

into the bilge, a source of considerable danger. Oil and water drip is caught in a pan and an occasional wiping of the pan insures a clean, sweet bilge at all times.

In this machine they are offering a finished product that has been tried, tested and proven.

WHEN SAILORS SPEAK OF FATHOMS

The following gem, clipped from a dear old ladies' journal, explains why sailors leave home: When sailors speak of fathoms they do not always mean the same thing. On board a man-of-war a fathom means 6 feet; on board a merchantman $5\frac{1}{2}$ feet; and on board a fishing vessel 5 feet.

Too bad to pick on a poor fishing vessel! Had the editor continued to a lunatic asylum, we are sure he could have proven 2 feet was called a fathom.

BOSTON OFFICE

On January 1st Toppan Company will open a store in Boston as Eastern distributors of Kermath, Universal, Gilmore and Outboard engines, carrying a large stock on hand.

They will also add a line of heavy-duty engines and will be pleased to hear from manufacturers of engines or boat equipment who wish to enter this field.

Prescott Shedd will have charge of the office.

AMERICAN BUILT

Brandis & Sons, Inc., of 754 Lexington Ave., Brooklyn, N. Y., have issued their new catalog, showing the four styles of sextants they build.

The Navigational Sextant is $7\frac{1}{2}$ inches and sells for \$130—the largest size they make; the 6-inch sextant sells for \$105; the 'Mates' Sextant sells for \$80; and the baby of the line, developed for small-boat work, has a 5-inch radius, complete in every detail and sells for \$60.

If you are interested in sextants built for and by Americans, send for their descriptive catalog.

All Brandis' sextants are built to Navy standards.

SHIPPING BOARD PLANS FOR 1,731 OIL-BURNERS

With the completion of the present construction program of the Shipping Board, there will be under the American flag 1,731 oil-burning steamers of an aggregate of nearly 10,000,000 deadweight tons. Fuel stations are now being established along the trade routes in the Atlantic and Pacific so that the American ships will be able to make a complete circuit of the world without taking fuel at other than American-owned stations.

A total of 486 oil-burning ships is now in the Government merchant fleet, while sixty-seven others have been sold to Americans or reconveyed to their American owners. In addition 636 oil-burning vessels are under construction.

STANDARD MARINE PRACTICE

The November number, from the press of Thomson & Co., is an unusually fine issue, with numerous illustrations of the Standard engine in war and in peace work.

Various types of craft are illustrated with some very healthy suggestions that all engine users will appreciate. It covers War Lessons, The Evolution of a Hull, "Close Ups" on the Heat Engine and Practical Hints on Shaft and Propellers.

NEW BOSTON HOME FOR FRISBIE ENGINES

The Frisbie Motor Company of Middletown, Conn., has recently made arrangements whereby its product will be handled by Walter H. Moreton, of 214 State Street, Boston, Mass., for Central and Eastern New England. This arrangement has been made so as to give the Frisbie customers better service and delivery. Mr. Moreton will carry in stock not only engines for immediate shipment but also a very complete line of repair parts. The personnel of his repair force has been to the Frisbie factory and become thoroughly acquainted with the manufacture of the engine.

Mr. Chester T. Marshall, formerly connected for a number of years with the Fairbanks Company in New England, has become associated with Mr. Moreton, and will give a great deal of his time toward the commercial end of the marine engine business. In this respect, Mr. Marshall will once more meet the countless friends he has through the State of Maine.

The Frisbie Motor Company would appreciate very much having all of their old customers call on Mr. Moreton and get thoroughly acquainted with their new home.

ADOPTS NEW RACE FOR POWER BOATS

The chief business at the annual meeting of the American Power Boat Association, held at the Waldorf-Astoria Hotel, was the consideration of the trophy put up by Carl G. Fisher of Indianapolis for a displacement boat championship of North America. This competition is limited to displacement boats of the runabout type and not hydroplanes. In the past a premium has been placed on speed with the result that hydroplanes, such as those which compete for the Gold Cup, have claimed the greatest attention, and boatbuilders have devoted much of their effort in the construction of craft of that type. The Carl G. Fisher trophy, however, should prove of greater benefit to all-around power boating.

It is provided that it shall be a perpetual challenge trophy, or until won three times by the same person or persons, when it shall become their property. It is offered for the purpose of "promoting speed contests between displacement boats of a wholesome character and improving and perfecting models and construction of internal-combustion engines for displacement boats and for developing the lines, designs, and usefulness of the displacement type of power boat." In the deed of gift it is also provided that James A. Allison of Indianapolis will present the winner of the race each year for three years with a prize to the value of \$1,000, of the winner's own choice and selection.

Conditions of Race Announced.

The rules governing the race stipulate that matches for the trophy shall be held under the rules and regulations of the American Power Boat Association, and it is provided that the first race shall be held at Detroit during the summer of 1920, the second race at Miami, Fla., during the winter of 1920-1921, and the third match at Lake George during the summer of 1921.

A match for the trophy will consist of three races to be held on consecutive days, excluding Sunday, and the courses shall be 50 statute miles in length. The courses shall be laid in water of not less than 10 feet and shall be as free from turns as possible. The finish must be at the starting line. The length of each lap of the course must be approximately 3 miles. The winner of the match will be determined by the point system, whereby each boat entering and finishing a race of a match will receive one point for entry and one additional point for each boat it defeats, the winner to be the boat scoring the highest aggregate number of points in all the races of a match.

An Event For Amateurs.

The deed of gift further provides that no club shall enter more than three boats; that no boat shall be eligible to compete for the trophy which has, since the year 1916, raced for a cash prize, or which has competed in any race where a cash prize was offered, or which at any time since 1916 has been entered in a race by a person who is not an amateur within the meaning of the American Power Boat Association racing rules. It is also stipulated that the minimum waterline length of a boat competing for the trophy must be thirty-two feet. The total maximum piston displacement of the engine or engines in the boat shall be 3,000 cubic inches; the form of power plant shall be one or more stock marine engines; boats shall race without handicaps or time allowances; the time for the start of each race will be 3 o'clock in the afternoon and no postponements for any cause will be allowed. Competing boats must demonstrate to the satisfaction of the race committee that they are capable of a speed of at least 35 miles an hour.

It was announced at the meeting that the association would place in competition during the coming season a perpetual bronze trophy for an annual race between boats of 18 feet minimum waterline length and 320 cubic inches piston displacement. A silver trophy will also be added to the list for a race between boats having 720 cubic inches piston displacement.

Old Controversy Settled.

A mooted question was definitely settled during the session when it was decided that a boat must finish a race under its own power to be entitled to any prize.

Sixty clubs were represented at the meeting. It was announced that 136 clubs are now members of the association. It was announced also that the association had challenged for the Harmsworth International Trophy, which has been held in England since before the war. It is expected the challenge will be accepted and that a race for the trophy will be arranged for 1920.

The Columbia Y. C. has put up a trophy for an ocean race for cruiser-type boats from New York to Bermuda. The Bermuda Y. C. has put up a trophy for a return race from Bermuda to New York.

"CHELSEA"

WORLD RENOWNED—8 DAY—HIGH GRADE

CLOCKS

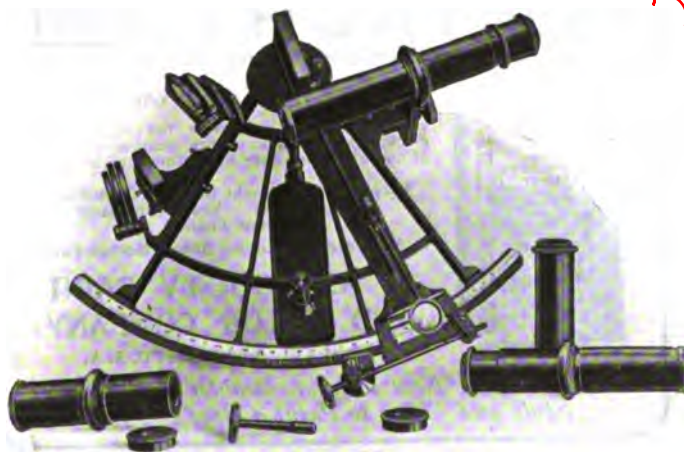
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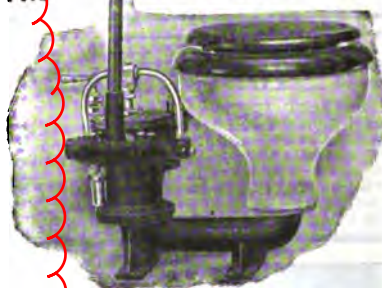
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Marine Water Closets Yacht Pump Closet

Fig.
1412



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Fig. 1404



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