



The Architect Designs His Own Cruiser

Bluefish was designed by William H. Hand, Jr., of New Bedford, Massachusetts, last fall, after he had completed the yachting season in his motor ketch Bluebill, for his own personal use. After his experience with two trunk cabin boats he decided to build the new boat with raised freeboard and unbroken sheerline forming a 19-inch rail in the way of the flush deck 'midships. More attention was given to the sailing qualities, and while Bluefish looks more like a motor boat than her predecessors, the designer states she will actually sail better and will work to windward well even in comparatively light airs; in a breeze she is really quite fast under sail. The raised freeboard construction is, of course, stronger and less complicated than the trunk cabin type and has many other detail advantages in its favor.

Bluefish is 60 feet 2 inches over all length, 13 feet 9 inches beam, and her draft in cruising trim is 5 feet 6 inches. Her displacement is about 35 tons; the Custom House measurement, gross, is 35 tons and her net tonnage is 29. She carries about 9 tons of ballast, yet will easily maintain a cruising speed of ten nautical miles an hour and give a maximum speed in the neighborhood of twelve knots.

Bluefish was built in the designer's shop under his personal supervision and is of the highest grade in every

detail of material, construction, fittings and furnishings, no expense having been spared to make her as nearly a perfect boat as possible. Her frames are of New England white oak; she is planked with inch and one-half rift-sawed Georgia pine, and her decks are teak as well as all deck trim. Her interior is in paneled cream white with black walnut trim and all of her metal work is of bronze, chromium plated. Every item and detail of construction is sturdy and serviceable.

The power plant is an HD 5 by 7, 3 to 1 reduction gear Hall-Scott motor which turns a 36-inch diameter by 30-inch pitch 3-blade wheel 600 r.p.m. The spars are built up of white spruce and all of the rigging is wire.

The deck arrangement provides a flush deck over 18 feet long and about 13 feet wide, over the forward end of which there is a teak shelter protecting the companionway, chart table, wheel, etc., and at the same time provides comfortable seating room for a number of guests. The cabin is most attractive. It provides a large owner's stateroom, a main cabin for four, splendid toilet facilities, an unusually good galley, and a forecabin with full headroom for two or four men as preferred. The crew have their own table, own toilet conveniences, lockers, etc. The arrangement is such that the lazarette space is most unusual and will carry a large amount of equipment without crowding.