



NO. 576.

*Builders No. 203*

SPECIFICATION

of a

TWIN - SCREW MOTOR YACHT.

DIMENSIONS.

Length - On Load Water line - say 76 ft.  
" - Over all..... - " 80 ft.  
Breadth - Moulded..... - " 17 ft.  
Depth - Moulded (amidships) - " 9 ft. 6 ins.  
Headroom in Deckhouse 6 ft. 3 ins, and in  
Cabins 6 ft. 6 ins. - clear under the beams.

GENERAL DESCRIPTION. - To be built generally as shown in accompanying plans; with convex stem, and cruiser stern; Deckhouses and engine casing amidships. To be rigged with one mast. Fitted with power driven windlass, off one of the main engines.

MACHINERY. - See separate specification.

DRAWINGS, MODELS, ETC. - A sheer-draft will be supplied, also profile, deck plans, and rigging plan. The builders shall however as usual, make all their working plans, which are to be submitted for approval.

Auxiliary machinery is to be arranged to balance about centre line: any unbalanced weights to be counteracted by cemented-in ballast.

The surveyors to be consulted on matters of detail and methods of carrying them out in all departments.

On completion, the builders to hand over a complete set of plans, of the vessel, her engines, lead of all pipes, electric light, bell wires, etc. etc.

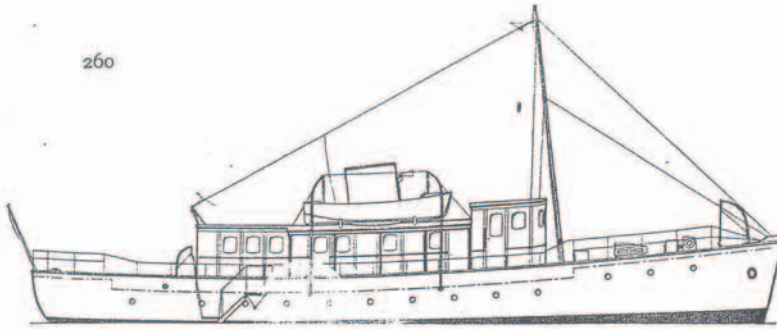
WORKING MODEL.

A working half-model to be prepared: ate lines, keelsons, bulkheads, stringer ngs, sidelights, ports, etc., to be dra on, that the best arrangement of shell-pl, seams, butts, etc. etc., may be secured.

SPEED, TRIALS, ETC. - The vessel on trial to carry all ballast, boats and outfit, fresh water /

*5/4/37*

G. L. WATSON & CO.  
17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100



STEEL DIESEL YACHT  
BUILDING  
at GREENOCK

*New 90-tonner by Watson's*

**I**N these days we are fast learning that at relatively moderate cost it is possible to build motor yachts whose accommodation is, indeed, remarkable for their size. And, what is more, there is no need to go abroad to find builders for smallish steel yachts, for there are plenty in this country ready to build at as keen prices as any others.

There is no denying the fact that there is a tendency towards less luxurious appointments, and perhaps not the same perfection of finish that used to characterise nearly all yachts, and, when all is said and done, this tendency is wholly understandable. Yachting, sail, steam or motor, used to be a luxury pastime, but it is growing out of such limitations, and growing fast.

Whatever the style and finish of a ship there are some aspects from which economy should never be over-stressed. A ship must be well designed, well and honestly built, and

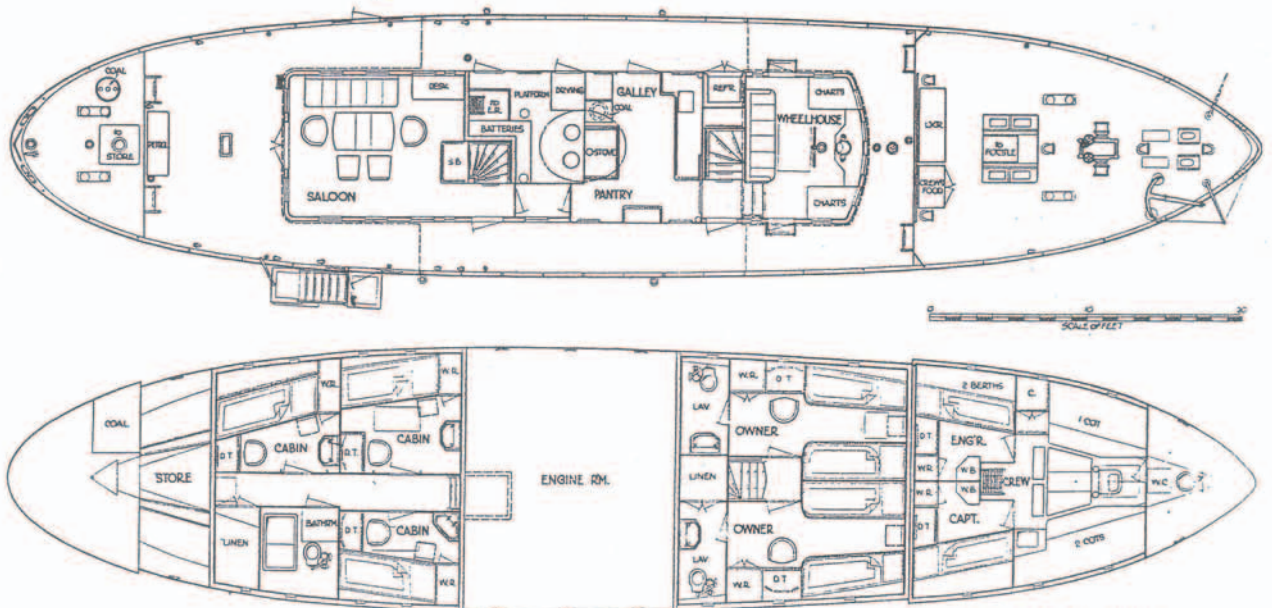
| DIMENSIONS AND DATA    |                |
|------------------------|----------------|
| Length overall         | 80ft. 0in.     |
| Length L.w.l.          | 76ft. 0in.     |
| Beam outside           | 17ft. 0in.     |
| Depth moulded          | 9ft. 6in.      |
| Draft extreme          | 7ft. 3in.      |
| Displacement (approx.) | 100 tons       |
| Thames measurement     | 90 tons        |
| Engines                | Gardner Diesel |
| Total Power            | 204 h.p.       |
| Speed cruising         | 10 knots       |

powered with good machinery. Without these three essentials a patch of bad weather may bring with it anxiety to the point of positive distress. The knowledge that one is in a good ship is of untold value when one meets some heavy weather with no port of refuge within a hundred miles.

One of the largest yachts building on the Clyde at present is quite a small

ship. Only 90 tons T.M., to be exact. But she has remarkable accommodation for her size. One would hardly describe her as a pretty ship, for she is too short to be really graceful, and her deckhouse is high in proportion to her length. Were it not for the fact that she is designed by G. L. Watson and Co., we should be inclined to distrust that lofty deckhouse with two boats carried on top, but the designers know exactly what they are doing when it comes to such matters of stability, and we have yet to meet a Watson ship that was not a fine, honest seaboat.

To start with, she has plenty of beam—17ft. on a 76ft. waterline length. Then her 'midship section is that of a "ship," not that of a "boat," which means a great deal to those with experience, although it is difficult to convey a clear impression of that difference to the uninitiated. Her displacement is much greater than that of many 76-footers that we



Full use is made of the large beam in planning the accommodation



know in spite of light machinery. So one really need have no doubt about her ability to carry her top weight.

She is now pulled up at George Brown's yard at the James Watt Dock at Greenock, and to say that her strength of construction is enormous is almost inadequate. Her hull is, as far as one can judge without calculation, well in excess of Lloyd's requirements, and, as in all Watson yachts, the utmost care has been taken over the design of the engine seatings to minimise vibration. The yacht is built to Lloyd's classification 100 A.1.

### Light Machinery

The machinery consists of two six-cylinder Gardner Diesels of the L3 series, developing 102 h.p. each at 800 r.p.m. The drive is taken through Gleniffer reversing reducing gears of 2-1 ratio. Compressed-air starting is employed. The auxiliary set consists of a 5 kW. Gardner Diesel set charging a Nife battery of 96 cells, 112 amp. hours' capacity. From one of the main engines a drive is taken forward by shafting and mitre gears to the Reid direct-driven anchor windlass.

Fuel and water are carried in tanks built into the bottom of the ship, and their capacity is greater than is usual in yachts of this size. But as bunker capacity is usually regarded as being proportional to the total displacement, which in this yacht is admittedly large, this is not surprising. Again, it will be noticed that there is a very large amount of storage space, which seems to indicate that the ship will make

### AMATEUR CREWS.

Often enough owners of yachts would be glad of an amateur hand or a companion. Equally, many amateurs with time at their disposal would be keen to join a cruising yacht.

With its wide circulation, *The Yachting World* is obviously the best medium for bringing owners and shipless sailors together, and the attention of readers is drawn to the section headed "Amateur Crews," which is included week by week in the Miscellaneous Advertisement columns.

long passages in open water, and will not be used merely for jogging in leisurely fashion round the coast from regatta to regatta.

Accommodation under the raised fo'c'sle head is normal but well planned. Thanks to the raised deck, the crew's quarters have plenty of breadth of floor, which is rarely achieved below a flush deck. Aft the fo'c'sle bulkhead the arrangement is similar to that of Taransay, 175 tons, by the same designers, but built in 1930. Each ship has two two-berth cabins with communicating lavatories in much the same general style.

### Thoroughly Ship-shape

Aft the engine room are three big single staterooms and a bathroom. The layout is straightforward and ship-shape without any fancy shapes. An interesting feature is that adequate ventilation to all cabins below

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deck is obtained by special trunking in the sides of the main deckhouse. These do not involve the conventional small skylights tucked tight against the coamings, and clear, unobstructed side decks or alleyways are the welcome result.

For just 21ft. amidships the deckhouse roof is brought out to the full beam, forming a shade deck on which the two boats are carried—a 16ft. Stuart-engined launch and a 12ft. dinghy. Main gravity tanks for fresh and salt water are placed between the funnel and the raised wheelhouse. This compartment is rather larger than usual, and will doubtless serve as a second saloon whether under way or at anchor.

### Even in Bad Weather

In bad weather one need not go on deck to pass from end to end of the accommodation, for a passage way is left through the big galley amidships. Here, with a large Aga anthracite cooker, in the centre of the ship where the motion is least, the business of preparing food for the ship's company should never be beyond a good sea-going cook. But one wonders why the door to the refrigerator opens to the side deck instead of being directly accessible to the galley without the need for going outside.

The main saloon, measuring 9ft. by about 12ft., will be a cheerful little room with its windows clear of the shade deck. Large double doors open to a quarterdeck which, if short, is at least clear of obstructions.