

9-footers have also made their appearance. The 8-footers can be bought knocked-down for about \$100.

Interest at first centered in the so called "open" classes in which boats of various but limited dimensions raced together, all of course, with the 72-foot sail area. This proved expensive and after several years most people turned to the one-design classes in the interests of economy and fairer racing. The Alden X one-design, the Potter B one-design (more popularly known as the BO's), the Rhodes Penguin and the newer Sparkman & Stephens molded plywood Inter-Clubs resulted. The shape and measurements of the sails of these four classes are practically identical, with a tall, narrow rig, loose-footed, with the luff rope in a grooved mast. The hulls are different and each class has its special advantages; but the important thing is that each class gives snappy and exciting racing.

The valuable "school" angle of frobiting comes from the great number of races held in one day. There may be four, five, or ten, the weather and the Race Committee determining the exact number. The Race Committee also decides whether the day is suitable for racing at all, and calls the whole thing off if it is blowing too hard for safe sailing. This is as it should be, since there are always one or two die-hards who want to race whether conditions are proper or not. Racing is supposed to be for fun and not an endurance test, and, thanks to conservative and considerate Race Committees, in 20 years of racing there have been no drownings.

Under the system evolved over the years, racing generally commences at 1:30 P.M. and continues until 4:00 P.M., weather permitting. During the late morning, boats are trailed down from the garages or wherever they are stored. (At Riverside Yacht Club, they are kept in slips which are part of a special float built for the purpose. By means of a well-thought-out gadget each dink may be lifted clear of the water in its own special slip. Other places light "dollies" or two-wheeled trailers are used and each boat generally has its own. They are carried down to the float by a paid crew of young men, who also lug them up after the racing and wash each boat out with fresh water. Owners rig and unrig

dep safe leev hav wh mak raci fusi to b it is prof raci

FINIS

FRD thet a m boA on stor mo The each amo C