MODEL YACHTING

A
PRINT-CRAFT
PUBLICATION
MELROSE HIGHLANDS, MASS.

ARTHUR R. BROWN, *Editor and Publisher*

Subscription Price
TWO DOLLARS A YEAR

ADVERTISING RATES ON APPLICATION

VOL. II. OCT.-NOV., 1930 NO. 2

EDITORIALS

SAIL AREA BOATS

Keen interest has been aroused all over the country by the great satisfaction given by sail area class boats.

Class A boats will always be the outstanding class, or until such time as the International Rules are changed. Many readers have written stating that they like the Class A boats, but think they are too large for their particular use, and that they do not understand the class rule. These readers wish to race with models embodying their own ideas of a fast type of hull.

Probably the greatest obstacle in the development of model racing is the lack of uniformity in the types of models built in various sections of the country. Even in meets in the large cities, such as the one put on by the Community Service of Boston last June, every imaginable type of hull is represented. For good inter-club or inter-sectional meets some standard classes of models are needed. With two or three standard classes the model bug going to the Mid-west or to the coast for a vacation could take his model along with the assurance that he would be racing on even terms with the local boats.

Two years ago Francis Herreshoff suggested to the Marblehead Model Yacht Club that they adopt an unrestricted class; other than that the actual sail area should not exceed 450 square inches. Some of the members protested, stating that there would be too great a difference in the size and weight of the boats to make for close racing. Mr. Herreshoff predicted that in a very short time the whole class would be of approximate size, and it has proved so. This class has given keen, close racing and has been taken up in several sections of the country.

The 450 class has proved so popular, with so many boats racing in it at Marblehead, that a larger sail area class has been started there. These boats must be 50 inches on deck. At first it was proposed to carry 700 sq. in. of sail, but after trying one out with 795 the question as to whether the sail shall be increased to 900 or 1000 sq. in. is to be brought up at a meeting of the club.

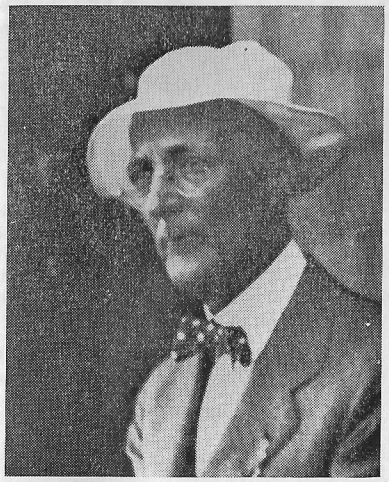
Here are two classes of small boats that could be taken up all over the country. The 450's are remarkably fast and have repeatedly beaten far heavier displacement boats carrying double their sail area. The larger class will be equally satisfactory. If these boats were built all over the country, so that a model sailer could take his boat and race wherever he might be, much good would result.

The sail area classes give the amateur a chance to carry out his ideas, and if built nationally would afford an opportunity for a standard comparison of speed.

Standard classes, smaller than A, are needed. These sail area classes are suggested. They are fine racing boats; no complicated rules; just build the hull you think can be driven fastest with the amount of sail allowed.

OUR SUPPLEMENT

We are indebted to COM. C. O. BROOK for the drawing and plate appearing in this issue. Mr. Brook is a very busy commercial artist, doing work for some National advertisers, yet he took time, not only to prepare this intricate drawing, but he also supplied the plate from which it is printed.



Meet Mister

A. G. BUHRMANN, Secretary of the Washington Model Yacht Club and editor of *The Log*, issued occasionally by that club during the winter months to keep the members informed of the other members' winter activities. *The Log* is a snappy little sheet, letterhead size, printed in a typewriter face type.

Mr. Buhrmann is one of those non-racing members so indispensable at successful regattas, always willing to act in the uninteresting and thankless office of judge, starter, timer or what you will.

At the National Eliminations at Boston last June, Mr. Buhrmann acted as official starter and scorer; he was on the job every minute, a very monotonous task, for three days. We understand he is one of the ever-to-be-depended-on officials of the Washington Club.

INTERNATIONAL RACES

The first race was started at 10 A.M. in a hard S. S. W. wind, all the competitors carrying second suit sails. The wind increased in the afternoon. The final scores for the day were: *Albion*, 49; *Yankee Doodle II*, 35; *Argo II*, 25; *Hortensia IV*, 11.

Monday, when racing was resumed, the wind was S. W. and blowing harder than Saturday. The British boat continued to pile up points. Scores for the day: *Albion*, 101; *Yankee Doodle II*, 62; *Argo II*, 41; *Hortensia IV*, 36.

Tuesday the wind was moderate, the models carrying full sail for the first time, but this did not seem to make any difference to *Albion*. The final scores: *Albion*, 145; *Yankee Doodle II*, 90.5; *Argo II*, 73.5; *Hortensia IV*, 51.

The trial races held at Gosport to select the British defender drew twenty-two entries. Six boats withdrew, leaving sixteen boats to strive for the honor of defending.

Mr. Rudd's *Albion* caught a Tartar in Len. Smart's *Cresset*, designed by Capt. Turner, this a heavy displacement boat, about 50 pounds and about 50-inch waterline. *Albion* won out over the *Cresset* by one solitary point.

PIGEON SHOOTS

In my travels around the Eastern coast line to several model yacht clubs, I am told the same thing over and over, that is, lack of co-operation. We here in the Boston Model Yacht Club are out, every member, to help the other asking questions. The only way to learn is by asking, and we have developed that habit. It creates such a fine feeling among the members for one another to offer suggestions and tell each other where your particular model may be improved, and any new gadgets are always passed around. Our measurer is very nice this way as he measures the different boats, telling the owner where he could improve and is short of sail area, etc. This all helps. It keeps the members interested and trying to improve all the time. Without this spirit any club will run behind; when one is afraid to tell the other, dissatisfaction sets in.

At our meetings this winter it has been suggested that we have a box with mast and boom so that we can cut out sails for the different boats and use the F. T. Wood methods of fitting the sails to the spars. Personally, I give Mr. Wood great credit for introducing this method. If "Woody" would only buy a new ear trumpet so that when he is around to the different races you could talk with him, one could gather in a whole lot of knowledge about models and what to do to improve one's model. Wood has not

(*Continued on page 13*)