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Measuring of Yachts Will Be Difficult Task.

CHALLENGER WILL HAVE TO GIVE TIME TO THE DEFENDER.

New York.—(By the Associated Press.)—Just prior to the starting of the first race for the America's Cup this month off Sandy Hook, Shamrock IV., the challenger, and the American defender of the historic trophy will be towed to a South Brooklyn shipyard for official measurement. This is a very important feature of the big contest and one that is going to create considerable trouble. Upon the outcome of this measurement, will depend the time allowance that will exist between the craft. No one knows what this allowance is going to be, although all who are familiar with the situation state, that the challenger will have to give time to the defender.

It is going to be an exceedingly difficult task to measure the cup yachts. For the first time, the big race will be sailed under the Universal Rule of Measurement. The rule reads as follows:

"Yachts shall be rated for classification and time allowance according to the following formula: '18 per cent. of the product of length multiplied by the square root of sail area, divided by cube root of displacement.'"

This is an exceptionally complicated rule and one that only yacht designers understand. For the past 30 years in all of America's Cup races the measurement of a boat for time allowance has been one-half of the sum of the load water line length and the square root of sail area.

In 1903 and previous years Messrs. Moreover and Hyslop simply measured the deck length of a boat, dropped a plumb bob from each end into the water, floated a batter in under the bow and under the stern, measured on the batter the distance from the plumb line to the end of the water-line, forward and aft, and subtracted the sum of these two measurements from the deck length. That gave them the load water-line length. The sail area was measured according to arbitrary methods, but it was assumed to be and very nearly was the measurement of the area of the sails. To determine the square root of this area was a simple matter and one sum in addition and one in division determined the rating of the boat.

This was the formula even in 1903, although the measurement of boats for other races of the New York Yacht Club of that year were made under a rule very similar to the one now in force, but this rule having been adopted early in 1903, and the challenge for the cup races of 1903 having been accepted in the fall of 1902, the old rule of measurement prevailed in the last cup race.

This year, however, the measuring of the yachts will be more complicated involving a lot of calculation. The load-water line will be measured as heretofore and then

the quarter-beam length will be ascertained. This dimension is used as a corrective of the load-water line, and it must not without penalty be more than a certain percentage of the load-water line length. For a boat of 75 feet water line, this percentage will be slightly over 91 per cent. Should it exceed this line length, in order to constitute the length factor in the calculation for racing.

In addition there will be various tests to ascertain whether the builders have made any concave curves or notches in the lines of the hull, for if so certain penalties are provided.

While quite different from that of years ago, the method of measuring the sail area is really a method of ascertaining practically the area of the sails. These two measurements, the length factor and the sail area factor may of course be taken while the boat is in the water. The really new feature of the measurement of the cup yachts, however, will be the measurements taken to determine the spacing. The rule governing this reads:

"Displacement is to be obtained by weighing or as follows: The load-water line shall be divided into 10 equal parts and the areas of the immersed cross-sections found in square feet. From these areas the load-water line length the displacement in cubic feet shall be calculated by Simpson's Rule."

As it is impossible to weigh a cup racer the area of the immersed cross-sections must be determined. In order to do this it becomes necessary to place the boat in drydock, after the first mark in the water line not only at the bow and stern, but all the way round, the vessel is allowed to settle on the blocking as the water is drawn off so that the load water plane should be horizontal.

If one were to erect a perpendicular wall at the side of the boat, parallel to her center line, and then measure at intervals equal to one-tenth of the load water line length horizontally, and say at intervals of a foot perpendicularly, from this wall, horizontally to the side of the boat, these measurements would be offsets.

The effect of it is much like slicing the boat crosswise into sections, then dividing each section into parallelograms a foot high then calculating the area of each of these foot-high parts, and adding them together to make the area of the section, and this, it may readily be seen, is going to be a good deal of a job.

Simpson's rule is rather a fearful thing when you look at it in the engineer's field books, but it is not such a bit of mathematical depravity as it looks to be, and the application of it is a matter of plain arithmetic, although involving quite a lot of addition, multiplication and division. Having divided the load water line into nine cross-sections. You add the areas of these cross sections.

Having determined the displacement the length factor and the sail area, measurer will then ascertain the square foot of the sail area and multiply it by the length factor. He will then ascertain the cubic root of the displacement and with it divide the product he has secured by the multiplication of the length factor by the sail area factor; and then to get the ultimate result he will take 18 per cent. of the result of that division, and that will be the rating for time allowance.

Farming the Sea.

New York Evening Sun.—A report that British Columbia designs to develop the industry of obtaining shoe leather from sea lions deserves more attention than its apparently remote and bizarre character might obtain for it. The seals and sea lions live half on the coasts and half in the seas. They form the link between the land where animal industry partakes of the constructive character, and the sea, where animal industry, despite all our civilization, remains to this day in the destructive stage, in the stone age. But who can farm the ocean? Unless done on a national or even international scale the idea outreaches practical means.

An Heroic Deed.

On July 11, 1882, in addition to the Condor, another ship won the honour of the special signal, "Well done!" from the Admiral—the "Infexible," captained on that day by the officer who has since become Admiral Lord Fisher. The "Infexible," during the earlier part of the engagement, was posted outside the reefs of the "Corvette Pass" entrance to Alexandria, and she bore the brunt of the firing from the Ras-el-Tin batteries for three and a half hours until she had silenced the Egyptian guns, shelling the Mex Fort with one turret and the Ras-el-Tin batteries with the other. It was just afterwards that Admiral Seymour signalled "Well done, Infexible." After that, with the aid of the "Temeraire" she silenced the Lighthouse Fort and Fort Adde, the front of which strongly fortified work her fire is said to have literally blown in. In the midst of the fighting Lieutenant Younghusband, afterwards Commander—performed an exploit of great daring. The vent of one of the "Infexible" 80-ton guns had become choked, with the result that for the time being the gun was completely out of action. Lieutenant Younghusband calmly got inside the gun—a muzzle-loader—and caused himself to be rammed by the hydraulic rammer right up to the bore of the gun (a tube 15 inches long in diameter) until he reached the powder-chamber when he managed with his fingers to remedy the defect, all the time at imminent risk of suffocation from the powder gases. When he had done his work, he gave a signal, and a rope fastened to his feet hauled him back and drew him out of the gun.

Why Blush?

Blushing is the most peculiar and most human of all expressions, and it is inherent in some people and not in others for the tendency to blushing certainly runs in families, writes "A Physician." Unlike the expression by physical means, we cannot cause a blush by any action of the body—it is the mind which must be affected. Blushing is not only involuntary, but also the wish to restrain it by leading to self-attention, actually increases the tendency to blush. The true cause of this strange expression is the ultimate relationship between the sensory nerves of the face and the minute capillaries whose supply of blood is regulated by these nerves. Thus anything which directs attention, perhaps only indirectly, to the face puts into action the facial capillaries to relax and fill with blood. This primary cause of blushing has by a process of years come to bring about a blush when there is no suspicion as to anything about the face itself, but merely the suggestion of some general depreciation or criticism. It will be understood why, because of this control of the capillaries of the face by its sensory nerves, shyness is the most powerful cause of blushing, for shyness relates to the presence and opinion of others, and the shy are always more or less self-conscious.

Cold Facts About Cold Storage.

If there is one modern subject filled, for the novice, with surprise, it is cold storage. How many persons, for example, know that cold storage and cold storage are different enterprises? How many know that a frozen fish, perhaps six months out of the water, is apt to be a chemically "fresher" fish than a so-called "fresh" fish three days out of the water? How many know that the musty taste that identifies the cold storage egg is due more to the straw-board in which it is packed than to the disintegrating effect of time? Yet the answers are plain facts, developed and asserted in the main by government specialists.

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