



SCHNEIDER VICTOR'S WELCOME HOME

WHEN Mr. H. Scott-Paine and Capt. H. C. Biard, the heroes of the Schneider Cup Race, returned "home" to Southampton last Thursday, they were accorded a very hearty and well-deserved civic reception. As they stepped out of the London train at Southampton West, they were received by the Mayor of Southampton, who shook hands with each, and spoke a few brief words of welcome and congratulation. They were immediately surrounded by a cheering and enthusiastic crowd, which included many well-known Southampton personalities. Lieut.-Commander Mackenzie-Grieve, of cross-Atlantic fame, was also one of those to offer congratulations. Cheering and congratulations over, they were conveyed by car to Audit House, and in the Mayor's parlour Mr. Scott-Paine gave a most interesting account of the winning of the race.

In his opening remarks he referred to the fact that Great Britain was unrepresented in the race on the last two occasions, and pointed out that Italy only had to win the race this year to win it outright, and the event would have been closed, which, from an International standpoint, would have been very unfortunate. Last June the Supermarine decided to build a challenger, the work being carried out with the utmost secrecy. The Italians had been watching very closely the progress and shaping of events in the different countries, and had practically made up their minds they were going to have another "walk over" this year.

Both Italy and France, continued Mr. Scott-Paine, built machines for this race with the financial aid of their respective Governments, whilst "we did ours ourselves, you know."

He then referred to the sporting help they had received—how the General Steam Navigation Co. helped them to Naples, how Napiers' lent an engine without any charge, Shell's supplied the fuel, Wakefield's the oil, etc., etc.

The arrangements for the race were perfect and absolutely fair. They gave the Italians notice of their intentions when they made test flights, and their trials were carefully watched and timed. Capt. Biard flew at a speed of about 140 m.p.h., and the Italians thought he was going "all out," with the result that the betting odds on their machine increased. During the six-hours' mooring-out test the fastest Italian machine capsized, and had to be righted by her crew. "This was contrary to regulations, and we could have disqualified her if we had liked to protest," said Mr. Scott-Paine. During the navigability test the same boat split her propeller and damaged other parts of the machine, and they could have disqualified her for this, but did not.

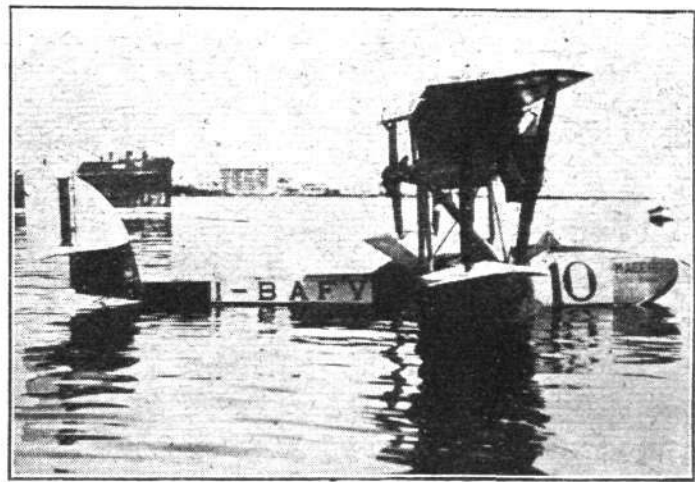
On the day of the race four machines started, three being Italian. All got away exactly to the second, all engines commenced working at once, and the lapping times on the various laps were absolutely exact. The Supermarine machine went first, and when the Italians compared Capt. Biard's first lap time with that of their machines they were a little bit downhearted. The Supermarine boat had never done its full speed on trials out there, and when turning Capt. Biard had made the turns very clumsily on purpose to deceive the Italians. The latter were so sure they were going to win that they were laying big odds against the British boat. Capt. Biard did his first lap at a very extraordinary speed—well over 160 m.p.h.—and held his time for six laps, during

which time he overhauled two of the Italian machines, and passed them in a way which was perfectly amazing. On the 7th, 8th, 9th, 10th and 11th laps he nursed his engine a little bit, and the effect in the control station was amusing. They found his time was easing down, and the fastest of the Italian machines was creeping up, or, rather, reducing the lead. Capt. Biard was lapping just 20 seconds better time than the best of the Italians. They brought 24 and 25 seconds down to 20, and the British pilot held them at 20 on the 12th lap.

On the 13th lap Capt. Biard opened his engine all out, and to the consternation of the Italians, won by 2 minutes 3 seconds, in 1 hour 35 minutes. Before coming down he wisely covered two extra laps," just to make sure."

In conclusion Mr. Scott-Paine said, "It is the hardest race of any kind that has ever been carried out in the world, because of the small course." The longest leg was only a few miles, and the turning point was only very small indeed. Capt. Biard made 39 turns in 1½ hours at a speed of 160 m.p.h. He also referred to the extraordinarily difficult air conditions that prevailed.

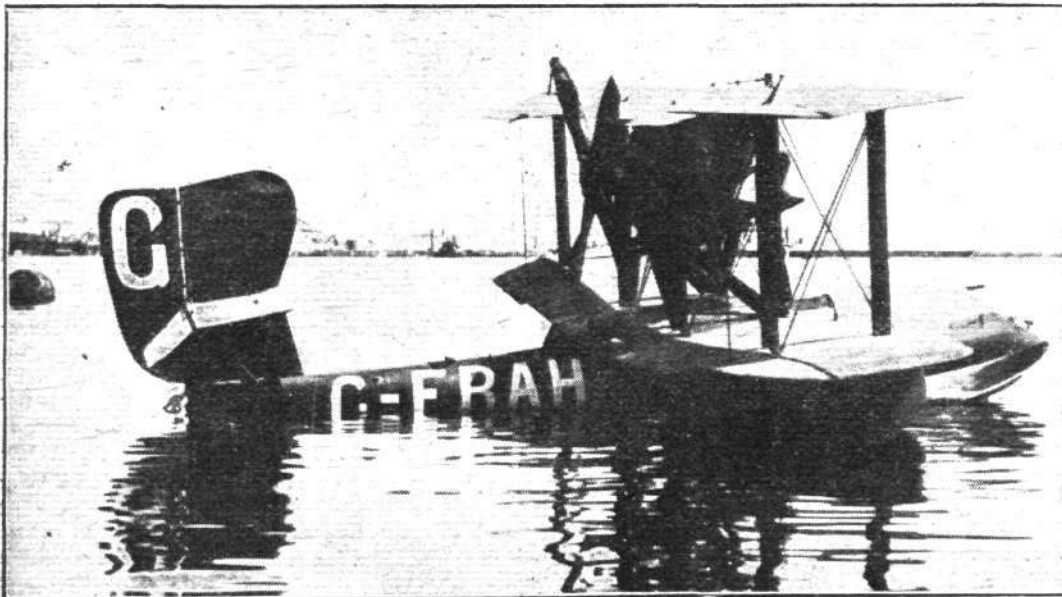
In response to the Mayor, Capt. Biard said: "Mr. Scott-Paine has told you the whole history of the thing, and I don't think there remains much for me to say. Thank you, sir, for



THE COUPE SCHNEIDER: One of the Italian Macchi flying boats. A representative of this firm secured second place in the race.

the reception we have had, and I should like to say how pleased we are to get back again."

After this the whole party, with the exception of the Mayor, adjourned to the Supermarine Works at Woolston, where remarkable scenes were witnessed during the enthusiastic welcome accorded by the staff and employes of the works. Further "speechifying" was indulged in, and Mr. Scott-Paine again told his story of the race, "For he's a jolly good fellow" being a natural conclusion to the day's proceedings.



The Coupe Schneider: The winning Supermarine, "Sea Lion II," Napier "Lion" engine, at rest on the sea off Naples.