



[Photos by W. GUTHRIE HANFORD, FAIRLIE]

LAUNCH OF MR. A. K. STOTHERT'S 19-METRE YACHT MARIQUITA AT FIFE'S YARD AT FAIRLIE

MAY 11, 1911

## LAUNCH OF ANOTHER OF THE NEW "19's"

On the forenoon of Saturday last Mr. A. K. Stothert's "19" Mariquita was got out of the shed in which she was built into the floating dock of the Messrs. Fife. In the afternoon she was floated off to the deep and safely deposited beside her "twin sister," Corona, which was lying all ready to slip off to the South at the first favourable moment. Mr. Stothert, who always takes the greatest personal interest in all pertaining to his boats, was

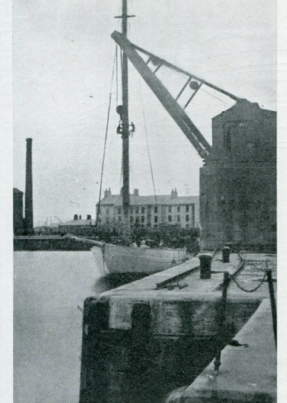


## ESSEX YACHT CLUB

Following are conditions for 17-ft. trophy:—

Trophy to be called the Essex 17-Footer Perpetual Challenge Cup presented by the Essex Yacht Club. Challenge to be in on or before 1st June, and race to be sailed not less than one month after receipt of challenge; the date of race to be fixed within two weeks of receipt of challenge by mutual agreement. Boats to be nominated within the same time.

Race must take place in June, July or August of each year; course to be not less than 10 miles; four boats to start, three to count. Races to be sailed in the water of the club holding the trophy. Triangular course where possible. All challenges to be sailed in one race in each year. Not later than 1st May the club holding the trophy shall be requested to communicate with other clubs owning Essex 17-footers, to ascertain whether they propose to challenge.



present at the launching operations, having arrived at Fairlie from the South on the previous evening. Mariquita has no "boot-top," her hull being white, save for the orthodox narrow band of gold, right up from the line, and the same had the effect of making it appear that she floated higher than Corona did at the same stage. The boats in the main, however, have the same striking resemblance to each other when water-borne which they had on the building blocks. An account of the fitting and the finishing of Mariquita has already appeared in THE YACHTSMAN. On Monday she was towed to Greenock, where her mast was stepped by means of one of the powerful harbour cranes there, after which she was taken back to Fairlie, where her fitting-out has since been hurried along at full speed.

(Photos by Miss Ross, Bay House, Fairlie)

## The Yachtsman

JULY 10, 1913

was about the same distance on the other side of it. As it turned out, The Lady Anne's position was much the best, as the first of the ebb water drifted her towards the line, while it was forcing the others away from it. The Lady Anne, it is true, had to be stayed round before her head could be laid on its course. This was managed somehow, when she got away with a lead, not very great certainly, but yet sufficient to enable her to lay there and then the keel of the success which she ultimately achieved. With never a moment's wavering even after a beginning had been made with the tackling of Maudrey (on board of which was her designer, Mr. Fife) and Istria into the east in the hope of a breeze from the Ayrshire land, The Lady Anne was boldly luffed and luffed west, eye west, and finally she was rewarded by getting into the true breeze just about the time Mariquita was receiving her liberal helping. Pamela was taken the same course as The Lady Anne, and the pair got round the Skelmorlie mark within a dozen seconds of each other. The Lady Anne leading, while the other pair were about half an hour behind. In the cross-lacking to the Barnhill Buoy The Lady Anne beat Pamela by another minute, after some fine sailing on the part of both. In the mouth of Kylesku Bay, Maudrey and Istria got still further shabbily served by the wind, and so far Stuart mark that they would have required powerful motors to them to have given them any chance of catching the other pair. In the broad reach home from Mount Stuart, Pamela sailed so well that she wiped out all but some dozen seconds of the lead of a minute and a half. The Lady Anne had at the Bute Buoy mark; nay, more, it seemed after she had closed in the townmost end as if she was bound to catch The Lady Anne, and her task was helped a little by The Lady Anne's people in their laudable anxiety to keep their hard-won lead carrying a spinmarker for half a mile that did more harm than good. She did not quite manage it, however, and the round ended thus: The Lady Anne, 16.48; Pamela, 17.0. Istria and Maudrey did not get home for fully forty minutes after, and as the wind was now fresh and true, and had all the appearance of continuing so, they were withdrawn from the race. The moment Pamela cleared the home mark buoy, she was thrown about to work a short board to the westward. The Lady Anne was spun round after her, and the getting of her in the starboard tack was at once taken advantage of to give a part of the rigging. After this the boats were reached up to the Skelmorlie Buoy, beat out to Barnhill Buoy, reached down to Mount Stuart and then run home (without spinmarkers, however), and as the wind was fresher this time, Pamela failed to make any impression on the

Clyde cutter's lead, even when going free on the way home from the Bute side. Finish: The Lady Anne (winner), 2.58.49; Pamela (second prize), 3.0.34. Istria and Maudrey gave up. The crowd on Largs Pier, "The Gallery," as it is locally called, has for many years had a kindly and appreciative cheer for all good boats and clever men, and it was a very warm cheer The Lady Anne received on this occasion.

Race III. Handicap for 5 old-raters. Finish: J. S. Dennis' Thetis, 1 min. (2nd prize), 2.26.25; H. D. Greenlee's Ellis, scr., 2.26.53; J. Wylie's Eiga, 4 min. 30sec. (winner), 2.29.58; R. Barger's Medora, 2.30.12.

Race IV. Handicap for 4 old-raters.—A. Craig's Istria, 3 mins. (2nd prize), 2.27.25; G. L. I.E. strange Even's Voletta, 4 mins. (winner), 2.32.25; D. G. McCall's Lassie, 2.40.55.

Race V.—For the "6's."—The arrival from the South of the Sandra, and the launch of the new Ariadne, has brought up the strength of this class to eight, which is numerically the strongest class the Clyde has had for a considerable time. Otherwise it is most interesting, and the Clyde folks are very proud of it. Admittedly this race, like all the others, was much interfered with by the calm of the early part of the day. The sailing of the prize-winners after the breeze was reached was very good, and often so close as to be quite exciting. Sandra, as on the previous Saturday, sailed like a thoroughly good boat, and had not

(Photo)

Largs Regatta—MARIQUITA and NORADA crossing the line.

the new Ariadne been tuned-up out of all knowledge since her maiden race, she would never have been able to lead her home in the proud way in which she did. All the boats of the class came home under spinmarkers, and very pretty the little sea-swallow looking craft appeared under the shining, scudding sails. Finish: J. C. Glen Goss' Ariadne (winner), 2.22.25; N. Clark Neill's Sandra (2nd prize), 2.24.45; F. J. Stenhouse's Colla (3rd prize), 2.27.85; R. S. Allan's Lestrath (4th prize), 2.28.42; G. F. Patner's Aida, 2.31.12; J. B. Allan's Seta, 2.33.27; C. G. MacAndrew's Leila, 2.34.70; and Miss D. K. Allan's Ariel, 2.40.00.

Race VI. Handicap for the 10-24 footers.—Finish: R. B. Aspin's Estrella, scr., 2.26.18; R. W. Baird's Thetis, 1 min. 45sec. (winner), 2.26.53.

Race VII. Handicap for the 1.75 old-raters.—J. G. Bennett's Sweetheart, 3 mins. (winner), 2.45.24; D. E. Wallace's Elsinore, 3 mins. (2nd prize), 2.47.35; and J. McKenney's Florence, scr., 2.49.32.

The course for all the classes from No. iii. downwards was the same—once round the full course.

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