HOUSTON YACHT CLUB

New Home and MYPBA Annual Regatta Number
Announcement

The Humble Oil & Refining Company has an oil supply barge located near the entrance to the Yacht Club basin.

**Humble Aviation Gasoline**

**Humble Motor Gasoline**

**Humble Ethyl Gasoline**

Benzol and a complete line of *Humble Motor Oils* will be supplied from this barge to drivers of racing boats during the period of the races and to all other motor boat owners after the races each day.

Humble Lubrication Experts and a representative from the Ethyl Gasoline Corporation will be on hand to supply any combination of motor fuel and lubricating oils desired.

*Faultless Lubrication is Our Aim*

**LOOK FOR THE HUMBLE SIGNS**

HUMBLE

WITH

ETHYL

GASOLINE

knocks out that "knock"
Houston Realizes Dream of Two Decades

- HOUSTON YACHT CLUB'S NEW HOME FINEST IN COUNTRY -

By Kern Tipts

The evolution of the Houston Yacht Club, closely allied in each minute phase with the City of Houston's signal port development and involving the finest type of endeavor and sacrifice on the part of a mere handful of pioneer boating enthusiasts, finds a most fitting climax in the Mississippi Valley Power Boat Association regatta.

Every factor in the development of the present Houston Yacht Club has converged at the psychological moment to contribute to and provide the proper setting for the sponsorship of the national speedboat classic; the regatta precipitates the ultimate result upon the Houston yachting organization.

Tracing its growth over two decades of steady progress, the Houston Yacht Club of today is the monumental realization of a faithful few who dreamed of and worked toward the perfection of the club as it is. Nurturing a purpose as sound in accomplishment as it was firm in accomplishing, these few boating enthusiasts predicted the hey-day of Houston's signal marine progress, then set about to effect it.

Actuated by a dual purpose of perfecting an effective boating organization and seeking more ample facilities in navigation, the Houston Launch Club was organized on the muddy banks of the murky Buffalo Bayou at the foot of Travis Street.

For the three years following, these founders of the club plied their craft up and down the woody bayou, the banks of which were lined with a heavy, tangled growth and abounded in wild life. Here and there were landings and small clearings that served the purpose of the pleasure-seeking boaters ideally. The sport grew rapidly in popularity and on February 26, 1908, the Houston Launch Club was incorporated. The names of the incorporators are, for the better part, linked with the present day organization. They were George L. Glass, Jack O'Neill, S. C. Pennington, Dr. E. L. Fox, B. J. Still, C. J. Isenhour, W. E. Humphreysville, Sr., W. H. Hamilton, H. E. Gray, R. R. Daney, W. S. Cochran, J. L. Souza, Oliver Lorenzo, F. F. Arnim, Jesse Andrews, A. R. Jay, George E. Wharton, T. S. Melton.

These men were motivated by a clean love of water sports, and they spent freely on improved craft and other facilities tending toward an increased enjoyment of boating. The first nine trustees of the Houston Launch Club were George L. Glass, B. J. Still, John S. Bonner, F. F. Arnim, W. S. Cochran, W. E. Humphreysville, Sr., H. E. Gray, Jack O'Neill and Jesse Andrews. All these men were Houstonians.

The membership list of that first small club grew rapidly, and the first honorary membership roll was announced shortly after the organization was incor.

Later, other enthusiasts formed another boating club known as the Houston Yacht Club, and though these two organizations worked in harmony, they maintained separate officers and directors until the early spring of this year, when they were consolidated.

The merger of the two clubs was not easily effected for it involved the decision of retaining one of the two names. It was not easy for the pioneers of the Houston Launch Club to abandon that name and all that it implied in both its commercial and sporting aspects. When the concession to men younger in the club came, it was with regret, but not with ill-will, that it was given to know the new organization as the Houston Yacht Club.

So close were the two clubs that a physical transfer of assets and the doing of good in return was all that remained to be done.

Then, officers of the club set out in earnest to rush to completion the new $200,000 Houston Yacht Club home, the site and plans for which had been previously accepted.

But to treat more specifically of what has proved to be the foremost of the Houston Yacht Club's manifold interests—powerboating—a phase of the club's activities that has brought to Houston much of the glory that the sport, through the powerful medium of the Mississippi Valley Power Boat Association, can confer

When hydroplanes were introduced here nearly a decade ago, there were five men with unwavering faith in the potentialities of Houston's waterway and an inherent love of powerboating. They were Jerry Mitchell, L. A. Layne, E. J. "Doc" Sellman, Frank Robertson and Henry Falk, the latter now holding the highest office that national speedboating can confer—president of the Mississippi Valley Power Boat Association.

Behind the record breaking performances of these men is a story as colorful as the flashing hydroplanes that they drive. Back of the triumphs of these craft is a tale of the growth of motorboating, then powerboating, climax by the selection of Houston for the 1927 Mississippi Valley Power Boat Association regatta prompted by love of these Houston sportsmen and reverence for their powerboats.

These men are recognized throughout the country as among the cleanest and fairest sportsmen in the game that is filled with thrilling episodes of daring, skill and the fastest time afloat. Their boats suggest speed—Helen M. IV, Dixie Baby, Harnet H, Miss Houston IV, Miss Kemah—all witnesses potential challengers.

Through the generous expenditure of the improved craft and the care lavished on the conduct of powerboating here, these men and others have put Houston and the Houston Yacht Club upon the speedboat championship list.

One of the greatest single accomplishments of the Houston Yacht Club is the construction of the new $200,000 clubhouse at Shoreacres, twenty-five miles from the City of Houston. The contract for the building was awarded early this year in order that the clubhouse be completed in ample time to assure accommodations for the visiting speedboat enthusiasts that would attend the regatta here. It was likewise necessary to provide facilities for the caring of the boats and for the actual running of the races themselves.

Toward this end, work was rushed and the clubhouse completed and fitted out for the national water classic.

The land upon which the clubhouse is erected is valued at $45,000. This estimate is based upon actual sales made of all the remaining land in Shore-
 acres directly adjoining the Houston Yacht Club's tracts. The clubhouse and improvements called for an expenditure of approximately $100,000. The building is of Spanish style of architecture throughout, buff-tinted stucco walls, Spanish style roof and art cloisters of the Spanish Mission type. The spacious screened-in porches are so skillfully arranged that they cause no variation from the Spanish motif. Set high on a bluff, the building has a picturesque background of towering pine trees.

Pier, breakwater and basin comprise the remainder of the $200,000 appropriated for the new structure. The pier is a substantial one, extending 2300 feet into Galveston Bay. At the end of the pier is a 500-foot semi-U shaped breakwater. A basin of ample depth has been dredged to the pier assuring perfect safety to craft of unusually large draft.

Fish Class craft and the larger Cabin Sloops and Iaip Class boats come in for their share of attention from Houston Yacht Club members. The Houston fish class fleet compares favorably with any group of the tiny boats along the Gulf Coast. Through competition for the famous $5000 Sir Thomas Lipton trophy, the skippers of Houston Yacht Club fish class craft have vied annually with other members of the Gulf Yachting Association, to which the Lipton trophy is offered.

The Lipton trophy races this year will be held off St. Peterburg, Fla., under the auspices of the St. Petersburg Yacht Club. There, the finest skippers of the Gulf, selected by a series of elimination races that are run throughout the summer months, will seek the prized Lipton award.

Cruiser type craft and other larger pleasure boats from various points along the Gulf Coast, arrayed in full splendor with flags raised high and strung out in endless procession, lend a gala touch to regattas staged along the Gulf. These cruiser type craft are becoming more and more in demand in all sections of the country, and with the completion of the intracoastal canal, will be enabled to ply from far up the Mississippi River to Gulf points in smooth water.
The Houston Yacht Club

Commodore ........ JOHN S. BONNER
Vice-Commodore .... E. L. GRAIN
Fleet Captain ...... J. W. WEATHERFORD
Secretary .......... J. COLLIER HURLEY
Treasurer .......... GEORGE F. HOWARD
Measurer .......... W. E. HUMPHEREVILLE, Jr.
Chaplain ........... BISHOP H. C. AVIS
Fleet Surgeon ...... DR. E. W. BERTNER

Directors
O. H. CARLISLE
HENRY FALK
W. E. HAMILTON
W. E. HUMPHEREVILLE, Sr.
C. G. PILLOT
SAM STREETFMAN
K. E. WOACK

Race Committee
J. W. WEATHERFORD, Chairman
J. A. LAYNE
PRANK H. ROBERTSON
J. E. SELLMAN
SIMON H. JOHNSON
JOHN C. GAYEOTT

Building Committee
E. L. GRAIN, Chairman
E. P. SIMONS
W. E. HUMPHEREVILLE, Jr.
W. F. EHLER
D. F. BEAMAN
A. G. PINN
R. D. STEELE

Furnishing Committee
WILLIAM STRAUSS, Chairman
M. R. WADDELL

Application Committee
J. COLLIER HURLEY, Chairman
R. L. DUDLEY
JOHN A. GREEN, Jr.
JOHN S. HONNEY, Jr.

Trophy and Prize Committee
A. D. SIMPSON, Chairman
PAT DAVIS
STUART A. GIBAUD
BURT E. HULL
B. A. KILLSON

House and Grounds Committee
O. H. CARLISLE, Chairman
M. R. WADDELL
Wm. STRAUSS
W. E. HUMPHEREVILLE, Jr.
C. B. HAMILTON
HARRY V. BAKER
ALBERT E. EDWARDS
C. B. DAVIS

1927

Social Committee
HUGH POTTER, Chairman
J. ROBERT NEAL
STEVE P. FARRISH
RAYMOND PEARSON
J. VIRGIL SCOTT
MIKG HOGG

Harbor Committee
CAPTAIN CHARLES CROTTY, Chairman
C. G. PILLOT
D. F. BEAMAN
W. E. HUMPHEREVILLE, Sr.

Publicity Committee
DALE C. ROGERS, Chairman
BRUCE LAYEER
KEEN TIPS
RALPH A. ANDERSON
R. L. DUDLEY
M. E. FOSTER
C. B. GILLESPIE

Entertainment Committee
PAT DAVIS, Chairman
W. T. GLASS
DR. RALPH GRAVES
T. J. DONOHUE
DR. WALLACE RALSTON
R. H. HANNA
A. D. SIMPSON
DR. JAS. GREENWOOD
HARRY V. BAKER

Fish Class Committee
E. F. SIMONS, Chairman
C. B. DAVIS
W. E. HAMILTON
W. M. STREETFMAN
GEORGE HUMPHEREVILLE
J. W. BONNER, Jr.
O. W. UHRM
O. L. RADER
LEE ROGERSON
DALLAS H. MOORE
R. G. WEST

Finance Committee
GEORGE F. HOWARD, Chairman
T. J. DONOHUE
JOHN G. LOGUE
SAM STREETFMAN, Jr.
J. COLLIER HURLEY
LAMAR FRUMING, Jr.
E. L. GRAIN
MIKE HOGG
JOHN T. SCOTT

By-Laws Committee
W. M. STREETFMAN, Chairman
W. E. HAMILTON
J. W. WEATHERFORD
J. COLLIER HURLEY

Houston Wins Third Race, $5000 Lipton Trophy
The Valley Association and Its World-Famous Rules

Previous to 1908 there had been many local discussions among the Valley clubs regarding an organization for motor boat racing on the Mississippi River. The first definite move in this direction was made when Charles P. Hanley issued a call for a meeting to be held on January 21st of that year. The meeting was held at Muscatine, Iowa, and delegations were present from the clubs of St. Louis, Keokuk, Ft. Madison, Burlington, Davenport and Muscatine. At this meeting the Mississippi Valley Power Boat Association came into existence, Mr. A. C. Adams being elected the first president, and Mr. Hanley, secretary. Dr. J. W. Dixon of Burlington, Iowa, was one of the most enthusiastic of the founders of the association, and he justly prides himself as having the unique distinction of nominating everyone of its presidents. The delegates voted that the first regatta be held at Muscatine on July 4, 1908.

It was hardly to be expected that everything would be done according to Hoyle right at the start. Although the members of the new association numbered among them boatmen of the highest order, few of them had had much experience in the management of motor boat races. It is not surprising, therefore, that the classification of boats decided upon was far less scientific than that in use now.

Over-All Length

The basis of classification at the Muscatine races that year was simply length-over-all, and the classes were as follows:

- Class A, 20-ft. boats
- Class D, 26-ft. boats
- Class E, 32-ft. boats
- Class F, 40-ft. boats

There were, of course, no restrictions as to power. None of the high speed phenomena had appeared in the Valley as yet, and the length of a hull did give a fairly accurate index of the power it carried, and served as a tolerable basis of classification. These classes continued in effect for some time, being used at Burlington the following year, at Peoria in 1910, at Dubuque in 1911, and at Davenport in 1912.

It was at the Davenport regatta that the weakness of our classifications was shown. To meet Baldy Ryan and Chris Smith brought the Baby Reliance I and the Baby Reliance II, which took first place and second place in every event they entered. It was evident before the races were over that a new element had entered the field which could not be judged superficially, and which knocked our old ideas galley west. The performance of these new boats forced us to seek a new basis of rating.

The President of the Association lost no time in appointing a committee to deal with the problem. The members were Messrs. R. A. Maples, Jos. Kelso, W. P. Cleveland, Charles Hanley and E. R. Hughey. They were requested to make a careful analysis of the situation, and if possible to bring in a recommendation at the mid-winter meeting as to what rules should be adopted for the future.

Piston Displacement Innovation

The problem was studied carefully and the following scale was worked out and eventually adopted at the St. Louis Motor Boat Show, January 9, 1913:

- Class A 256 cu. in.
- Class B 430 cu. in.
- Class C 677 cu. in.
- Class D 900 cu. in.
- Class E 1,300 cu. in.

Entries were first classified on this basis at the Keokuk regatta in 1913. They were found generally satisfactory, and were used each successive year until 1916.

Much credit is due all the members of the Rules Committee, particularly Mr. R. A. Maples and Mr. C. P. Hanley. A great deal of credit is also due Dr. A. C. Strong for the further work he did later along these lines. He studied the problem painstakingly, even going so far as to make a chart showing displacement in cubic inches of all marine motors built. Later, at his recommendation, the Association began to consider lower classes.

Dr. Strong went into the problem from every angle, considering each detail which had the effect of unfair discrimination against any type of boat, and constantly turning the classifications over in his mind in search of a basis of absolute fairness. It was always a contention of Dr. Strong that the class limits were too high, that there was too big a jump between the classes, and that the penalty on the two-cycle motor was not logical. At the mid-winter meeting in 1918 he proposed that the classes be changed to the following:

- Classes 151, 224, 320, 478, 675 and 1,300 cu. in.
- and Webb Trophy.
These were considered an improvement over the old, and were adopted. They governed the classification of all entries to the Association races during the years 1918, 1919 and 1920, although a 90 in. class was proposed and adopted specially for the 1920 Burlington regatta.

A further modification of the classes was considered in 1921 and voted in. This gave the line-up as follows:

Classes 104, 151, 215, 320, 510, 705, 940, 1,300, and Webb Trophy.

Runabout classes 610 and 625 were subsequently added to the above. At the New Orleans regatta in 1923 it was decided to enlarge the 320 class to 340, and to eliminate 610 Runabout Class.

The classes under which the races were conducted at Burlington in 1923 were as follows:

Classes 104, 151, 215, 340, 510, 610, 725, 1,100, Webb Trophy and Runabout Class 625.

1924—Oshkosh, Wisconsin

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
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<tbody>
<tr>
<td>14'6&quot;</td>
<td>Webb Trophy</td>
</tr>
<tr>
<td>151</td>
<td></td>
</tr>
<tr>
<td>215</td>
<td>Webb Trophy</td>
</tr>
<tr>
<td>340</td>
<td>Free-for-all Runab.</td>
</tr>
<tr>
<td>510</td>
<td>Outboard II, P.</td>
</tr>
<tr>
<td>610</td>
<td>Outbd Free-for-all</td>
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</table>

1925—White Lake, Michigan

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
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<tbody>
<tr>
<td>Outboard 12 C.</td>
<td>340</td>
</tr>
<tr>
<td>Outboard 17 C.</td>
<td>510</td>
</tr>
<tr>
<td>Outboard FFA</td>
<td>610</td>
</tr>
<tr>
<td>14'6&quot;</td>
<td>Webb Trophy</td>
</tr>
<tr>
<td>151</td>
<td>Runabout FFA</td>
</tr>
<tr>
<td>215</td>
<td></td>
</tr>
<tr>
<td>340</td>
<td></td>
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</table>

1926—Louisville, Kentucky

<table>
<thead>
<tr>
<th>Class</th>
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<tbody>
<tr>
<td>Outboard 14 C.</td>
<td>510</td>
</tr>
<tr>
<td>Outboard 20 C.</td>
<td>725</td>
</tr>
<tr>
<td>Outboard 30 C.</td>
<td>Webb Trophy</td>
</tr>
<tr>
<td>14'6&quot;</td>
<td>625 Runabout</td>
</tr>
<tr>
<td>151</td>
<td>FFA Runabout</td>
</tr>
<tr>
<td>215</td>
<td>FFA Cruiser</td>
</tr>
<tr>
<td>340</td>
<td></td>
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</tbody>
</table>

This brings us up to date. There have been many changes during the past fifteen years, and there may be many more in the years to come. The tendency has aimed steadily toward a scientific basis which gives no one an unfair advantage or imposes upon him a discriminatory handicap. The changes during the next few years are likely to affect details only.

The affiliation of the Southern Yacht Clubs in the Mississippi Valley Power Boat Association was primarily due to Commodore Sheldon Clark of the Chicago Yacht Club, who visited New Orleans in March, 1922, and interested ex-President W. H. Parham in the work of the Valley Association.

Since Henry Falk assumed the office of President the growth of the Valley Association has been unprecedented; upwards of 35 clubs have been added to the roster during his administration.

**PAST PRESIDENTS**

<table>
<thead>
<tr>
<th>Year</th>
<th>City</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1907</td>
<td>St. Louis</td>
<td>H. D. Combs</td>
</tr>
<tr>
<td>1908</td>
<td>Muscatine</td>
<td>A. C. Adams</td>
</tr>
<tr>
<td>1909</td>
<td>Burlington</td>
<td>J. W. Dixon</td>
</tr>
<tr>
<td>1910</td>
<td>Peoria</td>
<td>W. F. Bishop</td>
</tr>
<tr>
<td>1911</td>
<td>Dubuque</td>
<td>St. Clair Bile</td>
</tr>
<tr>
<td>1912</td>
<td>Davenport</td>
<td>Chas. P. Hanley</td>
</tr>
<tr>
<td>1913</td>
<td>Kenosha</td>
<td>Chas. P. Hanley</td>
</tr>
<tr>
<td>1914</td>
<td>Peoria</td>
<td></td>
</tr>
<tr>
<td>1915</td>
<td>Hannibal</td>
<td></td>
</tr>
<tr>
<td>1916</td>
<td>St. Paul</td>
<td>Dr. F. C. Smith</td>
</tr>
<tr>
<td>1917</td>
<td></td>
<td>(No regatta on account of war)</td>
</tr>
</tbody>
</table>

1918—Moline  | Arthur L. Gibson
1919—Moline  | J. W. Sackrider
1920—Burlington | O. D. Collins
1921—Peoria  | Walter B. Wilde
1922—Peoria  | A. C. Strong
1923—Burlington | L. E. Solby
1924—Oshkosh | W. H. Parham
1925—White Lake, Mich. | R. H. Daniels
1926—Louisville, Ky. | Henry Falk

(City denotes where regatta was held at beginning of each Presidential term.)
Twentieth
Annual Regatta
MISSISSIPPI VALLEY
POWER BOAT
ASSOCIATION

At Shoreacres, Houston, Texas

UNDER AUSPISES OF
THE HOUSTON YACHT CLUB

Saturday • Sunday • Monday
July 2 • 3 • 4 1927

J.W. Weatherford, Jr.
11104 W. Airport Blvd. # 1
Stafford, Texas 77477

PROGRAM
The Races

Saturdays

JULY 2

8:30 A. M. Meeting for owners and drivers to draw for place.
10:30 A. M. Special Aquaflier Outboards.
12:30 P. M. First Heat 151 Class—Limited.
1:00 P. M. 625 Runabout Class—(Gold Cup).
1:30 P. M. First Heat 151 Class—Unlimited.
2:00 P. M. Cruiser Class.
2:30 P. M. First Heat 340 Class.
3:30 P. M. Special Editors Fish Class—Sloop Race.
8:00 P. M. Annual Convention M. V. P. B. A. at Club House.

SUNDAY

JULY 3

8:00 A. M. to 10:00 A. M. Mile Trials, Electrical Timing Device.
10:30 A. M. Class B Outboards.
12:30 P. M. First Heat 510 Class.
1:00 P. M. Second Heat 151 Class—Limited.
1:30 P. M. First Heat 725 Class.
2:00 P. M. 151 Class—Unlimited.
2:30 P. M. First Heat Webb Trophy—Free For All.
3:30 P. M. Cabin Sloop Race.
3:35 P. M. Islip Sloop Race.

MONDAY

JULY 4

8:00 A. M. to 10:00 A. M. Mile Trials.
10:30 A. M. Class C Outboards.
12:30 P. M. Second Heat 340 Class.
1:00 P. M. Second Heat 510 Class.
1:30 P. M. Second Heat 725 Class.
2:00 P. M. Free For All Runabouts.
2:30 P. M. Second Heat Webb Trophy.
3:30 P. M. Cabin Sloop Race.
3:35 P. M. Islip Sloop Race.

Houston, Texas

The Smugger,
Owned by Ross Wright
# Twenty-First Annual Regatta

## Mississippi Valley Power Boat Association

### Race Committees

<table>
<thead>
<tr>
<th>Category</th>
<th>Names and Positions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Starters</td>
<td>J. W. Sackrider, Chicago, Illinois&lt;br&gt;ROX Crowley, Pensacola, Florida</td>
</tr>
<tr>
<td>Outboards</td>
<td>R. B. Lechienger, Chairman, Houston, Texas&lt;br&gt;K. V. Goodloe, Galveston, Texas&lt;br&gt;Commodore Chas. F. Koenig, St. Louis, Missouri</td>
</tr>
</tbody>
</table>
Prizes and Trophies

<table>
<thead>
<tr>
<th>Category</th>
<th>Distance</th>
<th>Prizes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Aquafliers Outboard</td>
<td>3 Miles</td>
<td>Special Trophy</td>
</tr>
<tr>
<td>151 Regular Unlimited</td>
<td>5 Miles</td>
<td>$185.00 $95.00 $45.00 and Elgin Trophy</td>
</tr>
<tr>
<td>151 Supercharged Barred</td>
<td>5 Miles</td>
<td>215.00 105.00 55.00</td>
</tr>
<tr>
<td>340 Hydroplanes</td>
<td>5 Miles</td>
<td>250.00 120.00 55.00</td>
</tr>
<tr>
<td>510 Hydroplanes</td>
<td>10 Miles 285.00 140.00 75.00</td>
<td></td>
</tr>
<tr>
<td>725 Hydroplanes</td>
<td>10 Miles 310.00 160.00 80.00</td>
<td></td>
</tr>
<tr>
<td>Webb Free For All</td>
<td>15 Miles 500.00 200.00 100.00 and Webb Trophy</td>
<td></td>
</tr>
<tr>
<td>Runabout Free For All</td>
<td>5 Miles</td>
<td>Trophy</td>
</tr>
<tr>
<td>625 Runabout</td>
<td>5 Miles</td>
<td>Trophy</td>
</tr>
<tr>
<td>Cruiser Free For All</td>
<td>5 Miles</td>
<td>Trophy</td>
</tr>
<tr>
<td>Class B Outboards</td>
<td>3 Miles</td>
<td>Trophy</td>
</tr>
<tr>
<td>Class C Outboards</td>
<td>5 Miles</td>
<td>Trophy</td>
</tr>
</tbody>
</table>

In addition to above prize moneys and trophies, The Houston Yacht Club will give a new Ford Sedan to the owner of the racing craft which increases the previous record most. This with the provision that the winner drive, or have driven, this Sedan home. All races are run in two heats for each class.
LIST OF ENTRIES

151 CLASS—LIMITED

B-18 BABY PEERLESS II. Christopher Ripp, Jamaica Bay, New York; Bay Head Yacht Club. Peerless Motor.


B-46 MISS MEADOWMERE. Frank Ripp, Jamaica Bay, N.Y.; Bay Head Yacht Club. Peerless Motor.


(Continued on next page)

The Famous America's Cup

151 CLASS—UNLIMITED

B-18 BABY PEERLESS II. Chris, Ripp, Jamaica Bay, N.Y.; Bayhead Yacht Club. Peerless Motor.


B-140 IT. H. L. Brown, Orange, Texas; Houston Yacht Club, Houston, Texas. Miller Motor.
B-141 BUSTER. E. H. Grimes and Fred Farley, Corpus Christi, Texas; West Shore Yacht Club. Star Motor.
B-142 MISS BUCKEYE. Gibson Bradfield, Barnesville, O.; Buckeye Lake Yacht Club, Columbus, Ohio. Green Motor.
B-143 CHAPPIE. Henry Falk, Houston, Texas; Houston Yacht Club. Peerless Motor.
B-151 LEAKY ROOF. Hal & Ross Biggers, Houston, Texas; Houston Yacht Club. Pierce Scott Motor.

340 CLASS

B-18 BABY PEERLESS II. Chris Ripp, Jamaica Bay, N. Y.; Bayhead Yacht Club. Peerless Motor.
B-46 MISS MEADOWMORE. Frank Ripp, Jamaica Bay, N. Y.; Bayhead Yacht Club. Peerless Motor.

B-126 CORSAIR. Herschell D. Macy, Fort Worth, Texas; Fort Worth, Power Boat Club. Miller Motor.
B-140 IT. H. L. Brown, Orange, Texas; Houston Yacht Club. Miller Motor.
B-141 BUSTER. E. H. Grimes and Fred Farley, Corpus Christi, Texas; West Shore Yacht Club. Star Motor.
B-142 MISS BUCKEYE. Gibson Bradfield, Barnesville, Ohio; Buckeye Lake Yacht Club, Columbus, Ohio. Green Motor.
B-143 CHAPPIE. Henry Falk, Houston, Texas; Houston Yacht Club. Peerless Motor.
B-151 LEAKY ROOF. Hal & Ross Biggers, Houston, Texas; Houston Yacht Club. Pierce Scott Motor.

(Continued on next page)
510 CLASS

B-18 BABY PEERLESS. Christopher Ripp, Jamaica Bay, N. Y.; Bayhead Yacht Club. Peerless Motor.


B-140 IT. H. L. Brown, Orange, Texas; Houston Yacht Club. Miller Motor.

B-141 BUSTER. E. H. Grimes and Fred Farley, Corpus Christi, Texas; West Shore Yacht Club. Star Motor.

B-142 MISS BUCKEYE. Gibson Bradfield, Barnesville, Ohio; Buckeye Lake Yacht Club, Columbus, Ohio. Green Motor.

B-143 CHAPPIE. Henry Falk, Houston, Texas; Houston Yacht Club. Peerless Motor.


B-151 LEAKY ROOF. Hal and Ross Biggers, Houston, Texas; Houston Yacht Club. Pierce Scott Motor.

E-42 MISS HOUSTON IV. Frank Robertson, Houston, Texas; Houston Yacht Club. Curtiss Motor.


E-62 ROY HOWDY. Donald C. Ayes, Houston, Texas; Houston Yacht Club. Curtiss Motor.


(Continued on next page)
725 CLASS

I- 45 TERRIBLE BIRTH. Gail Borden Munsill, Corpus Christi, Texas; West Shore Yacht Club. Hispana Motor.
B- 42 MISS HOUSTON IV. Frank Robertson, Houston, Texas; Houston Yacht Club. Curtiss Motor.

E- 62 BOY HOWDY. Donald C. Aves, Houston, Texas; Houston Yacht Club. Curtiss Motor.

B... Winner of Unlimited 151 Class.
B... Winner of Limited 151 Class.

WEBB TROPHY CLASS

B... All Entries Limited Class 151.
B... All Entries Unlimited Class 151.
E... All Entries Class 510.
I... All Entries Class 725.
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The Sail Boat

Bird of the restless, cool blue deep,
Above the surf your great wings sweep,
Fanning the shumbrous air.
The flying foam's light, silvery crest
Falls back upon your trembling breast
In speed beyond compare.

The gull above you screams in flight,
Your trim sails gleam in clear sunlight
And tauten in the breeze.
The east wind dances in your wake,
The stalwart west wind's lance you break
And leap as free as these.

Within your form gay wood nymphs dwell
Imprisoned by the water's spell,
And dance in their delight.
Your swift sails, swelling in the air
Are broad wings, great and soft and fair,
That hold you to your flight.

With pliant sinews, smooth and strong
Your slender body glides along
Upon the water's lace,
Till, weary with your seaward flight,
As lengthening shadows tell the night,
The homeward way you trace.

By Lou Wylie
The Houston Yacht Club

Kitchen

The kitchen equipment of the palatial new Houston Yacht Club house is said to be one of the most modern, elaborate, and complete in any club house in the entire country, being as complete as that in the largest hotels. It was manufactured by Albert Pick & Co., Chicago, one of the largest makers of hotel and club kitchen equipment.

The great range is 82 inches long, 42 inches wide, and 33 3-8 inches high. It contains two ovens, each 24 inches long, 24 inches wide, and 14 inches high. The hood above the range, made of asceloy rustproof metal, is 13 feet long, four feet wide, and 30 inches high.

The three-piece coffee urn set consists of two six-gallon urns and a 14 gallon hot water tank. It rests on a cup warmer 72 inches by 24 inches, and three feet high.

A feature of the kitchen, and one that will appeal to the imagination of the housewife, is the automatic dishwashing machine. The dishes are placed in trays and run through, coming out dried and going to the clean dish table, which has an area of 42 square feet.

Among other kitchen equipment are a special charcoal broiler, 30 inches wide; triple bar saucepan, 10 feet long by 30 inches wide; and numerous work tables and pantry tables.

A handy little article to have in the kitchen is the combination

(Continued on next page)
The Houston Yacht Club Kitchen

(Continued from preceding page)

cook's table, work table, Bain Marie, and plate warmer. The Bain Marie portion is a hot water heater. The entire combination table is electrically heated.

The kitchen is outfitted with a bakery, in which all bakers' products except bread (pastry, pies, cakes, etc.) are manufactured. Other equipment are butcher's block and Hobart mixing machine, for manufacturing salad dressing and mashing potatoes.

A complex and adequate system of refrigerators serves the club house. One of the four refrigerators is large enough to walk into, being 5 x 7 x 8 feet and containing meats and reserve food supplies. The service refrigerator is six feet by 31 inches by six feet. A smaller one contains milk and articles of food that might absorb odors. The fish box is five feet by 30 inches by 33 inches.

All four units are mechanically cooled, the refrigerating element being pumped from a large machine on the first floor. This machine cools the room that contains it. Two hundred tons of ice are kept in storage in the room. The machine is automatically controlled by the temperature of the room; when the mercury rises above freezing the unit is thrown into operation and the room is brought to below a freezing temperature.
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