

# BARNEGAT BAY



OFFICIAL  
YEAR  
BOOK  
1935

# BARNEGAT BAY

*Official Year Book* • 1935



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*Combining records and data pertaining to*

THE SAILBOAT  
THE CRUISER  
THE OUTBOARD  
THE FISHERMAN  
THE HUNTER

*as well as other valuable information of  
interest to all sportsmen*

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*Sponsored by* THE SEASIDE PARK YACHT CLUB  
SEASIDE PARK, NEW JERSEY

*"On Barnegat Bay"*



# BARNEGAT BAY OFFICIAL YEAR BOOK



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NOTE--The committee, in preparing this 1935 Year Book, have tried to incorporate herein data of value pertaining especially to Barnegat Bay. Suggestions for the improvement of this Year Book will be appreciated by the committee and such suggestions, when practical, will be incorporated in the 1936 edition.

*Copyright, 1935, Seaside Park Yacht Club  
Seaside Park, New Jersey*

# BARNEGAT BAY—EARLY HISTORY AND POINTS OF INTEREST

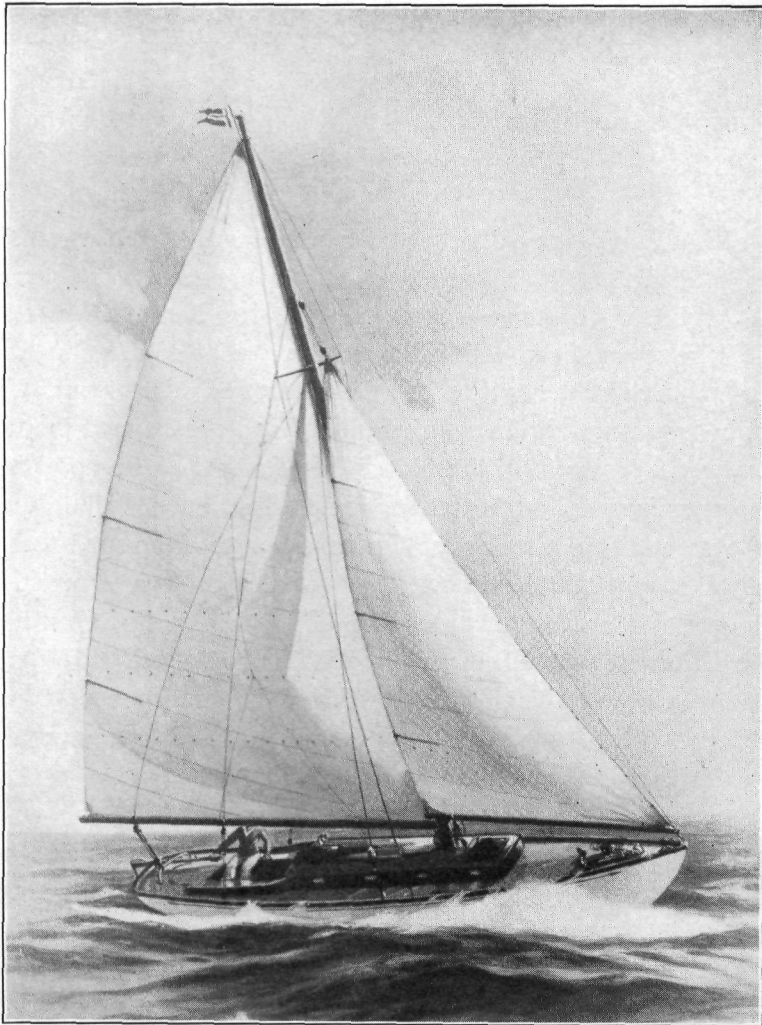


**Y**ACHT racing on Barnegat Bay is now sixty-five years old. It was about 1870, that a group of retired sea captains at Toms River, Forked River and Waretown, and a few business men at Toms River, all owners of catboats, conceived the idea of a yacht club, so as to get actual trials of the swiftness of their craft and their own skill, in the place of impromptu brushes, in which both parties claimed the victory. That was the beginning of the Toms River Yacht Club. In those days this club was entirely a sporting proposition, and not a social club. It had no clubhouse, and held meetings only when necessary to arrange boat races, which were generally held once, or at most twice, in a summer. These races developed what at that time were designated as the fastest catboats in the world, the fastest being built by William L. Force of Keyport and Ephraim Robinson of Toms River. They were working boats, designed for fishing parties, broad of beam, carrying half cabin, and ranged from 24 to 28 feet in length.

In the late eighties a yacht club was organized at Island Heights by a group of young enthusiasts. In those days racing on the Delaware River at Philadelphia was popular in a class of oversparred and over canvassed small sloops, known as "tuckups." John P. Kirk, coming here in the eighties, as a boat-builder, from Chester, Pa., brought the tuckup idea, and built the famous Gracie, that outsailed everything of her class for years. Francis G. Taylor, then a young Philadelphia lawyer, summering at Island Heights, was commodore of this first Island Heights Yacht Club, which lasted several years, and in a sense might be called the forerunner of the present club.

In the nineties clubs were organized at Island Heights, Seaside Park and Bay Head. With the gift of the Sewell cup to the Seaside Park club, followed by donation of Morgan cup to the Island Heights club, came the first interclub races, in which Island Heights, Seaside Park and Bay





L.O.A. 30'-6"; BEAM 9'-6"; DRAFT 4'-0"

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Head contested. These were for catboat class, largely patterned on the older type craft which sailed in the Toms River Yacht Club races, though frequently smaller and lighter.

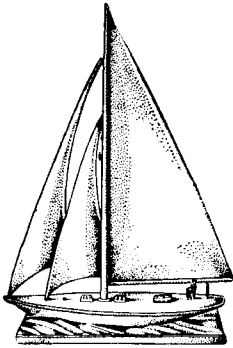
The tendency everywhere in boat racing has been to make the boat lighter and lighter, with flimsy hull, hollow spars, light sails, till, instead of a working boat, a racing machine takes its place. That was the case in the early part of the century with the catboat on Barnegat Bay, and it threatened to end racing. Finally rules were adopted that required heavier and workable boats, and the racing machine was ruled out. The finest examples of light craft were Another Old Maid, a catboat, sailing under Seaside Park colors, and which was retired from racing by its owner while still unbeatable, and the IHYC, of Island Heights, which was also unbeatable, in either catboat or sloop rig.

Of the boats now racing on Barnegat Bay the sloops are not native to the bay. They were brought here from the fresh water lakes of the west, having developed by racing on the lakes and rivers of the north and west, though in fact they are little more than elongated sneakboxes, rather garveys fitted with sails.

The sneakbox is a distinctly Jersey design. Its purpose was a boat for gunning, that could easily be pulled up on a sandbar, on the shore, or on the ice. It has a spoon bow, and every plank in its bottom comes up to the gunwale at the bow. Originally it was decked over, leaving a hatch in which one or two could sit, and which could be closed. With the hatch fastened, the sneakbox did not differ much, deck from bottom. Like the catboat, when used for sailing, it was often fitted with centerboard.

The sneakbox was originally built at West Creek, before the Civil War and was about ten or twelve feet long, fitted with oars, and a removable sprit sail. In the nineties or thereabouts, boatbuilders enlarged the sneakbox. In those days a boat was about the only way to get across to the Life Saving stations on Island Beach or Long Beach, and the men who had a day off must use a boat to get to and from. A fast boat capable in any weather, easily handled, and able to scoot over the flats was the answer—it was found by enlarging the sneakbox to about twenty feet. The men who owned these boats, finding them fast, had to race them. Swift boxes at Barnegat raced against the fast ones from Forked River. Silverton, Cedar Grove and Toms River had their





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own, and also raced those of the lower shore. John V. A. Cattus, living on the bay near Toms River, became interested through a lad who worked for him—Will Irons—the builder of some of the swiftest of these boats. Cattus, taking a summer home at Bay Head, introduced the twenty-foot sneakbox there.

For years this type was the most popular racing craft on the bay. It is no longer raced—for two reasons: First, newer classes of boats became popular and took the more skillful sailors; second, the same tendency to build racing boats rather than working boats, made it impossible for anybody to compete in this class unless willing to spend large sums—while its previous popularity had been based on its being a sport within reach of most anybody.

The catboat is said to have been brought to New York waters from Holland, and to have been developed about New York harbor. The Barnegat Bay catboat was, however, a distinct Barnegat Bay design. It had the broad beam of the Dutch craft, but was made shallow to ply Barnegat Bay waters, and had to be flat to take fishing parties from Toms River to the inlet and back in a day.

The catboat holds its own on Barnegat Bay, there being three classes—A, or boats built for racing; B, or boats built for cruising; and the 18-foot class, brought here from Atlantic City, where it has been popular.

And while the twenty-foot sneakbox is gone, the fifteen-footer is more popular than its bigger sister ever was. It is sailed in two classes. In Class A, the skippers may be from 17 to 19 years of age; in class B, the sailors must be under 17. They run down in some cases to ten or twelve years. It is not unusual to have fifty or more of these small boats competing in the two classes. This is the best training for small boat racing, and the men who have sailed racing boats for years were thus brought up as boys.

This year has been the logical outgrowth of the past in its increased interest in yachting on Barnegat Bay. The Barnegat Bay Yacht Racing Association brings together the largest fleet in its weekly races to be found anywhere in the country, with the single exception of the yacht clubs that form an association in and around New York Harbor.



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*Since 1890*

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enjoy excellent fishing on Barnegat Bay or  
deep sea fishing outside in splendid cabin mo-  
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# BARNEGAT BAY YACHT RACING ASSOCIATION



## *Greetings:*

The Barnegat Bay Yacht Racing Association extends its greetings and best wishes to its member Club, The Seaside Park Yacht Club. One of the oldest Clubs on the Bay, it has always been active in promoting the sport of sailing and the races held over its excellent course have gone down in history. One of the oldest perpetual cups on Barnegat Bay, the Sewell Cup, first sailed for in 1900, the oldest being the Toms River Cup, bearing the date of 1871, was presented by a member of its Club and it is still sailed for each year.



Many famous boats have left its dock, and many famous skippers learned their first lesson in its waters.

To this year book which this Club is sponsoring, we are pleased to write this preface and to express the wish of our organization that not only may it be a success but that The Seaside Park Yacht Club may live long and prosper and continue to add to the illustrious annals of the sheet and tiller, for which Barnegat Bay is justly famous.

Barnegat Bay Yacht Racing Association,

BENJ. ADAMS, *Commodore*

Island Heights Yacht Club,

Commodore B.B.Y.R.A.



# *Sportsmen*

—NO MATTER WHAT THEIR  
CHOSEN FIELD—*prefer*

## The Philadelphia Inquirer

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**HARD SURFACE FLOOR COVERINGS**

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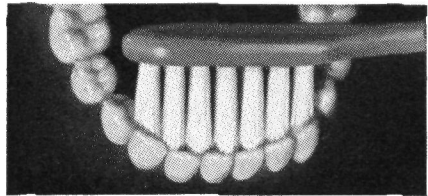


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## BARNEGAT BAY YACHT RACING ASSOCIATION 1935 SCHEDULE

Saturday, June 22	Open Regatta	Seaside Park Yacht Club
Saturday, June 29	Championship Regatta	Bay Head Yacht Club
Sunday, June 30	Open Regatta	Seaside Park Yacht Club
Thursday, July 4	Championship Regatta	Island Heights Yacht Club
Saturday, July 6	Championship Regatta	Lavallette Yacht Club
Sunday, July 7	Open Regatta	Seaside Park Yacht Club
Saturday, July 13	Championship Regatta	Mantoloking Yacht Club
Sunday, July 14	Open Regatta	Seaside Park Yacht Club
Saturday, July 20	Championship Regatta	Island Heights Yacht Club
Sunday, July 21	Open Regatta	Seaside Park Yacht Club
Saturday, July 27	Championship Regatta	Wanamaker Course—Island Heights
Sunday, July 28	Open Regatta	Seaside Park Yacht Club
Saturday, Aug. 3	Championship Regatta	Bay Head Yacht Club
Sunday, Aug. 4	Open Regatta	Seaside Park Yacht Club
Saturday, Aug. 10	Championship Regatta	Seaside Park Yacht Club—Sewell Cup
Sunday, Aug. 11	Open Regatta	Seaside Park Yacht Club
Saturday, Aug. 17	Championship Regatta	Ocean Gate Yacht Club
Sunday, Aug. 18	Open Regatta	Seaside Park Yacht Club
Saturday, Aug. 24	Championship Regatta	Toms River Yacht Club—Cedar Creek Course
Saturday, Aug. 24	First Annual Combined	Cruise of all sail and power boats of mem- ber yacht clubs to North Point of Beach, Barnegat Inlet for Ren- dezvous, clam bake, water sports and races.
Sunday, Aug. 25	Open Regatta	Seaside Park Yacht Club
Saturday, Aug. 31	Championship Regatta	Matoloking Yacht Club
Saturday, Aug. 31	Seventh Annual Bamberger Series	Seaside Park Yacht Club
Sunday, Sept. 1	Seventh Annual Bamberger Series	Seaside Park Yacht Club
Monday, Sept. 2	Championship Regatta	Seaside Park Yacht Club—Middleton Cup
Fri., Sat., Sun., Sept. 6, 7, 8	Open Regatta	Cruise to Beach Haven for Little Egg Harbor Yacht Club

### CLASS DESIGNATIONS

- a—Moth Boats
- b—17-foot Cat Boats
- c—Class A Sneak Boxes
- d—Class B Sneak Boxes
- e—Class E Sloops
- h—Class A Cat Boats
- j—International Star Class
- k—Snipe
- l—Class B Cat Boats

For starting times, courses, trophies and detailed information, consult the official schedule of the Barnegat Bay Yacht Racing Association.

GREETINGS to all boating enthusiasts all along the Barnegat Bay. As makers of Valspar Yacht Finishes we are proud and happy to sponsor the new Valspar Series of Labor Day Races, I. S. C. Y. R. A.

We consider it a fine privilege to join with you in making this new Valspar Series a real "Star" classic. We hope many of you will compete for the new Valspar trophy. We hope all of you have good luck and good sailing.

  
*President*

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3 8 6   F O U R T H   A V E N U E ,   N E W   Y O R K   C I T Y  
M A K E R S   O F   V A L S P A R   Y A C H T   F I N I S H E S

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GREETINGS to the Valentine Company and to your president Mr. Lawrence Phillips. Your hearty support makes possible the perpetuating of "the finest sailing events in the East," the Labor Day Star Classic at Seaside Park on Barnegat Bay. We are happy to have this series sponsored by your company.

SEASIDE PARK YACHT CLUB

CHAS. T. KLINE,  
*Commodore.*

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# HERE ARE THE NEW VALSPAR YACHT FINISHES

*New VALSPAR MARINE SPAR.* Have you always wanted a varnish that would laugh at sun, wind, water, oil, gas, soap *and* landlubbers with nails in their heels? A varnish that would come up smiling after an icy winter lay-up—without a crack, a check or a flake? One that would take a new coat Spring after Spring without going dark on you? *Here it is.*

*New VALSPAR PAINTS FOR TOP-SIDES.* Have you looked in vain for hull paints that could trade punches with mooring-buoys, incoming anchors and burly dock-piling? Paints that you could get not only in black, white, and other usual yacht colors, but in Midnight Blue and in that snappy new pea-soup color called Fog Gray? *Here they are.*

*New VALSPAR PAINTS FOR UNDERBODIES.* Did you ever hope for bottom paints that would turn a

smooth, cold shoulder to weed and be definitely not at home to barnacles? *Here they are.*

*New VALSPAR DECK PAINTS.* Have you ever longed for deck paints that would stay live and elastic without having quite such a long memory for dirt and grit tracked aboard from shore? Paints that you could get in your present color or in a new eye-easy Sea Green? *Here they are.*

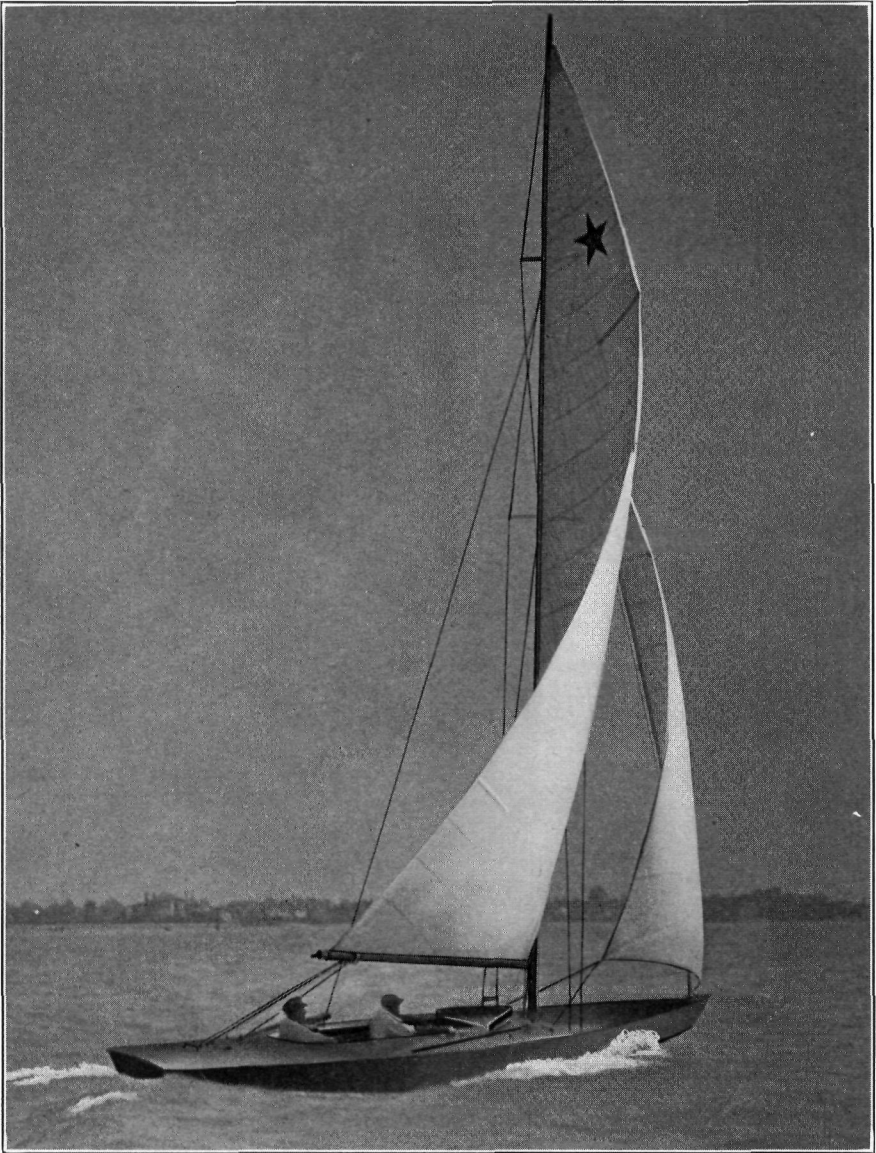
*New VALSPAR CABIN ENAMELS.* Are you still looking for enamels that will keep their schoolgirl complexion despite cooking, engine fumes, condensation and your own careless oily hands? *Here they are.*

Other *New VALSPAR YACHT FINISHES.* No matter what you've wanted—primers and fillers, red lead, boot-topping, aluminum paint, stack-and-funnel paint—*They're here, Valspar has them.*

## VALSPAR YACHT FINISHES

PAINTS—VARNISHES—ENAMELS





*“Fleet Star III”*

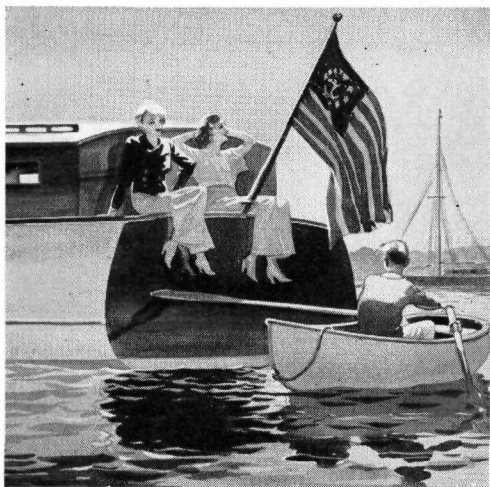
1934 BAMBERGER WINNER

*“TIM” PARKMAN, owner and skipper*

*PHILIP SHEHAN, crew*

*Gravesend Bay Yacht Club*

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this New  
Varnish  
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**VALSPAR'S NEW MARINE SPAR**  
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**IT'S PROOF** against sun, wind, water, salt, soap, oil, gasoline, grease and alcohol.

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**IT'S PALE** in color, with little darkening in successive coats.

**IT KEEPS ITS VIGOR** longer, remaining glossy-smooth without crack, craze, or check.

**IT STICKS** where it's put because it has phenomenal adhesion—which, incidentally, is half the secret of wear in a varnish. Without adhesion a varnish will in time peel, flake and crumble. Not Valspar's new Marine Spar—it's tenacious as a yacht-club treasurer.

**IT FLOWS** on easily and stays where it's put.

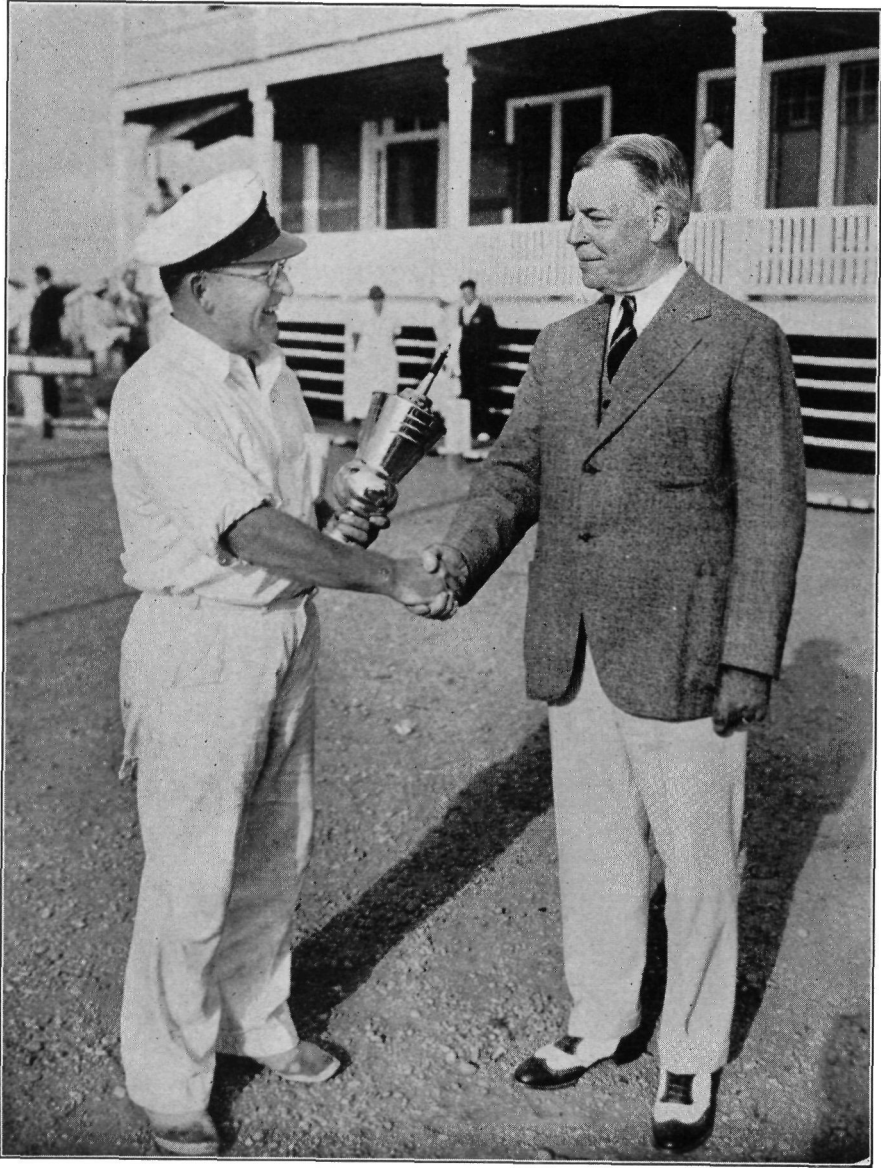
**IT DRIES** dust-free in 2 hours, hardens for second-coating overnight. It sands readily—gives a deep brilliant finish.

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**VALSPAR YACHT FINISHES**

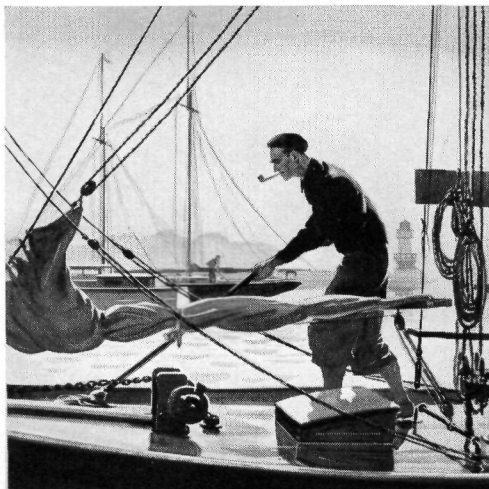
**PAINTS—VARNISHES—ENAMELS**



AFTER FIVE YEARS AND SEVEN PROTESTS

William J. Wells, President of L. Bamberger & Co., presenting Bamberger Trophy to  
Timothy D. Parkman, winner 1934 race at Seaside Park, N. J.

It's *Easier*  
to  
wash down  
decks  
and topsides  
finished  
with



## VALSPAR YACHT PAINTS

Valspar yacht finishes are tough, rugged, seaworthy—*of course*. But there are other qualities almost as valuable to you. Washability, for instance. When you turn out in the morning to swab down it means a lot to be able to get things shipshape and Bristol-fashion without incurring backache and housemaid's knee.

### *New Valspar Deck Paints*

The new Valspar Deck Paints are tough and elastic to stand wear and tear. But they're more—they're hard and smooth. They don't hold grime. They keep their fulness and sheen longer, without going chalky. They wash down clean with a mere swish of the mop. You can get them in two buffs, two grays and two greens—including one that is new and scientifically eye-easy, even in a strong glare.

### *New Valspar Topside Paints*

It's easy to have the neatest topsides in the anchorage if you've painted with Valspar Yacht Paints—easy because they wash down so clean with a minimum of scrubbing. You can get them in the usual white, black, grays, and green, as well as in two new, snappy colors: a midnight blue that's dressy as an Admiral's aide, and a smart, swift greenish-gray called Fog Gray.

### *Other New Valspar Finishes*

Valspar's new Marine Spar Varnish is the toughest, glossiest, "long-lastingest" varnish we know anything about—and we've been making varnishes since 1832. Valspar Bottom Paints include a bronze that's new, smooth, poison to barnacles, and inexpensive. Valspar Cabin Enamels keep their schoolgirl complexion. And there are other Valspar finishes for every inch of your boat from keel to truck. For color cards or other information write Valentine & Co., Dept. y-y-5, 386 4th Ave., New York.

## VALSPAR YACHT FINISHES

# THE BAMBERGER SERIES

I. S. C. Y. R. A.



## BARNEGAT BAY'S ANNUAL SAIL BOAT CLASSIC

### WINNERS

	<i>BOAT</i>	<i>SKIPPER</i>	<i>FLEET</i>
1929	Iscyra III	George W. Elder	Western Long Island Sound
1930	Nick Nack	Chas. E. Lucke, Jr.	Barnegat Bay
1931	Vixen	F. Slade Dale	Barnegat Bay
1932	Vixen	F. Slade Dale	Barnegat Bay
1933	Jubilee	H. B. Atkin	Western Long Island Sound
1934	Fleet Star III	T. Parkman	Gravesend Bay

### SUMMARIES—1934 RACES

<i>BOAT</i>	<i>SKIPPER</i>	<i>FLEET</i>	<i>POINTS</i>		
			<i>1st Race</i>	<i>2nd Race</i>	<i>3rd Race Ttl</i>
Fleet Star	T. D. Parkman	Gravesend Bay	17	16	8 41
Arrow II	J. C. Morris, Jr.	Delaware River	16	10	11 37
Vixen	F. T. Lloyd, Jr.	Barnegat Bay	14	7	16 37
Eel	Miss B. Marsalis	Eastern Shore	9	15	13 37
Juno	F. W. Robertson	Delaware River	DSQ	17	17 34
Sue	F. T. Brooks	Barnegat Bay	11	11	12 34
Amco	G. W. Elder	Western Long Island Sound	15	8	9 32
Flying Cloud	R. C. Hering	Barnegat Bay	DSQ	15	14 29
Ripple	Miss P. Raskob	Eastern Shore	DSQ	13	13 26
Curlew	H. A. Ludeke	Barnegat Bay	DSQ	14	10 24
Nick Nack	C. E. Lucke, Jr.	Barnegat Bay	12	12	DSA 24
Pagan	P. Soeffing	Barnegat Bay	9	5	7 21
Whistling Swan	Mrs. E. A. Parkman	Eastern Shore	10	4	6 20
Red Jacket	R. H. Gibson	Eastern Shore	7	3	5 15
Scarab	O. F. Zurn, III.	Barnegat Bay	DSQ	6	4 10
Vega	C. Crouse	South Jersey	8	DSA	DSA 8
Meteor	L. E. Eyre	South Jersey	DSA	2	3 5

Sail off of triple tie for second place resulted in the order given.

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Phone: 38

## SAILBOAT WINNERS—SEASON 1934

### "On Barnegat Bay"

Class	Name of Boat	Yacht Club	Number Races Sailed	Total No. Boats Entered	Number of Boats qualified	Total Points Possible	Total Points Won	Per Cent Standing
Moth	Undertaker II Narf	I.H.Y.C.	11	20	5	119	108	90.7
		O.G.Y.C.	11	20	5	119	104	87.4
20' Sneak Boxes Class A	Doon II Widgeon	M.Y.C.	11	52	20	315	301	95.6
		M.Y.C.	11	52	20	315	297	94.3
20' Sneak Boxes Class B	Flying Ebony Damfino	M.Y.C.	11	24	8	135	124	92.0
		B.H.Y.C.	11	24	8	124	113	91.3
Class E Sloops 1st Div.	Alita Rascal II	M.Y.C.	11	7	5	67	59	88.0
		B.H.Y.C.	11	7	5	67	47	70.1
Class E Sloops 2d Div.	Valrick What Ho	B.H.Y.C.	9	3	2	24	24	100.0
		O.G.Y.C.	9	3	2	24	11	45.9
Class A Cat Boats	Bat Lotus	T.R.Y.C.	11	5	4	43	33	76.8
		I.H.Y.C.	11	5	4	46	30	65.3
17' Cat Boats	Flying Devil Petrel	B.H.Y.C.	11	12	6	87	75	86.2
		M.Y.C.	11	12	6	87	61	70.2
Stars	Nick Nack Curlew	S.P.Y.C.	11	7	5	65	51	78.5
		S.P.Y.C.	11	7	5	65	36	55.4
Snipes	Sylpt Ginnicket	I.H.Y.C.	10	8	2	42	30	71.5
		I.H.Y.C.	10	8	2	42	16	38.1

To qualify a boat has to sail 80 per cent. of all scheduled races.



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### LIFE SAVERS FLASHLIGHT CO.

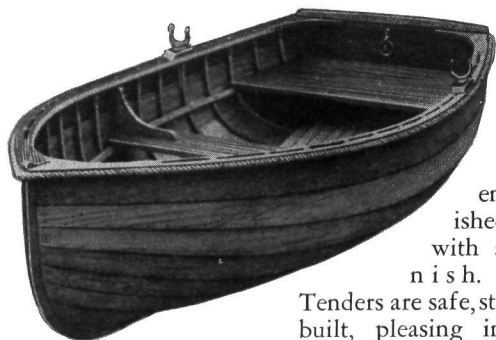
INVENTORS AND MANUFACTURERS

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Patents pending and will be applied for in every country of the world. Infringements will be prosecuted at every cost—merchants beware.



# KEYSTONE BOATS

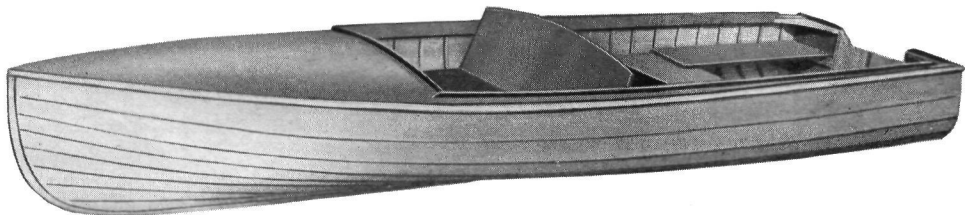
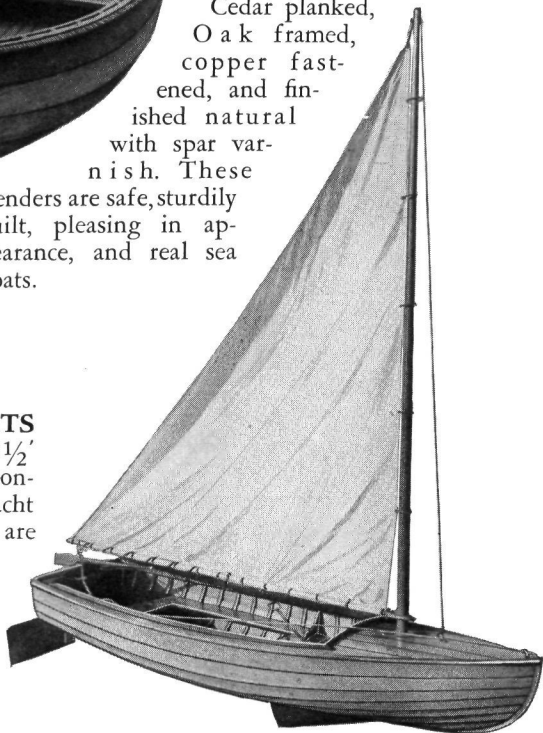


**KEYSTONE YACHT TENDERS** are built in 7½', 8', 9', 10', 12' and 14' sizes. They are Cedar planked,

Oak framed, copper fastened, and finished natural with spar varnish. These

Tenders are safe, sturdily built, pleasing in appearance, and real sea boats.

**KEYSTONE SAILBOATS** are built in 10', 11½' and 15½' lengths, and the same fine construction and finish as the Yacht Tenders. All Keystone Boats are attractively priced.



**KEYSTONE OUTBOARD BOATS** are built in two sizes and two models, namely 13' and 15', decked or open. The decked boats are Mahogany trimmed, finished throughout natural with spar varnish. The Open sizes are trimmed with White Pine and Mahogany, with painted hulls and varnished finish.

**KEYSTONE BOAT WORKS** ■ Ft. of S. Seventh St.  
DARBY, PA.

# WORLD'S RECORDS AND TROPHY WINNERS

## BOTH SAILING AND POWER BOATS

*Up to and including 1934*

### AMERICAN POWER BOAT ASSOCIATION GOLD CUP WINNERS

Yr.	Boat.	Owner.	Speed		Yr.	Boat.	Owner.	Speed	
			H.	P.				H.	P.
1910	Dixie III	F. K. Burnham	250	33.6	1922	Packard Chriscraft	J. G. Vincent	185	40.6
1911	Mit II	J. H. Hayden	100	36.1	1923	Packard Chriscraft	J. G. Vincent	200	44.4
1912	P. D. Q. II	A. G. Miles	80	36.8	1924	Baby Bootlegger	C. S. Bragg	240	46.4
1913	Ankle Deep	C. S. Mankowski	300	44.5	1925	Baby Bootlegger	C. S. Bragg	240	48.4
1914	Baby Speed Demon II	Paul Blackton	180	50.49	1926	Greenwich Folly	G. H. Townsend	300	49.22
1915	Miss Detroit	M. Det. P. B. A.	250	48.5	1927	Greenwich Folly	G. H. Townsend	300	50.99
1916	Miss Minneapolis	M. Mimm. B. A.	250	49.7	1929	Imp	R. F. Hoyt	300	50.489
1917	Miss Detroit II	G. A. Wood	250	56.5	1930	Hotsy Totsy	V. Kliesrath	300	56.05
1918	Miss Detroit II	Det. Yachtsman	400	52.1	1931	Hotsy Totsy	V. Kliesrath	300	54.92
1919	Miss Detroit III	G. A. Wood	400	56.3	1932	Delphine IV	H. E. Dodge	300	59.21
1920	Miss America	G. A. Wood	900	70.0	1933	El Lagarto	George Reis	300	60.866
1921	Miss America	G. A. Wood	900	56.5	1934	El Lagarto	George Reis	300	58.06

Speed figures register statute miles per hour. The Gold Cup race was not held in 1928.

### HARMSWORTH TROPHY RACE (British International)

Year.	Place.	Name of Boat.	Owner.	Speed.	Club.
1910	Huntington Bay, L. I.	Dixie III	E. K. Burnham	36.04	Motor B. C. of Amer.
1911	Huntington Bay, L. I.	Dixie IV	E. K. Burnham	40.28	Motor B. C. of Amer.
1912	Huntington Bay, L. I.	Maple Leaf IV	Sir E. Mackay Edgar	43.18	Royal Motor Y. C.
1913	Osborne Bay, Eng.	Maple Leaf IV	Sir E. Mackay Edgar	57.45	Royal Motor Y. C.
1920	Osborne Bay, Eng.	Miss America	Garfield A. Wood	61.51	Motor B. C. of Amer.
1921	Detroit	Miss America II	Garfield A. Wood	59.75	Motor B. C. of Amer.
1926	Detroit	Miss America V	Garfield A. Wood	61.118	Yachtsmen's A. of A.
1928	Detroit	Miss America VII	Garfield A. Wood	59.325	Yachtsmen's A. of A.
1929	Detroit	Miss America VIII	Garfield A. Wood	75.287	Yachtsmen's A. of A.
1930	Detroit	Miss America IX	Garfield A. Wood	77.390	Yachtsmen's A. of A.
1931	Detroit	No contest, due to prema	ture start		
1932	Detroit	Miss America X	Garfield A. Wood	73.762	Yachtsmen's A. of A.
1933	Marine City, Mich.	Miss America X	Garfield A. Wood	84.07	

There was no race in 1934.

### BAMBERGER (I. S. C. Y. R. A.) SERIES

### STAR INTERNATIONAL SERIES

### AMERICAN CUP (Sailing)

Year	Winning Boat		Losing Boat		Year	Winning Boat		Losing Boat	
1893	Vigilant	(American)	Valkyrie	(English)	1903	Reliance	(American)	Shamrock III	(English)
1895	Defender	(American)	Valkyrie	(English)	1920	Resolute	(American)	Shamrock IIII	(English)
1899	Columbia	(American)	Shamrock I	(English)	1930	Enterprise	(American)	Shamrock V	(English)
1901	Columbia	(American)	Shamrock II	(English)	1934	Rainbow	(American)	Endeavour	(English)

● In these unsettled times it is gratifying to note a house that during its sixty-seven years has succeeded in keeping its reputation for choice merchandise.

● Every customer's name is registered with descriptions and size of each purchase so he can order by telephone or mail without being fitted. However far away, we can fill orders by parcel post,—in fact we have customers in half the States of the Union. We invite your inquiries.

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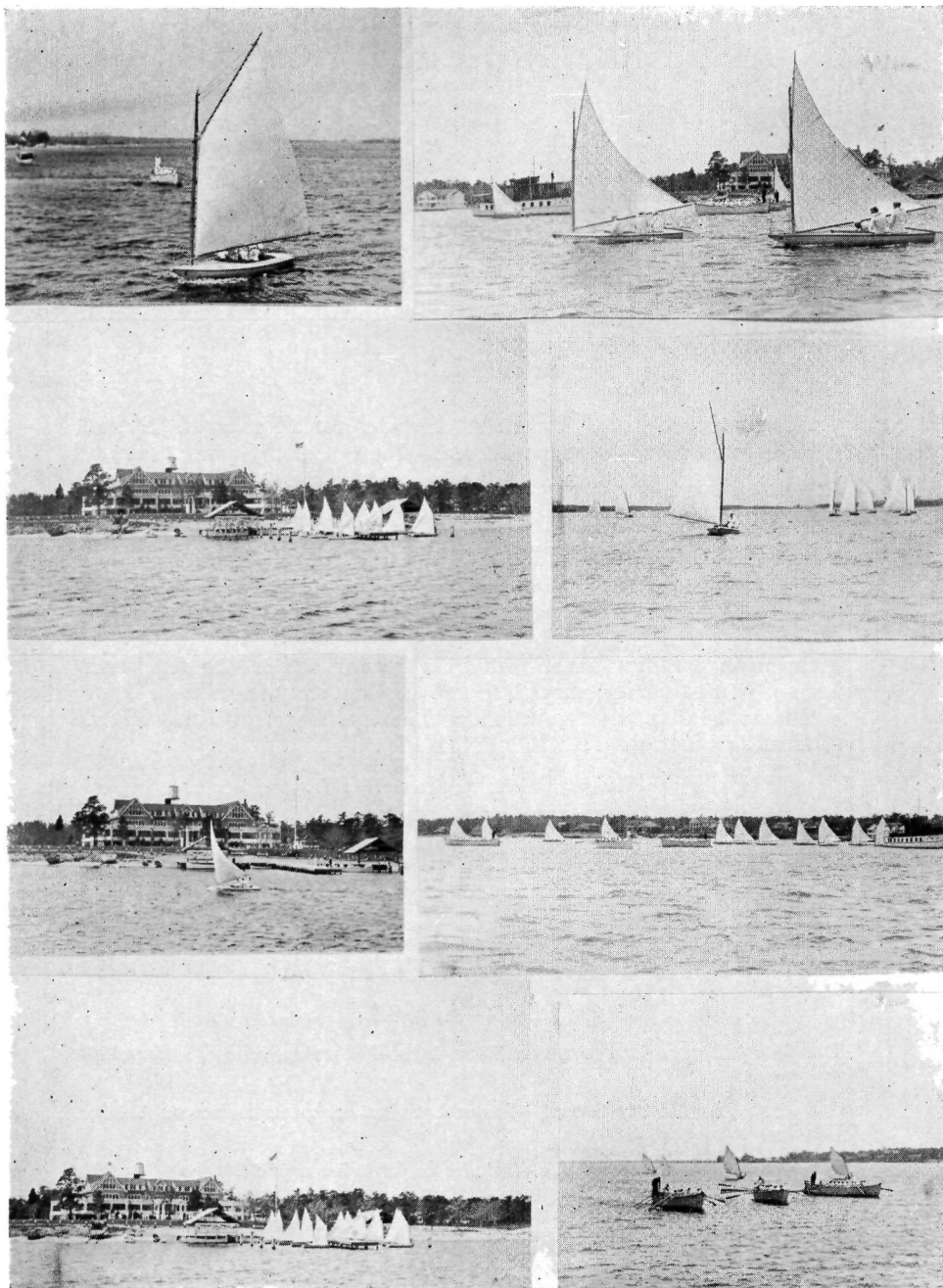
This special mixture give you every chance to secure a rich, thick, green turf at the seashore. As no lawn grass will grow on pure sand the ground should be prepared carefully by top dressing with a four inch layer of good garden soil. Pt. 25c; qt. 45c; 2 qts. 85c; 4 qts. \$1.50; peck \$2.75; 1/2 bu. \$5.25; bu. (20 lbs.) \$10.00; 100 lbs. \$48.00, prepaid.

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Dreer's pot-grown Perennial Plants, Shrubs, and Vines give the gardener a splendid opportunity to plant all during the summer without checking the growth of the plants. Write for a free copy of the Dreer catalog.

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Barnegat Bay has the only Junior Naval Academy in the country. No finer place to train a boy—the Admiral Farragut Academy buildings are shown in the background.



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Naval  
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*Rear Admiral S. S. Robison, U. S. N., Retired, Superintendent;  
Formerly superintendent of U.S. Naval Academy*

Seamanship, infantry, naval boat drills, rowing and sailing regulation boats as part of curriculum. All sports. Modern school buildings. New gymnasium. Located at junction of Barnegat Bay and Toms River. Moderate all inclusive fee. NO EXTRAS.

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Toms River, N. J.



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THE SUMMER OF A LIFETIME FOR YOUR BOY—Swimming, sailing, seamanship and navigation.


ALL LAND AND WATER SPORTS—Frequent cruises on bay and river on 110-ft. Diesel-powered Subchaser.

All inclusive fee—includes uniform, laundry, etc.



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Toms River, N. J.



# THE ADMIRAL FARRAGUT ACADEMY

**A**MERICA'S first naval preparatory school, located hard by Toms River in the Barnegat Bay section of New Jersey, has definitely proven that the call of the sea is just as strong in the modern youth as it was in the days of the old clipper ships.

Farragut Academy is a new type of preparatory school with a distinct list towards things nautical. Nautical and naval training play a big part in the daily program of the school.

That there is a definite place in the educational world for a school of this type has been conclusively proven, despite adverse business conditions. In its second year, with a capacity of 120 cadets, Farragut Academy has had to refuse additional enrollments because of the lack of dormitory space. A building program has been launched and by next fall accommodations will have been increased to care for an additional hundred boys. The present enrollment represents thirteen states, the District of Columbia, and France.

Rear Admiral S. S. Robison, U. S. Navy Retired, is the superintendent. His last tour of duty before retiring was that of Superintendent of the U. S. Naval Academy from 1928 to 1931.

Although Farragut Academy prepares for any college or university special classes prepare for the Government academies and the Merchant Marine.

Admiral Robison, in laying out the curriculum, has tried to pattern it as closely as possible after that of the Naval Academy, both in routine courses of study and in discipline. Nearly a century of experience has shown such a routine to be successful in aiding the development of sound minds through sound bodies.

A large fleet of boats is maintained by the Academy for the nautical training, included in which is a 110 foot standard navy subchaser, powered with a 210 h. p. diesel motor, eleven cat rigged Barnegat Bay sneak boxes, three sixteen foot Marconi rigged sloops, three regulation 28 foot navy cutters, which carry an auxiliary schooner rig, five whaleboats, wherries, and miscellaneous smaller pulling boats.

Each cadet is thoroughly instructed in seamanship and navigation. Included under the head of seamanship is: *Handling cutters under oars.*



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handling catboats and cutters under sail, semaphore and blinker, flag hoist, general signal manual, log and lead, knotting and splicing, ground tackle, anchoring, mooring, getting underway, power boat maneuvering, naval customs and traditions, characteristics of man-o-war types and emergency drills.

Instruction in navigation includes: Magnetic and gyro compass thermometer, barometer, ship's routine and watch duties, rules of the road, lights, buoyage, dead reckoning, use of sextant, Bowditch, nautical almanac, azimuth tables, sun, star and planet sights, Marc St. Hilaire form, charts, light list, navigational and Hydrographic Office data, meteorological data.

Academy officials feel that although a boy may not plan to follow a nautical career, the training he receives at the Admiral Farragut Academy thoroughly qualifies him in the handling of small craft, which are becoming more and more popular both as a sport and as a means of recreation.

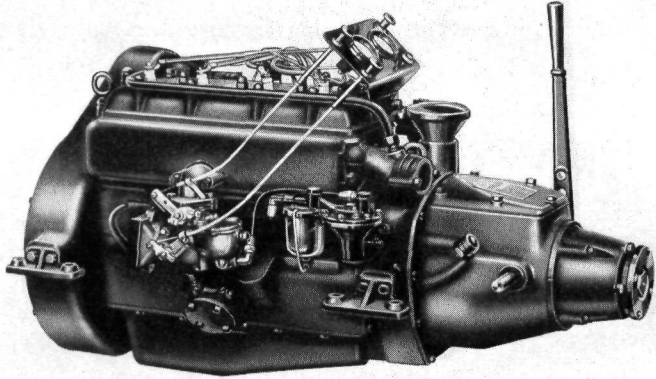
During the summer months of July and August the Farragut Academy sponsors a Naval Camp. Every boy is taught the rudiments of seamanship, rules of the road, handling a boat under oars and sail. Short cruises are also part of the summer program.

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## CHURCH DIRECTORY

SEASIDE PARK UNION CHURCH	Seaside Park, N. J.
Services: Church School 10 a. m.	Young Peoples' Service 7 p. m.
Morning Worship 11 a. m.	Evening Worship 8 p. m.
SEASIDE HEIGHTS UNION CHURCH	Seaside Heights, N. J.
Services: Sunday School 10 a. m.	Young Peoples' Society 7 p. m.
Morning Worship 11 a. m.	Evening Service 8 p. m.
ST. CATHARINE'S CHURCH (R. C.)	Seaside Park, N. J.
Sunday Masses 8 a. m. and 10 a. m.	
Devotions, Sunday evening 8 p. m.	
LAVALLETTE UNION CHURCH	Lavallette, N. J.
Services: Sunday School 10:15 a. m.	
Evening Service 7:30 p. m.	
CHURCH OF THE SACRED HEART (R. C.)	Bay Head, N. J.
Sunday Mass 9:45 a. m.	
CHRISTIAN SCIENCE CHURCH	Toms River, N. J.
Sunday morning 11 a. m.	
Wednesday evening 8 p. m.	
CHRIST CHURCH (Episcopal)	Toms River, N. J.
METHODIST EPISCOPAL CHURCH	Asbury and Bayview Aves., Ocean Gate, N. J.
Sunday School 9:30 a. m.	Preaching 7:45 p. m.
OUR LADY OF VICTORY CHURCH	Newport Ave. nr. Lakewood Ave., Ocean Gate, N. J.
Masses 7:30 a. m. and 9:00 a. m.	

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THIS MODEL "LIGHT FOUR" GRAY MARINE ENGINE WITH  
REDUCTION GEAR IS STANDARD EQUIPMENT  
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# POWER BOAT RECORDS

*Up to and including 1934*

## MOTOR BOAT RECORDS

*Unlimited Hydroplanes; Mile Trials (Average of 2 One-Mile Runs).*

119.81 m.p.h. July 18, 1932, Miss England III. Driver Kaye Don at Loch Lomond, England.

124.86 m.p.h. Sept. 20, 1932, Miss America X. Owned, built and driven by Gar Wood, at Allegonac, Mich.

*Gold Cup Races; 625 Cubic Inch Boats.*

60.866 m.p.h., September 1, 1933—Fastest heat (thirty miles). El Lagarto; owned and driven by George Reis, at Detroit, Mich. Time 29:34.40.

63.644 m.p.h., August 7-8, 1930—Fastest lap (two and one-half miles); Californian, owned and driven by Richard Loynes, at Red Bank, N. J.

61.973 m.p.h., September 1, 1933—Fastest lap (five miles); El Lagarto, owned and driven by George Reis, at Detroit, Mich.

60.28 m.p.h., September 1, 1933—Total race (ninety miles); Delphine IV, owned by Horace E. Dodge, driven by William Horn, at Detroit, Mich. Time, 1:29:35.19.

*Mile Trials*—62.29 m.p.h., Dec. 20, 1931. Californian owned by Richard Loynes at Long Beach, California.

*British International Trophy.*

89.913 m.p.h., 78.08 knots. Sept. 6, 1931. Fastest heat (30 nautical miles). Miss England II, driven by Kaye Don at Detroit, Mich.

93.017 m.p.h., 80.776 knots. Sept. 6, 1931. Fastest lap (5 nautical miles). Miss England II, driven by Kaye Don at Detroit, Mich.

12 Hours—63.17 m.p.h. Sept. 30, 1929. Rainbow VII, owned by Harry B. Greening, at Lake Rosseau, Can. Total 723.92 miles. Time 11:27:28.

24 Hours—50.78 m.p.h. October 2-3, 1925. Rainbow IV, owned by Harry B. Greening, at Lake Rosseau, Can. Total miles, 1217.88.

125 Class—50.571 m.p.h., July 20, 1934; one mile trial. Emancipator III, owned by S. M. Auerbach, at Havre de Grace, Md.

45.226 m.p.h. in competition. Emancipator, same as above, 5 miles. Time 6:38.

151 Class—Unlimited—62.82 m.p.h. July 5, 1927. (One mile straightaway). Spitfire V, owned by J. H. Hand, Jr., at Albany, N. Y.

55.42 m.p.h. Dec. 12, 1927. (In competition). Spitfire V, owned by J. H. Hand, Jr., at San Diego, Calif.

59.68 m.p.h. Dec. 12, 1927. (One lap in competition). Miss California, owned by Loynes-Harris, at San Diego, Calif.

151 Class—Limited—50.561 m.p.h. Sept. 12-13, 1930. (In competition). Meadowmere II, owned by Chris Ripp, at Annapolis, Md. Five Miles. Time 5:56.

54.729 m.p.h. Dec. 4, 1929. Miss California, owned by Dick Loynes, at Balboa, Calif.

*International Class, 5½ Liter*—45.894 m.p.h. Aug. 16-17, 1930. (Fifteen miles). Phantom, owned by H. L. Brown, at Red Bank, N. J. Time 19:36:62.

## AMERICAN OUTBOARD HYDROPLANE RECORDS

*One Mile Records*  
Division I (Amateur)

Class M—28.843 m.p.h. Sept. 17, 1934. Sam Crooks (Rumson, N. J.) at Philadelphia.

Class A—45.868 m.p.h. Sept. 17, 1934. Tom Tyson (Chestnut Hill, Pa.) at Philadelphia.

Class B—50.070 m.p.h. Oct. 9, 1933. Mrs. Elizabeth Sharp (Tulsa, Okla.) at Cedar Lake, Ind.

Class C—54.179 m.p.h. Sept. 17, 1934. Lewis Carlisle (East Islip, N. Y.) at Philadelphia.

Class F—58.820 m.p.h. Oct. 9, 1933. Paul Hyatt (Brooklyn) at Cedar Lake, Ind.

Division II (Professional)

Class A—47.130 m.p.h. Oct. 9, 1933. Mrs. Ruth Herring (Fort Worth, Tex.) at Cedar Lake, Ind.

Class B—50.280 m.p.h. Oct. 9, 1933. Frank Vincent (Tulsa) at Cedar Lake, Ind.

Class C—54.342 m.p.h. Sept. 17, 1934. Earl Vincent (Tulsa) at Philadelphia.

Class F—61.750 m.p.h. Oct. 9, 1933. George Coleman, Jr. (Miami, Okla.) at Cedar Lake, Ind.

*Fine Mile Record*  
Division I (Amateur)

Class A—41.134 m.p.h. Sept. 8, 1934. Sam Crooks at Middletown, Conn.

Class B—46.626 m.p.h. Sept. 25, 1933. Jack Maypole (River Forest, Ill.) at Seattle, Wash.

Class C—49.342 m.p.h. Nov. 27, 1932. Mary Martin (Los Angeles) at Lake Elsinore, Calif.

Class F—53.444 m.p.h. Sept. 8, 1934. Paul Hyatt at Middletown, Conn.

Division II (Professional)

Class A—40.669 m.p.h. Feb. 26, 1933. Phil Raber (Elsinore, Calif.) at Lake Elsinore.

Class B—44.754 m.p.h. July 21, 1934. Bob Meyer (Chicago) at Havre de Grace, Md.

Class C—49.450 m.p.h. Sept. 23, 1934. C. Mulford Scull (Ventnor, N. J.) at Washington, D. C.

Class F—52.879 m.p.h. Sept. 4, 1933. Joe Bansi (Oakland, Calif.) at Lakeport, Calif.

## COURTESY

If your outboard motor is unmuffled, or poorly muffled, do not make a nuisance of yourself in mooring grounds or elsewhere, where people are living aboard cruisers. The roar of your motor may be sweet music to your ears, but not to those of others, unless, of course, you are coming down an official race course breaking the week's world's record. Then you are a hero, of course. Otherwise, you are a nuisance, pure and simple.

Don't run at full speed with muffler open close

to cruisers lying at anchor with parties aboard. It is discourteous, to say the least. And you may need a friendly tow sometime. The new type outboard motors, with effective muffling devices, making outboard motors at least as silent as any other type, if not more so, will do wonders toward making the outboard motor boat more acceptable in yacht club mooring grounds and popular cruiser anchorages. So, do your part in keeping harmony and courtesy between yachtsmen of the different classes.



# *Yes...* Fish Sleep!

To the much asked question "Do Fish Sleep?", the ichthyologist of the New York Aquarium answers in the affirmative.

More interesting (and appetizing) news, however, is what every good wife of every good fisherman knows: "Mazola is the perfect oil for frying fish!"

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# FISHING IDEAL ON BARNEGAT BAY

*and crabbing is the  
real family sport*

Thousands of family automobile parties from all over Jersey as well as adjoining States trend their way to Barnegat Bay to fish, crab and enjoy the water. Crabbing season opens early in May and great sport is enjoyed from then on until the season closes.

One has but to drop an old line with a moss-bunker, squid or "stale" meat attached into any part of the Bay to catch crabs. However, Pelican Island and Seaside Park enjoys the reputation for best crabbing grounds.

Shedders begin with the first full moon in June and are caught on each full moon thereafter.

*Surf Fishing* is ideal at Beach Haven and Tuckerton; king fish, croakers and weak fish start running early in June and are followed by blues in early June. Blood worms are used freely for early season fishing; while squid, mossbunkers, shedders and metal squid produce big catches when the season gets under way.

Channel Runners—drum and channel bass—of considerable size and quantity are taken at Stone Harbor or Little Egg Harbor. Early season fishing is best done at Ocean City and on up outside as the season warms.

Swimming with life guard protection is enjoyed on the Atlantic front.



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FLOWER SEEDS

BULBS

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BROWN & WILLIAMSON TOBACCO CORP.  
Louisville, Kentucky



## G A M E

G A M E		EXCEPTIONS	DAILY BAG LIMITS
OPEN SEASONS Both Dates Inclusive	EXCEPTIONS	DAILY BAG LIMITS	DAILY BAG LIMITS
Quail, Rabbit, Hare, Gray, Black or Fox Squirrel, Male English or Ring-Neck Pheasant, †Ruffed Grouse, Prairie Chicken.	<p>‡Closed Season on Quail until June 26, 1938, in Warren, Passaic, Bergen, Sussex, Morris, Essex, Hudson, Union, Somerset and Hunterdon Counties.</p> <p>†Closed Season on Ruffed Grouse until March 28, 1935, in Essex, Union, Somerset, Hunterdon, Mercer, Middlesex and Monmouth Counties.</p>	10 Quail, 6 Rabbits, 6 Gray Squirrels, 3 Ruffed Grouse, 2 Male Pheasants (30 in season).	
Wild Turkey.	Closed Season until March 28, 1935.		
Hungarian Partridge.	Closed Season until March 28, 1935.		
Female English or Ring-Neck Pheasant.	Closed Season until April 7, 1939.		
Wild Geese, Wild Ducks, Coot (Mud Hen or Crow Duck) and Wilson Snipe or Jacksnipe.	Time of hunting, sunrise to sunset. No open season on Wood-Duck, Ruddy Duck, Buffle-headed Duck, Brant, Snow Goose, Ross's Goose, and Pintail. Federal Permit is required for hunting. Federal Permit is required for baiting.	Ducks (except Wood Duck, Ruddy Duck and Bufflehead) 12 in the aggregate of all kinds, but not more than 5 of any one, or more than 5 in the aggregate of the following species—Eider, Canvasback, Redhead, Greater Scaup, Lesser Scaup, King-neck, Blue-wing Teal, Green-wing Teal, Gadwall, Green-winged Teal, Snow-bird, Canada Goose, Ross's Goose, and Brant) 4 in the aggregate of all kinds. Coot, 25; Wilson's Snipe or Jacksnipe, 20. Possession limit on geese and ducks, 2 days' bag.	
Sora, Marsh Hen (known as Clapper Hen), P. Rail and Gallinules.	Time of hunting, sunrise to sunset.	Sora, 25; other Rails and Gallinules (except Sora and Coot) 25 in the aggregate of all kinds, but not more than 15 of any one species.	
Woodcock.	Special Woodcock License Required. Time of hunting, sunrise to sunset.	4 Woodcock	Possession limit, not more than 12.
Skunk, Mink, Muskrat, Otter (may only be trapped).	Regular Hunting or Fishing License required to trap Fur-Bearing Animals.		
Deer—only those having horns at least three inches long.	Illegal to use any rifle or any firearm of any kind of a smaller calibre than 12 gauge, or to have in possession any missile except buckshot, or to hunt at night or to hunt with dogs.	1 Buck a year	Kill must be reported to commission or warden of county within 48 hours under \$100 penalty.
Raccoon.	Nov. 1-Dec. 31 Cannot hunt raccoon during deer season.		No daily limit, but 15 during season.
<b>F I S H</b>			
<b>Legal Size of Fish</b>			
Brook, Brown, Rainbow Trout and Salmon.	April 15-July 15 Sept. 1-Sept. 30	Trout, 15; Salmon, 10.	Trout 7"
Black Bass, Oswego Bass, Rock White Bass, Calico Bass and Crappie.	June 15—Nov. 30	Ten in all of Black and Oswego Bass; 20 Rock Bass, 20 in all of Calico Bass and Crappie.	Calico or Strawberry Bass, Crappie 6"; Striped Bass 10"; Black, Oswego and White Bass 9".
Pike, Pickerel and Pike-Perch.	May 20-Nov. 30 Jan. 1-Jan. 20	No daily limit in open water. Ten in all, when fishing through ice of perch and pike-perch, and 10 in all of pike and pickerel.	Pike-Perch, Pickerel and Pike 12"
<b>GAME FISH IN DELAWARE RIVER AND BAY, AND ALSO THEIR TRIBUTARIES WHERE TIDE EBBS AND FLOWS</b>			
Black, Calico, Rock and White Bass, Crappie, Pike-Perch, Pickerel, Pike, White and Yellow Perch and Trout.	June 15-Dec. 1	White and Yellow Perch may be taken with hook and line at all times in Delaware River and Bay and their tributaries, between New Jersey and Delaware, where tide ebbs and flows.	Black Bass 9", Pike, Pickerel or Pike-Perch 12", Calico or Strawberry Bass, Crappie, White Bass, Rock Bass or Trout 6".

There will be many changes in the Federal regulations regulating migratory seasons limits. These changes have not been completed by the Federal Government as this Year Book goes to press. Consult the 1935 Edition of the Fish and Game Laws of New Jersey, which will be available in August.

NOTE: A deputy warden is not authorized by the fish and game laws to enforce the trespass laws, the latter not being within the jurisdiction of our Board.

# COBLE'S FISHERMAN'S CALENDAR

BLACKER THE FISH—BETTER THE DAY FOR FISHING

Copyright 1934 in U. S. and Canada by GRADY W. COBLE, Greensboro, N. C.

## FISHING LAWS

IT IS ILLEGAL AT ALL TIMES

To take trout, bass, pike, pickerel and pike-perch between 9 p. m. and daylight.

To take or attempt to take fish in any manner excepting with hook and line, but minnows for bait may be taken with a seine not over 50 feet long in ponds and lakes of over 100 acres and in other waters with a seine not over 30 feet in length. Eels may be taken at all times with wicker baskets anchored on the bottom of streams and ponds. For Delaware River and other tide waters see special laws.

To pollute streams. To use medicated bait or explosives of any kind for taking fish. To draw off water or place screens in water without permission of the Board of Fish and Game Commissioners. To permit the erection or maintenance of unlawful contrivances for taking game or fish; applies to owners and tenants of lands. To use carp for bait or in any other way to put carp in fresh water.

To haul seines beneath the ice in salt waters. To take fish through the ice in fresh waters, except carp and suckers, which may be taken with a net under the ice between December 1st and March 1st; penalty \$20 for any fish taken other than carp and suckers, and from January 1st to January 20th, pike, pickerel, pike-perch and perch may be taken through the ice in fresh waters with not more than ten lines, each line to have attached thereto not more than one hook; said pike, pickerel, pike-perch and perch caught through the ice not to be sold.

To use set lines in waters inhabited by pickerel, pike, pike-perch, bass, or trout, or to use any contrivance in fishing having more than three hooks, or more than one burr of three hooks, or to have such contrivances in possession.

To spear fish in fresh waters.

To take female crabs with eggs or spawn attached thereto. To take crabs in any tidal waters, except Delaware Bay, with a line with more than ten baits attached.

NOTE:—The taking of white and yellow perch, catfish, sunfish, suckers, carp and eels with hook and line is permitted at all times in

JULY						
Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

AUGUST						
Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

SEPTEMBER						
Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

BLACKER THE FISH—BETTER THE DAY FOR FISHING

On the above Fisherman's Calendar the best days for fishing are indicated by a solid black fish, days not so good by a partially black fish, and poor days for fishing by a white fish. This calendar is scientifically compiled, using the moon, the signs, and every known factor that has a bearing on fishing as used by the "Old Timer," as well as the modern Sportsman. Use discretion in selecting your fishing days—do not go when it is windy, tides against you, or the water muddy—but select comparatively calm days when the fish shows solid black and you will find this calendar to be surprisingly accurate for both inland and deep sea fishing, and for any waters in or surrounding the United States and Canada.

(The Barnegat Bay Year Book Committee acknowledge with thanks permission of Mr. Coble to use the above Fisherman's Calendar.)





### CHAMPIONS AND CHAMPIONS IN THE MAKING

The Jersey Coast furnishes splendid casting opportunity and many great catches are made.

all waters of the State, excepting there is a season for white and yellow perch in the Delaware River and its tidal tributaries between New Jersey and Pennsylvania, which is from June 15th to December 1st.

#### GAME FISH IN DELAWARE RIVER AND BAY, AND ALSO THEIR TRIBUTARIES WHERE TIDE EBBS AND FLOWS

See season. Game fish can be taken with hook and line only. Number of lines not to exceed two, and under immediate supervision.

SIZE:—Illegal to take rock fish over 20 pounds or under 10 inches; sturgeon under 5 feet.

#### SALE OF CERTAIN SALT WATER FISH PROHIBITED

Unlawful to purchase, sell, offer for sale or expose for sale any codfish or striped bass

less than ten inches in length, any bluefish or weakfish less than nine inches in length, any sea bass or kingfish less than eight inches in length, any blackfish, mackerel or porgie less than seven inches in length, any flounder or butterfish less than six inches in length, under a penalty of five dollars for each fish.

The open season includes both dates mentioned.

No person entitled to any part of penalty under the Hunters' and Anglers' License act, or the deer act, and deputy wardens not entitled to part of penalty under any law.

The penalties are from \$20 to \$1,000 for each violation. In case of non-payment of fines and costs, the convicted are subject to imprisonment. In case of second conviction license is revoked and no license issued for two years.



### THE OLD SURF CLUB

At Seaside Park, where "Marv" Spaulding, Dick Taylor, Harry Holt, Albert Sleeper, "Pop" Irwin, Bill Durkin, Howard Shinn, Turner, Lower, Leonard, McEnroe, and others too numerous to mention—"casters in the surf"—great fellows and hell-bent with their beach bugs to follow the birds for a big catch.

Howard W. Irwin

Wm. A. Dirkin

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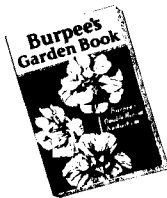
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Contractor and Builder

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# HUNTING AND FISHING LICENSE INFORMATION

*All persons, when taking out a license must report to the person issuing the license the number of birds, fish, animals, and vermin killed during the previous year. Penalty for violation \$20.*

Each hunter and fisherman must display conspicuously on his outer clothing an official button bearing the same number as his license.

All licenses must be obtained from any county or municipal clerk or salaried fish and game warden, or registrar of licenses, except special woodcock hunting license must be obtained from the office of the Fish and Game Commission, Trenton, or salaried wardens, and except juvenile licenses must be obtained only from the office of the Fish and Game Commission.

No license to angle in this State is required of any female regardless of age, or any male under fourteen years.

An occupant of any farm in this State, who actually resides thereon, and the immediate members of the family of such occupant who also reside on said farm, may hunt and fish on said farm in the manner provided by law at any time when it is lawful so to do without being licensed.

## RESIDENTS

It is unlawful for any person to obtain a Resident License in this State unless he is a citizen of the United States and actually and bona fide resides in this State at the time of application and has actually and bona fide resided in this State for one year immediately prior thereto. Penalty for false information or misrepresentation \$20 to \$100.

It is unlawful for any resident male person above the age of fourteen years to fish in the fresh waters of the State, or to fish from the New Jersey shore of the Delaware River north of Trenton Falls, by the method commonly known as angling, unless he has first procured either a Residents' Fishing License (fee \$2.10) or a Residents' Hunting and Fishing License (fee \$3.10). Penalty \$20.

It is unlawful for any resident male or female person above the age of fourteen years to hunt with firearms any protected or unprotected wild bird, animal or fowl, unless he has first procured either a Residents' Hunting License (fee \$2.10) or a Residents' Hunting and Fishing License (fee \$3.10). Penalty \$20.

## NON-RESIDENTS

It is unlawful for any non-resident male person above the age of fourteen years to fish, by the method commonly known as angling, in any of the fresh waters of the State including the Delaware River throughout its entire length within the jurisdiction of the State of New Jersey, or to fish in any inland tidal water of the State unless he first shall have secured either a Non-residents' and Aliens' Fishing License (fee \$5.50) or a Non-residents' and Aliens' Hunting and Fishing License (fee \$10.50). Penalty \$20.

No license is required of non-residents to fish in the Delaware Bay or bays or waters of the Atlantic Ocean within the jurisdiction of New Jersey.

Any non-resident angling license is not valid for a non-resident on such days as the State of residence of the non-resident does not permit angling.

It is unlawful for any non-resident male or female person to hunt with firearms any protected or unprotected wild bird, animal or fowl, unless he has first procured a Non-residents' and Aliens' Hunting and Fishing License (fee \$10.50). Penalty \$20.

## UNNATURALIZED FOREIGN-BORN PERSONS

It is unlawful for any unnaturalized foreign-born person above the age of fourteen to fish by the method commonly known as angling in any of the fresh waters of this State, unless he first shall have procured a Non-residents' and Aliens' Fishing License (fee \$5.50) or a Non-residents' and Aliens' Hunting and Fishing License (fee \$10.50). Penalty \$20.

It is unlawful for any unnaturalized foreign-born person who does not own real estate in this State to the value of two thousand dollars above all encumbrances, to hunt for or capture or kill any wild bird or animal. Unlawful for such person to own or be possessed of a shotgun or rifle. Penalty \$20.

It is unlawful for any unnaturalized foreign-born person who is the owner of real estate in this State to the value of two thousand dollars above all encumbrances to hunt with firearms any protected or unprotected wild bird, animal or fowl, unless he first shall have procured a Non-residents' and Aliens' Hunting and Fishing License (fee \$10.50). Penalty \$20.

## JUVENILE

The Board of Fish and Game Commissioners may in its discretion issue a license to hunt to persons who are citizens of the United States, above the age of ten and below the age of fourteen, when applied for by the parent or legal guardian, but such persons may only hunt when accompanied by a holder of a regular residents' or non-residents' license, who shall be above the age of twenty-one. Cost of license \$1.00.

## TRAPPING

Unlawful to trap any fur-bearing animal without having on person the regular Hunting or Fishing License to which one is entitled. Does not apply to occupant of farm or immediate members of family of such occupant residing on farm who trap thereon, and to bona fide residents of the State under fourteen years. (See "Trapping Note" below.)

## SPECIAL WOODCOCK HUNTING

In order to hunt woodcock from October 15 to November 9, both dates inclusive, a person must take out a Special Woodcock Hunting License in addition to the license required by the Act of April 9, 1914. Obtain regular license from usual agencies, and Special Woodcock License from the office of the Fish and Game Commission, State House, Trenton, or salaried wardens by sending \$2. Penalty \$100 for killing any bird or animal, the killing of which is prohibited from October 15 to November 9.

## MANHADEN LICENSE

It is unlawful for any person or corporation to take or attempt to take menhaden with purse or shirred nets in any water within the jurisdiction of this State, unless he first shall have procured a license from the Board of Fish and Game Commissioners so to do. License fees \$25 to \$200 according to tonnage. Penalty for violation \$1,000.

## FOOD FISH LICENSE

It is unlawful for any person or corporation to operate or use any otter trawl or beam trawl in any of the fresh or salt waters within the jurisdiction of New Jersey including the waters of the Atlantic Ocean within three nautical miles of coast line. Penalty for violation \$200.

It is unlawful for any person or corporation to take or attempt to take with shirred or purse seines, otter or beam trawls, fish of any kind in the waters of the Atlantic Ocean within the jurisdiction of New Jersey, provided, however, that persons may take fish of any kind with shirred or purse seines, otter or beam trawls in the waters of

the Atlantic Ocean within the jurisdiction of New Jersey at a distance of not less than two miles from the coast line, if they first have procured a license from the Board of Fish and Game Commissioners so to do. License fee \$50. Penalty for violation \$1,000.

## POUND LICENSE

It is unlawful for any person or corporation to erect, set, operate or maintain any fish pound net staked or stakeless in the waters of the Atlantic Ocean within three nautical miles of the coast line, or in Sandy Hook Bay or Raritan Bay, without first obtaining a license for such purpose. License fee \$10 to \$50. Penalty for violation \$200.

## LICENSE TO KEEP GAME BIRDS AND ANIMALS

It is unlawful for any person to keep game birds or game animals in captivity for ornamental purposes, or for propagating purposes, unless he first shall have procured from the Board of Fish and Game Commissioners a license so to do. License fee \$2.

## GAME REMOVAL

It is illegal to remove all protected game (except deer) except a non-resident licensee in one day may remove from the State the daily bag limit of game if open to view, but not more than two days' bag limit may be removed in one calendar week (Sunday to Saturday inclusive). This act does not apply to game raised under a wholly enclosed preserve license and legally tagged.

## SALE

It is illegal to sell any squirrel, deer, migratory or non-migratory game bird or song bird, but rabbits, killed in this State, are excepted during the open season and 10 days thereafter; provided that rabbits coming from another State may be sold at all times; provided that game birds and game animals raised under a wholly enclosed preserve license may be sold at any time if legally tagged, but no pheasant or quail raised under a license to propagate in a semi-wild state shall be sold. Migratory water fowl shall bear a well defined mark in the form of a "V" which must have been removed from the web of the foot before the birds attain the age of four weeks. Certain imported game, also deer and pheasants, mallard and black ducks, coming from another State may be sold if legally tagged by State authorities.

It is illegal to sell any black or Oswego bass, except for propagating purposes, and their importation into or exportation from the State for commercial purposes is illegal.

## RIFLE AND PISTOL CHAMPIONSHIPS, 1934.

**International Small Bore Rifle Championships**—*International Pecar Trophy* (teams of 20 men, 20 shots per man at 50 and 100 yards)—won by U. S., 7949 x 8000 (new record). *International Railwaymen's* (teams of 20 men, 10 shots per man at 50 and 100 yards)—won by U. S., 7861 x 8000 (new record). *International R. W. S. Trophy* (teams of 10 men, 40 shots per man at 50 meters)—won by U. S., 3971 x 4000 (new record).

**Small-Bore (.22 caliber) Rifle Outdoor Championships**—*National Small Bore* (aggregate of individual short-range, long-range, small-bore Wimbledon and Camp Perry championship matches, a total of 40 shots at 50 yards, 50 meters and 100 yards, and 50 at 200 yards)—E. L. Lord, Chicago, 1655 x 1700. *National Individual Short-Range* (20 shots at 50 and 100 yards)—Sam Bond, New Philadelphia, O., 398 x 400. *National Individual Long-Range* (20 shots at 200 yards)—W. P. Schweitzer, Hillside, N. J., 193 x 200. *National Small-Bore Wimbledon* (20 shots at 200 yards)—E. L. Lord, Chicago, 196 x 200. *Camp Perry Individual* (20 shots at 50 and 100 yards, 10 shots at 200 yards)—R. E. Loulen, Butler, Pa., 492 x 500. *Short-Range Interstate Team* (teams of 6 men, 20 shots per man at 50 and 100 yards)—Ohio, 2365 x 2400. *Long-Range Team* (teams of 4 men, 20 shots per man at 200 yards)—Fenmore Rifle Club, Newark, N. J., 766 x 800.

**National .30-Caliber Rifle Championships**—*Wimbledon Cup* (20 shots at 1000 yards, any sights, any rifle)—Gy.-Sgt. W. A. Lee, U. S. M. C., 100 x 100—12 v's. *Leech Cup* (7 shots at 800, 900 and 1000 yards, any rifle, any sights)—Pvt. R. R. Richards, U. S. M. C., 105 x 105—12 v's. *Coast Guard Trophy* (10 shots at 200 yards, kneeling, and 10 shots at 300 yards, prone, rapid-fire, military rifle and sights)—Frank Sonntag, Wenatchee, Wash., 99 x 100. *Marine Corps Cup* (10 shots at 600 and 1000 yards, military rifle and sights)—R. O. Anderson, Waltham, Mass., 99 x 100. *Navy Cup* (20 shots at 200 yards, standing, military rifle and sights)—John R. Pugh, Lynchburg, Va., 95 x 100.

*President's* (10 shots at 200 yards, standing, and 10 each at 600 and 1000 yards, prone, military rifle and sights)—(CBM Paul Goulden, U. S. C. G., 196 x 150. *Grand Aggregate for Maj. Lee O. Wright Memorial Trophy* (aggregate of foregoing matches)—(BM Paul Goulden, U. S. C. G., 634 x 655. *Free Rifle* (20 shots, kneeling, 20 standing and 20 prone at 300 meters)—C. E. Nordhus, Highland Park, Ill., 503 x 600. *Individual Civilian Club Members'* (10 shots standing

and 10 kneeling, 200 yards, military rifle and metallic sights)—Roy E. Meister, Seattle, Wash., 99 x 100. *N. R. A. Members'* (10 shots at 600 yards, military rifle and metallic sights)—H. T. Gilmore, Seattle, Wash., 50 x 50—8 v's.

*200-Yard Rapid-Fire* (10 shots kneeling at 200 yards, rapid fire, military rifle and sights)—Cpl. A. Romano, U. S. M. C., 50 x 50. *Scott Trophy* (10 shots rapid fire, prone from standing, military rifle and sights)—Sgt. O. A. Guilmet, U. S. M. C., 50 x 50. *Crowell Trophy* (10 shots at 600 yards, military rifle and sights)—Fred Ruffalo, Racine, Wis., 50 x 50—8 v's. *Herrick Trophy Team Championship* (teams of 8 men, 15 shots per man at each 800, 900 and 1000 yards, any rifle and any sights)—U. S. M. C., "C", 1766 x 1800. *Regimental Team* (teams of 6 men, 10 shots per man at 200 yards, standing, and 10 at 600 yards, prone, military rifle and sights)—Oregon National Guard, 560 x 600. *A. E. F. Roumanian Trophy* (teams of 6 men, 10 shots per man at 200 yards, standing, and 10 at 600 yards, prone, military rifle)—U. S. M. C. No. 2, 562 x 600.

**Pistol Championships**—*22-Caliber*—O. A. Thimmesch, Dubuque, Iowa, 285 x 300. *N. R. A. Individual*, military pistol or revolver—W. M. Stonesifer, Los Angeles, Calif., 285 x 300 (new record). *N. R. A. Team*, military pistol or revolver—Los Angeles Police Department, 1389 x 1400 (new record). *Police Team*, pistol or revolver .32-caliber or larger—Los Angeles Police, 1142 x 1200.

**Indoor Range Championships**—*Intercollegiate Rifle*, prone kneeling and standing—U. S. Naval Academy, 1360 x 1500. *Women's Intercollegiate Team*, all prone shooting, Univ. of Wash., 2971 x 3000. *Individual Colleague*, prone, kneeling and standing—J. Butterworth, Iowa State Coll., Ames, 567 x 600. *Women's Individual Intercollegiate*, all prone shooting—Mary Wetach, Pittsburgh, Pa., 598 x 600. *American Legion*—W. B. Wilson, Ardmore, Okla., 591 x 600. *Police Pistol*—Alfred Hemming, Detroit, Mich., 274 x 300.

*Individual Indoor Rifle*, metallic sights, 50 feet—Wm. J. Kelly, Southbridge, Mass., 589 x 600. *Individual Indoor Rifle*, metallic sights, 75 feet—U. S. Vance, Fort Thomas, Ky., 582 x 600. *Individual Indoor Rifle*, any sights, 50 feet—Dr. E. O. Swanson, Minneapolis, Minn., 596 x 600. *Individual Indoor Rifle*, any sights, 75 feet—Mike Altman, Lu Verne, Iowa, 588 x 600. *Individual Indoor .22-Caliber Pistol*, 50 feet—Leo Allstot, Mason City, Iowa, 290 x 300. *Individual Indoor .22-Caliber Pistol*, 20 yards—Walter Walsh, Union City, N. J., 290 x 300.

## SKET SHOOTING CHAMPIONSHIPS, 1934.

### INDIVIDUAL.

*Great Eastern*—Karl K. Nielsen, Essex, Conn. *National Telegraphic*—H. L. Weiland, Paris, Tex. *Eastern*—Oliver G. Mitchell, Natick, Mass. *Southwestern*—J. O. Bates, Fort Worth, Tex.

*Western Open*—Don Westwater, San Francisco.

*Middle Western*—Rud Cooper, Louisville, Ky.

*Southern*—Jack Gray, Atlanta, Ga.

*Middle Atlantic*—W. Palen Conway, Green Village, N. J.

### INTERSECTIONAL TEAM.

*Great Eastern*—Los Angeles-Santa Monica Skeet Club, Los Angeles. *Eastern*—Waltham Gun Club, Waltham, Mass. *Southwestern*—Dallas Skeet & Gun Club, Dallas, Tex. *Middle Western*—Indianapolis Skeet Club, Indianapolis, Ind. *Middle Atlantic*—Orchard Hill-Loantaka Skeet Club, Florham Park, N. J.

### INTERSECTIONAL WOMEN'S.

*Great Eastern*—Mrs. Sidney R. Small, Detroit. *Eastern*—Mrs. Anna Mary Vance, Waban, Mass. *Southwestern*—Mrs. James Horton, Eastland, Tex. *Middle Western*—Mrs. Hathaway Simmons, Crow's Nest, Ind. *Middle Atlantic*—Mrs. Earl J. Miles, Andover, N. J.

### AMATEUR LONG RUN RECORDS.

(Compiled October 16, 1934).

*Open to all Bore*—J. O. Bates, Fort Worth, Tex. Score: 398 consecutive hits at regulation Skeet targets.

*Twenty Gauge*—L. D. Bolton, Detroit. Score: 224 consecutive hits at regulation Skeet targets.

*Junior*—Max Marcum, Louisville. Score: 256 consecutive hits at regulation Skeet targets.

*Women's*—Mrs. Sidney R. Small, Detroit. Score: 115 consecutive hits at regulation Skeet targets.

*Professional—Open to all Bore*—Ed. Lindsay, Paris, Tex. Score: 229 consecutive hits at regulation Skeet targets.

## 1934 TRAPSHOOTING CHAMPIONS OF NORTH AMERICA.

Thirty-fifth Grand American Trap Shooting Tournament, Vandalia, O., Aug. 27-31, 1934. Results:  
**Champion of Champions**—M. Arie, Champaign, Ill., 197 x 200.

**Grand American Handicap**—L. G. Dana, Derriek City, Pa. (17 yds.), 98 x 100; 24 x 25.

**Class AA**—W. Beaver, Berwyn, Pa., 199 x 200; 25 x 25.

**Class A**—Dr. W. E. Fallis, Louisville, Ky., 198 x 200.

**Class B**—F. Martin, Detroit, Mich., 193 x 200.

**Class C**—A. J. Boeder, Estelline, S. D., 193 x 200.

**Class D**—H. F. Schmidt, Xenia, O., 188 x 200.

**Class E**—D. E. Belk, Greenwood, S. C., 177 x 200.

**Doubles Target**—M. Arie, Champaign, Ill., 94 x 100.

**Professional Doubles**—A. Killam, St. Louis, Mo., 90 x 100.

**Veterans**—W. A. Tabor, Union City, Okla., 191 x 200.

**American Professional**—J. John, Spirit Lake, Ia., 192 x 200; 25 x 25.

Twenty-ninth Annual Amateur Championships, Travers Island, N. Y., May 5—**Singles**—E. C. Lamerson, Bernardsville, N. J. (16 yds.), 198 x 200; **Doubles**, W. S. Beaver, Berwyn, Pa., 182 x 200.

# SEASIDE PARK

## *The Sportsman's Paradise*

- Equally accessible from either New York, Newark and Philadelphia, Seaside Park offers a combination of facilities available nowhere else on the Atlantic Coast. A racing course entirely visible from the porch of the yacht club is ideal for all types of sailboats and is used for all the important series on Barnegat Bay, such as the International Yacht Races with Canada and the Bamberger Series for International Star Class sloops held each Labor Day.
- The bathing beach, famed as one of the cleanest and safest on the entire Jersey coast. Surf fishermen from many miles enjoy the unsurpassed angling during August and September. For the younger children the bathing facilities at the yacht club are supplemented by expert instruction. Off-shore and bay fishermen will find party boats available at all times.
- Experts pronounce the artesian well water as unsurpassed in the State for purity and the supply is unlimited. Rail and bus service provides convenient transportation from all parts. This cottage community has long enjoyed excellent gas, electric, telephone and sewerage facilities.

## WE GREET YOU



**B**ARNEGAT BAY will be the mecca for water-loving sportsmen as long as the ocean rolls ✓ Seaside Park sends greetings and invites you to participate in the activities of our club and enjoy the delightful races—that occur over our course—from our club house ✓ Hospitality that has been handed down from yesteryear awaits you—and your family—the ocean front for bathing, the bay for boating and fishing, our yachtsmen for true sportsmanship and our bilge for fellowship ✓ We invite you and greet you.

THE SEASIDE PARK YACHT CLUB

CHAS. T. KLINE, *Commodore.*

# BERKELEY YACHT BASIN

North of Seaside Park Yacht Club. Keep off shore until you find channel marked with red and black barrel buoys, you will find six feet of water.



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Can haul yachts up to 75 feet

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Seaside Park, New Jersey

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# THE SEASIDE PARK YACHT CLUB

Incorporated August 19th, 1899

First Commodore, Hon. John Weaver (Mayor of Philadelphia, 1904-1908)

THE Seaside Park Yacht Club owes its birth to the late Henry J. West of Gloucester, N. J., a bay front cottager. He inaugurated a series of sneak box races on Barnegat Bay for large cash prizes which were eagerly sought after by the old timers on the Bay. The principal contenders in these races were the Life Guards who manned the then "Life Saving Stations," now the invaluable shore stations of the United States Coast Guard. So intense was the rivalry, that even radio, at that time, unknown, could not match the speed with which the news travelled about these races from Bay Head to Cape May.

The starting line was at the present Public Dock and the course was the same as the present Seaside Park Yacht Club Course, except perhaps that it was longer, from the Public Dock to Westray's Point to the Drawbridge to the Public Dock, four times around.

As a result of these races it was often suggested by the Captains that an Association of Sneak Box Owners be formed and that a small club house be erected at the foot of the Public Dock. These discussions took place in the basement of what is now the Cottage of the late Commodore Robert Wolstenholm, then owned by Henry J. West, and there developed a strong tendency toward the formation of a regular yacht club. As a result, a meeting of all the cottage owners and yachtsmen in Seaside Park was held at the home of John Weaver and the Seaside Park Yacht Club was immediately formed, the first yacht club on Barnegat Bay.

John Weaver was elected the first Commodore and the Board of Directors was composed of the leading yachting enthusiasts such as Henry J. West; Harry B. Wyeth; John E. Creth; Dr. George H. Thacher; George S. Gandy; and Harvey T. Weber.

The site of the present club was selected as the most centrally convenient and at the same time the best location because of the depth of the water. The club house soon took form and boating boomed to an unprecedented degree. It was soon found out that, owing to its immense pop-

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larity, a larger and more commodious house was needed and with very little difficulty funds were raised and a large addition made to the club house.

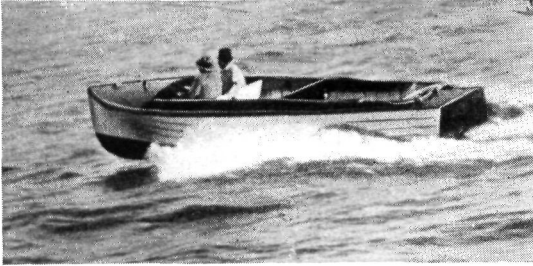
The fame of the Seaside Park Yacht Club soon spread and other localities took up the spirit of yacht racing and soon other clubs were formed and club houses built. Island Heights, Bay Head, Mantoloking and Lavallette soon followed and there began a series of contests for supremacy. The old Toms River Yacht Club took on a new lease of life and resurrected the old Toms River Yacht Club Challenge Cup, which had been raced for back in 1871 and entered the contests. Barnegat Bay took on a racing fever unsurpassed in the annals of yacht racing.

The Seaside Park Yacht Club, with its fleet of famous racing yachts, such as "Tsar"; "Mermaid"; "Lazy Jack"; "Another Old Maid"; "Fran Roy"; "Dorothy," and others, swept everything before it. All along the Atlantic Seaboard, Barnegat Bay became known as the home of the world's fastest catboats.

The Sewell Club, presented as a perpetual trophy by the then United States Senator from New Jersey, William J. Sewell, and still raced for every year; the Morgan Cup, presented by the Comptroller of the State of New Jersey, J. Willard Morgan, to the Island Heights Yacht Club, as a perpetual trophy; and many other trophies were much sought after by the various yacht clubs. In later years followed the Rodman Wanamaker Trophies, the Middleton Cup, Stanger Cup, Wolstenholm Trophy, Doan Cup, Chance Cup, Thecher Cup and others, the annual contests for which are still features of racing on Barnegat Bay as it completes its fourth decade.

In 1925 negotiations by members of the Seaside Park Yacht Club with the Royal St. Lawrence Yacht Club of Montreal, Canada, resulted in arrangements for an International Series in the Class E sloops. The first of these series was held the following year between Canadian skippers and the best of the Barnegat Bay helmsmen from the seven clubs on the Bay. For seven years this rivalry continued, races being held both on the Seaside Park course and on the Maple Leafs course on Lake St. Louis.

Then some of the members of the Seaside Park Yacht Club organized a fleet of International Star Class sloops in 1929 and races were staged



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which attracted the attention of Star owners all over the globe. The Stars were the first keel boats on Jersey waters and their ability to sail on Barnegat Bay was regarded with skepticism by many at first. All doubts on that point were soon dispelled and the same features of low cost, fine balance and intense competition which have led to 1125 Stars in 82 fleets all over the world definitely established their local popularity. The Star Fleet now numbers eleven yachts, and from the interest manifested by the Barnegat Bay Sailor this fleet will soon outshine any other class of racing yachts. There are five other fleets in New Jersey; Delaware River; Ocean City; Greenwood Lake; Raritan Bay and Lake Hopatcong.

Through the kindness of Mr. Louis Bamberger, the trophy bearing his name was donated and the annual competition for it has brought Stars from Long Island Sound, Chesapeake Bay, Gravesend Bay, Delaware River, Ocean City and even Hawaii to compete for it. The Bamberger Series has come to be the biggest intersectional sailing event in New Jersey yachting. It is competed for annually off the Seaside Park Yacht Club over Labor Day.

The embryo yachtsman is well taken care of by the club, for there are junior races every Wednesday and Saturday during the season. The fourteen foot class, the eighteen foot class, and the recently developed "moth boat," all have their inning. At times the Seaside Park Yacht Club Course seems to be dotted with myraids of white sails. The youngsters from every yacht club on Barnegat Bay eagerly enter these races, and sometimes as many as fifty small boats may be counted vieing for the championship.

The stars inaugurated Sunday yacht racing on Barnegat Bay and in seven years this feature, started and maintained at Seaside Park, has become extremely popular so that contests are now held for all classes.

Swimming facilities are likewise provided by a swimming pool immediately in front of the Club House, and many contests are staged for the youngsters. The diving board installed last year has proven as popular as anticipated.

The social features of the club are many. The entertainments provided by the Ladies Auxiliary are many and varied. Cabarets, dances, card parties, and musical entertainments are staged every Friday and Sat-

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urday evening. In fact, the entire social program at Seaside Park is centered at the Yacht Club as it has been since the turn of the century.

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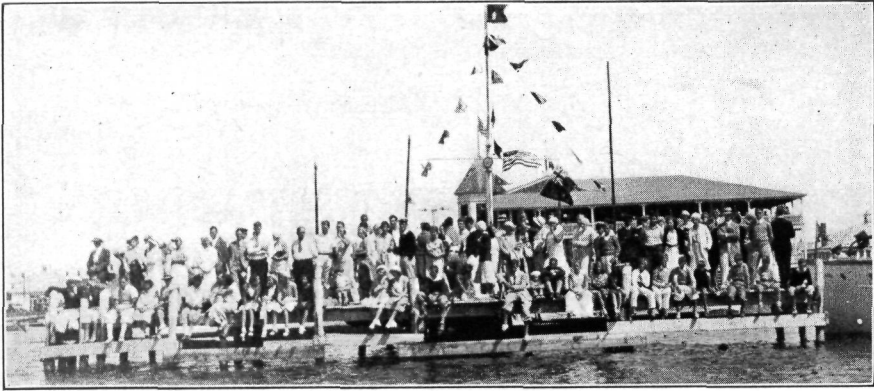
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## 1935 SCHEDULE OF EVENTS

An orchestra of considerable radio prominence and greatly augmented in size compared to previous years will provide music and entertainment on the new season's program. The members and guests will still enjoy the Night Club atmosphere which has been greatly enhanced by the addition of individual and lighted tables on the porch. There will be no charge to members. Guests are cordially invited at \$1.00 cover.

*Commodore's Reception*—The Club will be officially opened on July 6th, at 9:00 p. m., when a reception will be tendered to the new Commodore, Chas. T. Kline. Dancing will be to The Dictators and other entertainment will be scheduled for this occasion.

*Dinner Dance*—Saturday, August 3rd, 8:00 p. m. in the Ballroom. Music and entertainment will be furnished by the Picadilly Six.

*Old Timers' Night*—August 17th, devoted to the old guard, who will present a unique evening of fun, jollity and gayety, under the able direction of Herman Mueller. "Hertz" is a charter member (1899, if you don't remember), and has long guided the destinies of the Club as Commodore, director, counsellor and friend.

*Annual Meeting and Election of Officers*—Held in the Wolstenholme Room, Seaside Park Yacht Club, Sunday, September 8th.

*Tennis*—Watch the bulletin board for notices regarding this activity.

*Bridge*—Every Wednesday at 10:30 a. m. under the direction of Mrs. Charles E. Lucke. Duplicate bridge every Friday evening in the Wolstenholme Room from July 5th to September 6th.

*Field and Water Sports*—Youngsters' annual field and track events, Seaside Park Yacht Club, Thursday, July 4th, under direction of Ernest Taylor, assisted by Miss Carolina Faight, Club swimming instructress.

Water sports Labor Day, Monday, September 2nd, under the same direction. Prizes will be awarded in every event and the competition is open to children from three to fourteen years of age.

*Swimming Pool*—The sheltered pool of quiet water completed last year was unquestionably the most popular improvement to the Club in many years. The junior members were always in evidence, using the diving board and slide; racing in the enclosed and protected area.

*Night Race*—A repetition of last year's successful race will be held on July 20th at the Seaside Park Yacht Club. All classes of sail boats are eligible and welcome.

*Junior Sneak Box Championships*—Held Tuesdays and Thursdays during July and August. This competition is open to any skippers under sixteen who are members of the Seaside Park Yacht Club and affiliate clubs of the Barnegat Bay Yacht Racing Association.

*Hospitality—*

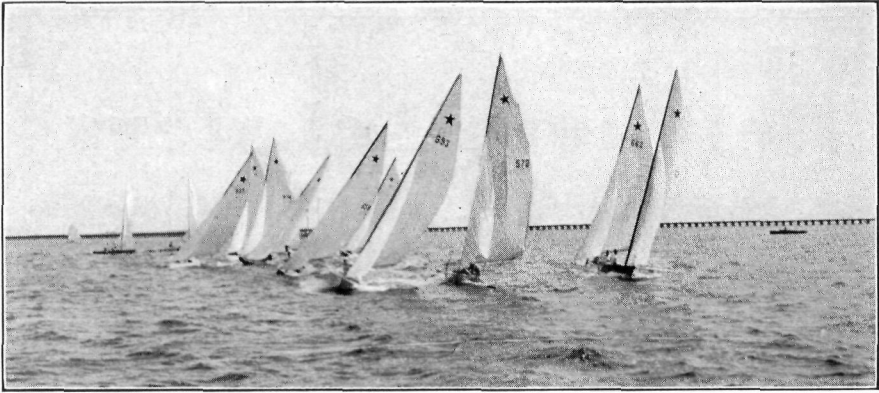
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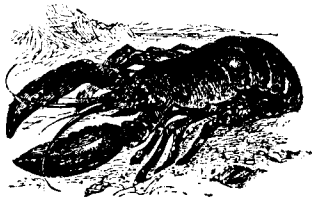
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 Barrington, Elizabeth F.  
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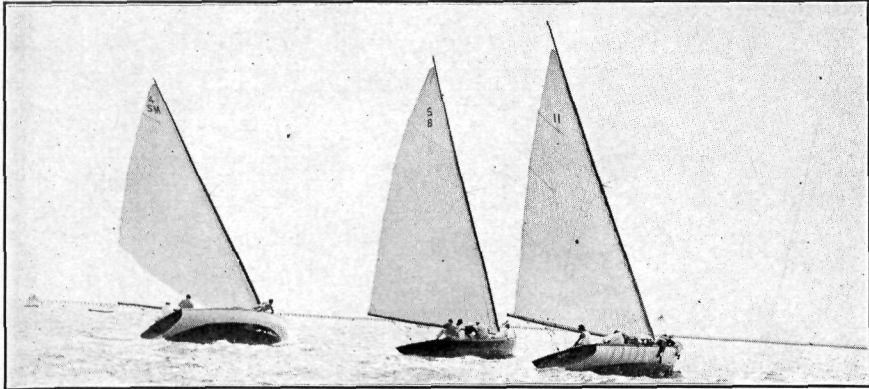
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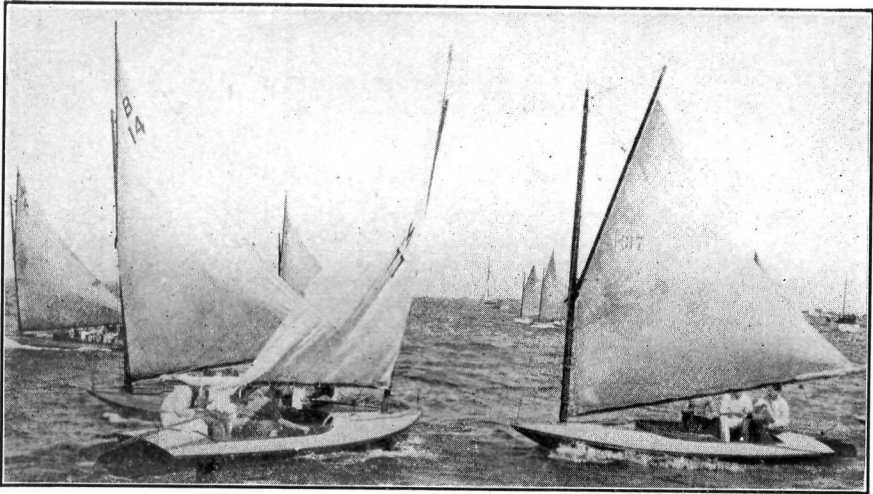
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 Billups, Melvin P.  
 Bingham, Addison B.  
 Blake, Robert H.  
 Boffey, Fred G.  
 Boggs, J. Lawrence  
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 Bristol, W. M., Jr.  
 Britten, E. F., Jr.  
 Broidrick, Thomas J.  
 Brown, Richard  
 Brown, Stuart, Jr.  
 Bryant, A. H.  
 Buckland, John M.  
 Budell, A. E.

Burke, George C.  
 Burnham, Walter H.  
 Buttenheim, Edgar J.  
 Byrne, Joseph  
 Callen, John W.  
 Cattus, John C.  
 Chafey, Clarence  
 Chamberlain, Dr. A. R.  
 Chandlee, Edward E.  
 Charlock, Norman F.  
 Childs, W. St. Clair  
 Christy, C. Roland  
 Collings, Llewellyn W.  
 Colyer, Carlton C.  
 Cook, Fayette A.  
 Cook, Reginald A.  
 Corbin, Horace K.  
 Coverley-Smith, Dr. W. J.  
 Crane, Dr. F. Le Roy  
 Curran, Frank E.  
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 Davis, Samuel H.  
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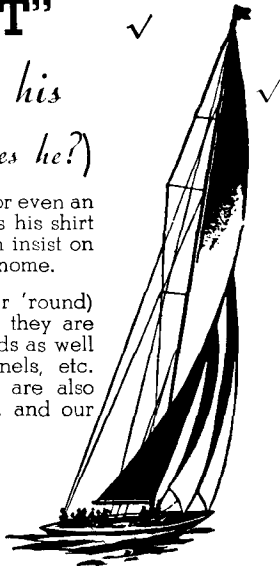
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Dickinson, Sackett M.  
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Downing, Paul H.  
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DuBoise, H. C.  
Duval, Joseph E.  
Ebbert, George S.  
Egbert, George P.  
Egbert, James C.  
Egbert, Lester D.  
Entz, Theodore B.  
Essertier, Dr. E. P.  
Farrow, John B.  
Fenn, Paul  
Flynt, Henry N.  
Franke, John R.  
Franklin, Ruford  
Gannon, W. L.  
Gardiner, Mrs. Margaret C.  
Gaston, George A.  
Gausler, A. R.  
Geier, F. V.  
Gherardi, Bancroft  
Gibson, Henry C.  
Gifford, E. Garfield  
Greene, Van R. H.  
Gray, Dr. John W.  
Gumme, Charles Henry  
Guthrie, W. M.  
Haines, Rowland B.  
Hall, Rodney D.  
Ham, William F.  
Hamill, Barker G.  
Hay, Paul F.  
Hazard, H. W.  
Hazard, Rowland  
Hermiston, Mrs. George  
Hetherington, F. S.  
Hicks, Thomas E.  
Hoen, Emil L.  
Hogan, John R.  
Howe, Walter B.  
Iams, Dr. Samuel H.  
Ill, Dr. Edgar A.  
James, Darwin R.  
Janney, J. Allison  
Johnson, E. E.  
Johnson, Rankin  
Keeler, I. P.  
Kip, Charles A.  
Knight, Richard W.  
Lamb, William H.  
Leyenberger, Dr. S. B. W.  
Loblein, E. L.  
Lohrke, O. Emil  
Manning, C. D.  
McGraw, James A.  
Meeker, Stephen J.  
Merrill, George I.  
Miller, C. Blackburn  
Miller, S. Fisher  
Mount, Thomas L.  
Murdock, J. Edgar  
Myer, Pettit A.  
Nichols, Douglas R.  
Nimick, Alex  
Nimick, Mrs. W. H.  
Nimick, William H.  
Orchard, William J.  
Pearson, W. E.  
Peaslee, Amos J.  
Peay, Gordon N., Jr.  
Perry, John M.  
Pilling, J. Ross  
Post, William N.  
Quattlander, Paul  
Ramsdell, Dr. Edward G.  
Randolph, Charles G.  
Riker, Carlton B.  
Riker, Daniel O.  
Rose, W. M.  
Ruprecht, Ludwig  
Sanborne, Paul S.  
Schenck, Remsen  
Schoettle, Marc A.  
Schoettle, Ralph J.  
Scott, David J.  
Smith, Donald N.  
Smith, Raymond M.  
Smith, Sylvester O.  
Stockton, Richard, 3rd  
Strange, Robert  
Studdiford, A. Douglas

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Studdiford, Dr. W. E.  
Swain, Edward  
Swain, W. Moseley  
Thacher, Frank W.  
Thomas, Geo. Comyns, Jr.  
Thompson, Charles Donald  
Throckmorton, W. Irving  
Thropp, Joseph W.  
Todd, Van Winkle  
Tunnell, F. H.

Van Duyne, Philip R.  
Ver Planck, Mrs. William C.  
Vought, G. Tracey, Jr.  
Waterbury, S. W.  
Webb, E. H.  
Welsh, John C.  
White, J. Dugald  
Williams, H. E.  
Williamson, Frederick S., Jr.  
Wright, Raymond D. B.

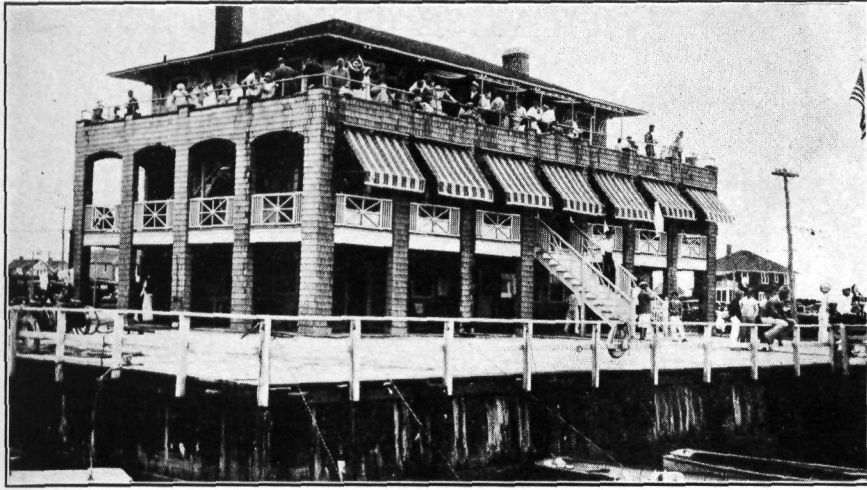
INDIVIDUAL MEMBERS

Allegaert, Mrs. Katherine  
Atkins, Miss Ethel  
Baber, Mrs. W. D.  
Baxter, Miss Lucy  
Biggs, Miss Margaret  
Botzow, Herman  
Botzow, Wm. G.  
Boyer, Miss Elouise  
Chafey, James H.  
Colyer, Donald  
Connfelt, Oscar Godfrey  
Dale, F. Slade  
Doyle, Frances Atkins  
Gummey, Charles Henry  
Gummey, Frank B.  
Harrison, Edgar P.  
Hunt, Mrs. George F.  
Hunt, George F., Jr.  
Johnson, Robert L.

Kennedy, Norman T.  
Leas, Miss Mabel  
Lee, Mrs. George H.  
Merrill, Portland  
Moore, H. T.  
Pope, James G.  
Post, Robert  
Rae, William F.  
Rhodes, Edward E.  
Rowland, John de Gru  
Rowland, Joseph R.  
Ryan, Morgan  
Scott, Walter C.  
Shaffer, Newton Hale  
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ELMER F. WEIDNER	HARLESTON R. WOOD

# SOCIAL EVENTS

- July 6 Club Dance.
- July 13 Club Dance.
- July 27 Ladies Auxiliary Party.
- Aug. 3 Barnegat and Little Egg Harbor Yacht Clubs' Joint Dance at the Hotel Baldwin.
- Aug. 10 Club Dance.
- Aug. 17 Club Dance
- Aug. 24 Club Dance.
- Aug. 31 Cabaret Dance at the Hotel Baldwin.
- Sept. 6 Reception and Dance at Club for Members of the Barnegat Yacht Racing Association and their friends.
- Sept. 7 Dance at the Hotel Baldwin for Members of the Barnegat Yacht Racing Association, their friends, etc.

*For the Summer Schedule:*

- Thursday, July 4th ..... BUFFET LUNCHEON
- Thursday, July 18th ..... ANNUAL TEA
- Saturday, July 27th ..... AUXILIARY PARTY
- Monday, September 2nd ..... BUFFET LUNCHEON

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# LITTLE EGG HARBOR YACHT CLUB

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Barclay, William K.	Gummere, William
Barclay, Wm. K., Jr.	Harrison, John, Jr.
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Blake, Sidney S.	Holt, W. J.
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Brown, Edmond S.	Horter, Edward M.
Bursk, Robert	Huff, Craig
Buttfield, W. J.	Irving, Robert S.
Carruthers, Thomas M.	Johnson, Charles Lewis
Collins, Grellett	Johnson, Howard
Cohen, Albert M.	Johnson, Walter
Collins, Grellett N.	Jones, S. Percy
Collins, William T.	Kentz, Frederick C.
Collom, Samuel, Jr.	Klemm, J. George, Jr.
Collom, Samuel H.	Langenberg, F. C.
Conlan, Walter A.	Lauder, Edwin G., Jr.
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Cranmer, Mayor Firman H.	Levis, Rev. Norman
Damon, Albert F., Jr.	Levis, Russell T.
Davis, Joel B., Jr.	Lord, Chas. E.
Dobbins, T. Monroe	Loveland, Samuel C.
Dodd, Dr. Wm. Earl	Mathis, Thomas A.
Dodson, W. D.	Mayberry, Wm. U.
Dripps, Harold	McCarty, A. B.
Drinker, James B.	McConnell, H. Earle
Dutton, Lewis R.	McEwan, Richard W., Jr.
Eaton, Oliver K.	McGowan, James, Jr.
Edson, J. D.	McPherson, W. Lincoln
Edson, L. D.	Marvin, Theodore
Edwards, John S.	Matthews, Wm. R.
Ellis, Van Mashburn, M.D.	Middleton, H. C.
Ellzey, Dr. James Murry, Jr.	Mifflin, Samuel Wright
Endicott, George, Jr.	Moorhouse, Wm. Henry, Jr.
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Ferris, Isaac	Neff, Morton Gibbons
Fonda, Douglas C.	Neff, Morton G., Jr.
Fox, S. Tucker, III	Nelson, Arthur G.
Galloway, Chas. Douglas	Newlin, E. Mortimer

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Peterson, C. Maxwell  
Phillips, John J.  
Platt, Henry N.  
Potter, H. Spencer  
Reed, Richard  
Reifsnyder, Henry G.  
Rex, Walter E., Jr.  
Rhoads, Jay R.  
Roberts, John S.  
Runyon, F. O.  
Schaub, F. Carter  
Sharpless, Dr. Frederick C.  
Sherman, Henry J.  
Standen, Dr. J. Arthur  
Strong, Geo. V.  
Sullivan, Jeremiah J., Jr.  
Taylor, Henry M., Jr.

Tierney, Geo. E.  
Townsend, E. D.  
Verlenden, J. S.  
Wainwright, Commander  
Wallace, Chas. F.  
Walsh, J. Margargee  
Walling, Rituer K.  
Walton, John M., 2nd  
Watson, Frank J., Jr.  
Watson, Frank J.  
Wasey, Albert M.  
Weidner, Elmer F.  
Wilkening, August  
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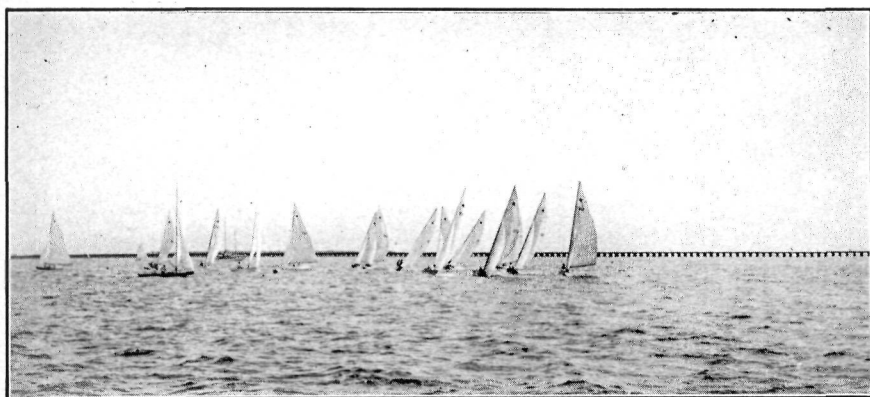
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Bertram, W. W.	Geer, F. R.	Peters, Theodore
Boocock, C. B.	Geig, L. F.	Pitt, Rev. Louis
Booth, Mrs. F. H.	Goodfellow, A. N.	Price, M. M.
Carson, J. T.	Green, Caleb	Provost, T. C., Jr.
Carmer, L. P.	Hall, E. T.	Rearick, A. C.
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Chance, Mrs. T. M.	Holland, Dr. H. A.	Runyon, C. R., Jr.
Coddington, J. T.	Huber, F. G.	Runyon, Dr. L.
Colie, Frederic	Humphreys, J. P.	Schroeder, Seaton
Colie, Runyon	Ill, Dr. E. W.	Selvage, Lester
Downer, Louis deF.	Ill, Dr. C. H.	Siedler, G. J.
Downer, Delavan	Jackson, J. H.	Simonds, W. B.
Day, Mrs. Chas.	McAnerney, J. A.	Tomlinson, P. G.
Dalzell, K. W., Jr.	McCall, R. C.	Webster, M. A.
Debevoise, Paul	MacDonald, A. A.	White, S. W.
Doak, C. B.	Marsh, T. McC.	Wurts, W. H.
Dickie, D. P.	Miller, S. F.	

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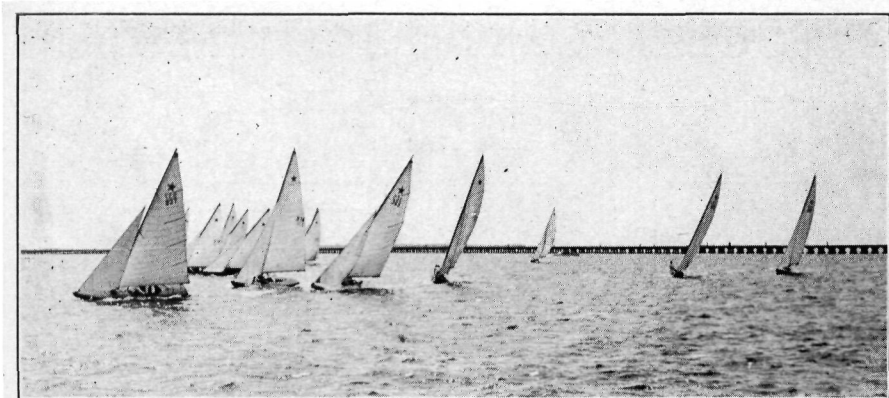
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Asch, Ezekiel  
Buhl, A. J.  
Guhlman, Eugene  
Guttentag, Charles

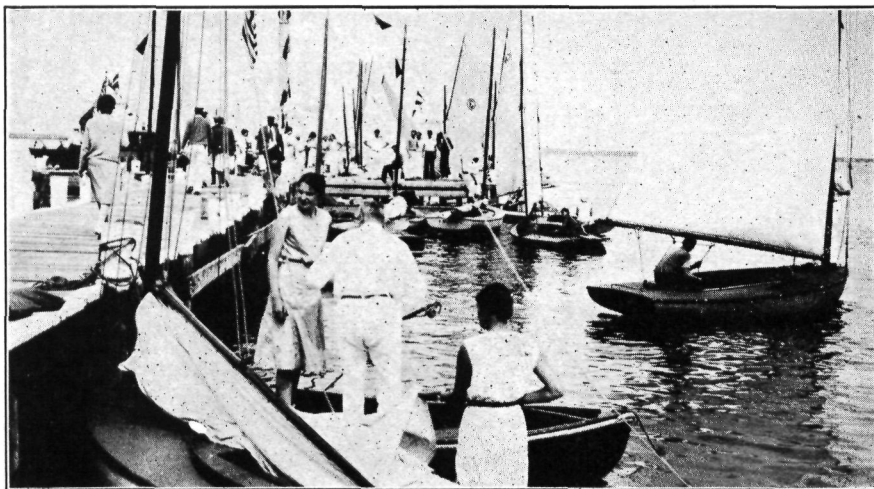
Lubker, George S.  
Seasongood, Emil W.  
Smadbeck, Dr. Warren  
Smith, W. C.

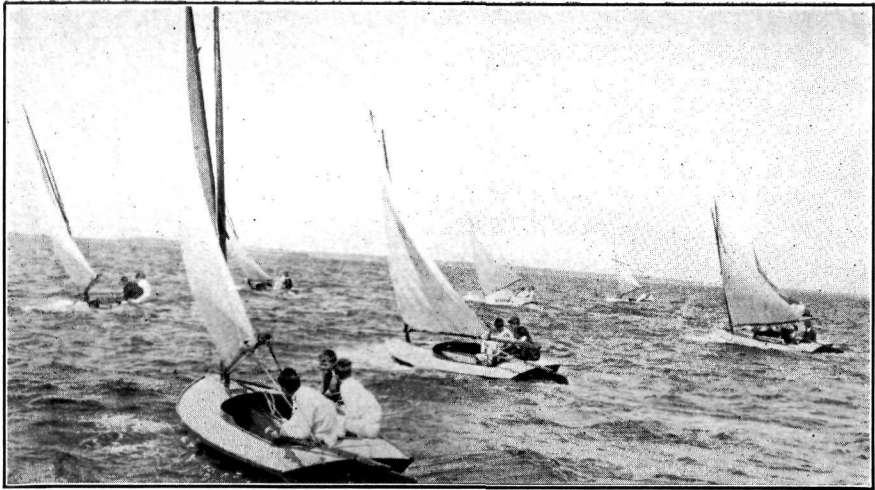
Williams, Robert

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Asch, Ezekiel  
Bardsley, Winfield S.  
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Bertsch, C. Frank  
Brennan, Edward  
Berron, George  
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Crist, Dr. Clarence H.  
Cornell, Chas.  
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Dilworth, Dr. Thomas  
Estes, Wolf  
Farny, John  
Griffiths, James A.  
Jefferis, A. J.  
McAfee, C. E.

Melville, James  
Mueller, Rudolph  
Mutch, Harold  
Pfeiffer, Charles  
Robinson, Louis  
Robinson, George  
Siddons, Howard  
Stringfield, C. Elwood  
Stevenson, Maxwell  
Stott, Spencer M.  
Schmalzried, Charles  
Savage, N. J.  
Thompson, Robert  
Towns, Lambert F.  
Wagner, George  
Winkleman, Gus.  
Wickersham, C. H.  
Wright, Burton  
Shirk, Fred





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# GOVERNMENT REGULATION OF MOTOR BOATS AND EQUIPMENT TO BE CARRIED ON BOARD

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled.* That the words "motor boat" where used in this Act shall include every vessel propelled by machinery and not more than sixty-five feet in length except tug boats and tow boats propelled by steam. The length shall be measured from end to end over the deck, excluding sheer: *Provided*, That the engine, boiler, or other operating machinery shall be subject to inspection by the local inspectors of steam vessels, and to their approval of the design thereof, on all said motor boats, which are more than forty feet in length, and which are propelled by machinery driven by steam.

SEC. 2. That motor boats subject to the provisions of this Act shall be provided with classes as follows:

Class one. Less than twenty-six feet in length.

Class two. Twenty-six feet or over and less than forty feet in length.

Class three. Forty feet or over and not more than sixty-five feet in length.

SEC. 3. That every motor boat in all weathers from sunset to sunrise shall carry the following lights, and during such time no other lights which may be mistaken for those prescribed shall be exhibited.

(a) Every motor boat of class one shall carry the following lights:

First. A white light aft to show all around the horizon.

Second. A combined lantern in the forepart of the vessel and lower than the white light aft showing green to starboard and red to port, so fixed as to throw the light from right ahead to two points abaft the beam on their respective sides.

(b) Every motor boat of classes two and three shall carry the following lights:

First. A bright white light in the fore part of the vessel as near the stem as practicable, so constructed as to show an unbroken light over an arc of the horizon of twenty points

of the compass, so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side. The glass or lens shall be of not less than the following dimensions:

Class two. Nineteen square inches.

Class three. Thirty-one square inches.

Second. A white light aft to show all around the horizon.

Third. On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side. On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side. The glasses or lenses in the said side lights shall be of not less than the following dimensions on motor boats of—

Class two. Sixteen square inches.

Class three. Twenty-five square inches.

On and after July first, nineteen hundred and eleven, all glasses or lenses prescribed by paragraph (b) of section three shall be fresnel or fluted. The said lights shall be fitted with inboard screens of sufficient height and so set as to prevent these lights from being seen across the bow and shall be of not less than the following dimensions on motor boats of—

Class two. Eighteen inches long.

Class three. Twenty-four inches long:

*Provided*, That motor boats as defined in this Act, when propelled by sail and machinery or under sail alone, shall carry the colored lights suitably screened but not the white lights prescribed by this section.

SEC. 4. (a) Every motor boat under the provisions of this Act shall be divided into a whistle or other sound-producing mechanical appliance capable of producing a blast of two seconds or more in duration, and in

the case of such boats so provided a blast of at least two seconds shall be deemed as prolonged blast within the meaning of the law.

(b) Every motor boat of class two or three shall carry an efficient fog horn.

(c) Every motor boat of class two or three shall be provided with an efficient bell which shall be not less than eight inches across the mouth, on board of vessels of class three.

SEC. 5. That every motor boat subject to any of the provisions of this Act, and also all vessels propelled by machinery other than by steam more than sixty-five feet in length, shall carry either life preservers, or life belts, or buoyant cushions, or ring buoys or other device, to be prescribed by the Secretary of Commerce, sufficient to sustain afloat every person on board and so placed as to be readily accessible. All motor boats carrying passengers for hire shall carry one life preserver of the sort prescribed by the regulations of the board of supervising inspectors for every passenger carried, and no such boat while so carrying passengers for hire shall be operated or navigated except in charge of a person duly licensed for such service by the local board of inspectors. No examination shall be required as the condition of obtaining such a license, and any license shall be revoked or suspended by the local board of inspectors for misconduct, gross negligence, recklessness in navigation, intemperance, or violation of law on the part of the holder, and if revoked, the person holding such license shall be incapable of obtaining another such license for one year from date of revocation: *Provided*, That motor boats shall not be required to carry licensed officers except as required in this Act.

SEC. 6. That every motor boat and also every vessel propelled by machinery other than by steam, more than sixty-five feet in length, shall carry ready for immediate use the means of promptly and effectually extinguishing burning gasoline.

SEC. 7. That a fine not exceeding one hundred dollars may be imposed for any violation of this Act. The motor boat shall be liable for the said penalty and may be seized and proceeded against, by way of libel, in the district court of the United States for any district within which such vessel may be found.

SEC. 8. That the Secretary of Commerce shall make such regulations as may be necessary to secure the proper execution of this Act by collectors of customs and other officers of the Government. And the Secretary of the Department of Commerce may, upon application therefor, remit or mitigate any fine, penalty, or forfeiture relating to motor

boats except for failure to observe the provisions of section six of this Act.

SEC. 9. That all laws and parts of laws only in so far as they are in conflict herewith are hereby repealed: *Provided*, That nothing in this Act shall be deemed to alter or amend acts of Congress embodying or revising international rules for preventing collisions at sea.

SEC. 10. That this Act shall take effect on and after thirty days after its approval.

#### REGULATIONS

1. All violations of the above Act must be reported to the Department of Commerce (Bureau of Navigation) through collectors of customs regardless of mitigating circumstances, as authority to mitigate and remit the penalties under the laws mentioned is vested solely in the Secretary of Commerce.

2. The Act defines the words "motor boat" (i. e., the class of vessel subject to its requirements) as including every vessel propelled by machinery and not more than 65 feet in length, except tugboats and towboats propelled by steam. The term, therefore, includes boats temporarily or permanently equipped with detachable motors, and such vessels, when so equipped, are subject to this Act.

#### LIGHTS

3. The lights provided for in section 3 of the Act above are *running lights* for motor boats subject to the provisions of the Act in lieu of the lights prescribed, respectively, by article 2 of the Act approved June 7, 1897 (covering certain harbors, rivers, and inland waters of the United States); rule 3 of the Act approved February 8, 1895 (covering the Great Lakes and their connecting and tributary waters); and rules 3, 5, 6, and 7 of section 4233 of the Revised Statutes (covering western rivers). The penalty for failure to carry such lights is a fine not exceeding \$100.

4. The lights provided for in section 3 are not in conflict with the anchor lights, lights for pilot and fishing vessels, and other lights provided in the Acts above cited.

Collectors of customs and others will observe that the penalties for violations of existing laws not in conflict with this Act remain unchanged.

5. Motor boats of class 1 which do not carry the two-color combination light forward, but have the red and green side lights separated, should carry also a white bow light (in addition to the white after light which must be carried on all classes of motor boats). It is desired, however, that class 1 motor boats comply strictly with the re-

quirements of section 3 as regards the kinds of lights to be used.

6. No penalty is incurred by motor boats for failure to carry lights between the hours of sunrise and sunset.

7. If a motor boat, through temporary disablement of the machinery or lack of gasoline, or for any other reason, finds it necessary to proceed under sail, in whole or in part, the white lights should be extinguished and she should proceed with her colored lights only. This does not convert a motor boat into a sailboat, however, and all other motor boat equipment should be carried.

8. The aft light should be higher and so placed as form a range with the forward light, and should be clear of house awnings and other obstructions.

9. The law does not specify the size of lights to be carried on motor boats of class 1. Such lights should be large enough, however, to accomplish the purpose intended, and it is suggested that the illuminated portion of such lights or lenses should not be less than 3 inches in diameter.

**WHISTLE, FOG HORN, AND BELL**

10. No size or style of whistle, fog horn, or bell (except the bell for class 3) is prescribed, provided it is available and sufficient for the use for which it is intended. The word "efficient" must be taken in its ordinary sense, considered with reference to the object intended by the provisions in which the word appears, namely, the production of certain signals.

11. A mouth whistle capable of producing a blast of two seconds or more in duration which can be heard for at least one-half a mile has been held to be in compliance with the law.

12. Fog horns can not take the place of whistles on motor boats of classes 2 and 3.

**LIFE PRESERVERS AND LIFE-SAVING DEVICES ON MOTOR BOATS NOT CARRYING PASSENGERS FOR HIRE**

13. Every motor boat not carrying passengers for hire must have life preservers or life belts or buoyant cushions or ring buoys or other device, which should be of types approved by the Board of Supervising Inspectors, sufficient to sustain afloat every person on board. This includes members of the crew, children, and babies.

In addition the Department authorizes life preservers and buoyant cushions for motor boats not carrying passengers for hire under the following conditions: Each life preserver or buoyant cushion shall be capable of sus-

*Tabulated statement of equipment required.*

	Carrying passengers for hire			Not carrying passengers for hire				
	SEC. 3.	SEC. 4.	SEC. 5.	SEC. 6.	SEC. 3.	SEC. 4.	SEC. 5.	SEC. 6.
Class 1. ....	Combination light forward, White light aft.	Whistle. ....	Life preservers. Licensed operator.	Approved fire Extinguishers.	Combination light forward, White light aft.	Whistle. ....	Life preservers or life-saving devices prescribed by act.	Approved fire Extinguisher.
Class 2. ....	White lights forward and aft and colored side lights, all with fresnel or fluted lenses.	Whistle, bell, and fog horn.	Same as class 1.	Same as class 1.	White lights forward and aft and colored side lights, all with fresnel or fluted lenses.	Whistle, bell, and fog horn.	Same as class 1.	Same as class 1.
Class 3. ....	Same as class 2.	Same as class 2.	Same as class 1.	Same as class 1.	Same as class 2.	Same as class 2.	Same as class 1.	Same as class 1.

taining afloat for a continuous period of 24 hours an attached weight so arranged that whether the said weight be submerged or not there shall be a direct downward gravitation of at least 20 pounds. If a buoyant cushion is furnished for more than one person, its capacity must be proportionately greater.

No such life preservers or buoyant cushions stuffed or filled with granulated cork or other loose granulated material and no pneumatic life preservers or cushions will be approved.

Planks, gratings, floorings, oars, corks on ropes or fish nets, empty kegs or casks, wooden boxes, small boats in tow, etc., are not approved as substitutes for life preservers, life belts, buoyant cushions, or ring buoys, but wooden life floats made of light buoyant wood may be used, the dimensions of each of which shall be not less than 4 feet in length, 14 inches in width, and 1¾ inches in thickness, and shall not exceed 25 pounds in weight. The float may be made in one or two pieces. If made in two pieces, they shall be securely attached together with wooden dowels. No metal shall be used in the construction of the float. It shall be provided with two handholes, one at each side, midway in the length, which handholes shall be cut through the float and be not less than 6 inches in length and 2 inches in width, with a margin of at least 1 inch at the edge of the float. Wooden life floats made of balsa wood properly encased and treated may also be used, which floats shall be not less than 3 feet in length, 11½ inches in width, and 2 inches in thickness. Life floats already installed on motor boats and constructed in accordance with previous regulations may continue to be used.

Samples of other substitutes for the articles mentioned must first be submitted to the Supervising Inspector General, Steamboat Inspection Service, for examination and approval.

#### ON MOTOR BOATS CARRYING PASSENGERS FOR HIRE

Motor boats carrying passengers for hire shall carry one life preserver of the sort prescribed by the Board of Supervising Inspectors for every passenger carried, and the person in charge must be duly licensed.

Motor boats hired at launch liveryes and operated by the liveryman or his employee are constructed as carrying passengers for hire; but if the motor boat is operated by the hirer himself, it is not considered a carriage of passengers for hire even though he may take other persons on board, provided,

of course, he does not receive compensation for carrying these other persons.

#### FIRE-EXTINGUISHING APPARATUS

Salt and sand as a means of extinguishing burning gasoline are no longer approved. Fire extinguishers of a type approved by the Department must be carried on all motor boats when being navigated.

14. The following fire extinguishers have demonstrated a capacity for extinguishing burning gasoline and are approved by the Department:

Ajax No. 3, Badger's No. 1, Bear, Boyce Fire Syphon, Model B, Buffalo No. 2, Buffalo No. 3, Buffalo No. 4, Childs' Model A, Childs' Model B, CT, Fire Gun No. 0, Fire Gun No. 1, Fire Gun No. 2, Frefly, Foamite Type CA, Foamite Type U. S. No. 2½, Foamite Type U. S. No. 5, Fyr-Fyter Super Model, J-M, Karbolene, La France, La France No. 3, La France No. 4, La France No. 5, Miller Peerless, Niagara, One Quart, Phister, Phomene, Presto, Pyrene, Queen No. 2, Security, The Stempel, and Weldon Fireout.

#### LICENSED OFFICERS AND INSPECTION

15. In lieu of the inspection of steam vessels now provided by sections 4417, 4418, and 4426, Revised Statutes, it is now required that, after due inspection or personal observation, the design of the engine, boiler, or other operating machinery of motor boats more than 40 feet in length and not more than 65 feet in length, propelled by machinery driven by steam, shall be approved by the local inspectors.

All steam vessels more than 65 feet in length are subject to inspection as heretofore.

Motor boats propelled otherwise than by steam of above 15 gross tons carrying freight or passengers for hire, but not engaged in fishing as a regular business, are subject to inspection whether under or over 65 feet in length.

The only officer required to be carried on motor boats within the contemplation of the Act of June 9, 1910, is the licensed operator provided for in the Act.

#### DOCUMENTS AND NAME

16. All motor boats of 5 net tons or over engaged in trade must be documented; that is to say, licensed by the collectors of customs. Vessels under 5 net tons are not documented in any case. The license of the vessel obtained from the collector of customs (designated a document) is additional to and must not be confounded with the license



required for the operator of a motor boat.

Documented vessels must have name and home port on stern and name on each bow. Tonnage measurement is necessary only in case of vessels requiring to be documented.

17. Motor boats are required to have on board two copies of the pilot rules to be observed by them, which will be furnished by collectors of customs and local inspectors of

steam vessels on request. Copies of this circular should be inserted therein.

No equipment, except anchor lights after sunset, and custom house numbers as required by the Act of June 7, 1918 (see Department Circular No. 278), is required on motor boats when not being navigated.

HERBERT HOOVER,  
*Secretary of Commerce.*



#### SIGNALS FROM THE PILOT HOUSE TO THE ENGINE ROOM

When engine is stopped, One bell for *Ahead Slow*.

When running ahead slow, Jingle for *Full Ahead*.

When running full speed ahead, One bell for *Slow Down*.

When running slow, One bell for *Stop*.

When stopped, Two bells for *Astern*.

When running astern, Jingle Bell for full speed *Astern*.

When running astern, One bell for *Stop*.

When running full speed ahead, Four bells for *Full Speed Astern*.

When running ahead slow, Three bells for *Full Speed Astern*.



#### THE BAROMETER AND WEATHER SIGNS

##### *A Rising Barometer*

A rapid rise indicates unsettled weather.

A gradual rise indicates settled weather.

A rise with dry air and cold increasing, in summer, indicates wind from northward, and if rain has fallen, better weather may be expected.

A rise, with moist air and low temperature, indicates wind and rain from the northward.

A rise, with southerly wind, indicates fine weather.

##### *A Steady Barometer*

With dry air and seasonable temperature indicates a continuance of fine weather.

##### *A Falling Barometer*

A rapid fall indicates stormy weather.

A rapid fall, with westerly wind, indicates stormy weather from the northward.

A fall with a northerly wind, indicates

storm; with rain and hail in summer, and snow in winter.

A fall, with increased moisture in the air and the heat increasing, indicates wind and rain from the southward.

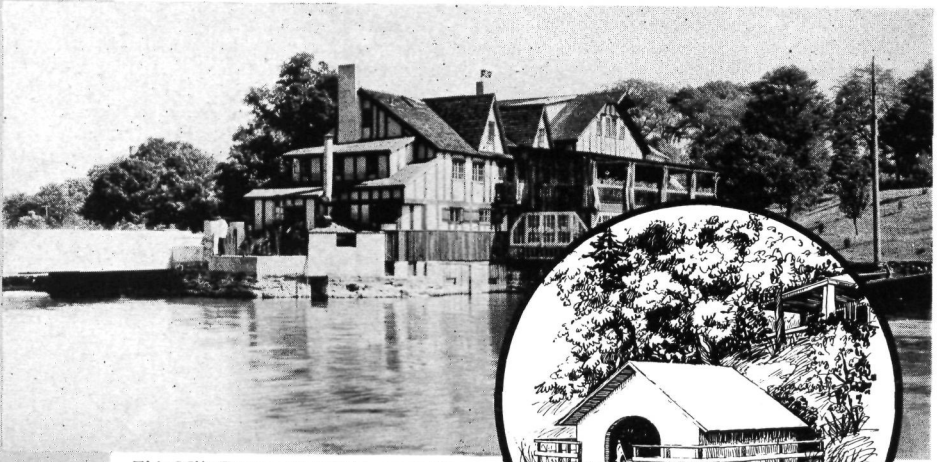
A fall, with dry air and cold increasing, in winter, indicates snow.

A fall, after very calm and warm weather, indicates rain, with squally weather.

The barometer rises for northerly winds, including from northwest by north to the eastward for dry, or less wet weather, for less wind, or for more than one of these changes; except on a few occasions, when rain, hail, or snow comes from the northward with strong wind.

The barometer falls for southerly wind, including from southeast by south to the westward for wet weather, for stronger wind, or for more than one of these changes, except on a few occasions, when moderate wind, with rain or snow, comes from northward with strong wind.

● Homasote insulates against heat and cold and excels all other building boards as a moisture repellant—as a combination insulating and structural material its great strength and reliability puts Homasote in a class by itself.

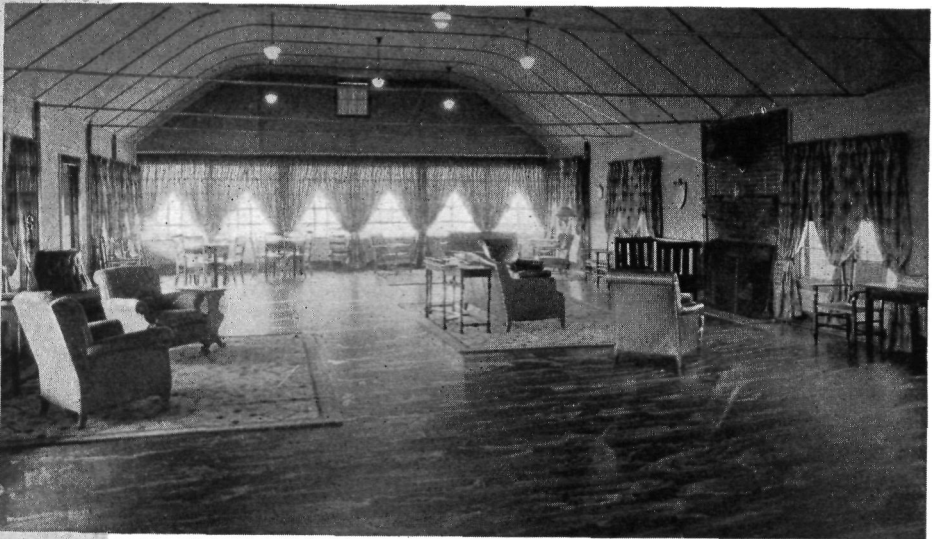


Tide Mill Tavern, near Bridgeport, Conn.  
Exterior and Interior of Homasote

# HOMASOTE

TRADE MARK

## THE ALL-WEATHER ALL-PURPOSE BUILDING BOARD



Interior of Country Club at Lowell, Mass., the graceful curved ceiling constructed with Homasote large board sizes (8' x 14') makes for economy in construction as well as beauty in design. Homasote "Restful" Flooring adds to the attractiveness and utility of the room.

THE AGASOTE MILLBOARD CO., TRENTON, N. J.  
MANUFACTURERS OF QUALITY PRODUCTS SINCE 1909

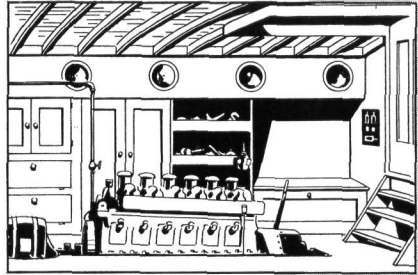
# For EVERY TYPE OF BOAT CONSTRUCTION

● In the engine room or bulkhead Vehisote or Homasote Fire Resisting Types M. N. or I. P. offer the utmost protection against fire hazards; insulate and are weatherproof; take paint readily and hold it unusually well even in salt atmosphere. Easily handled with ordinary woodworking tools. Large sheet sizes for one-piece Pilot House tops prevent leaks.

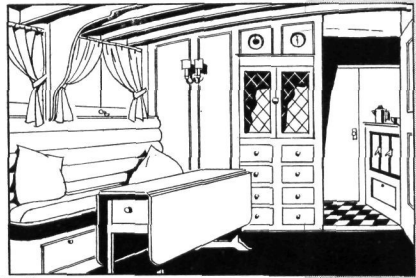
● A boathouse built of Homasote will protect your boat from unnecessary elements and provide a comfortable landing in stormy weather. Our special sand finish will enhance its beauty.

## HOMASOTE *Restful* FLOORING FOR THE CLUB HOUSE OR "BILGE

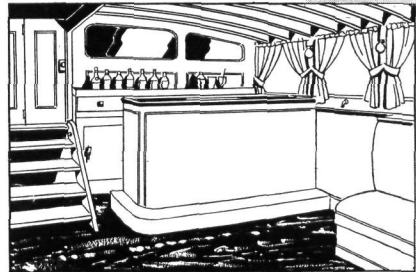
● For seashore apartments, bungalows or mountain cabins; sun parlors, breakfast nooks, kitchen or bath—a beautiful resilient flooring—laid directly over the first rough flooring or cement in one operation. Besides being soft under foot it is long wearing, non-scutting, dust and draft-proof, moisture resisting, insulating and sound absorbing—"it is the flooring you've always wanted."



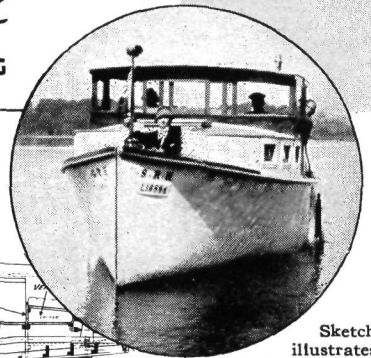
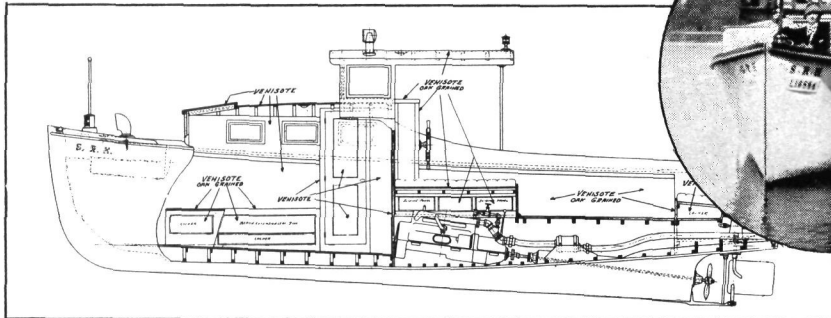
**VEHISOTE**  
TRADE MARK



**HOMASOTE** Type M. N. & I. P.  
TRADE MARK Fire Resisting



*Restful*  
**FLOORING**



Sketch illustrates where Vehisote is used on this Bar-negat Bay Cruiser.

THE AGASOTE MILLBOARD CO., TRENTON, N. J.  
MANUFACTURERS OF QUALITY PRODUCTS SINCE 1909

## THE OFFICIAL DESIGNATION OF FLAGS AND WHERE TO FLY THEM ON MOTOR BOATS

Flag	When Flown	Motor Boat With Bow and Stern Staffs Only	Motor Boat With Bow and Stern Staffs and Signal Mast	Motor Boat With Two Masts
Yacht Ensign	8 A. M. to sundown	Aft	Aft	Aft
Club Pennant	8 A. M. to sundown	Bow at anchor	Bow	Foremast
Private Signal	8 A. M. to sundown	Bow underway	Masthead	Mainmast
Flag Officer's Flag	Day and night when in commission	In place of club flag or private signal	In place of private signal or night pennant	In place of private signal
Jack	At anchor on Sundays and holidays and 8 A. M. to sundown			Jack staff
Absent Flag	During daylight during absence of owner from boat		Starboard yardarm	Starboard Main Yardarm
Guest Flag	During daylight when owner is absent but guests are on board		Starboard yardarm	Starboard Main Yardarm
Owner's Meal Flag	During daylight during meal hours of owner when at anchor		Starboard yardarm	Starboard Main Yardarm
Crew's Meal Pennant	During daylight during meal hours of crew when at anchor		From port yardarm	Port Fore Yardarm
Night Pennant	From sundown to 8 A. M.		Masthead except when on flag officer's boats	Main masthead except on flag officer's boats when night pennant is flown at foremast head
Church Flag	During divine service on board	Over ensign	Over ensign	Over ensign

### FLAGS TO FLY ON SHORE

Flag	When Flown	Staff With Yard Arm	Staff With Gaff	Staff With Gaff and Yardarm or Spreader
American Ensign*	8 A. M. to sundown	Starboard yardarm	Gaff	Gaff
Club Pennant	8 A. M. to sundown	Masthead	Masthead	Masthead
Officer's Flag	8 A. M. to sundown during presence of flag officer on grounds or at anchorage	Port (1) yardarm		Port Yardarm
Jack	8 A. M. to sundown, Sundays and holidays only	Port yardarm		Starboard yardarm

(1) Except on Sundays and holidays.

\* Note: The American national ensign and not the yacht ensign should be flown.

U. S. DEPARTMENT OF AGRICULTURE, WEATHER BUREAU  
SMALL CRAFT, STORM, AND HURRICANE WARNINGS

DAY SIGNALS.

Small craft.



NE. storm.



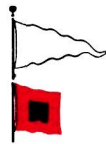
SE. storm.



SW. storm.



NW. storm.



Hurricane,  
or whole gale.



NIGHT SIGNALS.

NE. storm.



SE. storm.



SW. storm.



NW. storm.



Hurricane,  
or whole gale.



EXPLANATION OF SMALL CRAFT, STORM, AND HURRICANE WARNINGS

*The Small Craft Warning.*—A red pennant indicates that moderately strong winds that will interfere with the safe operation of small craft are expected. No night display of small craft warnings is made.

*The Northeast Storm Warning.*—A red pennant *above* a square red flag with black center displayed by day, or two red lanterns, one above the other, displayed by night, indicates the approach of a storm of marked violence with winds beginning from the *northeast*.

*The Southeast Storm Warning.*—A red pennant *below* a square red flag with black center displayed by day, or one red lantern displayed by night, indicates the approach of a storm of marked violence with winds beginning from the *southeast*.

*The Southwest Storm Warning.*—A white pennant *below* a square red flag with black

center displayed by day, or a white lantern *below* a red lantern displayed by night, indicates the approach of a storm of marked violence with winds beginning from the *southwest*.

*The Northwest Storm Warning.*—A white pennant *above* a square red flag with black center displayed by day, or a white lantern *above* a red lantern displayed by night, indicates the approach of a storm of marked violence with winds beginning from the *northwest*.

*Hurricane, or Whole Gale Warning.*—Two square flags, red with black centers, one above the other, displayed by day, or two red lanterns, with a white lantern between, displayed by night, indicate the approach of a tropical hurricane, or of one of the extremely severe and dangerous storms which occasionally occur.

SENSE

Never attempt to cross the bow of an oncoming vessel unless you are SURE you have plenty of room.

Never pass a sailing vessel or yacht close by, on the windward side; pass to leeward (the side opposite to that from which the wind is blowing).

Never let a beginner steer your boat when in crowded waters, especially at night.

Never load your boat down to her Plimsoll mark; leave a good margin for safety.

Never turn the rays of your searchlight into the pilot house of another boat.

Never allow your colored sidelights to show across the bow of your boat.

Never fail to respond promptly to a signal, whether given by a power canoe, fish boat, or a palatial yacht or steamer.

Never fail to offer help to a boat with a disabled engine.

## BEAUFORT SCALE OF WIND FORCE

Beaufort number	Specifications for use on land	Miles per hour (statute)	Terms used in U. S. Weather Bureau forecasts
0.....	Calm; smoke rises vertically.....	Less than 1	} Light.
1.....	Direction of wind shown by smoke drift, but not by wind vanes.	1-3	
2.....	Wind felt on face; leaves rustle; ordinary vane moved by wind.	4-7	
3.....	Leaves and small twigs in constant motion; wind extends light flag.	8-12	Gentle.
4.....	Raises dust and loose paper; small branches are moved..	13-18	} Moderate.
5.....	Small trees in leaf begin to sway; crested wavelets form on inland waters.	19-24	
6.....	Large branches in motion; whistling heard in telegraph wires; umbrellas used with difficulty.	25-31	} Strong.
7.....	Whole trees in motion; inconvenience felt in walking against wind.	32-38	
8.....	Breaks twigs off trees; generally impedes progress.....	39-46	} Gale.
9.....	Slight structural damage occurs (chimney pots and slate removed.)	47-54	
10.....	Seldom experienced inland; trees uprooted; considerable structural damage occurs.	55-63	} Whole gale.
11.....	Very rarely experienced; accompanied by widespread damage.	64-75	
12.....		Above 75	Hurricane.

### TERMINOLOGY USED IN PREPARATION OF WIND FORECASTS

The Beaufort scale of wind force is employed by the U. S. Weather Bureau in the wording of all wind forecasts and storm warnings. The significance of such terms as "moderate," "fresh," "strong," etc., in connection with predictions of winds or gales, may be understood by reference to the above table. The indicated direction is always the point of the compass *from* which the wind will blow.

Forecasts of expected wind, weather, temperature, etc., are prepared twice daily at forecast centers of the Weather Bureau from synoptic charts on which are plotted simultaneous meteorological observations at about 200 stations on the North American Continent and on numerous ships at sea. The observations are taken at 5 a. m. and 5 p. m., Pacific time, and the forecasts based thereon are available for dissemination about two hours thereafter.

### USEFUL INFORMATION CONCERNING AIDS TO NAVIGATION

*Buoy colors, numbers and shapes.*—Conforming with United States statutes, the following order is observed, viz:

In approaching a channel, etc., from seaward, red buoys, with even numbers, will be found on the *starboard* side; *black* buoys, with *odd* numbers, on the *port* side; *red and black horizontally striped* buoys on *obstructions* with channelways on either side of them; and *white and black perpendicularly striped* buoys in *mid-channel*, and must be passed close-to.

Perches with balls, cages, etc., on buoys, mark turning points, the color and number of buoy indicating on which side it shall be passed.

Nun buoys, properly colored and numbered, are usually placed on the starboard side, and can buoys on the port side of channels.

*Day beacons* are constructed and distin-

guished with special reference to each locality and particularly in regard to the background upon which they are projected. Beacons on the sides of channels when practicable are colored to conform to the coloring of buoys, subject to the above conditions as to background.

*Buoy Lists*, obtainable on application to the Division of Publications, Department of Commerce, Washington, D. C., contain full description of all aids to navigation. Notices to Mariners give information of all changes in aids.

*Protection of aids.*—It is unlawful to interfere with or make fast to an aid to navigation and collision with an aid must be promptly reported to the nearest inspector of steamboats.

*Defects* in aids to navigation should be reported at once to the nearest lighthouse inspector.

# NEW JERSEY INLAND WATERWAY— MANASQUAN TO CAPE MAY

The New Jersey Inland Waterway is maintained by the State as a 6-foot project, but in 1933 the maximum draft using the through-route was 4 feet.

At the north end of the waterway, vessels enter at Manasquan Inlet, 23 nautical miles south of Sandy Hook. From here the inland route is continuous for 109 nautical miles to Cape May Harbor Inlet. If bound for the intracoastal canal, vessels are obliged to round Cape May and cross the lower reaches of Delaware Bay to the Chesapeake and Delaware Canal.

In 1934 the Delaware and Raritan Canal was still closed and the alternate route between New York Bay and Delaware Bay for inland craft was the one indicated in the preceding paragraph.

The main through-route is shown on chart 3243 by a solid red line; alternate through-channels by broken red lines. Branch channels extend from the through-route to various landings and estuaries.

Manasquan and Cape May Harbor Inlets are improved inlets. There are several other inlets connecting the waterway with the sea, but as these are unimproved and subject to frequent changes, they should not be navigated without local knowledge.

In March, 1934, the State reported a ruling depth of 3 feet in the northern approach to Bayhead-Manasquan Canal,  $4\frac{1}{2}$  feet in the southern approach to this Canal, and  $3\frac{1}{4}$  feet in the dredged cut inside the spoils banks southeast of Hither Island, abreast of Beachhaven Inlet.

At this critical area abreast of Beachhaven Inlet (locally known as the Goose Bar) there is a normal tide range of about 3 feet. A fairly smooth sea and a rising tide near high water are considered necessary to insure a safe crossing for a 4 foot draft. An alternate route carrying about 3 feet at low water is available via Little Egg Harbor and the channel leading to Tuckerton. Local knowledge is required for this route, as the channel markers in Little Egg Harbor are no longer maintained.

It is planned to redredge the Goose Bar Channel to restore the 6 foot project depth.

There are two other sections of the route which are exposed to the sea. These are at Little Egg Inlet and Great Egg Inlet. At the former inlet the route follows a deep natural channel and ordinarily no difficulty is expe-

rienced. At Great Egg Inlet the depth is 5 feet at the southern entrance of Broad Thorofare. Choppy seas may be experienced here, but the bridge crossing the inlet breaks down the swell to some extent.

## INLETS

During stormy weather, breakers may extend across the inlets on the New Jersey coast. At such times the inlets are unnavigable and it would be dangerous to attempt entering or proceeding to sea.

*Manasquan Inlet* is protected by jetties. A channel has been dredged 10 feet deep from seaward to and including the channel between the jetties. In entering a course  $298^\circ$  true (NW  $\frac{1}{2}$  W mag.) from sea to midway between the ends of the jetties gives the best water, as indicated by a survey in June, 1933. It is recommended that a local pilot be employed in the absence of more recent information.

*At Cape May Harbor*, the channel from the sea leads between two jetties and carried a least depth of about 26 feet in 1933. The outer end of the west jetty is submerged and should not be rounded close by. Chart 234 is the guide in entering Cape May Harbor.

*Shark River Inlet* (chart 1216), the only harbor between Sandy Hook and Manasquan Inlet, is 13 miles from Sandy Hook and 5 miles from the New Jersey Inland Waterway. It has been improved by the construction of two jetties. In March, 1933, a survey indicated 11 feet along a course  $288^\circ$  true (NW by W  $\frac{1}{2}$  W mag.) from sea to midway between the ends of the jetties. A controlling depth of 8 feet led to the basin just beyond the bascule highway bridge (50 feet horizontal clearance) that crosses the river near the shore ends of the jetties. Strong currents sweep through the inlet. It is recommended that strangers employ a pilot.

## AIDS TO NAVIGATION

The United States Lighthouse Service maintains aids to navigation at the inlets and along the following portions of the inland waterway: Barnegat Bay from Cedar Creek to Sandy Island; at Beachhaven; the channel leading to Tuckerton from Little Egg Inlet; Great Bay from Little Egg Inlet to Main Marsh Thorofare; in the vicinity of Great Egg Inlet from Shelter Island to Ocean City;

and the channel leading to Cape May Harbor from the inlet by that name.

The marks of the Lighthouse Service for the inland through-route are as follows: Red nun buoys even numbered from north to south, when southbound will be found on the right or starboard side of the channel. Black can buoys odd numbered from north to south, when southbound will be found on the left or port side of the channel. Red-black buoys at the junction points of channels.

Inlets and channels not a part of the main inside through-route and the channel leading from the sea to Cape May Harbor are marked in accordance with the general practice, that is, red buoys on the right and black buoys on the left hand when proceeding from seaward or from the main inside through-route.

In addition to the United States aids, the State of New Jersey maintains a comprehensive system of day marks along the channels of the inside route. Lighted buoys and lighted beacons are also maintained by the State in some sections.

The day marks and lights maintained by the State for marking the inside through-route are as follows:

Small stakes each with mounted red cross on southbound right hand side of channel, and small stakes each with mounted black triangle on southbound left hand side of channel, at frequent intervals where the channels are narrow.

Red beacons supported generally by three stakes each with mounted keg on the southbound right hand side of the channel and black beacons supported generally by three stakes each with mounted pyramid on the southbound left hand side of the channel, at important turns or where leading to branch channels. (Stakes with circular discs or square mark the branch channels, and signs indicate the directions to towns.)

Black-white buoys, either barrel or spar type, at the middle of the deeper or more open channels. These are generally intervisible.

Flashing red lights on the southbound right hand side and flashing green lights on the southbound left hand side of the channel between Manasquan River and Island Heights-Seaside Heights Bridge.

Flashing red lights on the southbound right hand side and flashing white lights on the southbound left hand side of the channel in the sections between Island Heights-Seaside Heights Bridge and Atlantic City, and between Ottens Harbor (Wildwood) and Cape May Harbor.

During the summer months a number of buoys are established to mark racing courses

by the various yacht clubs. They are usually marked in a distinctive manner, to distinguish them from the navigation buoys.

The buoys and lights are removed before freezing. The stakes and beacons are left in position, some of which may be carried away by the ice. All are restored about April of each year.

#### BRIDGES

All bridges crossing the inland waterway have draw openings. The minimum horizontal clearance is 35 feet, being the width of the draw opening in the Dorset Avenue highway bridge crossing Inside Thoroughfare at Ventnor. At all other drawbridges crossing this route the horizontal clearance is 35½ feet or more.

The signal for opening a drawbridge is three blasts of the whistle or horn on the vessel desiring to pass through. If the bridge can not be opened immediately two blasts of a whistle or horn will be blown on the bridge or, in lieu thereof, a red flag will be waved by day and a red light by night. Three blasts of the whistle or horn on the bridge will indicate that the draw opening is clear or, in lieu thereof a white flag will be waved by day and a white light by night. Bridges of a group close together operate as a unit.

Between the hours 6 a. m. and 11 p. m., the bridges of the West Jersey and Seashore Railroad and of the Atlantic City Railroad over Beach Thoroughfare at Atlantic City, N. J., will be opened upon signal only during the periods of 20 to 30 minutes past each hour.

#### TIDES

While the normal range of tide is only about half a foot at sections of the inland waterway removed from inlets, with strong winds of long duration, the change in depth may amount to a maximum of about 3 feet above or below the normal high or low water, respectively. Near the inlets the wind has a lesser effect, and the normal range of tide is about three feet.

#### PILOTS

There are no regular pilots for the inside passages or the inlets, but, in general, the local boatmen are competent pilots. In good weather there are fishing boats outside the inlets and strangers can obtain a fisherman for a pilot or signal may be set off the town nearest the inlet, and one will come from shore. In places where there are no towns near the inlets a member of the Coast Guard crew will usually go out if a signal is set.

#### LANDINGS AND TRIBUTARIES

*Manasquan River*—A channel has been dredged 6 feet deep, from northerly entrance



of Bayhead-Manasquan Canal upstream  $1\frac{1}{8}$  miles to Upper Squan Bridge.

*Bayhead*—A depth of 5 feet can be carried to the town through a dredged channel.

*Meteedeconk River*—A draft of 4 to 5 feet can be carried to the fork. At the entrance the best water is close to the north shore just westward of Bayhead.

*Mantoloking*—There is 6 feet of water at the wharf. There is a small marine railway here.

*Berkeley*—There are artificial harbors for small boats here.

*Toms River*—In 1933 there was a controlling depth of 6 feet to the town of Toms River. The upper half mile is through a dredged channel which is subject to slight shoaling. To enter Toms River from the northward round Coates Point just southward of the drawbridge at a distance of 200 yards or more. Or, from the southward follow the markers of the through-route to Good Luck Point and round it a distance of 400 yards. From here the midriver is clear to the beginning of the dredged channel, which is marked by spoil banks. Shoals make off from some of the sharp points in the river. *Island Heights* has depths of 5 feet at the several wharves eastward of the bridge.

*Seaside Park*—There is a depth of 4 feet at the public wharf and 5 feet at the clubhouse wharf.

*Barnegat Pier*, near Good Luck Point, has 3 feet of water at the wharf.

*Forked River*—A channel has been dredged 6 feet deep to the State highway. The State maintains a public boat harbor on this river, located conveniently adjacent to the highway. Docking and mooring facilities are provided.

*Oyster Creek*—Shoaling to a depth of  $3\frac{1}{2}$  feet has occurred at the entrance in the dredged channel (1934).

*Waretown Creek*, about 1 mile southward of Oyster Creek, is a sheltered basin area which has been dredged to 6 feet.

*Barnegat City*—A privately dredged channel leads from the Barnegat Inlet channel southward to the landings on the inner beach just inside the point.

*Double Creek*—A project was underway in 1929 to dredge a 6 foot channel to the wharves at the drawbridge.

*Beachhaven*—A draft of 6 feet can be taken to the wharf. There is good anchorage in a depth of 15 to 25 feet in the channel westward of the town.

*Tuckerton*—In 1933 the controlling depths were  $3\frac{1}{4}$  feet across Little Egg Harbor outside the mouth of Tuckerton River; thence  $4\frac{1}{4}$  feet to Parkers Landing; thence  $5\frac{1}{4}$  feet

to Scows Landing; and thence  $2\frac{3}{4}$  feet to the mill dam at Tuckerton.

*Mullica River* empties into the western side of Great Bay. It is navigable for 20 miles to Pleasant Mills. A draft of  $4\frac{1}{2}$  feet at low water and 8 feet at a good high water can be carried from the northern end of Shooting Thorofare across the flats in Great Bay to the mouth of the river. The most difficult place is off the mouth of Sheepshead Creek, where the channel is  $\frac{1}{4}$  mile off the marsh northward of the creek and then follows the main slough westward, as shown on the chart. The shoals are sometimes marked by bush stakes.

There is deep water inside Mullica River and the midchannel is clear for a long distance. A draft of about 9 feet at high water can be taken to Crowleytown and about 2 feet at high water for about  $3\frac{1}{3}$  miles farther to Pleasant Mills. The navigation of the river is comparatively easy to Crowleytown but shoal and difficult above. There are drawbridges across the river at the villages of Lower Bank and Green Bank, 12 and 14 miles, respectively, above the mouth.

*Wading River*, on the north side of Mullica River, 7 miles above the mouth, is the most important tributary. It is said to have deep water for several miles. Bridgeport (Wading River P. O.) is  $4\frac{1}{2}$  miles above the mouth. A drawbridge crosses the river at this point.

*Absecon Creek*—In 1933, the controlling depth at mean low water across the flats in Absecon Bay to the mouth was  $2\frac{1}{2}$  feet, thence, to the highway bridge at Absecon  $3\frac{1}{4}$  feet.

*Atlantic City* is the largest resort on the Atlantic coast and is frequented by many boats, both from outside and from points along the interior waterways.

The casino at the north end of Atlantic City has a long wharf westward of it, with a depth of 12 to 15 feet, inside of which is a small basin with a depth of 2 to 4 feet, used only by fishing boats kept for hire.

*Garden Basin*, a bulkheaded basin nearly  $\frac{1}{2}$  mile long and 60 yards wide, has its entrance 500 yards westward of the casino. It has a depth of 8 feet in midchannel to the head and is used by many motor boats. All boats make fast to the bulkheads, for which a small wharfage charge is made. All kinds of supplies are obtainable, and there are railroads and machine shops.

Another large basin lies just west of Gardner Basin. On it is a large plant of an oil company.

There are also numerous wharves and boat-

houses on the west front of Atlantic City along Beach and Inside Thorofares.

*Risley Landing*, on Dock Thorofare, can be reached by a draft of 6 feet. The wharf is in bad repair.

*Ocean City*—The wharves are on the northwest side  $\frac{1}{2}$  to  $1\frac{1}{2}$  miles southwestward of the inlet and have depths of 6 to 12 feet at the ends. There are two launch basins.

*Great Egg Bay*—The main bay-channel leads along the north side to the drawbridges at Somers Point, then quarter mile east and three-eighths mile south of Ledge Island, then favors the southwest side of the bay to the mouth of Middle River. It is marked from the inlet to the mouth of Tuckahoe River by perpendicularly striped buoys and is easily followed by small boats.

*Somers Point*—There is a depth of about 6 feet at the wharves.

*Beesley Point*—There are landings with about 3 feet at the ends and this depth can be carried to them from offshore.

*Tuckahoe River* is said to have a depth of 3 feet to the town of Tuckahoe.

*Sea Isle City*—There are several privately

dredged basins with a depth of 7 to 8 feet in the entrances and 12 feet inside.

*Avalon*—A privately dredged channel leads from one-third mile westward to the bridge southeastward across the marsh to the town and along, the western side, with an outlet into Ingram Thorofare just west of the highway bridge and one east of the same bridge. These two outlets have at least 6 feet at low water but, due to the fixed bridge between them, none but unmasted boats may pass between them. A public wharf with 3 feet at the end is located at the southeast end of the southern one.

*Stone Harbor*—There are depths of 15 to 25 feet in the channel off the town and there are several privately dredged basins near the bridge.

*Ottens Harbor* (Wildwood) is a long slip dredged to accommodate large fishing vessels and other craft. The controlling depth from Cape May Harbor Inlet was 12 feet (1928).

*Cape May Harbor* (chart 234)—The controlling depth to Shelleners Landing was 21 feet in 1933. Anchorage grounds are in the western part of the harbor.

# FIDELITY-PHILADELPHIA TRUST COMPANY

Organized 1866



Capital . . . . . \$ 6,700,000

Surplus . . . . . 15,000,000

*Member Federal Reserve System*

135 South Broad Street

325 Chestnut Street

6324 Woodland Avenue

# WARNING TO YACHTSMEN AND OWNERS OF SMALL BOATS

## NUMBERING AND RECORDING UNDOCUMENTED VESSELS

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled.* That every undocumented vessel, operated in whole or in part by machinery, owned in the United States and found on the navigable waters thereof, except public vessels, and vessels not exceeding sixteen feet in length measured from end to end over the deck excluding sheer, temporarily equipped with detachable motors, shall be numbered. Such numbers shall be not less in size than three inches and painted or attached to each bow of the vessel in such manner and color as to be distinctly visible and legible.

SEC. 2. That the said numbers, on application of the owner or master, shall be awarded by the collector of customs of the district in which the vessel is owned and a record thereof kept in the customhouse of the district in which the owner or managing owner resides. No numbers not so awarded shall be carried on the bows of such vessel.

SEC. 3. That notice of destruction or

abandonment of such vessels or change in their ownership shall be furnished within ten days by the owners to the collectors of customs of the districts where such numbers were awarded. Such vessel sold into another customs district may be numbered anew in the latter district.

SEC. 4. That the penalty for violation of any provisions of this Act shall be \$10, for which the vessel shall be liable and may be seized and proceeded against in the district court of the United States in any district in which such vessel may be found. Such penalty on application may be mitigated or remitted by the Secretary of Commerce.

SEC. 5. That the Secretary of Commerce shall make such regulations as may be necessary to secure proper execution of this Act by collectors of customs and other officers of the Government.

SEC. 6. That this Act shall take effect six months after its passage.

Approved June 7th, 1918.

## REGULATIONS

1. Applications for numbers will be made by the owner or master to the collector of customs of the district in which the owner resides. The owner will then receive full instruction as to the number awarded, how it is to be placed on the vessel, etc.

2. In the case of power tenders for a boat which is itself numbered under this act, the tenders will take the same number as the parent boat. Tenders of documented boats will take a separate number for each power tender.

3. This law does not amend section 14 of the act of March 4, 1915, requiring the marking of lifeboats.

NOTE.—The law applies to all motor boats found on the navigable waters of the United

States irrespective of whether the boats are in operation or not.

Particular attention is directed to Section 3, which provides that notice of destruction or abandonment of numbered vessels or change in their ownership shall be furnished within ten days, by the owners, to the collectors of customs of the districts where the numbers were awarded.

The Secretary of Commerce has held that where the ownership has changed, the new owner is the owner within the meaning of Section 3, and he (the new owner) should notify the collector within ten days from the date of change, in order to avoid the penalty of ten dollars (\$10.00) prescribed in Section 4 of the act.

## BELL TIME

The twenty-four hours are divided on board ship into seven parts, and the crew is divided into two parts or watches, designated Port and Starboard Watches. Each watch are on duty four hours, except from 4 to 8 P. M., which time is divided into two watches of two hours each, called Dog Watches, by means of which the watches are changed every day, and each watch gets a turn of eight hours' rest at night. *First Watch*, 8 P. M. to midnight; *Middle Watch*, midnight to 4 A. M.; *Morning Watch*, 4 to 8 A. M.; *Forenoon Watch*, 8 A. M. to noon; *Afternoon Watch*, noon to 4 P. M.; *First Dog Watch*, 4 to 6 P. M.; *Second Dog Watch*, 6 to 8 P. M. In the French service there are no Dog Watches, but there are two watches of 6 hours each.

### THE BELL IS STRUCK EVERY HALF HOUR TO INDICATE THE TIME:

1 Bell,	12.30 A. M.	5 Bells,	6.30 A. M.	1 Bell,	12.30 P. M.	5 Bells,	6.30 P. M.
2 Bells,	1.00 "	6 "	7.00 "	2 Bells,	1.00 "	6 "	7.00 "
3 "	1.30 "	7 "	7.30 "	3 "	1.30 "	7 "	7.30 "
4 "	2.00 "	8 "	8.00 "	4 "	2.00 "	8 "	8.00 "
5 "	2.30 "	1 Bell,	8.30 "	5 "	2.30 "	1 Bell,	8.30 "
6 "	3.00 "	2 Bells,	9.00 "	6 "	3.00 "	2 Bells,	9.00 "
7 "	3.30 "	3 "	9.30 "	7 "	3.30 "	3 "	9.30 "
8 "	4.00 "	4 "	10.00 "	8 "	4.00 "	4 "	10.00 "
1 Bell,	4.30 "	5 "	10.30 "	1 Bell,	4.30 "	5 "	10.30 "
2 Bells,	5.00 "	6 "	11.00 "	2 Bells,	5.00 "	6 "	11.00 "
3 "	5.30 "	7 "	11.30 "	3 "	5.30 "	7 "	11.30 "
4 "	6.00 "	8 "	12.00 noon.	4 "	6.00 "	8 "	12.00 night.



## MORSE SIGNAL CODE

— — — indicates a LONG of about 3 seconds' duration.

— indicates a SHORT of about 1 second duration.

Preparative Signal to attract attention — — — — — etc.

Answering Signal, *or*, I understand — — — — — etc.

Interval between each flash or sound . . . . . 1 second.

Interval between each letter . . . . . 3 seconds.

Interval between each word . . . . . 6 seconds.

<p>A . . . . . — — — — —</p> <p>B . . . . . — — — — —</p> <p>C . . . . . — — — — —</p> <p>D . . . . . — — — — —</p> <p>E . . . . . — — — — —</p> <p>F . . . . . — — — — —</p> <p>G . . . . . — — — — —</p> <p>H . . . . . — — — — —</p> <p>I . . . . . — — — — —</p> <p>J . . . . . — — — — —</p> <p>K . . . . . — — — — —</p> <p>L . . . . . — — — — —</p> <p>M . . . . . — — — — —</p>	<p>N . . . . . — — — — —</p> <p>O . . . . . — — — — —</p> <p>P . . . . . — — — — —</p> <p>Q . . . . . — — — — —</p> <p>R . . . . . — — — — —</p> <p>S . . . . . — — — — —</p> <p>T . . . . . — — — — —</p> <p>U . . . . . — — — — —</p> <p>V . . . . . — — — — —</p> <p>W . . . . . — — — — —</p> <p>X . . . . . — — — — —</p> <p>Y . . . . . — — — — —</p> <p>Z . . . . . — — — — —</p>
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# WISDOM OF THE WINDS AND WEATHER

After fine weather a change of wind is indicated by light streaks, wisps, or mottled patches of distant clouds which increase and join. A haze which becomes murky also indicates a change to bad weather.

- Light, delicate colors, with soft edge clouds..... Fine weather
- Brilliant, gaudy colors and sharp, hard-edged clouds..... Rain and wind
- A Mackerel sky (small, separate, white clouds covering the sky)..... Wet weather
- "Mares' tails" (Long, wispy, curved, isolated clouds against a blue sky) Wind
- Rosy sky at sunset ..... Fine weather
- Sickly, greenish sunset ..... Wind and rain
- Dark red or crimson sunset..... Rain
- Bright yellow sky at sunset ..... Wind
- Pale yellow or saffron sunset..... Rain
- Mixed red and yellow sunset..... Rain and squally weather
- Remarkably clear atmosphere with distant objects standing above  
water, seemingly in air..... Wind, usually NW and often rain
- Heavy dews ..... Fine weather
- Fogs ..... Change in weather and little wind
- Misty clouds on hills remaining stationary, increasing or descending... Rain and wind
- Misty clouds on hill rising or dispersing ..... Fairer weather
- High dawn (dawn seen above bank of clouds) ..... Wind
- Low dawn (breaking close to horizon)..... Fair
- Small, inky clouds..... Rain
- Light "scud" or small clouds moving across heavier clouds..... Wind and rain
- High, upper clouds scudding past moon or stars in different direction  
from lower cloud masses..... Change of wind
- Light scudding clouds moving by themselves..... Wind and dry weather

## PERCENTAGE TABLE

Place	NUMBER OF YACHTS IN RACE																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1st	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
2d		50	66.7	75	80	83.3	85.7	87.5	88.9	90	90.9	91.7	92.3	92.9	93.3	93.7	94.1	94.4	94.7	95
3d			33.3	50	60	66.7	71.4	75	77.8	80	81.8	83.3	84.6	85.7	86.7	87.5	88.2	88.9	89.5	90
4th				25	40	50	57.1	62.5	66.7	70	72.7	75	76.9	78.6	80	81.2	82.4	83.3	84.2	85
5th					20	33.3	42.9	50	55.6	60	63.6	66.7	69.2	71.4	73.3	75	76.5	77.8	78.9	80
6th						16.7	28.6	37.5	44.4	50	54.5	58.3	61.5	64.3	66.7	68.7	70.6	72.2	73.7	75
7th							14.3	25	33.3	40	45.6	50	53.8	57.1	60	62.5	64.7	66.7	68.4	70
8th								12.5	22.2	30	36.4	41.7	46.2	50	53.3	56.2	58.8	61.1	63.2	65
9th									11.1	20	27.3	33.3	38.5	42.9	46.7	50	52.9	55.6	57.9	60
10th										10	18.1	25	30.8	35.7	40	43.7	47.1	50	52.6	55
11th											9.1	16.7	23.1	28.6	33.3	37.5	41.2	44.4	47.4	50
12th												8.3	15.4	21.4	26.7	31.2	35.3	38.9	42.1	45
13th													7.7	14.3	20	25	29.4	33.3	36.8	40
14th														7.1	13.3	18.7	23.5	27.8	31.6	35
15th															6.7	12.5	17.6	22.2	26.3	30
16th																6.2	11.8	16.6	21.1	25
17th																	5.9	11.1	15.8	20
18th																		5.6	10.5	15
19th																			5.3	10
20th																				5

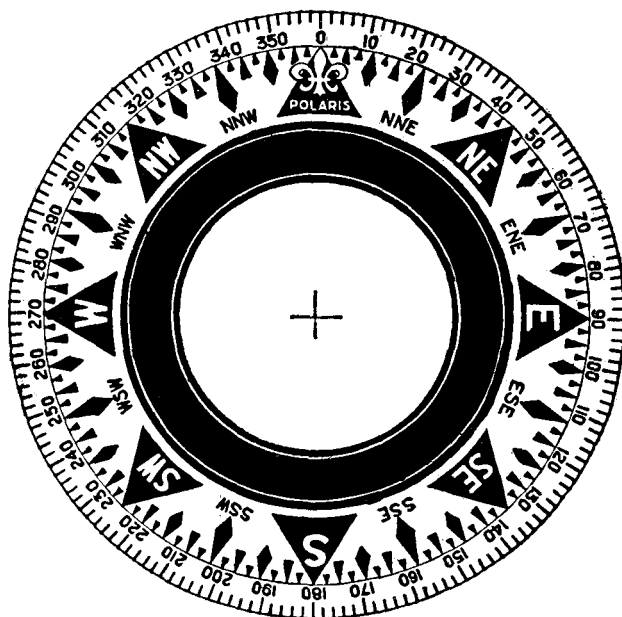
Dsq.—Disqualified.  
D.N.S.—Did not start.

D.N.F.—Did not finish.  
D.S.A.—Disabled.

# THE MARINER'S COMPASS

## POINTS OF THE COMPASS

North  
 North by East  
 North, North-East  
 North-East by North  
 North-East  
 North-East by East  
 East, North-East  
 East by North  
 East  
 East by South  
 East, South-East  
 South-East by East  
 South-East  
 South-East by South  
 South, South-East  
 South by East  
 South  
 South by West  
 South, South-West  
 South-West by South  
 South-West  
 South-West by West  
 West, South-West  
 West by South  
 West  
 West by North  
 West, North-West  
 North-West by West  
 North-West  
 North-West by North  
 North, North-West  
 North by West  
 North



## WATCHES AS COMPASSES

"Point the hour hand of your watch to the Sun and the South is exactly half way between the hour and figure XII. on the watch. For instance, suppose it is 4 o'clock. Point the hand indicating four to the Sun, and the II. on the watch is exactly South. Suppose it is 8 o'clock, point the hand indicating eight to the Sun, and the figure X. on the watch is due South.

## SIGNALS OF DISTRESS

When a vessel is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately:

### IN THE DAYTIME—

- (1) A gun or other explosive signal fired at intervals of about a minute;
- (2) The International Code Signal of Distress indicated by NC;
- (3) The distant signal, consisting of a square flag, having either above or below it a ball or anything resembling a ball;
- (4) The distant signal, consisting of a cone point upward, having either above or below it a ball or anything resembling a ball;
- (5) A continuous sounding with any fog-signal apparatus.

### AT NIGHT—

- (1) A gun or other explosive signal fired at intervals of about a minute;
- (2) Flames on the vessel (as from a burning tar barrel, oil barrel, etc.);
- (3) Rockets or shells, throwing stars of any color or description, fired one at a time at short intervals;
- (4) A continuous sounding with any fog-signal apparatus.

# TIME OF TIDES—1935

	JUNE				JULY				AUGUST				SEPTEMBER				OCTOBER						
	Daylight Saving Time				Daylight Saving Time				Daylight Saving Time				Daylight Saving Time				Standard Time						
	HIGH TIDE	LOW TIDE	HIGH TIDE	LOW TIDE	HIGH TIDE	LOW TIDE	HIGH TIDE	LOW TIDE	HIGH TIDE	LOW TIDE	HIGH TIDE	LOW TIDE	HIGH TIDE	LOW TIDE	HIGH TIDE	LOW TIDE	HIGH TIDE	LOW TIDE					
1	8.18	8.39	2.21	2.22	8.45	9.05	2.48	2.48	9.40	9.55	3.41	3.48	10.15	10.31	4.09	4.35	9.15	9.38	3.02	3.45			
2	9.06	9.25	3.08	3.08	9.28	9.42	3.50	3.52	10.17	10.28	4.11	4.26	10.48	11.04	4.39	5.10	9.51	10.19	3.34	4.28			
3	9.51	10.07	3.54	3.54	10.10	10.25	4.12	4.14	10.55	11.02	4.50	5.04	11.25	11.41	5.10	5.70	10.36	11.08	4.05	5.17			
4	10.36	10.50	4.39	4.39	10.51	11.00	4.52	4.56	11.28	11.57	5.25	5.45	12.05	12.28	5.44	6.40	11.30	12.00	5.05	6.18			
5	11.21	11.32	5.25	5.25	11.31	11.40	5.30	5.38	12.06	12.17	5.56	6.25	12.48	12.58	6.28	7.39	12.12	12.57	6.11	7.25			
6	12.08	12.16	6.07	6.12	12.15	12.18	6.08	6.22	12.48	12.48	6.52	7.15	1.28	2.05	7.31	8.50	1.25	1.50	7.12	8.31			
7	1.02	1.24	6.51	7.05	1.01	1.25	6.46	6.09	1.00	1.39	7.14	8.19	2.54	3.14	8.47	9.57	2.36	2.58	8.46	9.51			
8	1.44	1.44	7.35	7.52	1.41	1.41	7.26	8.00	1.59	2.59	8.09	9.19	3.42	4.25	10.02	10.59	3.39	4.01	9.55	10.26			
9	1.51	2.34	8.22	8.51	1.43	2.31	8.10	8.59	3.06	3.44	9.14	10.24	4.49	5.24	11.08	11.54	4.37	4.57	10.52	11.18			
10	2.42	3.24	9.08	9.47	2.44	3.25	9.00	9.58	4.15	4.48	10.22	11.25	5.58	6.22	12.08	12.46	5.30	5.51	11.48	12.40			
11	3.36	4.14	9.55	10.40	3.44	4.22	9.55	10.57	5.19	5.48	11.25	12.21	6.51	7.15	12.48	1.04	6.20	6.43	11.48	12.40			
12	4.30	5.04	10.43	11.32	4.45	5.18	10.51	11.53	6.18	6.42	12.25	1.19	7.42	8.05	1.34	1.56	7.08	7.32	12.54	1.31			
13	5.22	5.52	11.30	12.23	5.43	6.12	11.46	12.46	7.12	7.34	1.13	1.19	8.31	8.52	2.21	2.48	7.56	8.22	1.42	2.21			
14	6.13	6.40	12.17	1.04	6.48	7.04	12.41	1.04	8.03	8.24	2.02	2.12	9.19	9.42	3.07	3.38	8.43	9.11	2.28	3.11			
15	7.05	7.26	1.11	1.04	7.31	7.54	1.36	1.34	8.53	9.15	2.49	3.04	10.07	10.31	3.54	4.30	9.32	10.01	3.16	4.01			
16	7.52	8.13	1.59	1.52	8.22	8.45	2.26	2.26	9.42	10.02	3.35	3.56	10.56	11.22	4.43	5.23	10.22	10.54	4.08	4.54			
17	8.40	9.00	2.46	2.40	9.13	9.32	3.13	3.18	10.32	10.52	4.21	4.49	11.48	12.16	5.32	6.17	11.14	11.84	5.00	5.46			
18	9.30	9.48	3.34	3.30	10.04	10.21	4.01	4.12	11.22	11.43	5.09	5.43	12.43	1.15	1.43	2.26	12.52	1.11	7.01	7.45			
19	10.21	10.37	4.21	4.23	10.55	11.11	4.48	5.06	12.15	12.37	5.59	6.40	1.15	1.43	2.26	3.17	1.51	1.22	8.04	8.41			
20	11.15	11.28	5.11	5.18	11.48	12.04	5.37	6.02	1.00	1.11	6.53	7.40	2.18	2.46	3.30	4.20	1.52	2.11	8.04	8.41			
21	12.10	12.22	6.02	6.16	12.42	1.00	6.27	7.00	1.39	2.11	7.51	8.43	3.23	3.49	4.35	5.29	1.52	2.11	8.04	8.41			
22	1.06	1.06	6.54	7.19	1.59	1.39	7.20	8.02	2.40	3.14	8.51	9.45	4.16	4.47	5.35	6.30	2.50	3.07	9.05	10.31			
23	1.19	2.05	7.48	8.23	1.58	2.38	8.17	9.06	3.45	4.16	9.54	10.47	5.19	5.37	6.29	7.26	3.44	3.59	9.59	10.18			
24	2.20	3.04	8.44	9.27	3.00	3.38	9.16	10.09	4.48	5.14	10.57	11.41	6.06	6.22	7.17	8.14	4.31	4.45	10.47	11.00			
25	3.22	4.03	9.42	10.29	4.04	4.39	10.15	11.09	5.43	6.02	11.52	12.30	6.48	7.03	8.01	9.00	5.12	5.27	11.31	11.49			
26	4.24	5.01	10.38	11.28	5.05	5.36	11.15	12.05	6.33	6.52	12.41	1.25	7.26	7.41	8.38	9.36	5.51	6.10	12.13	12.52			
27	5.24	5.55	11.33	12.23	6.02	6.28	12.09	1.05	7.16	7.34	1.14	1.25	8.02	8.19	9.15	10.19	6.29	6.48	12.52	1.05			
28	6.19	6.46	12.26	1.16	6.51	7.15	1.05	1.29	7.56	8.12	1.54	2.06	8.37	8.54	9.59	10.58	7.40	7.56	12.53	1.08			
29	7.13	7.34	1.15	1.16	7.41	7.58	1.41	1.46	8.34	8.48	2.31	2.45	*8.10	8.28	2.01	2.31	8.15	8.41	2.01	2.47			
30	8.00	8.20	2.03	2.04	8.23	8.38	2.23	2.29	9.09	9.23	3.06	3.22	*8.42	9.02	2.51	3.08	8.52	9.21	2.56	3.29			
31	.....	.....	.....	.....	9.05	9.16	2.03	2.09	9.43	9.57	3.39	3.57	.....	.....	.....	.....	9.43	10.06	3.14	4.13			
																1st Quarter	5	Full Moon	11				
																Last Quarter	19	New Moon	27				

\*Standard Time after Sept. 29

For time of tide in Barnegat Bay at Seaside Park add 3 hours and 15 minutes to above table; Island Heights add 3 hours and 35 minutes; Bay Head add 5 hours and 20 minutes. 0 is midnight; 12 is noon.



# Yacht Rope

**GREENITE**

**THE EDWIN H. FITLER CO.**



GREENITE Manila Rope "it's watertite" made by Fitler from long fibre pure manila hemp treated with a water-repellent compound and a marine preservative for longer service, flexibility and protection against the elements.

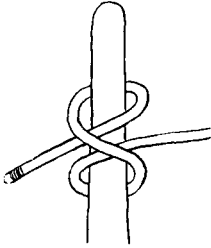
Beware of imitations; do not accept substitutes. Our Trade Marks are registered with the U. S. Patent Office and are for your protection.



**IT'S WATERTITE**



# LEARN TO TIE KNOTS AND HANDLE ROPE

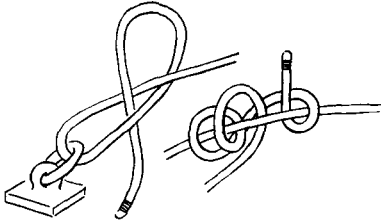


*Clove Hitch.*

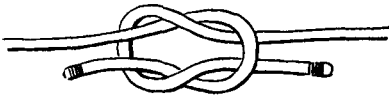
Before you ever set foot in a boat of your own, learn the rudiments of rope work. Know how to tie a square knot, a double-half-hitch and a bowline, and the rolling hitch. All of these knots are easy to tie.

Heaving a line 20 or 30 feet to a pair of willing hands on a dock is a form of art. The skilled boatman coils his rope for the throw, laying one coil on top of the other. The coil with the loose end is directed toward the dock. The coil at the boat's end of the rope is held toward the body. With an overhand throw, to get distance, the loops uncoil in the air; and the rope straightens out to hit its target.

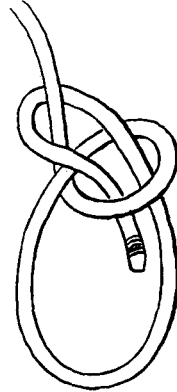
Because there are several different methods of fashioning exactly the same knot, it is better to get someone to show you how



*Two Stages of the Rolling Hitch.*



*Square or Reef Knot.*



*The Bowline.*

to tie them than to learn your knot tying from pictures.

The *square knot* is probably an old friend. Six-year-old children know it under the name of a "hard knot." Make sure that your square knot is really a square knot, instead of the somewhat similar "granny."

The *bowline* may be tied in three or four different ways, the slowest being the method which you will learn from the accompanying pictures.

The *double half-hitch* is also called "the close-hitch." The easy way to learn this knot is to follow the accompanying illustration. After attaining perfection in this way, you will see that the same knot will be formed

by throwing a loop over a post, then twisting the wrist and putting a second loop on top of the first.

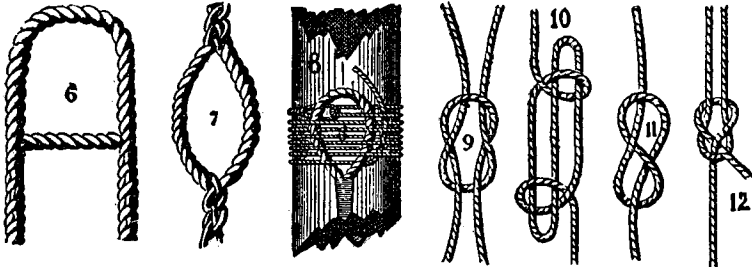
The *rolling hitch* has a great advantage, for certain purposes, over the bowline, in that it is exceptionally easy to untie. The harder the pull, the tighter the rolling hitch pinches up on itself. Yet the knot comes apart without any trouble.

To prevent your ropes from unraveling, tie the ends with several turns of heavy linen thread or light fish line. Later on, when you have time and inclination for acquiring the finer points of rope work, get some one to show you the various ways of "whipping" a rope's end and of tying a crown-knot-and-splice.

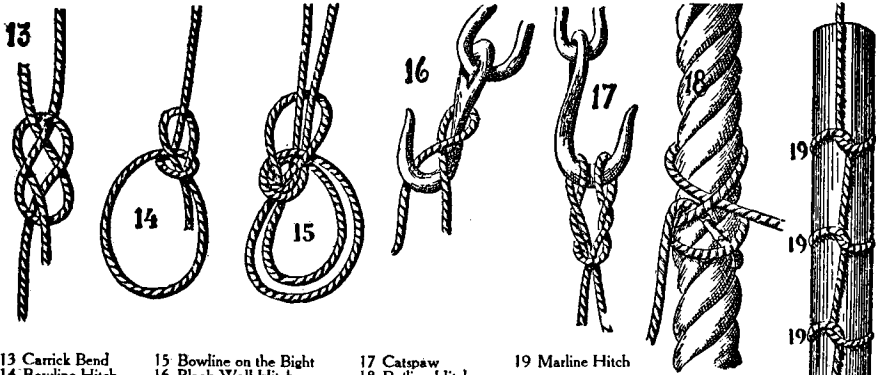
SEIZINGS, HITCHES, BENDS, SPLICES, Etc.  
IN EVERY-DAY USE.



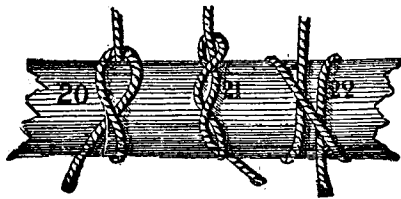
1 Mousing    2 Throat Seizing    3 Half a Crown    4 Fork and Lashing Eyes    5 Racking



6 Horse Shoe Splice    7 Cut Splice    8 Rose Lashing    9 Reef Knot    10 Sheep Shank    11 Figure of Eight Knot    12 Single Bend



13 Carrick Bend    14 Bowline Hitch    15 Bowline on the Bight    16 Black Wall Hitch    17 Catspaw    18 Rolling Hitch    19 Marline Hitch



20 Half Hitch  
21 Timber Hitch  
22 Clove Hitch

CABLES

Hemp is laid up right-handed into yarns.  
Yarns are laid up left-handed into strands.

Three strands laid up right-handed make a hawser,  
Three hawsers laid up left-handed make a cable.  
Shroud-laid rope has a core surrounded by four strands.

# OBSERVE LAWS OF THE SEA TO PREVENT ACCIDENT

*You can get hit just as hard when you're right as when you're wrong, but the chances of getting hit at all are materially reduced if you memorize the five "Rules of the Road" when under way, and the three "Rules of the Road" when not under way. Here they are:*

When under way: (a) power boats are "burdened" and sail boats are "privileged," which means that power boats always must yield the right of way to boats proceeding under sail alone; (b) in head-to-head passing situations it shall be the duty of each vessel to pass on the port side of the other; (c) when one vessel is overtaking another, the overtaken vessel has the right of way; (d) in crossing situations the boat crossing from the right has the right of way; (e) Commercial boats should always be regarded as "privileged" vessels by the pilot of a small pleasure boat.

Further explanation of (d) above will make clear what the Pilot Rules refers to as the "Danger Angle." This danger angle is the arc from dead ahead to two points abaft the beam on the starboard side. At night this is the area covered by the visible arc of the green starboard sidelight. Any boat which crosses your course from within this danger angle is to be regarded as "privileged" and you must yield it the right of way. Boats which overtake you and then endeavor to cross your bow from within the danger angle are not privileged over you. Overtaking boats are "burdened" until all danger of collision is past.

Even the most strict adherence to these Rules of the Road does not relieve pilots entirely from responsibility in case of collision. Safety under all conditions is the first principle of the Pilot Rules.

In addition to the five rules when under way the pilot should memorize three special conditions that he will meet, as follows: (a) when disabled, a boat should anchor because it is technically under way unless

anchored, aground or made fast to shore; (b) at races, take whatever position is assigned by the police boats, always stay to the leeward of racers on an unpoliced course, avoid the start and finish lines, and never throw a wake into any boat contending for racing honors; (c) in harbors, anchorages and in the vicinity of fishing boats and bathers always cut down your speed and proceed with the least possible noise and disturbance of the water.

Under the Rules of the Road, power boats must avoid sail boats, except when the sailboats are overtaking the machinery-propelled vessels. But when sailing vessels are involved in situations with other sailboats, the pilots are governed by the following regulations:

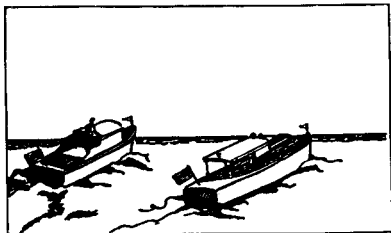
1. A vessel running free (with the wind coming from astern), avoids a close-hauled boat (sailing against the wind.)
2. A vessel close hauled on the port tack avoids a vessel close hauled on the starboard tack.
3. When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall avoid the vessel which has the wind on the starboard side.
4. When both are running free with the wind on the same side, the vessel to windward avoids the vessel to leeward.
5. A vessel which has the wind aft shall keep out of the way of the other vessel.

## *Distress Signals.*

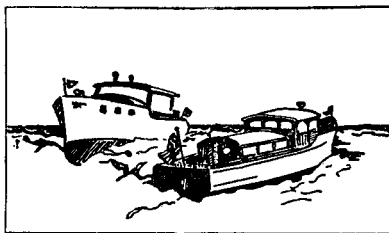
Distress signals, laid down in the official Pilot Rules, are of little value to the skipper of a small pleasure boat.

Officers of the U. S. Coast Guard advise the small boatman in distress to fly a shirt on a pole such as an oar or a floorboard. The shirt should be held so that it may be plainly distinguished. Flying the ensign upside down

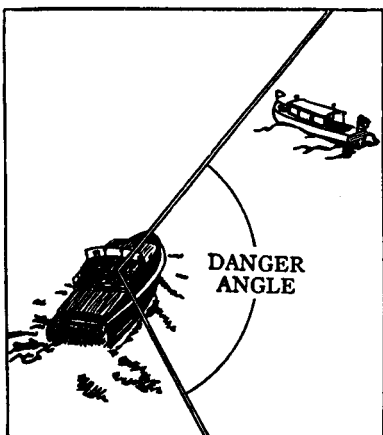
## Five Rules of the Road



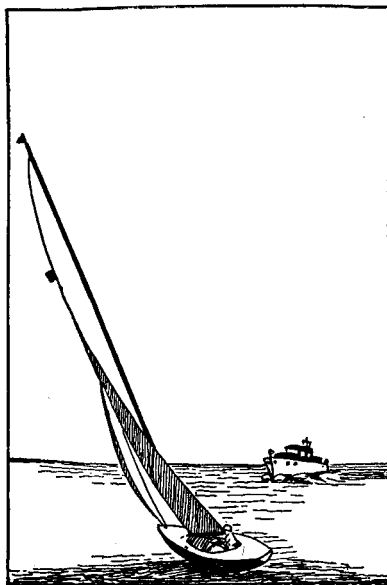
*The overtaking vessel must keep clear of the overtaken vessel.*



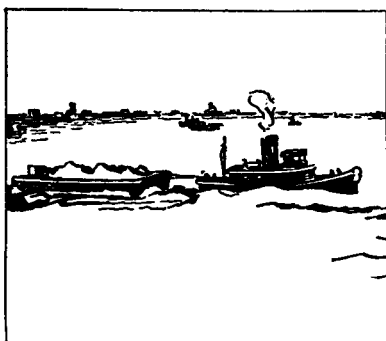
*In meeting head on, boats usually pass port side to port side, but it is permissible to pass starboard to starboard. Give early notice of intentions.*



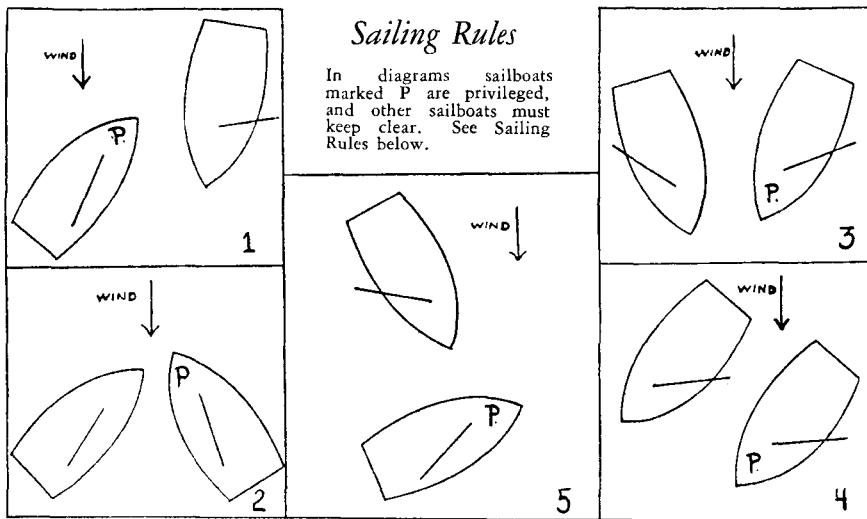
*The boat crossing from the right in the "danger angle" has the right of way.*



*Sailboats have the right of way over power boats in all situations except when the sailboat is overtaking.*



*Pleasure boat pilots should, as a measure of courtesy and safety, yield the right of way to commercial vessels.*



is another signal of distress visible over short distances.

Coast Guardsmen, men in the merchant marine, and yachtsmen, are well versed in reading two distress signals which are unmistakable and which may be sent over long distances, either by day or night. One of those signals is S O S; which no vessel, large or small, will disregard in case life is at stake. The other signal is N C U; used by vessels which are in trouble, but which are by no means in a dangerous situation. S O S is to be used only in desperate situations. N C U means that you would like a tow, for example, because you have run out of gasoline under fair weather conditions.

S O S and N C U may be transmitted by dots and dashes, expressed at night with a searchlight and by day with a flag. The letter S consists of three dots; the letter O three

dashes. Three short flashes with a light (or three short blasts on a fog horn) signals S. Three long flashes or long blasts signals O.

N C U is also transmitted by dots and dashes. N is dash-dot; C is dash-dot-dash-dot; U is dot-dot-dash. To send: use a short flash of light, or a short fog horn blast, for a dot, and a long one for a dash; or with a flag, a swing to the sender's right is a dot and to the left is a dash.

Fatal or near-fatal accidents occur each season because those in distress fail to make their signals in a manner intelligible to people on vessels passing within short distances. The wrong way to signal for help is to wave your arms and yell. Men who would be perfectly willing to lend aid mistake the wave and the yell for the exuberant greetings of happy boatmen.

#### SPEED BY LOG

The regulation log glass runs 28 seconds. A knot is 6,080 feet.

Thus 3,600 seconds: 28 seconds: 6,080 feet: 47 feet 3 inches.

Which makes a knot 47 feet 3 inches on the log line. Wet the line when remeasuring. Use the following marks:—

- One knot at every half knot.
- A piece of leather at the first knot.
- Two knots at two knots.
- Three knots at three knots, etc.

Be sure to heave the log to leeward so that it will strike the water perpendicularly.

# NEVER NEGLECT LIGHTS

*All Sorts of Trouble at Sea Can Be Prevented If You Keep Your Lights in Good Order.*

*The lights on your boat were put there for a purpose. However, it is possible that you do not know quite sure what they mean. The type of lights your boat must have are specified. Every one of them is there for some definite purpose. It saves you money and trouble to see to it that your yacht is equipped as specified in the regulations. Incidentally, you might not have to have a searchlight, but it helps when you are coming into the anchorage at night and are looking for your mooring. Lights go on a definite system, and here it is:*

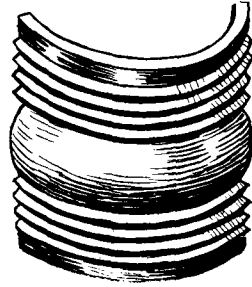
*Machinery-propelled vessels, from 26 feet to large passenger ships, show four distinctive lights. Two are white, one at the bow and one at the stern. Two are colored, a green sidelight to starboard and a red sidelight to port. The two white lights (with the bow light lower than the stern light and screened so that it shows only ten points on either hand and with the white stern light showing clear around the horizon) form a range. The two colored sidelights show on-coming pilots which side of the ship they are approaching. These colored sidelights, like the bow light, are also screened to show from dead-ahead to ten points toward the stern; or "two points abaft the beam."*

*Motorboats under 26 feet—that is, Class 1 motorboats—carry only a combination red and green light forward, and low, to form a range with a high white light aft showing all around the horizon.*

*Sailboats show only the two sidelights; but must exhibit a white light over the stern when an overtaking vessel approaches.*

*Tugs with tows, in addition to sidelights, carry two white lights on their masts in a vertical line if the tow is under 600 feet long, and three vertical lights if the tow is longer than 600 feet. These vertical lights warn other pilots not to cut in behind and wreck themselves on a towing line.*

*Auxiliary sail boats are those which are propelled by either sail or power. In the day time auxiliaries under sail and power are under the regulations of motor boats. At night under sail and power they are lighted*



*A Legal Lens*

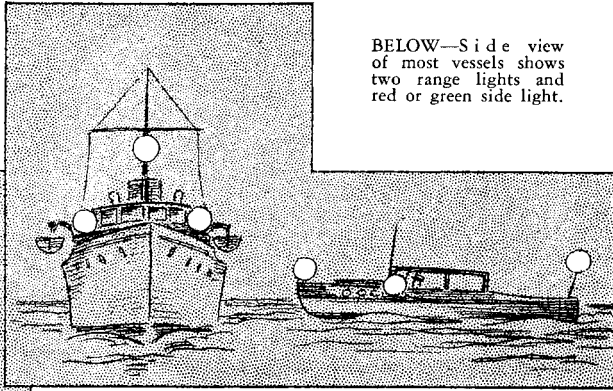
*like a sail boat; with the two side lights and the white light to be shown temporarily to overtaking vessels, but if operated under power alone they show a power boat's lights.*

*Row boats and canoes are required to exhibit a temporary white light when necessary to avoid collision. This law is strictly enforced in New York waters. For lack of a lantern or flashlight quite a few oarsmen and paddlers have been run down and killed.*

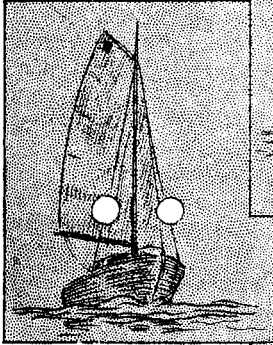
*Boats at anchor legally are required to exhibit a 32-point white light in the forepart of the vessel. Boats longer than 150 feet must show a high 32-point white light forward and a lower 32-point light aft. In the case of small pleasure boats a reasonable laxity is permitted by Federal enforcement officers. They realize it would be a hardship for a small boat owner to light his boat each evening and to turn out the light each morning. Consequently small boats may be left without anchor lights in recognized pleasure boat anchorages. These anchorages invariably are located in waters unfrequented by deep draught ships. If, on a cruise, you an-*

## Lights at Night

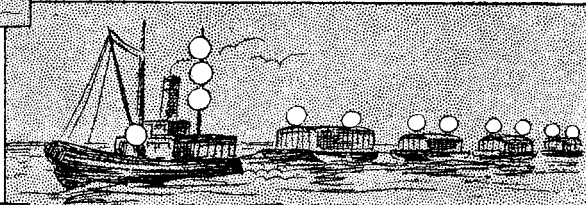
RIGHT — Head-on, most vessels show two range lights and two side lights.



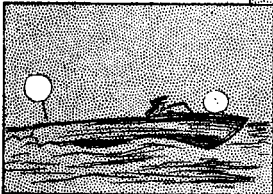
BELOW—Side view of most vessels shows two range lights and red or green side light.



BELOW—Tugs with tows show two or three vertical white lights and side lights.

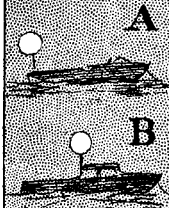


ABOVE — Sailboats show side lights but no range lights.



LEFT—Class 1 Motorboats have combination light forward.

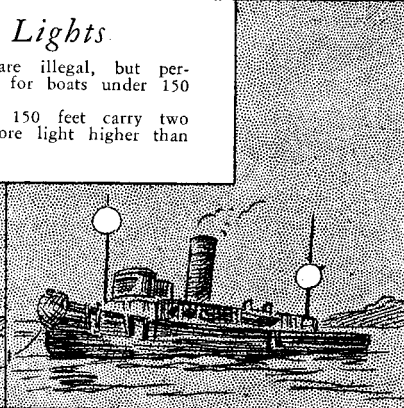
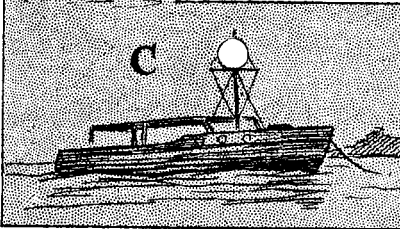
RIGHT — Rowboats must carry a temporary light.



### Anchor Lights

LEFT—A and B are illegal, but permitted. C is legal for boats under 150 feet.

RIGHT—Boats over 150 feet carry two anchor lights, the fore light higher than the stern light.



chor for the night in a strange anchorage, it is advisable to keep an anchor light burning so that your boat will not be run down by local pilots who otherwise would not expect a boat to be in your particular spot. In equipping a motor boat of Class One or Two you may safely depart from the legal requirements that your anchor light must show in the fore part of the vessel. Enforcement officers will not molest small motorboat owners who use the 32-point after-range lighting fixture for an anchor light.

In advising boatmen to make these practical departures from the technicalities of the law it should be pointed out that they are not necessarily relieved from civil responsibility in case of accident caused by illegal lighting methods.

Searchlights are essential in running through the buoys of pleasure boat anchorages. The law specifically forbids pilots to throw searchlight beams into the eyes of other pilots and it also enjoins pilots from showing any lights except the legal running lights, or anchor lights. Hence, care must be exercised in turning off your searchlight whenever it is likely to be a contributory factor in confusing an oncoming pilot.

Emergency lights should be part of a small boatman's equipment. A cheap and practical emergency light is a marine type kerosene lantern, which should always be kept filled and fitted with a clean wick. You may never have occasion to use it. But if your legal lighting equipment fails, the emergency lantern may prevent your boat from being run down in the dark.

An electric flashlight has numerous uses in boating.

### *Lighting Specifications*

Under the Motorboat Act, lighting specifications follow:

*Class 1:* Two lights—a white light aft to show 32-points; and a combined light in the fore part, lower than the stern light, showing green to starboard and red to port, so fixed as to throw the light from dead ahead to 2 points abaft the beam on their respective sides.

*Class 2:* Four lights—a bow light, a stern light, and side lights. The bow light must show an unbroken white light over an arc of twenty points; from right ahead to two points abaft the beam on either side. The area of glass must be not less than 19 square inches. Higher than the bow light, the white stern light (size not specified) must show all around the horizon. These two white lights form a range so that other pilots may readily perceive the course of the vessel. From dead ahead an oncoming pilot sees the low bow light and directly above it the high white light. Approaching from either port or starboard the other pilot is able to tell the vessel's heading from the low bow light and the high stern light and the colored sidelight. When overtaking, the other pilot sees only the stern light. The side lights, showing green to starboard and red to port, are mounted and screened to cover the areas on each side, respectively, from dead ahead to two points abaft the beam. It will be noticed that the two sidelights, together, cover the same arc as the single white bow light. The area of the side light lenses is not less than 16 square inches.

*Class 3:* Four lights—exactly light the lights on a Class 2 boat, except they are larger. The glass of the bow light must be at least 31 square inches, while the side lights must have lenses of not less than 25 square inches.

Glasses or lenses on all running lights must be fresnel or fluted.



# HORNS, WHISTLES AND BELLS

## *What Every Yachtsman Should Know*

That fellow off there in the fog somewhere is not ringing his bell violently every once in a while just for fun. You might think he was, and you might wish to Heaven he'd get tired playing and shut up. As a matter of fact, he is telling the world that he is at anchor, and to give him a break. Bell, whistle, and fog-horn signals are important.

Fog horns are not required at all on Class One boats. For Class Two boats and Class Three boats you use the fog horn only as a distress signal and never as an instrument for "passing" signals.

Whistle passing signals are used by motorboat pilots when, in the language of the Pilot Rules, "steam vessels are in sight of each other and the course and position of each can be determined in the day time by a sight of the vessel itself, or at night by seeing its lights."

*One short blast* (about one second) on the whistle informs the other pilot: "I am directing my course to my own starboard."

*Two short blasts* conveys the signal: "I am directing my course to my own port."

*Three short blasts* says: "My engines are going full speed astern." These three short blasts have by custom and not by law become a general utility signal among motorboat men. Three short toots are used (*a*) to open a draw bridge (*b*) to warn bathers and fishermen at a dock to make room for an approaching motorboat (*c*) to request a yacht club dockman to bring out the tender and (*d*) as a friendly salute to other motorboatmen.

*Four or more short blasts* is a legal signal of danger, warning or caution.

In your actual piloting, you will have no difficulty with the one-blast and the two-blast passing signals described above, in a head-on and over-taking situations. Just remember that one whistle means the pilot is directing his course to starboard and that two whistles means he is directing his course to port. In a crossing situation where one boat is cutting across the course of another boat, one blast means: "We will follow the Road Rule that the boat on the right has the right of way." Two blasts in the crossing situation means: "We will depart from the regular Rule of the Road and the boat on the left will be permitted to cut across the bow of the boat on the right."

Remember that sailboats carry no whistles. Consequently no passing signals are exchanged with sailboats by the skipper of a power boat, nor between sailboat pilots. Un-

der the Rules of the Road the motorboat pilot must give the sailboat the right of way under all conditions, except the unusual situation where the sailboat overtakes the powerboat.

Because the motorboat men's passing signals might be confused with his fog signals, no passing signals are ever blown in fog, mist, etc.

Seldom does the pilot of a small boat exchange passing signals with a large, commercial vessel. Courtesy, safety, and good sense demand that the light-draught and mobile small boat keep entirely out of the way of the deep-draught and hard-to-steer large vessel. While the Rules of the Road make no distinction between small boats and large, the small boat pilot should invariably avoid big ships.

As a practical matter, only occasionally is there any necessity for small motorboats to exchange passing signals.

## *Fog Signals*

Heavy fogs put all boats into a precarious position.

To prevent collision, the safe procedure is to creep slowly into water unfrequented by commercial traffic; and there to put over an anchor.

Under way in a fog the motorboat blows a prolonged blast (about two seconds) on the whistle and *not* on the fog horn at intervals of not more than once a minute. Because no passing signals are given in foggy weather, every boat whistle indicates a moving power boat.

Sailboatmen when under way in fog blow their fog signals in raspy, hoarse blasts on fog horns. The sailboats under way must sound one blast when on the starboard tack, two blasts when on the port tack, and three blasts if the wind is abaft the beam.

Rowboats sound a prolonged blast on a fog horn not oftener than once a minute. If you have to row your dinghy to shore in a fog be sure to take your fog horn with you.

Just as towing steam vessels have special lights to keep boats from cutting in behind, so do they have a special fog signal when under way in heavy weather. On its whistle, the tow boat blows a prolonged blast and two short blasts not oftener than once a minute; and the towed vessel on its fog horn may also sound this signal but no other.

At anchor in a fog, vessels of every type are required to ring a bell rapidly for about

five seconds at intervals of not more than one minute. When you go to a marine supply store on a nice clear day to buy a bell, your inclination is to purchase the smallest and cheapest that the law allows. Once in

three or four years, in the spooky situation of having to anchor in a fog, you will wish your warning bell was twice as big as your motor and loud enough to be heard by any ship within a mile.



## RULES AND REGULATIONS GOVERNING THE USE AND NAVIGATION OF THE CHESAPEAKE AND DELAWARE CANAL

The movements of ALL CRAFT in the waterway is subject to the supervision of the District Engineer, U. S. Engineers Office, Wilmington, Del.

### FREE PASSAGE

is now afforded to all craft, since the canal is now at Sea Level—has no locks—is Government controlled and no tolls are charged.

### TRAFFIC

is regulated, first of all, by Dispatching System with a dispatcher at Chesapeake City, Md., at all times. Traffic Lights established are much on the order of Automobile Traffic Lights and should be observed accordingly—however—and especially in a following current—a FIXED or BLINKING RED surely means "STOP." Disregard may mean the loss of your craft—and, perhaps, lives.

### TOWS

With following tide a towboat is permitted but one barge. Against tide two loaded or three light barges in single file are permitted. Rafts, before entering, must tie up and be inspected as to size, etc.

### SPEED LIMIT

in any part of the waterway is SIX MILES per hour—THREE—when passing approaching craft or craft tied to shore.

### TALL VESSELS

reaching between 65 and 140 feet above waterline may traverse the full length of the canal from 8 A. M. to 4 P. M. However, three hours' notice must be given.

### BRIDGES

There are four Highway Bridges—at Reedy Point, St. Georges, Summit and Chesapeake

City. One Railway bridge at Canal Station. All bridges are vertical lift with clearance of 140 feet above low water when open. The Bridge at Summit clears 65 feet when closed and is only raised on special arrangement. Therefore the reason of three-hour notice above mentioned.

### DELAWARE RIVER ENTRANCE TO CANAL

is at Reedy Point,  $\frac{3}{4}$  mile below the old canal entrance, and between two stone jetties; the channel is 150 feet wide and midway between said jetties. The North Jetty is marked with a Flashing Red—the South Jetty is marked with a Flashing White Light.

### DEPTH

As a Congressional project, is at 12 feet mean low water, Delaware River Datum.

### TIDES

The normal range of tide at the Delaware River end of the Canal is 5.5 feet—at the Chesapeake City end 2.0 feet. The "SET" of the tide is from the Chesapeake Bay toward the Delaware and has a difference of 2 hours in time at each end.

### TIDAL CURRENTS

in the canal are moderate in fair weather, running  $1\frac{1}{2}$  to 2 miles per hour—but storm tides are apt to produce a 3-mile current. *Width of the CANAL* is 90 feet at bottom. Tows, therefore, must not exceed 46 feet abreast.

### TURNING BASINS

are established East of St. Georges and West of Chesapeake City Bridges.

*Nearer information may be obtained from the Engineer in charge—Telephone Chesapeake City No. 43.*

# FIRST AID

*Minor Injuries Should Be Treated at Once—Keep a First Aid Kit Handy.*

Cuts, bruises, and slight burns lead to serious trouble if treatment is not applied at once. No yacht is well equipped unless she has a box aboard containing bandages, adhesive tape, and disinfectants, such as iodine, as well as some soothing unguent for burns. It is also advisable to have aspirin and bicarbonate of soda handy.

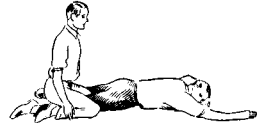
If the accident is of a serious nature, take the patient to the nearest port. Leave him on the boat while you go to the phone, ask for the chief operator, and have her connect you with a doctor. Chief operators are trained to help in handling emergencies, and they know how to get in touch with police, ambulances, hospitals, the Coast Guard and physicians.



Position 1  
No weight on hands.



Position 2  
Exert full weight on patient.



*A list of what-to-do-till-the-doctor-comes follows:*

**DROWNING**—Sketches show positions of the prone-pressure method of resuscitation.

Lay patient flat on stomach, arms extended, face on left cheek.

Place yourself astride, on your knees. Put your hands flat over the patient's lower ribs; one hand on each side.

Now you and the patient are in position so that rhythmically you can pump air into and out of his lungs.

From Position 1, shown here, shove yourself forward into Position 2 on your knees so that your full weight is exerted on the patient's back. Your hands are kept in position; not slid. You direct the pressure as if you were pushing the heels of your hands up under the patient's ribs. Hold this pressure-position for three seconds.

Then release the pressure suddenly for two seconds and fall back on your knees into Position 1.

Continue to press—release—pause: three seconds of pressure, two seconds of pause. Keep it up for two hours, if the patient does not regain consciousness sooner.

What happens is this: By pressing for three seconds, you are expelling the air in the patient's lungs; by releasing the pressure for two seconds, you are causing the deflated lungs to inhale. By continuing this rhythm, at 12 respirations a minute, it frequently is possible to revive a person who apparently has been drowned or electrocuted.

Instead of waiting until an emergency arises, when a few seconds of delay may mean the loss of a life, every boatman is urged to practice this simple and effective

prone-pressure method before an accident occurs.

After restoring consciousness treat for shock. And by all means have the patient examined by a physician as a precaution against pneumonia or a possible heart collapse.

**MISCELLANEOUS:** Sunburn, headaches, cinders in the eye, indigestion, insect bites, cuts, bruises, splinters, and sore muscles from exercise should be considered in fitting up a boat's first aid kit. Soap and water afford a cheap and convenient disinfectant. Carry two clean towels, preferably in a sealed container. Be sure to have a pair of tweezers for pulling out splinters. Place pills, such as aspirin, in a tightly-corked bottle to prevent the moist sea air from damaging them. An eye cup and boracic acid solution helps if a passing steamer delivers a cinder into somebody's optic.

**SHOCK:** If a patient is pale, place head lower than body; if flushed, with body lower than head. Do not attempt radical measures to restore consciousness. Simply keep an unconscious person warm, quiet, and supplied with fresh air. Half teaspoon of aromatic spirits of ammonia in one-third glass of water will help to steady a conscious victim of shock. As shock attends most injuries, a small bottle of aromatic spirits of ammonia is important to have in the kit.

**BLEEDING:** Apply pressure to form a clot which will stop the bleeding. Never hold a tourniquet more than 15 minutes without releasing the pressure to permit circulation.

# HELP IN CASE OF ACCIDENT

Be calm and collected.

*In any case don't get excited.*

Send at once for a doctor, telling him the character of the illness or injury.

Give the patient plenty of air. Keep the crowd back.

The best position for the patient is on the back with the head low. Never raise the head more than necessary to put a small pillow, such as a folded coat, under it. With a flushed face the head may be raised to this extent. With a pale face it should not be raised at all.

If the patient is vomiting, he should be placed on his side, or his head turned to one side, so that the matter vomited will not go into his windpipe and choke him.

Unconscious patients cannot swallow, therefore never try to give them water or stimulants.

*Fainting.* Place flat on back; allow fresh air and sprinkle with water. Place head lower than rest of body.

Tight clothing interferes with breathing and circulation. Clothing should be loosened at once. If necessary to remove the clothing, slit up the nearest seam in the outer clothing first and cut or tear the under clothing. The sound side should be undressed first, so that the injured side will be subject to less moving. When necessary to remove boots or shoes they should be freely cut.

**WOUNDS.**—The object of dressing a wound is to keep dirt from getting into it. For this purpose First Aid Packages containing a clean sterile pad of absorbent gauze should be obtained. The wrappings should be removed and the pad applied over the wound without touching the fingers either to the pad or to the wound. Open the package, take hold of the sterile gauze on one side, place the other side, which has not been touched, against the wound and bind it in place.

**FRACTURES.**—A simple fracture is where the bone is broken and the skin is whole. The object of treatment of a fracture is to prevent further injury, especially puncture of the skin by the sharp edges of the broken bone. If this occurs, simple fracture is converted into a compound fracture—a much more serious condition. If a doctor is expected soon, support the broken bone by pillows or folded coats, taking care that it is not bent at the point of fracture. The patient should be moved as little as possible. If it is necessary to move the patient, fasten on a splint, reaching from well above the site

of the break to well below it. A splint can be made out of anything stiff—a piece of board, a wire gauze, branch of a tree, etc.

A broken arm should be supported by a sling.

In case of a compound fracture the wound should be treated with a First Aid Dressing, as above, and then the fracture should be treated as detailed under Fractures.

**SPRAINS.**—A sprain is an injury to a joint, with laceration of its ligaments. An elastic bandage should be applied as soon as possible.

*Hemorrhage.* The usual treatment is rest in the recumbent position; small pieces of ice should be freely swallowed, and the application of ice wrapped in a towel, or in an ice-bag, or snow, cold water, etc., over the stomach; hot applications may be applied to the extremities.

**HEMORRHAGE OR BLEEDING.**—Bleeding from a wound can usually be controlled by pressure applied directly to the wound. The pad in a First Aid Package, therefore, can be bound tightly over the injured place. If the bleeding is excessive and the blood comes in spurts, it can be controlled by a tourniquet or rubber tubing, or even a twisted handkerchief, placed nearer to the heart than to the injury, and pulled as tight as possible about the limb. If the bleeding continues the tourniquet is not tight enough. Unless the patient is hours away from a doctor, the tourniquet may be left in place until the doctor arrives.

**CONVULSIONS.**—Place anything hard between the teeth to prevent biting of the tongue (a piece of wood, a jack-knife, or a handkerchief rolled up). Lay the patient down. Loosen clothing, particularly about the neck and waist. Do not attempt to move patient for some time after convulsion.

## INTOXICATION

Notice the odor of the breath. Lay the individual on his side on a bed, with his head raised. The patient should be induced to vomit. Stimulants should be avoided.

## APOPLEXY

Cold should be applied to the head, which should be kept well raised. Clothing removed from the neck and chest. Stimulants avoided.

## SUNSTROKE

Loosen clothing. Get patient into shade and apply ice-cold water to head. Keep head in elevated position.

# MARINE VOCABULARY

## *Sea Terms Confusing to Landlubbers*

*Beginners are likely to find themselves somewhat confused when listening to yachtsmen if they do not know the commoner terms. For his guidance we present a brief glossary of marine definitions:*

- ABAFT**—Astern (1).  
**ABEAM**—The direction at right angles to the keel.  
**AFT**—Toward the stern.  
**ALOFT**—Above the deck.  
**AMIDSHIPS**—Halfway between bow and stern; on the line of the keel.  
**ASTERN**—Backwards; behind a vessel.  
**ATHWART**—At right angles to the line of the keel.  
**AUXILIARY**—Vessel propelled by power and sail.  
**BACK**—Wind shifts counter-clockwise.  
**BACKSTAYS**—Stays holding mast against forward thrust of sails.  
**BALLAST**—Weight placed in vessel to increase stability.  
**BATTENS**—Wooden strips in leech of sail to give it shape.  
**BEAM**—The greatest breadth of a vessel.  
**BEARING**—The direction of an object in compass points or degrees.  
**BED**—The foundation of an engine.  
**BELAY**—Make Fast.  
**BELOW**—Beneath the deck.  
**BEND**—Knot fastening a rope to another or to a spar.  
**BILGE**—Turn of hull below the water line.  
**BLOCK**—Device for changing lead of a line.  
**BOLT ROPE**—Line sewed to the edge of a sail to give it strength.  
**BOOM**—A spar used for holding a sail out from the mast.  
**BOW**—The front part of a vessel.  
**BROADSIDE**—The side of a vessel above water.  
**BULKHEAD**—Vertical partitions inside the hull.  
**BUOY**—Floating beacons marking channels, shoals or rocks.  
**BURGEE**—The flag designating a yacht club.  
**CANVAS**—Synonym for sails.  
**CAST OFF**—To let go a line.  
**CAULK**—To drive oakum into a ship's seams.  
**CENTERBOARD**—A movable board that can be lowered to increase a vessel's keel area.  
**CHAFING GEAR**—Wrapping on rigging to prevent wear.  
**CHAIN PLATES**—Strips in a vessel's sides to take the strain of the rigging.  
**CHARTS**—Water maps.  
**CHOCK**—Block of wood for supporting small boats; device to change lead of line.  
**CHOP**—Irregular sea caused by meeting of tides.  
**CHRONOMETER**—Sea-going clock hung in gimbals to neutralize motion of vessel.  
**CLEAT**—Wood or metal device to which lines are belayed.  
**CLEW**—Lower rear corner of a fore and aft sail.  
**CLOSE-HAULED**—Sailing with sails trimmed as close to the wind as possible.  
**COAMING**—Slightly elevated rail of a yacht; also structure protecting a hatchway.  
**COMPASS**—Device indicating North.  
**CORINTHIAN**—An amateur sailor or yachtsman.  
**COURSE**—The direction steered by a vessel.  
**CURRENT**—Movement of water in horizontal direction.  
**DAVITS**—Small cranes for lowering or raising boats.  
**DINGHY**—A small rowboat.  
**DIVIDERS**—An instrument for measuring and laying off distances on a chart.  
**DOWN WIND**—Sailing to leeward.  
**DRAFT**—The depth of water necessary to float a vessel.  
**EASE**—To luff; to slack off a line.  
**EBB**—A falling tide.  
**ENSIGN**—The national flag.  
**FAIR WIND**—Wind abaft the beam.  
**FALL**—The rope which, with two blocks, comprise a tackle (which see).  
**FENDER**—Device to take shock of contact between dock and vessel.  
**FIX**—A vessel's position as determined by two or more bearings.  
**FLASH POINT**—Temperature at which fuel gives off sufficient vapor to ignite.  
**FLAT**—Mud or sand which is exposed at low water.  
**FLOOD**—A rising tide.  
**FOLLOWING SEA**—Sea running in same direction as vessel's course.  
**FOLLOWING WIND**—Wind blowing in same direction as vessel's course.  
**FOOT**—The lower edge of a sail.  
**FORE AND AFT**—In line with the keel, or nearly so.  
**FORESAIL**—Sail set on foremost of Schooner.

**FORWARD**—Toward the bow.  
**FOUNDER**—To sink.  
**FREEBOARD**—The distance from the deck to the water.  
**FULL AND BYE**—Sailing as close into the wind as possible with all sails filled.  
**GADGET**—Anything the name of which doesn't occur to you.  
**GAFF**—A spar for holding the top of a sail away from the mast.  
**GALLEY**—Ship's kitchen.  
**GEAR**—General term for lines, spars, canvas.  
**GIMBALS**—Two concentric rings holding chronometer or compass so that it remains level regardless of motion of vessel.  
**GO ABOUT**—To tack.  
**GROUND TACKLE** — Anchors, chains, moorings.  
**GUNWALE**—A vessel's rail.  
**GUY**—A line supporting a spar, usually in horizontal position.  
**GYBE**—To change from one tack to another so that change of wind direction comes over stern.  
**HALYARD**—Line for hoisting or lowering a sail.  
**HARD-A-LEE**—Order to tack a sailing vessel.  
**HATCH**—Opening in a vessel's deck.  
**HAUL**—Wind shifts clockwise.  
**HEAD**—Lavatory.  
**HEAD SAILS**—Sails set forward of the mast.  
**HELM**—The tiller or steering wheel.  
**HITCH**—A knot.  
**HORSEPOWER**—A lift of 550 pounds one foot in one second.  
**HULL**—The main structure of a vessel.  
**INBOARD**—In or toward the middle of a vessel.  
**JIB**—Triangular or occasionally quadrilateral headsail.  
**JUMBO**—Forestaysail, a triangular headsail.  
**KEEL**—A vessel's backbone.  
**KETCH**—Two-masted vessel with smaller mast stepped just forward of the stern post.  
**KITE**—A light sail, such as a spinnaker.  
**KNOCKABOUT**—Sloop or Schooner with no bowsprit, whose main boom does not project over the stern.  
**KNOT**—A measure of speed, not of distance.  
**LEAD**—Device for measuring depth of water; direction in which a line runs.  
**LEECH**—Edge of sail away from the mast.  
**LEEWARD**—With the wind.  
**LINE**—The marine word for rope, which is rarely used.  
**LIST**—To heel to starboard or port.

**LOG**—Device for measuring distance a vessel travels.  
**LUFF**—To put a sailing vessel's head more nearly into the wind; the edge of a sail against a mast or stay.  
**MAINSAIL**—Sail set from mast of sloop, or mainmast of schooner.  
**MAKE**—To reach a desired objective, or to see it.  
**MAKE SAIL**—To set sail.  
**MARCONI RIG**—Triangular mainsail, as opposed to quadrilateral gaff rig.  
**MAST**—Vertical spar for supporting sails and/or rigging.  
**MESS**—To eat, or a group of people eating.  
**MIZZEN**—After mast of yawl or ketch, third mast of a schooner.  
**MGOR**—To anchor, pick up mooring, or tie up to a dock.  
**MOORING**—Permanent ground tackle.  
**NAVIGATION**—Laying out courses, finding a vessel's position.  
**OFF THE WIND**—To sail with sheets eased.  
**ON THE WIND**—Same as close-hauled (which see).  
**OUTFOOT**—To sail faster than another vessel.  
**OUTPOINT**—To sail closer into the eye of the wind than another vessel.  
**PAINTER**—Line by which small boat is tied up or towed.  
**PAY OFF**—Syn. Bear Away. Opposite of luff (which see).  
**PEAK**—The upper after corner of a gaff-rigged sail.  
**PINCH**—to sail a vessel too close into the wind.  
**PITCH**—Fore and aft motion of a vessel caused by waves.  
**PLOT**—To lay out and mark a course on a chart; to find a vessel's position on a chart.  
**POINT**—A division of the compass. There are 32,11¼ degrees apart.  
**PORT**—The left side of a vessel.  
**PORT TACK**—Sailing with the wind coming over the port side.  
**PRIME**—To inject fuel into cylinders to facilitate starting.  
**RACE**—Rapid current marked by rips.  
**RANGE**—Two or more objects that can be lined up to indicate the correct course.  
**REACH**—To sail with sheets eased.  
**REEF**—To reduce sail area.  
**REEVE**—To pass a line through a block.  
**RIBS**—The frames of a vessel, fastened to the keel.  
**RIDE**—To lie at anchor.  
**RIDING LIGHT**—Light carried at night while at anchor.

**RIG**—Vessel's arrangements of mast(s), stays, sails.  
**RIP**—Waves caused by meeting of currents.  
**ROACH**—The curve in the edge of a sail.  
**ROLL**—Side to side motion of a vessel caused by waves.  
**RUDDER**—Device by which a vessel is steered.  
**RUN**—To sail dead before the wind.  
**RUNNERS**—Same as backstays.  
**RUNNING LIGHTS**—Lights carried while under way at night.  
**RUNNING RIGGING**—Lines used to set and trim sails.  
**SCANTLINGS**—Dimensions of component parts of the hull.  
**SCHOONER**—Vessel, fore and aft rigged, with two or more masts.  
**SEA LAWYER**—One who over-emphasizes technicalities of marine laws and rules; a person to be avoided.  
**SET**—The direction in which a current flows.  
**SET UP**—To remove slack, as of stays or shrouds.  
**SHEAVE**—The roller part of a block.  
**SHEER**—The upward curve of the deck fore and aft.  
**SHEET**—A line used to trim a sail.  
**SHIPSHAPE**—Orderly. (Shipshape and Bristol fashion.)  
**SHROUD**—Stay taking sideway's thrust of a mast.  
**SKIPPER**—The captain .Syn. Old Man.  
**SLACK**—Period between tides.  
**SLOOP**—A single-masted vessel.  
**SOUND**—To measure the depth of water.  
**SPAR**—Mast, gaff or boom. Also a type of buoy.  
**SPINNAKER**—A light sail carried sailing before the wind.  
**SPREADERS**—Cross-trees of sailing vessel holding shrouds out from the mast(s).  
**SQUALL**—Sudden, violent storm.  
**STANDING RIGGING**—Stays supporting the mast(s).  
**STARBOARD**—The right side of a vessel, looking forward.  
**STARBOARD TACK** — Opposite of port tack (which see).  
**STAY**—Wire rope, metal rod, or hemp line supporting a mast.  
**STEP**—Resting place for butt end of a mast.  
**STERN**—The after part of a vessel.  
**STOVE**—Broken in from outside.  
**SWEAT UP**—To hoist, as of sails, as high as possible.  
**SWELL**—Waves of the sea.  
**TABLING**—Canvas reinforcement sewed on a sail.  
**TACK**—To change course so that the change of wind direction comes over the bow. Opposite of gybe. Also a reach sailed with the wind on one side of a vessel.  
**TACKLE**—Combination of lines and blocks to exert increased power to pull or lift.  
**TENDER**—A dinghy; adjective, vessel with too high center of gravity.  
**THIS IS A LONG SHIP**—"Fetch aft the rum, Darby."  
**THROAT**—Part of the gaff near the mast.  
**THRUST BLOCK**—Device to take forward thrust of propeller so that vessel moves ahead.  
**THWARTSHIPS**—At right angle to the keel.  
**TIDE**—The rise and fall of water.  
**TILLER**—Stick used for turning rudder.  
**TOPPING LIFT**—Tackle by which outer end of boom is raised and supported.  
**TOPSIDES**—The hull between rail and water-line.  
**TRIM**—The manner in which a vessel floats; to adjust sails to wind.  
**TUNNEL STERN**—Motorboat stern designed so that propeller revolves in recess protecting it.  
**UNDER WAY**—A vessel is under way when she is not moored at anchor, or in any way connected with the land.  
**WAKE**—Track a vessel leaves after her.  
**WATCH**—Period of time on duty.  
**WATERLINE**—Where the surface of the water should come on the hull.  
**WAY**—A vessel's progress through the water.  
**WEATHER**—Toward the direction from which the wind is blowing.  
**WHEEL**—Has same function as tiller (which see).  
**WINCH**—Mechanical device for taking in or slacking off lines.  
**WINDWARD**—To move to weather; the direction from which the wind blows.  
**WORKING SAILS**—Sail usually carried.  
**YAWL**—Two masted vessel, with smaller mast stepped aft of the stern-post.

## WORLD'S BEST SWIMMING RECORDS.

(As recognized by the International Amateur Swimming Federation to August 15, 1932.)

### MEN'S FREE STYLE

Distance.	Time.	Length of Course.	Holder.	Country.	Where Made.	Date Made.	Where O. K'd.
100 yds.	51s	25 yds.	John Weissmuller	U. S.	Ann Arbor, Mich.	6- 5, 1927	U. S.
100 mtrs.	57 2-5s	25 mtrs.	John Weissmuller	U. S.	Miami, Fla.	2-17, 1924	U. S.
150 yds.	1m. 25s	25 yds.	W. Lauffer	U. S.	Chicago, Ill.	3- 2, 1929	U. S.
200 mtrs.	2m. 8s.	25 yds.	John Weissmuller	U. S.	Ann Arbor, Mich.	6- 5, 1927	U. S.
220 yds.	2m. 9s.	25 yds.	John Weissmuller	U. S.	Ann Arbor, Mich.	6- 5, 1927	U. S.
300 yds.	3m. 7 4-5s	25 yds.	John Weissmuller	U. S.	Chicago, Ill.	6-17, 1927	U. S.
300 mtrs.	3m. 27.6s	25 mtrs.	Jean Taris	France	Reims, France	7-11, 1931	France
400 mtrs.	4m. 47s	33 1/2m.	Jean Taris	France	Reims, France	4-16, 1931	France
440 yds.	4m. 52s.	110 yds.	John Weissmuller	U. S.	Honolulu, T. H.	8-25, 1927	U. S.
500 yds.	5m. 31 2-5s	25 yds.	Arne Borg	Sweden.	Detroit, Mich.	1-30, 1926	U. S.
500 mtrs.	6m. 1.2s	25 mtrs.	Jean Taris	France	Reims, France	4-23, 1932	France
800 mtrs.	10m. 15.6s	50 mtrs.	Jean Taris	France	Cannes, France	6-21, 1932	France
1,000 yds.	11m. 55.4s	55 yds.	Arne Borg	Sweden.	Sydney, Aust.	2-21, 1929	Australia
1,000 mtrs.	10m. 54.7s	50 mtrs.	S. Makino	Japan	Los Angeles	8- 8, 1932	U. S.
1,500 mtrs.	19m. 7.2s	50 mtrs.	Arne Borg	Sweden.	Bologna	9- 2, 1927	Italy
1 mile.	21m. 6.8s	55 yds.	Arne Borg	Sweden.	Sydney, Aust.	1-21, 1929	Australia
800 mtrs. Relay	8m. 58.4s	50 mtrs.	Y. Miyazaki, M. Yusa, H. Toyoda, T. Yokoyama	Japan	Los Angeles	8- 9, 1932	U. S.

### MEN'S BREAST STROKE

100 mtrs.	1m. 13.6s	25 mtrs.	J. Cartonnet	France	Paris, France	5-20, 1932	France
200 yds.	2m. 31 4-5s	25 yds.	Walter Spence	U. S.	Brooklyn, N. Y.	3-19, 1927	U. S.
200 mtrs.	2m. 44.6s	25 yds.	L. Spence	U. S.	Chicago, Ill.	4- 2, 1931	U. S.
400 mtrs.	5m. 50 1-5s	25 yds.	Erich Rademacher	Germany	New Haven, Conn.	3- 9, 1926	U. S.
500 mtrs.	7m. 36.8s	25 mtrs.	T. Reingoldt	Finland	Helsinki, Finland	4-26, 1931	Finland

### MEN'S BACK STROKE

100 mtrs.	1m. 8.2s	50 mtrs.	George Kojac	U. S.	Holland, Amst.	8- 8, 1928	Holland
150 yds.	1m. 38.4s	25 yds.	George Kojac	U. S.	N. Brunswick, N. J.	3-30, 1929	U. S.
200 mtrs.	2m. 32.2s	50 mtrs.	George Kojac	U. S.	New Haven, Conn.	6-16, 1930	U. S.
400 mtrs.	5m. 42s	25 mtrs.	Toshio Iriye	Japan	Wakayama	9-30, 1928	Japan

### WOMEN'S FREE STYLE

100 yds.	60s	25 yds.	Helene Madison	U. S.	Boston, Mass.	4-20, 1931	
100 mtrs.	1m. 6.6s	25 yds.	Helene Madison	U. S.	Boston, Mass.	4-20, 1931	
150 yds.	1m. 40 2-5s	25 yds.	Helene Madison	U. S.	St. Augustine, Fla.	3- 6, 1930	
200 mtrs.	2m. 34 3-5s	25 yds.	Helene Madison	U. S.	St. Augustine, Fla.	3- 6, 1930	
220 yds.	2m. 34.8s	25 yds.	Helene Madison	U. S.	Seattle, Wash.	5-15, 1931	
300 yds.	3m. 39s	25 yds.	Helene Madison	U. S.	Seattle, Wash.	6-17, 1930	
300 mtrs.	3m. 59 5-10s	25 yds.	Helene Madison	U. S.	Seattle, Wash.	6-17, 1930	
400 mtrs.	5m. 28.5s	50 mtrs.	Helene Madison	U. S.	Los Angeles, Cal.	8-13, 1932	
440 yds.	5m. 31s	25 yds.	Helene Madison	U. S.	Seattle, Wash.	2- 3, 1931	
500 yds.	6m. 16 2-5s	25 yds.	Helene Madison	U. S.	Miami Beach, Fla.	3-16, 1930	
500 mtrs.	7m. 12s	25 yds.	Helene Madison	U. S.	Detroit, Mich.	4-25, 1931	
800 mtrs.	12m. 18.6s	50 mtrs.	Y. Godard	France	Paris, France	7-23, 1931	
880 yds.	11m. 41 1-5s	55 yds.	Helene Madison	U. S.	Long Beach, Cal.	7- 6, 1930	
1,000 yds.	13m. 23.6s	55 yds.	Helene Madison	U. S.	New York City	7-17, 1931	
1,000 mtrs.	14m. 44.8s	55 yds.	Helene Madison	U. S.	New York City	7-19, 1931	
1,500 mtrs.	23m. 17.2s	55 yds.	Helene Madison	U. S.	New York City	7-15, 1931	
1,600 mtrs.	24m. 34 3-5s	55 yds.	Helene Madison	U. S.	Long Beach, Cal.	7- 3, 1930	
400 mtrs. Relay	4m. 38s	50 mtrs.	J. McKim, H. Johns, E. Garratti Saville, H. Madison	U. S.	Los Angeles, Cal.	8-12, 1932	

### WOMEN'S BREAST STROKE

100 mtrs.	1m. 26s	25 yds.	E. Jacobsen	Denmark	Stockholm	5-11, 1932	Sweden
200 yds.	2m. 50.4s	33 1/2 m.	E. Jacobsen	Denmark	Copenhagen	4-20, 1932	Denmark
200 mtrs.	3m. 3.4s	25 yds.	E. Jacobsen	Denmark	Stockholm	5-11, 1932	Sweden
400 mtrs.	6m. 38.4s	25 mtrs.	J. Kastein	Holland	Amsterdam	4- 2, 1932	Holland
500 mtrs.	8m. 23.8s	25 yds.	C. Wolstenholme	Gt. Britain	Manchester	4-23, 1931	Gt. Brit.

### WOMEN'S BACK STROKE—(\*Salt Water)

100 mtrs.	1m. 18.3s	50 mtrs.	Eleanor Holm	U. S.	Los Angeles	8- 9, 1932	U. S.
150 yds.	1m. 54s	25 yds.	J. Cooper	Gt. Britain	Glasgow	6- 5, 1931	Gt. Brit.
*200 mtrs.	2m. 50.4s	25 yds.	P. M. Harding	Gt. Britain	Wallasey	8-19, 1932	Gt. Brit.
400 mtrs.	6m. 16.8s	25 mtrs.	Marie Braun	Holland	Paris	12-23, 1928	France

Several new records were made in 1934, but had not been passed on by the Federation when this page went to press

## PUGILISM

### CHAMPIONSHIP HOLDERS, NOVEMBER, 1934

HEAVYWEIGHT (over 175 lbs.)—Max Baer.  
 LIGHTHEAVYWEIGHT (175 lbs.)—Bob Olin.  
 MIDDLEWEIGHT (160 lbs.)—Teddy Yarosz.  
 WELTERWEIGHT (147 lbs.)—Jimmy McLarnin.

LIGHTWEIGHT (135 lbs.)—Barney Ross.  
 FEATHERWEIGHT (126 lbs.)—Open.  
 BANTAMWEIGHT (118 lbs.)—Al. Brown.  
 FLYWEIGHT (112 lbs.)—J. Brown (England).



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