

Inboard profile and accommodation plan of *Bonnie Dundee II*, designed by John G. Alden for Clifford D. Mallory.

fuel tank give a 1000-mile cruising radius, while a large generating set permits of a Frigidaire, so that *Bonnie Dundee II* will be self-sustaining for a long period. An auxiliary steering gear will be located just abaft the mast, for use when swordfishing and when navigating in shoal

waters. Towing bitts will be installed in the center of the cockpit, with tow-line traveler over the transom. Accommodations for six are provided for the owner's party, and two berths for the crew. Bountiful locker and stowage space is provided.

Bluefish—Another Decidedly Interesting Motor Sailer

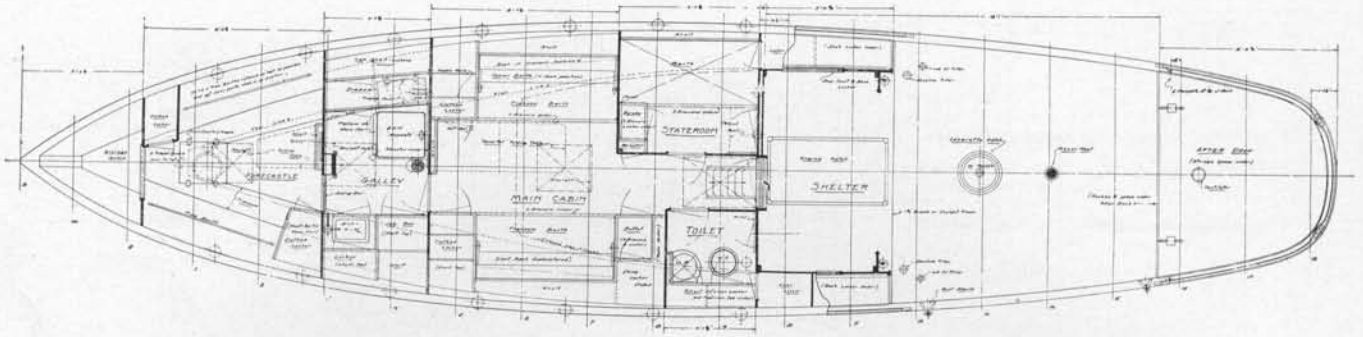
BLUEFISH was designed by William H. Hand, Jr., of New Bedford, last fall after he had completed the yachting season in his motor ketch *Bluebill*, the second boat of this type built for his personal use. After his experience with two trunk cabin boats he decided to build the new boat with raised freeboard and unbroken sheerline forming a 19-inch rail in the way of the flush deck amidships. More attention was given to the sailing qualities, and while *Bluefish* looks probably more like a motor boat than her predecessors, she will actually sail better and will work to windward handsomely 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 advantages in its favor.

Bluefish is 60'2" over all

length, 13'9" beam, and her draft in cruising trim is 5'6." Her displacement is about 35 tons, the Custom House

measurement, gross, is 35 tons, and her net tonnage is 29. She carries about nine tons of ballast, yet will easily maintain a cruising speed of ten nautical miles per hour, and give a maximum speed in the neighborhood of twelve knots. She 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 perfect as possible. Her frame is of New England white oak; she is planked with selected 1½-inch rift sawed Georgia pine; 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 of construction is sturdy.





Accommodation plan of *Bluefish*, the 60-foot motor sailer designed by Wm. H. Hand for his own use.

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 of the best English 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 fore-castle with full headroom for two or four men as preferred. The crew have their own table, toilet conveni-

ences, lockers, etc. The arrangement is such that the lazarette space is most unusual, and will carry truck loads of equipment without crowding.

The engine room has two 3/16-inch steel boiler construction fuel tanks giving 630 gallons total capacity. This compartment is provided with an unusually good ventilation system, including electric blowers, etc. Water tank capacity is 350 gallons.

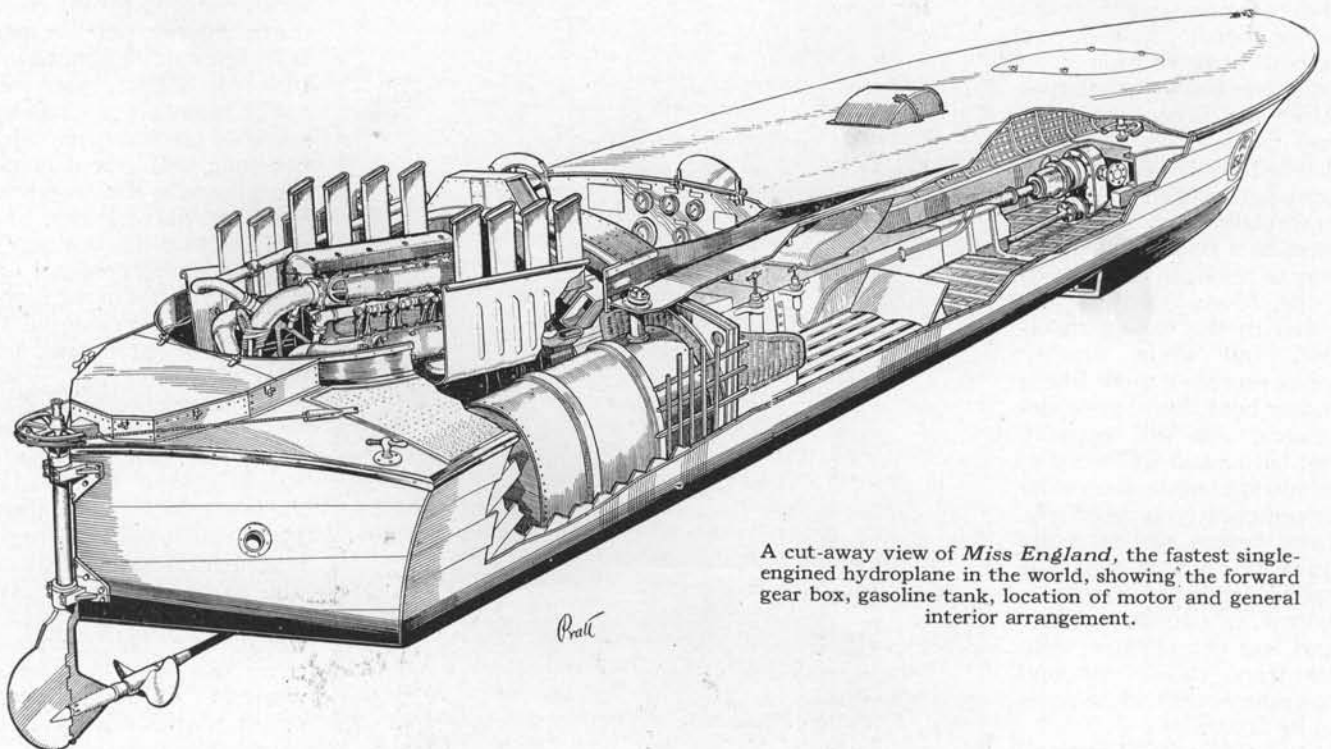
Bluefish has been in commission since the middle of June and has cruised thousands of miles along the Atlantic coast, as well as at sea, and has proved to be a most excellent boat under all conditions, being especially good in rough weather. Her designer believes she is a boat which can go anywhere, at any time, including even a Transatlantic passage.

Miss England — The Fastest Single-Engined Flyer in the World

WHILE her showing earlier this year in Florida waters was considerable of a disappointment, the British flyer *Miss England*, driven by Sir Henry Segrave, has been strengthened and improved to such an extent that this summer, in Mediterranean and other waters, she is said to have exceeded 90 miles an hour,

and to have won at least three European champion-ships.

Miss England is 26 feet long and 7 feet 6 inches beam, her girder construction giving the hull great strength with little weight. She is a single-engined craft, her motor being a 12-cylinder Napier Lion.



A cut-away view of *Miss England*, the fastest single-engined hydroplane in the world, showing the forward gear box, gasoline tank, location of motor and general interior arrangement.