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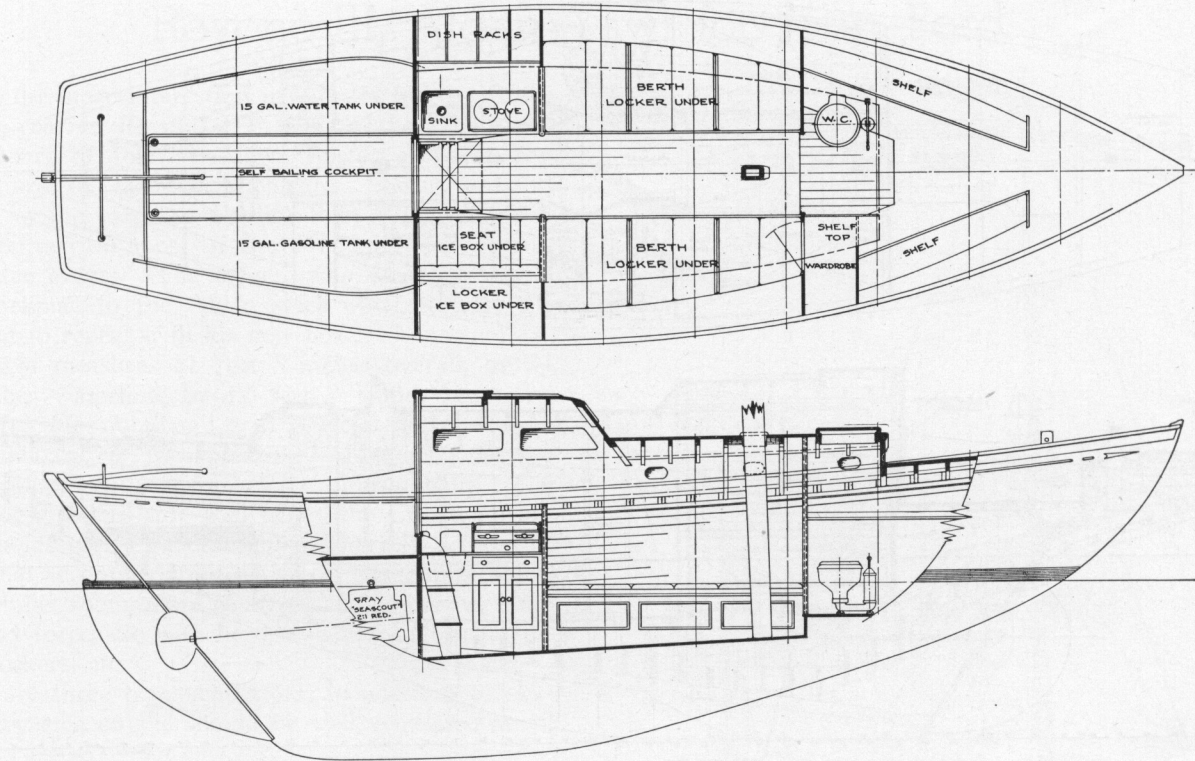
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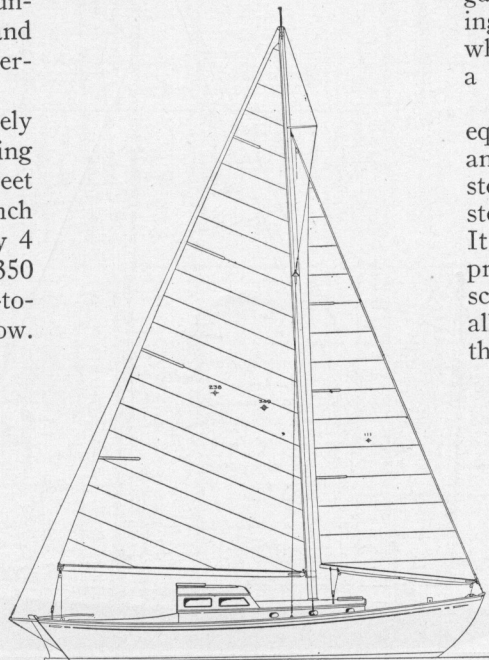


Little Sister — Something Different in Stock Boats

The "Little Sister" standardized auxiliary cruising boat, plans of which are shown here, was developed by P. L. Rhodes, of Cox & Stevens, Inc., New York, for Harry P. Macdonald, of the same city, who has at present six of them building at Gray Boats, Thomaston, Maine. Macdonald, in preparing to offer these boats to the yachting public, determined to stray from conventional paths somewhat and try to get something that looked (and acted) different from the usual run of small auxiliaries. In appearance this difference has been undoubtedly attained, and designer and builder both stoutly claim that her performance is exceptionally good.

Rhodes has turned out a very shapely job, with quite a perky look in keeping with her dimensions. She is only 27 feet 1½ inches on top, by 22 feet 1 inch waterline, by 8 feet 3 inches beam, by 4 feet 2 inches draft. She spreads 350 square feet of sail in a thoroughly up-to-date and efficient rig. Spars are hollow. Her ballast is all outside and is iron.

GRAY MOTOR
Seascout, 2:1 reduction



*L.o.a. 27' 1½", l.w.l. 22' 1",
beam 8' 3", draft 4' 2"*

She has lowers for two, and can pack two more on deck on the berth size cockpit seats under an awning, which is often more comfortable than it may sound, but she is really meant for two—which generally is enough in 27 feet. In other words she will, as some one once cracked when selling his boat, "sleep two fastidious persons—more of the other kind!"

There is five foot headroom below, with a full headroom of 6 feet 2 inches under the doghouse, over the galley, where it is really needed. Keeping the headroom under six feet elsewhere aids the appearance in permitting a much lower trunk.

The galley is laid out with the usual equipment found in a boat of this size, and is planned for a two-burner alcohol stove. The companion ladder, being steep, is almost entirely out of the way. It swings up when one wishes to approach the motor, which is a Gray Seascout, with 2:1 reduction, installed, as in all Rhodes' boats (when possible), on the centerline.