

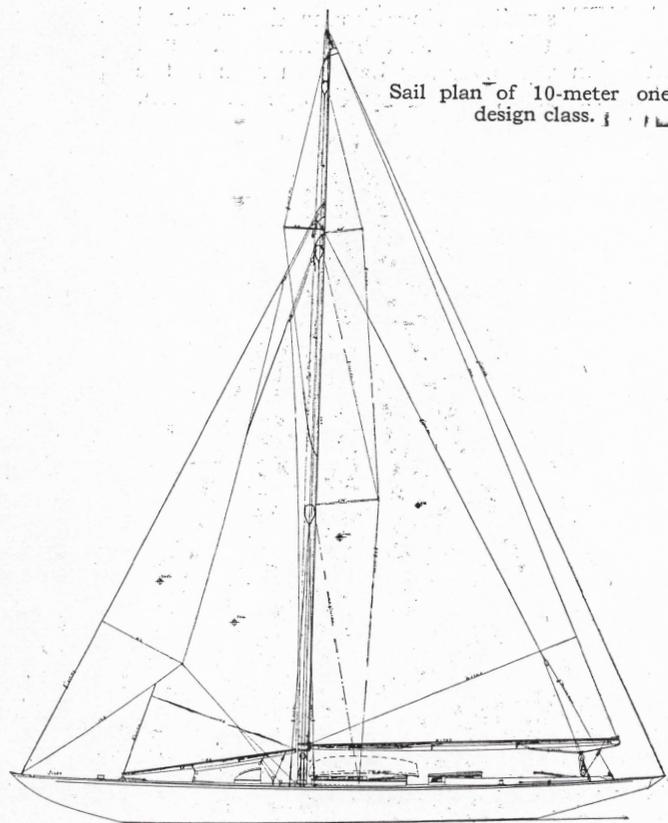
## The New 10-Meter Boats Now Building for Next Season's Racing

WHAT promises to be the most talked of class of boats to be raced in this country next year is the one-design class of 10-meter boats, designed by Burgess, Rigg & Morgan for a number of Long Island Sound yachtsmen, work on which will soon be started in a foreign shipyard. These craft, the plans of which are shown on this page, are designed under the International Rule of measurement, with a few changes, such as the raising of the freeboard to give 6 feet headroom under the bridge deck between the cabin houses, and the lowering of the lead keel to offset the consequent raising of the center of gravity. The dimensions are: l.o.a., 58.85'; l.w.l., 36'; beam, extreme 10.5'; draft, 7.5'; sail area, 1402 sq. ft.

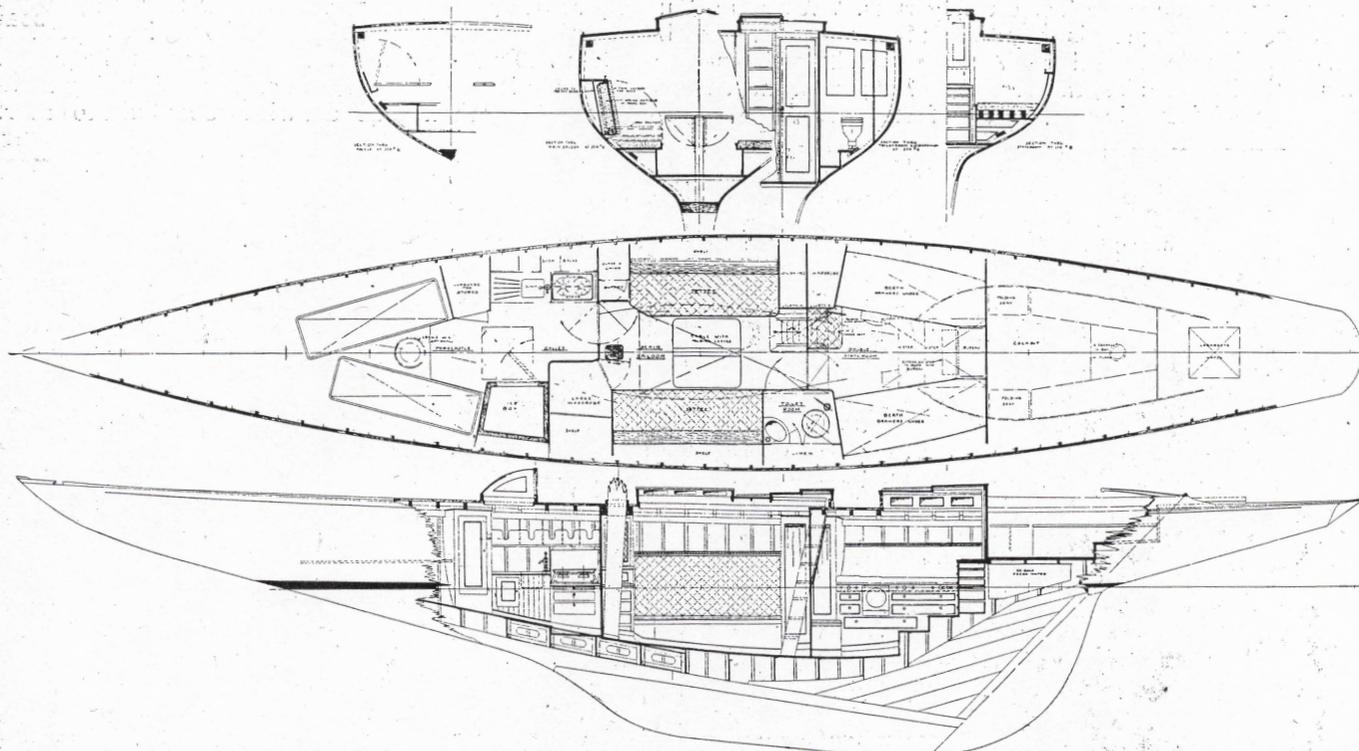
The following yachtsmen have already ordered boats, with more in the offing: Clifford D. Mallory, Philip R. Mallory, Henry L. Maxwell, Carrol Alker, Ernest G. Draper, W. A. W. Stewart, George G. Milne, and F. L. Carlisle. Lloyd's requirements will be followed in the building, which will be under Lloyd's supervision, the scantlings being somewhat heavier than customary in this country for boats of this type. The construction is composite, the main frames being steel, hot galvanized, with alternate frames of white oak. They will be single planked, of 1½-inch mahogany, with white pine decks, finished bright.

The rig is snug and wholesome, with nothing extreme about it. The double headrig, with large forestaysail, makes it possible to work the boat in bad weather under this sail alone, a decided advantage over the single headrig, which is used on 10-meter boats abroad. The permanent preventer stay from masthead to taffrail is another help in handling.

A study of the cabin plan shows that a large amount of room is well utilized. There is a good double stateroom aft, with toilet and wash basin. In the main cabin are two upholstered berths. Between the main cabin and stateroom on the port side is an enclosed toilet room, and forward on the same side is a large storage locker for suit-



cases, etc. The galley forward has over five feet headroom, the maximum which can be obtained on a racing boat of this size. The forecabin is large and roomy, and fitted with two berths and toilet. The cockpit arrangement is excellent for racing, with the after end raised to give the helmsman an unobstructed view.



Plans of a new 10-meter one-design class, International Rule, for Long Island Sound, designed by Burgess, Rigg & Morgan.