

MARTINDALE IS LUXURY VESSEL

Impresses Local Yachtsmen

FIRST VOYAGE TO PORT LINCOLN

On her first visit to Port Lincoln, the luxury motor cruiser Martindale, constructed recently for Mr. J. T. Mortlock, attracted considerable attention on Tuesday, and was admired by members of the local yacht club, who inspected the craft in the afternoon at the invitation of her owner.

Accompanying Mr. Mortlock on the voyage are Messrs. E. E. Scarfe and son, Mr. H. S. Hatwell, and Mr. R. T. Searles (builder). The master is Capt. R. R. Tapley, who has under his direction a chief engineer, mate, assistant engineer and cook.

The Martindale left Port Adelaide on Thursday of last week, and made the trip by easy stages, while members of the party fished. Over 7-dozen "tommies" at Spalding Cove was the best haul.

Mr. Mortlock, who is president of the Port Lincoln Yacht Club, was welcomed upon his arrival on Tuesday morning by the commodore of the club (Mr. F. E. Medwell).

Taken aboard in the cruiser's whale boat, the local yachtsmen spent an interesting and enjoyable hour, in which time they were conducted on an exhaustive inspection of the vessel from stem to stern, above deck and below. It was obvious that Mr. Mortlock and those responsible for the design, construction and equipment of the Martindale were justifiably proud of their handiwork.

This vessel, which is a single screw, is 66-ft. in length between perpendiculars, having a beam of 14-ft. 2-in., a moulded depth of 8-ft. and a draught of 5-ft. 10-in. Her displacement is 33.11 tons. The keel is comprised of two specially selected pieces of jarrah. Beneath this is a false keel containing 3½ tons of lead tapered to either end. All planking below the water-line is of 1½-in. jarrah, and above 1½-in. specially New Zealand kauri has been used. The frames are of Western

used. The frames are of Western Australian karri 3-in. x 1-in. and of double thickness reinforced with steel rib frames.

The deck, deckhouse, scuttles, hatchways and other deck fittings are of teak, specially selected and imported from Burma. The lap-jointed deck planking is 2½ x 1½ in. thick. An interesting feature of the construction of this ship is that over 30 natural-grown knees have been used. They

are of South Australian myall timber from Mr. Mortlock's own station in Central Australia. Over 20,000 copper rivets of varying length were used in the construction of the Martindale.

At the forepeak abaft of the chain locker are the crew's quarters, a spacious and well ventilated compartment with full head-room of 6-ft. 9-in. to accommodate the crew of three.

A water-tight and sound and heat proof bulkhead separates the fore-castle from two state-rooms, one of which on the starboard side was specially designed for the owner's use. Both these state-rooms have 6 ft. 6 in. head-room and are replete with every convenience, including reading lamps, wardrobes, electric fans and bookshelves. Near the state-rooms is a small vestibule with the owner's toilet and ship's provision store on the opposite side. Access is also gained to the engine room from this vestibule, which is reached by a companion stairway from the deckhouse.

The saloon, a spacious compartment in the after part of the ship, is reached by a companion stair from the deck and is also accessible from the

ed by a companion stair from the deck and is also accessible from the deckhouse through the engine room. This will be the main living part of the ship, and is provided with ample sleeping accommodation for four. Wardrobes, lockers and drawers are well catered for in this compartment, and a notable feature of the settees and berths here and throughout the ship is that beneath the special horse-hair mattresses spring mattresses have been fitted.

The saloon, state-rooms, passage and vestibule are panelled throughout with highly polished mahogany, and artistic colored engravings of celebrated sailing ships of the past adorn the saloon. A high-power wireless set capable of picking up all Australian broadcasting stations is a feature of the saloon fittings.

Forward of the saloon are the kitchen and bathroom. These are reached through two swinging doors

the upper panels of which are of ground glass embossed with the ship's flag and Elizabethan galleys. The kitchen is replete with all modern conveniences, including a suitable petrol gas range and an electric refrigerator. The bathroom is fitted with a bath and shower and a hot and cold water system is installed. The crew's toilet occupies a forward corner.

The head-room below deck is not less than 6 ft. 3 in.

The engine room, which is 12 feet long, runs the full width of the ship. Here is to be found the propelling plant, comprising a British Petter semi-diesel engine. A Westinghouse electric plant generates the current required for lighting and power, including working the bilge pumps and air compressors. A work bench sufficient for all normal repairs is fitted.

Oil bunkers of 300 gallons capacity are fitted in the engine room. These are sufficient for a cruising range of 1,200 miles. In the after peak of the ship is a large lazarette with ample storage room for all sails and other ship's gear. The main water tanks of the ship have been constituted of copper, and are of 500 gallons capacity.

copper, and are of 500 gallons capacity. Water, after being pumped to a tank in the deckhouse, reticulates to all parts of the ship, including the shower bath.

The deckhouse is situated amidships over the engine room, and is a spacious structure panelled inside with figured Queensland maple. Being furnished as a lounge, three persons can sleep here in comfort. It is entirely enclosed with plate glass windows, which can be raised or lowered.

At the forward end of the wheel and engine room controls are situated together with the compass and other instruments necessary to the navigation of the ship. The steering wheel is an interesting feature, being constructed of teak, part of which came from the historic old South Australian gun boat Protector and part from a yacht at one time belonging to a late King of Norway.

The funnel is of oval shape and has been constructed to act as a ventilator for the engine room, kitchen and bathroom in addition to conveying exhaust pipes from the engine.

On deck provision has been made for the storage of perishable food-stuffs. This fitting has been made of teak, and being artistically designed, admirably conceals its utilitarian purpose.

A large powerful searchlight is mounted forward of the forecastle

hatch. The anchor winch has been made by a South Australian firm from a Scottish design, and manipulates two Wastney Smith Patent stockless anchors, each of 168 pounds, which are housed on hawse pipes. The rudder is one of the latest designs of the balanced type.

The ship's gangway ladder is similar to that of ocean going vessels, complete with top and bottom landings. It can be used on either port or starboard, and is quickly folded and lashed outside the rail when not in use. The Martindale carries two dinghies on davits, each 12 feet in length, one of which is equipped with an inboard motor. Usually when cruising among the islands of

cruising among the islands of Spencer's Gulf and in other waters an 18 ft. whaleboat will be towed. This makes an admirable fishing boat in dangerous waters, and is equipped with a 6 horsepower engine.

All outside metal work on the ship is of polished gunmetal and the interior fittings are of similar material carrying a chromium-plated finish. On either side of the bow is a carved scroll incorporating the owner's crest and an incised gold line runs the length of the ship with the name carved on the stern. Two 36 ft. masts are carried. The ship is ketch-rigged, having a sail area of 1,100 square feet.

The construction of the ship was entrusted to Messrs. R. T. Searles and Sons, of Port Adelaide. Messrs. Searles and Scarfe designed and planned the vessel throughout, and Mr. Hatwell was responsible for the interior painting and french polishing. The installation of the engine and other mechanical details were effected by Messrs. Richards and Shadgett, of Birkenhead, and the electrical work was in the hands of Mr. A. Barnes, of Torresville. Mr. William Russell, sailmaker, of Port Adelaide, supplied the sails and rigging. Messrs. J. J. Barrett Limited of Currie street, Adelaide, were responsible for the supply of practically the whole of the timbers.

This ship is the second of the same name built for Mr. Mortlock, and in addition to being the flagship of the Port Adelaide Sailing Club is on the registers of the Royal South Australian Yacht Squadron and the Port Lincoln Yacht Club.

After the inspection the guests were entertained in the saloon, where light refreshments were served.

On behalf of the guests, Mr. Medwell expressed thanks to Mr. Mortlock, his remarks being amplified by Messrs. A. Payze (secretary) and M. G. Henderson. The speakers pointed out that although the local yacht club was but a year old, it possessed over 100 members, and had 23 boats on its register. Visits by such boats as the Martindale would help to maintain interest in the club's activities.

In reply, Mr. Mortlock congratulated the club on the progress it had made.

the club on the progress it had made. With a harbor such as this, even greater strides should be taken as time went on. It surprised him that more retired men in Port Lincoln did not take an active interest in yachting, for it was one of the most exhilarating and the cleanest of sports. It should be possible for the local club to induce other yachtsmen to include Port Lincoln in their cruises. Mr. Mortlock paid a tribute to Messrs. Searles, Scarfe and Hatwell for the work they had put into the Martindale.

Messrs. Searles, Scarfe and Hatwell stated that their efforts would not have been possible if Mr. Mortlock had not provided the opportunity.

While Mr. Mortlock visited his home-
stead at Coffin Bay, leaving Port Lincoln on Tuesday evening, his friends engaged in fishing in Port Lincoln waters.

At the local Yacht Club's room at 8 o'clock tonight (Friday) the visitors will be tendered a reception by the officers of the club. All officers, including vice-presidents, are invited to be present.