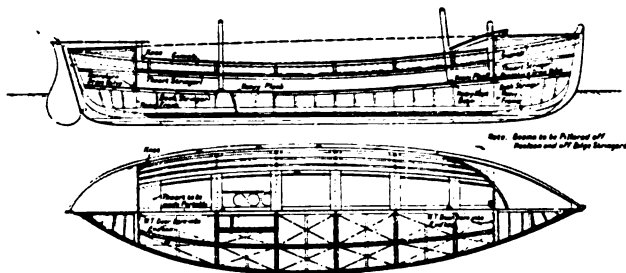


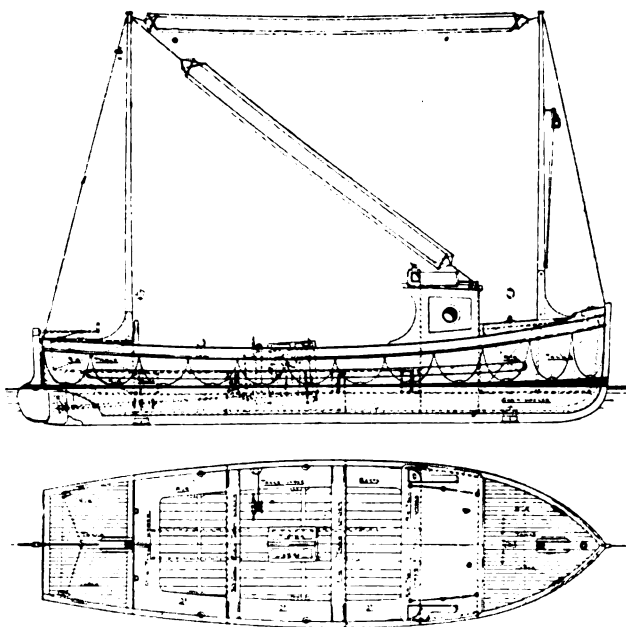
YACHT AND SHIPS' LIFEBOATS

THERE is a tendency, we are pleased to note, to equip large yachts and passenger ships with lifeboats, and we give herewith three examples. A point to be borne in mind is that it is foolish to fit a high-powered engine in a yacht's lifeboat because such results in too small a cruising radius, so a steady speed of 6 to 7 knots is all that is required. The first we describe is of the rowing type, while the others are power boats. There is no doubt that the usefulness of the former would be considerably augmented by the installation of a motor.



Watson-Designed Yacht's Lifeboat

However, coming as it does from the drawing board of G. L. Watson & Co., the notable naval architects and yacht builders, the design has a considerable amount of interest. Built especially for a yacht, and to carry in davits the boat is decked and the planking is double skin mahogany. There is a watertight compartment forward and also aft, these supplying additional buoyancy and keeping the boat dry in the case of head or following seas. There are flotation cases fitted in the hold below deck as well as those above deck. The deck valves are ample to clear any sea which may break over her. A substantial belting of cork covered with canvas runs round



Plans of Lifeboat for R. M. S. Britannic

the sides. The disengaging gear is Robinson's. There is an iron keel and a complete outfit, including a sea-anchor or drogue—one of the most important parts of a lifeboat's equipment. The two masts carry a lugsail each, and there is also a main staysail.

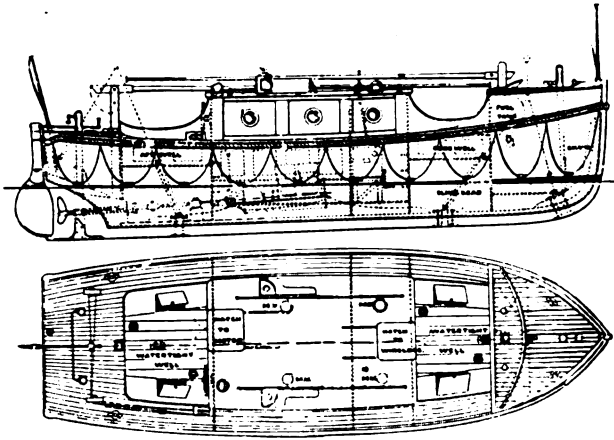
Secondly we have a motor lifeboat built by John I. Thornycroft & Co., for the R. M. S. Britannic, and it may be remembered that they supplied two of slightly different designs for the R. M. S. Aquitania. The length is 34 feet with 10 feet breadth and 4 feet moulded depth. For the purpose of mechanical propulsion a four-cylinder, 4½-inch by 6-inch motor is fitted, and about 15-h.p. is developed, which gives the craft a speed of 6 knots, the engine using gasolene or kerosene fuels. The hull is



Lifeboat for R. M. S. Britannic

built of teak, with American elm frames, and everything is arranged to meet Board of Trade requirements, air tanks, etc., being fitted. While being primarily intended as a lifeboat, the function of this boat is to superintend the remainder of the boats in a time of disaster. A towing post is fitted aft for towing, and thus prevent scattering of the others. In addition there is a wireless room arranged forward, the ariels for which are carried upon two masts hinged in tabernacles. The motor is placed amidships with steering wheel at hand, thus rendering the boat suitable for single-handed control.

Finally we have the boats carried by the Aquitania. This hull also is of teak construction, with 30 feet length, 9½ feet breadth and 4½ feet moulded depth. A 30-h.p. motor is installed, giving a speed of 7 knots, and the lifting weight is about 5½ tons without passengers. This design shows a decided departure from any previously accepted form of ship or yacht's boat. Its primary function is to tow away the ordinary rowing lifeboats from the scene of a disaster, and to carry the doctor, medical stores, and possibly, the officer in charge of the boats. It will also be fitted with wireless telegraphy apparatus, having a range of about 50 miles for transmitting. It would consequently be able to keep in constant communication with steamers in the vicinity. There is ample space for the stowage of blankets, medical stores and other necessities. The engine is well protected by a closed



The R. M. S. Aquitania's Motor Lifeboat

compartment, and would consequently not be affected by heavy seas, wind or rain.

Generally speaking, the design is probably one of the best and most practical proposals to meet the difficulties experienced in life-saving at sea. Forward of the motor space a soundproof room is fitted for the wireless operator. There is a short deck at each end, and a wide gangway fore-and-aft. Also, both forward and aft, a watertight well is arranged, fitted with seats and lockers.

The trouble with all these modern lifeboats, says the Oldman, is that they are too heavy and offer difficulties when launching, especially when crowded with women and children, and what is wanted is a strong, but much lighter type of craft.

BABY RAMBLER

THERE always is something particularly attractive about a good seaworthy runabout but just where the fascination lies is hard to explain. Perhaps it is in the graceful way she silently glides through the water, forming a distinct contrast to the short jumps of the skimming-dish class of hydroplane that bounds over every little wave with a harsh roar. On the other hand it may be due to the slick and graceful lines of the boat, again contrasting with the racer, which usually is devoid of all beauty.



Baby Rambler

A runabout that forms no exception to the rule is Commodore Chas. E. Greening's Baby Rambler, which has given her owner more pleasure than anything he has previously owned. Although the boat was new in the early Summer, we understand that she already has two thousand miles to her credit without giving any trouble. Commodore Greening has driven her in the vicinity of Monroe and Detroit, Mich., and is taking her down to his Winter home at Miami, Florida.

Baby Rambler is 28 feet 6 inches long by 6 feet breadth and 20 inches draught, and is driven by a six-cylinder, $5\frac{1}{2}$ -inch by 6-inch Van Blerck motor, which turns a 20-inch diameter by 32-inch pitch propeller as high as 1,400 r.p.m. At this speed about 130-h.p. is developed, and it is claimed that 35 m.p.h. is attained, but we are inclined to think that about 30 m.p.h. is nearer the



A 30-Ft. Hand V-Bottom Cruiser, Powered with a 40-H.P. Loew-Victor Engine. Speed 15½ M.P.H.

mark, unless the motor develops more than its rated power, as is quite likely. During the race meet at Put-in-Bay this Summer, Baby Rambler was the center of interest through her ability to go and to stand up against bad weather and choppy water at high speeds. Equipped as she is with an electric starter, etc., the operation of the boat is just as easy and simple as the operation of a modern touring car, no more trouble and much less dirt and dust, with the advantage of plenty of room.

FROM STEAM TO MOTOR

THE East Asiatic Company have announced that they will sell ten of their largest steamers and build additional motor ships, so in future nothing will be run by the company but motor ships, except a few steamers at their coaling station at St. Thomas, W. I. They recently converted three steamers with a fair amount of success, and already have half a dozen motor ships in regular service.

GASOLINE 50 CENTS PER GALLON

IN England the prices of gasoline have gone up since the war, and the best grade is now 50 cents per gallon, of which 12 cents is Government tax. There are three grades of spirit, and the other two are sold at 48 and 46 cents, respectively. Motor-boat owners, however, can obtain their fuel cheaper because they are allowed a rebate of the entire tax. The reason of this is that the tax was originally imposed to cover the cost of upkeeping roads and the motor boats naturally do not use the roads, so were exempted. However, all the tax now goes to the war bill, but as yet motor-boat owners have not been called upon to pay, which is only fair when one considers that hundreds of owners have loaned their boats to the naval authorities.