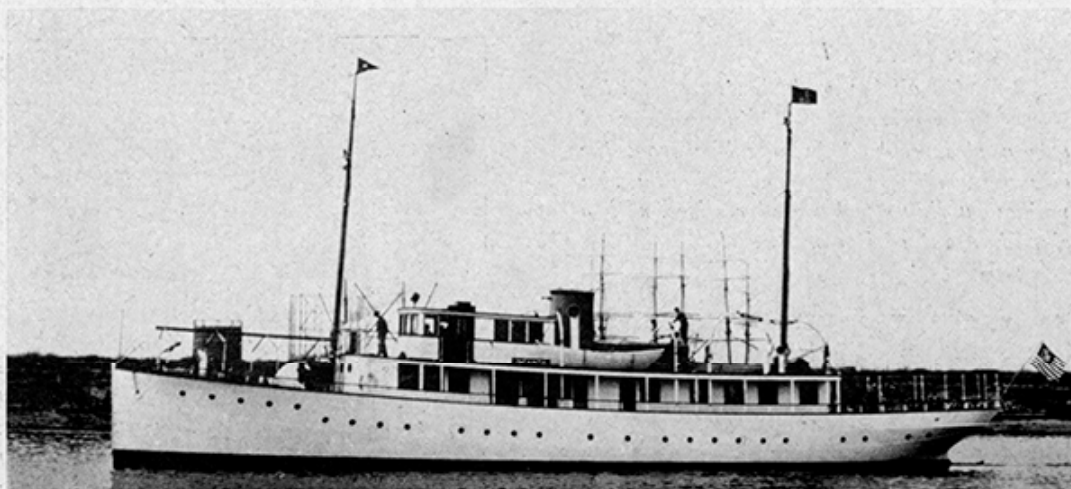


# JOHN BARRYMORE

## Commissions His New "Infanta"



"Infanta" Is a Steel Hulled, Twin Screw Diesel Yacht Owned By John Barrymore, Film Star

ONCE upon a time there was a world famous stage and motion picture star who loved to go a-sailing on his Gloucester schooner when his vacation time rolled around. This star loved to sail—he loved the water—and he loved his beautiful ship. But this same star found that he could not come and go with the certainty demanded by his work, and so a problem confronted him. He would have to adequately satisfy his desire for boating, would this sailor-actor, and at the same time he would have to be able to come and go *on time*. Therefore, the star built a power yacht, and now everything is working out splendidly.

This, patient reader, is not a fairy tale, despite the suggestion of the same—but the true story of one John Barrymore, who needs no introduction as a film and stage luminary of the first constellation.

"I love the *Mariner*—(Barrymore's sailing yacht)—and my heart will always be with the windjammers, but time means too much to the modern yachtsman to wait on the wind," Barrymore declared when the new Diesel cruiser was ordered.

"Mrs. Barrymore—(the former Dolores Costello)—and I want to go places and get back fast—and on time, and that's why I built a Diesel yacht. In our respective cases, it is a matter of snatching a rest or vacation in between pictures, and with a power yacht we know that we can be back on time.

"With the *Infanta*—the new yacht—we can run down to New Zealand for a fishing trip—something we couldn't do with the sailing yacht—and be back on time. And then I want to make some trips to the Pacific South American coast, and travel up some of the rivers down

there, on exploration and fishing jaunts. We have special tenders on the *Infanta* for such trips.

"We can make week-end trips on the *Infanta* that would have been impossible with the schooner, and with a degree of comfort impossible to attain on the *Mariner*. Naturally, it is obvious that the *Infanta* suits our particular case much better than any sailing yacht ever could, much as I love a heeling deck and singing rigging."

Barrymore is at present in the midst of a cruise on the new *Infanta* in British Columbia and Southeastern Alaska waters, which will take the smart craft as far north as Icy Strait, according to the Barrymores' plans. They intend to return to Southern California in September.

Barrymore's satisfaction with his newest ship is best evidenced by his terse yet to-the-point comment that the *Infanta* is a "great ship."

*Infanta*, a steel-hulled and twin screw power yacht measuring 120 feet overall, 21½ feet in beam and having a goodly draft, was designed by L. E. Geary, Pacific Coast naval architect and marine engineer, and was built by the Craig Shipbuilding Company of Long Beach, California. Her plans were shown in the December 1929 issue of *Pacific Motor Boat*, and her well proportioned appearance is a feature of her outboard profile, as well as the photograph of the vessel shown herewith.

The new yacht is constructed with an eye to strength, as Barrymore intends to use her consistently in deep water.

*Infanta's* accommodations on the lower deck, commencing forward, are a forepeak locker space in the eyes



"She's a Great Ship!" Says John As He Looks at "Infanta" on the opposite page. And Dolores Costello (right), his wife, smiles her approval also. Both are enthusiastic for all sorts of boating.

of the ship, a crew's lavatory, and forecabin with permanent bunks for four men, an officer's bath, and a stateroom for the cook and steward. Then there is a watertight bulkhead. On the aft side of this is the mess room, store room, refrigerating equipment and galley, as well as the mate's and engineers' staterooms. The galley is a splendid work compartment, extending the full beam of the ship. Flamo gas is used for cooking.

Another watertight bulkhead separates the preceding from the engine room, with its two big, six cylinder Atlas Imperial marine Diesel engines of 275 h.p. each. Included in her other conventional engine room equipment, is a battery unit of 60 cells of 270 ampere-hour National custom built marine batteries.

The aft end of the engine compartment is divided

off from the quarters astern by a bulkhead. The stateroom which follows next in line going aft has certain interesting characteristics. On the port side is a dressing table and wardrobe, and amidships and on the centerline is a bathroom, accessible from either side. On the extreme starboard side is a water closet and wash bowl, this affording a complete separation of the bath and toilet facilities.

Then comes the owner's stateroom with its single double bed along the ship's centerline, and upholstered settees on either beam. Wardrobes, chiffoniers and a bureau are located at the extremities of the settees. At the forward end of the bed, small tables are placed.

Then follows a short passageway which gives access to a series of staterooms in the aft portion of the ship. A stairway on the port side leads up and into the deck saloon above. There are two two-berth staterooms and another with a double berth.

A forward deck of goodly size is provided on the main deck, and here an Allan Cunningham 5 h.p. galvanized and brass fitted, electric anchor windlass which handles the two 600-pound anchors, is also located. A spray board deflects any stray water over the gunnels. There is a break in the actual deck, although this does not show on the outboard profile, and at this same break, a companionway is provided for access to the crew's quarters below.

Forward in the main cabin is the dining saloon, illustrated herewith. This saloon is neatly finished and has a quiet air of distinction and dignity, without any suggestion of lavishness. A dumb-waiter, sideboards and serving tables are located here also.

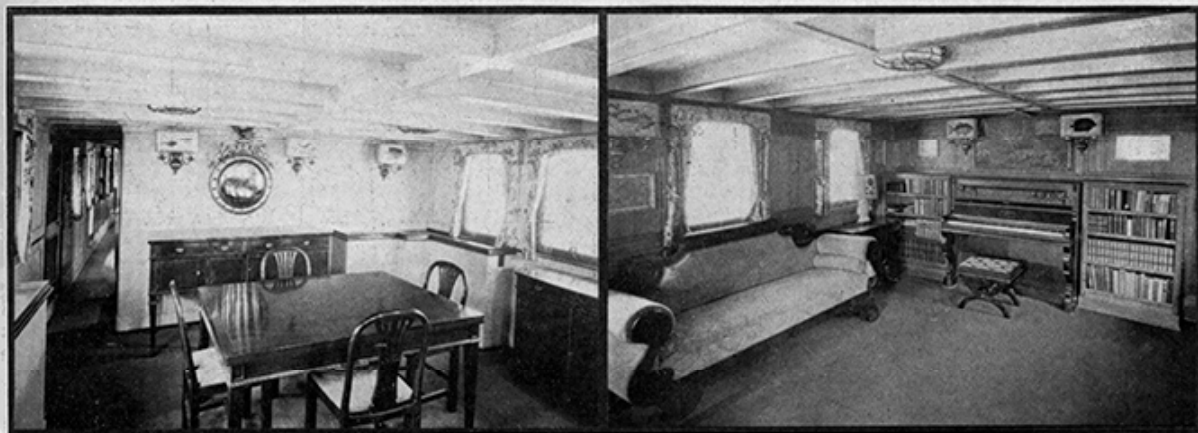
Along the starboard side of this cabin a passageway runs full length.

Following the dining saloon going aft, are the pantry, engine room fiddle, deck toilet, deck locker, and then a splendid smoking room. This last-named has a fireplace, sideboard, bookcases, general and fishing and gun lockers, and a nice grouping of loose furniture. It is furnished in the style of Seventeenth Century mariners. Just aft of this compartment is the deck saloon, featuring a piano, built-in bookcases, loose furniture, a radio set and the settee shown in the illustration of this saloon herewith.

Just astern of the deck saloon is a protected deck settee inside the end of the cabin, although the extremity is entirely open. A broad stern deck with an Allan Cunningham hand capstan, completes the lay-out on this deck.

On the boat deck above are cradled the ship's tenders,

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Two Interior Photographs Give An Impression of "Infanta's" Furnishings and Finish. Left: the neat and tasteful dining saloon. Right: the lounge saloon aft on the main deck.