

of boat plied the waterways of Biscayne Bay and the Atlantic, from our rococo gondolas to the sea-going yachts of the millionaires.

Fast speedboats and palatial yachts found shelter in the bay. Slim-lined seagoing beauties such as the Astor and Vanderbilt yachts and—an oddity against their modern lines—Colonel E. H. R. Green's gingerbread replica of a Mississippi showboat. Colonel Green, son of the miserly "mistress of Wall Street," bought the yacht club Carl had built on man-made Star Island and made it his home.

The world-record holders of water competition raced the Flamingo course on Biscayne Bay. Among them was Carl's friend, Gar Wood, who fell in love with Miami Beach and built a home there.

The year after the Flamingo course opened in 1916 was a thrilling season on water. Gar Wood made new records with his fast *Miss America IV*. Also Gar Wood raced Gordon Hamersley from the Flamingo course to Key West, a hundred and seventy-five miles away, with a side bet of ten thousand dollars, and won by fifteen minutes. In the same year Gar wood won his thrilling race to New York by water, running against a crack train of the Atlantic Coast Line.

Also this year Commodore Charles W. Kotcher from Detroit raced his *Betty M* against Carl's *Raven* to so close a finish they decided to carry on the contest and race to Key West. Two women friends joined me in this long race in open ocean. We sat on the bridge, above a high running sea, and after five hours of clinging to that washing deck to keep from being swept overboard we were exhausted and drenched to our skins. Carl won—after that hundred and seventy-five miles of turbulent sea the boats were only two lengths apart at the finish—and we arrived in Key West soaking wet, to find ourselves met by a welcoming committee headed by Pete Chase, and were rushed off to a large reception in our honor. Flushed with victory and sunburn, and dripping sea water, we listened to speeches and had our photographs taken clutching the silver cup.

Pete laughed later and said, "The first time I saw you, Jane, you looked like a drowned rat."

Our soaking brought on another Fisher innovation, for it gave Carl the idea of putting forward cockpits into cruisers, providing space in front and giving a wonderful view.

Miami Beach was riding the crest in 1925 when Carl started the Biscayne Bay regatta, which became the oldest continuous regatta in the United States. He had the idea of staging the perfect race between ten perfectly matched boats. By this time he was building his own boats. He arranged with Ned Purdy, his boatbuilder, to build ten small speedboats of identical design, eighteen-footers powered with 100-horsepower engines. These boats were called the Biscayne Babies. Carl financed their building and all expenses, including the ten-thousand-dollar prize money. Before the race, he sold eight of them, with the understanding that they were to be under control of the committee until the final heat.

Carl invited ten automobile race drivers from Speedway to pilot the boats, automobile racing champions who had never driven a boat before. Ray Harroun, Louis Chevrolet, Tommy Milton, Harry Hartz, Peter De Paoli, L. L. Corum, Wade Morton, J. Wonderlick, Phil Shafer, Ira Vail and William Knipper—perfectly matched drivers driving perfectly tuned boats—staged a thrilling race along the bright blue watercourse. It was Louis Chevrolet who flashed to victory over Tommy Milton in a final burst of speed and foam.

During the race it was learned the bottoms of the boats were too light for their tremendous power. This was not Carl's responsibility, but he did not allow the eight boats he had sold to be delivered to their buyers until their hulls were rebuilt.

The Biscayne Bay races for the Fisher-Allison trophies—for Jim had at last capitulated wholly to the Beach's charm and had built a lovely villa on Star Island—and their gold cup races in Detroit became the outstanding events of the boating world. Gar Wood and Carl, though good friends, rowed about rules and regulations. The deed accompanying the Fisher-Allison coveted trophy made it necessary to build progressive designs for both boat and engine. After Gar built six different boats and was disqualified in six different races before being eligible to compete for the gold cup, he finally won three straight heats and be-