Boys' Clubs

COMMUNITY SERVICE OF BOSTON, INC.,
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blocks, two hooks same as you use on your running sheets for hooking into rudder quadrant. Small screw eyes in the deck for leaders to carry sheets clear, passing aft, and be sure to cross sheets same as running sheets. When the jib is on the same side with mainsail, the tendency of the boat is to luff up; this jib sheet helps keep her off. When jib is on opposite side to mainsail, or goose-winged, the sheet helps pull the rudder the other way from the way the main sheets are pulling, and allowing your boat to keep a straighter course. The gybing guys are very essential and have to be adjusted very carefully to be any good. There are several methods used. I think it would be a good idea if these chaps who have had the privilege of seeing these things abroad, where they are past masters in this art of sailing, at the expense of all the clubs should write all about them and give a drawing in detail, and I know that Mr. Brown will be more than pleased to publish them. To those who are building or going to build new models, this is my own personal observation and deduction.

This coming year the trial races for 6 metres will be sailed in open waters where conditions are as near as possible to Gosport, and the light powered model will be sadly in the rear. Models should displace at least 42 lbs., and 45 to 50 lbs. won't go amiss. The fastest boat in England this year was 50-in waterline and 50 lbs. displacement, 1836 square inches of sail. Any model under 42 lbs. displacement and 48 in. waterline is only a waste of time to build. Another point talked over was the size of the skeg. I understand from Mr. Cox that the English boats have small skegs. This helps out in running and reaching, not so much boiling water rushing by from windward to leeward side. I would like to ask what are the weights of our English cousins' sails. I believe they are more than the majority of our sails. Personally, I like a little more weight to my sails; but it would be a good idea to know. I think the Boston Model Yacht Club are building six or eight new 6-metres and will have between sixteen and twenty boats in this class sailing in early Spring. We are also building several new B boats, just for fun. With fifty or sixty models and twenty skiffs, we have some fleet to look after. With this for a starter, we should have some very interesting articles in reply in your next number. Send them along; it all goes to boost the model yacht.

Elements of Yacht Design

By NORMAN L. SKENE $3.50 Post Paid

Literature For Model Makers

Studious reading of books and magazines will show model builders many new or easier ways of doing things. Some you will find useful are listed below, and may be obtained through us.

BOOKS

Model Sailing Yachts, Elements of Yacht Design, Model Sail Boats, Build a Winning Model Yacht, Miniature Boat Building, Barlow's Tables, Ship Model Making

MAGAZINES

The Model Yachtsman, Model Yachting, Model Engineer, Model Maker, Yachting, The Rudder, Motor Boating, Power Boating, Motor Boat.

CLASSIFIED ADVERTISING

Advertisements under this heading two cents a word, numbers and initials count as words. Cash with copy.

FOR SALE 2 fast class B model yachts, *Circe* $75, *Aurora* $75. International class A model $50. Complete in every detail. F. L. Pigeon, 131 Coleridge Street, East Boston, Mass.

Blue Prints of Ships for modelmakers. Send for circular. Geo. B. Douglas, 165 Summit Ave., Upper Montclair, N. J.

COMING

The Biggest Sporting Event of 1931

THE NEW ENGLAND SPORTMENS SHOW

Mechanics Building

February 7th to 14th, 1931

Personal direction CHESTER I. CAMPBELL

The Display of Model Yachts and Boats is one of the interesting features of this Big Show. Every boy and girl should start now making their models and enter them.

Mr. Fred Pigeon, of the Boston Model Yacht Club will be in charge of this display. He will be glad to assist you in completing an entry in this great show.

Don't Forget the Dates

February 7th to 14th 1931