

PICNIGERS OF THE SEA.

RIVAL YACHT BUILDERS.

As we are just on the eve of the 1890-91 yachting season, we, as a *Port News*, feel called upon to place our readers in possession of a few particulars regarding the latest additions to our racing craft. With that end in view we made a tour of inspection of the various yards, and were rewarded for our pains as follows :—

AT MR. ALEXANDER MCFARLANE'S

We found a very handsome little three-tonner, which is being built to the order of Mr. William Fisher, master stevedore. The dimensions of this miniature yacht are—Length overall, 28 feet; on the water line, 21 feet 10 inches; beam, 6 feet 4½ inches; draught, 3 feet 3 inches; or with the centre plate down, 4 feet 6 inches, with a free board of 2 feet. The yacht is what is technically called of the semi-composite order, and is fitted with ten angle iron frames, each two feet apart, whilst there are four ordinary timbers between each iron frame. We may mention that Mr. McFarlane has patented his ideas in reference to these angle iron frames. Hitherto the action of the water in the course of time has had an injurious effect on the fastenings, but the patentee has guarded against this by drilling the holes a trifle larger in the iron than is actually required, and as the fastenings are clinched on the outside of the timbers, the timbers being affixed to the angle iron, it will be seen that the chemical action of copper upon iron is avoided, whilst some allowance is made for either shrinkage or expansion of the planking and timbers. The stem is made of one of the most beautiful pieces of Kangaroo Island blue gum that has ever come under our notice. It has a polish on it like, and is almost as hard as ivory. The deadwoods and stern posts are of jarrah, whilst the keel is of karri, with 30cwt. of lead attached. The top planking is of 4in. x ½in. New Zealand kauri pine (no butts), each plank being in one length. An ingenious device in the shape of a circular brass dovetail plate, tends to considerably strengthen the boat, as by this means the stern-post, deadwoods, and keel are firmly fastened together. The bulwarks have no stanchions but are in solid pieces bolted down to the deck. The deck takes a graduated curve from the covering board to the centre, the idea of the curved lines being—first beauty, and it is claimed, secondly, greater strength and tightness. The cabin, which is 12 feet 6 inches long, and 4 feet 3 inches in the clear, will be fitted with four sleeping berths. The centre, which will be galvanised, is 5 feet 6 inches long, and weighs 3½ cwts., and 7 cwts. (additional to the leaden keel) will be moulded so as to fit under the flooring boards. Those conversant with yachting will be able to form some idea of her model when we say that the rise of floor is only something like two feet. Seeing that this is comparatively small we presume that it can be accounted for by the

presume that it can be accounted for by the fact of her being a centre-plate yacht, and therefore depending less upon her rise of floor than the ordinary keel yacht for her lateral resistance, whilst her wetted surface will be considerably lessened with the "fin" up. By the way, the builder has a simple contrivance of pulleys, whereby the "fin" may be regulated to the fraction of an inch. It will be remembered that the speedy little Nellie was turned out of this yard, and we shall be disappointed if the three-tonner we have now endeavoured to describe does not add to the prestige that Port Adelaide already enjoys in the yachting world of Australia.