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December 4, 1908:- (Afternoon). Reported by Asst. Editor. Tried Dhonnas Beag to-day with double propellers (see experiments Dec. 3 in this Bulletin). Baldwin turned engine over and boat commenced to gain way. The engine appeared to be turning over faster than the propellers however, which was found largely to be due to the shearing of a pin which connected the engine with the gears. The engine then, for some reason or other stopped. Again Baldwin turned her over and engine started up. There seemed to be no slip for a while and boat responded by jumping forward and into the air supported on her hydro-surfaces. Baldwin was unable to control boat while her hull was clear of the water. She seemed to have a tendency to do the porpoise act, although experiments showed clearly that great lifting power was there. Againthe transmission slipped and it was evident that a pin had been sheared earlier in the experiments.

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Conference at Headquarters building decided that as she was completely supported on her lower surfaces one-half the surface used should be sufficient to lift her, and that it would be advisable to try the small curved surfaces (with straight edges) again, arranging them as in to-day's experiments. Using only two superposed surfaces six inches apart. Then if boat rises until her lower surfaces come up to the top (as with the larger set) this will show that the surfaces are still unnecessarily large, and that still smaller surfaces should be used. G.H.B.

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