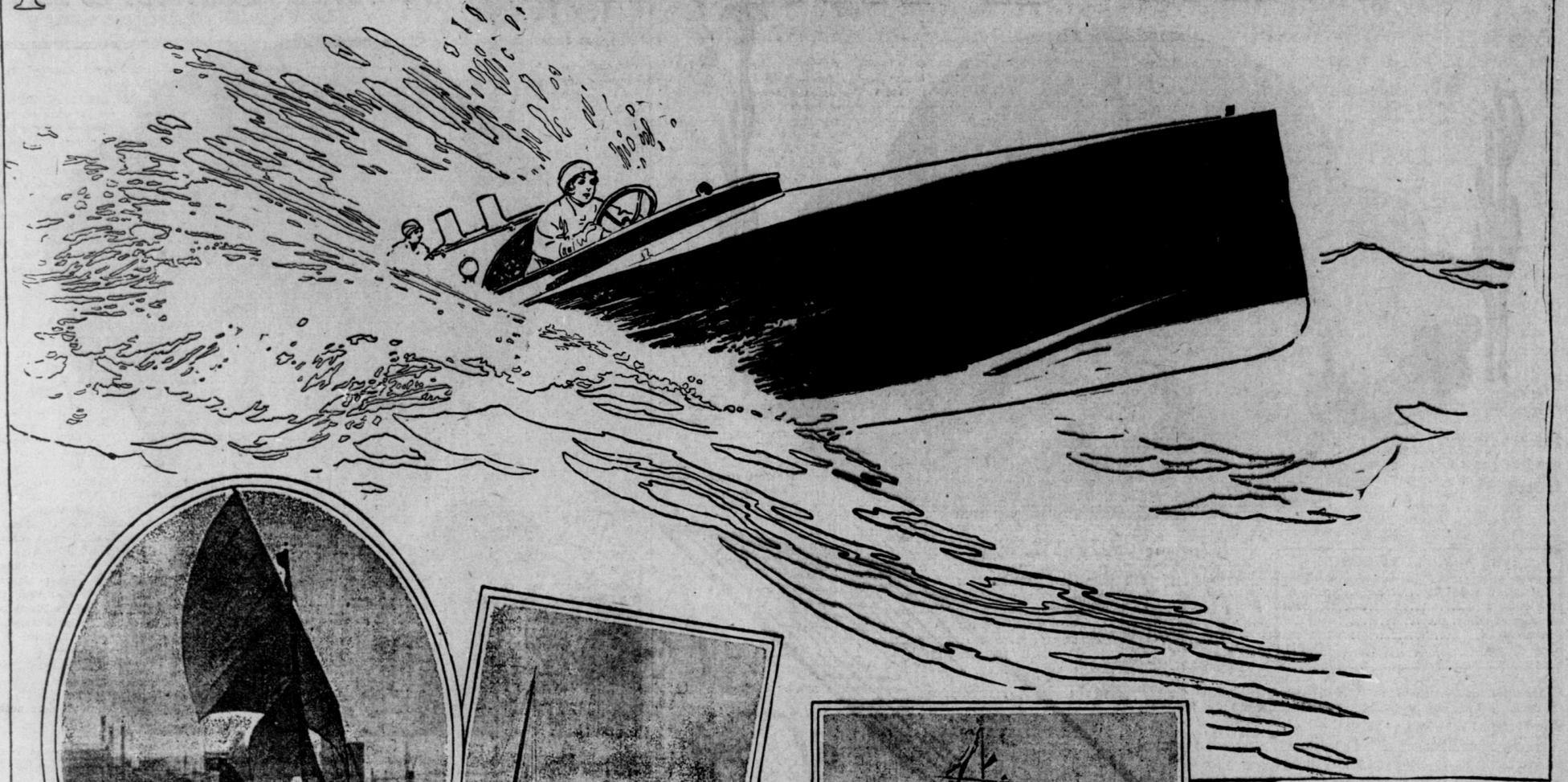
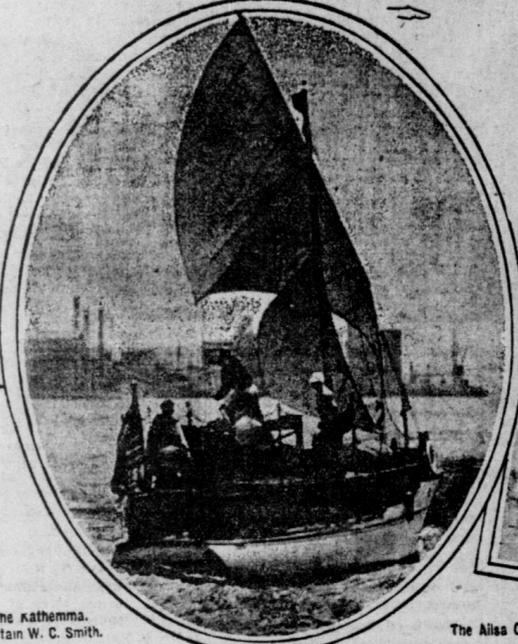


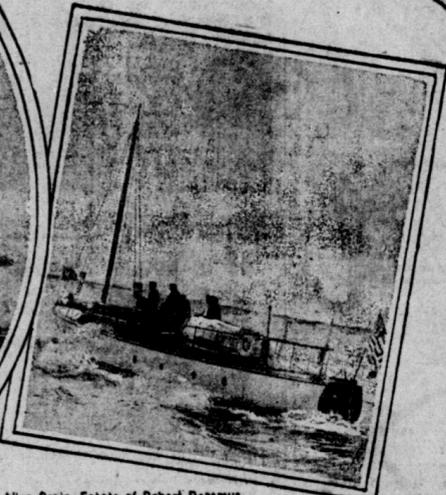
# IN THE WAKE OF THE MOTOR BOAT MAID



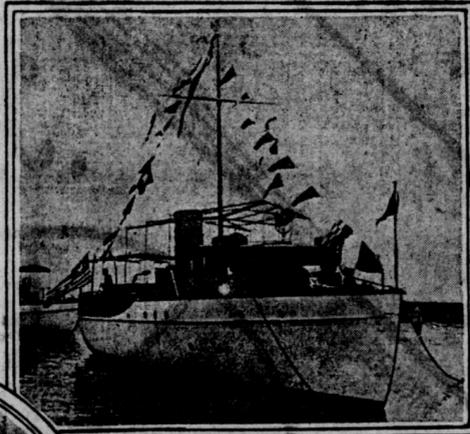
Challenge Trophy, in which stanch little cruisers have covered the ocean course from New York or Philadelphia to the Lily isles, a distance of approximately 700 miles, without one serious mishap, and the trans-Atlantic trip of Captain Thomas Fleming Day and his sturdy crew from Detroit to St. Petersburg on the small power cruiser Detroit show that naval architects and marine engineers have succeeded in



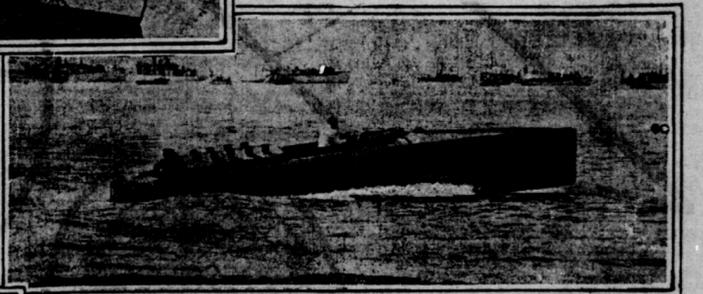
The Kathemma. Captain W. C. Smith.



The Alisa Craig, Estate of Robert Doremus.



The Idealia, H. R. Sulphon.



The Arkie Deep, Count Casimir S. Mankowski.



The Vagabond II, Mrs. J. C. Campbell.



The Kit Six, F. D. Gheen.



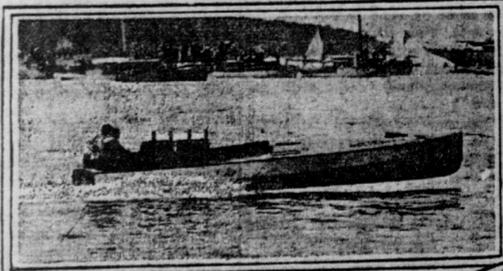
The Detroit, Commodore Scripps.



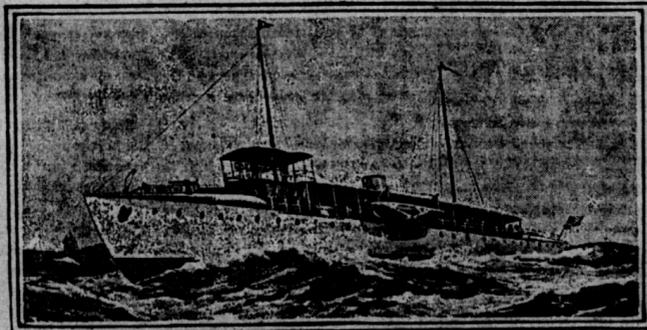
The Curtiss Flying Boat.



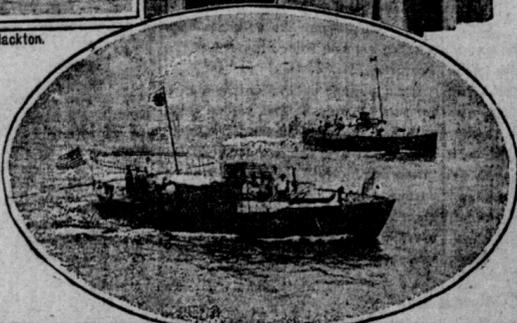
Miss Anita Lagen, Mascot of the Dream.



The Baby Reliance III, Mrs. Paula H. Blackton.



The Tarantula II, W. K. Vanderbilt, Jr.



The Dream, Commodore Charles L. Lagen, Yachtsmen's Club of Philadelphia.

THE sport of motor boating in all its phases is attracting many women, and there are those who already have become proficient. The most prominent woman motor boat speed enthusiast is Mrs. Paula H. Blackton, whose Baby Reliance III was one of the craft selected to defend the British International Motor Boat Trophy at Huntington, L. I., last autumn, and she has several other fast

yachting what the automobile was to the horse. To those who did not care to depend on the vagaries of the winds or to whom excessive speed appealed the motor boat opened up a new sphere of recreation and sport—and they are many—both men and women.

Motor boat enthusiasts are divided into three classes, the first and most spectacular of which is the speed contingent, members of which are content to sacrifice comfort and cruising qualities for speed, more speed; and it is expected that the mile a minute craft will appear in the near future, as fifty miles

producing safe, dependable power craft capable of going anywhere.

The third class of motor boat enthusiasts is made up of those who, not insisting on excessive speed, nor caring to make long cruises in yachts that have most if not all of the so called home comforts, indulge in short runs or day trips in open or semi-open power propelled craft, and it is this class that predominates in all sections of the country where suitable waters are to be found.

The tendency has constantly been toward equipping larger and larger yachts with internal combustion motors, and there are now many such vessels in excess of 100 feet water line length which afford their owners all the comforts and room that much larger steam yachts would.

Although there are certain limitations at the present time in this country to the size of yacht that may be advantageously driven by internal combustion motors, especially when the fuel used is gasoline, that is passing, the advent of the Diesel or other similar motors using crude petroleum as fuel will do away with all limitations as to the size of a yacht that may be economically driven by internal combustion motors.

This country has been backward in the development of the Diesel or similar motors, but has at last awakened to the possibilities, and there is one yacht on the Atlantic coast, the Idealia, which is equipped with a Diesel motor, and many more will be afloat within the next five years.

The substitution of the hydroplane system of construction, of the type of boat that travels on top of the water, instead of through it, as in the case of displacement boats, is responsible for the great advancement made in the speed of racing craft and, although it has not been done as yet, the same principles may soon be applied to large cruising craft if not to vessels intended for the merchant service or navy.

boats, one of which, the Vita, holds the southern championship.

Mrs. Blackton has been at the wheel of her flyers in several spirited contests and her endeavors have been rewarded by a finer collection of trophies than most men can show.

Several local clubs, notably those with homes on the Hudson river, have instituted races in which all competing craft must have women at the helm, and last summer these classes always filled well, furnished fine sport and showed that the women could handle the yachts quite as well as the men could.

In the cruising class women are unusually active and more than half of the power cruisers that each year traverse the coast from Maine to Flor-

ida have women in their crews. These stanch little vessels are not pointed for some snug harbor whenever a bit of a breeze or a lump of a sea comes up, but ride out all conditions of sea, and rarely is any loss of life reported as the result

of the craft being unable to breast a storm.

The development of craft propelled by internal combustion motors vividly illustrates the results of competitive endeavor in a comparatively new

sphere of scientific research—and sport. Speed, reliability, safety and seaworthiness are all included as factors which have been considered and perfected in the development of the present day power craft and the high standards attained are the direct result of an ever growing popular demand for safe or fast power craft.

The sport of motor boating is to

an hour has already been exceeded.

The class which probably derives the greatest amount of pleasure from the sport is the cruising contingent. The success of a cruising power boat depends on reliability and comfort at the sacrifice of excessive speed, and there are in American waters hundreds of craft that comply with all cruiser conditions.

The several races for the Bermuda