

# MOTOR BOATING

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Gar Wood on the forward deck of his speedy cruiser, Gar Sr. II, at Andros Island

## G A R W O O D PUTS OVER ANOTHER FAST ONE

*A Combination Flying Boat-Express Cruiser Cruise with Constant Radio Connection Between Motor Boat and Mainland Several Hundred Miles Away*

By JESSE JAY

**A**NOTHER fast one for Gar Wood but this time it is not a Miss America but rather a cruise, the high spots of which were aviation and radio. A few waves from the Gulf Stream were included in the high spots. However, this is incidental.

It was on Wednesday, May 2nd, that Gar Sr. II, 52 foot twin Liberty powered express cruiser of Gar Wood pulled away from his private dock, Miami Beach, Florida, bound for Andros Island, one of the Bahamas.

The complement of Gar Sr. II consisted of Commodore Gar Wood, Dr. H. N. Torrey of Detroit and Savannah, Ga. Robert Gaylord of Detroit, Oscar Rigaud, the man who made Coccolobo Cay Club famous, and Capt. Lloyd Knowles, captain of the ship. Among the miscellaneous items was included a radio operator who was responsible for the following good line but there was a new angle to this cruise and that was aviation radiophone inter-communication. The aviation side of the cruise was represented by Mr. Cobb, veteran aviator who pilots Gar Wood's new Fairchild monoplane. This is probably the first cruise on which a fast boat was accompanied on all of its runs by a fast plane.

Starting at 8.30 Wednesday morning, the course of Gar Sr. II lay for Bimini, one of the Bahamas, famous for its delicious chocolate sundaes. Now Bimini lies some fifty-five miles to the east of Miami, so near and yet so far with the ever threatening Gulf Stream between.

Going back to the starting point of this cruise, which was Gar Wood's home on Indian Creek, Miami Beach, there is installed a modern 100 watt radiophone transmitter, built specially for yacht service. This transmitter which is operated by Mr. Etchells, Mr. Wood's own radio man, was installed for private communication with Gar Sr. II. Gar Sr. II is equipped with a special 100 watt radiophone transmitter of the Oscillator, Modulator, Power amplifier type and can be used either on phone or C. W. The power supply is derived from a small compact dynamotor running from the Gar Sr. II's 32 volt battery supply system.

A neat double cage antennae system runs from the forward flag spar to the yard arm of the main spar and down to the aft flag spar. The transmitting and receiving equipment is all installed in the forward cabin entirely out of the way but very accessible.

The radiophone transmitter operates on a wave length of 118 meters under a special yacht license with the call letters WOBX. Thus with the radiophone and transmitter installed in Gar Wood's home at Miami Beach and the transmitter aboard Gar Sr. II we had the making of a radiophone intercommunication service, the success of which will be described from time to time in this article. So much for the radio equipment!

The first radiophone schedule was established when we shut off Gar Sr. II's engines when she was one hour off shore and called the station at Mr. Wood's home. Communication was instantly established so Gar Sr. II was soon on her way again Bimini bound

across the Gulf Stream with one more radiophone schedule before arriving at Bimini. This second schedule, one hour and a half from shore, showed no falling off in signal strength between the boat and shore station.

It was about this time that those of us aboard Gar Sr. II began to scan the horizon for Gar Wood's Fairchild monoplane, piloted by Mr. Cobb who gave us considerable start out of Miami. As this monoplane is a 135-mile plane and considered the fastest privately owned plane in the United States, Mr. Cobb could readily afford to give us plenty of handicap regardless of the speed of Gar Sr. II. We scanned the horizon but a short time when Kinjockety, as Gar Wood's monoplane is called, appeared on the horizon, coming up fast astern of us. We all got quite a kick as he flew by only 15 feet off the water, close to Gar. Sr. II, waving as he sped on to Bimini.

As we pulled into Bimini Harbor, which harbor, by the way, has rather a treacherous entrance, we saw Kinjockety riding gracefully at anchor.

Dropping our hook near the plane we gave our Miami Beach radio station a call and were rewarded with an immediate answer, the operator at the Beach reporting fine business on the phone. This was indeed encouraging considering the low power of the transmitter on the boat and at the Beach and after a little conversation with our home port we took on gas.

After refuelling we were all anxious to head for Andros Island which is a considerable run to the southeast of Bimini. But shortly after pumping the gas from the drums aboard an old sailing vessel in the harbor and as we were heading out through Bimini Harbor, Gar Sr. II hit a treacherous submerged coral reef and the vibration of the boat soon



*One of the typical cargo schooners which carry on the traffic among the Bahama Islands*

told us of a bent wheel. Pulling over near shore Capt. Knowles donned a bathing suit and dove under her stern and came up spluttering the sad news of two bent wheels and a broken rudder. In fact, part of the rudder had been carried away and lay on the submerged reef which caused all our grief.

At this juncture the radiophone stepped out and came into its own when we called the Miami Beach station on one of our regular schedules and reported our hard luck. Ordinarily a couple of bent wheels and a broken rudder would have ended such a cruise as this but not so for Gar Wood. He had a short confab with Mr. Cobb, his veteran pilot, and in a short time the missing piece of rudder was recovered and the other part of it taken off the boat and placed aboard Kinjockety. As the rudder was so badly damaged that it involved a difficult welding job, we notified the radio station at Miami Beach to immediately summon a welder to be at the Rogers Air Line Dock in Miami to meet Kinjockety in a half hour to take the rudder back to his shop, notifying by radio the actual take off time of Kinjockety. Mr. Cobb was soon under way and in thirty-five minutes later we had a radiophone message back from Miami Beach that he had arrived back in Miami with the broken rudder, Kinjockety having circled over Mr. Wood's home before landing in Miami.

Further radiophone communication between Gar Sr. II and our shore station in Miami Beach advised that the rudder would be welded by the following morning and they would advise of Kinjockety's departure for Bimini.

The following morning we were again advised by radiophone that Kinjockety was just taking off with the rudder and we figured in about thirty five (Continued on page 132)



*The Fairchild monoplane, Kinjockety, which accompanied the cruise on a trip to the Bahamas*

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minutes the Fairfield under the able piloting of Mr. Cobb would be over at Bimini Harbor. Almost to the dot Kinjockety dove in sight and made a graceful landing and was soon approached by our dinghy to receive our rubber. Quick work on the part of Capt. Knowles soon put Gar Sr. II in shape to continue her cruise to Andros Island.

About 11 o'clock Thursday morning, with only an afternoon less of running time, we headed for Andros Island, Kinjockety remaining behind with Dr. Torrey and Mr. Wood aboard, they wishing to give us a good head start for Andros.

At 1 o'clock we worked our first schedule on radiophone with perfect results. At 3 o'clock we had a choppy sea off our port quarter and we decided to work our 3 o'clock radiophone schedule with Miami Beach while under full headway, transmitting first on C. W. code and then on radiophone, without listening to be- cause of the plug noise of the two Liberty engines.

Later at 4 o'clock we shut the engines off and stood by to work our radiophone schedule and were surprised to learn from Miami Beach that both voice and code were heard perfectly while we were under way at 3 o'clock. Considering the swinging of the antennae and the adverse conditions under which we had to transmit this was quite remarkable.

While we were working this 4 o'clock radiophone schedule a roar told us of Kinjockety's approach for Mr. Wood, Dr. Torrey and Mr. Cobb who had taken off from Bimini considerably after we left there had flown on and had already circled over South Bight, Andros Island, and flew back again to get a line on the Gar Sr. II. When they saw her lying to they circled on over us and made a near by landing. When we advised we were just working a radiophone schedule, shutting our engines off to get rid of ignition induction they gave their Pratt & Whitney Wasp

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the gun and soon took off again for Andros Island where we found them riding at anchor in South Bight upon our arrival at 5:30.

We lay at anchor outside of South Bight over night to wait for high tide the following morning at which time we entered South Bight, a narrow winding cut from the west to the east side of Andros Island.

The following day our radiophone schedules with Miami Beach went off with clock like precision. Despite the fact we were working with only 50 watts power aboard the Gar Sr. II our shore station in Miami Beach had little difficulty in picking up our phone conversation some 180 miles away.

A day's fishing in South Bight did not bring much luck aside from one tarpon and a few strokes together with a couple of good sized bluenose sharks, so Mr. Wood and Dr. Torrey together with Mr. Cobb took off for a little reconnoitering flight to the east side of Andros Island.

A couple of hours later the plane returned and Mr. Wood reported a most interesting experience when Kinjockety landed off shore in a quaint little native village where they had never seen an aeroplane before. Ten natives waded out to help put the plane ashore and the Kinjockety crew never even got their feet wet and climbed ashore. They made arrangements for the pilot and a bone fish guide before returning to the Gar Sr. II.

During their absence we were busy getting the Gar Sr. II off the bank for during the night a wind had swung her around bow to on Marie bank of the cut and the receding tide left her practically high and dry. However, high tide together with her powerful Liberty engine soon had Gar Sr. II off the bank and ready to go by the time Kinjockety arrived back from the east shore of the Island.

We then proceeded, both with the plane and with the boat, for a little village near Mango Key at the east entrance of South Bight of Andros Island. Taking our pilot and bone fish guide aboard we headed for the entrance of Middle Bight further up the east shore of Andros Island where we put in for the night.

Again we had excellent radiophone communication with Miami Beach, 180 miles away, and a part of our transmitting being over the length of Andros Island. Many messages from those aboard were sent back to friends and relatives to various parts of the country, being relayed by our radio man ashore, Mr. Etchells. It surely seemed strange to hear his voice come back in the loud speaker in the cabin of the Gar Sr. II in its isolated position.

The next day was Sunday but nobody spruced up much. In fact most of the crew hauled off and went bone fishing. Gar Wood suddenly decided to fly to Nassau in Kinjockety with Mr. Cobb when it was discovered Sunday morning that we were out

of fresh water and our gas supply was running low. As Nassau lay to the northeast of us across the tongue of the ocean, one of the deepest sections of the Atlantic, we determined to keep careful track of Kinjockety by radiophone communication. It was planned for Mr. Wood upon the plane's arrival in Nassau to go to the Radio Telegraph Station there and send a message back to the Tropical Radio Station at Hialeah, near Miami, reporting their arrival. A certain amount of time was allowed for the flight from Middle Bight, Andros Island, to Nassau and radiophone schedules arranged with our Miami Beach station accordingly.

The plane took off and I advised Mr. Etchells back in Miami Beach of her departure and he in turn kept in constant telephone communication with the Tropical Radio Station at Hialeah for word from Nassau. Within fifteen minutes after Mr. Wood actually gave the message to the radio operator at the Nassau station after their splendid flight to there, we received a message from our Miami Beach Station by radiophone advising of the plane's safe arrival at Nassau.

Thus we were kept posted on the progress of Kinjockety and had they for any reason been forced down in the tongue of the ocean we would have known of it through our radio communication with Miami Beach and would have pulled out in Gar Sr. II to pick them up as we knew their predetermined course. So you see the Hotel, as we nicknamed Gar Sr. II, kept track of her bedgling Kinjockety by radiophone in case of forced landing.

Monday morning we were advised by radiophone from Miami Beach that Kinjockety had taken off from Nassau so we were soon on the watch for her arrival back in Middle Bight. Kinjockety came down to a graceful landing and soon they were taking various parcels out of her comfortable fuselage cabin.

While in Nassau Mr. Wood had arranged for another boat to bring over drums of gas and fresh water to get Gar Sr. II off Middle Bight.

My only flight of the trip came when I went with Mr. Cobb in Kinjockety for an abbreviated hop of a few miles after Gar Sr. II had departed to meet the fuel boat from Nassau. During my brief sojourn in the air I was fascinated with the beautiful panoramic view of the many keys and the wide Middle Bight of Andros. It would be hard to describe what a colorful picture the varied colored waters and keys below us made. Just about the time I was enjoying the panoramic view beneath us two little white miniature boats appeared below us which turned out to be our Hotel and its provision boat. Circling around, the water soon came up to meet us and Mr. Cobb went into a long glide which terminated in a graceful landing near Gar Sr. II.

A word as to Kinjockety. It is a most wonderful Fairchild  
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monoplane with a wing little cabin affording unbelievable comfort. Kinjockey is equipped with about every accessory that could be imagined. Aside from all necessary and useful instruments on the pilot's instrument board the back of the pilot's seat contains a second instrument board with speed indicator, altimeter, bank indicator and climb indicator. The next comfortable seat after the pilot's seat in Kinjockey's cabin is Mr. Wood's seat where a dual set of controls is provided for him so that he may take the stick at any time. After Mr. Wood's seat come the comfortable double seat for just the ordinary passengers. The whole cabin is upholstered in Spanish leather and non-breakable glass windows lying either side of the fuselage for unobstructed vision. Were it not for the roar of the Pratt Whitney Wasp 450 h.p. engine, one might as well be in a comfortable limousine.

The pontoons of Kinjockey are young hydroplane hulls within themselves and after all, because she is a sort of high speed water bug, she deserves considerable mention in *Mo-Ten* floating as well as aviation magazines. Kinjockey represents the last word in modern monoplane construction. Her engine is similar in design and construction, though larger, than the famous Wright Whirlwind, being an air cooled radial engine of 450 h.p.

Down to earth again, we will go on with the cruise which by this time brings us to our return to Bimini. The night before our returning we experienced a bad squall and during the night suddenly turned the search light from Gar Sr. II on Kinjockey to see how this big dragon fly rode it out. Next morning found Kinjockey rising peacefully at anchor and Dr. Torrey and Mr. Wood were soon aboard her for their take off back to Bimini. The rest of us on Gar Sr. II experienced a splendid run of seven hours down the tongue of the ocean from the east shore of Andros Island to North West Channel Light where we altered our course through the shoal water to Gun Key and Bimini.

When approaching North West Channel Light, still in the tongue of the ocean, which tongue by the way was mighty rough, we worked one of the most remarkable radiophone schedules with Miami Beach. The Beach station heard both our phone and our code perfectly when we were under way in a rough sea, both engines turning up 1,500. This time we reported to the Beach station as to when we would arrive in Bimini and upon our arrival there after a perfect trip we again called them. At Bimini we were told by the Beach station that we had been picked up perfectly while we were under way under adverse conditions in the tongue of the ocean off Andros Island.

Upon our arrival back in Bimini we hurriedly refueled for the return trip across the treacherous Gulf Stream back to Miami. Dr. Torrey and Mr. Wood, together with Mr. Cobb, had been waiting at Bimini for us in Kinjockey for sometime and were anxious for Gar Sr. II to be headed across the Gulf Stream before they took off for Miami Beach.

Going below I radiophoned Miami Beach reporting that both the plane and the boat were about ready to pull out of Bimini Harbor. However, after Capt. Knowles went to start his engine Gar Sr. II began to shimmy when the port engine was started. Something was wrong in Denmark with one of our wheels. Kinjockey, with her Wasp turning over slowly stood by to see what was the matter before taking off and finally it took off anyway into a 40 mile an hour wind and soon climbed to some

3,000 feet altitude and headed west across the Gulf Stream for Miami. I went below to report to Miami Beach Kinjockey's departure.

Capt. Knowles once more in the role of the diver returned to the surface and reported that an automobile tire, if you please, was wrapped around one of our wheels. We evidently had picked it up in the shoal bottom while taking on gas.

Once more we were ready for the last lap of our trip and headed out between the hulls of a sardine boat on one side and a buoy on the other. We certainly got a taste of what the old Gulf Stream is like with a 40 mile an hour Nor'wester.

The seas were running so high that Capt. Knowles put her about a little way off shore and we began our exciting return run for the narrow opening of Bimini Harbor and Shelter. The huge seas picked Gar Sr. II up, made her jaw around beam to and were it not for the quick work of Capt. Knowles and the power of Gar Sr. II when he put the starboard Liberty in the go ahead and the port engine in reverse straightening her out by sheer power, we probably would have piled up on a reef. Bimini never looked so good as when we again dropped our hook in her sheltered harbor. By some miracle our radio equipment was not broken to pieces in the heavy seas and we again soon raised Miami Beach and were greatly relieved to learn that Kinjockey had landed safely at Miami after a 40 minute flight at 3,000 feet altitude.

The following evening during a lull in the gale we again headed out of Bimini Harbor for the return run across the Gulf Stream and when a half hour out of Bimini, called the Miami Beach station for radiophone and telegraph. For 15 minutes I hung on down in the forward cabin in the heavy seas and described in our Kefauver Broadcasting microphone the heavy seas we were encountering, repeating the information on the key with C. W. code. Together with the violent tossing of the boat, the roar of her engines and the breaking of the seas over us I doubted very much that they heard us back in Miami Beach.

After a remarkable run of two hours with our engines turning up 1,500 through the heavy seas of the Gulf Stream we were tied up in Miami. Here we were met by Mr. Wood who had preceded us in the plane and Mr. Eubells, his radio man. They reported to our surprise that on this final radio schedule they had heard every word that was spoken, they could hear the engines running and could hear the wash of the seas as I was talking into the microphone aboard Gar Sr. II. Both Mr. Wood and Mr. Eubells said they got a great kick out of hearing the actual local color as we were plunging through the heavy seas when I was talking to them one hour off Bimini.

This ended another episode in the boating career of Gar Wood. It also proved the absolute practicability of radiophone communication between a small cruiser and a shore station. It proved how much more enjoyable a cruise can be made by keeping in constant radiophone communication with the home port so that word may be given at any time to those at home. After all isolation means very little with radiophone aboard.

It also showed how easily a modern monoplane can quickly make hops across isolated territory and how slow other means of travel are compared with the safe, speedy and comfortable planes of today. Kinjockey saved the day on this cruise and radiophone put it on ice.

## PRACTICAL KNOTS AND SPLICES

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splice in line with three full tucks allowing enough ends for knot, then make a three part buntline knot. In some localities a round iron ball with a hole is used on the end of cargo whips as a counterweight to overhaul the whip. If used with this splice, the knot will prevent counterweight wedging the splice.

226. Chain splice is used to splice the end of a line to an object, the hole in which is too small to admit the three full strands. For example: Splicing a one-inch diameter line into a 1/4-inch hole. Unlay the strands and insert two of the three strands through the hole retaining as much of the original lay as possible. Unlay the third strand for a foot or more and lay in its place one of the two strands and tie and tuck as in a long splice. The remaining strand is tucked back under its own part, then over one end and under one as in the short splice and tapered.

227. Temporary eye splice on a bight. Twist a bight of line hard against the lay, the three strands will unlay and twist themselves into three double strands. These three double strands can now be tucked into the standing part as in the common eye splice. Unstrand enough to allow for three full tucks. This

eye is safe and can later be tucked and laid up in its original form.

228. Long Splice in cable laid groundnet. Make groundnet as in Fig. 222 (but left hand lay) using the fell three strand rope instead of a single strand. After the full three lays are made and the ends meet, place two temporary seizings around parts to hold ends in position. With the two ends make a sailmaker's long splice. This groundnet is not practical due to the amount of labor required to make the long splice.

229. Eye Splice. Three strand eye in four strand rope. Unlay ends, make eye with two ends. With one of these ends follow back the lay and tie and tuck. The other end is continued around eye making same three strand, then laid up in body of rope and tied and tucked to remaining strand. This eye is seldom used.

230. Sailmaker's Short Splice. Unlay both ends of the lines and marry the six ends as in the common short splice. Make an overhand knot in each of the three opposite pairs, pull all strands

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