

Talks With Our Naval Architects.

Fred S. Brinton.

FRED S. BRINTON, of the firm of Lee & Brinton, naval architects, of Seattle, Wash., like a majority of the well-known architects and marine engineers on the Pacific Coast, received his education in the schools and shipyards of the East and was drawn across the continent by the exceptional opportunities afforded in that section of the country.

Mr. Brinton was born in an inland county of Pennsylvania and like many other boys who spend their early days far from the water, developed a hobby for boats and a longing for sails and marine engines. While in his teens he attended Germantown Academy at Philadelphia and there had some opportunity to attain his desire for sport on the water and it was only natural that when he had an opportunity to enter the University of Pennsylvania he should specialize in the naval architecture and marine engineering courses. After obtaining his degree and taking a post-graduate course he went to the Crescent shipyards at Elizabeth, N. J., and spent five years there in the drafting room and three years in charge of the mould loft. In 1902 he went to Staten Island with the Marine Construction & Drydock Company, and was outside superintendent of work there. During his connection with that company 125 boats—cruisers, racers and all classes—were turned out and in 1907 he severed his connection there to go to Seattle and in that year the partnership of Lee & Brinton was formed.

Upon starting in on the coast, Mr. Brinton turned his attention to developing a model type of pleasure boat for the Puget Sound waters and with Mr. Lee has been most successful. For a time they built few boats that were not used

for pleasure purposes, but then a newer field opened up and the Far North—the Alaska consumers—has been keeping Lee & Brinton

ing fraternity there he gave to a representative of Motor Boating as follows:

"Each section of the country seems to be developing a type of boat most suited for its individual requirements. Here in the Northwest waters and those of Alaska this tendency is especially marked and the type seems to tend as much towards the comfort of the crew as to the utility of the craft.

"This is well shown among the craft in the halibut fishing fleets. The number of boats in this trade is increasing very fast and today Seattle can claim to be the home port of about 70, most all of good model and every one equipped with a gasoline engine. The sail boat which at one time made up the fleet of halibuters has entirely disappeared and the steamers which replaced the sails will soon, in turn, be replaced by vessels driven by gasoline power. To be sure, sails are found on nearly every member of the fleet, but these are intended to be auxiliary to the engine instead of the engine being auxiliary to the canvas. The power is always installed in such a way as to handle the boats in all kinds of weather and in all seas. The fuel capacity is being increased on every new boat, for the distance that the craft have to go is increasing with each year. At present the tank capacity is sufficient for the boat to make a three weeks' or more trip with the engine constantly running.

"To an old Eastern fisherman the pilot house, which is found on nearly all the fishing and pleasure craft in these and Alaska waters looks much out of place. But as I have already said the comforts of the crew are an



Fred S. Brinton, Naval Architect.

busy ever since. Mr. Brinton has just returned from a tour of the Alaska ports and some of the results of his deductions of the needs of the Alaska field and the motor boat-



The cruising houseboat Lotus anchored in Safety Cove, B. C. She is one of Mr. Brinton's designs.

important item in the design and the cold weather in the northern waters makes it almost imperative that the man at the wheel be well protected. In many of the late designs, the vessel is not only steered from the pilot house but the engine is controlled by means of a compressed air system.

The duties, too, of the engineers are gradually being reduced to a minimum. All the latest and best designed engines are air-starting, self-oiling and fitted with governors that can be set so that the engine will run at any

desired speed whether the load is on or off. Connections are also made by worm and gears to winches on the deck so that anchors can be hauled, dories and cargoes raised and sails set with but little effort on the part of the crew.

"On account of the topography of the Alaska coast all power boats, whether work or pleasure craft, should be more highly powered than similar boats for use in other parts of the country. The hills that rise directly from the water to thousands of feet act as a sort of a

funnel which greatly increases the velocity of the wind as it nears the water's surface. Even the large coasting steamers in certain seasons of the year find difficulty in making headway against some of the winds that are accelerated down those long cañons until they reach the velocity of a hurricane. Though most of the fishing is done in the open Pacific, yet most of the smaller craft prefer the waters protected by the small islands, even though they do encounter these strong head winds. And a lot of power is, therefore, necessary."
