



Wm. F. Ladd's Alamo, a Striking Type

The new Diesel yacht Alamo, plans of which are published here, will prove doubly interesting inasmuch as it will probably be the first of the 1932 yachts to appear in Florida waters this coming winter. Alamo is being built for William F. Ladd of New York from designs of Tams, Incorporated. It follows closely the lines of several of her predecessors, notably Avalanche, which created a distinctive style in yacht designs.

The new boat will be 140 feet in overall length, 23 feet beam, and have a draft of 7 feet 9 inches. A very large fuel capacity has been provided for, being sufficient to give her a cruising radius on one fueling of 4,000 miles. Fresh water tanks which carry 5,500 gallons will also be sufficient for a cruise of this length.

In the accommodations a departure has been made from the usual arrangement whereby there was a large owner's stateroom clear across the ship after the engine room which in many cases is much too short for the width of the room. The way this yacht has been laid out, it makes every stateroom a very comfortable and well proportioned room and with its adjoining bath provides the additional comforts so much desired on the present-day yachts.

The steel construction of Alamo in itself is very unusual, inasmuch as the usual practice of caulking and

cementing in the way of seams has been eliminated as this is entirely overcome by the modern practice of welding these seams. In doing this an unusually smooth job is assured. For power a pair of 6-cylinder Winton Diesel motors developing 375 hp. each will be installed. With this power a speed of 16 miles an hour will be obtained. The lighting plants will also be supplied by the Winton Engine Corp., consisting of two 15-kilowatt Diesel-driven generators which are of ample capacity to provide for the operation of all the modern electrical equipment, including the refrigerators, which are being installed. One additional feature that has been worked out by the engineers of Tams, Incorporated, and perhaps the only architects so far to have taken this up, is the use of S.K.F. roller bearings on the main drive shafts. In using these it has been found not only to eliminate every possible chance of vibration but at the same time it eliminates the annoyance of frozen bearings and the usual repairs, and disturbances to the owner's quarters in reaching them.

The work on the boat is being rapidly completed by the Mathis Yacht Building Company who will have her ready in time to go to Florida with the usual southern bound fleet and it is a foregone conclusion that she will be one of the outstanding boats of the 1932 season.

