sailing him and his skiff. The *Polka Dot* went flying by, Bull bearing down hard on the oars to stay with her. *Rainbow* was off form, finishing an able last in the three races, quite a reversal of her 1929 form.

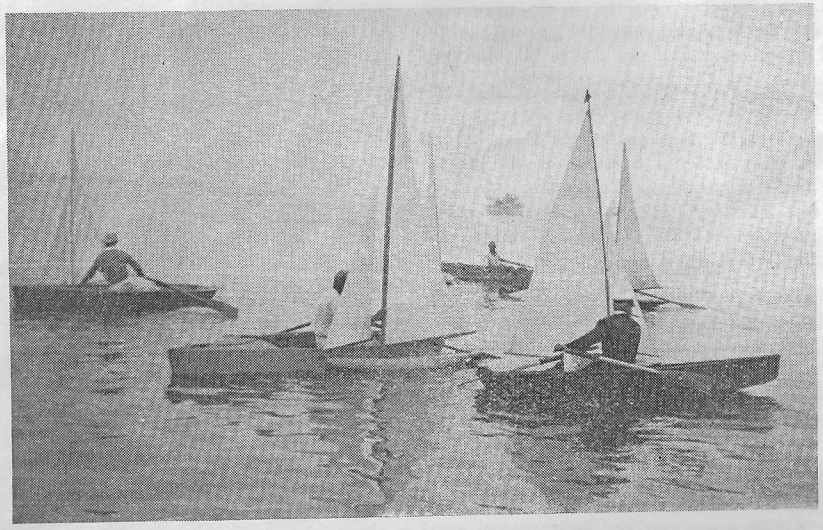
The breeze in this last race was just made to order for the Boston team, allowing them to hold the cup for another year with 34 points to Prospect Park's 29.

Joe Peroni of Brooklyn did the judging and scoring. Here is one of the most efficient officials. His score sheets are accurate and are ready in a remarkably short time after the finish of a race.

Rich's launch was again used as the judge's boat, and there was a capacity crowd on board. The summary:

FIRST RACE

Boat	*Skipper*	*Club*	*El. Time*	*Cor. Time*
Dixie	Tucker	Prospect Park	42:38	43:48
John Harvard	Pigeon	Boston	43:40	44:40
Polka Dot	Bull	Prospect Park	44:43	47:23
Witch II	Paterson	Boston	46:08	48:08
June II	Potter	Boston	47:28	48:28
Rainbow	Ketcham	Prospect Park	50:43	53:23



Waiting for the Start—First Race for *Eagle* Cup
Left to Right: E. A. Bull, Fred Pigeon, Fred Tucker

SECOND RACE

Dixie	Tucker	Prospect Park	39:41	40:31
John Harvard	Pigeon	Boston	39:12	41:12
June II	Potter	Boston	40:58	42:18
Polka Dot	Bull	Prospect Park	40:10	42:50
Witch II	Paterson	Boston	41:52	44:12
Rainbow	Ketcham	Prospect Park	46:08	48:48

THIRD RACE

June II	Potter	Boston	34:53	36:33
Polka Dot	Bull	Prospect Park	34:46	37:46
John Harvard	Pigeon	Boston	35:52	38:42
Witch II	Paterson	Boston	39:33	41:53
Dixie	Tucker	Prospect Park	39:41	42:21
Rainbow	Ketcham	Prospect Park	41:42	48:12

PAINTING MODEL YACHTS

By C. O. Brook

Editor's Note:—Mr. Brook has handled paint in a practical way for twenty-eight years; he comes from a family who have handled paint and its various pigments for nearly a century; he is an artist, both on canvas and outdoor displays; he now owns and operates a studio, and has made a very close study of painting in nearly all known fields, and his knowledge of painting models is given readers of Model Yachting only after repeated experiments and great expense.

Now that winter is nearly upon us, we will be turning our minds to building models; or, if we have a model and do not intend to build another, we may decide to repaint the old one, and repair it where needed.

Usually, when the practical painter tells the layman how to paint, he may as well talk Arabic for all the benefit obtained, so I am going to make an effort to tell you, in a simple way, the only practical method of painting models that have to take a lot of abuse and which we still want to keep slick on her wetted surface or under body.

The two principal requisites are patience and ambition. Haste means waste and laziness gets us nowhere. The sensible painter of a model boat that is to be placed in actual service will allow himself one month to do the job.

Before I go into the actual work, I wish to state a few facts that, unheeded, will lead you astray and you will have accomplished nothing. First, do not ask a house painter to advise you on how to mix your colors. Second, do not ask the painter of large vessels, nor the decorator of interiors. If you must ask questions of someone, I would advise going to the most reliable commercial sign painter, one who does plenty of high grade bright or varnished signs, as his work brings him more nearly into the field of model painting than any of the other professions mentioned. Third, do not use lacquers on any boat unless you would come to rapid grief and see a beautiful finish drop to an irreparable mess. It is advisable to stay away from any quick-drying color, whether it is enamel or japan colors, except as mentioned hereafter.

Eagle Cup Teams
Left to Right: E. A. Bull, F. L. Tucker, J. B. Ketcham, Eagle Cup, J. A. Potter, F. L. Pigeon, Bob Paterson