



# In the Lee of the Longboat O

by Cap Stan

THE proposed changes in the rules governing the Gloucester-Portland Auxiliary Race for this year are interesting, and for the most part, look like moves in the right direction, with one exception—the matter of gasoline allowance. In an effort to make it a more even thing between boats of different sizes, the committee has decided to allow boats under 35 ft. overall length 10 gallons of gas for the course, and boats over 35 ft. 15 gallons of gas. In other words, they are basing the gasoline allowance on size of boat, and not on size of motor. This seems to me to be all wrong. For instance: Take two boats with identical motors, one boat 34 ft. long, and the other boat 36 ft. long. The 36-ft. boat gets half as much gas again as a boat only 2 ft. shorter! In the natural course of events, the 36-ft. boat is going to knock the tar out of the boat only 2 ft. shorter, as she can go half again as far as the smaller boat under power, or practically that far. I fail to see the justice of this. My idea would be to make the gasoline allowance on the basis of the size of the *motors*, and not the boats. This should be easy—the cu. in. cylinder capacity of any make of motor is readily obtainable—and a far more equitable method for allowance of gas. The 10 minutes per foot time allowance is based on the size of the boat. Then let the gas allowance be based on the size of the motor. Anyone having doped out any other simple method of handicapping is invited to send it in—maybe the Bayside crowd are struggling with the same problem, and would welcome suggestions.

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The merits and demerits of shoal draft and deep draft sailing craft have been pretty thoroughly thrashed out at the last two informal meetings of the Cruising Club. At the first meeting, Messrs. Crabbe, Howard and Mower gave very interesting talks relative to the seagoing qualities of shoal draft boats. At the second meeting, John Alden, Fritz Fenger, Billy Atkin, Fred Thurber, Marty Kattenhorn, and several others, discussed the question from the deep draft viewpoint. This second meeting was much more illuminating than the first. Most of the speakers admitted certain advantages of the shoal draft boats, but leaned towards keel craft. A few radicals cursed out centerboarders for fair, while no one had much to say against the keels. Summing up the whole thing, the consensus of opinion was that while the shoal draft boat had some very good points, and deserved its place in the sun, *for going to sea* there was no substitute for a boat of good

draft, with a reasonable amount of outside ballast. So there you are, mates. If your cruising conditions make a shoal draft boat a necessity, all's well. But if you're going to sea, or expect to do offshore cruising, get a keel boat.

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In a very short time, yachtsmen along the Atlantic coast will have a chance to glimpse the King of Single-handers—Harry Pidgeon, Himself. Yes, and Harry's globe-encircling yawl *Islander*, too. Through the efforts of members of the Cruising Club of America, Harry has been induced to make the trip eastward, and bring *Islander* with him—on the deck of a steamer. Before the end of April *Islander* will be moored somewhere near New York—probably City Island—for all to see and go aboard, while Harry has promised to give an account of his trip to members of the C. C. at their April meeting. I wouldn't miss either—seeing *Islander*, or hearing Harry. And there'll be a record attendance at that April meeting, or I miss my guess

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I'm sorry to see that, so far, the little Bermuda yawl *Dainty* hasn't entered this year's Bermuda Race. She was the smallest boat in the last two races, and did mighty well in both of them. In 1923 she finished second on corrected time, all boats in one class, for the Bermuda Cup, and was well up in the fleet in 1924, even if she didn't win a prize. She is a game little ship, with a game crew, and I hope she'll be at the line again on June 20th. This may be her year—who knows?

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The striking similarity between the Sound Interclub boats, designed by Mower, and the Marblehead class, turned out by Alden, shows what happens when two of our best present-day designers strive to produce craft to meet almost identical requirements—the boats not only look alike, but differ by only a matter of inches in their dimensions. There is talk of having a team race between the two classes. It ought to be a mighty even affair. The Alden boats are a shade smaller, and carry a few feet less sail. But the slight gain which the Mower boats make in the matter of size is more or less offset by the fact that the Alden craft have about 500 lbs. more ballast, hollow masts and airplane rigging. Whichever craft wins won't triumph by any great margin, and both boats are shining examples of the right type of one-design boat to boost racing, day sailing and short cruising in small craft.