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PACIFIC ♦ ♦ ♦ MOTOR BOAT

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JOE FELLOWS'
"FELLOWSHIP TOO"
A
High Speed Runabout
OF
UNUSUAL DESIGN

APRIL 1932
† TWENTY FIVE CENTS

PACIFIC MOTOR BOAT



A Group of Northwest Cruising Yachts Anchored in a Peaceful Cove, in British Columbia Waters

Volume XXIV • No. 7

APRIL • 1932

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Cover Design by A. J. Stahmer. Photo by Ray Chapin.

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"Pacific Motor Boat" is published monthly, except in April, when the publication is semi-monthly, by Consolidated Publishing Company, Suite at 71 Columbia Street, U.S.A. Entered as Second Class Matter November 9, 1908, at the Post Office at Seattle, Washington, under Act of March 3, 1879. Subscription: \$3.00 a year; Foreign \$3.50.

Seattle, Wash.
71 Columbia Street

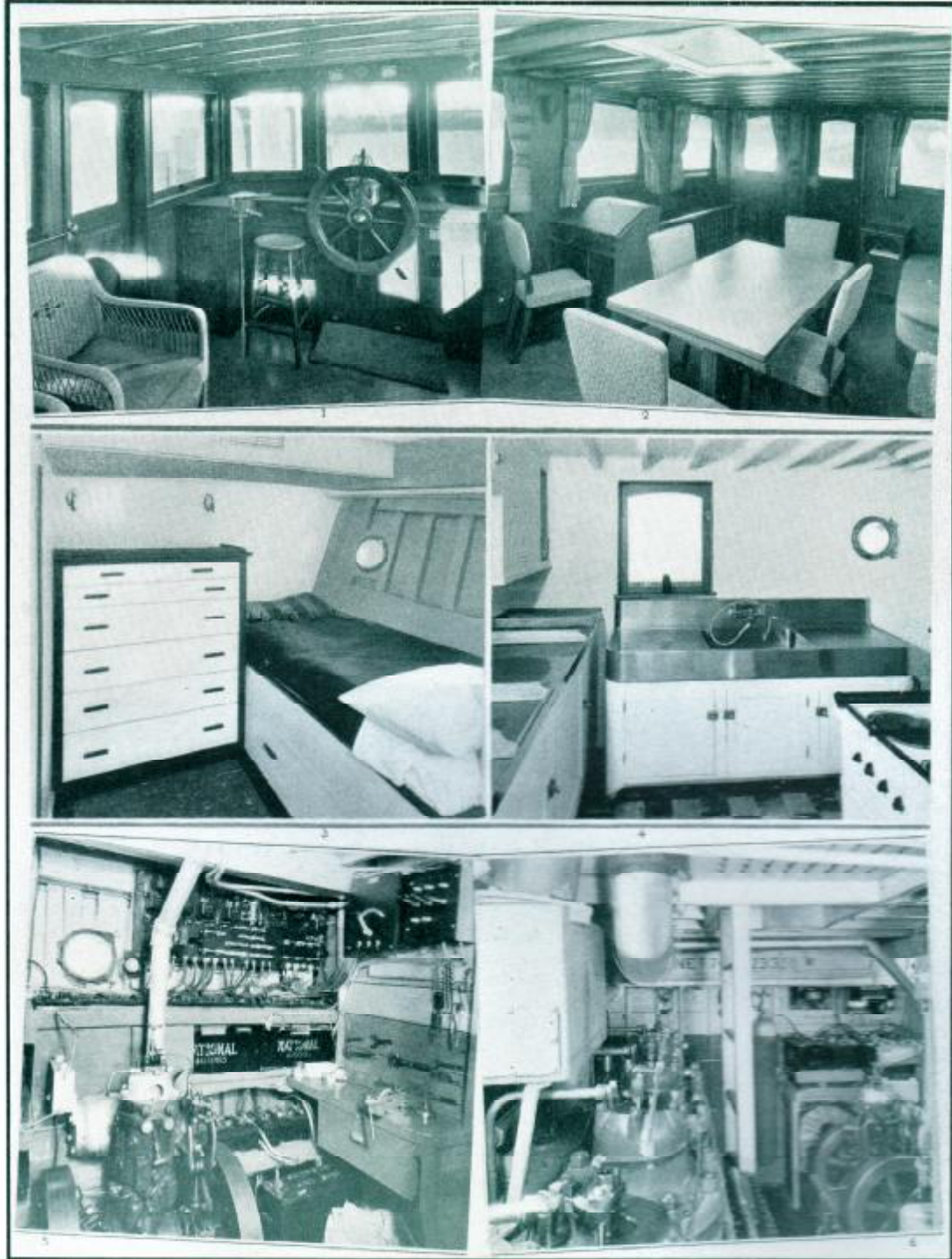
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Interior Views of "Cadrew"



No. 1: A View of "Cadrew's" Pilot House, Looking Forward

Note the speed and ahead-and-reverse control of the Diesel on the port side, and the electric indicators in the panel over the steering wheel. 2. The dining saloon, extreme aft in the deckhouse, is most attractive. The teak writing desk, and door leading to the deck aft, are visible in this illustration. 3. One of the three-quarter size berths in the owner's stateroom forward of the engine compartment. 4. The ship's galley is neatly finished in white, and has a Monel Metal drain and sink. 5. A view of the engine room, starboard side, showing the auxiliary Diesel unit, and a portion of the battery installation. 6. Looking over the tops of the cylinder heads of the 180 h.p. Johnson-Stroud Diesel engine, toward the forward end of the engine room.



"Cadrew" Driving Along at 10 Knots, Her Cruising Speed

CADREW...THE UNUSUAL

A New, 80-Foot Diesel Powered Cruising Yacht, for A. E. Griswold

THREE years ago, A. E. Griswold of Seattle began planning on building a 65-foot Diesel cruiser. He went at his job slowly and painstakingly. Plans were drawn, arrangements were figured to the inch, and all of the details of equipment were mulled over in Griswold's mind. His friends thought, after a year or so had elapsed, and the boat did not show itself to be under construction in any local yard, that Griswold wouldn't build his ship.

Such was not the case, however. The boat would be well conceived before it would be turned over to the builders. Everything would be as "right" as Griswold could figure it. The 65 footer ultimately became an 80 footer, and after a consultation with Tony Jensen, owner of Jensen Motor Boat Corporation, of Seattle, the services of Ralph W. Hugg, naval architect, were enlisted. He drew the plans in their final form, and after careful checking over, the Jensen yard was commissioned to commence construction.

Briefly, there is the story of the conception of *Cadrew*, a new 80-foot Diesel yacht recently commissioned by Jensen Motor Boat Corporation. The new yacht, with dimensions of 80' 0" by 16' 0" by 6' 0", has several unusual and distinctive features.

The bow is of the practically plumb type, and the stern is of the counter or yacht design so frequently used on yachts of this size and type. The hull has an attractive flare

and easy entrance forward, and a similarly easy release aft. The deck is continuous, although there is a slight break in the sheer extreme forward. The deckline, both forward and aft, tends toward fullness.

"Safety came first in the designing and building of *Cadrew*," Griswold remarked as he courteously showed his new vessel to *Pacific Motor Boat's* representative. "Next came comfort, and third, appearance. I particularly wanted a large wheelhouse, also. I wanted a deck around the house with-

out a break, because I like to get plenty of exercise when I am out on the water. Salt air gives one a good appetite, and unless one has sufficient exercise, one is apt to eat more than necessary. Another thing, too, that I wanted, was pilot house control of the Diesel. From my past experience with boats, I find a bold flare desirable, and so *Cadrew* has considerable flare, as you probably have noticed.

"Other requirements were three guest staterooms, and my own quarters as close to the pilot house as possible," Griswold informed.

Cadrew is particularly interesting on her main deck, so this deck will be described first. The pilot house is roomy and unusually free of floor encumbrances. Forward, on the centerline, is the steering wheel and on port and starboard sides are engine controls, in duplicate, with starting and speed levers on each. An electric tachometer, as well as other electrical indicators of various functions, are overhead, above the wheel, in a neat panel. A Cunningham helm indicator is built into the steering wheel apparatus where it can be conveniently viewed.

The unusual installation of electrical equipment aboard *Cadrew* is explained by the fact that Griswold is engaged in the electrical appliance business and appreciates the conveniences and advantages of such equipment aboard ship.

In the wheelhouse is an electric exhaust pyrometer giving readings of



Miss Melba Griswold, "*Cadrew's*" Sponsor, and A. E. Griswold, owner of the new 80-foot Diesel yacht.

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"CADREW" . . . THE UNUSUAL

(Concluded from Page 15)

each of the four cylinders of the *Cadrew's* Diesel engine. The craft is equipped with thermostatic heat controls. Heating is accomplished by hot water circulating through copper radiators. The radiators are not visible, the heated air being directed into the various compartments through attractive louvre vents.

A genuine leather settee is another feature of the pilot house, as is a demountable chart table which folds out of the way entirely when not required. An air driven windshield swipe will be appreciated by the helmsman on rainy days, also.

On the starboard side is a stairs which leads below to the owner's stateroom, and just aft of the stairs is a passageway which leads aft to the dining saloon. To port of the passageway is the galley. Here are located a 7½ k.w. automatic electric range, an electric refrigerator with a Monel Metal lined compartment, a standard Monel Metal sink and drain, as well as work tables trimmed with the same metal, and flour bins constructed of Monel Metal.

The galley is light and attractive, and has a green-yellow tile design linoleum, adding a touch of color. Lockers, dish racks, and other features conventionally found in galleys, are located here, also.

There is a deck toilet just ahead of the galley, to starboard. The end of the passage gives access to the dining saloon. This is the most attractive compartment aboard the *Cadrew*, and has an artistic touch in its rich teak panels and trims. A light green enamel is used between the deck beams, in sympathy with the green drapes at the windows. Indirect lighting is accomplished by modernistic fixtures between windows on the side, and a skylight with special bronze lifts, furnishes natural light from overhead, during daylight hours. A mohair settee of light chocolate color, in harmony with the brown of the teak in the saloon, is located fore and aft along the port side of the saloon, aft. Eight upholstered chairs, and a 10-place teak table which contracts to one third of its maximum size when desired, are further features of this distinctive saloon. A door gives access to the deck aft, where deck chairs are found.

The below deck arrangements are commenced with the crew's quarters extreme forward with accommodations for two, accessible through a companionway on the forward deck. A bulkhead separates the forecabin from the owner's stateroom, where two double berths are located. Opposite the starboard berth is a commodious bathroom with a three-quarter size tub, water closet, wash bowl, and shelves. The second berth is to port, aft the bath. Opposite the latter berth is a large wardrobe, and aft the latter, the stairs leading upward to the wheelhouse.

A watertight bulkhead divisions off the stateroom just described from the engine room. The big four cylinder, two cycle Johnson-Stroud Diesel engine is nested here. It develops 180 h.p., and gives *Cadrew* a working speed of a good 16 knots at 250 r.p.m., when turning the 50" diameter and 48" pitch propeller. Tanks for fuel oil contain a total of 2,500 gallons, and the lubricating oil tank has a capacity for 100 gallons. The auxiliary equipment and machinery arranged in the engine room in accessible order, will be itemized later in this account. The engine room is reached through a doorway-fidley giving on to the passageway above, and a hardwood ladder.

The accommodations aft are accessible by way of a stairs in the dining saloon, which leads downward to a lobby common to the three guest staterooms located below decks, aft. Forward, port and starboard, are twin staterooms, then there is the lobby, with two baths on the port side, and a shower bath on the starboard, just ahead of the stairs. The third stateroom extends the full beam of the ship, aft of the lobby, with double berths port and starboard. Large locker spaces are found in the last named division.

An 18-foot power tender, not yet constructed, will be housed atop the deckhouse, as well as a 16-foot rowboat tender. Special boat hoists, electrically driven, handle both boats on gear used by both sets of davits.

Extreme forward is an Allan Cunningham anchor windlass, powered with a 1½ h.p. electric motor. This unit handles a 350-pound anchor on 5/8" chain, and a 150-pound anchor on 3/8" chain. A water tap is conveniently located by the windlass for cleaning the anchor, when desirable.

Equipment items aboard *Cadrew* include the following: General-Electric electric motors, a 1½ h.p. electric capstan (located extreme aft), a 1½ h.p. auxiliary bilge pump, an electrically driven air compressor unit, a 1½ h.p. electrically driven sump pump, a 1/3 h.p. electrically driven salt water pump, a 3/4 h.p. fresh water pressure pump, a special hot water boiler equipped with an oil burner unit,

thermostat heat controls for forward and aft portions of the craft, a 1/4 h.p. electrically driven circulating pump, a 11 k.w. electricity generator of 125 volts, driven off the main Diesel; a 3 k.w. generator driven by an auxiliary Diesel engine, a 300 ampere-hour National battery unit, an Allan Cunningham air whistle, a carbon pile regulator for regulating voltage on the lights to 120 volts, another regulator for keeping the voltage constant on the main generator, regardless of the engine speed, within certain restrictions (it being so connected up that the main engine can run at 150 volts and charge the battery while the lights are being taken off the same system at 120 volts); a 4,500,000 beam candlepower searchlight, an a.c. electric radio (in the dining saloon), an electric pump which pumps the lubricating oil from the tank up to the big Diesel's lubricator, and a 250-watt dynamometer for changing the current from d.c. to a.c. for the radio set, oil burner, ignition and the motor controlling the fog signals.

All hardware used aboard *Cadrew* is chromium plated, including the portlights, chocks and cleats.

The hull is planked with 1½" Port Orford cedar, on a frame of oak ribs, placed on 10" centers, except under the engine compartment, where the ribs are doubled. *Cadrew* has four watertight bulkheads. The deckhouse is of teak, as are the decks.

All piping, as far as possible, is of copper.

The ship's clock is electrically connected to the ship's bell, which in addition to ringing the hour and half-hour bells, also rings the bell for five seconds during each minute in the event the craft is anchored in foggy weather.

"I plan on several trips this summer, including one to Southeastern Alaska," Griswold said. "I like my new boat so well that I have practically given up golf," he concluded, with a smile. He also owns the 40-foot cruiser *Harmony*, which is powered with a Kernath engine.

Griswold derived the name *Cadrew* from his wife's and his own first names. "Ca" is from Carle, and "drew" is from Andrew.

* * *

Seattle Chain and Manufacturing Company furnished the anchor chain used aboard *Cadrew*.

OLYMPIC YACHT RACES PLANS PROGRESS

(Concluded from Page 16)

should put on a fine show.

No official entries in any class have been received, inasmuch as the official entry blanks have just been sent out to the various foreign countries. The Olympic Committee will not accept an entry until it is received on the official Olympic blank. However, the blanks are expected to be returned promptly, and some forecast of general entries should be available for this journal's next issue.

It was recently announced that the Long Beach Yacht Club, in addition to holding its Annual All-California Long Distance San Francisco to Long Beach Cruiser Race just prior to the start of the Olympic races would also hold a series of powerboat races in conjunction with Olympic activities. The first of these is scheduled for Lake Elsinore, and will include the unlimited class, 151's, 220's, 75's and possibly stock boat events. Races for the second class mentioned may be held at Long Beach, California. The purpose of the events will be to attempt to revive interest in the unlimited class, and to develop contenders for the famed eastern Gold Cup races. Dick Loynes of Long Beach has been a regular contender in Gold Cup races; and it is reported that several Southern California yachtsmen have expressed an interest in building similar racing boats if they could find events and competitive entries with which to race.

Final Olympiad regatta dates have been definitely set and will be as follows: Western Olympic Eliminations will be sailed July 7 to 10 inclusive, and the National eliminations will follow, from July 17 to 20th, inclusive. The actual Olympiad Regatta events will be sailed off August 5 to 12, inclusive. Immediately following the Olympic events, the Santa Barbara annual race, which precedes the annual regatta held there, will be started. The combined Southern California and Pacific Coast Yachting Association regatta, dated August 15 to 20 inclusive, and ending the last day with the start of the famed Honolulu sailing race, will be held at Santa Barbara.

The Olympic Regatta committee is composed of the following: Al Christie, chairman; A. N. Kemp, vice chairman; Douglas R. Radford, secretary; Morgan Adams, chairman, finance committee; S. M. Spalding, Major Max C. Fleischmann, Dr. Albert Solland, Owen P. Churchill, Pierpont Davis, and Clem W. Stose.