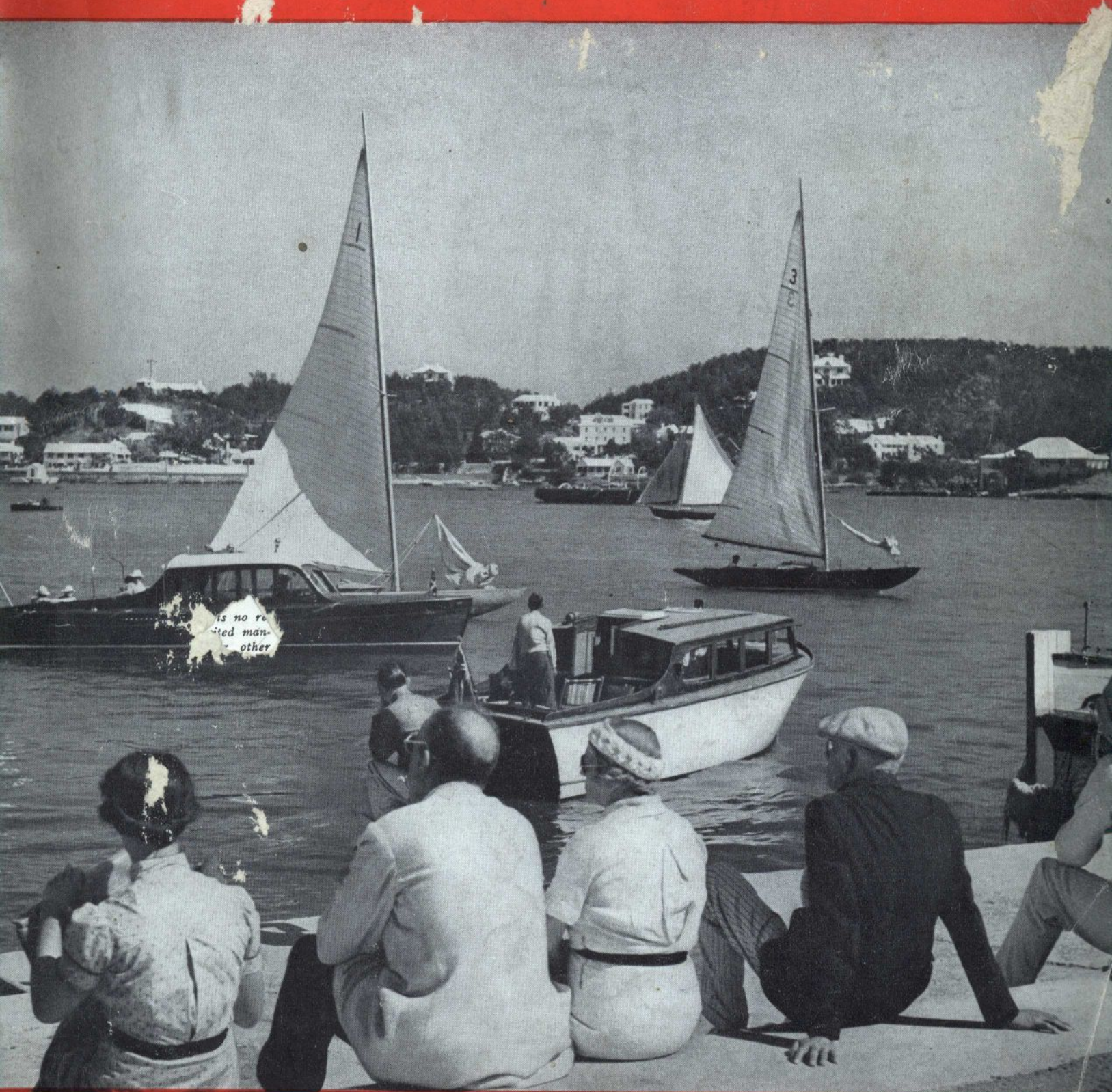


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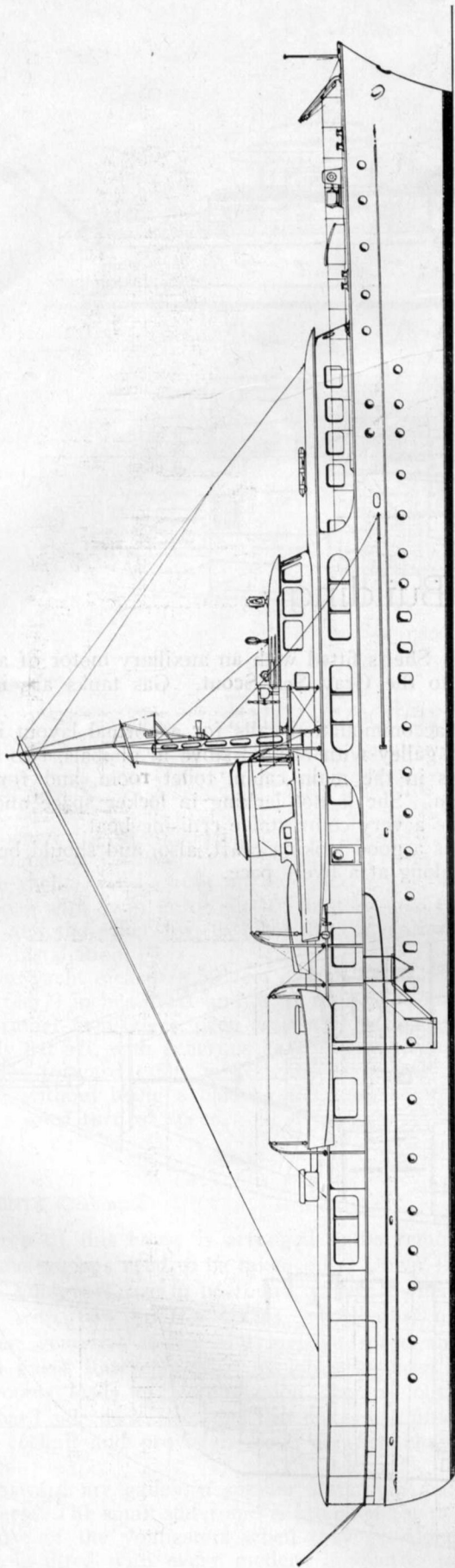
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The Largest Yacht of the Year

Now under construction at the yards of the DeFoe Boat & Motor Works, Bay City, Michigan, this twin-screw steel motor vessel is the largest yacht to be built in this country for several years. For a member of the New York Yacht Club, whose identity cannot be revealed, this yacht was designed by Cox & Stevens, Inc., New York, and Gibbs & Cox, the affiliated firm which does all the engineering work on the larger work undertaken by the former company.

Slightly under 300 gross tons, the yacht measures 144 feet 7 inches overall, 136 feet waterline, 23 feet molded beam, and 8 feet extreme draft. She is of steel, all welded construction throughout, including all deck erections, and will be built with longitudinal rather than transverse frame construction. Shell plating will be flush throughout. There is to be a complete watertight steel deck or flat at the berth deck level, forming what is practically a double bottom, producing a very rigid structure. The yacht will include all the desirable developments in engineering and shipbuilding practice in recent years and will be built to the highest class of the American Bureau.

Perhaps the outstanding feature of her design is that the machinery space is aft. This is naturally a desirable arrangement, as it leaves the widest part of the vessel for living quarters, and removes them from shaft noise and vibration. Also the midsection feels pitching motion at sea the least.

This type of propelling machinery installation was made possible through the kind of light weight Diesel power plant available today. The main engines in this yacht are two of the latest Winton design Diesels, driving twin propellers through mechanical gearing. Their relatively light weight makes possible their being placed far aft without disturbing the weight balance of the yacht in any way. Hence no distortion of the hull lines aft has been necessary to support this weight and the installation does not work to the disadvantage of either the speed or seaworthiness of the design.

Another feature of the design is that partition bulkheads and the entire interior structure that is not of steel, will be of fireproof material throughout. Likewise sound proofing and heat insulation is employed throughout the ship where the living quarters are likely to benefit by it. All living quarters are also air conditioned.

In appearance the yacht follows the best modern practice with some attention paid to elimination of wind resistance and no unnecessary superstructure, unless you include the stack, which, however, tends to give a more finished effect to the profile and does serve as an exhaust for the galley range. The flying bridge just abaft the sunken deckhouse is gracefully rounded at its wings and adds a practical touch topside. Maximum visibility for maneuvering purposes is afforded and all the controls in the pilot house are duplicated here.

The yacht, while not primarily designed for offshore cruising, is of relatively heavy displacement. She is designed to have a sea speed of 16 statute miles an hour.

