

Yachting
News and Notions
for One Week.

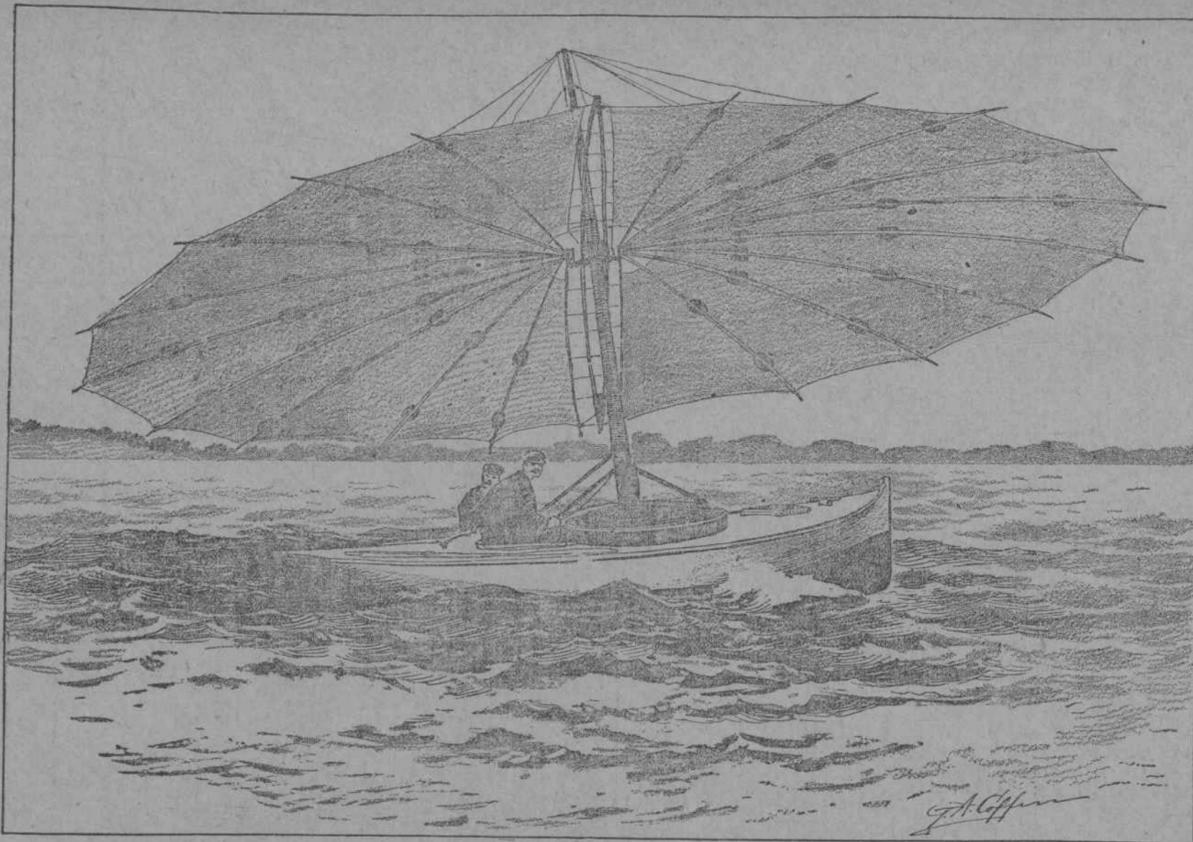
THE UMBRELLA SAILBOAT.

A Strange Craft of Pro- fessor Biles Which Sails Against the Wind and Needs No Reefing.

A NEW method of sail propulsion has been invented by Professor Biles, the designer of the St. Paul and the St. Louis and one of the most famous marine architects in the world.

Professor Biles's experimental boat has been sailing in Southampton water in the south of England, and has worked very satisfactorily. A photograph demonstrates this.

The sail is shaped very much like an umbrella and opens and shuts like one. The centre of the sail is fixed a little above the centre of the mast. You haul down one side of the sail and the boat is on one tack.



DOES ITS OWN TACKING.

A Radical Invention That Has Just Been Made in the Sailing Gear of a Yacht.

YET another radical innovation has been made in the sailing gear of a yacht.

This time it is a yacht which tacks automatically. Herbert Consterdine, marine engineer, of Littleborough, England, is the inventor of the new device. As yet he has only tried it on a model yacht, nine feet in length. It has worked very well.

The model is constructed in every way like the newest kind of racing yacht. Mr. Consterdine can put her on a smooth sheet of water and she will sail out a mile or more according to his arrangement of her tacking apparatus and then return to him.

The yacht can be set to make a definite number of tacks, after the completion of which she will cease tacking and return to the lee shore, running before the wind. She can also be set to make an unlimited number of tacks.

The port and starboard tacks may be made of unequal length, as desired. If the yacht loses her true bearing when sailing before the wind she automatically rights herself.

The invention makes model yacht racing, always very popular in England, more in-

THE UMBRELLA AS A NAUTICAL POWER, PROF. BILES'S LATEST INVEN ION.

HE IS THE FAMOUS DESIGNER OF THE ST. PAUL AND ST. LOUIS, AND HIS INVENTION HAS BEEN SO SUCCESSFUL WITH SMALL BOATS THAT IT WILL NOW BE APPLIED TO LARGE VESSELS.

and you haul down the other side and it is on the other tack. Nothing could be simpler.

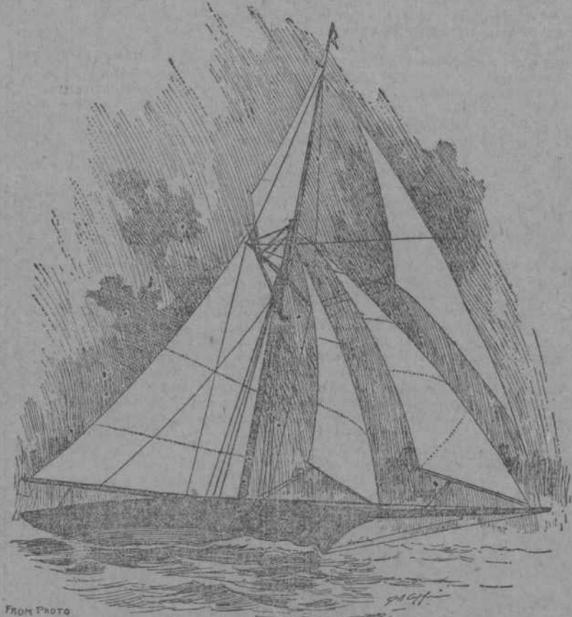
Tacking, however, loses most of its importance in this boat, for it sails almost

straight against the wind. The umbrella takes hold of the wind in such a way that the boat runs almost into its eye. That is one of its great qualities.

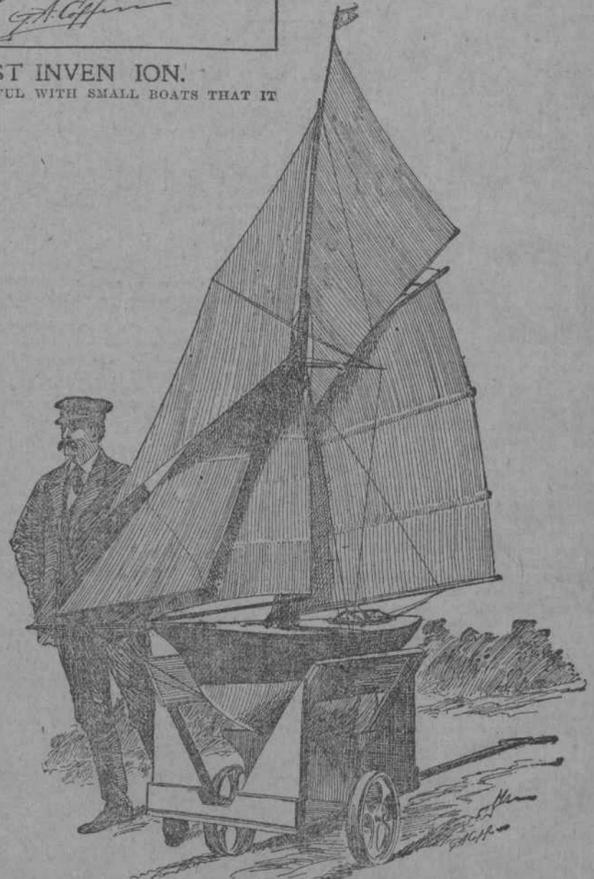
Perhaps a still greater merit of the umbrella boat is that it is extremely difficult to capsize—theoretically, in fact, impossible to do so. As the velocity of the wind in-

creases the amount of sail area exposed is decreased automatically. The wind bends the edge of the umbrella, which escapes its force. The necessity of reefing when the wind increases is thus done away with. The new boat should be a blessing to the class of Sunday carboat sailors.

Professor Biles's experiment has suc-



FROM PHOTO



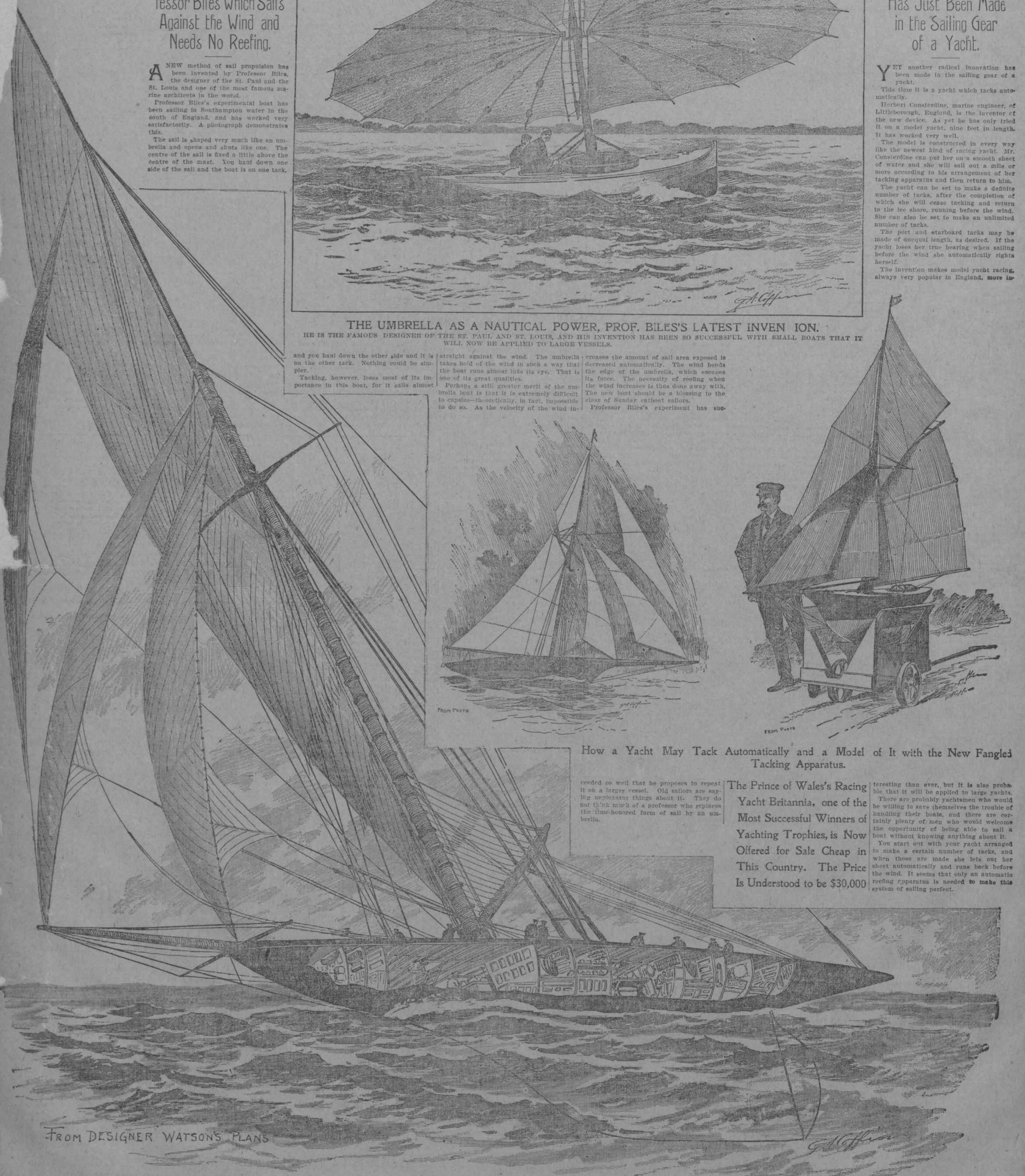
FROM PHOTO

How a Yacht May Tack Automatically and a Model of It with the New Fangled Tacking Apparatus.

ceeded so well that he proposes to repeat it on a larger vessel. Old sailors are saying unpleasant things about it. They do not think much of a professor who replaces the time-honored form of sail by an umbrella.

The Prince of Wales's Racing Yacht Britannia, one of the Most Successful Winners of Yachting Trophies, is Now Offered for Sale Cheap in This Country. The Price Is Understood to be \$30,000

resting than ever, but it is also probable that it will be applied to large yachts. There are probably yachtsmen who would be willing to save themselves the trouble of handling their boats, and there are certainly plenty of men who would welcome the opportunity of being able to sail a boat without knowing anything about it. You start out with your yacht arranged to make a certain number of tacks, and when those are made she lets out her sheet automatically and runs back before the wind. It seems that only an automatic reefing apparatus is needed to make this system of sailing perfect.



FROM DESIGNER WATSON'S PLANS

G. H. Watson