

The Equipment of *Alice*

Attention to Detail Makes Her an Ideal Cruiser

By HENRY HOWARD

IN each folder of the special chart case I had built for *Alice*, the charts are arranged in their numerical order or, in the case of harbor charts, from Portland to the southward. In each folder I keep a single loose leaf of the same size and material of which the folder is made and this marks the position of the boat on the coast. For instance, take the harbor charts; suppose I am at Philadelphia, the chart which I am using is out of the folder and its place taken by the loose leaf so that all harbor charts for points north of Philadelphia are on top of the loose leaf and all to the southward, underneath. It is sometimes very important, perhaps in an emergency at night, to be able to lay your hand instantly on some chart you had not anticipated needing, and this simple system enables you to do so.

The berth in the saloon is concealed by a light green silk curtain in the day time and a dividing curtain, like a sleeping car, is provided for the saloon at night when my son and daughter are occupying this room. The passageway connecting the galley with the saloon may be used as a dressing room by simply shutting the door to the galley and, together with the saloon, makes a very comfortable suite for those occupying the latter.

Store Room: Forward of the toilet room, and also opening out of the passageway, is a large, well-ventilated and well-lighted store room, an invaluable feature for long cruises, as it will hold a great stock of supplies besides making places for the numerous empty bags and suit cases that are apt to clutter up a small boat. It is shown in plan and elevation drawing No. 2 (see November issue).

Galley: The galley, as is true of the rest of the boat under the raised deck, has a six-foot headroom in the clear under the deck beams. It is ventilated by three 6-inch ports in the forward end of the house or raised deck, two 8-inch ports on the port side and a skylight 24" x 24". An ice chest which will carry in the ice compartment 300 pounds of ice is sufficient for five or six days in the Bahamas.

The galley stove is of the kerosene pressure type mounted on gimbals over a galvanized semi-cylindrical steel pan, the latter being designed to catch any boilover or spills and adding greatly to the cleanliness and safety. The detail of this mounting, which is suitable for any of the primus type of stove, is shown on drawing No. 14. The stove is kept upright by a lead weight of 60 pounds. The swinging part of the stove is only held in the setting by gravity and may be lifted out at any time for cleaning. Each fount with its burner is separately removable from the stove without removing the latter from its setting. A portable oven is used for roasting and baking. Of course, no matter how much the boat heels, the stove remains level. In fact, our steward cooked all our meals in the previously mentioned rough weather which was encountered in crossing from Havana to Key West, and the rack for the table already described successfully held the dishes and food on the table while we were eating. I am inclined to think that many larger yachts would have omitted hot meals in similar weather. The only difficulty with the stove was encountered in a sharp, short sea when at times it would get to swinging violently. This has been overcome by the addition of a friction brake that allows the stove to swing to a level position but checks all violent oscillations. This is also shown in detail on drawing No. 14.

All the lockers in the galley that need doors have venti-

lated doors. This is an especially important detail for hot climates. It is shown in elevation on drawing No. 2.

Forecastle: This is not under the raised deck and the head room, while excellent, does not permit of standing up except under the booby hatch. There is ample room for two men. No. 2 plan shows the arrangement very clearly. One unusual feature is a cylindrical copper tank just forward of the mast for kerosene for the lamps and galley stove. It holds 25 gallons and is filled from the deck. An iron ladder is used for exit through the booby hatch and the latter is very strong and edge-bolted to the coaming on the deck so that if a large breaking sea should come over the bow, everything is amply strong to resist it.



Alice, taking in supplies at Moorehead City on her first voyage South.

Lighting: After much thought and investigation, I decided to use only kerosene. Acetylene gas was ruled out partly on account of the hazard involved and partly because of the difficulty of renewing the supply in out-of-the-way places. So the choice quickly narrowed down to kerosene vs. electricity. The advantages of kerosene are that it can be obtained nearly everywhere, even the smallest settlements in the West Indies have it. It is cheap and the filling and cleaning of the lamps, both riding lights and cabin lights, is done by the cook. The objection is that the light is not so good as electricity, more heat is generated and, if not kept clean, kerosene lamps smell badly. This latter objection is almost wholly overcome with proper cleaning, and in warm weather with ports and skylights open is not noticeable. Electric lights involve storage batteries and an independent generator of the Delco type. This involves gasoline on board, something I won't have, and more or less attention to keep the whole outfit in proper working order with batteries fully charged, properly supplied with distilled water, etc., and the noise and slight vibration of a motor generator running for an hour or two a day — a disturbance to comfort and peace of mind. With plenty of kerosene lights placed in carefully studied locations, I have obtained excellent results. My friend, Mr. Mauran, in the sister boat *Carib II*, decided otherwise, but after having been on his boat and seen the results, although his light is better than mine, yet taking everything into consideration, I am still glad that I stuck to kerosene.

For side lights I use the Gloucester fisherman's type of kerosene tubular lantern placed inside an outer casing containing the colored glass and Fresnel lenses. These

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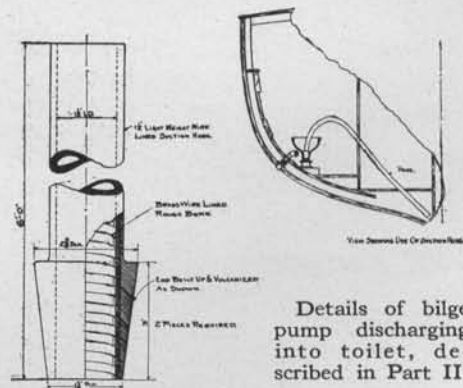
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always stay lighted in spite of all the thrashing and banging about they get on a small boat in heavy wind and sea. This is the same type which Roger Griswold found so satisfactory on the *Lloyd W. Berry*. This winter I plan to try an Aladdin kerosene mantle lamp in the form of a hanging lamp over the center of the saloon table. This gives 60 candlepower and should make an excellent reading light. It was highly recommended by a friend who has used one. It burns much less oil and gives much more light than the ordinary burner.

In these days of electricity I had considerable difficulty in finding anywhere in New York City a good assortment of kerosene riding lights, side lights and cabin lights, but finally discovered the National Marine Lamp Company, 112 Water Street, New York, with a wonderfully fine and interesting assortment at reasonable prices, and I would recommend anyone interested to look them up.

This ends the story of the construction of the sister boats *Alice* and *Carib II*. In building them I have tried to bring together the accumulated experience of old and expert cruising yachtsmen, both of this country and England, and wish to acknowledge my indebtedness, first and foremost, to the designer, Commodore Ralph M. Munroe, but also in no small degree to Dr. Claud Worth of England, John Alden, S. S. Crocker, Irving Cox, Bruno



Details of bilge pump discharging into toilet, described in Part II.

Tornroth, Fred Lawley, Theodore Zerega and Max Mauran, the owner of *Carib II*, who gave invaluable assistance in the skillful fabrication of most of the metal work required, and last and not least, to my very good friends, the builders, John, Will and George Brown and to their nephew, Merritt Demarest. The pleasure which I had in the building of the boats was only second to the joy of my southern cruise. That all the work was well done is evidenced by the fact that after a trial trip of less than 20 miles we started off, on October 21, 1924, on a cruise of over 3,000 miles, and put it through without going to any repair yard or shop except for the usual painting and varnishing.

The Fastnet Race

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American yachts taking part in the Fastnet race, and that we may have a Fife or Nicholson boat to compete against them. The Transatlantic race which you propose is a fine scheme, and I should like to take part in it myself if it could be managed. What a summer's sailing a New York to Bermuda Race, a Transatlantic Race, and a Fastnet Race would make! But I am afraid that even if one could spare the time oneself it would be almost impossible to find other amateurs to make the passages and to sail in the three races, and to make the necessary arrangements. Still, it is something to hope for.

E. G. MARTIN
Commodore Ocean Racing Club