

tors during the early-closing days upon which regattas are frequently held.

The programme carries several advertisements, in order to make it pay for itself, and illustrations and "potted" biographies are given of the local pilots. It struck me that more enthusiasm and sound common sense are being put into the development of this racing club than has ever been devoted to any similar organization in this country, and it deserves to succeed. But why the subscription has only just been raised from 2s. 6d. to £1 1s. is a mystery to me. It should have been done long ago.

Still More Books.

I wrote last week of several yachtsmen's books which were in preparation. Since then I have heard of a few more which are destined for publication next spring. In November and December, 1934, Betty Klitgaard described in *The Motor Boat* her adventures with her nearly blind husband, singing their way through Holland in a 42-ft. ex-Naval cutter. Since then I had not heard anything of this interesting couple, until I read an announcement of a book entitled "Sailing Troubadour," which Seeley Service are to publish shortly. From what I have already read of their adventures, I anticipate that there has been plenty to write about.

The remaining two forthcoming books are of a technical nature. One is a new and enlarged edition of Adlard Cole's "Creeks and Harbours of the Solent." The other is by John E. Sutton, who wrote an article for this journal in October, 1934, on how to build an outboard cruiser. It is entitled "Small Sailing Craft," and will be published shortly by Pitmans.

Carr on Square Sails.

The recent correspondence on square sails which has been appearing in *The Motor Boat* has interested me, because I happened to be reading at the time Frank G. Carr's nautical autobiography, which he calls "A Yachtsman's Log." Carr devotes a whole chapter to the subject of square sails. He explains what size the sail should be, how it can be contrived so that it is easily set, stowed and carried in any weather, and can be trimmed with the wind abeam or forward of the beam.

The square sail, of course, a lifting sail, making for a dry and easily controlled boat. Its chief snag is the yard, which should be twice the beam. Honor O'Brien also includes a

chapter on the subject in his book, "On Going to Sea in Yachts." This well-known small boat sailer had a square sail set on his "Saoirse" for most of her voyage round the world. In the book I refer to he describes how a square foresail and topsail should be rigged, and he ought to know how because he has been perfecting the rig for over five years.

Show Time.

That hardy annual, the question of the best time of the year to hold motor boat exhibitions, has, I see, bobbed up once more, this time in an American journal. It is advocated that the New York Show should be held in the autumn instead of, as now, in the depth of winter. On the other hand, there are those who argue that it would be better to transfer the date of our own Show from October to early in the year.

The only fact that emerges from these discussions is one to which we need no introduction; namely, that it is impossible to please everybody. Early spring is probably the best show time for exhibitors of small marine engines and accessories, which can be sold "off the shelf," so to speak, but autumn is—or should be—the order-placing time for cruisers and yachts.

The Second Motor Boat.

My friend Mr. Arthur Evans, who, perhaps, knows more about the early history of motor boating than anyone in this country, has sent me a photograph of what he believes to be the second motor launch ever built. It is reproduced herewith. The boat was equipped with a two-cylinder V-type Daimler 4 h.p. engine (the first unit of this type). She was built in 1887, and a point of special interest in this illustration is that in the bows of the boat is seen Mr. Maybach, who was at that time, I believe, responsible for the development of the Daimler engine.

His son was the originator of the Maybach high-speed Diesel engine now so widely adopted in Germany and other countries for various purposes.

I have just received particulars from the Curator of the Deutsches Museum in Munich relating to the first motor boat, which was illustrated recently in *The Motor Boat*. She was built in 1886, and is 4.6 metres, or 15 ft., long, and had accommodation for six people. A single-cylinder Daimler motor of 1½ h.p. was installed. The speed of the boat is said to have been 7½ m.p.h.



The second motor boat in the world.