

The engine room is forward of the galley and will have a six-cylinder, 36-h.p. Hall engine similar to the one that drove Caliph to victory in the race from Havana to Atlantic City, N. J. On the starboard side of the engine room is a ladder leading to the bridge, a large workbench and a platform for the auxiliary machinery, which will consist of a Richardson generator connected to a Brown engine and having a clutch operate the bilge and air pumps. On the port side of the engine room is a transom for the crew with a tool locker under, and there is a pipe berth if another man is carried.

Forward of the engine room is a stateroom with a toilet. This is for the use of those amateurs who ship as crew in a long-distance race. The boat is so laid out that the entire deck can be used for passengers. The side decks are 2 feet 6 inches wide in the clear and the main cabin top is built with very little camber, so that it can be used as a deck on which steamer chairs can be employed. The bridge deck is very roomy and gives a well-protected place for the helmsman. As the owner wanted to be able to handle the boat under sail, two heavy spars are stepped, carrying gaff-headed trysails and staysails. A square yard on the foremast is also fitted to carry a large square foresail for running.

There is a tunnel aft for the propeller so that the draught is reduced to a minimum, bearing in mind the requirements of seaworthiness. The boat presents a very handsome appearance with a sweet sheer and well-balanced bow and stern. A powerful stack, located about amidships, takes the smoke pipes from the fireplace, and the two polemasts are spaced symmetrically in relation to the stack.

The cabinhouse is built of Honduras mahogany. The interior joinerwork is of sycamore finished bright. This wood finishes with a beautiful grain, is brighter looking than mahogany panel work, and does not have the bare look of white enamel.

The general dimensions of the boat are:

Length o. a.....	55 feet 0 inches
Length w. l.....	50 " 0 "
Breadth	11 " 6 "
Draught	2 " 6 "



THOUSAND ISLAND Y. C. ONE-DESIGN CLASS

QUITE a number of the most successful One-Design Class boats have been designed by Mr. William Gardner, of New York City, and when the members of the Thousand Island Y. C. decided to revive sailing on the St. Lawrence River, they turned to Mr. Gardner for the design. As will be seen from the accompanying sketch and illustration, the designer has succeeded in turning out a sweet little boat which should provide good racing and day sailing. Ten in all were built.

The boats are 26 feet 3 inches over all, and the draught was held down to 2 feet 6 inches. All material entering into the construction of the boat was of the best. The frames are of Connecticut white oak $\frac{3}{4}$ -inch square and where possible, they are in one piece, completely around inside the boat from gunwale to gunwale. The planking is of cedar $\frac{1}{2}$ -inch thick with sheer-strakes and garboards of yellow pine $\frac{5}{8}$ -inch thick. The planking is brass-screw fastened and the little boats are strong and substantial. The lead keel weighs 960 lb, and the spars are solid, since an extreme racing type was not required.

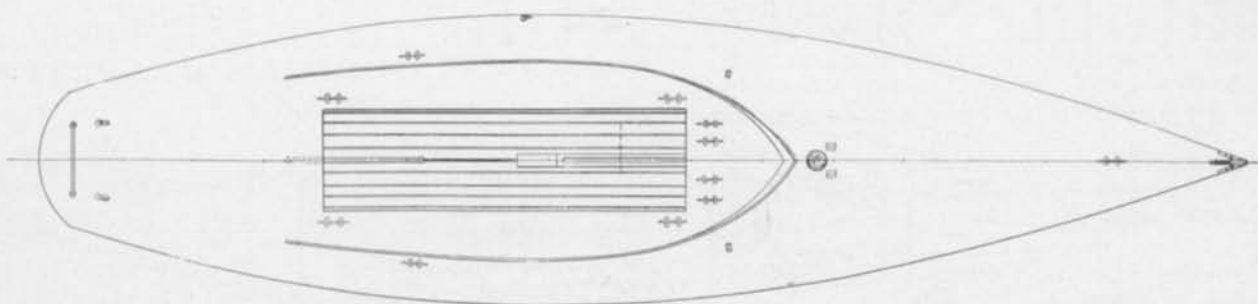
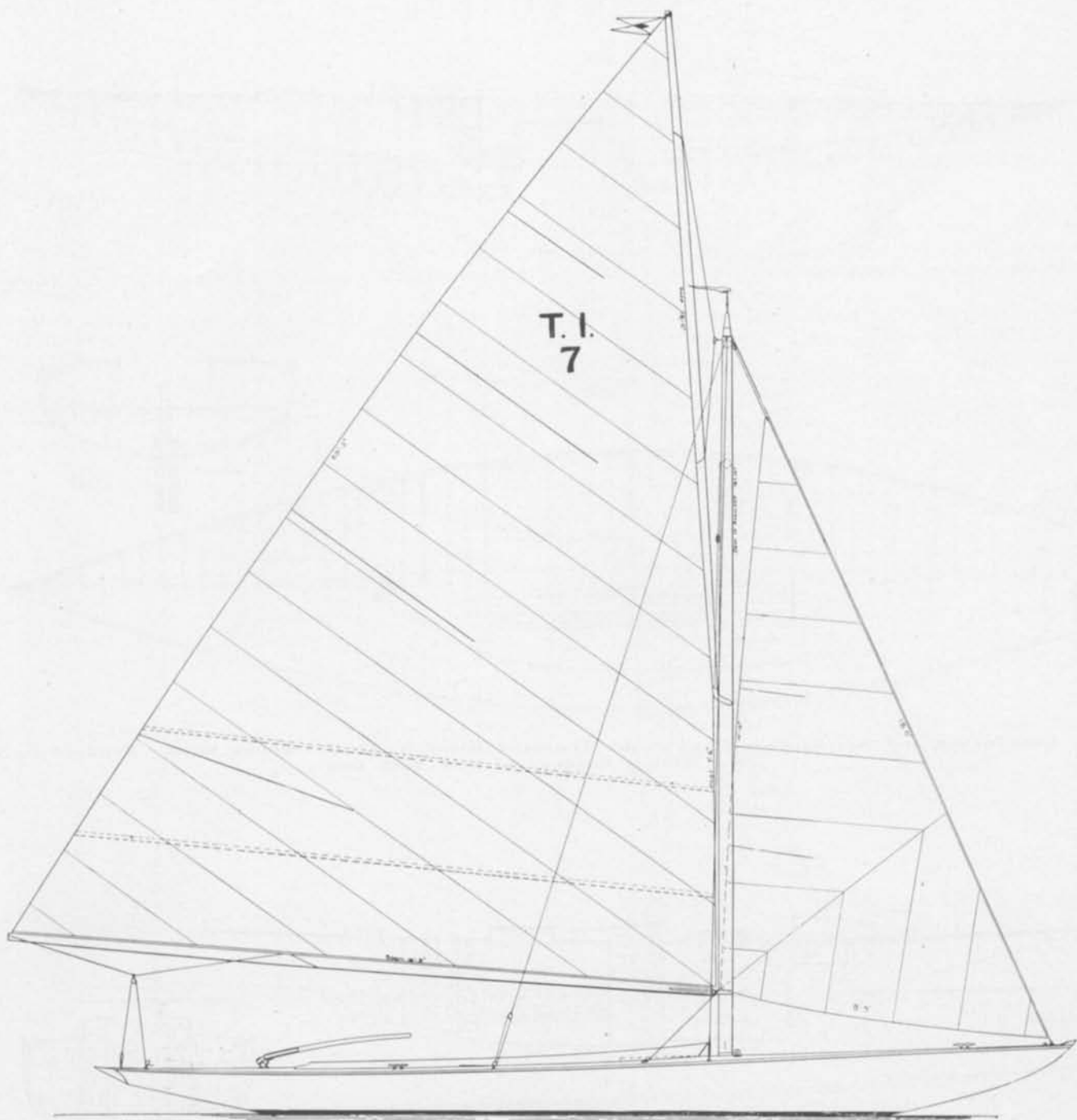
The boats were built by Leyere Boat Works, of Ogdensburg, N. Y., and the sails were made by Bottger Brothers, of City Island, N. Y.

General dimensions are as follows:

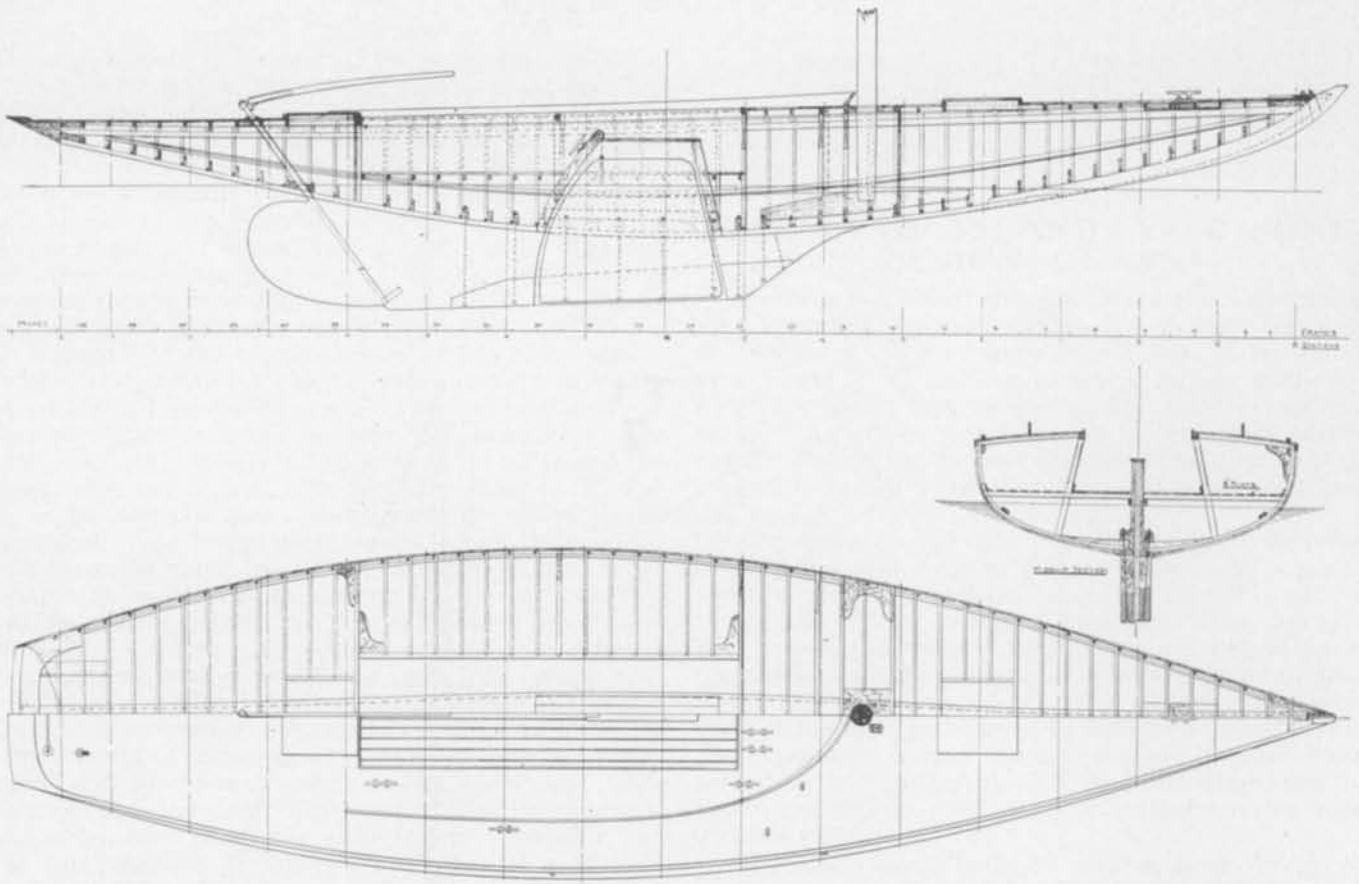
Length o. a.....	26 feet 3 inches
Length w. l.....	16 " 9 "
Breadth	6 " 6 "
Draught	2 " 6 "



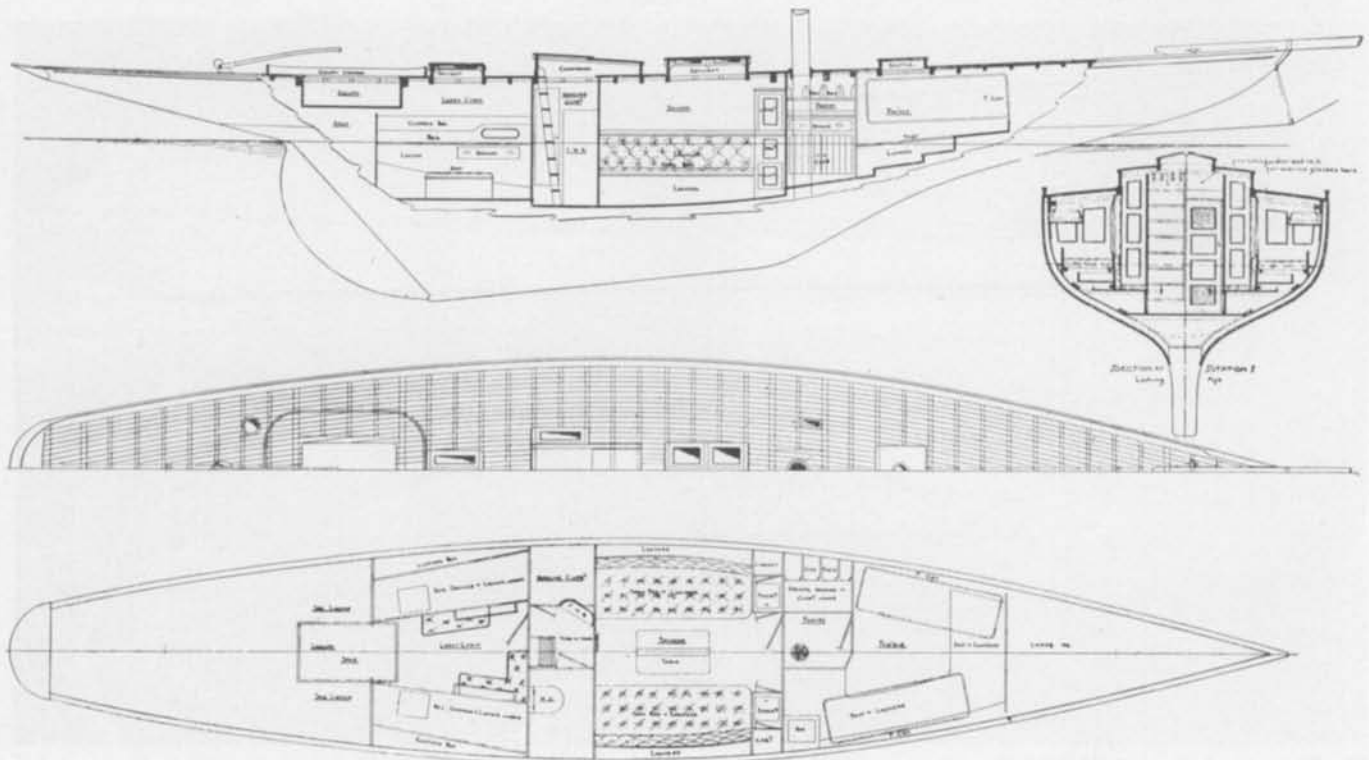
Betty, One of the Thousand Island Y. C. One-Design Class Boats



100 Thousand Island Y. C. One-Design Class, 26 Ft. 3 In. O. A. Designed by Mr. William Gardner,
 of New York City



Construction and Arrangement Plans of the Thousand Island Y. C. One-Design Boats. Designed by Mr. William Gardner, of New York City



Arrangement Plans of 10-Metre Class Yacht Described on Opposite Page