

NEW YORK
TO
SAN FRANCISCO

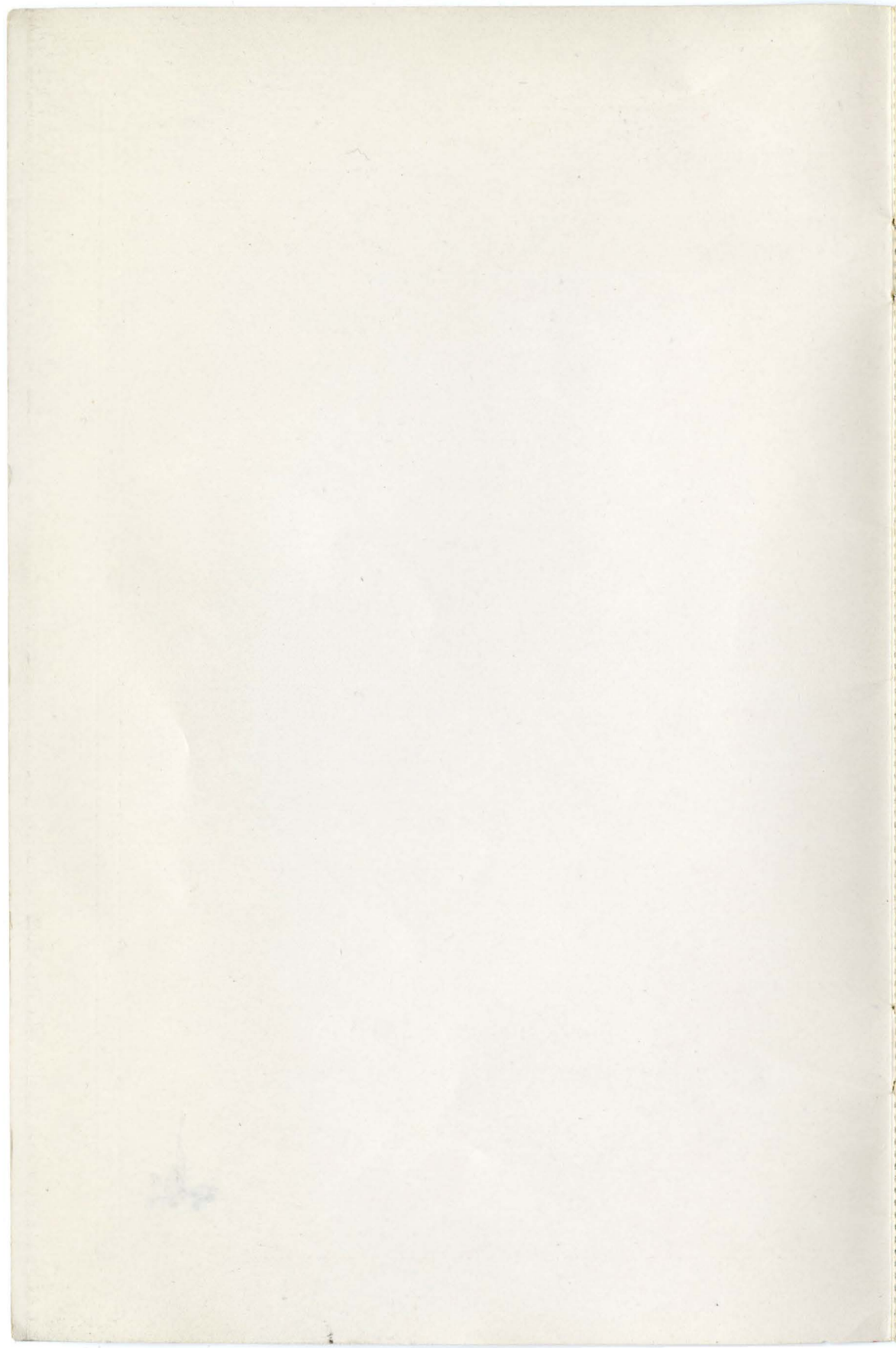
Power Boat Race

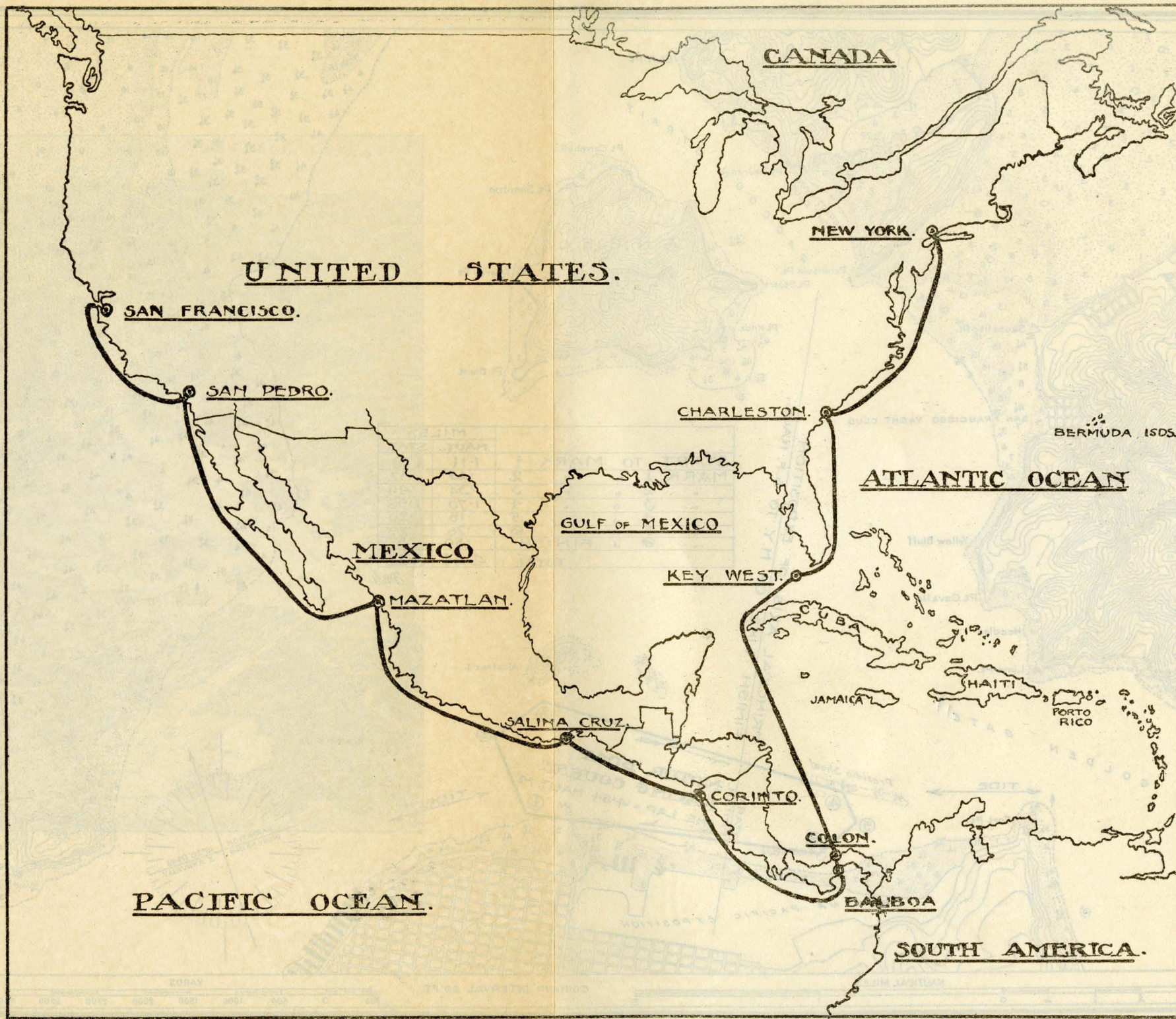


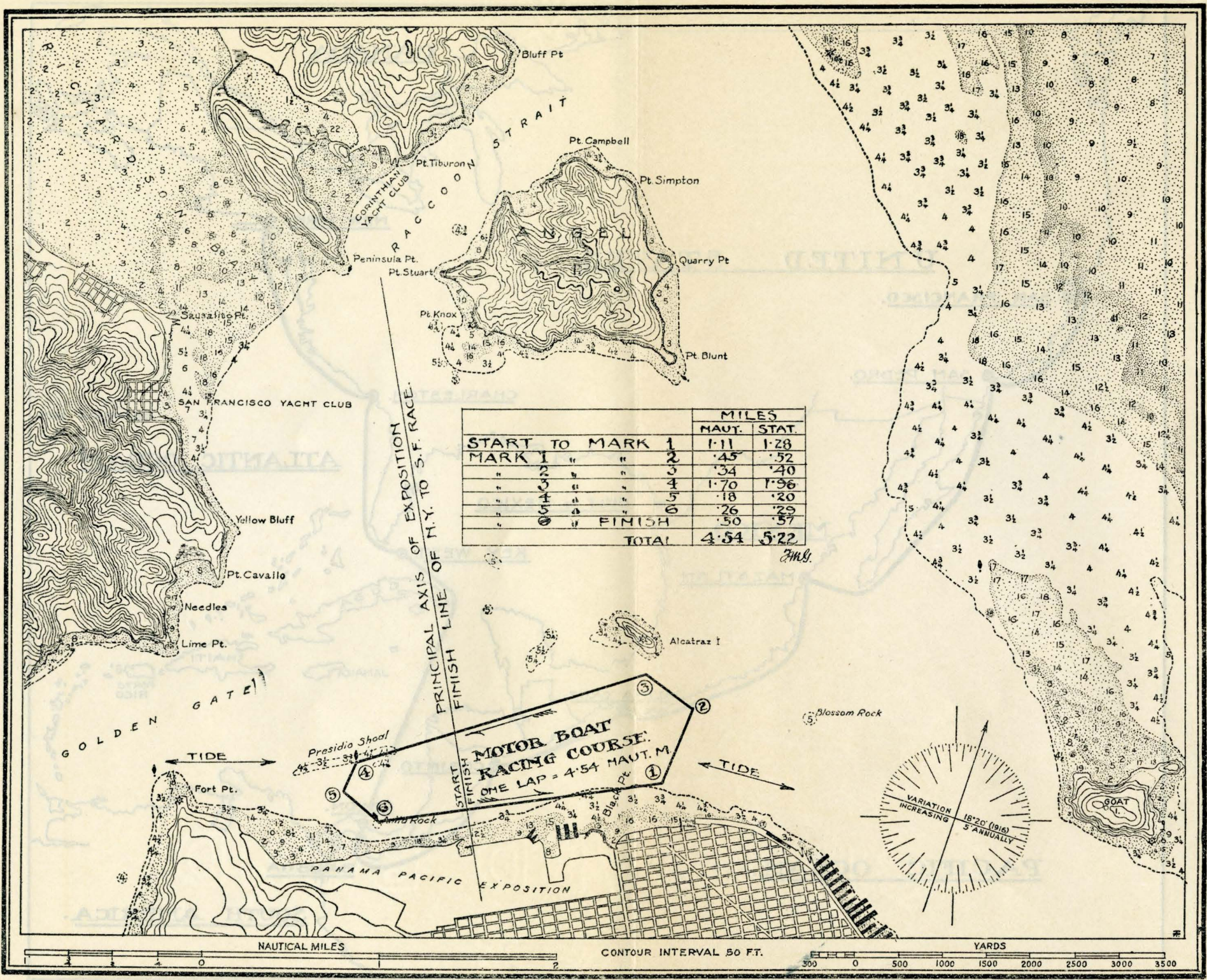
UNDER THE AUSPICES OF THE
PANAMA-PACIFIC INTERNATIONAL
EXPOSITION

SAN FRANCISCO, CALIFORNIA

1915







| | MILES | |
|-----------------|-------------|-------------|
| | NAUT. | STAT. |
| START TO MARK 1 | 1.11 | 1.28 |
| MARK 1 " " 2 | .45 | .52 |
| " " " 3 | .34 | .40 |
| " " " 4 | 1.70 | 1.96 |
| " " " 5 | .18 | .20 |
| " " " 6 | .26 | .29 |
| FINISH | .50 | .57 |
| TOTAL | 4.54 | 5.22 |

J.M.S.



CIRCULAR OF CONDITIONS

New York to San Francisco Power Boat Race



Sanctioned by the American Power Boat Association as the "Long Distance Cruiser Championship of America."

Under the management of the California Section of the American Power Boat Association, together with an Eastern Committee of the American Power Boat Association.

Date of Start—October 1, 1915.

Starting Point—Atlantic Yacht Club, Sea Gate, N. Y.

Finishing Point—Yacht Harbor, Panama-Pacific International Exposition, San Francisco, Cal.

Chart of Course appended.

MOTOR BOAT EXECUTIVE COMMITTEE PANAMA-PACIFIC INTERNATIONAL EXPOSITION

J. A. MCGREGOR
DANIEL L. PRATT

I. H. CORY
LT. COMD. C. H. WOODWARD, U. S. N.

C. H. CROCKER

WESTERN COMMITTEE

- I. H. CORY.....Chairman, California Section A. P. B. A.
F. M. GARDEN.....Secretary, California Section A. P. B. A.
H. L. BURLESON.....Chairman, Regatta Committee, A. P. B. A.
F. M. RITTIGSTEIN.....Secretary, Regatta Committee, A. P. B. A.

EASTERN COMMITTEE

- F. F. CHAPMAN.....Representing Hudson River Section, A. P. B. A.
E. C. HEADLEY.....Representing Delaware River Section, A. P. B. A.
DR. J. WM. HUGHES....Representing South Jersey Section, A. P. B. A.
R. B. CLARK, Secretary Racing Commission
THOS. D. BOWES, M. E., Chairman, 822 Lafayette Bldg., Philadelphia, Pa.

The Western Committee is in charge of general arrangements for prizes, details of stopping places on the West Coast and finish.

The Eastern Committee is in charge of general arrangements for conditions of race, details of stopping places on the East Coast, start, inspection, etc.

MEASURERS

- MR. DAVID W. DICKIE.....Assistant Measurer A. P. B. A.
MR. ALFRED A. EICHLER.....Assistant Measurer A. P. B. A.

TIMERS

- MR. THOMAS D. BOWES(For Start)
MR. FRANK M. RITTIGSTEIN(For Finish)

SURVEYOR OF COURSE

UNITED STATES HYDROGRAPHIC OFFICE

JUDGES AT FINISH

- MR. C. WILLARD EVANS MR. EMIL STAUF MR. CLARKSON SWAIN

FOREWORD

The Panama-Pacific International Exposition "Long Distance Cruiser Championship Race," for prizes amounting to \$10,000, which will start from the Atlantic Yacht Club, Sea Gate, N. Y., on October 1, 1915, finishing at the Panama-Pacific International Exposition grounds, is to be the most important event in the entire history of power boat racing.

Nowhere else in the world has this great sport received the support and encouragement that it has in the United States; and it is peculiarly fitting that the greatest of all World Expositions should stand sponsor for this race over the longest course ever laid down, passing as it does through the great, new waterway dividing the continents, the successful completion of which the Exposition so adequately celebrates.

The predecessors of this race (the "Ocean Race" from New York to Marblehead, Mass., in 1905; the "Bermuda Race" and the Philadelphia to Havana Race, besides numerous other shorter deep-water races) have demonstrated the practical worth and safety of power cruisers. The New York to San Francisco Race will further demonstrate the immense improvement made in design, power and comfort of equipment that has made long-distance contests feasible and pleasurable.

In this race the personal equation will figure largely. Skill in the use of the compass, dead reckoning and chart work are bound to balance mere speed in a contest of this length and character. The details have been prepared by men who are thoroughly competent to do this work by reason of personal experience in long-distance racing, all of whom have officiated in various capacities in similar previous events. Particular attention will be paid to the construction and equipment of each boat, and no boat will be permitted to start if in the opinion of the Committee she is not seaworthy and able in every particular. The requirements will demand that each boat be in charge of an experienced master and engineer, with capable subordinate assistants.

The safety of the course has been carefully looked into. There is no part of the trip which could be called perilous for a modern,

well-equipped power-boat. In this connection the significant fact may be stated that from the earliest days to the present time there has never been a loss of life in an event of this character. The greatest part of the entire course is laid alongshore and the stretches which leave the beach are in the track of the numerous fruit steamers and other coastwise traffic.

The course is so planned that in no case is the distance between controls, where stops are made, greater than has already been successfully negotiated as a non-stop competitive run by similar sized and equipped craft. The longest leg in the present race is 1,070 sea miles, while the Philadelphia to Havana Race was 1130 sea miles in length.

The course runs from New York down the Atlantic seaboard to Charleston, S. C., and thence around the Florida Keys to Key West. From Key West it rounds the western end of Cuba and on through the Caribbean Sea to Cristobal (Colon). Through the Panama Canal to Balboa (Panama) the course is laid over what is probably the most interesting piece of country on the face of the globe at the present time. From Balboa northward to Corinto, Nicaragua, to Salina Cruz, Mexico, to Mazatlan, Mexico, and to San Pedro, California, brings the contestants back to the United States.

From San Pedro the racers will have a continuous ovation all the way up the coast of California, consummating in the glorious reception that is planned for them as they come in through the Golden Gate to the Yacht Harbor on the Exposition Grounds, where hundreds of thousands of people from all parts of the world will be gathered to witness the finish of the race.

The services of the United States Hydrographic Office, the Navy Department, the State Department and the United States Bureau of Steam Boat Inspection will all be employed in the arranging of the details of the race. The valuable assistance of these departments in past events is evidence of the importance of their services in the present race.

Complete information will be provided for the contestants as to the anchorages, controls, supply stations, etc., at points until all boats have reported and checked out. One hundred and ninety-two hours' stop en route is required, to be divided according to the desire of each contestant, thus allowing an average stop of twenty-seven and one-half hours at each port exclusive of Panama.

An additional forty-eight hours must be taken from the time each boat leaves Colon until it leaves Panama. This provides for a very leisurely canal passage or a long rest at Panama (Balboa). The total of the stops allowed amounts to ten days, and this time will be credited to each contestant finishing, provided his checking cards have been duly stamped by the proper officials at each stopping place. Any additional stops are made at the contestant's discretion and will not be credited.

All communications should be addressed to Thomas D. Bowes, Chairman, No. 822 Lafayette Building, Philadelphia, Pa.

ITINERARY

| | |
|---|--------------------|
| Atlantic Yacht Club, N. Y. to Charleston, S. C..... | 627 miles |
| Charleston to Key West, Fla. | 588 " |
| Key West to Cristobal, Panama | 1,070 " |
| Cristobal to Balboa, Panama Canal Zone..... | * |
| Balboa to Corinto, Nicaragua | 683 " |
| Corinto to Salina Cruz, Mexico | 525 " |
| Salina Cruz to Mazatlan, Mexico | 877 " |
| Mazatlan to San Pedro, Cal. | 1,002 " |
| San Pedro to San Francisco, Cal. | 358 " |
| TOTAL DISTANCE IN SEA MILES..... | 5,730 miles |

*This distance, 42 miles, not included in computing handicaps.

PRIZES

The Panama-Pacific International Exposition has appropriated \$10,000 in cash for prizes for this race. \$1,500 of this money will be reserved for purchasing trophies commemorative of the race, which will be given each boat finishing. The balance will be divided as follows: The first three boats finishing will receive 50%, 30% and 20% of the cash respectively.

BOATS

The race is open to boats propelled by internal combustion motors (using either gasoline, kerosene or crude oil as fuel) and coming under the definition of cruisers as defined by the American Power Boat Association in their 1915 Year Book.

No competing boat shall be less than 55 feet L.W.L. or more than 100 feet, L.W.L.

(The equipment required is enumerated later.) Engines must be below deck or thoroughly housed in. The Committee reserves the right to pass on any entry as to equipment, seaworthiness, and general ability of the boat and crew to perform a long passage in open water.

RATING, ETC.

Rating will be calculated, and time allowance figured under the 1915 rules of the American Power Boat Association with horsepower calculated according to the following formula:

$$\text{H. P.} = \frac{A \times N \times S \times R}{C}$$

A = area of one piston in square inches.

N = number of working pistons.

S = length of stroke in inches.

R = maximum number of revolutions obtainable from motor under racing conditions. The revolutions to be declared by the owner.

C = a constant, as follows:

for 4-cycle gasoline, C = 12,000

for 2-cycle gasoline, C = 9,000

for 4-cycle Diesel, C = 9,600

for 2-cycle Diesel, C = 6,000

The boats will start according to the handicaps figured as above, and the 1915 American Power Boat Association racing rules will apply where not otherwise stated by the Committee.

FUEL

The Committee assumes that the entrants have a thorough knowledge of fuel needed to make the various legs of the race, and therefore does not specify any particular quantity.

SAILS

Each boat must be equipped with suitable spars and rigging to carry sufficient sail to give her steerage way in a moderate breeze. This sail can be spread in any shape, but must not exceed in square feet of area the square of the load water line divided by 7.5 as a constant.

STORES AND WATER

Stores and water sufficient for thirty days for each man must be carried on leaving each port excepting Colon.

CREW

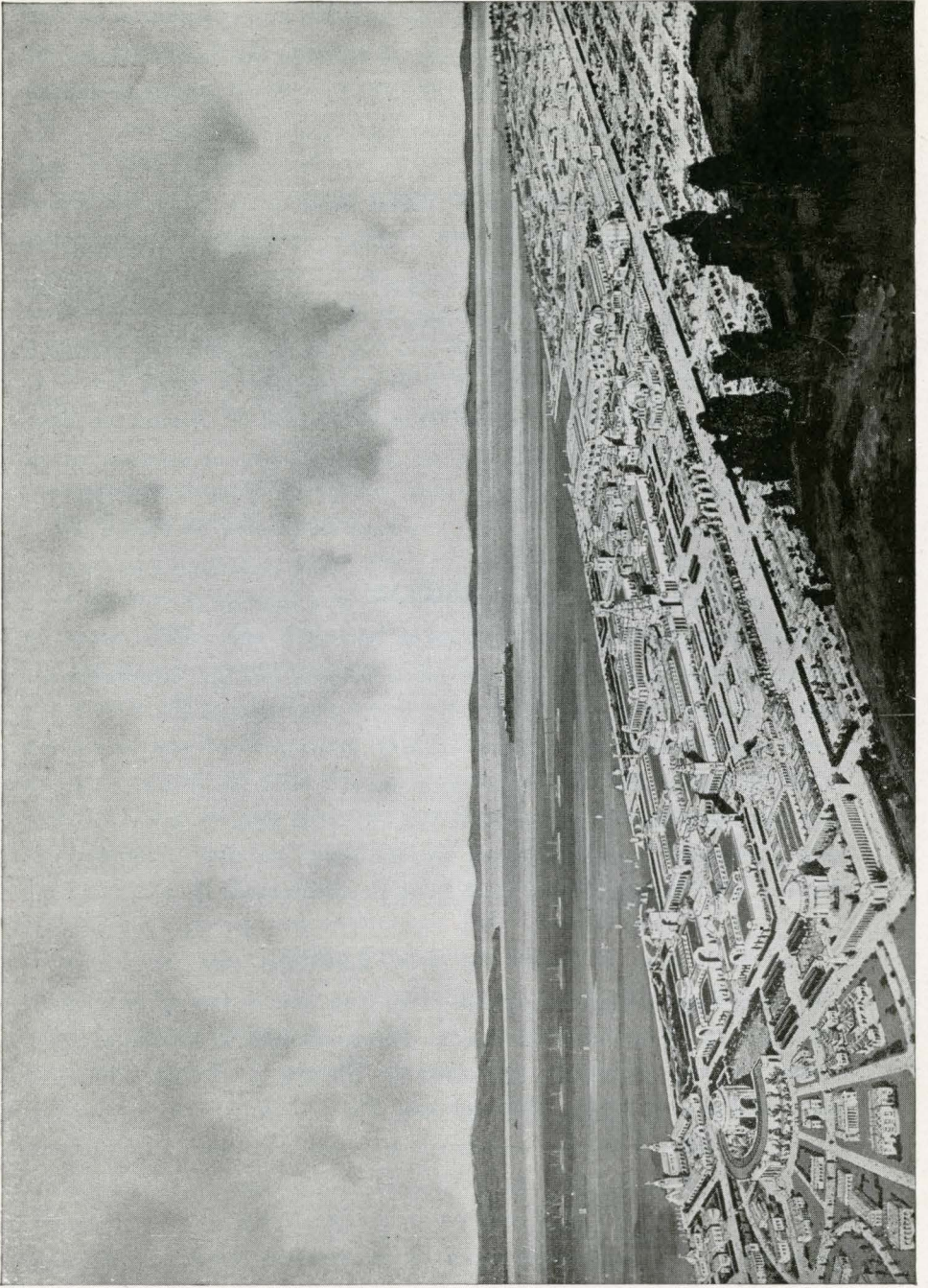
No boat will be allowed to start from any of the ports of call with fewer than eight men aboard, one of whom shall be a practical navigator and one of whom shall be a practical engineer.

EQUIPMENT

Each competing boat shall carry **at least** one small boat and **at least** one life raft (as many more as may be desired) of sufficient combined buoyancy to save the whole crew, as prescribed by United States Bureau of Steamboat Inspection. Each small boat carried shall be equipped with fresh-water casks and provender as prescribed by the United States Bureau of Steamboat Inspection. United States Government requirements as to life-preservers and other appliances must be observed. Also each boat must carry at least two ring buoys conveniently located on deck. At least one fire extinguisher of approved type to be carried in each compartment, and at least one on deck. Full set of navigating instruments, spare compasses, sea anchor, oil bags, chain cable, and suitable anchors, and at least one gallon of crude petroleum or other oil suitable for oil bags. At least one deck pump, of capacity as specified by the United States Bureau of Steamboat Inspection, must be carried. Emergency tiller and suitable arrangements for fitting same. Assortment of spare engine parts and gear to the satisfaction of the Committee must be carried. Boats must be ruggedly built to the satisfaction of the Committee, and must have permanent rails, properly bolted to the decks. Electric lights only will be permitted in the engine-room or in compartments where fuel is stored. The Committee recommends but does not require the installation of wireless telegraphy apparatus. Medicine chests as prescribed by the Committee must be carried. The intent of the above is to insure contestants being properly equipped. The Committee reserves the right to order the addition to or replacement of any gear considered by it as insufficient or defective.

TANKS

Fuel for engine must be carried in at least two distinct tanks. Fuel for lighting or cooking purposes must be carried in separate receptacles. Fresh water must be carried in at least two separate tanks. All tanks to be permanently piped, and securely fitted and fastened to the hull of the vessel to the satisfaction of the Committee.



MOTOR BOAT REGATTA

The Motor Boat Regatta will be held in San Francisco Bay, October 16-31, 1915, both dates inclusive.

The Exposition management has appropriated \$2,500 for prizes and trophies to be awarded during this regatta.

The principal races during the regatta will be held on Saturday and Sunday of each week, weather permitting, as shown in the following program, but if sufficient entries are received to warrant additional races in other classes not included in the program, such additional races will be held during the regatta on dates to be decided later.

Any races postponed on account of weather conditions will be held as soon after the scheduled date as weather permits.

A chart of San Francisco Bay, showing the racing course, is appended.

PROGRAM OF RACES

MOTOR BOAT REGATTA

FIRST DAY, OCTOBER 16

| | | |
|-------------|---|--------|
| 10:00 a. m. | First heat National Championship | 5 laps |
| 11:00 a. m. | First heat RH 3 | 2 " |
| 11:45 a. m. | First heat Pacific Coast Championship (Free for all)..... | 5 " |
| 2:00 p. m. | First heat RH 4 | 2 " |
| 3:00 p. m. | Scratch Race for Cruisers | 3 " |

SECOND DAY, OCTOBER 17

| | | |
|-------------|--|-----|
| 10:00 a. m. | First heat Pacific Coast Championship (16-foot class)..... | 5 " |
| 11:00 a. m. | First heat RD 3 | 2 " |
| 11:45 a. m. | First heat International Championship | 5 " |
| 2:00 p. m. | RD 4 | 2 " |
| 3:00 p. m. | Handicap Express Cruiser Race | 5 " |

THIRD DAY, OCTOBER 23

| | | |
|-------------|---|-----|
| 10:00 a. m. | Second heat Pacific Coast Championship (Free for all).... | 5 " |
| 11:00 a. m. | Second heat RH 4 | 2 " |
| 11:45 a. m. | Second heat National Championship | 5 " |
| 2:00 p. m. | Second heat RH 3 | 2 " |
| 3:00 p. m. | Fisherman's Race | 2 " |

FOURTH DAY, OCTOBER 24

| | | |
|-------------|--|-----|
| 10:00 a. m. | Second heat International Championship | 5 " |
| 11:00 a. m. | Second heat RD 4 | 2 " |
| 11:45 a. m. | Second heat Pacific Coast Championship (16-foot class).... | 5 " |
| 2:00 p. m. | Second heat RD 3 | 2 " |
| 3:00 p. m. | Handicap Cruiser Race | 5 " |

FIFTH DAY, OCTOBER 30

| | | |
|-------------|--|-----|
| 10:00 a. m. | Third heat Pacific Coast Championship (16-foot class)..... | 5 " |
| 11:00 a. m. | Third heat RH 3 | 2 " |
| 11:45 a. m. | Third heat Pacific Coast Championship (Free for all)..... | 5 " |
| 2:00 p. m. | Third heat RH 4 | 2 " |
| 3:00 p. m. | Fisherman's Race | 2 " |

SIXTH DAY, OCTOBER 31

| | | |
|-------------|---|--------|
| 10:00 a. m. | Third Heat National Championship | 5 laps |
| 11:00 a. m. | Third heat RD 3 | 2 " |
| 11:45 a. m. | Third heat International Championship | 5 " |
| 2:00 p. m. | Third heat RD 4 | 2 " |
| 3:00 p. m. | Arbitrary Handicap Cruisers | 5 " |

NOTE 1.—One lap is 4.54 nautical miles or 5.22 statute miles.

NOTE 2.—Statute mile against time may be run at any time that will not interfere with scheduled races.

DESCRIPTION OF CLASSES

Race for the International Championship—Free for all. No restrictions as to hull or power.

Race for the National Championship—Free for all. No restrictions as to hull or power.

Race for the Championship of the Pacific Coast—Free for all. No restrictions as to hull or power.

Race for 16-foot Championship of the Pacific Coast—P. I. P. B. A. restrictions to apply.

Race for the A. P. B. A. Restricted Class RH3—Restricted to boats 16 feet minimum length over all, minimum weight 1,400 pounds and maximum cylinder volume of 400 cubic inches for 4 cycles and 300 cubic inches for 2 cycles.

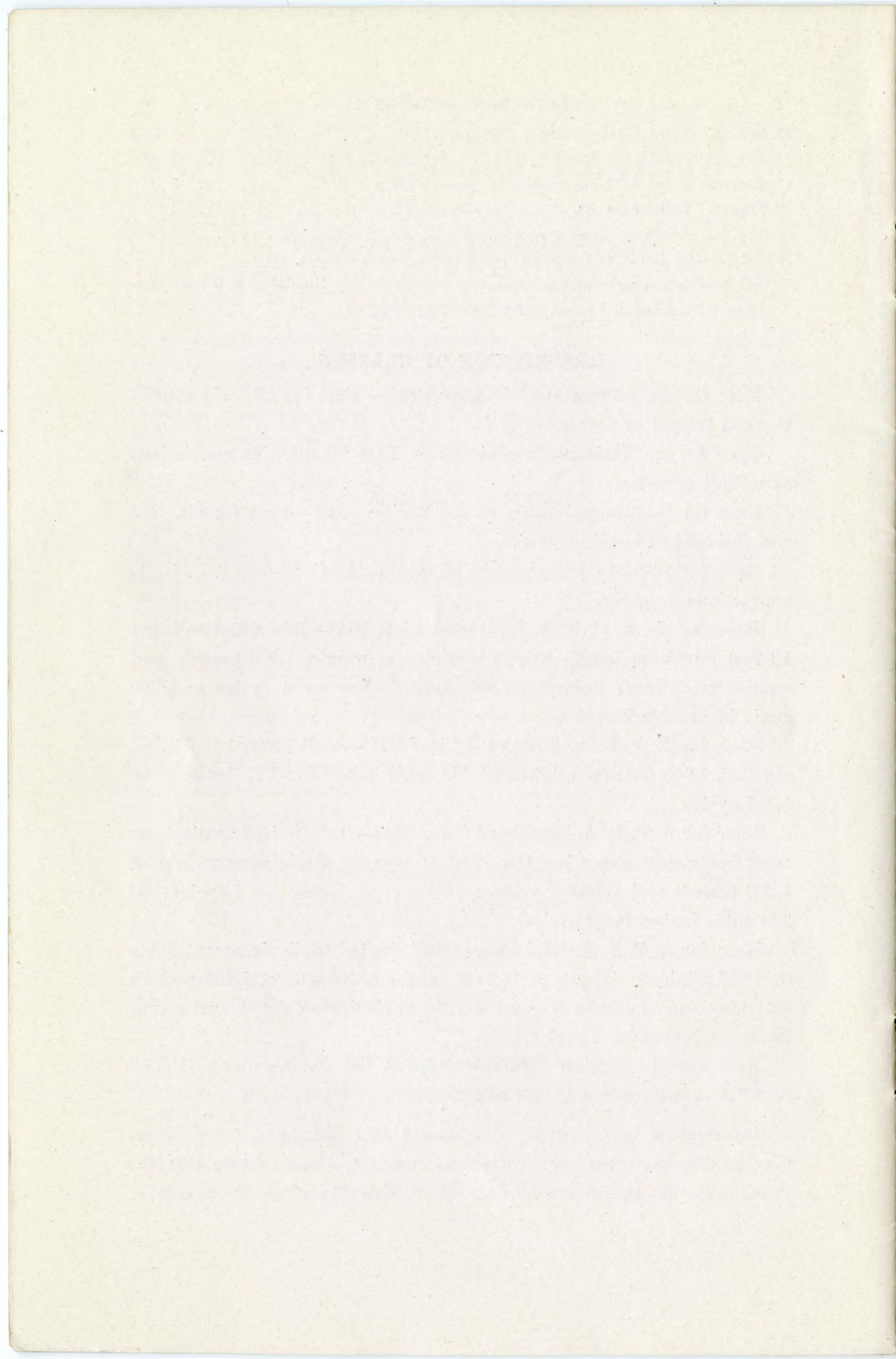
Race for A. P. B. A. Restricted Class RH4—Hull limited to 14 feet over all, 1,000 pounds weight and 250 cubic inches for 4 cycles and 200 for 2 cycles.

Race for A. P. B. A. Restricted Class RD3—Hull limited to displacement boats only of not less than 20 feet over all, a minimum weight of 1,800 pounds and cylinder volume of 400 cubic inches for 4 cycles and 300 cubic inches for 2 cycles.

Race for A. P. B. A. RD4 Class—Hull limited to displacement boats only, of minimum length of 16 feet, minimum weight of 1,400 pounds and maximum cylinder volume of 250 cubic inches for 4 cycles and 200 cubic inches for 2 cycles.

Race for the Cruiser Championship of the Pacific Coast—Under A. P. B. A. measurement and handicap rules. Open to all.

Information in regard to this regatta and additional entry forms may be obtained upon application addressed to the Yachting Bureau, Panama-Pacific International Exposition, San Francisco, California.



ENTRY BLANK (NEW YORK TO SAN FRANCISCO RACE)

Eastern Comittee, A. P. B. A.,
Care of Mr. Thos. Dowes, Chairman,
822 Lafayette Building, Philadelphia, Pa.

Gentlemen:

I hereby enter my power cruiser.....
for the New York to San Francisco race which is to start on
October 1, 1915. I agree to comply with all the requirements as set
forth in the circular of conditions for the race. I enclose herewith
certified check for \$100 as required.

Name

Address.....

Date.....

ENTRY BLANK (MOTOR BOAT REGATTA)

Motor Boat Regatta Committee,
Yachting Bureau,
Panama-Pacific International Exposition,
San Francisco, Cal.

I hereby enter my power boat.....
for the.....Race,
to be held in San Francisco Bay during the Motor Boat Regatta,
October 16 to 31, 1915.

I agree to be bound by the American Power Boat Association
Rules under which this race is to be held.

Name

Address.....

Date.....

ENTRY BLANK (NEW YORK TO SAN FRANCISCO RACE)

Eastern Committee, A. R. B. A.
Care of Mr. Tom Dowd, Chairman,
832 Lafayette Building, Philadelphia, Pa.

(Recipient)

I hereby enter my power cruiser
for the New York to San Francisco race which is to start on
October 1, 1915. I agree to comply with all the requirements as set
forth in the circular of conditions for the race. I enclose herewith
certified check for \$100 as required.

Name

Address

Date

ENTRY BLANK (MOTOR BOAT REGATTA)

Motor Boat Regatta Committee,
Yachting Bureau,
Panama-Pacific International Exposition,
San Francisco, Cal.

I hereby enter my power boat
for the Race,
to be held in San Francisco Bay during the Motor Boat Regatta,
October 16 to 21, 1915.

I agree to be bound by the American Power Boat Association
rules under which this race is to be held.

Name

Address

Date

J. Porter Shaw Library
San Francisco Maritime NHP

DAVID W. DICKIE

