

linen lockers, bathroom, etc. In the after house on the main deck is the smoking room and the owner's sitting room and office; aft of which is the vestibule leading to the owner's quarters below, which consist of a drawing-room going the full width of the ship. Aft of this are two other staterooms, with bath adjoining and communicating. The officers' quarters are aft of this; the crew's quarters at the forward end.

A GASOLINE LAUNCH FOR CRUISING.

One of the signs of the times in the yachting world is the extended use that is being made of the gasoline launch for cruising—not for a mere half-day trip, or brief run between two adjacent harbors, but for genuine cruising that may last into the weeks or months. Hitherto the small cruiser has usually depended upon sail power alone, being either sloop, yawl or knockabout; but to-day there is a growing demand for gasoline launches that are fitted with all the sleeping, cooking and lavatory accommodations necessary for cruising. We illustrate a launch of this type that is built by the Lozier Motor Company, of Plattsburg, N. Y.

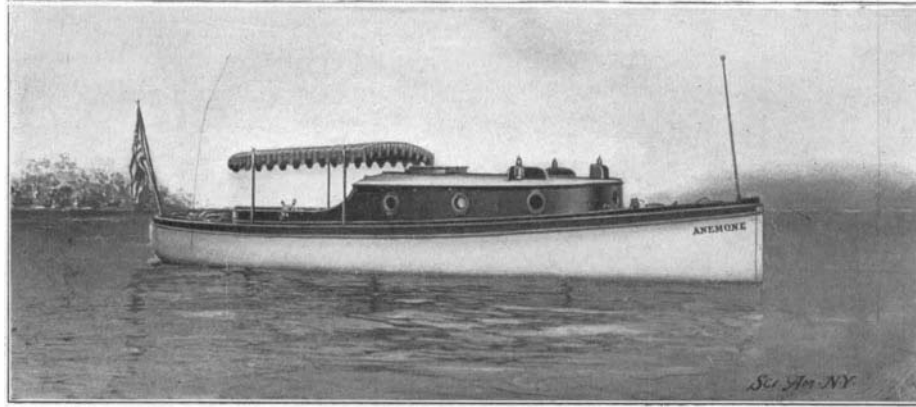
The danger from gasoline explosions—be it real or imaginary—has deterred many from using a gasoline launch with a tight cabin where an accumulation of gas may render an explosion quite possible; but in this boat the danger has been guarded against by placing the gasoline tank in the bow and separating it from the rest of the boat by a watertight bulkhead. The gasoline is conducted from the tank to the engine by a seamless brass pipe running outside of the hull, so that there is no possibility whatever of gasoline or gas finding its way into the cabin. This watertight bulkhead also acts as a collision bulkhead, and renders the boat non-sinkable.

The length of the boat over all is 31 feet 7 inches; beam, 7 feet 2 inches; and her extreme draught 28½ inches. The forward deck is 5 feet 3½ inches in length. Aft of this comes the main cabin, 7 feet in length, fitted with a transom on each side with ex-

tension lids, allowing their being used as berths. Aft of the cabin is a passageway 4½ feet in length. On the starboard side of this, immediately aft of the cabin, is a wardrobe locker extending from floor to ceiling and entered by a door opening from the passage-

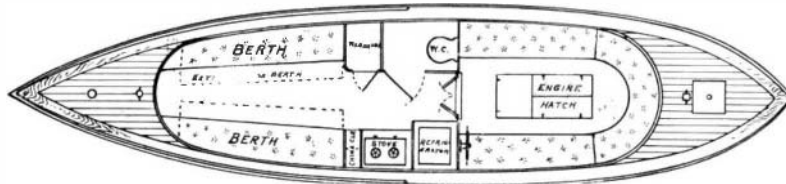
dated in the main cabin. The floor of the cockpit is 7 inches above the water-line, and is self-draining.

The motive power is furnished by a 7½ horse power Lozier single cylinder, two-cycle engine, equipped with magneto, batteries and reversing mechanism. The engine is inclosed in a portable oak case with folding hatches; the top of this case being on a level with the cockpit seats allows the same to be utilized as a dining table in fair weather. The generous amount of space given to wardrobe, china closet, the refrigerator, and the stowage space afforded by the lockers underneath the seats in the cockpit, together with the fact that the gasoline tank has a capacity of 54 gallons, allows this craft being taken on an extended cruise.



A CRUISING GASOLINE LAUNCH.

Length, 31 feet 7 inches. Beam, 7 feet 2 inches. Extreme draught, 2 feet 4½ inches.

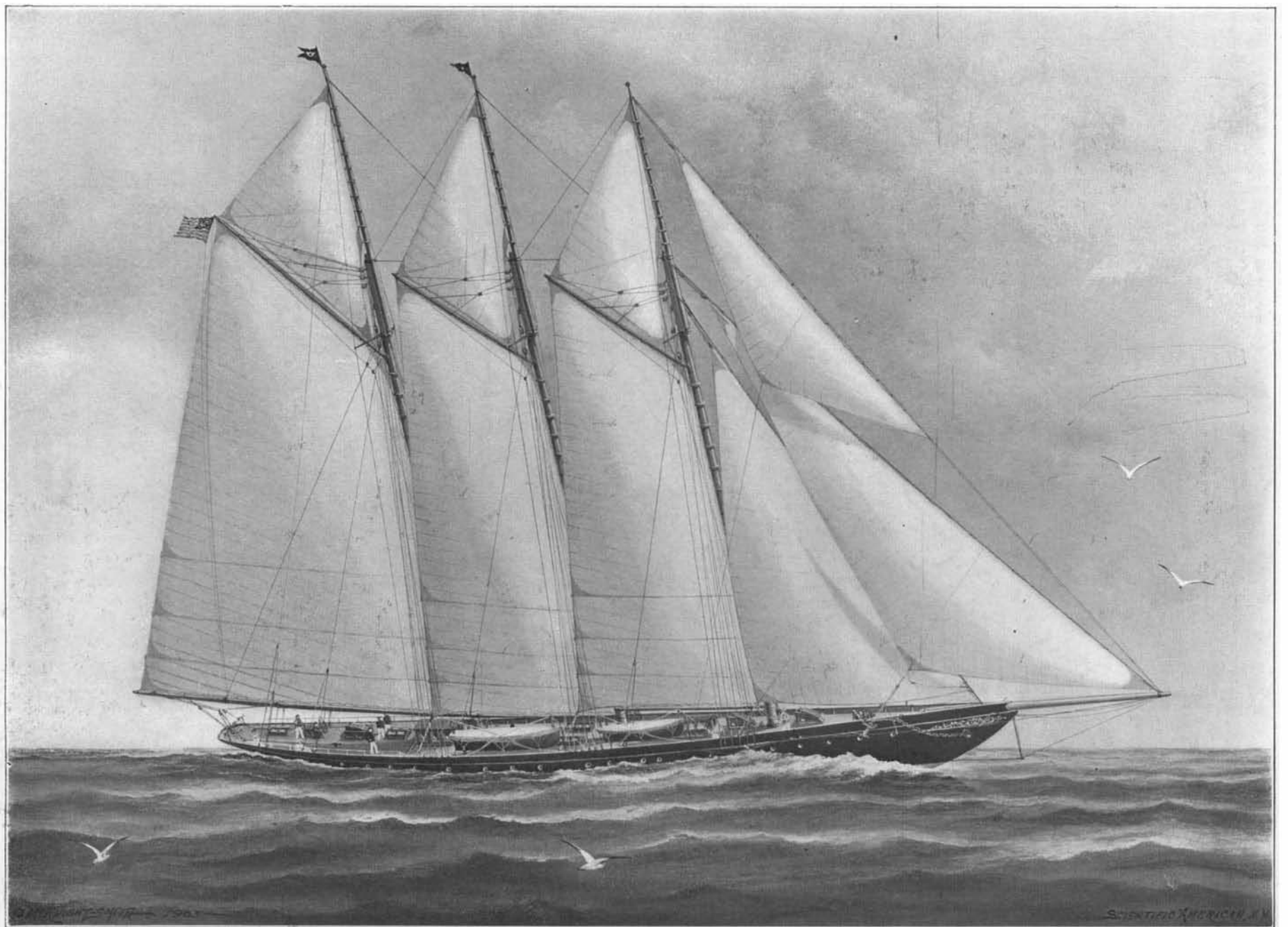


DECK PLAN, SHOWING ACCOMMODATIONS.

way. Aft of this is the toilet room, finished in quartered oak panels and entered from the passageway by a door. On the port side of the passage is situated a china closet; aft of this is a brass-lined compartment for the oil stove, and aft of this is an asbestos and zinc-lined refrigerator. Underneath the stove compartment is a provision box. A double door from the passageway leads into the cockpit, which is 8 feet long. The cockpit is furnished with seats all around. The seats at the side of the engine are fitted with extension lids, so that they may be used for berths if it is desired to sleep more people than can be accommo-

NEW THREE-MASTED AUXILIARY SCHOONER.

One of the largest fore-and-aft sailing yachts ever constructed, and certainly the fastest auxiliary of this rig, is the extremely handsome three-masted schooner of which we show an illustration on this page. The new schooner, which is from designs by William Gardner, of the firm of Gardner & Cox, is a noble craft of a water-line length of 135 feet and 184 feet in length over all. Her extreme beam is 29 feet and she has the moderate draught of 15 feet. For windward work she carries a rectangular centerboard, 20 feet in length, which when down will give an extreme draught of about 20 feet. The board is arranged to house below the floor of the vessel, consequently there will be no interference of the centerboard trunk with the interior cabin accommodations. The vessel shows the beauty of modeling which characterizes this designer's work. While her midship section is powerful, it is free from any of the extreme features which are seen in many modern vessels intended, as this one is, for high speed. The bilges are easy, the garboards well filled out. The water-line shows a fine entrance and run and, by virtue of the great length of the yacht, the designer has obtained what are probably the easiest and longest diagonals ever



NEW THREE MASTED AUXILIARY SCHOONER NOW BEING BUILT FOR WILSON MARSHALL, ESQ.

Length on waterline, 135 feet. Length over all, 184 feet. Beam, 29 feet. Draught, 15 feet. Motive Power: One triple-expansion 350-horsepower engine, two Army boilers.