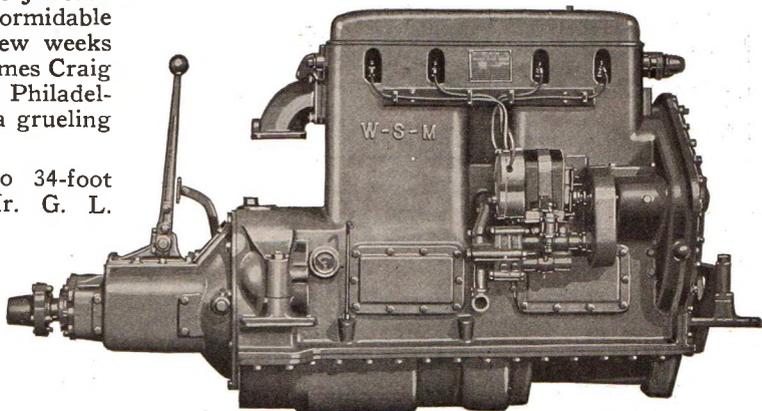
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RENE JR., powered with a W-S-M 60 H.P. marine engine and owned by Mr. L. M. Simmons of the New York Athletic Club, is the victor of two of the most important cruiser races held this year. In the annual Tamaqua Ocean Race, a forty mile contest in open sea, Rene Jr. took first honors against a formidable fleet of entries, and a few weeks later this boat won the James Craig Trophy in the race from Philadelphia to New York over a grueling course.

Sea Dream II, an Elco 34-foot Cruisette owned by Mr. G. L. Lerner and powered with a W-S-M engine, took second place in the Tamaqua Ocean Race.

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Up and Down Glen Canyon

(Continued from page 26)

main stream and worked up along the eddy to the base of Sentinel Rock. Mooring the boats as securely as possible, we clambered up to the protection of the leaning slab. Turning to peer at the storm, we discovered to our not inconsiderable relief that it had left the gorge at the bend below and was breaking with savage force upon the crest of the plateau.

Just which mound or pinnacle of the heights above had rasped the bottom off those murky clouds and released their accumulated floods we could never be certain. A roaring and grinding that was not from wind or thunder told that a cataclysm was taking place somewhere up there, but all we saw of water was a half dozen tremulous jets that played from the rim for a few minutes, to cease as suddenly as they had begun. Doubtless they represented not more than the spray of the outer splash of the main dump. At both Glen and the Grand Canyon drainage is away from the rims. The flood from this particular cloudburst must have found its circuitous way back to the Colorado by the side canyon draining whichever of the tributary watersheds that the deluge invaded. We were not anxious to linger to find out if any of it was coming down Wa-weap. But the end of our experiences with cloudbursts was not yet.

With another bank of storm clouds blowing up from the south, Tom decided to run along to the big cave above and camp within reach of shelter. One sharp squall broke while we were working up the river. The two leading boats came in for something of a drenching, but Andy and I, by running under a long overhang of cliff, came through almost dry-backed. Busy as I was steering between the Scylla of the rain and the Charybdis of the cliff, I still could not quite miss the Aladdin's Cave effect lent to the innermost depths of the overhang by clustering knuckles of water-polished garnets.

I also hailed in passing a number of bright little lizards, temporarily driven by the rain from their favorite outdoor sport of catching flies on the sun-warmed cliff at the water-line. With the lowest sheltering crack a thousand feet or more above, one could judge of their love of the game by the length of that desperate upward and downward crawl. I have known golfers to grumble over having to climb a long flight of club-house steps. I became more and more intrigued by these game little sportsmen as the days went by. When changes transpired that left me with more time on my hands, I began keeping a pair of them as pets, coursing them for imitation flies (dried currants) on a smooth section of flour-sack.

With the half dozen ducks that had fallen to Lute's gun in the course of the morning, and plenty of time for cooking with frills, supper that night was a very different affair from that of the previous evening on the wind-scoured bar. The storms passed over early, leaving the air fresh and cool, and so in no need of equalization from above through the medium of the twilight dervish dance of warring winds. The great arching cave, running back fifty feet or more into the cliff, was dry as a bone, but its pavement of bat guano had a musty smell and a verminous look. The Ramsaurs and I plumped for risking the rain by sleeping on the beach; Tom, Andy and Bill Jones shouldered their beds and toiled up through the brush to the cave.

Although the mouth of the cave was a couple of hundred feet from where we were turned in by the river, the smooth up-curving arch of it made so perfect a sounding board that even the heavy breathing of the would-be sleepers was audible to us as they set up their cots and spread their beds. For a while they conducted a lively expulsive campaign against bats and rats, employing both bed-bundle straps and word of mouth. We caught the swish of the straps and the short, chesty grunts that followed the blows upon the empty air. After a while they settled down a bit, and Tom told what he said was a funny story about a tramp who, seeing a trunk in front of a second-hand store tagged "This. Size for Ten Dollars," promptly remarked, "So do I!" After a somewhat charged interval of vocal violence punctuated by the swish of straps and the whirr of wings, the raconteur said he would tell them another story that would make it easier for them to get the admittedly elusive point of the first. This had to do with the lady owner of a vicious terrier who, on being asked "How's your dog?" replied, "I have." Still no answering guffaws. Even Tom's meticulously diagramed mental graph of each story only drew from Andy the snorting comment that they reminded him of the gasoline we had brought from Flagstaff.

"I suppose you mean because they're hard to start at this altitude," Tom suggested gropingly.

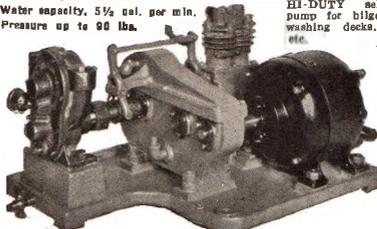
(Continued on page 172)

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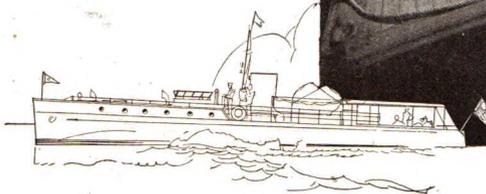
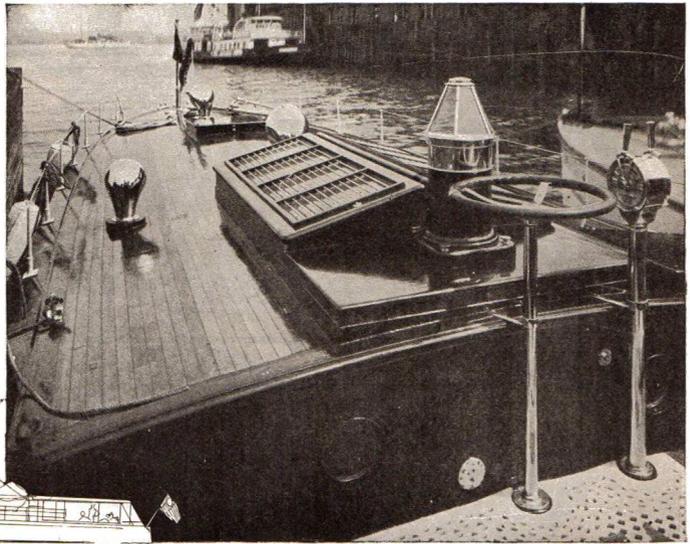
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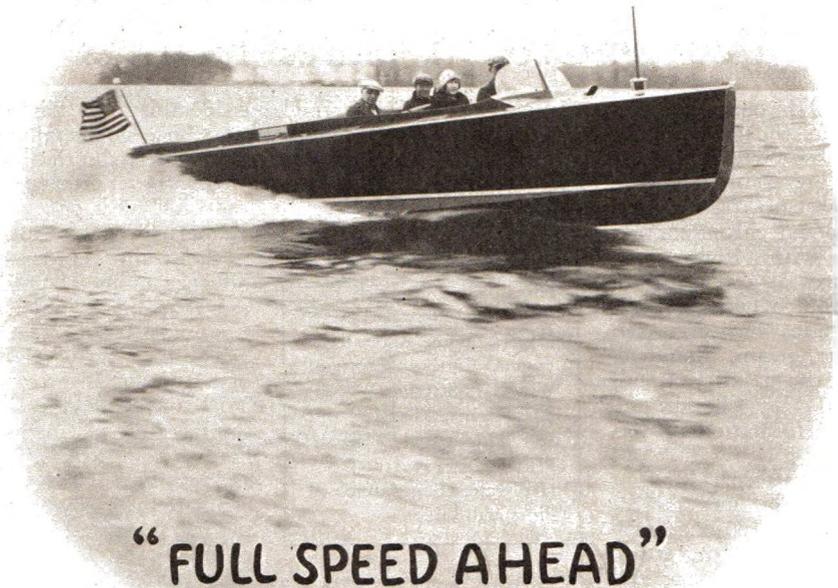
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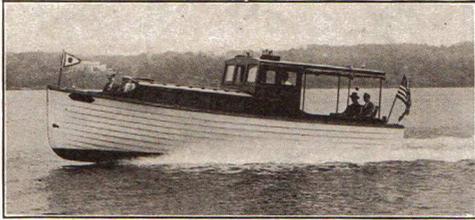
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Up and Down Glen Canyon

(Continued from page 168)

"No," answered his son; "only because they're so far fetched."

The long-delayed gust of laughter swooped down from the cave following that sally, but I could not detect Tom's chesty bass contributing to its volume. More likely he was the inspiration of the thud that had the sodden sound of a wet shoe striking a soft surface. A number of things seemed to be flying through the air after that, but sleep supervened before I could make out whether or not they were borne on whirring wings.

And the boom of an axe on a hollow log was the morning of the next day.

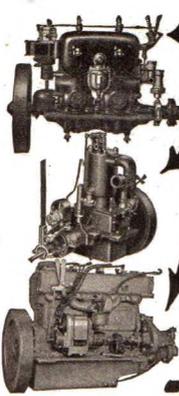
The general average of our navigation was improving steadily with experience. Collisions with rocks and groundings on bars were less frequent than at first, and delayed us less when they did occur. We were also acquiring the technique of working up through the eddies more effectively, making most of slack water and picking the best courses through the swift. This, and the lightening loads, about offset the slow but steady, quickening of the current that we knew was to be expected all the way to Hall's Crossing, our destination. Starting delays were still frequent and annoying, but in spite of these—and barring a breakdown of the engines or the smashing of some of the boats—there seemed a good prospect of averaging the ten miles a day that would take us to our up-stream goal with a good margin of time to spare.

My little Elto, after the addition of the water-can gravity cooling system, ran like a top. Where towing round was practicable, I spared it at the hardest ruffles, and it showed its appreciation by responding with an unguessed reserve of power when there was no alternative but to drive through. The steady replenishment of the water-can by dipping from the river added another duty to the five or six I was already trying to perform with two hands. But dexterity improved with practice, and I soon developed a sort of touch system of steering, sounding, lading and jiggering with the motor which, operating with less and less ocular supervision, left my eyes comparatively free to size up the river and pick the best courses.

Wherever it was practicable, Bill Jones and I found our navigational difficulties considerably simplified by following closely in the wake of Tom or Andy. Both father and son displayed good judgment in picking channels, being helped not a little by the division of duties made possible through the presence of an extra man in their boats. That extra man, pulling at the oars, made it possible for them to go up through many a riffle where we lone navigators had to shoot across to the bar and wade; but there was no tendency to run away from us on that account. On the contrary, indeed, both of the better manned boats were constantly on the watch to lend a hand, and neither ever allowed more than a bend or two to intervene between itself and the rear-most of the laggards. Bill's troubles were a good deal worse than mine on the score of falling behind. The perfect starting and consistent running of my little motor rather more than made up for the fact that it had somewhat less power than the other three. Plugging steadily along, it is probable that, first and last, I was waited for a good deal less than I waited.

It was during the third day that the tips of occasional soaring spires and pinnacles began to show rims that had hitherto formed our only skylines. It was not that the canyon walls were becoming lower, but only that we were penetrating to a region where they were backed by a second line of cliffs similar to those which tower above the inner gorge of the Grand Canyon. The difference between the two great canyons is largely one of dimension, and of that one could not come to a complete realization unless the lesser gorge were to be picked up bodily and deposited in the former. Without a scale of comparison one is hardly conscious of any great disparity even in size. Glen Canyon, to be sure, never gave me anything quite on a par with that staggered, all-gone-inside sensation that even a Chicago pork-packer must feel at a first glimpse of the Grand Canyon from El Tovar, but that would have been largely due to the fact that I never had a chance to view it from so favorable a vantage. Neither in the course of our up- or down-river voyage was there time to climb any of the loftier outer cliffs and headlands. The highest of the rims to which we did ascend were not much over a thousand feet above the river, where at El Tovar one is at a height of a mile or more above the bottom of the inner gorge. Confining the comparison to the worm's eye views to which the boatman is limited, I can recall no pictures of the Grand Canyon opening up from the river at

(Continued on page 174)



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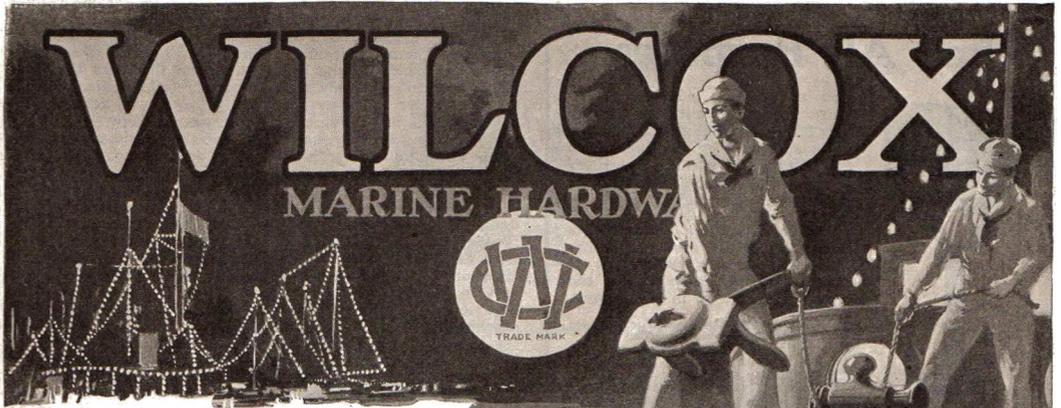


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Up and Down Glen Canyon

(Continued from page 172)

the foot of the Bright Angel or Hermit trails, or at the mouth of Diamond Creek, they surpass in my mind scenes unfolded to us many times daily along the middle reaches of Glen Canyon.

An advancing phalanx of thunder-clouds that came rolling up from the southwest while we were at lunch on the third day of the voyage proved to be the curtain of one of the most stupendous natural dramas I have ever had the fortune to witness. Except in the one case in ten thousand that this one proved to be, people seeing cloudbursts have always been either too near to, or too far from, the center of action to be able to gain any connected impression of how the thing really works. Usually, as in our case the previous day, they are at so distant, or so unfavorably located, a vantage point that they see no more than a great big, black lightning-riven rain cloud. Indeed, the impression of a big, angry rain cloud is about all one can get unless he is in the very heart of the deluge. In that case, in the unlikely event he survives, his recollections are not likely to prove much more voluminous than those of a man who has been sand-bagged in the dark. Even on the edge of a cloudburst, where the water is falling only in broken sheets rather than in solid masses (and this experience I have touched somewhat intimately), there is not much more to be seen than in a shower-bath. Really to see how the wheels of a cloudburst go round, the observer must have a comparatively safe point of observation and a completely unobstructed range of vision. Also, he must be far enough away to grasp the ensemble of action, but still not so far that he misses the details. Such a combination might well refuse to click into realization in the whole lifetime of even a dweller in cloudburst lands. And yet there was Jupiter Pluvius, advancing arm-in-arm with Thor of the Thunders at the head of their billowing cloudland retinue, bringing it to a bedraggled bunch of voyagers almost on a silver platter.

For one did not need to be overly weather-wise, nor unduly sapient in the ways of Thor with a black cloud full of water, to know that the oncoming storm was just as certain to miss the bend where we waited as it was to hit a great jagged pink and terracotta butte that towered three or four thousand feet in the air a half mile up the opposite side of the river. To make assurance doubly sure on the score of our own safety, the heavy overhang of the cliff in whose shadow we lounged offered secure retreat in the unlikely event of the storm's flying off on a tangent when it collided with the obstructing butte. We had the best seats in the house for the show of a lifetime. The curtain was up and there was nothing to do but munch raisins and wait for the climax.

The drama developed without hitch. Not a cue was missed. Even the sun, obscured at first by a maverick flight of frosty cirrus, turned on a golden sheaf of spotlights for the climactic scene. With the sun shining, the ghostly greens and olives that had banked the gorge to the rime during the storm of the day before were confined to the wavering column above the jagged cloud-shadow racing across the opposite plateau.

"That sagging-bellied cloud," I began largely in an attempt to be impressive, "reminds me of a bombed Zeppelin I once saw trying to drag its punctured gas-bag home across the North Sea. I was in a destroyer out from Harwich—"

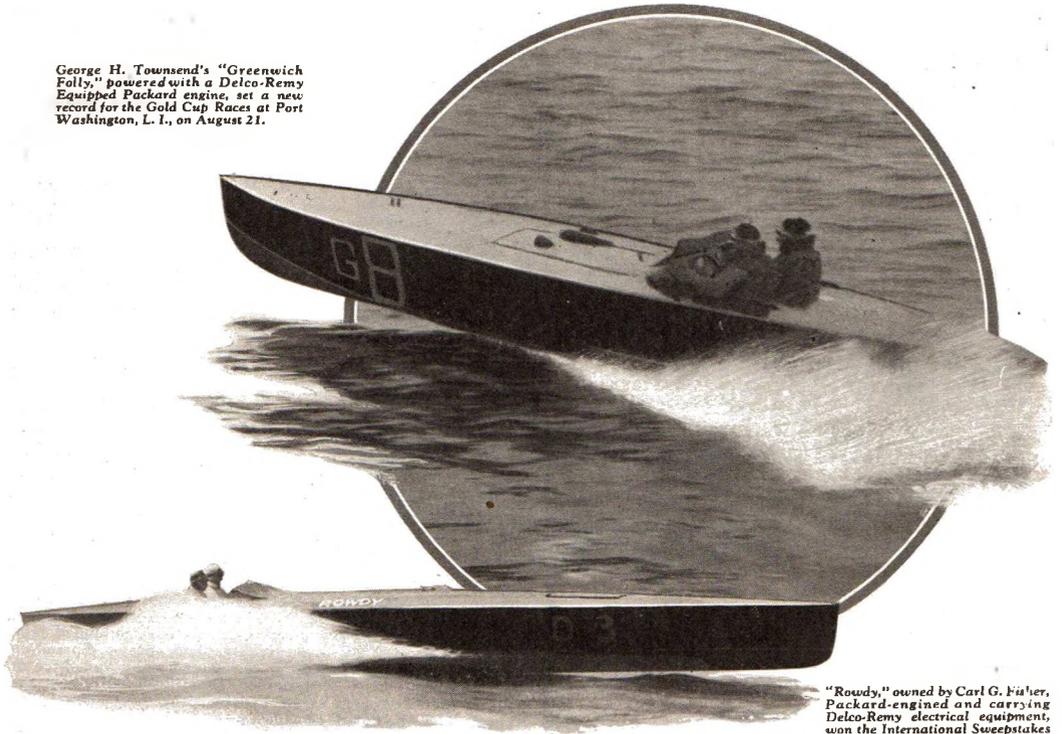
"Zeppelin, your hat!" snorted Tom, in flagrant disregard of the fact that my one piece of head-gear had gone into the river an hour previously; "nothing so soft as a gas-bag 'bout that devil. He's carrying a million tons of water stowed under his belt. Looks to me more like a raging black bull."

Andy, pointing out politely that bulls didn't wear belts, and, moreover, couldn't stow a million tons of water under them if they did, suggested a dirigible reservoir as the proper object of comparison. Lute, more romantically inclined, feigned to see the flash of bayonets in the forked lightning, and pictured charging soldiers. Bill Jones, always a shade less elegant than the rest of us, saw a big fat mother-pig rushing to the morning trough, and encouraged her with explosive grunts of "Suey! Suey! Suey!"

Technically, beyond doubt, Andy's dirigible reservoir was the best descriptive term; yet it still seems to me the simile of the punctured gas-bag conveys to the imagination the most graphic picture of the look of things at the climax. Nothing could have been more suggestive of a wounded balloon than the way that sinister low-sagging cloud bumped along the top of the plateau. Dusky streamers of rain, trailing far astern like drag-ropes, told that the blows from the smooth round knobs of sand-stone had set the inner envelope leaking without holing it. One sensed an al-

(Continued on page 176)

George H. Townsend's "Greenwich Folly," powered with a Delco-Remy Equipped Packard engine, set a new record for the Gold Cup Races at Port Washington, L. I., on August 21.



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Up and Down Glen Canyon

(Continued from page 174)

most rubbery toughness in the bounding water-bag, and felt that it was equal to withstanding those soft bludgeony bumps indefinitely. It was going to take something jagged-edged or sharp-pointed really to rip a proper gash in a fabric of that character. That rough-necked, red-headed Titan of a butte was just the sort of thing for it; and exactly in the right place, too. With that obstruction out of the way there is no doubt that the cloud would have survived to stagger on a mile or two farther, and so burst quite out of sight of the bend from which we watched.

The blue-black shadow of the racing cloud clapped down over the high-flung pinnacle of the butte like the death-cap over the head of a mediaeval executioner; and what followed maintained the simile. It was doubtless the sudden crash of thunder and spatter of lightning that created the illusion of a solid impact when the flying ball of nimbus impaled itself upon the jagged fang of rock. Ripped from end to end, the great water-bag spewed forth its imprisoned flood and dissolved in streaming rags and tatters of thinning vapor. It was not simply a terrific rain that was released; the earthward flying mass of water was as solid and as ponderable as the flood from an open head-gate.

The supreme wonder of the spectacle came with the crashing of the waters upon the rocky base of the butte, a thousand feet or more below. Only fluttering gleams—as evanescent as the lightning but less brilliant—revealed the cataclysmic discharge while it was still in the air; but where it dashed upon the rock it was as though hundred of yards of the plateau along the lower slopes of the butte had been changed at the wave of a wand to the boiling pool at the foot of a heaven-high cataract. One instant we were looking at a gypsum-streaked slope of gay red rock; the next at a seething, snow-white welter of water that rebounded high into the air and dissolved in sun-shot spray. Spreading fingers of drainage fanned out to left and right, and three or four of them ran to feed sudden, short-lived falls from the rim to the river, such as we had seen the day before. The duration of the flood of solid water could not have been more than a minute or two, though tumbling cascades from the higher levels, half veiled in a rising cloud of rainbowed mist, continued to run for much longer.

The earth-shaking crash of the descending floods was in itself a thing to make a man gasp and hold his breath. It came to our ears in a great savage wave of sound perhaps two or three seconds after our eyes told us that masses of solid water were being precipitated upon the butte. While it lasted the roll of the thunder shrunk to the rat-a-tat of a boy's snare-drum and the native rock upon which we sat shivered as in the grip of an earthquake. The sound—in its raucousness, its rawness—was more that of an imminent avalanche of great volume than a waterfall! At Niagara, Kaiteur, Yguazu, even at the Victoria Falls of the Zambesi, one is conscious that the resonant roar he hears is that of water falling upon water. Here one knew that his eardrum was being torn by the aerial vibrations resulting from solid water rending solid rock.

I was aware from time to time of an awe-gaping jaw being gathered up as a preliminary to outward expression of inward sensation. One of them was my own. But whatever of pearls were broadcast were doomed to waste their sheen upon the desert air. I think the loss was not great. Men usually curse fervently when greatly stirred, either to awe or to anger; or else perpetrate cheap witticisms to hide their real feelings. They are always ashamed of these jokes if they remember them later, or at least they should be. Take mine, which had to do with the storm-cloud committing *hari-kari* on the pinnacle of the butte. Tom shook his head blankly when I tried that on him at the climactic moment, for of course he couldn't hear it. At supper, a few days later, I tried it again, unfortunately, perhaps, just after I had been dissertating in somewhat high-brow vein on the movements of cirri and nimbi and cumuli. Tom mouthed *hari-kari* rather disgustingly once or twice, then shook his head impatiently. "Them storm clouds all look alike to me," he growled; "but it ain't as if I was one of them that didn't know enough to go in when it rains." As I had been taking advantage of a shower that afternoon to scour a little Colorado silt out of my hide, that closing remark was not without its point. But Tom and I never did think much of each other's jokes.

So considerable a meteorological disturbance as that which we had just witnessed could hardly take place without leaving a few stray odds and ends of high and low pressure

(Continued on page 178)

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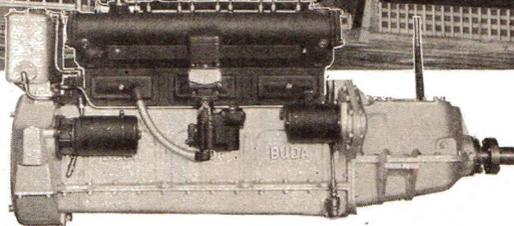
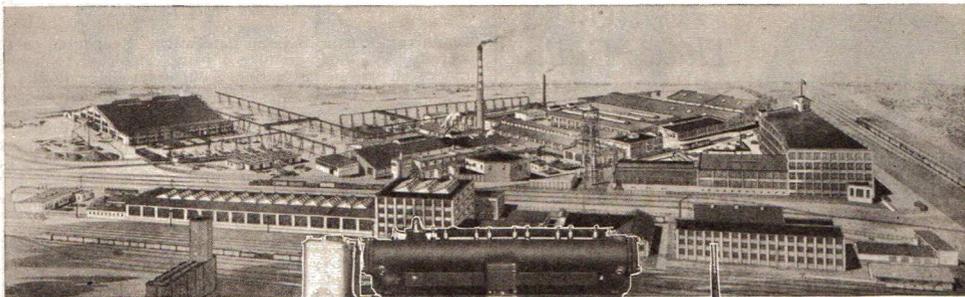
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Up and Down Glen Canyon

(Continued from page 176)

tumbling about in its immediate wake. Reckoning that these were just as likely to take a form calculated to help as to hinder up-stream navigation, Tom ordered the flotilla to get under way. Bill Jones and I, pushing off in advance of the other two boats, ran out to midstream just in time to connect with a fine spanking little southerly squall that might well have been hurrying up river to see what had become of the pieces of the parent cloudburst. Tom and Andy missed the very substantial lift that timely series of gusts gave us, but received the full benefit of a side-winding squall that came boring down over the rim of the bend we had just left. Perhaps benefit is hardly the word to use, for that vicious little twister, catching both of their boats side-on before they could be headed to meet it, drove them straight over against the sheer cliff of the right side of the river. Jammed together and clamped up against the sandstone wall like a couple of half-dislodged limpets, the last glimpse I had before a sheet of blown water cut off the view revealed considerable activity with both fly-wheels and baling cans.

Bill and I only got a splash from the tail of that little trouble-maker, but a real worry developed when it became apparent that our first up-stream squall had met and was waging unequal battle with a down-stream squall of considerably greater might. Locked in a death-grapple, they were fighting it out to a finish all over the channel of a narrow neck of canyon immediately ahead. With sheer or overhanging walls on either side, and so no place to land, there was nothing to do but keep on going and make the best of it.

With the whirlwind (for that was the form the Borean ruction took) seeming inclined to move down the left side of the river, the obvious course to take to avoid it was close in against the cliff to the right. It looked like fairly good going there, and such it would have been had not an air-pocket at that particular point—doubtless created by the rough-and-tumble going on across the river—demanded instant replenishment from above. As a matter of fact, air was probably moving into that Swiss-Cheese vacuum from several directions. The installment from the plateau I remember particularly because it brought with it an infernally persistent cataract of blow-sand, fine, sharp blinding particles that gravitated to the eyes like iron to the magnet.

It is only to be expected that the finer intricacies of navigational finesse should be considerably blunted under conditions like those. Of course Bill rammed me, and of course I rammed Bill, and of course both of us rammed and re-rammed the cliff. Strangely enough, none of these little tentative ramblings seemed to do very much harm to anything or anybody. But where the fur and feathers really began to fly was when we caromed off the cliff and went over and rammed that baby cyclone. The only thing comparable in my experience to that sudden twisting jolt of impact was toddling into the side of a spinning merry-go-round when I was four. The one nice thing in connection with the sequel was having the sand washed from my eyes by the flying spray, but that—with the air stiff with blown water—didn't widen greatly my range of vision.

There was a rather confusing play of warring forces around the base of that spitting column of whirling air. The wind action appeared to be exerted centrifugally—throwing outward; that of the sympathetically whirling water acted centripetally—drawing inward. Trying to go both ways at once the boats, naturally, did some little spinning themselves, and not always on even keels. I am inclined to think that the explosive action of the air was the stronger force—that my boat would have been thrown quite clear after the first impact if only there had been an open course for it. But every time it started to shoot away from the vortex Bill's boat would drive out of the spray and jam right across its bows. Bill said later that my boat kept blocking the escape of his in a precisely similar manner. So, impartially cussing the air, water, sand, each other and the universe generally, Bill and I, fighting-cock-like, banged in and out in erratic circles for all of a long half minute. At the rate we were taking water, probably another half minute would have swamped the both. Before that happened, however, the twister—more out of boredom than pity, doubtless—spun off down-stream in search of a quarry less cringing and more worthy of its strength. It was roaring and sharpening its teeth on a sand-stone ledge at the next bend the last we saw of it, noisily in preparation for gulping down the other boats, Bill suggested.

It was a rather remarkable fact that not all of the water

(Continued on page 180)



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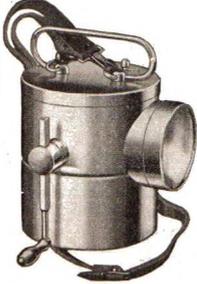
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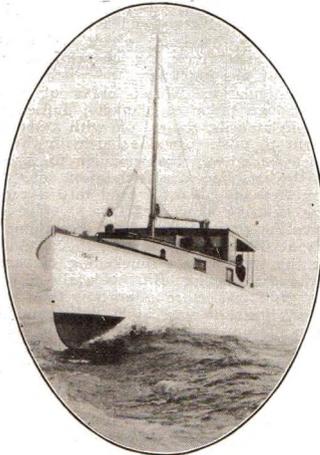
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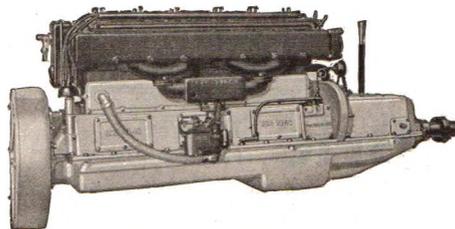
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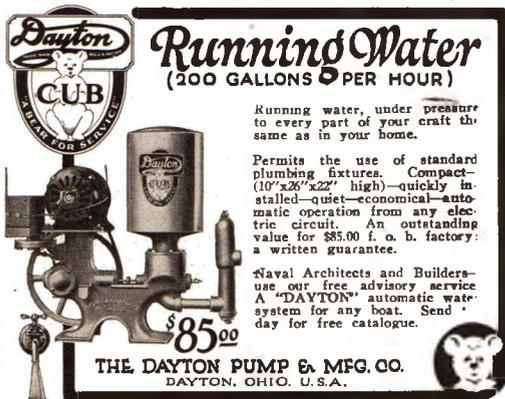
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Up and Down Glen Canyon

(Continued from page 178)

and sand with which they had been deluged sufficed to stop either motor. Popping somewhat erratically, but still with a goodly amount of kick behind them, they pushed us up to a landing on a hard bar where the right-hand cliff edged back a few yards from the river. Here, bailing, cleaning up and snugging down, we waited for the other boats to come up from what Bill facetiously called The Valley of the Shadow of Bluffs.

It was a quarter of an hour before Tom and Andy were in sight with their respective commands. Considerably banged about by the first squall, they had discreetly worked along to a sheltered water-level fissure in the overhanging cliff and let the rest of the whirls go by. They had had a lively time fending the banging boats off the rocky wall in air which Tom claimed was stiff as pan-cake batter with sand descending from the mesa overhead. The faces of all four men were as black with blown grime as a stoker's with coal-dust.

The air was still a bit nervous and jumpy as the reunited flotilla pushed on up the gorge, with occasional flurries of rain playing hide-and-seek with saffron bars of sunshine and purple blobs of shadow. These were no more than dwindling fragments of the shattered storm, however, and quite empty of real menace.

There was quiet, smooth water for a mile, and the four boats ran well bunched until a broadening river opened out to a long straight reach crossed with baffling shallows. The adventurous Bill Jones built up a substantial lead by taking a chance at precarious cross-cuts through obstructing bars, which made it rather the worse for him when one of them finally ended in a *cul de sac* a good hundred yards from the only practicable channel. Trying to reach deeper water as the crow flies rather than by working back through the sinuous passage by which he had come, Bill ended by getting into a maze from which there was, no apparent outlet at all. In an endeavor to reduce temporarily the draught of his boat, which had suddenly become too large for the river, the energetic chap started discharging cargo at this juncture.

Setting up a foundation of two cases of gasoline, he erected a six-foot-high pillar of blankets, duffle bags, grub boxes and cooking utensils, topped off with a sack of sugar. As he was about to push over the bar with the lightened boat, Bill looked back over his shoulder to discover that the settling of the gasoline-case foundation into the quicksands had converted his pillar of food into a recognizable imitation of the Leaning Tower of Pisa.

Quick intervention prevented it from becoming a falling tower, but only at the cost of allowing the abandoned boat to drift before the wind into a quickening current. Being only an irrigation-ditch sailor, Bill evidently reckoned that sticking to the grub was more important than sticking to the ship. At any rate, it was by a half-foundered grubpile that we found him—after mourning him as drowned through the long forty minutes that it took to intercept and tow back the empty boat that had come bobbing to meet us half a mile below.

(To be continued)

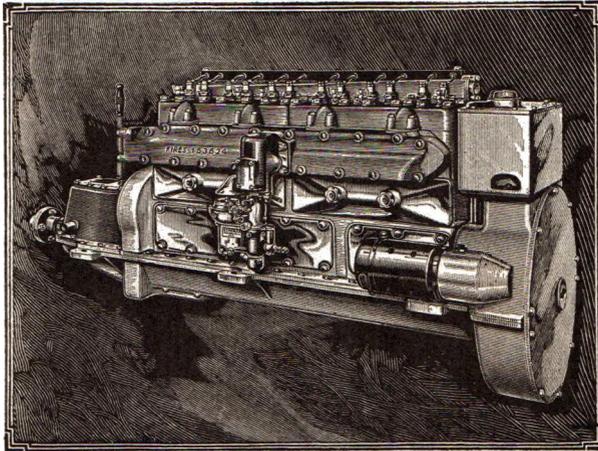
The New Winton Diesel

(Continued from page 41)

ing rods are Chrome Vanadium steel, tubular sections 6 inches in diameter. The crankcase parts are made of cast iron, and support nine main bearings, which are all accessible through large hand holes.

Cylinder liners are installed for each cylinder, and are machined and ground so they are of a uniform thickness, resulting in an even cooling of the cylinder walls, and pistons. The cylinder heads are detachable, without removing the manifolds, and each cylinder head carries six removable cages, two for the exhaust, two for the intake, one for injection, and one for air starting and the relief valve. The pistons are of Bu-Nite aluminum alloy, and fitted with six compression rings, and one oil scraper ring. The piston pin bearings are carried in the piston, and lubricated by pressure from the main oiling system.

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Every motor boatman has long felt the need for a really complete and comprehensive library devoted to his favorite pastime—motor boating. One of the obstacles to the accomplishment of this important work was the difficulty in finding any one writer who could cover the field in its entirety. In presenting the new series of practical hand-books, MoToR BoatinG believes that the problem has been solved at last. These books are edited by Charles F. Chapman, M. E., the editor of MoToR BoatinG, and they are the results of months of untiring effort on his part, together with the best of thousands of suggestions sent to him by motor boatmen themselves. The list of the contents given below will give you some idea of the vast amount of ground covered by these volumes.

Practical Motor Boats and Their Equipment

Volume 1.—The first volume tells you what the ideal boat for various kinds of service should be and what to look for in buying a boat. Many suggestions about decoration and hints on all kinds of equipment. All about steering gears, wireless outfits, electrical attachments, etc. Glance over the list of contents appended herewith: Hulls; Ballast and Seaworthiness; Round Bottom vs. Sharp Bilge; What Are the Advantages of Flare; Raised Deck vs. Trunk Cabin; Best Proportion of Beam to Length; Selecting a New Design; The Advantage of Bilge Keels; Open or Solid Deadwood? What Makes a Hull Seaworthy? The \$1,000 Cruiser; Buying a Second-Hand Boat; Types of Bows and Sterns; Exterior Arrangement of Cruisers; The Best Cabin Arrangement; Finishing Up the Cabin; Changes in Interior Arrangement; Interior Arrangement for Open Boat; Propeller-Rudder Arrangements; Best Position for the Rudder; Advantages of the Outboard Rudder; Different Steering Positions; Steering Equipments for Motor Boats; Steering Gear for the Cruiser; The Steering Gear for a Runabout; Steering the Boat from the Side; The Electrical Equipment; Making and Wiring a Switchboard; Electric Lighting on a Motor Boat; The Inexpensive Lighting Outfit; Wiring the Small Cruiser; The Storage Battery; The Dynamo Cut-Out; Wireless for a Small Cruiser; Tender for a Thirty-foot Cruiser; Building a Folding Dinghy; Installing the Boat Boom; What Is the Best Galley Arrangement; Ventilating the Galley; The Galley Stove and Its Installation; Making a Fireless Cooker; a Portable Cook Box; Running Water for the Cruiser; How to Build a Portable Table; A Table for the Open Boat.

Practical Things Motor Boatmen Should Know

Volume 2.—Navigation is one of the important subjects covered in volume three of the series. Tells you how to steer, how to increase the factor of safety, and a host of other things relative to the proper running of your boat. The chart and compass are both fully explained in a clear and comprehensive manner. The list of contents will tell you more about it: Advice for the Beginner, Lessons Learned from Experience; Good Things to Know; Increasing the Factor of Safety; Which Way Should the Boat Steer? Why a Boat Steers Badly; Why Do Boats Squat? Figuring the Boat's Speed; Ballasting the Cruiser; Getting Off Bottom; To Ride Out a Storm in a Motor Boat; The Why and How of Storm Oil; Preventing Fire; Handling Ground Tackle; Government Charts; Stowing the Anchor on a Cruiser; Diminishing Deviation; Preventing Electrolysis; Stowing and Using Charts; How to Make a Cruise; Keeping a Motor Boat's Log; How to Make a Sextant; Tides and Tidal Waters; Taking Her Through the Canals; The Best All Round Dinghy; Towing the Tender; Handling the Dory in a Seaway; Getting the Tender Aboard; Planning for a Cruise; Equipping for a Cruise; Equipment for Offshore Cruising; Novel Events for Regatta Day; Handicapping; The Object of a Handicap Rule; Laying Off a Race Course; Measuring the Length of a Race Course; Preparing a Boat's Bottom for a Race; How to Build a Turning Buoy; Starting Boats in a Race; Stowing the Signal Flags; Fitting a Gun Mount; A Fish Box for Your Cruiser; A Cabin Wall Rack.

Practical Marine Motors

Volume 4.—All about the marine motor; what it should and should not be. Tells why the automobile engine is unsuccessful in marine work. The best location for your engine; the ideal engine bed, the fuel tank, exhaust and countless other suggestions that will enable you to get the best results from your power plant. List of contents: Purchasing a Marine Motor; How Many Cylinders? Power Per Cylinder; High Speed vs. Heavy Duty; Long Stroke vs. Short Stroke; Correct Motor Design; Changes in One's Power Plant; The Things That Cause Vibration; The Automobile Engine for a Boat; The Best Position for the Motor; The Ideal Engine Compartment; Placing the Engine in the Hull; Installing a Motor in a Canoe; Installing Power in a Yawl; Converting a "Banker" to Power Engine; Installation in a Hydroplane; Putting Power in the Rowboat; Limits of Shaft Inclination; Constructing the Engine Bed; Getting the Motor Aboard; Lining Up the Propeller Shaft; The Best Exhaust; Mufflers vs. Under-Water Exhausts; Installing an Under-Water Exhaust; Primary Batteries for Ignition; Keeping the Ignition System Dry; Installing a High-Tension Magnet; From Make and Break to Jump Spark; Installing the Gasoline Tanks; Taking Care of Extra Gasoline; Spark and Throttle Controls; Constructing a Rear Starter; Propeller for Engine and Hull; Installing a Universal Joint; Gearing Motor to Propeller Shaft; The Automobile Throttle; Harnessing the Main Engine; Rebabbling a Worn Bearing; Should Fuel Line Be Inside or Outside?

Practical Motor Operation and Maintenance

Volume 5.—One of the most valuable books of the entire set. Your motor's ills and how to cure them. This volume tells you how to adjust your carburetor, how to fit piston rings, how to remedy poor compression and a number of other things that will enable you to doctor your own motor. List of contents: Locating the Motor's Troubles; The Overheated Motor; Starting in Cold Weather; Overhauling a Marine Motor; How to Save Fuel; The Fuel Situation; Using Low Grade Fuel; How to Run on Kerosene; Supplying the Fuel to the Carburetor; Adjusting the Carburetor; Cleaning the Fuel Tanks; Cleaning the Gasoline Line; Stopping Up the Leak in the Tank; A Home-Made Gasoline Gauge; Carrying an Extra Supply of Oil; Mixing the Fuel and Lubricant; Remedying Leaky Compression; Killing the Carbon Jinx; Tool and Spare Parts to Carry; Removing and Replacing Piston Rings; Repairing a Leaky Cylinder; Grinding a Motor's Valves; Setting the Valves; Tuning the Ignition System; Cleaning the Water Jacket; Making and Fitting a Gasket; Patching Up a Bearing; Straightening the Sprung Shaft; Truing a Bent Propeller; Removing the Flywheel; Separating Couplings and Pipe Fittings; Changing the Shaft Hole Location; Utilizing the Exhaust; Disposing of the Bilge Water; Heating a Small Cruiser's Cabin; Operating the Outboard Motor; The Clean and Quiet Boat; Charging a Storage Battery; When the Motor Stops Unexpectedly; Making a Unit Power Plant.

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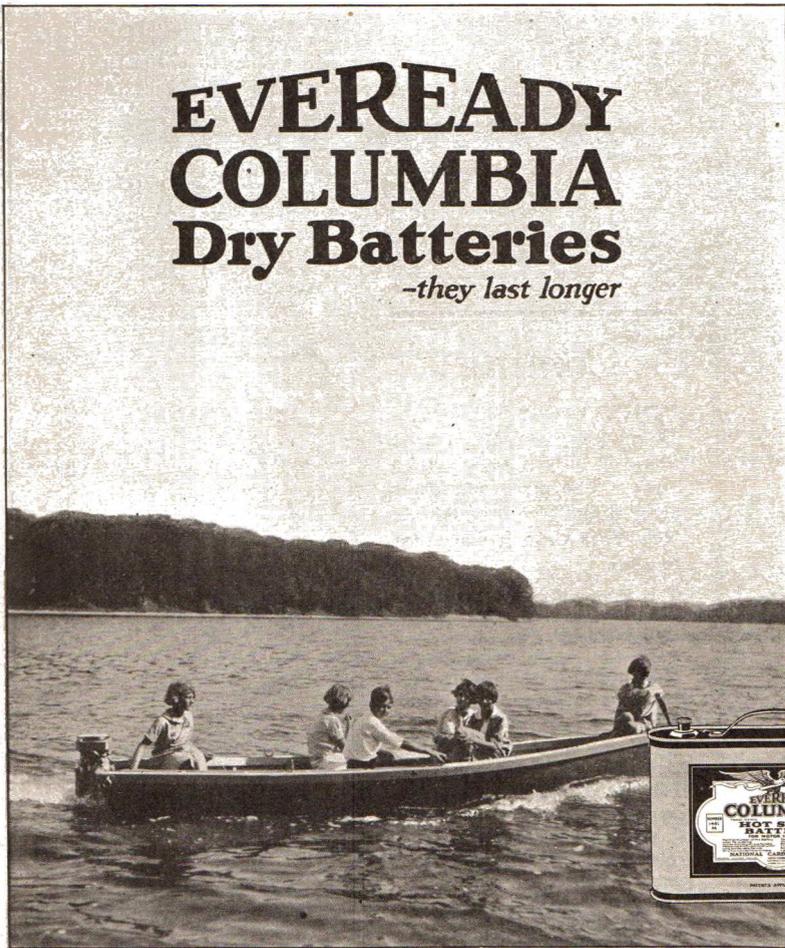
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Coming

THE Twenty-Second Annual National Motor Boat Show is only a few months away. The place and dates are: Grand Central Palace, New York City, January 21st to 29th.

This Show will be the largest and most elaborate ever held. Do not fail to see it. The advance demand for exhibitor's space has compelled the directors for the first time to reserve three entire floors in the big building.

MoToR Boating's February issue will be the Annual Show Number, and, like the Show itself, it will surpass its own previous records in circulation and number of pages—both editorial and advertising.



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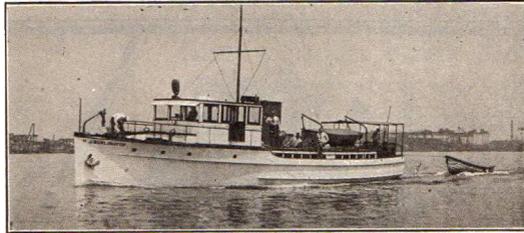
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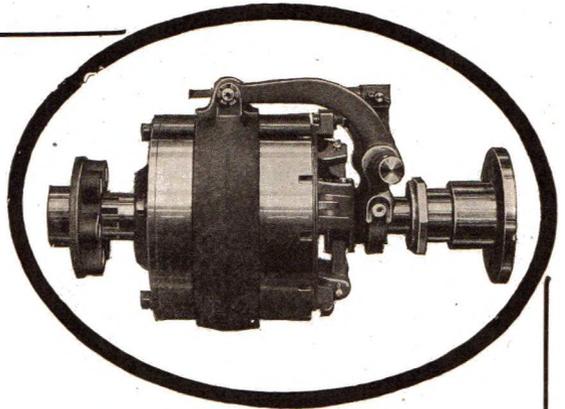
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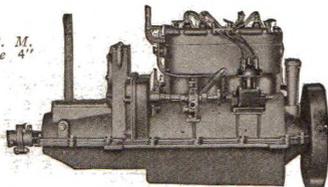
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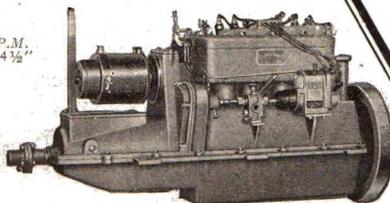
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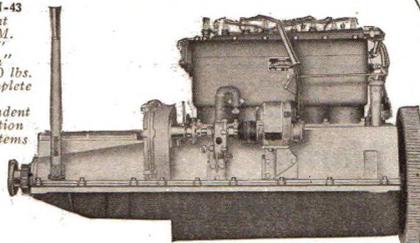
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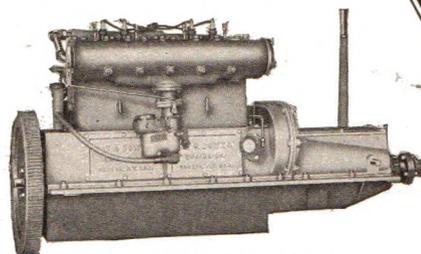
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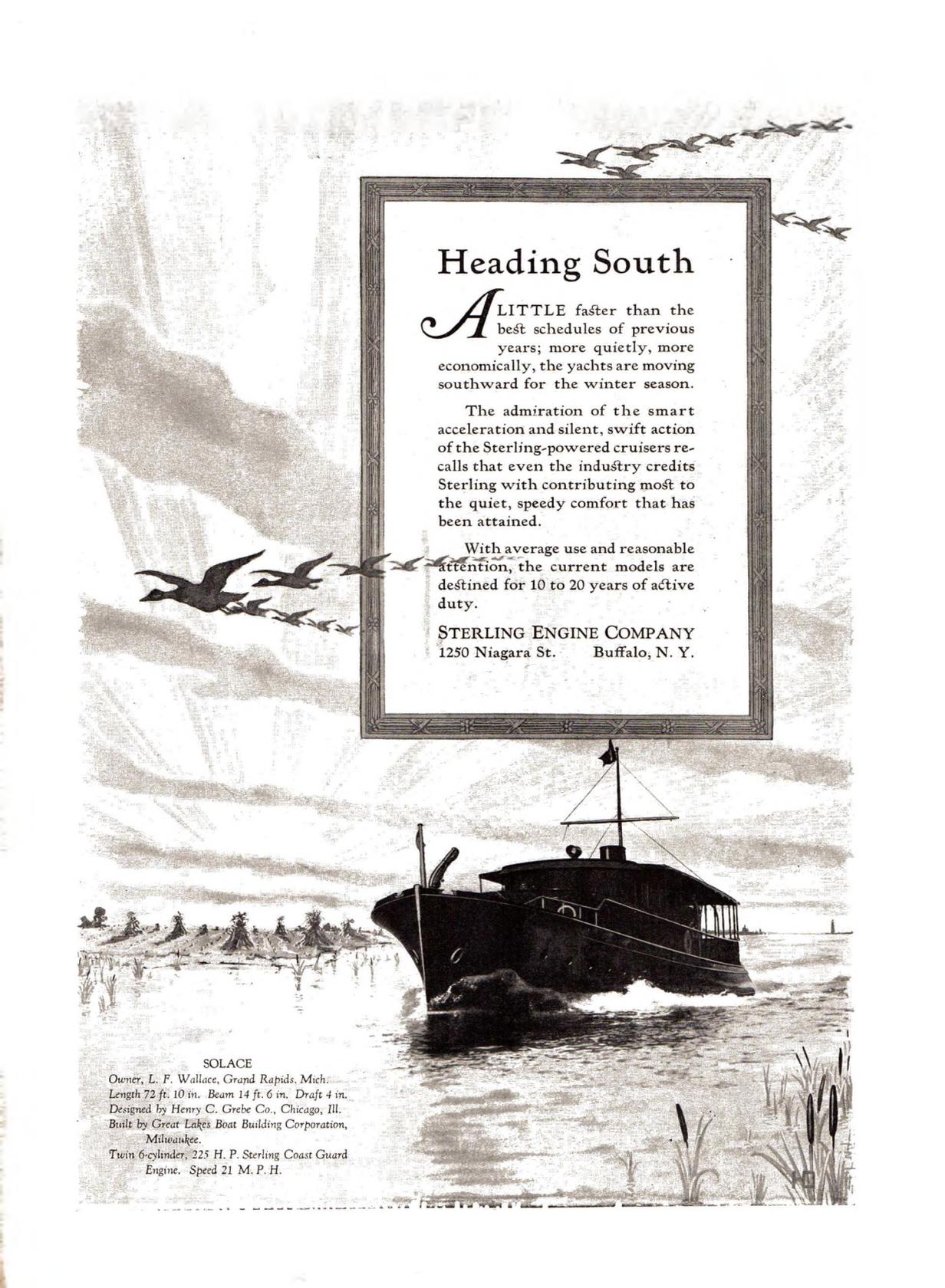
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