

July 19	Mon.	British Motor B.C. and Belgium Motor Y.C. Cross Channel Race.	Aug. 4	Wed.	Motor Y.C. and British Motor B.C. Joint Meeting.
July 20	Tues.	Motor Y.C. Race to Brighton.	Aug. 7	Sat.	British Motor B.C. Cowes Meeting.
July 21	Wed.	Motor Y.C. of Ireland. Meeting at Loug's Erne.	Aug. 12	Thur.	Motor Y.C. Annual Regatta.
July 22	Thur.		Aug. 13	Fri.	
July 23	Fri.		Aug. 14	Sat.	
July 23	Fri.	Motor Y.C. Race from Brighton to Enchantress.	Aug. 18	Wed.	Cambridge University Cruising C. Marine Meeting, Poole Harbour.
July 23	Fri.	R. North of Ireland Y.C. Channel Race for Motor Boats.	Aug. 19	Thur.	
July 30	Fri.	Motor Y.C. So'ent Classes.	Aug. 20	Fri.	
July 31	Sat.	British Motor B.C. London to Cowes Race.	Aug. 21	Sat.	British Motor B.C. Burnham Meeting.
Aug. 2	Mon.	British Motor B.C. Cowes Meeting.	Aug. 23	Mon.	
Aug. 3	Tues.	Motor Y.C. and British Motor B.C. Joint Meeting.	Aug. 24	Tues.	
			Aug. 25	Wed.	
			Sept. 16	Thur.	
			Sept. 17	Fri.	
			Sept. 18	Sat.	

Obituary.

MR. GEORGE KIRK.

The tragic death of Mr George Kirk on his homeward voyage from China robs Ireland of a well-known yachtsman. He was Commodore of the Carrickfergus Sailing Club and a member of the Royal Ulster Yacht Club. Mr Kirk, who was also a member of the Hurlingham and the Ranelagh Coaching Clubs, died suddenly, and was buried at sea. He was Deputy-Lieutenant of the county of Antrim.

SIR DONALD CURRIE.

During the last twenty years there has been a gradual diminution in the fleet of steam yachts which once was the pride of the Clyde estuary. Now we have to report the loss of one of the owners who remained. Sir Donald Currie and his 990-ton steam yacht *Iolaire* were well known on the Clyde and on the western coast of Scotland. Besides being a member of the Royal Yacht Squadron, Sir Donald was Commodore of the Royal Forth Yacht Club and a member of many others. Although never participating in yacht racing, he was always interested in the sport, and every holiday obtainable was spent on board his steamer, which was a magnificent vessel, built by Messrs W. Beardmore & Co. at Glasgow in 1902 to replace his steam yacht *Iolanthe*, built for him some time previously by Messrs Rainage & Ferguson at Leith. Sir Donald Currie, who died at Sidmouth on April 13, was eighty-three years of age. It would be interesting, by the way, to assign some reason for the disappearance of so many English and Scottish owned steam yachts, and to know why successors to their owners have not been forthcoming.

MR. J. P. RANWELL.

The death occurred, on March 19, at his residence, Westwood Park, Southampton, of Mr J. P. Ranwell, at the age of eighty-two years. Deceased was one of the oldest members of the Royal Southampton Yacht Club, in which he took the greatest interest, and had often officiated as one of the race officers at the regattas, as also at those of the Royal Albert Yacht Club, of which he was likewise a member. When the Hamble branch of the Minima Yacht Club flourished, Mr Ranwell and the late Admiral Hallowes did much in promoting its success as race officers and in other ways. Deceased had owned several yachts, one of them being the *Alerte*, cutter, which was afterwards purchased by Mr T. F. Knight and went on the treasure-seeking expedition; and another, the once celebrated racing cutter *Sphinx* (now a yawl), a boat well known in the Thames in the sixties.

MR. A. C. FOUNTAINE.

The death was announced on April 14 of Mr A. C. Fountaine, for many years Commodore of the Ouse Amateur Sailing Club.

MR. T. S. FIELD.

We regret to announce the death of Mr T. S. Field, a yachtsman well known on the Upper Thames. He was Commodore of the Thames Sailing Club, and an old and revered member of the Royal Thames Yacht Club. He died suddenly at Surbiton on March 26.

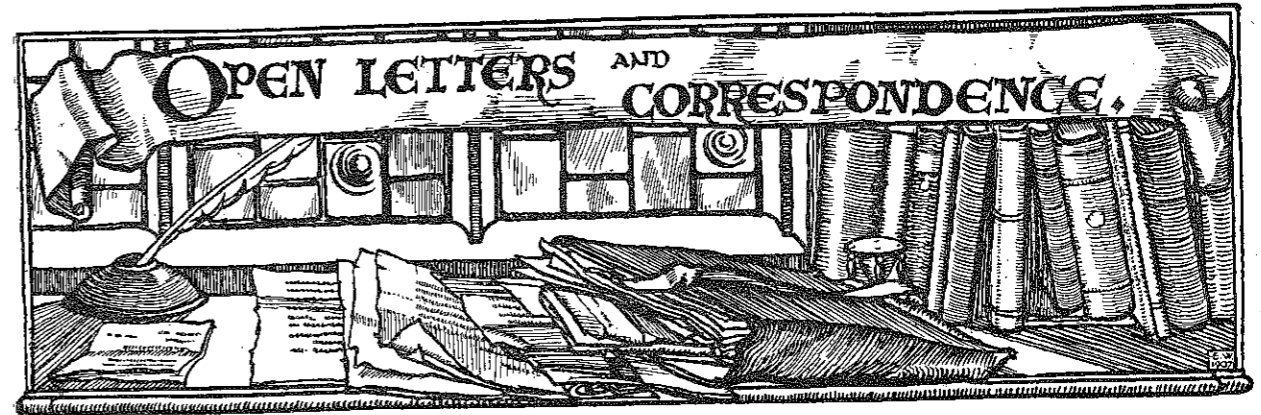
MR. T. H. R. BARTLEY.

Canoeists will regret the death, at the age of seventy-four, of Mr T. H. R. Bartley, Captain of the Mersey Canoe Club and Commodore of the British Canoe Association. The late canoeist was well known on the Mersey, where he was mate of the Northern Branch of the Royal Canoe Club as far back



THE LATE MR. BARTLEY.

as 1871—a club which became the Mersey Canoe Club in 1875. For thirty-eight years he was a flag officer and one of the keenest canoeists in the country. Advanced in years as he was, Mr Bartley was indefatigable in his efforts to promote canoeing and small boat-sailing. He owned many canoes of the *Nautilus* type, and our illustration shows him in one of the many which he owned.



NARROW HEADSAILS.

SIR,—In commenting on the 30ft. cruiser design in your April number you point out to the various amateur designers who submit drawings to you the narrow headsails, and remark that long-footed ones are unnecessary.

An amateur designer is not necessarily devoid of experience in the use and comparison of sails; but let us suppose him to be so. If he, seeing that narrow headsails are in fashion, thinks to "go one better," he may easily fall into a worse mistake than that of drawing them too broad. In the latter case they can be made to set, but there is a limit to the narrowing of them beyond which they cannot usefully be cut. If the sails of this boat were, with the same length of luff, narrowed to, say, half their present width, would they set? I trow not! I used to sail in a yawl of about 20 tons which had a foresail so narrow that it could not be made to set at any price. It might be said, to account for this, that the sheet-lead was not in the right place. Quite true; the spot did not exist. The narrower the sail the more difficult it is to find. I have seen a badly-setting foresail on a wind communicate its agitation to the forward portion of the mainsail.

The headsails of this 30ft. cruiser may be quite right, but I should like to see them in action before taking them as ideal. They are narrower than those of most of the present-day racing yachts.

Confusion is apt to arise in the receptive mind of the amateur designer owing to the very opposite principles upon which the sail plans of different cruising yachts are arranged to fit them for deep-sea work. Some have it very much cut up, as yawls or ketches. I take it that this is in order to render the sails individually easy to handle, and with this end in view the lover of such a craft is content to forgo speed on a wind. With a high, narrow mainsail hung from a long gaff which sags off to leeward, the topsail will not draw closehauled. The mizen gets the draught out of the mainsail, and will not draw either. The mainmast being far forward and a long bowsprit being anathema, the headsails are narrow and upright. They cannot possess much lifting power if this depends, as we have been taught, upon the obliquity of the luff. But, though such rigs have received of late so much laudation, it seems that the cutter is not yet played out, for here we have one, suited for deep-sea cruising, with her canvas concentrated to an unusual degree, in the mainsail. If this were a racing yacht the fact of the mainsail occupying so large a proportion of the whole area would be accounted for by its being considered the principal driving sail. There is a restricted class of boats for cruising and

racing of whose fixed sail area only a certain proportion is allowed to be in the mainsail. Now why is this?

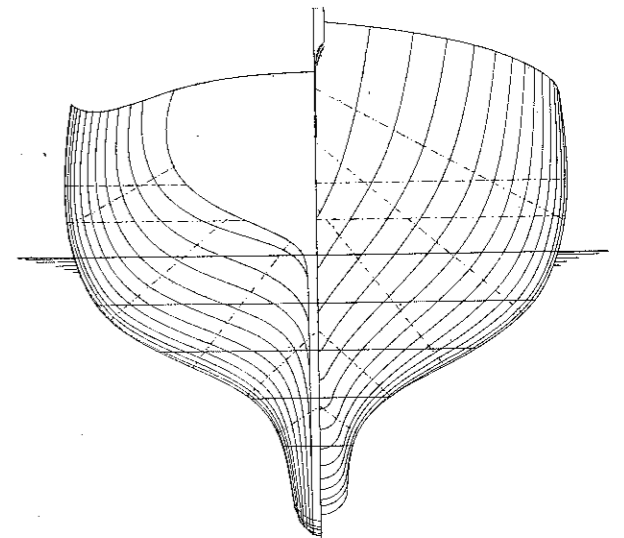
De gustibus non est disputandum, therefore the amateur designers who come to you for guidance cannot expect you to tell them which is the proper rig for a cruising yacht, nor whether or not she should have a large hull and small sails.

On these points men have their own opinions and are often very cocksure. An explanation would, however, be instructive of the underlying principle which should govern the arrangement of a cruising yacht's sail plan, of whatever rig, which is intended to perform respectably in either light or strong winds. Should as much as possible of the whole sail area be put into the mainsail, or should a larger proportion be distributed among the other sails in order to ensure handiness with a fair amount of speed?

H. HARDEY SIMPSON.

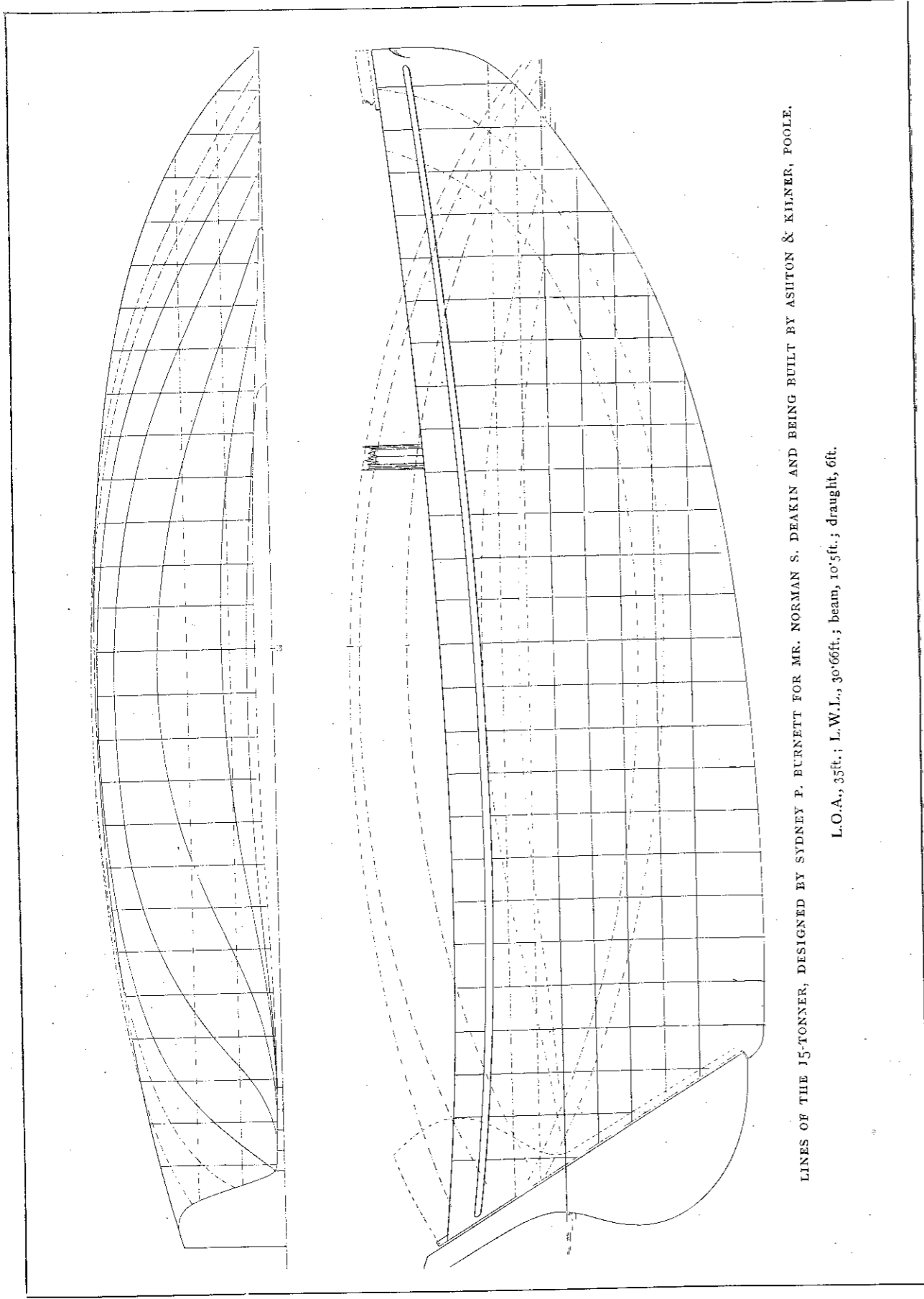
A 15-TON AUXILIARY.

SIR,—The enclosed plans of a 15-tonner now building for me may prove of interest to some of your readers. They



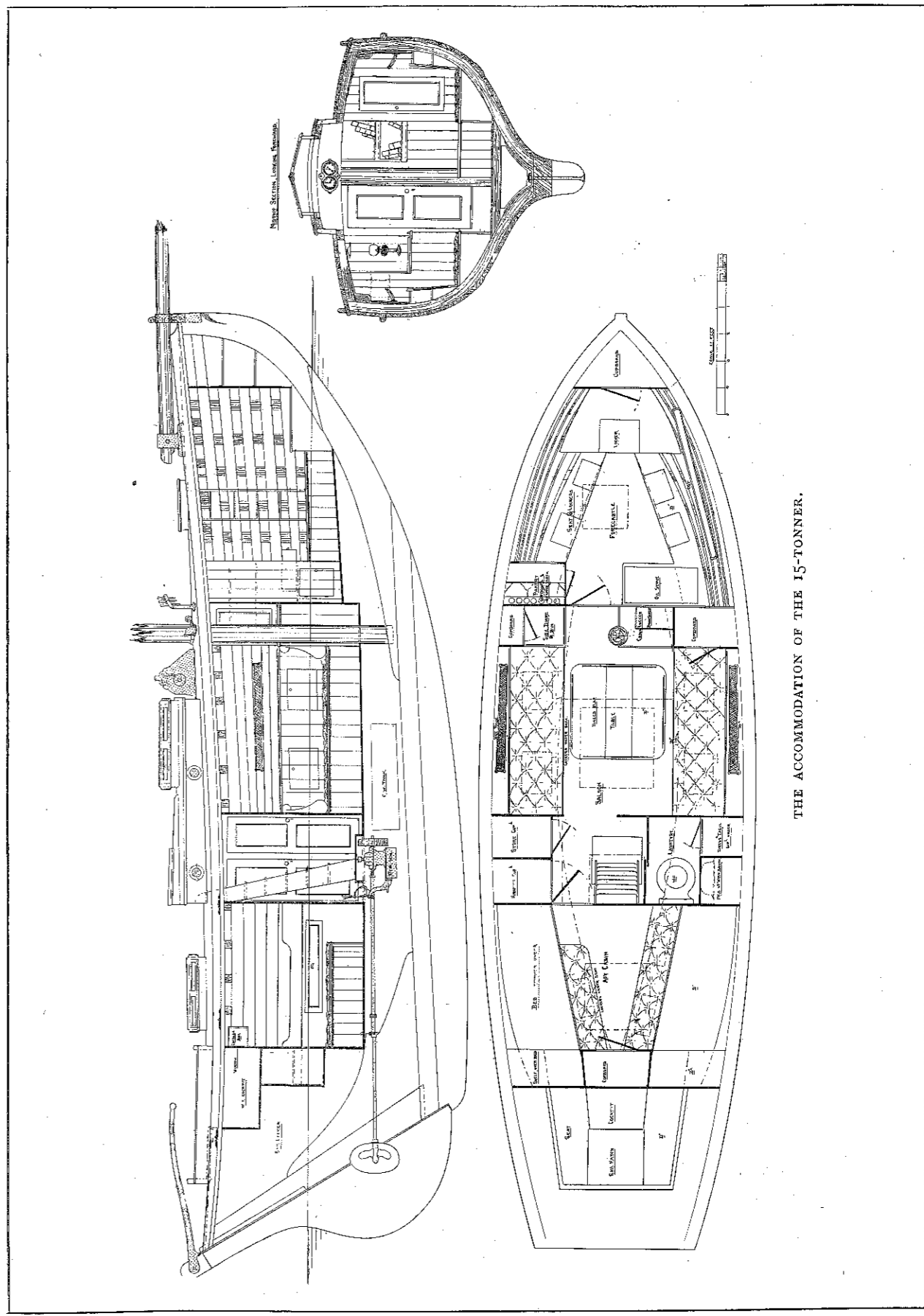
THE BODY PLAN.

were drawn by Mr. S. Burnett, of Southampton, in accordance with my ideas of what embodied the following requirements—As good a sea boat for the given dimensions as possible, an easily-handled boat which could be taken about



LINES OF THE 15-TONNER, DESIGNED BY SYDNEY P. BURNETT FOR MR. NORMAN S. DEAKIN AND BEING BUILT BY ASHTON & KILNER, POOLE.

L.O.A., 35ft.; L.W.L., 30'66ft.; beam, 10'5ft.; draught, 6ft.



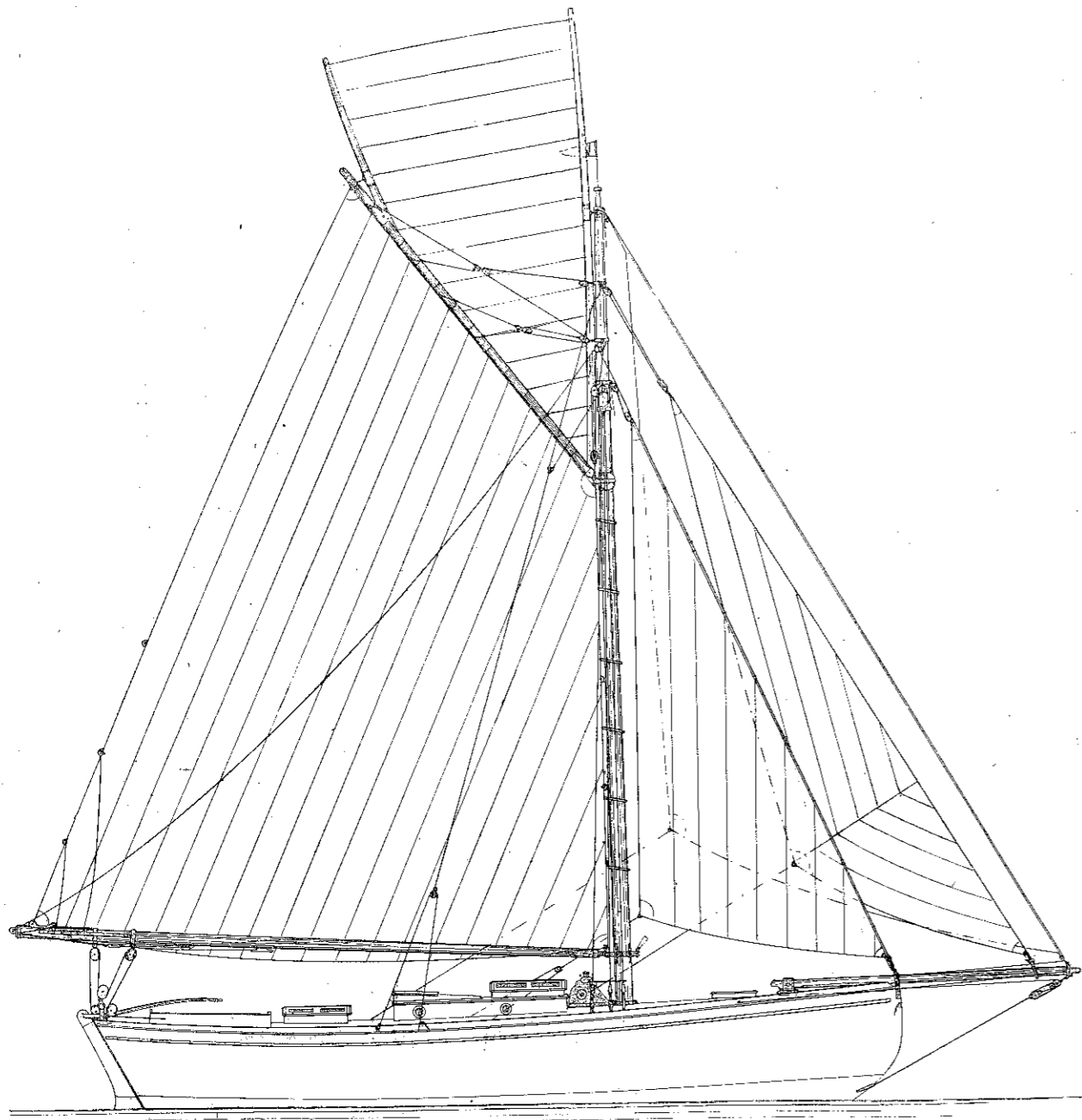
THE ACCOMMODATION OF THE 15-TONNER.

single-handed if required, comfortable living quarters for three months at a time. Whether the design embodies all these points time alone will show.

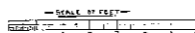
She may be reasonably expected to heave-to in ordinary bad weather, but would have to depend on a sea anchor if unfortunately caught out in a real gale. On this point I may say that the last owner of Maud informed me that when caught out in her in a winter gale in 1906 she refused to lay-to comfortably. No doubt the windage of her very bold bow had a good deal to do with this. I have known and admired the Maud for some years, and think she would be

hard to improve on with the exception of the above fault and the large cabin-top, which must tend to weaken her.

To return to the design, the construction is: Planking, 1 1/2 in. pitch-pine, English elm garboards, oak grown frames spaced 15 in. centres, pitch-pine deck, painted red ochre, barge fashion, copper-fastened throughout (for selling afterwards; it will make a quite needless difference of 30 per cent. in the price obtained). Inside she is lined only in the saloon and ladies' cabin, and then only from the level of sofas to within 4 in. of the shelf, with battens in the fore-castle; this being done as I like to look after the inside state of a



THE 15-TONNER'S SAIL PLAN.

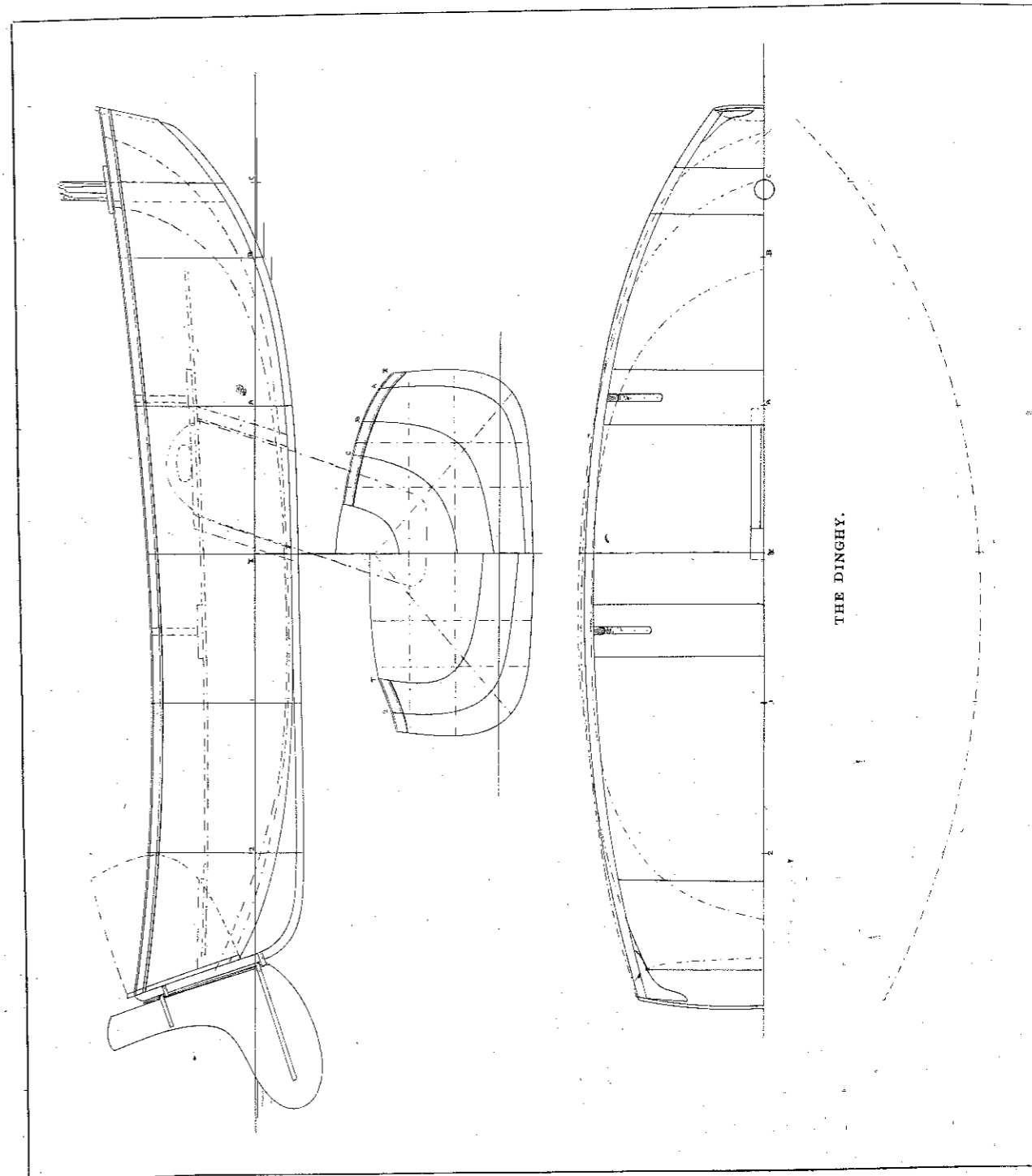


boat's skin—a much-neglected point and a frequent source of dry rot. Her ballast consists of 2 3/4 tons of iron on the keel and the remainder, which is nearly as much, inside, so as to help to ensure an easy boat in a seaway. A flush deck would have been preferred, but the dimensions precluded sufficient headroom being given with it. The small cabin-top shown will also act as a breakwater and seat on deck.

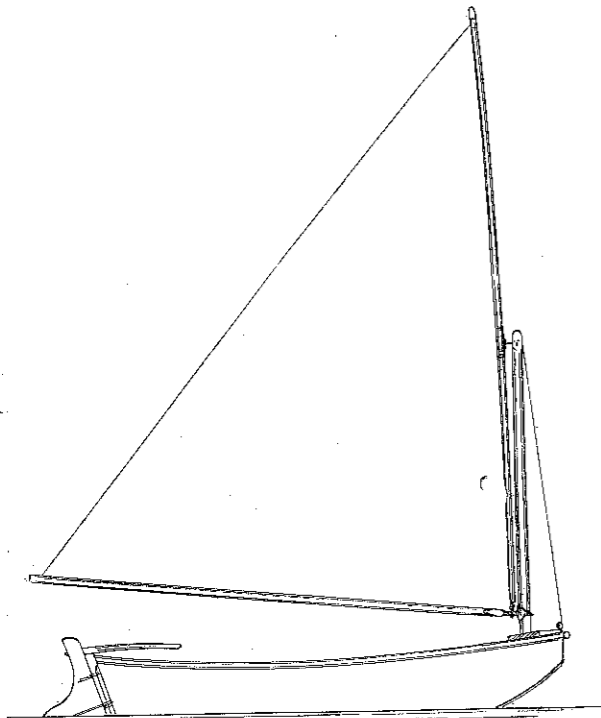
An alternative plan was to have the cabin-top aft, with entrance from the cockpit into the sleeping cabin, which would

have allowed the dinghy to be carried bottom up over the saloon skylight. The disadvantages of letting water below when entering the cabin, no place for binnacle, lack of privacy for ladies, and insufficient ventilation for the lavatory decided me in favour of the present plan.

On deck is a pin-rack for steering, which is a simple but necessary fitting for single-handed work; binnacle and light out of reach of sea water, and a winch which seems to fill all requirements. After many inquiries to the various



makers, I had almost decided to have one made to my drawings when I heard of this one from Messrs. Reid, of Paisley. It is expensive, but comprises chain, wheel, and brake, two warping drums, a fast and power speed, and is practically what I had designed. Its position is unusual, but I think right, and no chain is seen below. Her ground gear consists of two 100lb. Thomas & Nicholson anchors and a 56lb. kedge, chain being 60 fathoms $\frac{7}{16}$, which gear can be easily handled with the help of the above winch



THE DINGHY'S SAIL PLAN.

on a derrick boom, as suggested by "Clove Hitch" in this magazine some months back. The sails are of flax, with cotton jibtopsail, and a cutter has been decided on as giving the best all-round results. Of course, the mainboom must be kept short, which entails a slightly longer gaff than is desirable, but I am afraid this is unavoidable. All blocks are large, with patent sheaves, and the topsail is set fisherman fashion, with an endless rope tack, and no bowsprit shrouds are carried.

The design for a dinghy is a cross between a Norwegian pram and a Dutchman, and, judging by her predecessors, should prove a great success. Dinghies built after this model sail pull and carry well. They are wonderful little sea boats for their length, and much lighter and cheaper than the ordinary dinghy. The deadwood aft is necessary to protect the planking aft when hauling up on a shipway, and the bilge keels are necessary for the same reason.

I should like to see some criticisms of these designs, barring the vexed question of what is the best stern, from the cruiser's point of view.

JOY.

ORION AND MAUD.

SIR,—The letter of your correspondent "Nab" raises several interesting points. Maud's run from the Helford

River to the Needles in twenty hours is merely mentioned as a contrast to the slow progress of last July; it does not represent anything like her maximum speed. We have not yet had an opportunity of testing her speed before a gale of wind. Whenever we have been out in really heavy weather we have always been turning to windward. The run from Ramsgate to Harwich at an average of eight knots was not a bad performance, considering the frequent change of courses.

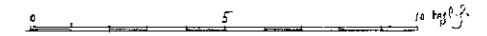
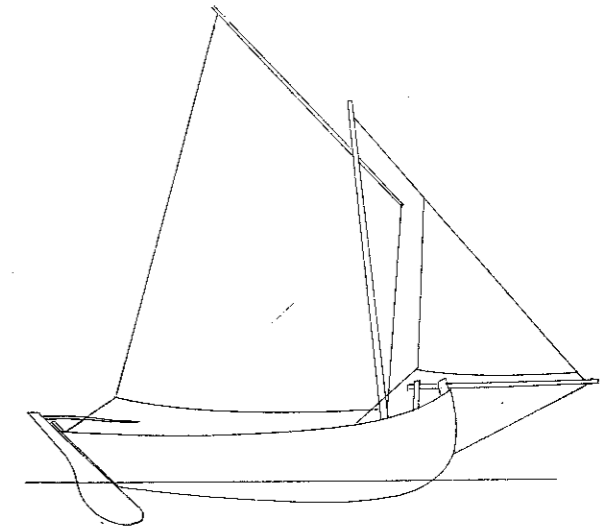
There is not much to be learned by comparing recorded speeds of Orion and Maud, as the conditions vary so much; but I can make a fairly accurate comparison of the vessels, having known them both, and I find this almost entirely in favour of the modern craft. Maud is stiffer than Orion was, owing to her greater beam and lower centre of gravity. She would carry her gaff-topsail when Orion would have required a reef. Maud would certainly be faster to windward in any weather. Running, Orion's greater length would give her the advantage. Maud's freeboard and sheer and perfectly-balanced ends would make her a drier and more comfortable sea boat than Orion, with her low freeboard and heavy deadweight. In 1890, a year before his death, Mr. McMullen told me that if he were building another Orion he would give her more freeboard. Maud's accommodation below is better than Orion's was. As regards handiness, I need only say that when Mrs. Worth and I are alone in Maud the vessel is not short-handed, whereas even McMullen required two hands besides himself for Orion. The comparative unhandiness of the older craft was in part due to the difficulty of getting about the deck. Turning to windward in a good sailing breeze, Orion usually had one or two of the lee deck planks under water. There were plenty of vessels as good as Orion, and some better. The secret of her many successful cruises lay not in any superiority of the vessel herself, but in the great heart and skill of the man who sailed her.

"Nab" says "it is not every cruiser-man who will admit that a cut-away forefoot is worth the extra speed at the expense of valuable but prosy advantages in bad weather." I respectfully suggest to "Nab" that he is begging the question in an entirely erroneous manner. A vessel may be "cut away" either in her sectional areas or in her profile. Maud's curve of sectional areas shows that she is perfectly balanced, whether she is upright or heeling over. Many of the old straight-keeled boats, which we thought so much of twenty years ago, were very faulty in this respect. Yet this is an extremely important factor in determining a vessel's behaviour in a seaway. A vessel's underwater profile is merely a question of sail-balance. With the cutter-rig and a mast far forward a very short keel makes a vessel steer wildly and not lie-to safely in bad weather. A fairly straight keel is right; a very square forefoot is all very well when running or close-hauled, but it makes a vessel very bad to steer on a broad reach or with the wind on the quarter. The ketch or schooner rig makes for steadiness and slow turning. With either of these rigs the profile should be very much cut away. Maud's tiller is short, but she is easy and pleasant to steer under all conditions. We have never yet been compelled to heave-to for weather, but during a heavy thrash to windward we have, on one or two occasions, laid the foresail to the mast for half an hour to enable all hands to get a comfortable meal. The vessel lies like a duck on the water.

It is most essential that a pilot-boat should lie-to safely in bad weather; yet the Bristol Channel pilot-boat

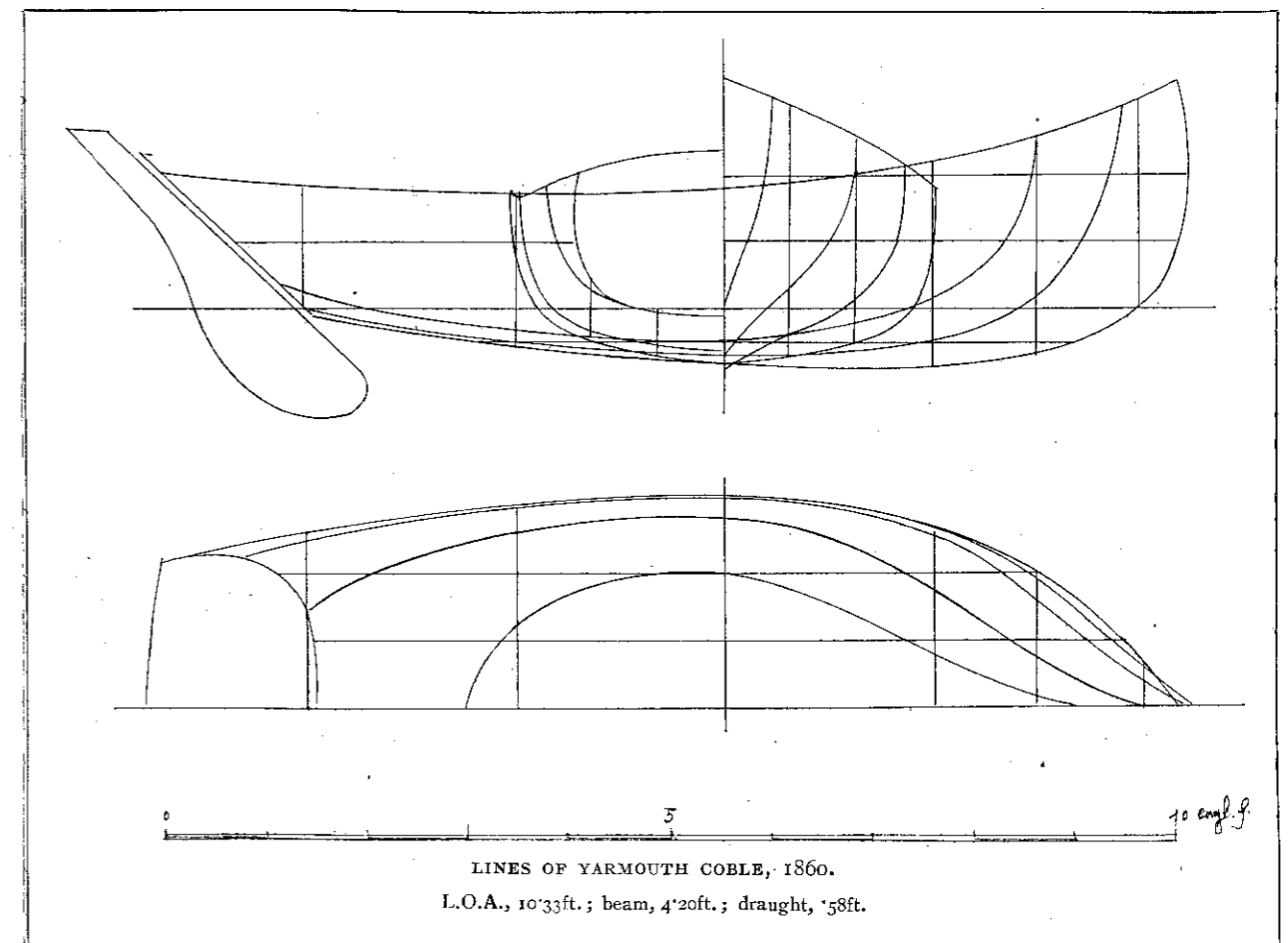
A YARMOUTH COBLE.

SIR,—Re the Yorkshire cobsles referred to on page 407 of your last number, I send you the lines of such a craft measured at Yarmouth as far back as 1860.



SAIL PLAN.

CLAUD WORTH.

LINES OF YARMOUTH COBLE, 1860.
L.O.A., 10'33ft.; beam, 4'20ft.; draught, '58ft.