

# THE RIGGER

THE MAGAZINE FOR YACHTSMEN



SOUTHERN PLAYGROUNDS NUMBER

NOVEMBER 1930

PRICE 35 CENTS





# THE RUDDER



Registered United States Patent Office

Published on the 24th of the month by THE RUDDER PUBLISHING COMPANY. Entered as Second Class Matter, February 4, 1895 at the Post Office, at New York, N. Y., under the Act of March 3, 1879

\$3.00 the year

9 Murray Street, New York, U. S. A.

35c the copy

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Vol. XLVI

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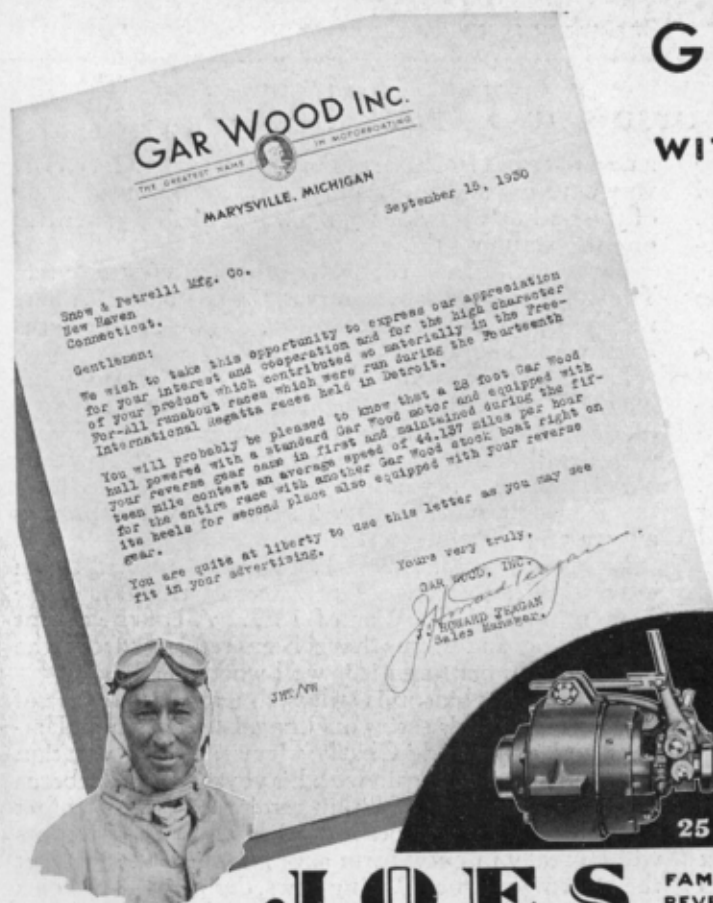
No. 11

**The Cover: In Southern waters. A photograph of an Elco cruiser with old Morro Castle at Havana as a background**

Photo by Morris Rosenfeld

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**GAR WOOD INC.**  
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September 18, 1930

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New Haven  
Connecticut.

Gentlemen:

We wish to take this opportunity to express our appreciation for your interest and cooperation and for the high character of your product which contributed so materially in the Free-For-all runabout races which were run during the Thirteenth International Regatta race held in Detroit.

You will probably be pleased to know that a 28 foot Gar Wood hull powered with a standard Gar Wood motor and equipped with your reverse gear came in first and maintained during the fifteen mile contest an average speed of 44.137 miles per hour for the entire race with another Gar Wood motor boat right on its heels for second place also equipped with your reverse gear.

You are quite at liberty to use this letter as you may see fit in your advertising.

Yours very truly,  
GAR WOOD, INC.  
J. HOWARD TEAGAR  
Sales Manager.

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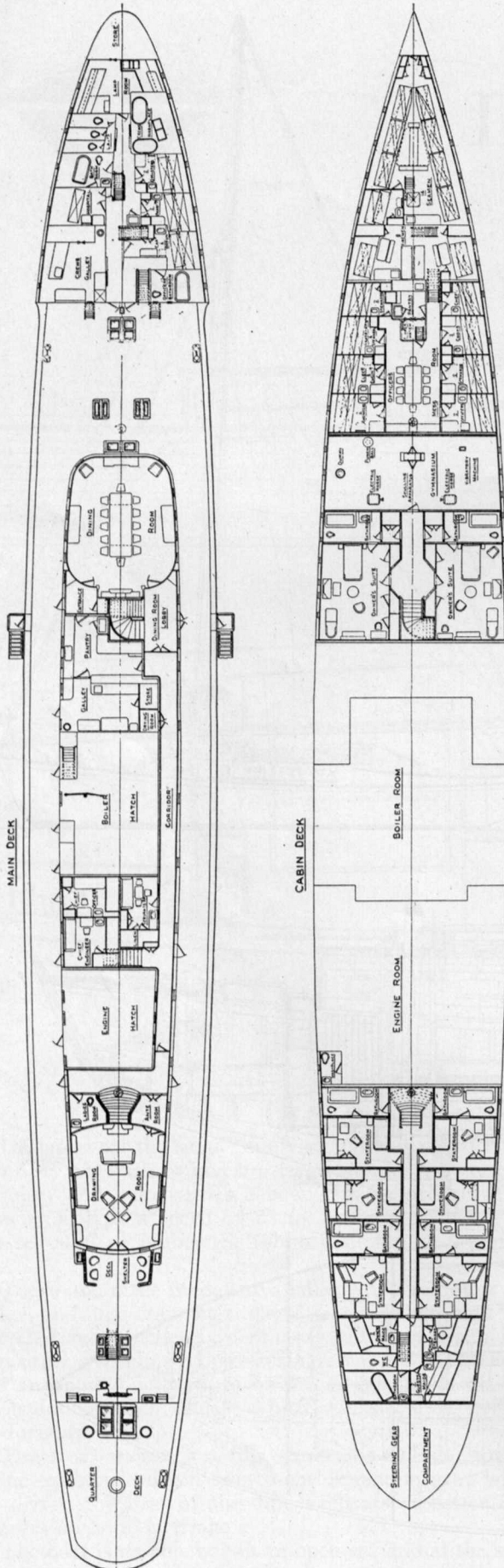
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## JOES FAMOUS REVERSE GEARS

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## Nahlin, G. L. Watson's Latest

This beautiful vessel was built this year by John Brown & Company, Ltd., of Clydebank, for Lady Yule from designs by G. L. Watson & Company of Glasgow, Scotland. The hull is of steel, considerably in excess of Lloyd's requirements. She is rigged as a pole masted schooner of the shade deck type, with raised forecastle, as may be seen from the accompanying photograph.

Her principal dimensions are the following: length overall 300 feet, beam 36 feet, depth moulded 21 feet and Thames tonnage is 1,582.

The general lay-out of the accommodation will be seen in the accompanying plans, from which it will be noted that the public rooms and staterooms are particularly spacious, the owner's requirements calling for only a limited number of guests. The decoration of these rooms was carried out by Sir Charles Allom.

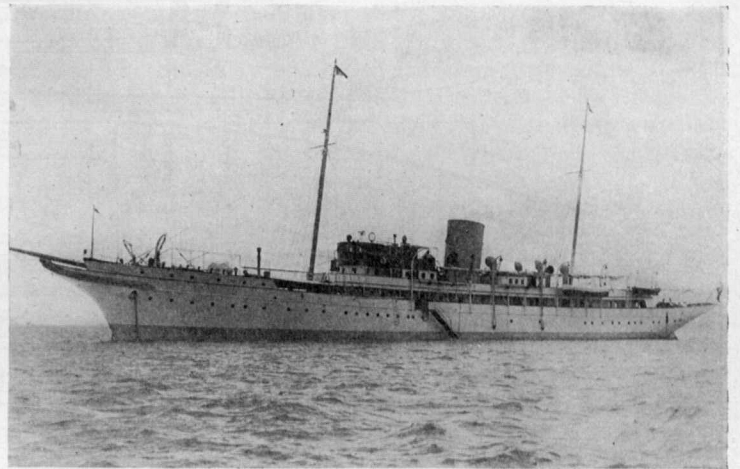
Nahlin (meaning "fleet-foot" in one of the American Indian tongues) is equipped with the most modern gyroscopic installation and has an automatic steering gear so arranged that steering may be accomplished by hand steering with a large wheel, electric steering with a small wheel or automatic gyro steering.

As the yacht is intended for extended cruising there are large storerooms and refrigeration chambers. The accommodations for the crew and officers are unusually large and all quarters have been fitted out in accordance with most modern practice.

The owner's quarters are beautifully finished in period style and they are distinguished by a dignity of proportion, together with a harmony of color.

In order to obtain maximum speed on a moderate length of water line, it was decided to furnish the vessel with single-reduction geared steam turbines.

The result was highly satisfactory, as owing to careful design and workmanship of the turbines and gearing, complete freedom from vibration, with very quiet working of the installation, was obtained throughout a wide range of speed. The turbines are of the well known Brown-Curtis type, both shafts being fitted with high pressure and low pressure, also astern impulse turbines. The combined s.h.p. registered upon the trial trip was over 4,000 and at this, the propellers were revolving at about 265 r.p.m., giving a speed of 17.4 knots.



Kirk & Son photo