

**CLEAN AIR BELOW!**

W-C Exhaust Blowers quickly remove all stale air from the Cabin—cooking odors from the Galley—fumes and gases from the Bilge! Their large capacity and low current consumption guarantee fresh air at minimum cost. And—they're built for long "Dependable" service under severe marine use. A copy of our 1937 catalog showing 7,999 other "gadgets" will be sent immediately upon receipt of 25c to cover handling expenses.

**WILCOX, CRITTENDEN & COMPANY, INC.**

MANUFACTURERS OF DEPENDABLE MARINE HARDWARE SINCE 1847  
10 South Main Street, Middletown, Conn.

The Consolation Series was sailed that morning, in a strong southwest breeze, and was won by the Cohasset crew of Louis W. Cabot and William Binnian. The final point standing was: Cohasset, 7; Acadian, 6; Milo, 5; and Armdale, 4.

The clubs entered in the 1937 series and the crews from each were as follows:

Club	Skipper and Crew
Cohasset Yacht Club, Cohasset, Mass.	Louis W. Cabot William Binnian
Armdale Yacht Club, Armdale, N. S.	William A. Haliburton George MacD. Haliburton
Lewis Bay Yacht Club, West Yarmouth, Mass.	Miss Nancy Symes Laurence F. Lee, Jr.
Cotuit Mosquito Yacht Club, Cotuit, Mass.	John Bentinck-Smith William M. Taussig
Bedford Yacht Club, Bedford, N. S.	Orrin Archibald William Hagen
Acadian Yacht Club, Yarmouth, N. S.	Percy Peters Malcolm Lovitt
Vineyard Haven Yacht Club, Vineyard Haven, Mass.	Kingman Brewster Edward A. Robie
Pleon Yacht Club, Marblehead, Mass.	Lorne MacKinnon Samuel Wells
Beverly Yacht Club, Marion, Mass.	Miss Sara S. Reed William M. Reed, 2nd.
Milo Boat & Canoe Club, Yarmouth, N. S.	James LeCain Vernon DeLancey

**Larchmont's Fire Island Race**

THE race to and around Fire Island Lightship, run by the Larchmont Yacht Club, was started off Larchmont on July 13th. The winner, J. D. Archbold's *Vixen III*, a converted "Forty," finished shortly after 9.00 p.m. on the 15th, the others slipping in between midnight and daylight next morning. *Vixen III* took the Fire Island Trophy, Henry Sears' *Actaea* won possession of the Brooklyn Challenge Cup and Harvey Conover's N.Y.Y.C. "32" *Revonoc* captured the Class B prize and was second in the fleet on corrected time.

As usual, shifts of wind and changes of weather favored the leaders. *Vixen* took the lead in the fresh breeze the first night out, saved her tides through Plum Cut and around Montauk. After she had finished, the boats astern, which had been delayed by head tides at Montauk, were baffled by the wind lightening and hauling ahead.

The summary follows:

Yacht and Owner	Elapsed Time	Corrected Time
CLASS A		
<i>Vixen III</i> , J. D. Archbold	58 :02:02	58 :02:02
<i>Actaea</i> , Henry Sears	62 :49:19	59 :51:11
<i>Edna</i> , R. J. Schaefer	61 :51:18	60 :18:05
<i>Katherine</i> , L. S. Carter	61 :59:15	61 :17:17
<i>Teragram</i> , G. W. Mixer	64 :34:12	62 :44:07
CLASS B		
<i>Revonoc</i> , H. Conover, Jr.	63 :50:33	59 :28:25
<i>Rampage II</i> , A. W. Page	63 :52:33	59 :30:25
<i>Dorothy Q</i> , F. S. Bissell	65 :40:58	60 :01:30
<i>Venturon</i> , W. M. Young	Withdraw	
<i>Blue Wing</i> , M. J. Blair	Withdraw	
<i>Vela</i> , T. D. Parkman	Withdraw	

**NEIGHBORS**

NEW MARINE TERMINAL IN THE BOATING CENTER OF AMERICA

**Lets Talk Economy**

1. No State or Municipal Taxes during lay-up.
2. Lay-up insurance at lowest rate.
3. Spring overhaul at 25% saving.
4. From hauling to launching at a Fixed Cost per foot. Quotation on request to include storage, painting and usual fitting out.
5. Compare these rates for fireproof covered storage: 50' to 75' O.A. \$3.00 per foot; 40' to 49' \$2.75 per foot; 39' and under \$2.50 per foot.

**E**AST COAST Shipyards, Inc., offer yachts drawing up to 14 feet, clean water, protected from storms and heavy ice, and ideal lay-up basin for large yachts. Facilities include: four marine railways with capacity up to 1000 tons, complete new shop and new docks.

Your Inquiry  
Will Receive Prompt Attention

**EAST COAST SHIPYARDS, INC.**

At the mouth of the Mystic River — opposite Fisher's Island and Narragansett Bay

**NOANK, CONN.**

Telephone: Mystic 365

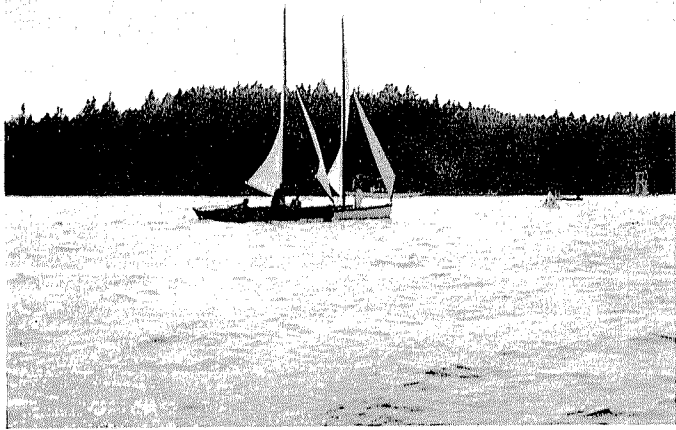
**Lake Yacht Racing Association Regatta**

THE biggest racing fleet ever assembled on Lake Ontario gathered at the Rochester Yacht Club for three days of competition July 29th to 31st. On the opening day, 65 craft of varied types and sizes answered the guns for the start. Of greatest interest were the Eight-Metre and Class R sloop races, the largest divisions numerically. There were six "Eights" and nine "R's" from nine Canadian and American clubs.

The regatta got off to a rousing start with the 130-mile Freeman Cup Race from Cobourg to Rochester. After delaying the start for a day because of gales and pounding seas, the racers finally got off in a stiff 25- to 30-mile wind and scooted along the Canadian shore to Main Duck Islands. There, a number lay over in the lee of the islands to wait for less turbulent weather, but most held on for Rochester. Several suffered damage.

First to reach port, early on July 27th, was John Van Voorhis' Eight-Metre *Cayuga*, of Rochester. She won the cup by a wide margin. Most of the others were delayed by a calm that followed the dirty weather, and dragged into port for the next 18 hours. *Norseman*, Royal Canadian Y. C. Eight-Metre, was defender of the Freeman Trophy.

The Royal Canadian and Rochester Yacht Clubs, took the principal honors in the regatta. Former Commodore Wilmot V. Castle, of Rochester, skipper of *Cotton Blossom*, won the Lipton Cup for Class R. *Kalhea II*, also



Final race of semi-final round between Bedford and Lewis Bay crews.  
Bedford won by 3/5 second

### Vineyard Haven Wins Prince of Wales Trophy

THE seventh annual series for the Prince of Wales Cup, held on Lake Milo, Yarmouth, N. S., July 13th-16th, saw the junior crew of the Vineyard Haven Yacht Club, Vineyard Haven, Mass., retire this historic trophy from further competition. Under the Deed of Gift, the cup was to become the permanent possession of any club holding three legs. Vineyard Haven was victorious in 1934, 1935 and 1937. The winning crew this year included Kingman Brewster, Captain, and E. A. Robie, who also comprised the winning crew in 1935.

During the series this year the junior Corinthians, representing ten clubs, six from the United States and four from Canada, experienced all kinds of weather, fair, heavy rain and thick fog, but at all times the wind was strong and steady, and the racing was particularly keen. In the opening race, sailed in heavy rain with a strong northeasterly raking the lake, the Vineyard Haven crew met the Acadian Yacht Club, of Yarmouth, N. S., Vineyard winning the round in two straight. At the same time, in the first round, 2nd Division, the Cohasset Yacht Club set back the Armdale Yacht Club, Halifax, N. S., in two straight.

In the second round, 1st Division, opening on Wednesday, in clear sunshine with a moderate northerly wind, the Beverly Yacht Club, Marion, Mass., faced the Lewis Bay Yacht Club, West Yarmouth, Mass., skippered by Miss Nancy Symes who won the hearts of the large gallery following the races from the shore by her pluck and ability throughout the entire series. Lewis Bay won the first race rather handily, after passing Beverly in a windward duel. The second race went to Beverly, Lewis Bay being disqualified for fouling the committee boat. In the third and deciding race, Lewis Bay finally won by 21 seconds.

The second round, 2nd Division, was also hotly contested, with the Bedford Yacht Club, Bedford, N. S., meeting the Pleon Yacht Club, Marblehead, Mass., and finally winning two out of three. Pleon took the first brush after a beautiful start, in which both boats hit the line on the gun. However, Bedford took the second and third by 29 seconds and 12 seconds respectively.

By afternoon the wind had shifted to a strong northwesterly, with a clear sky, and ideal racing conditions. In the second round, 3rd Division, Vineyard Haven took two straight from the Cotuit Yacht Club, Cotuit, Mass., and in the second round, 4th Division, the clever Cohasset crew also took two straight from the Milo Club, of Yarmouth, N. S.

The semi-final round opened on Thursday morning, with a fresh southwesterly breeze. In the 1st Division Lewis Bay and Bedford fought out three races, Bedford finally winning. This round marked the closest contests of the series. In the first race Bedford led Lewis Bay across the finish line by two seconds, both skippers filing protests. The Bedford protest was not allowed and Lewis Bay was awarded the race. Bedford won the second race by 49 seconds, Lewis Bay again protesting, but this protest was not allowed. In the deciding race of the division Bedford crossed  $\frac{3}{5}$  of a second ahead of Lewis Bay, qualifying for the final round.

In the 2nd Division of the semi-finals Vineyard Haven won a hard fought victory over Cohasset, after losing the first race. In the second race both boats were disqualified by the race committee for a double foul on the starting line. In the re-sail Vineyard Haven led across the starting line and finished strongly to win by a substantial margin.

The final round, opening Friday afternoon, had an international touch, with Vineyard Haven representing the United States, and Bedford sailing for Canada. The thick fog of the morning hung on, and the southwest breeze had freshened, giving the 17-footers all they wanted under full sail. Victory went to Vineyard Haven in three straight, the racing ability and experience of this crew proving too much for the Bedford boys.

**Glenmore's**  
**KENTUCKY TAVERN**

IT'S THE  
*Real Thing*

**BOTTLED IN BOND**

GLENMORE'S  
**KENTUCKY TAVERN**  
STRAIGHT BOURBON WHISKEY  
ONE PINT 100 PROOF  
BOTTLED IN BOND UNDER THE  
SUPERVISION OF U.S. GOVERNMENT  
DISTILLED AND BOTTLED BY  
GLENMORE DISTILLERIES CO.  
H. S. BARTON, DISTILLER  
OWENSBORO — KENTUCKY

Heading  
South  
this  
Season?

MODERNIZE YOUR  
YACHT'S CONTROLS  
*while you're fitting out!*

Good hulls age mighty slowly. But obsolescence certainly takes a heavy toll from yacht equipment! Controls, for instance, have just undergone a revolution. Rods, wires, cables, bell-cranks, chains and heave-ho gearshift handles are antiquated relics now. Bendix Hydraulic and Vacuum Finger-Tip Controls do the job so much better, with so much less effort. Cost less, installed, too, because installation is so simplified! Ask your favorite yard, architect, engineer, or write Bendix now.

**BENDIX PRODUCTS CORPORATION**  
(Marine Division) 449 Bendix Drive, South Bend, Ind.

**B E N D I X**  
*Modern Marine Remote Controls*

of Rochester, defending boat, finished in a tie for third place with *Breeze*, of the Buffalo Canoe Club. Second place went to *Vitesse*, of the R.Y.C.

Two firsts and one second gave Freeman Burrows' *Norseman* high score in the Eight-Metre races to capture the Gooderham Trophy for the Royal Canadian. *Vision*, of the same club, sailed by R. G. O. Thompson, was second.

After losing the George Cup to Canada the preceding week, Olcott Y. C.'s *Mist* evened things with *Aphrodite*, of Toronto, by taking three straight in the regatta for the President's Trophy.

John Odenbach's New York "30" *Amorita*, of the R.Y.C., won the Baldwin Trophy for handicap yachts over 20 feet rating. *Blue Moon*, of Youngstown, defender, was second.

*Patricia*, a Class P sloop skippered by T. W. Wade of the R.C.Y.C., took two of three races from the Rochester entry, Bert Sharp's Ten-Metre *Blue Goddess*, to win the championship in her division. *Colleen*, skippered by "Doug" Armour of the Royal Canadian, won the Commodore World Trophy in the Class C one-designs. For handicap sloops not over 20 foot rating, *Truant*, sailed by Dr. A. W. Sawyer, of Rochester, took top laurels. *Sea Elf*, C. R. Lunt's Royal Hamilton Y. C. entry, won the Rainbow one-design contests. In Star Class invitation races, Sampson Smith's *Pioneer*, of Cooperstown was victor.

CHARLES F. COLE

### Miles River Regatta

THE annual regatta of the Miles River (Maryland) Yacht Club, sailed August 6th-7th, not only drew entries all the way from New Jersey to Virginia, but the speed boat division established a new world's record when E. F. Dobson's *Miss Severn* won in the Unlimited Runabout Class. Counting both the power and the sail divisions, there were 86 racing events.

The power boats and the smaller sailing classes raced over courses on the Miles River, while the larger sailing yachts and the famous Chesapeake log canoes sailed over courses laid out on Eastern Bay. In the strong breeze of the second day a new "Queen of the Bay" emerged when Garland Miller's sloop-rigged log canoe *Tradition* saved her time on the Eight-Metre fleet and all the other classes in the last race to win the coveted title.

The *Conewago*, owned by A. J. Grymes, beat seven entries in the class for racing sloops, while J. M. Bigger's *Sea Hawk* won in the unrated sloop class. In the Star Class, with 14 entries, Eastern Shore sailors cleaned up, while the Washington boys swamped the Comet Class, which raced 16 boats. The other winners were as follows:

#### MOTOR BOATS

Class	Boat	Driver
135 cu. in. A.P.B.A.	<i>Emancipator VI</i>	Auerbach
C & D Runabouts, 201 cu. in.	<i>Joe Don</i>	Monigle
F & G Runabouts, 420 cu. in.	<i>Myne Too</i>	Thomas
E Runabouts	<i>Hi Ho II</i>	Ward
Unlimited Runabouts	<i>Miss Severn</i>	Dobson
225 in. A.P.B.A., Md. championship	<i>Wild Goose</i>	Glennon
I & J Runabouts	<i>Myne Too</i>	Thomas
Handicap Cruiser Race	<i>Char-Via-Ann</i>	Conrad
Unlimited Speed Boats	<i>Miss Severn</i>	Dobson
A & B Runabouts	<i>Mickey Mouse</i>	Richardson
Handicap Speed Boats	<i>Dec-Cee II</i>	Burroughs

#### OUTSIDE, SAILBOATS

Comet Class	<i>Sassy Too</i>	Smythe, Capitol Y.C.C.
Star Class	<i>Merry Widow</i>	Todd, C.B.Y.C.
Racing Sloops	<i>Conewago</i>	Grymes, T.A.Y.C.
Unrated Sloops	<i>Sea Hawk</i>	Bigger, T.S.Y.C.
Yawls and Schooners	<i>Gleam</i>	Flanigan, G.I.Y.S.
Handicap, over 21 feet	<i>Tradition</i>	Miller, N.Y.C.C.

#### INSIDE, SAIL

26 foot c.b.	<i>Step Aside</i>	Strong
18 foot c.b.	<i>Sea Gull</i>	Bordley
16 foot c.b.	<i>Skelk</i>	Green
Crickets	<i>Pop Eye</i>	Kane
Albatross	<i>Raven</i>	Harding
15 foot Barnegats	<i>Day Dream</i>	Ingersoll
Riverton Prams	<i>No Name</i>	Lippincott
Snipes	<i>Fan Tan</i>	Wright
Scrappy Cats	<i>Salty</i>	Hoggard
Moths	<i>Ketch Me</i>	Wolcott
14 foot dinghies	<i>No Name</i>	Morton
12 foot dinghies	<i>Snapper</i>	Lippincott
M.R.Y.C. Seows	<i>Jay Kay</i>	Harrison
Canvas canoes	<i>Question Mark</i>	Sharp
Log canoes, Governor's Cup	<i>Noddy</i>	Duke
Log canoes, Covington Trophy	<i>Island Bird</i>	Kemp
15-21 foot handicap	<i>Wings</i>	Smith
Under 15 foot handicap	<i>No Name</i>	Lippincott

R. HAMMOND GIBSON

ROBERT JACOB, Inc.

A Yacht Yard  
of  
Traditional Excellence

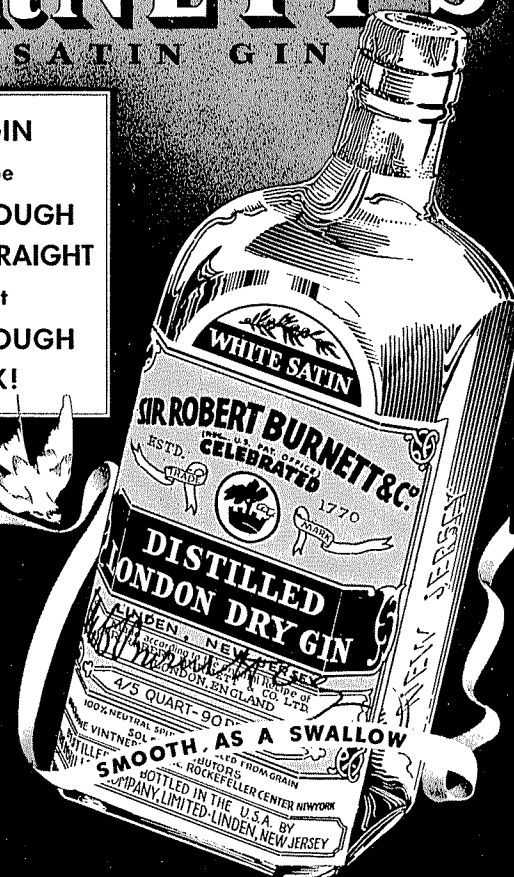
CITY ISLAND

NEW YORK

**BURNETT'S**  
WHITE SATIN GIN

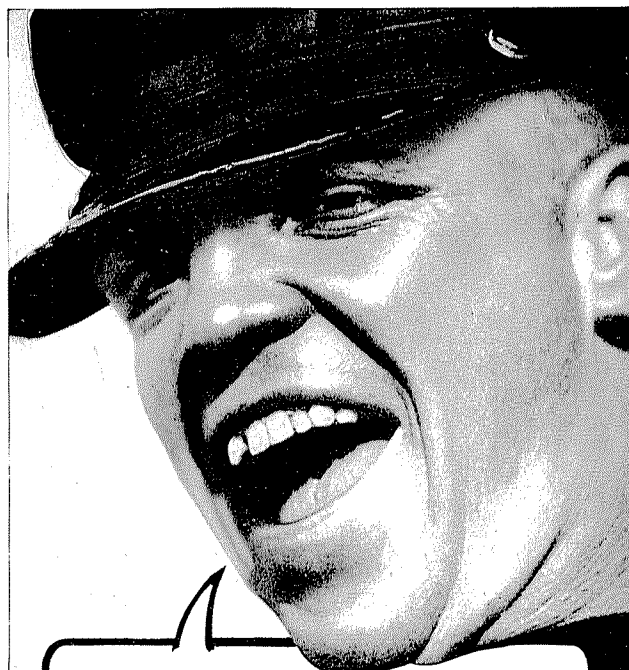
YOUR GIN  
should be  
GOOD ENOUGH  
TO DRINK STRAIGHT  
or it isn't  
GOOD ENOUGH  
TO MIX!

A Swallow tells  
the difference  
HUMIDOR-AGED  
berries and roots  
make!



WORLD-FAMOUS SINCE 1770

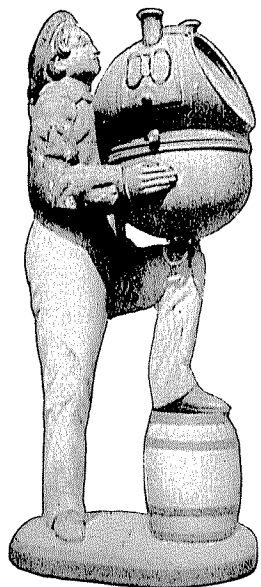
Burnett's London Dry Gin, 90 proof (Square Bottle). Also try Burnett's White Satin De Luxe distilled Gin, 90 proof (Round Bottle) both distilled from grain. Also Burnett's Sloe Gin, 60 proof. At the best bars and stores. Browne Vintners Co., Inc., N.Y.



We just walk away and forget our Edisons when we lay up. They're different. Just use up all the current and leave 'em alone. No worry about sulphation...no messy work to do. Another reason why Edisons cost least per year.

Edison Storage Battery Division of Thomas A. Edison, Inc., W. Orange, N. J.

## Ranger —



had two Negus R.D.C. Compasses installed and adjusted by Negus. The same compasses used in ENTERPRISE and RAINBOW, and no repairs of any kind were required since the first installation.

**T. S. & J. D. NEGUS**

*Manufacturers of*

Chronometers and Nautical Instruments  
Compass Adjusters

69 Pearl Street, New York, N. Y.



Alton B. Sharp, of Boston, donor of the trophy to be awarded the winning team

## Titans to Do Battle

(Continued from page 45)

feet. Rods with steel cores or any similar stiffening are barred. Butts may be as long or as short as desired and may be made from any wood. *Reels* of any manufacture or size may be employed. (Obviously a reel of over number 12/0 would unbalance the rods specified.) *Double Line.* The line may be doubled to the extent of 15 feet from the swivel. *Leaders.* These are not to exceed 15 feet in length and are to be of standard tuna wire.

*Rules of Competition:* The anglers are to draw for opponents, boats and guides before each day's competition. *Scoring System.* One point for the largest fish taken, one point for the greatest number of fish taken. A total of 42 points will be the maximum attainable by either team. *Judges* will be selected from the personnel of the board of governors. All tackle that is to be used in the tournament must be weighed and approved by the tackle committee prior to the start of competition. A broken rod, handlining a fish, any person other than the angler handling rod, reel or line before the boatman can reach the swivel, will result in instant disqualification for the day. Harpooning, shooting, or otherwise mutilating a fish before it is ready for gaff will also bring disqualification. Use of the "flying gaff" is also barred.

After digesting the simple rules of conduct listed above, it would be only natural to ask: "Now that we know these things, how about the fellows who are going to do the fishing?"

That's not so easy. To pick a team of big game anglers for interclub competition is one thing but to choose ten men who will represent the United States against the British Empire is another. North, East, South and West, throughout America there are any number of capable anglers with strong backs

and more than a nodding acquaintance with sturdy salt water fish. Texas claims her Doctor Brinkley, who has done some noteworthy angling in Nova Scotia. Missouri points with pride to another physician, Doctor Sutton, the Kansas City marlin wizard. Florida is justified with her boasting of Ernest Hemingway. New York advances S. Kip Farrington, Jr., and his fine records established on a wide fishing front. New Jersey chimes in with a reminder for Francis Low. California, home of the Tuna Club, has reason to rave over chaps like A. R. Martin and R. O. Mankowski; while Maine and Nevada have every right to champion the causes of Henry Strater and Major Fleischman. Not to forget such stalwarts as Michael Lerner, Tom Shevlin, Zane Grey, Hugo Rutherford, Bill Lawrence, Pam Blumenthal, Jay Holmes, Francis Geer, B. D. Crowninshield and others.

For the British to select a team is even more difficult. The problem presented by the far flung angling frontiers of the Empire is hard to solve. Were it possible in this, the first year of international competition, for the Americans to engage the world's tuna title holder, Mitchell Henry, and the equally adept world title holder, W. E. S. Tucker, in a tuna fishing match, I believe we would have angling action worth traveling thousands of miles to see. But London and Chile are a long way apart and, for this year at least, Great Britain will pin her hopes on angling sons nearer the scene of action. Bermuda has brought along some mighty fine fishermen in the past few years and Canadian anglers eligible to the Empire squad will be fishing, so to speak, in their own back yard. This last will do more than anything, I think, to offset the absence of Tucker and Mitchell Henry, and I look forward to a close struggle when the titans meet to do battle.