

that Mr. Fenger adopted the wishbone on his models and the Herreshoff Company claim to have been experimenting with the use of a double sprit instead of a mainsail boom.

Meanwhile Laurent Giles & Partners had shown an interest in the Nicholson topsail idea, and, on the appearance of *Vamarie*, were probably the first to see the attractiveness of her rig. In *The Yachting Monthly* for December, 1934, is to be seen the plans for a 55-ft. wishbone topsail ketch of their design. I understand that she has not yet been built, but her designers were given their chance early this season, when they designed a wishbone for the 35-ton schooner *Canina*. *Carrina* is now a wishbone topsail schooner, carrying her wishbone and topsail on the foremast with a main staysail under. According to her owner, H. F. Blackborow, she is much improved, being especially closer winded; and neither the sail nor the rig yet gives any trouble.

Attention is drawn to the 50-ton Uffa Fox *Wishbone* for Alan Colman. With the exception of one particular that will be touched on later, her plan seems to be a very nicely arranged wishbone topsail ketch, with well-proportioned sails and excellent staying.

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The wishbone is a double sprit. Each sprit is bowed outward, so as to be clear of the sail at its ordinary curvature. Both sprits are attached to the mast at their forward ends, and aft they extend beyond the clew of the sail and are connected by a cross-piece. The clew of the sail is hauled out between the two sprits to the cross-piece. The whole contrivance pivots at its connection to its own mast, and is sheeted to the succeeding mast.