

THE RUDDER

VOLUME IX

NUMBER IX



RUDDER PHOTO



RUDDER PHOTO

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How to Build a Racer for \$50

By CHAS. G. DAVIS

SMALL boats are easy enough to build, but as a rule they are not capable of sailing very fast. Almost any boy can knock together a skiff 16 feet long, and there are hundreds of such boats in existence. But to build a craft of such size as can successfully race against boats much larger than herself is another thing.

Years ago when sloops used to ply up and down the Hudson River carrying deck-loads of brick from the yards at Verplank, Cold Spring, Haverstraw, and many other places now unused, to the wharves of the busy and ever-growing City of New York, there was a great rivalry between the skippers of these sloops to see who could carry the most brick and make the quickest trips. The models of these sloops were usually bluff-bowed, wide-sterned, low forward but high aft, and steered with a long tiller. The rigs were enormous, owing to the great beam and flat models of these boats, and their speed made them famous. So when one daring individual launched a sloop whose hull was simply a flat-bottomed scow, and square on deck at both ends, the skippers all ridiculed the idea of her sailing fast. But after one or two trips up the river, in which she outsailed the round boats on all points and thoroughly demonstrated her ability to run away from them, besides carrying many more brick, the laugh was on the other side, and she commanded the respect of all the shipping men on the river in spite of being an "old scow."

Why there should be such an antipathy for boats of the "scow" order is unexplainable, unless it is that their cheapness is their own condemnation. A man hates to have his boat called a "scow;" it seems to be a term of disgrace, and always has been considered such until of very late years, when boats of the "scow" order distanced all competitors in races. This was done about eight years ago, when Thomas Clapham, of Roslyn, L. I., appeared on the Sound with a yawl-rigged scow called the Bouncer, and beat everything in the race, big or little. But the objections to this class of boat were so great among yachtsmen at the time that none would adopt the model, although acknowledging its superiority.

Lately, however, so many young fellows have taken to yachting—young fellows who have the spirit, but whose purses are limited—that the scow, with modifications, has come into great demand.

L. D. Huntington, Jr., of New Rochelle, was the

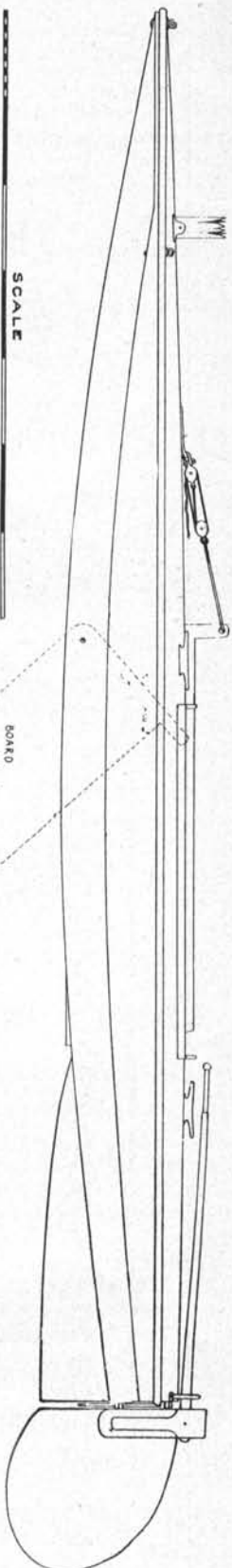
next man to bring out a racing scow in the shape of the Question, and the wonderful speed attained by this boat brought him orders for many on the same idea. And even his latest boats built this year are more like scows than anything else, although built more expensively, and lighter, by being regularly framed and planked with round chins instead of square edges.

Wanting some sort of a boat for my own use, I did considerable thinking before I settled on the size and shape my boat should be. I wanted a boat to meet certain requirements, as follows: I wanted a cheap, simple, and easily built boat, one that drew but little water, and one I could jump aboard of if I had an hour or two leisure and get her under way or come to in a few minutes. I wanted a fast boat, but didn't care so much about her being a sea boat, as most of my sailing would be done in smooth water.



So one day as I sat at my drawing board I made a plan as I thought I wanted her to be (see plate 1), and the boat I built from it is the \$50 racer I am going to describe to you, the Lark. I have sailed on quite a few kinds of boats, but never until I sailed this craft have I experienced such a wild runaway speed on the water as I was treated to on Lark early in the spring, when the winds were strong. She would carry her sail through squalls nicely; but my delight was to beat up to windward, and then square away and come tobogganing over the seas to leeward. It was impossible at such times to stand on her deck, for at every squall she would actually jump ahead, taking my feet from under me. She would run from the top of one wave to the top of the next, actually skipping along on the tops of the waves. As a friend of mine expressed it, "She's the first craft I ever was on that caught the seas ahead of her." She is not intended for rough-water sailing. I may as well dwell on that point before we go any farther. Her best points are in smooth water and a hard breeze, and when such conditions are had, as they are on a great many sheets of water where sailing is done, few if any boats her length can beat her. She points high, carries little or no helm, and goes extremely fast. So easy does she steer when close-hauled beating to windward that you can control her with one finger on the tiller.

A common expression among the rivals of such a boat as Lark, is, "Wait until we get you out in rough



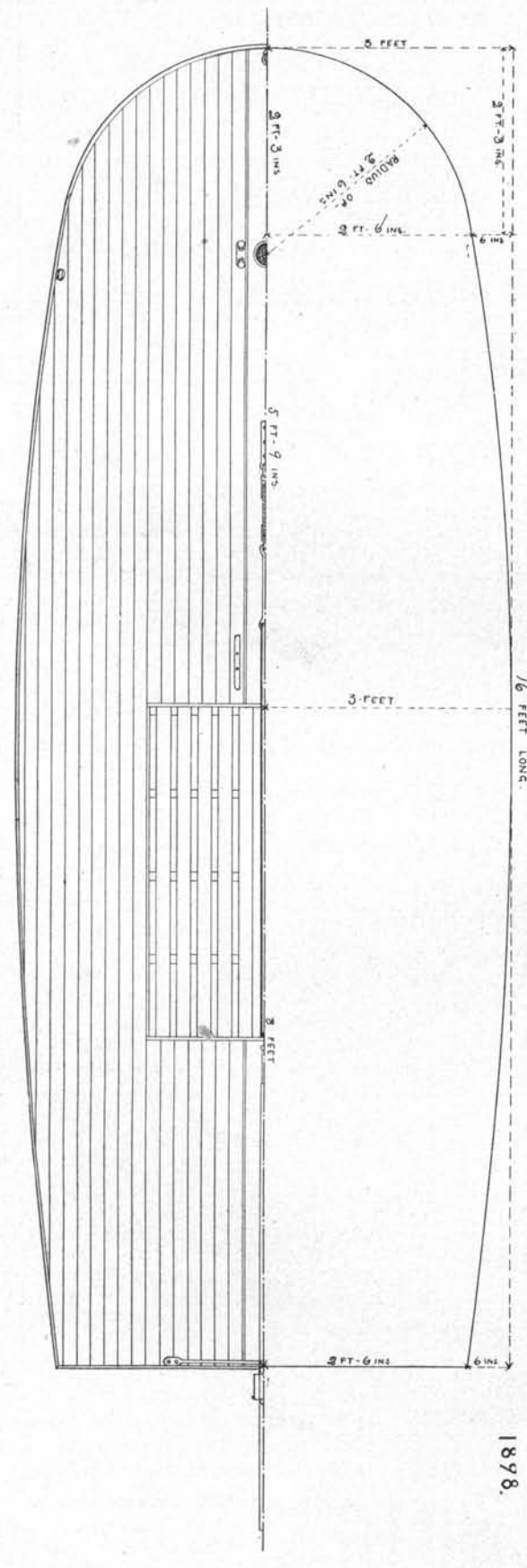
SCALE

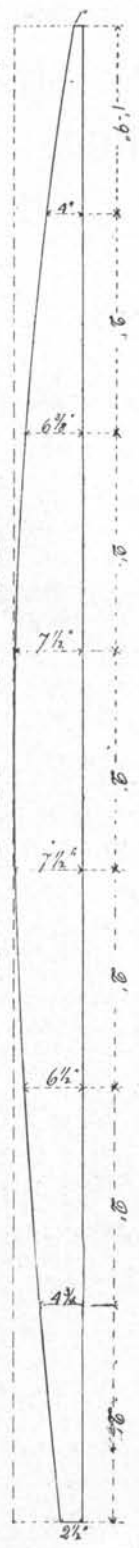


PLANS OF SMALL RACING CAT-BOAT LARK

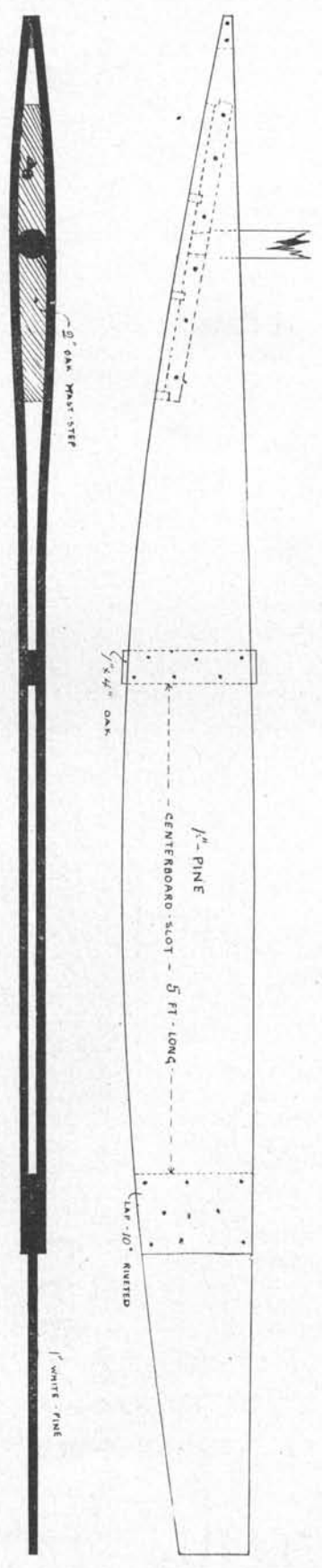
DESIGNED AND BUILT BY CHAS. G. DAVIS.

1898.

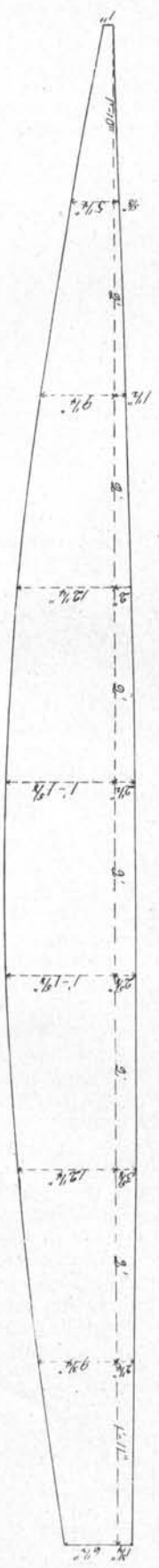




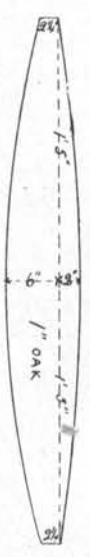
PLAN OF SIDE PLANKS



PLAN OF BACK-BONE

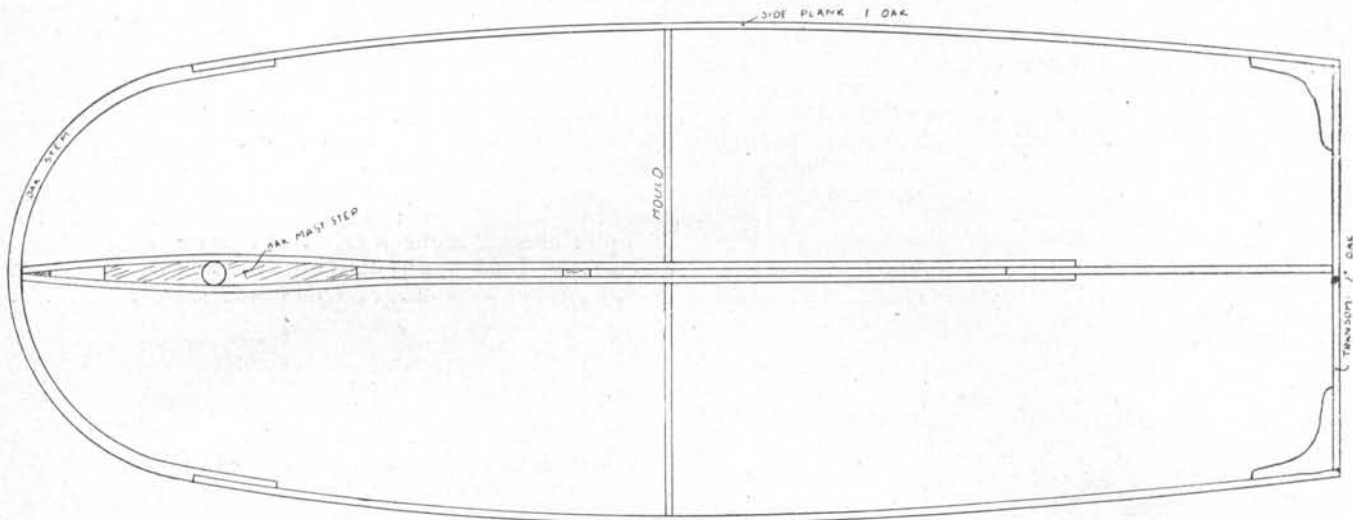


TRANSOM



DETAILS OF LARK'S CONSTRUCTION

SCALE



CONSTRUCTION OF LARK, SHOWING BACKBONE, WITH SIDES, TRANSOM, AND STERN

water—we'll drown your old box out." But when such conditions were encountered the Lark more than held her own. The natural supposition would be that she would take a sea over her nose and fairly swamp herself. But here was the uncalculated factor of safety; instead of gliding around on an even keel when there was wind enough to raise a vicious sea there also was wind enough to heel her over to a fair angle, and then she became a narrow, deep boat, cutting easily through the seas. If the wind was not strong enough to heel her over so she sailed just lee decks to, as was often the case, I would sit on the lee side, while my big, high-sided rival, even with reefs in, would roll down and stop, trying to drag an unnatural shape, and all his lee deck through the water. And so powerful is Lark under sail that she will easily carry full sail while larger boats are reefed down. But although she can and will carry on sail in such rough water, I do not mean to sanction the building of this type of boat for that purpose, but propose it mainly for those who want something extremely fast at a very low cost, and so easily built anyone can turn one out.

There is no science, no mystery, no knowledge in fact, required to build such a boat; anyone who can saw along a mark, hammer a nail straight, and use a chisel and plane, can build one. It is nearly all square jointed, and yet the result is surprising.

I will begin the article in this number with a full set of plans showing how to build a boat like Lark, and a perusal of it will enable any ordinarily bright boy to construct such a craft.

The first drawing shows the completed boat, and its

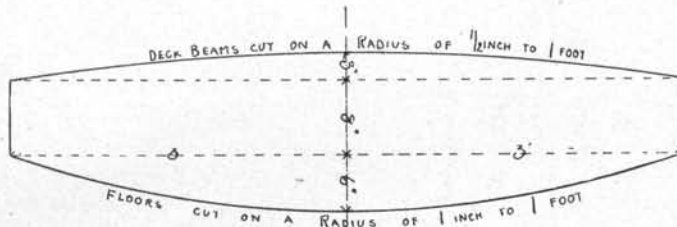
simplicity is distinctly noticeable. 16 feet long by 6 feet wide are the dimensions, and she draws when afloat between 6 and 7 inches, exclusive of skag, rudder, or centerboard. The draught under the skag is 1 foot, while the rudder drops 4 inches lower. The centerboard when down—as shown in plan—gives her a draught of 4 feet. The sides of the boat are slightly drawn in at the ends, so that her 6 feet beam is reduced to 5 feet. her bow ends in a half circle like a ferryboat, and although it causes remarks from those not accustomed to it, it is all that can be desired for usefulness, and is easily built. Aft she ends in square stern, with the rudder hung "outdoors," as some call it.

The first step in the building of this boat is to saw out of 1-inch white pine the centerpieces that make the backbone of the boat. This requires rather wide stuff, but it can be had, or else built up of two pieces. The figures given in the detail plans will show what shape to cut them,

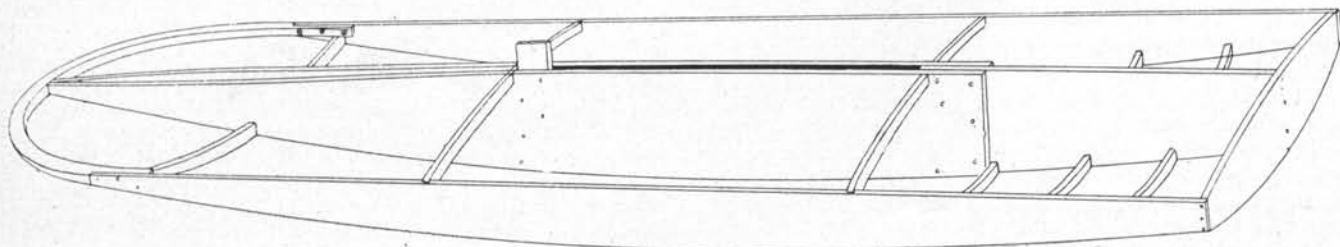
making allowances of course for the fore and aft lap, where the two pieces that form the centerboard case and backbone forward overlap the one after piece, and are riveted to it.

By riveting in a piece of oak 1 inch thick and about 4 inches wide, the centerboard case is completed, although it might be well to put a layer of muslin, coated with white lead, between the laps to keep out any water that might otherwise leak through, and also give the inside a coat of copper paint, as it will be hard to paint in there after the two are riveted together.

You will notice how the two forward pieces are sprung apart and an oak mast step riveted between them. This is



MIDSHIP SECTION OF LARK



SKELETON FRAMEWORK OF LARK

the strongest way to secure a firm stepping for the mast, and then the two ends are drawn together and riveted through a wedge-shape piece, where they join. This backbone you will find extremely rigid, and will stand any amount of banging around. Then rip out two side planks the shape given by the figures in the detail plan from some inch yellow pine or cedar, and also cut out the oak transom as shown.

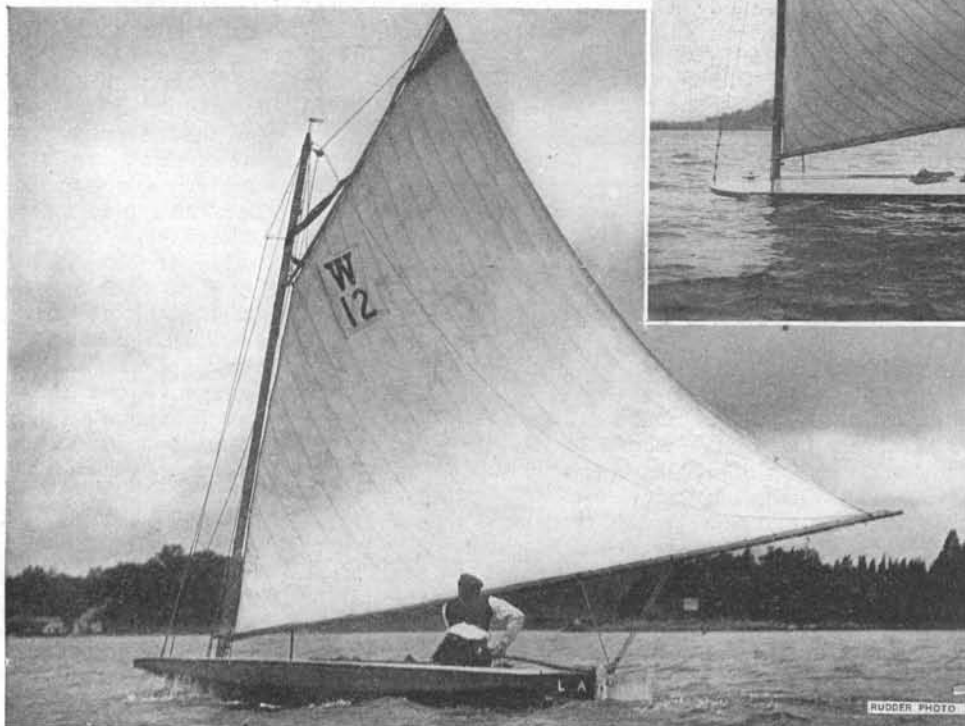
When this much is done you come to the only hard part of the whole boat, and that is the circular stem piece, $1\frac{3}{4}$ or 2 inches wide, and 2 inches thick. This has to be bent into half a circle, with a radius of 2 feet 6 inches to the outside.

When these parts are all made, turn the backbone upside down on the floor, nail the transom, also inverted, to the after end of it, and after arranging cleats to hold these firmly in place nail the after ends of the side planks to the transom. You will find it necessary to nail cleats on the floor to hold the side planks up to their proper height according to the crown of the deck as cut on your backbone. Put in a temporary mould amidships to hold the sides apart, and then with a rope draw the bow ends together until they are the same distance apart as at the transom, which should be 5 feet on the outside. Then fit your stem piece so it laps about a foot inside the ends of the sides, and rivet it fast to them, and also spike it fast in the middle to the end of the backbone.

In this way you complete what looks like a window frame, but when the frames and floors are fitted in

and into the side planks, but do not try to drive the nails without first boring a hole for them.

Put a frame in square to the edge of the side plank every foot apart forward and aft of the centerboard case, where, of course, it is impossible to cut into the backbone and make a tight joint. So do not cut into it at all, but with some $1\frac{3}{4}$ -inch brass screws fasten on each side along the case and flush with the bottom of it a strip of inch pine about 4 inches deep, and cut the notches into this so the frames will butt into the backbone, and yet not go through it, and secure them the same as the rest



LARK

at intervals of one foot each she will begin to assume a boat look.

All the frames being cut to one shape—a true arc of a circle, with a bend of 1 inch to every foot of length—leaves nothing to be done with them, except to cut a notch in each side plank half the thickness of the plank, and also into the backbone, so the frames when set into them will just be flush.

Then bore holes and drive in slantways a 3-inch galvanized iron wire nail through the end of the frame



RUDDER PHOTO

LARK

to the side planks with a nail driven in diagonally.

When all the frames are in—and it is a good day's job to do it, for there is a lot of chiseling to be done to cut the notches—take your jack plane and bevel the edges of the side planks so they are of the same angle as that made by the frames where they meet it, and also plane off any unfairness that may show in the frames.

You can tell when they are fair by laying a thin board along over them, and seeing if

it lays true on all of them, and also on the stem and transom at the ends.

Then when the bottom is perfectly fair, turn her over and frame the deck in the same manner, only instead of using beams with 6 inches curve in them cut them with only 3 inches in 6 feet, or half an inch curve to every foot of length. Saw the beams out of $\frac{3}{4}$ -inch spruce $1\frac{1}{4}$ inches deep, and space them every foot apart.

To be continued.

Akela had the windward position coming to the buoy. When both jibed, Hoodlum was to windward, and had an overlap. Under these conditions Akela should have given me room to come round the mark. That she did not do. We luffed as quickly as we could, but we struck her; in trying to keep clear of her we fouled the buoy."

I asked Andrew Peterson, later in the day, what he thought. He said: "I told Mr. Griggs to give you room,

but he paid no attention to me." So ended the match. Hoodlum was ahead when the accident occurred, but it is doubtful if she could have kept her lead. I left for the East immediately after the race, greatly disappointed at such an unsatisfactory ending of the races. The White Bear yachtsmen took their defeat with good grace, and were unanimous in laying the blame of the foul on Akela.



How to Build a Racer for \$50

By CHARLES G. DAVIS

PART II

WE left off last month after telling how to finish off the frame of the Lark, so will begin again by starting to plank her.

When the deck is all framed in, and the edges of the side planks planed off smooth ready to lay the deck, turn the boat over again so she is bottom side up, and with half-inch cedar boards proceed to plank up the bottom.

Use boards only about 6 inches wide; if you get them too wide they will have a tendency to spring up on the edges away from the frames.

Lay the two middle planks so they form a seam right down the middle line of the boat, and saw out of each for the centerboard slot. These two planks can be put on in one width all the way along, but the rest will require tapering at the ends, so that while they are six inches wide amidships they will only be about four and a half inches wide at bow and stern.

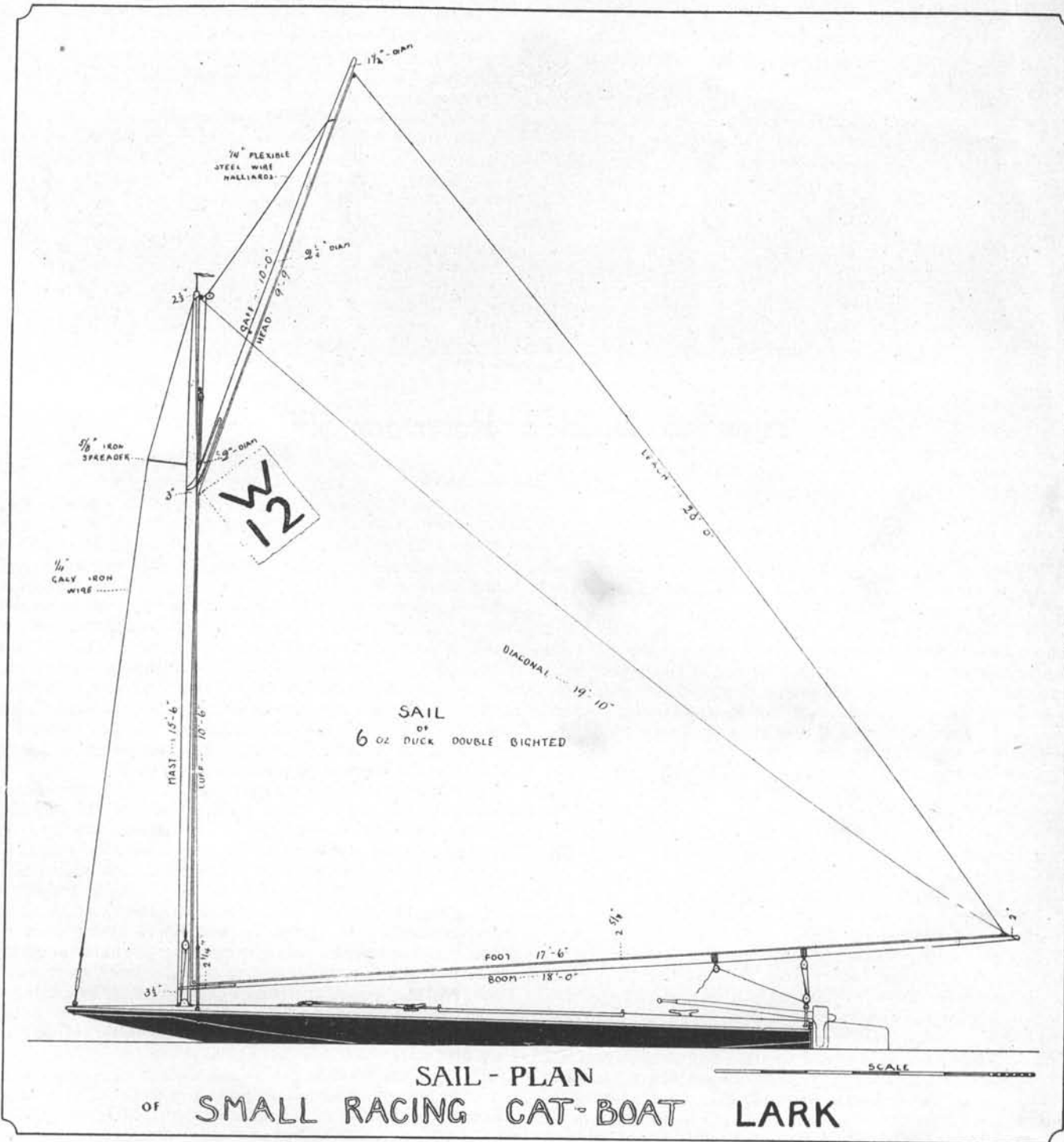
Use your brace and bitt and bore a hole for each nail you drive in, and countersink the nail head. Lay a strip of canton flannel, painted with soft white lead, along on the centerboard case before you nail the middle planks down, so there will be no leaking. Use $1\frac{3}{4}$ -inch-galvanized iron wire nails, with round, flat heads, as they are less liable to split the wood, and hold all along their length. The backbone will allow you to use longer nails on the two first planks and along the outer edges where the nails will go into the inch-oak side planks. It is so simple, this planking up of the bottom, that any boy can do it successfully. There is just enough curve or convexity to the frames to make what is called a good calking seam—that is, with boards perfectly square on the edges. The underside or inside edges of the planks will fit tightly together, while the outer edges will be about $\frac{1}{8}$ of an inch apart, leaving a wedge-shaped seam, into which a roll of cotton thread can be calked, making a perfectly tight seam. (See sketch.)

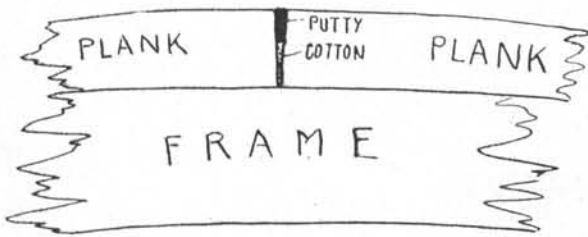
Plane off the edges all around the boat where the bottom planks end at the sides and end, and then you can either calk and putty the seams while the boat is bottom side up, and affix the skeg, as shown in the first set of plans, or you can leave that until the deck is all on, and then turn her back and paint. The latter plan is the better one, for the hammering necessary to lay the deck might loosen the calking and putty. So turn her right side up and give all the inside a good coat of red lead to protect it, for you can never get around inside of her to do it after the deck is put on.

First put on the king plank—a heavy one of $\frac{5}{8}$ -inch oak—from the stem to the forward end of the cockpit, and cut a mast hole, 7 inches in diameter, directly over the step you have made in the backbone of the boat so the mast will stand plumb. The center of this hole should be 2 feet 6 inches from the stem. Bevel the edges of this center or king plank so it will be $\frac{3}{8}$ of an inch thick on the edges. Then lay your deck either in wide strips, covered with painted canvas, or narrow strips about 3 or 4 inches wide, and calk and putty each seam. Trim off the edges of these deck planks around the sides, and after calking the seam along the edge where they join the side planks, nail on a half round of oak as a chafing strip.

If canvas is stretched over the deck turn it down over the edge and nail this half-round strip over it to hold it. The canvased deck will always be tight, although not so good looking as the bright-laid deck finished in varnish. Lark's deck is laid, puttied, and painted, but the seams do open a little in the hot sun.

Before you lay the deck it is necessary to bore the hole through the centerboard case for the kingbolt that the centerboard works on. This should be about 1 inch in diameter, and 3 inches aft of the forward trunk log, and 3 inches up from the outside of the bottom planks. Into



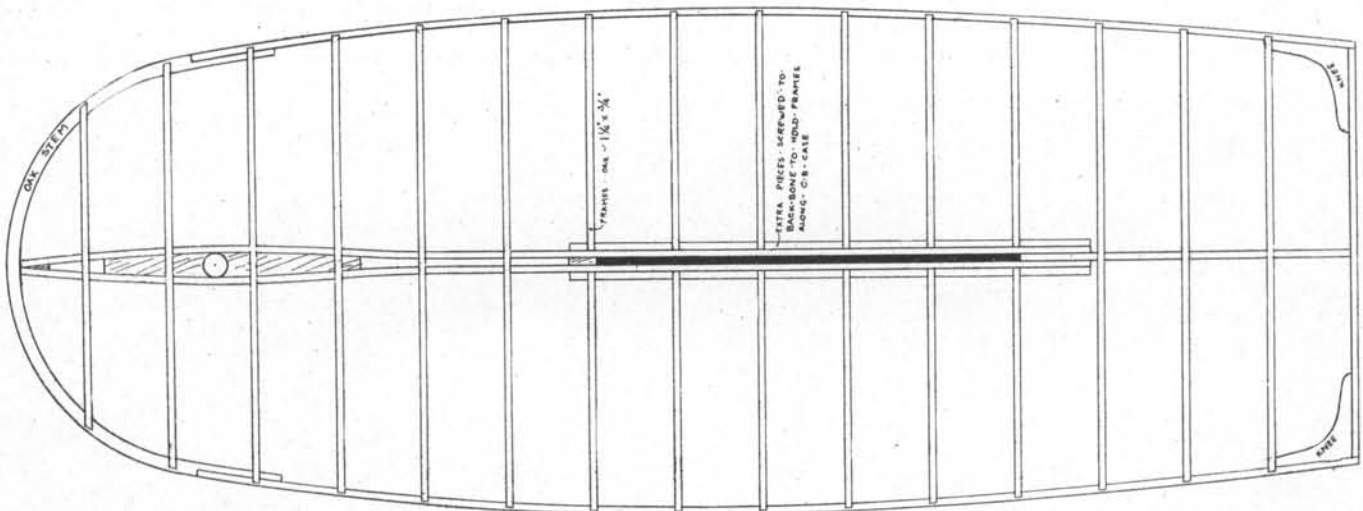


this fit a 1-inch galvanized iron bolt, with a head on one end and a nut to screw on the other.

Then comes the centerboard. And whether it should be a metal or wooden one, to get the best results is a question open to dispute, and one which I shall leave open for the amateur builder to decide for himself. But Lark had a

wind I passed a bight of the mainsheet over the boom and lashed it fast to a cleat, for I could not hold the strain of that sail in the squalls that were blowing, and I was confident in my boat's ability anyway.

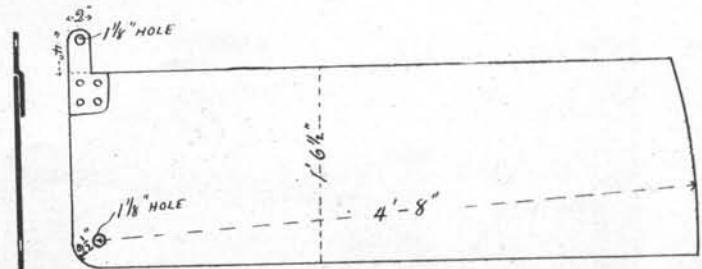
So I beat back to the float to repair damages. But here occurred the test which proved her uncapsizable. Just as I reached the coal dock I caught another puff, and before I could luff she was heeled over until her rudder and centerboard were both out of water, clean over on her edge. Her sails trimmed in flat hung over the water to leeward, but her iron centerboard now out of water balanced it, and prevented her going over. I watched her for several seconds to see if she was going to flop back, but not doing it quick enough I swung myself over the side and stood on the centerboard. Then she came up quickly, and I jumped back on deck with only one shoe wet.



FRAMEWORK OF LARK

$\frac{1}{4}$ -inch galvanized iron board that weighed about eighty pounds, and made her uncapsizable, as I proved once early in the season. It was a puffy, nor'west wind blowing on the day in question. Although I had had her out in stronger winds than was then blowing, I started confidently under full sail. The creek was narrow, and on one shore stood a tall, square coal shed, that served as a funnel for the wind at that point. Lark started off with a boiling wake dead before the wind, and I lay carelessly full length along the deck. Just as I passed the coal dock the boom soared heavenward, and swept across the deck like a landslide. It never stopped. Every block on the boom, although lashed with about ten parts of marlin, was ripped off as though tied with thread, and gaff and boom tried to twist themselves around the head stay. So down went the helm, and as Lark rounded up into the

But had she had a wooden board she would have gone over sure, although no boat would ever carry full sail on such a day, and much less have it tied down as I did out of pure recklessness.



CENTERBOARD FOR LARK - $\frac{1}{4}$ INCH.

To be continued.



How to Build a Racer for \$50

By CHARLES G. DAVIS

PART III—CONCLUDED

IT is hardly necessary on so simple a boat as Lark to go into details describing how the rudder and tiller should be made and where every cleat should go. Anybody knows enough for that. I made Lark's rudder out of one piece of pine with edge pieces of oak. The forward edge particularly needs a facing of some very hard wood to hold the eyes that are screwed into it by which the rudder is hung to the transom. Put the two eyes in the transom as far apart as that piece of oak will allow, and then so arrange the eyes in the rudder that they will come between and snug up to these two. This will prevent the rudder from either rising or falling, and an iron rod dropped through the eyes will pivot it, and by drawing it out allow the rudder to be unshipped and stowed inside the boat. Rivet on a piece of oak to each side of the rudder to form a head into which the tiller may be shipped, and make the tiller of good solid oak, for there are times running free when Lark will tax the tiller's strength, and you do not want to finish a race, as I did once, when my tiller snapped, by holding the rudder with one foot and steering with an oar over the stern.

For the shrouds and headstay to fasten to, get some $\frac{1}{2}$ -inch galvanized iron eyes with a rod about four inches long under them, and either rivet them up underneath on rings, or else have them set up with a thread and nut. Put the eye for the shrouds right through the oak side plank where the stem piece is riveted to it.

At the foot of the mast on either side place a two-sheave fairleader for the jig for the halyards to reeve through. Four 6-inch cleats, galvanized iron, wood or brass, according to the money you want to lay out on your boat, is all you need. And an iron mainsheet traveler that can be fastened down by screws is another fitting you can buy at any boat chandlery. You need two $\frac{3}{8}$ -inch galvanized iron eyes with 3-inch iron to go through the mast and be riveted on rings, one for the peak block and one for the throat block to hook into.

For blocks, or pulleys as some call them, go by the following table:

Blocks	Single Block (Plain)	Size	Single Block with Becket	Size
Mainsheet	2	$\frac{1}{2}$ -inch	1	$\frac{1}{2}$ -inch
Peak halyard	1	$\frac{3}{8}$ "	—	—
Peak jig	—	—	1	$\frac{1}{2}$ "
Throat halyard	1	$\frac{3}{8}$ "	—	—
Throat jig	—	—	1	$\frac{1}{2}$ "
Topping lift	1	$\frac{1}{4}$ "	—	—
Centerboard tackle	1	$\frac{3}{8}$ "	1	$\frac{3}{8}$ "

For stays you want 50 feet of $\frac{1}{4}$ -inch phosphor-bronze wire. The shrouds (two) are to have an eye 3 inches in diameter, spliced in their upper ends, and a thimble spliced into the lower ends with a distance of just 14 feet from center to center of eye splices. The headstay is to be just the same length, and also to have an eye sliced in the upper end and a thimble in the lower. The eyes fit around the mast at the top and rest on the peak eye-bolt, the shrouds setting up with hemp-seizing stuff to the eyes in the side, and the headstay fitted with a $\frac{3}{8}$ -inch turnbuckle, 18 inches, eye to eye.

For halyards you need 20 feet of $\frac{3}{16}$ -inch flexible bronze-wire rope. The peak halyard is to have an inch-and-a-half eye splice in one end, then after reeving it through

the block to be used as a peak block, splice a thimble into the other end so it is just 16 feet 6 inches from center to center of the eyes. The throat is to be made the same way, only instead of having an eye in one end to go around the gaff you splice a thimble in both ends and fasten it with a shackle to an eye in the throat of the gaff. From thimble to thimble this is to be 13 feet. As very few amateurs can splice wire I expect many will use manilla in preference, but the neat appearance up aloft gained by the use of wire will fully compensate for the extra trouble. Get some "old salt" to do this part for you, and appear as if you knew all about splicing by telling him to be sure and parcel and serve the splice.

We have described the making of spars and given drawings for them for so many boats in THE RUDDER lately we will not give drawings for Lark. They are just the same as any other boat—simply round sticks with a set of oak jaws fitted to gaff and boom. But the question of diameter is an important one, and many will be surprised at the smallness of the sticks that will stand if wire shrouds and headstay are used. Spars of the following dimensions will be ample:

Mast, 16'; total length, $3\frac{1}{2}$ " dia. at deck; 3" at 4' from top; $2\frac{1}{2}$ " at top.
Boom, 18'; total length, $2\frac{1}{4}$ " at mast; $2\frac{3}{8}$ " in middle; 2" at end.
Gaff, 10'; total length, 2" at mast; $2\frac{1}{4}$ " in middle; $1\frac{1}{4}$ " at end.

For running rigging you want 170 feet of $\frac{1}{4}$ -inch manilla bolt rope and 40 feet of $\frac{3}{4}$ -inch. This will be used as follows: The mainsheet takes 70 feet, the peak halyard jig 55 feet, and the throat halyard jig 45 feet, of the $\frac{1}{4}$ -inch stuff, while the topping lift takes the 40 feet of small stuff. When you have had your sail made and have followed these instructions as to building there remains nothing but to bend sail and go off and try your racer, as no doubt you are only too anxious to do. Our Editor has made you a very generous offer in the October number, in promising to give a new sail to the first three men who send us in a written account of how they built Lark, accompanied by a photograph of their production. So if any of you want to get your sail free, there is a chance to do so. Heaven only knows how many of these boats have been started. We have a large pile of correspondence from men who are in such a hurry to finish Lark that they cannot wait for the next installment of instructions.

Some mistakes have been pointed out to us in the published plans—at least one of them is a mistake, and the other appears so until it is more carefully explained. You will notice in the first set of plans, on page 316 of September RUDDER, the thickness of the stem is 2 inches, while in the detail plans the forward end of the backbone and the side planks are marked 1-inch. This would appear as a discrepancy, but it is not. You will notice that the circular stem piece rivets on to the forward ends of the side planks and laps back about a foot in doing so. This brings it to a point where the side plank has increased to 2 inches, making a flush square over the bottom edge for the bottom boards to nail to. Now you have to bevel the underside of the stem to correspond to the upsweep of the bottom of the side, and this will cut down the 2 inches around the front of the stem to the 1-inch called for. Were the two-inch stem piece left, by the time you had

the bottom and deck on there would be nearly 3 inches of thickness there.

Where the mistake actually was made was in the plan of the transom, and it was so apparent that no one would be apt to make it. After calling for a width of 2 feet 6 inches on each side in the first plans, the measurement was marked 1 foot 5 inches on the transom instead of 2 feet 5 inches, one inch being taken off for the thickness of the side planks.

The spirit with which our readers have taken to the building of boats from THE RUDDER plans is the best recompense we could ask for. The Skips were built all over the world, and although only two months have elapsed since Lark plans were started we have a list of over twenty boats actually building, and they include not only all parts of the United States but South America and England as well. So bidding good luck to the Lark men, I will leave them to do their part of the work, and hope to see many photographs of these interesting little boats under sail.



MAST HOIST FOR LARK

CAN you advise me which maker of mast hoists makes the size best suited to Lark? I have seen several hoists on catboats, but never so small as I would need for my mast, which is only $3\frac{1}{2}$ inches in diameter.

A LARK BUILDER.

* * *

You will find in the advertising columns the advertisement of several firms who make a specialty of all sizes of mast hoists, and can get just what you need for Lark. Hoops on so small a boat are a nuisance and necessitate a greasy mast. The slides do away with this, and we advise their use.—
[EDITOR.]



THE EDITOR'S OFFER

TWO or three of us fellows at this Academy are very much interested in your design of Lark, and would like to get a few further particulars in regard to the sail offer than are in THE RUDDER for October.

As we understand, the finished Lark is merely hull in its finished condition—sail, spars, rigging, of course, not included. Would a change in the construction debar boat from contest, practically the same lines being maintained?

FRED. A. COOLIDGE,

Webb Academy of Naval Arch. and Marine Engineers.

* * *

In order to get a sail you must send in a photograph of boat complete with the exception of the sail. The boat must be as nearly as possible an absolute reproduction of the design, as any alteration of construction will bar the claim. Mr. Davis will be sole judge as to whether the boat is a Lark or not.—[EDITOR.]



AN INCIDENT DURING A SUMMER CRUISE

THE eight-ton sloop yacht ———, with owner (captain), his two sons, Harry and Walter, friend (mate), and man (crew), left Edgartown, M. V., on the morning of July 30th, 1988, at four bells. Wind south-east, a good, full sail breeze. At 11 A. M., off Cottage City, wind all gone, and the boat just foolin' 'round. The Wasp, Capt. Harry Haft, master, drifts past us, bound for Boston. Over by "Nobska Light" a three-master is headed to the east'rd with a "bone in his teeth," pushed

by a good southwest wind, which after a while strikes us, and with a shout of "Westward, ho!" away we went out of the "land of fog." We had been blessed with sand fog for a week, and it was the first day we had seen the sun for more than an hour or two at a time. A picturesque place is Vineyard Haven Sound on a bright day.

Two, three and four-masted schooners passed us in flocks, now and then a yacht or launch, and in "Tarpaulin Cove" thirteen vessels ride at anchor waiting for it to clear up. The tide being against us, and the wind growing light, we did not pass Gay Head until after 6 P. M. The moon being "full," thought we would make time by sailing all night. Off Cutty Lunk was a large three-master, which the mate said was anchored, but the captain thought it a queer place to anchor a vessel of that size, and three days after saw in the *Herald* that it was the Gen. W. L. Elkins stuck on the "Sow and Pigs."

At 8 o'clock the captain, crew and Harry, turned in, leaving the mate and Walter to run the ship, headed for "Point Jude." When the captain turned out at a little before midnight, our old friend "the fog" was settling down in a way to give the "sailorman" the shivers.

The crew was called, topsail clewed up, staysail taken in, and preparations made for a nasty night, and old fog-horn was fished out, and the crew forward began to indicate the course. The captain sat to leeward looking ahead, the mate steering, and the boys asleep.

All at once a green light shows through the fog, and, "Luff! Luff! Sharp!" from the captain causes the mate to almost bring the sloop into the wind. A schooner shoots by a hundred feet away, and a "Keep your course" brings the sloop back, and on we go.

"Close call," says the mate. "Ugh!" says the captain. And nothing save the toots on the horn and the drip of the fog breaks the stillness. The captain was just going to tell the crew to go easy with the horn, when he (the crew) gave an extra blast, and—"Now we are in a nice fix!"

"What's wrong?"

"De horn is broke!"

"The devil!"

"Get the megaphone and hoot through that—we've got to have something!" Suddenly three blasts from a fog-horn dead ahead. Hoot! hoot! goes the "phone," and toot! toot! toot! sounds the horn, just a little to leeward.

"Let her go about," says the captain.

"Hard a lee!" says the mate.

"Hoot! goes the phone, and toot! toot! toot! sounds the horn.

"Deuce take it! I believe she is chasing us," says the captain. When out from the fog comes the glare of a red light, and a jib boom, that looks like a tree, is pointed for our weather shrouds less than a hundred feet away.

"For Gods' sake, how are you heading?" shrieks a voice, and the captain has just time to flash a white light astern, calling the boys at the same time, when the lookout howls, "Keep off!" "Hard off!" And, almost fascinated, we watch the big stick swing slowly—oh, so slow—around. Not a word more, and except for the rush of the water you could hear a pin drop.

"Steady!" says the captain.

"Steady, sir!" says the mate.

And the captain makes a grab for the painter, and gives the small boat towing astern a "yank" that brings it alongside. Another second and the schooners' bows pass over the spot, missing the end of our boom by a scant 10 feet.

"All clear!" sings out a voice from aboard the schooner, as she disappears in the fog, and the toot! toot! toot! of the horn grows fainter each moment.

"Turn in again boys," says the captain, giving a sigh of relief as he resumes his station to leeward, and peers into the "white wall."

J. S.