

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.

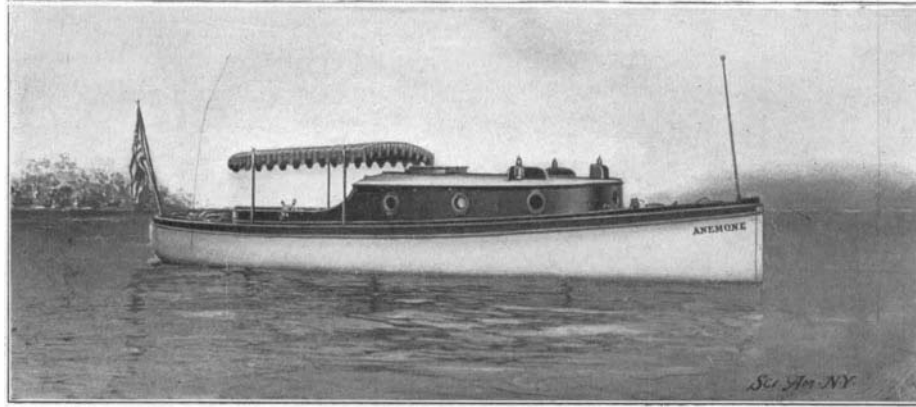
The danger from gasoline explosions—be it real or imaginary—has deterred many from using a gasoline launch with a tight cabin where an accumulation of gas may render an explosion quite possible; but in this boat the danger has been guarded against by placing the gasoline tank in the bow and separating 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-

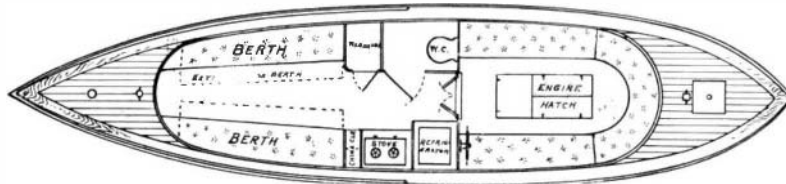
dated in the main cabin. The floor of the cockpit is 7 inches above the water-line, and is self-draining.

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.

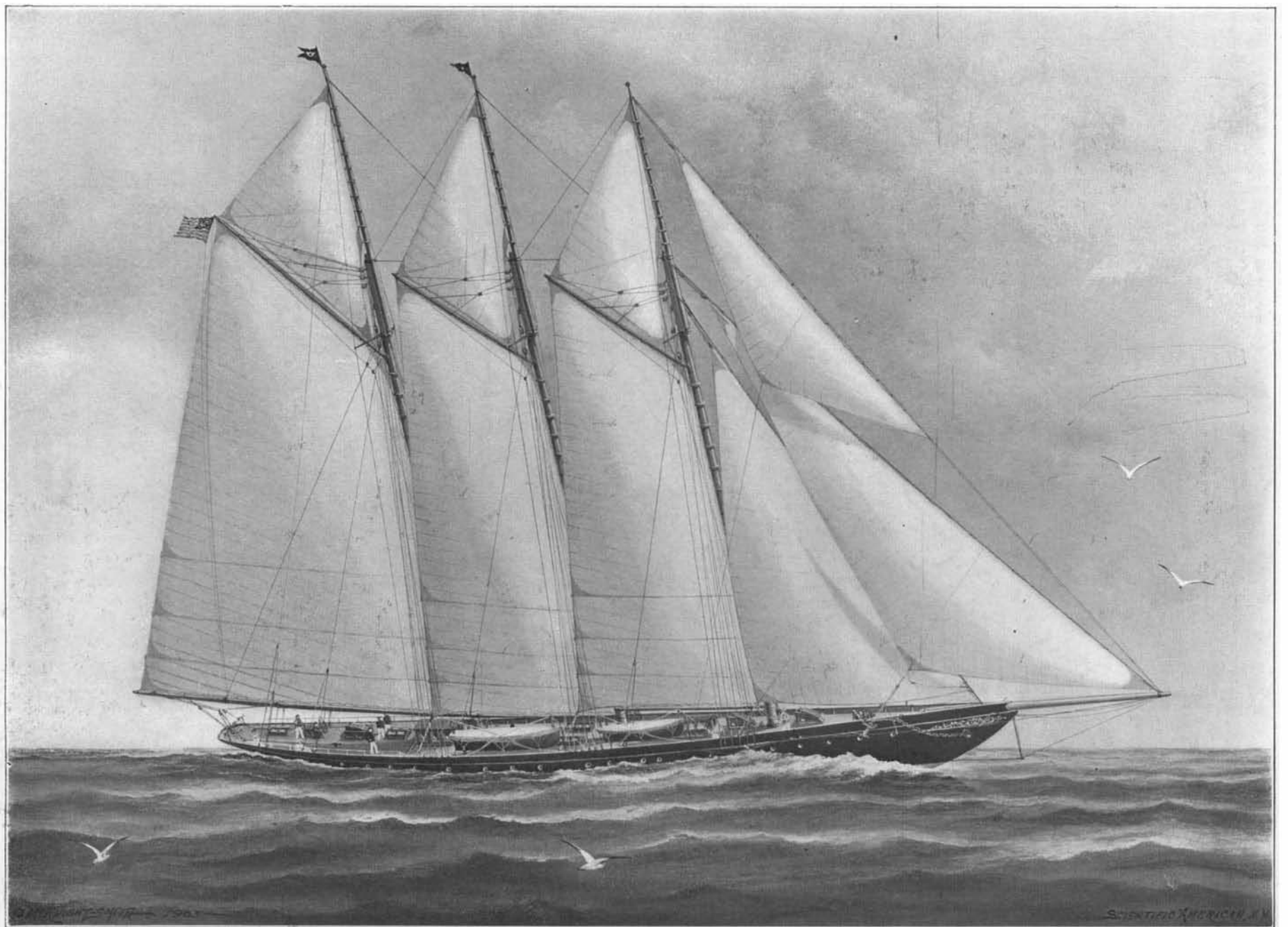


DECK PLAN, SHOWING ACCOMMODATIONS.

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 850-horsepower engine, two Almy boilers.

seen upon a large schooner of this type. The model is one of the sweetest and fairest we have seen for a long time and there is no question that, with started sheets, the craft should be able to reel off the knots at a speed equal to that of the famous "Sappho" of former years.

As the schooner is intended mainly for cruising, it was considered desirable to carry her big sail plan upon three sticks, and while this will render her not quite so fast a boat in windward work, it will, of course, conduce greatly to ease of handling, especially in heavy weather. The foremast is 72 feet to the hounds, the mainmast 76 feet, and the mizzen 79 feet, while the respective topmasts measure 48 feet, 52 feet and 54 feet. The gaffs of the foremast and mainmast are both 33 feet in length, while the mizzen gaff is 49 feet. The booms measure respectively 34, 33 and 78 feet in length. The bowsprit has a length outboard of 27 feet and the spinnakerpole is about 70 feet

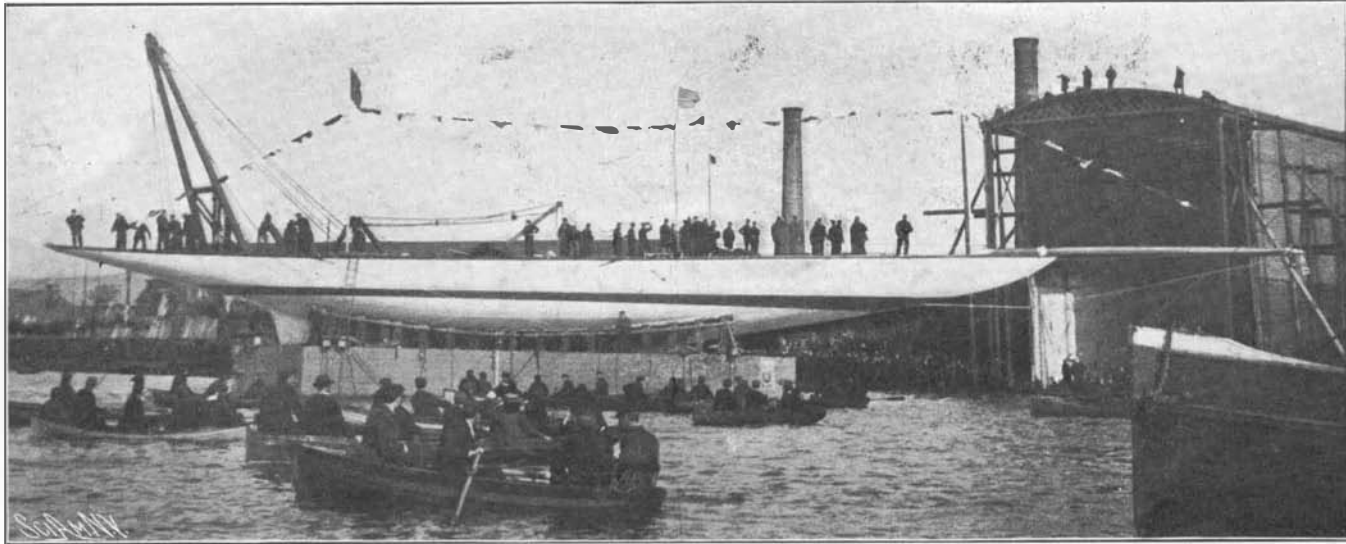
in length. The yacht carries a 350 horse power triple-expansion engine and two Almy water-tube boilers, the engine and boiler rooms being located between the fore and main masts. On the starboard side of the engine room are seven staterooms for the captain and officers, while the rest of the space forward of the mainmast is occupied by the pantry, galley, and accommodations for the crew, which latter include fourteen bunks. Just abaft of the mainmast is a bulkhead, abaft of which, on the port side, is the breakfast room and on the starboard side a stateroom. Abaft of these is the main saloon, which extends entirely across the yacht with a width of 28 feet. Then comes the second bulkhead, abaft of which, on the starboard side, are two state-

rooms and on the port side a stateroom and two separate bathrooms, while amidships in this compartment is located a lobby reached by the main companionway, which leads down from a deckhouse just abaft of the mizzenmast. Abaft of the companionway is the owner's stateroom, which, like the main saloon, extends entirely across the vessel.

Our drawing, which represents the yacht close-hauled on the port tack, serves to show the lofty bow and handsome sheer of the vessel, and the general beauty of the deck lines. Altogether, the new craft, which

of her predecessors were easily distinguishable. In the bold bid which "Shamrock II" made for success in her contest with "Columbia," Mr. William Fife had in his designing of "Shamrock III," strong temptation to follow the same lines, but an inspection of the new boat, opportunity for which was kindly given by Sir Thomas Lipton to our representative before the hour fixed for the launch, showed that he had chosen to return in some very essential features to the type of model of the "Britannia"—whose successful defeat of "Vigilant" led to the embodiment by Herreshoff of "Britannia's" lines, greatly refined, in "Defender." The result is that "Shamrock III," while having the outstanding features which have characterized all the recent Cup racers, possesses important developments which may, and probably will, make her the most formidable of the series of challengers. In waterline length there is little to distinguish "Shamrock III." from the other vessels built specially for Cup racing.

It has long been a conviction with designers that the time allowance given for lack of waterline length does not put the shorter boat on a level with the yacht of greater length, and their desire has therefore been to build as near the allowable limit of 90 feet as possible. "Shamrock III." comes within a few inches of this limit, how many inches will not be known even to those in charge until the official measurement is made, but in the matter of over-all length—which goes untaxed—the new challenger is more extreme than any cup yacht which has been built. Forward she has an overhang of 25 feet, and a similar length in the counter brings the total length from stemhead to taffrail to 140 feet. The beam also presents another peculiarity which is well worthy of



THE "SHAMROCK III." ON THE PONTOONS ON WHICH SHE WAS LAUNCHED.

is being built for Mr. Wilson Marshall, the former owner of the schooner yacht "Atlantic," will be one of the most imposing and handsome sailing craft of the year

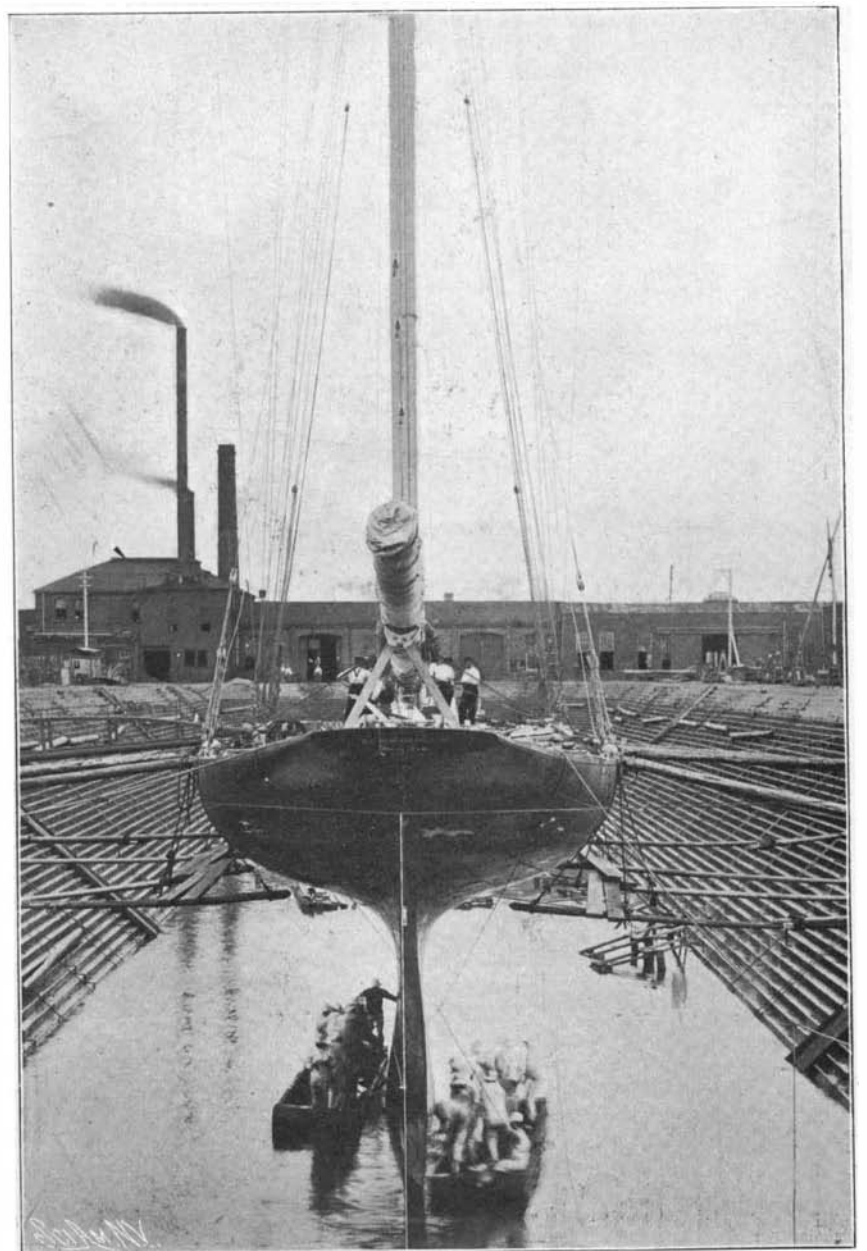
THE LAUNCH AND EARLY TRIALS OF "SHAMROCK III."
BY OUR GLASGOW CORRESPONDENT.

In measurements alone the third Lipton challenger would stand out as distinct from any of the recent yachts which have crossed the Atlantic to do battle for the "America's" Cup. Hitherto the challengers, with the possible exception of "Valkyrie III.," designed by Mr. George L. Watson, have followed a distinct line of development. The progress from one to the other was easily traced, and the efforts made in each succeeding boat to make good the apparent weaknesses

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STERN VIEW OF "SHAMROCK III." SHOWING HER BROAD AND POWERFUL QUARTERS.



"SHAMROCK II." IN DRYDOCK AT THE ERIE BASIN, SHOWING HER SHALLOW AFTERBODY AND NARROW STERN.