

YACHTING.

By "Helmsman."

Yachting, sailing and motor boat clubs are invited to forward by Wednesday each week for publication in this column each Friday, any interesting items of their club's activities. Results of races or regattas should be sent to *The Register* on the night of the race, if possible.

Hydroplane Racing.

There is every indication that power boat racing is about to gain much popularity in Australia. It has all the thrills of motor bike and motor car racing, but none of the unpleasant jolts received when travelling at high speed over roads. Added to all this, is the indescribable sensation of swiftly skimming over the water. One man was apparently impressed with the pleasures of hydroplaning when he saw the race for the Griffiths Cup on the Port River last February, and that was Mr. R. W. Bennett. Not a yachtsman himself, but a lover of horses, Mr. Bennett, to encourage a healthy sport among men of small to moderate means, has come forward with characteristic good nature, and provided a handsome cup to be competed for by small and inexpensive hydroplanes, and has left the restrictions in the hands of the committee. The committee first decided that the speed must be over 20 miles an hour, that the engine was not to cost more than £100 new, and that its cylinder capacity was not to exceed 151 cubic inches. On enquiries they now find that a suitable engine cannot be purchased for that figure, and a further meeting of the committee was held on Thursday night, when it was decided that the maximum price for the engine now would be fixed at £170, and the capacity of the cylinders was increased to a maximum of 190 cubic inches. This will enable prospective hydroplane owners to use almost any of the four cylinder motor car engines for a locally made two-stroke in their boats. Already several persons are considering whether they will build one of these vessels, and it has been heard that the following gentlemen are seriously considering the matter—Messrs. A. C. Cave, A. and G. McFarlane, F. S. and A. G. Rymill, R. W. Bennett, M. Finkelstein, and Hodge.

The Type of Boat.

The eastern States have already several small hydroes and the type of boat almost universally adopted has been one from the plans of Margaret III., perhaps the most successful boat for her power ever built.

A boat to the Margaret plans, the *Miss Adelaide*, had already been built in South Australia by Mr. Ralph Smith, of Kensington Gardens. It will be remembered that this boat was an entrant for the championship last February, but on the day of the race she was still in the experimental stage, and although she did not race in any of the heats, she made a trial run between the races, which showed that she had a very fair turn of speed. Just after the day of the race she attained

that she had a very fair turn of speed. Just after the day of the race she attained a speed of 48 miles an hour with her 180 h.p. Mercedes engine, but it was never opened to more than half power, because the boat was still in the experimental stage.

The Rudder pays a tribute to the sportsmanship of the owner of Margaret III. (Mr. M. L. E. Selby, of Pekin, Illinois), and the designer and builder (Mr. C. C. Smith, of Michigan), who also designed the *Miss Detroit* and *Miss America*, the fastest hydro ever raced. The Rudder adds that never before in the history of the sport has it been possible for a magazine to show the complete plans of a world's champion racing boat during the period that the boat held the title. Plans of the champions, it stated, were usually locked up in safe deposit vaults, and as jealously guarded as the plans of a perpetual motion machine. Members of the crew usually travelled with the boat in the freight car for fear some rival boat owner would steal one or more points of superiority from the hull during shipment, and when landed the hulls were covered with canvas.

Margaret III. was built so as to obtain the greatest speed on a minimum outlay. She is 16 ft. 1 in. long, 4 ft. 10½ in. beam, her engine is an 18-25 h.p. Pierce-Budd two cycle, and she has touched 35 miles an hour. She can turn in less than her own length at full speed, a great attribute in racing over a comparatively short course in the Port River.

Guasti, the great Italian hydroplane expert, who has theoretical data on almost every hydroplane of note ever built, said, "Indeed, I believe that Margaret III. is the best hydroplane in all America, in fact, I venture to say that if Mr. Smith will build *Miss America III.* with the hull and balance of weight similar to Margaret, and with the 1,800 h.p. engine which powered *Miss America II.*, he will obtain a boat perhaps 15 knots faster than *Miss America II.*"

The Royals.

The Royal S.A. Yacht Squadron hold their opening on Saturday, November 17, on the Port River. The procession down the river will begin at 2.45, and several launches and steamers will follow. The following is the order of the procession—Yachts—*Norallie* (Vice-Commodore T. M. Hardy), *Alexa* (T. C. Angove, T. Crompton, and R. H. Martin), *Reverie* (R. Fisher), *Weeroopa* (F. Haselgrove), *Wyruna* (Dr. E. Crozier), *Katie* (L. G. Johnston and R. Quin), *Naniera* (L. W. Walter), *Alawoona* (H. P. H. Brittain), *Highlander* (R. B. Stevens), *Islay* (G. Tassie), *Wylo* (W. Birnie), *Sea Hawk* (F. M. Swan), *Una* (E. Bradwell), *Nyandra* (E. L. Woodley), *Minerva* (J. C. Burford), *Tangari* (W. T. Harris), *Nirvana* (C. J. Thompson), *Westeena* (F. H. Coles), *Penguin* (C. H. Dewhurst), *Third Offence* (F. J. Mitchell), *Kilkie* (K. F. V. Sanderson), *St. George* (W. Powell and F. Brice), *St. George II.* (W. Powell), *Merrima* (F. Haselgrove), *Alma* (C. A. Walton and M. F. Lewis), *Kiandra* (J. Edwards), *Quei* (R. L. Jack). Motor Launches—*Avocet* (Commodore A. G. Rymill and E. S. Rymill), *Chum* (Rear-Commodore E. A. Johnstone), *Wongahere* (L. W. Bakewell).

S. Rymill), Chum (Rear-Commodore E. A. Johnstone), Wongahere (L. W. Bakewell), Isis (S. Perry), Doralie (A. Waterhouse), Ibis (E. S. Rymill), Acacia (A. J. Jackman), The Tub (E. Tolley), Prowler (H. Grose), Ariadne (W. H. Porter), Minerva (J. L. Stephens), St. Albans (H. W. Waterhouse), Kunawar (E. P. Knudell), Nedra (F. Cornell), Rambler (P. Marks), Tortoise (Rymill Brothers), Ada (E. O. Evans), Stroller (A. K. Nimmo), Nanya (T. C. Angove), Brenda (W. H. Powell), Ripple (E. H. Carmichael), Ada (W. Fisher), Quondong (B. A. Mowden), Stranger (G. Pedler), Bookland (E. A. Brooks), Erica (E. M. Milner), Rover (J. S. Dewhurst), Aurora (R. Sewell), Britannia (T. Boyce), Macaron (J. Londrigan and J. McKenzie), Tringa (J. H. Sawtell), The Seamp (J. L. Lewis), Jantu (W. A. Gard), Doris (A. Eames), Tingo (F. A. Wise), Sea Kay (C. Krueger), Roamer (W. Playfair), Brousewing (H. H. Coulls), Radiant (W. R. James), Mahua (J. B. Gunn), Murray (Messrs. Begg, Strang, and Ward).

Port Adelaide Sailing Club.

Next Saturday afternoon an all boats race for the Patron's trophy in connection with the above club will be held on the Port River. A good muster of yachts is expected. Included among yachts entering are:—Stormy Petrel, Reverie, Norallie, Florence, Tangari, Pixie, Olive, Alma, Aurora, St. George, St. George II., Gwen, St. Andrew, Heather, Erin, and Mr. Jack McFarlane's new 18-footer Highlander. This race is always well contested, and a launch will follow to enable the officials and visitors to view the race.

Henley and Grange Club.

The Lawton Handicap, for a trophy presented by Mr. H. C. Lawton, will be raced over the Henley Beach course on Saturday afternoon. The probable entrants are:—Stelma, Disturber, Sonny South, St. Kilda, S.A., Alva, Resist, St. Peter, and Radiant. Resist and Alva are carrying new suits of sails. The Milang regatta committee have issued invitations to the various clubs to send boats to compete for a handsome trophy, valued at £25 on their regatta day, December 28. Henley Beach will probably be represented on this occasion by Stelma, Disturber, St. Kilda, S.A., Resist, and either Sonny South or Radiant. Mr. M. O'Grady, a prominent member of the Henley and Grange Club, has been transferred to the Bank of Adelaide, Lamerou, and his place as skipper of the Radiant will now be taken by Mr. G. McCord.

Brighton Sailing Club.

The Brighton Club is holding its first general meeting next week, when it is anticipated that the programme for the ensuing season will be drawn up. The secretary's (Mr. L. T. Bennett), 21 ft. restricted class boat, which is being built to enter for the interstate race for the Forster Cup, is on the stocks in Mr. E. Neale's yard, at Largs Bay, and should be ready in time to compete for the cup this season.