

times too large". They had been made to fit to the boats in sockets so that they could be easily removed. With the aid of this construction and the help of a saw the hydro-surfaces were entirely removed from the boats.

The first trial had been made after five o'clock in the afternoon and it was, therefore, quite dark; but by the time everything was in readiness for a second trial the moon had come up and the whole Lake flooded with light.

About seven o'clock the second trial of the "Leen" without hydro-surfaces was made. As she shot from the docks after the signal was given to let go, I felt a sudden jar and realized at the time that she had struck something projecting from the docks, however thought nothing more about it at the time as in a second or two we were well out on the Lake. She had her old speed back again this time and, although not measured, seemed to be about the same as in former experiments (27 miles an hour).

The course taken was about half a mile down the Lake, turning and coming back. By this time the wind had risen to about, I should judge, 15 miles an hour, and so, before the row-boat could get up to me, I drifted to leeward of the dock about 100 feet. The machine was, however, easily towed to the dock, canal boat fashion, men walking along the shore pulling by means of a rope. No sooner, however, had we brought her abreast of the piers (the port pontoon being adjacent to the piers) than she began to sink, the starboard boat and