

366 43-100 square feet in her cross-cut sails. The dimensions of the *Cold Wave* follow, per draft: Backbone over all, 41ft. 3in.; center timber from rudder post to center of runner plank, 27ft. 7in.; length of runner plank, 20ft. 7in. x 5in. x 5<sup>1</sup>/<sub>4</sub>in., tapering to 3 inches at ends. The offset table, allowing 3 feet for each letter working toward the rudder post and allowing for a 2-inch oak cap, is as follows: A, 6in.; B, 11<sup>1</sup>/<sub>4</sub>in.; C, 11<sup>1</sup>/<sub>4</sub>in.; D, 11<sup>3</sup>/<sub>4</sub>in.; E, 11<sup>1</sup>/<sub>2</sub>in.; F, 11<sup>1</sup>/<sub>2</sub>in.; G, 11<sup>1</sup>/<sub>2</sub>in.; H, 11in.; I, 9<sup>1</sup>/<sub>2</sub>in.; J, 8<sup>1</sup>/<sub>4</sub>in.; K, 7in.; L, 6<sup>1</sup>/<sub>2</sub>in.; M, 6in.; cap at stern, 4<sup>3</sup>/<sub>4</sub>x5<sup>1</sup>/<sub>2</sub>in.; cap at bow, 4x5<sup>1</sup>/<sub>8</sub>in. The backbone is selected glass wood, cut green. The runner plank is butternut wood. Each stick has the natural curve upward. The runners are the regulation Buckhout, with oak chocks and braces. All spars are hollow, and as light as can be produced. The dimensions of the sails are as follows: Mainsail, leech, 29<sup>1</sup>/<sub>2</sub>ft.; boom, 23<sup>1</sup>/<sub>2</sub>ft.; hoist, 13<sup>1</sup>/<sub>2</sub>ft.; gaff, 14<sup>1</sup>/<sub>4</sub>ft.; jib: on stay, 19<sup>1</sup>/<sub>2</sub>ft.; hoist, 15<sup>1</sup>/<sub>4</sub>ft.; foot, 11ft. Our readers will note that the total of C. R. comes within a straight line of heel of forerunner. This is required for a perfectly balanced ice-yacht, no matter of what rig or design. The *Breeze*, owned by Howard S. Folger, a prominent ice-yacht racing man, of the Kingston (Canada) Club, is one of the newest boats built outside of the United States, her backbone, of British Columbia cedar, and as fine a piece of wood as ever cut, being exactly 29 feet 6 inches over all. The runner plank is of one piece of bass wood with considerable upward curve, and the runners have a track of 15<sup>1</sup>/<sub>2</sub> feet. The runners are of Buckhout production, only longer than usually used for a boat of her size. They measure 6 feet over all, and work in angle chocks of aluminum bronze. All iron work is of aluminum, aloft, and all spars are hollow. Her

suit of sails are of the very newest pattern of special 8oz. duck, and are cross-cut. The dimensions are as follows: Mainsail boom, 22ft.; hoist, 12ft.; gaff, 14ft. 6in.; leech, 30ft. 6in.; jib: leech, 17ft.; hoist, 13ft. 6in.; foot, 9ft.

At the annual meeting of the Orange Lake Ice Yacht Club, the following officers were elected for the season: H. C. Higginson, Commodore; Dr. Willett Kidd, Vice-Commodore; Chas. M. Stebbens, Secretary and Treasurer, with Chas. A. Dixon, Measurer. Commodore Higginson appointed the following a Regatta Committee: Vice-Commodore Kidd, Frank G. Wood, Lester Ketcham, P. Delany, and James O'Brien. The meeting showed a membership of 65, with 16 ice-yachts in commission in the fleet. There are five club prizes in the way of cups and pennants to be raced for this season.

This year's election for officers of the Kingston Ice Yacht Club, of Canada, resulted as follows: Commodore, Francis H. Macnee; Vice-Commodore, E. C. Gildersleeve; Secretary and Treasurer, J. Campbell Strange; Measurer Chas. M. Parker. Regatta Committee: D. Allan Black, James Dix, Alexander Horn, James B. Conway, W. D. Hart, Frank Strange, and J. Campbell Strange.

Zero weather in the early days of January brought out most of the big boats of the fleets of the Hudson River, Carthage Landing and New Hamburg Ice Yacht clubs. The contest for fourth-class honors was fought out on January 11 by the boats of the Hudson River Club. The competing yachts were: *Brisk*, H. Vonderlinden; *Esguimaux*, James Breese; *Ariel*, Archie Rogers; *Comet*, Norman Wright. The *Ariel* finished first in 30 minutes, and the *Comet* second in 30 minutes 20 seconds. The *Brisk* came in third and the *Esguimaux* fourth.

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## MODEL YACHTING.

MODEL yachtsmen, recognizing that union is strength, have followed the lead of their brethren in the broader field of sport and have formed an organization called the Model Yacht-Racing Union of North America. Its objects may be briefly summarized as follows: To encourage and stimulate model-yacht designing, sailing and racing. All recognized model or miniature yacht clubs in good standing, composed of members of lawful age, having sailing stations in North America, are entitled to representation in the union. Each club shall be represented in the union by three delegates, one of whom shall be the commodore of the club. The other two delegates shall be selected advisedly from the regatta committee. The powers of the union shall be advisory, and no club shall be bound by the action of the union until two-thirds of the clubs composing the union have ratified such action. The union shall be governed by seven representatives, elected annually by the union; not more than two representatives from one club shall be eligible.

The duties of the council shall be to appoint special officers and committees to frame racing rules and arrange dates for union racing events

for adoption by the union; to determine and settle all questions and disputes between members of the union relating to model yachting which may be referred to them for a decision, which decision shall be final; and to take such steps as they may consider necessary and expedient to carry into effect the objects of the union. The council shall elect a chairman, secretary and statistician.

The annual meeting shall be held in New York in April, the fall meeting in November. Special meetings shall be called upon the written request of the representatives of two clubs. Four representatives, representing two clubs, shall constitute a quorum. The expenses of the union shall be borne equally by all clubs belonging to the union. Each representative shall be entitled to one vote, and voting by proxy is permissible.

Model yachtsmen generally have hailed with joy the formation of this organization, which seems sure in the near future to give a stimulus to the fascinating pastime, and to encourage competition. By and by when our Canadian cousins join the union, which is only a question of time, international races of great interest and importance are sure to result to the great advantage of yacht designing.