MODEL YACHT RACING ASSOCIATION OF AMERICA

The annual meeting of the Model Yacht Racing Association of America will be held Friday evening, December 12, 1930, at 8 P. M., at the office of Parker Wilder Co., 99 Chauncy Street, Boston, Mass.

The following business will be brought before the meeting:

Roll call, reading of the minutes of previous meetings, reports of the President, Secretary and Treasurer, unfinished business, new business, communications, election of new members.

In reply to the recent letter from President Rindge to the clubs belonging to the Association, the following have replied and offered suggestions:

Prospect Park M. Y. C. offers the following: Elimination Races: Whereas there are at present no suitable ponds to hold our elimination races on, we suggest that in order that we may have a place as nearly like Gosport as it is possible to get, that the 1931 Elimination Races be sailed within a roped enclosure, 1000 feet long by 200 feet wide, and that models be sailed from skiffs which must always be outside the roped-off enclosure, said course to be free from head lands, trees and buildings. Financing the race: Is not the present system most feasible? We suggest that the Eagle Cup Race for 1931 be sailed upon the Charles River if a suitable course can be laid out there.

Central Park M. Y. C.—1. That the races for the Eagle Cup in 1931 be sailed upon the Charles River; 2. That a registration fee for International Class A boats be reduced from $3.00 to $1.00, believing that more boats will register under the lower fee; 3. That the funds to finance sending a challenger to England be procured as in the past.

Chicago Model Yacht Club—The reason why the Chicago Model Yacht Club did not send a representative to the 1930 Elimination Races at Boston was because the distance was too far. It would be a good thing to have the Elimination Races more central. We think our pond will be completed this coming Spring, but don't think you Eastern boys will come to Chicago.

Boston Model Yacht Club.—The following are our suggestions:

1. That the Association will prosper much better if the officers can have more co-operation from the member clubs and helpful suggestions, which are asked for and welcome at all times.

2. That the 1931 Elimination Races for Class A be held at Bay Side, N. Y., and that the course be sailed within a roped enclosure, 1000 feet by 200 feet, boats to be sailed from skiffs, and that the two New York clubs have charge of the race under the direction of the National body.

3. That the registration fee remain $3.00 per boat.

4. Models eligible for 1931 Elimination Race. Only boats belonging to a club in good standing in the Association, that have paid their fee for 1931 and have been given an official number by the Association.

5. Number of models from each club allowed to enter for the Elimination Race. A club may have the privilege of entering one Class A model for every four models registered; for eight registered models, two may be entered, and so on. If a club has less than four registered models, it will be allowed one entry; also only one entry if there are six or seven registered models. The Boston Model Yacht Club believes that this rule will stimulate other clubs to build and enjoy the privilege this rule allows.

6. It is the belief of the M. Y. R. A. A. that Mr. Daniels is no longer an amateur and should be barred from sailing models in all future International Races.

7. Would it not be a good idea to ask our English cousins for a race in the open from skiffs at the conclusion of the races on the Pond at Gosport?

8. Rule 5. New Section, "I," to be added after Section "H." A skiff at all times must keep reasonably away from the model which it is following, especially when the model is running so that the skipper sailing the model cannot, by a quick movement of the oars, make the bow or stern of his skiff throw a wave, or by his oars, that will make his model fall off or luff, as the case may be. Reasonably near means at least 10 feet when not going alongside to make an adjustment or a tack. Penalty, one touch for each attempt.

At a meeting of the Executive Committee held in Boston on September 14, 1930, three new model clubs were elected:

St. Louis Model Yachting Association, Inc., St. Louis, Mo.

Deeper Hudson Model Yacht Club, 912½ Broadway, Rensselaer, N. Y.

Walloon Lake Model Yacht Club, Grand Rapids, Michigan.

Your officers hope the affiliated clubs will attend this annual meeting or, if impossible, to send in their proxy and information as to just how they want to vote upon the matters to be brought up and any new business they may have in mind.

Also, if there are any model clubs in your vicinity, get after them and ask them to join your Association.

Let us made 1931 a record year.

F. L. Pigeon, *Secretary.*

Waite High School,

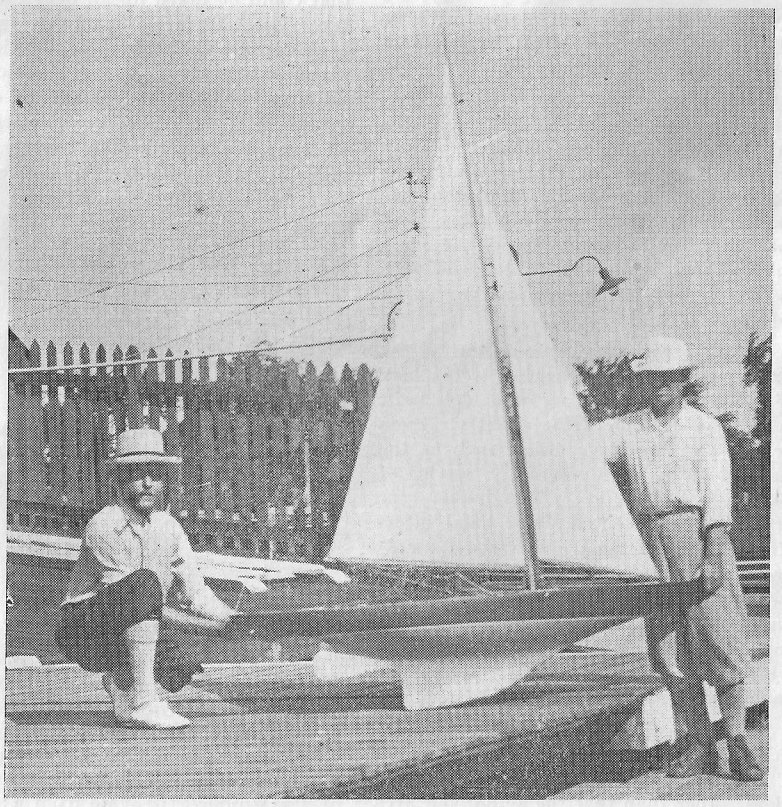
Toledo, Ohio, Oct. 9, 1930.

Referring to May-June issue of Model Yachting—article by F. T. Wood—isn't he a bit *carried away* with the excellence of his designs? He says: "My *El Capitan* had to succumb to the *Volsung.*" This is not so. *El Capitan* won those races, and also on September 14th this year. In running before the wind, they rate about even, depending on the luck of keeping a straight course; but in windward work *El Capitan* is *much* faster. Not that it matters, however, as quoted.

Very truly yours,

A. M. Youngquist.

If you have received an Expiration Notice, your Prompt Renewal will be appreciated.



The American Challenger, *Yankee Doodle II*
Mr. Cox, Owner, at Stern; Joe Saunders, Cleveland M. Y. C., at bow