

next fellow, to experiment with a new gadget or new idea, for the thrill of feeling a lively and tricky boat under him in a fresh breeze, and occasionally, for a dunking in very cold and very wet water. But, whether the sailor realizes it or not, every time he starts a race he is learning.

Let's consider one question which is always asked by the uninitiate, "Isn't dinghy racing cold? Don't you freeze out there in those little boats?" Sure it's cold, but you don't freeze. Ice boating is cold, so is skiing, skating or any other outdoor winter sport. If properly clothed with several pairs of wool socks under galoshes (no shoes inside) or non-skid moccasins, wool underwear, wool trousers and shirt, sweater and some kind of windbreaker or slicker, one needn't be cold. The water is cold if one goes overboard, naturally, but there are other boats sailing nearby, as well as a "crash" boat. It is absolutely mandatory that anyone in the neighborhood of an overturned boat go to her assistance, so no one is ever in the water for long, and the swamped boats will support you. To my knowledge no one has ever got pneumonia and there are few colds resulting from a "dunking."

By way of background, let us consider the evolution of the present Frostbite dinghy. At the first Regatta of the Frostbite Yacht Club there was an odd assortment of dinks and other boats, all small, of course. The dinks were for the most part 11½ feet long, most of them prams with a long overhang forward.

The late George Ratsey had imported a number of prams from England, and William J. H. (Bill) Dyer, of Providence, had built several from his own design. The rigs were of the lug or sliding gunter types with approximately 72 square feet of sail. As interest increased in this new sport, designers, builders and sailors vied with themselves and each other to produce a faster dink. About the only measurements now remaining of the original designs are the overall length, 11½ feet, and the sail area, 72 square feet, and the sail has even changed shape considerably. There is a class of 10-footers designed and built by Dyer, almost a thousand of them, which have proved so efficient and handy as sailing tenders for larger boats that they are primarily used for this purpose, though also for racing. Classes of 8-footers and