

Eastern Y. C. Patrol Fleet

A FLEET of eight patrol boats has been built for members of the Eastern Y. C., who have donated them to the Navy Department for use as submarine chasers and in coast defense work. Yachtsmen in all parts of the country have been very generous. They have placed their yachts at the disposal of the Government, thousands have enrolled in the Navy and are now in active service, some on this side of the Atlantic and many right in the war zone. The action of the members of the Eastern Y. C. in building and equipping a fleet of patrol boats stands out more prominently than any collective movement.

When the war began, or, rather, when the United States entered the war last April, the Eastern Y. C. turned its handsome clubhouse at Marblehead over to the Government and all the Summer it was used as a headquarters for training recruits in the Navy, and late in the Autumn by the aviation recruits. Many of the members entered some branch of the service, others gave their yachts, and fourteen members banded together in groups and furnished the money to build the eight patrol boats.

A. Loring Swasey and N. G. Herreshoff worked together in the design of these craft, which have been built at Herreshoffs. They are 62 feet long, 11 feet breadth and 3 feet 6 inches draught. Lieutenant-Commander Swasey has had much experience in designing patrol boats. He designed the nine 40-footers that were built for as many yachtsmen in 1916, and which were the originators of the patrol boat fleet which has now grown to large proportions. That fleet was accepted by the Navy Department and enrolled in the Second District, with Newport as its headquarters, and the owners of those boats drilled, studied and devoted their time to the service in order to be able to help defend their country when the time came. Mr. Swasey's own boat was No. 1 of this patrol scout fleet. Other similar vessels followed and these varied in size. One, the Lynx, a 45-footer, is now on duty off the French Coast, and is used as a chaser and a convoy.

Last April Mr. Swasey entered the service of the Navy as a Naval Constructor with the rank of Lieutenant-Commander, and designed the 110-footers, which are now

nearing completion. Several of these are in active service somewhere on the ocean.

The boats have been named by those who financed them and numbered as is customary by the Navy Department. The names and the owners are:

Commodore, the property of the flag officers of the Eastern Y. C., Commodore Herbert M. Sears, Vice-Commodore Max Agassiz, Rear-Commodore J. S. Lawrence.

Apache, Robert F. Herrick, who is also known as Harvard's rowing coach.

Daiquiri, Charles F. Ayer, Osborne Howes, Frank S. Eaton and Oliver Ames.

Ellen, Charles P. Curtis.

Inca, Frank B. McQuesten.

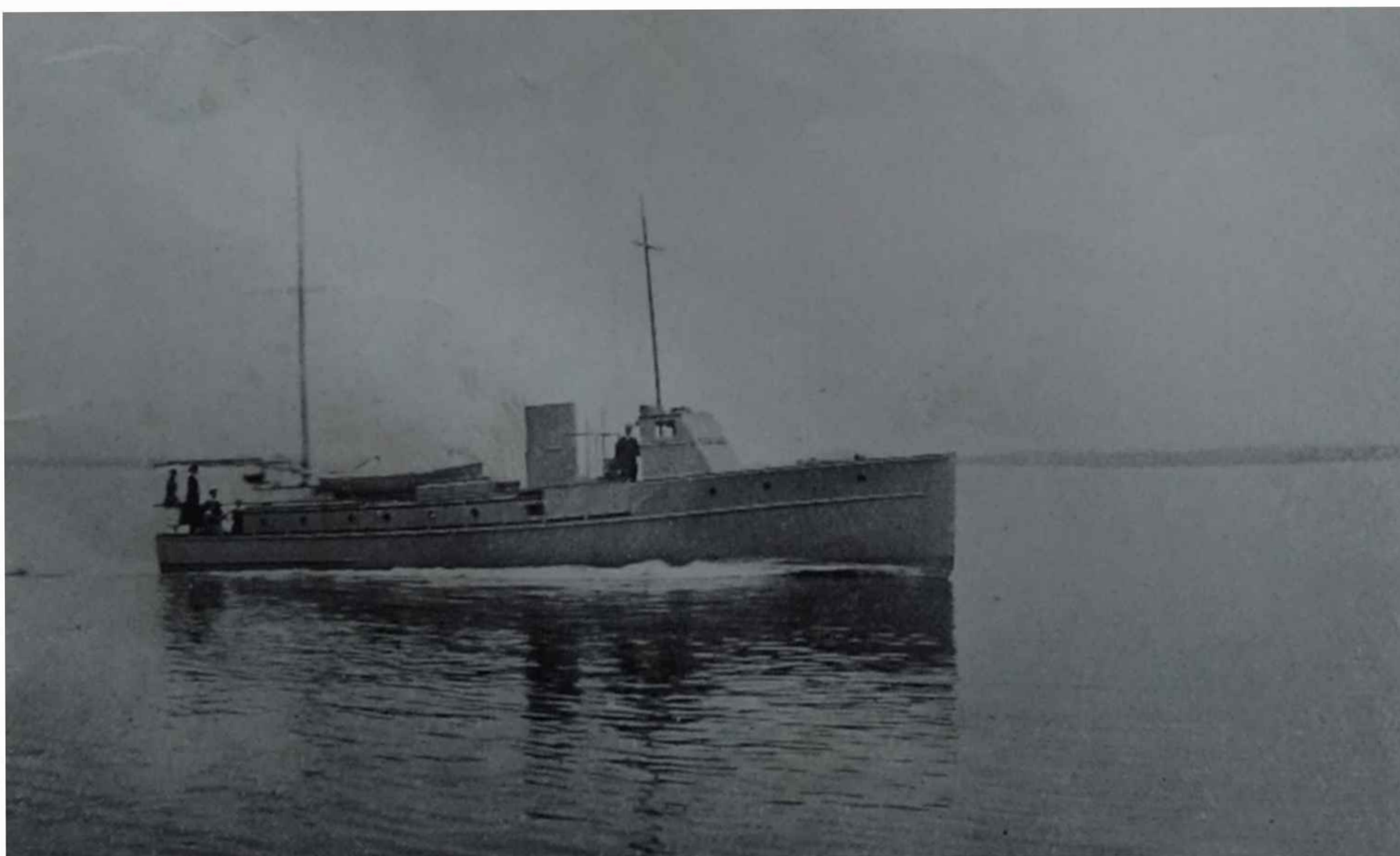
Kangaroo, Henry A. Morss, Charles A. Morss, Everett Morss.

Sea Hawk, Arthur Winslow, Edwin S. Webster, Charles A. Stone.

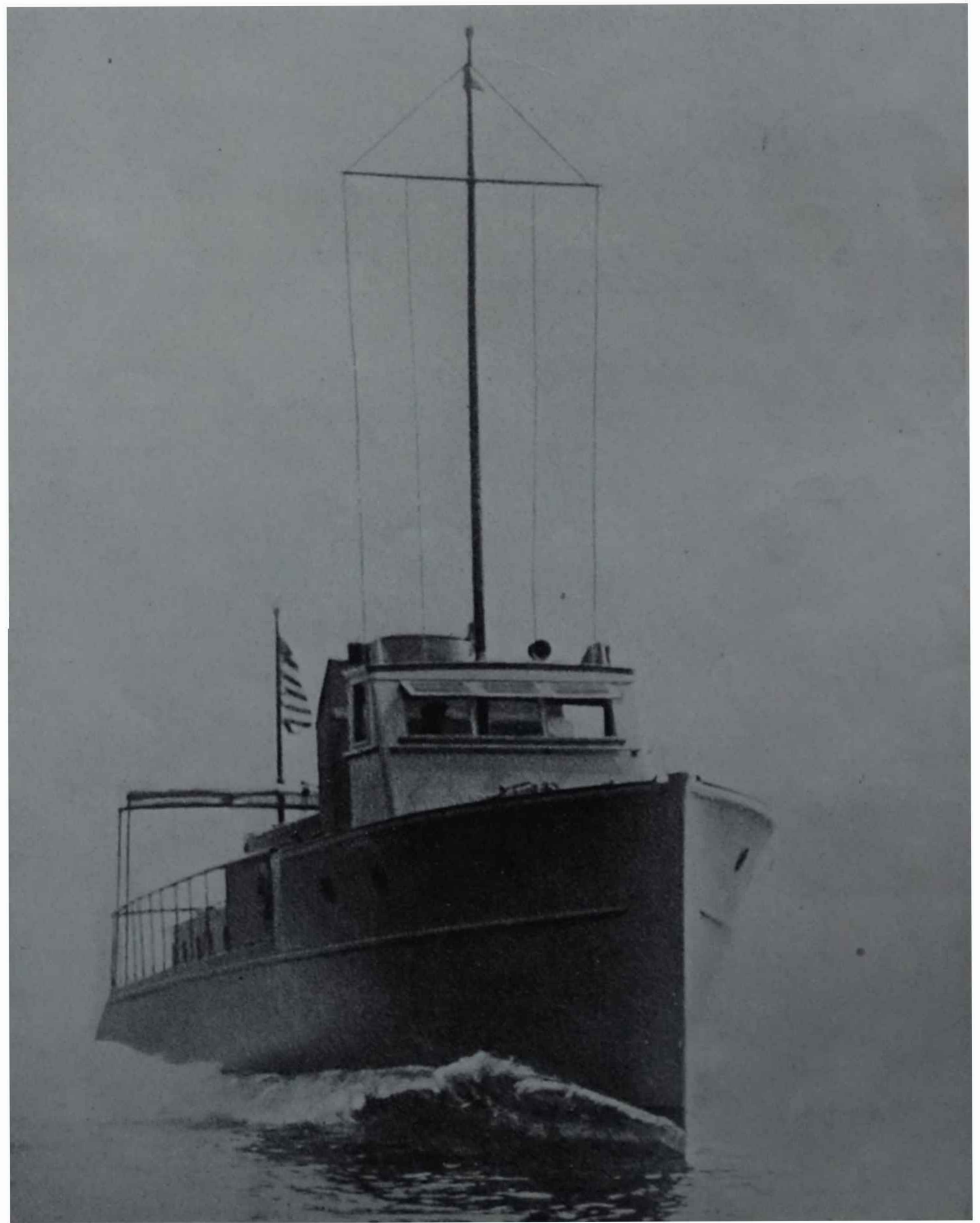
Snark, Carll H. Tucker.

It is not necessary to tell who these men are. Every one is well known as a yachtsman. Some own cruising yachts, others have won fame sailing and racing small boats.

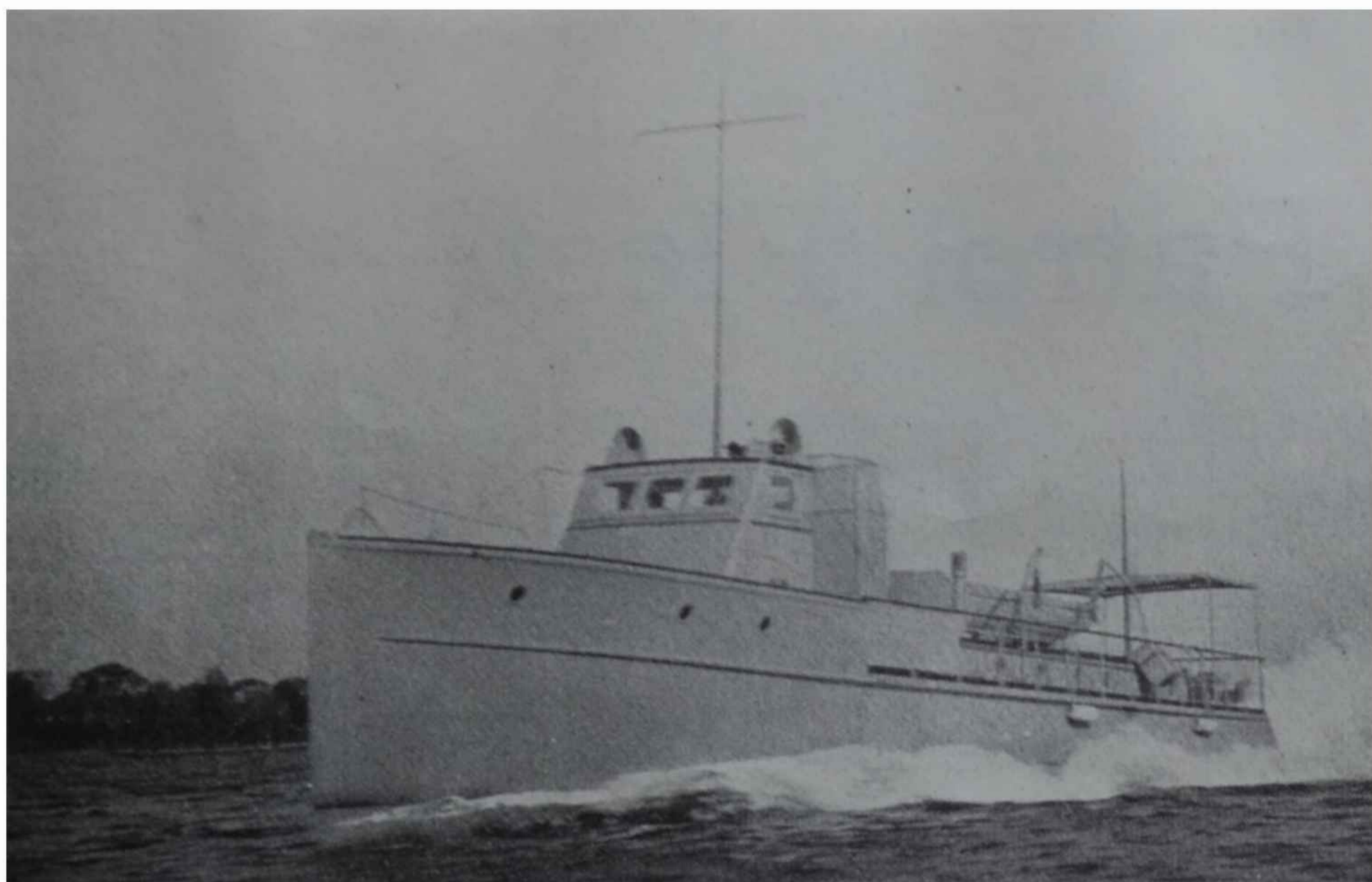
The 62-footers are equipped with Sterling engines. Each boat has two Model F, eight-cylinder Sterling engines of 200 h.p. each. The speed expected was 24½



Snark, Carll H. Tucker, Owner, One of the Eastern Y. C. Patrol Boats



Inca, Frank B. McQuesten, Owner, 62 Ft. Long, Fitted With Two Sterling Engines



Daiquiri, Chas. F. Ayer, Osborne Howes, F. S. Eaton and Oliver Ames, Owners

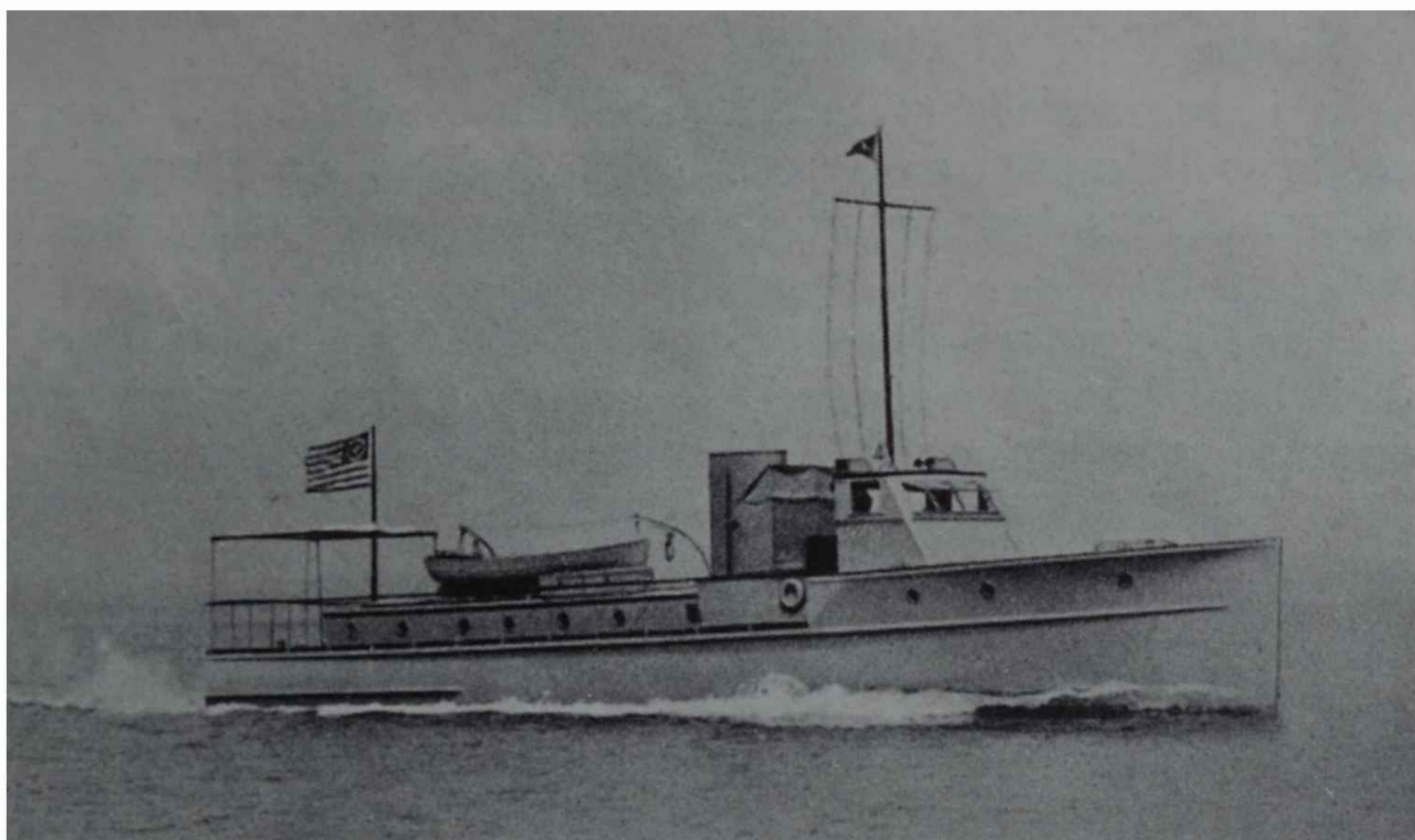


Apache, Robert F. Herrick, Owner, With Sterling Engines
Makes 27 M.P.H.

miles an hour. This has, however, been exceeded and the boats make 27 miles an hour, but it is only at critical times that they will be driven to this limit.

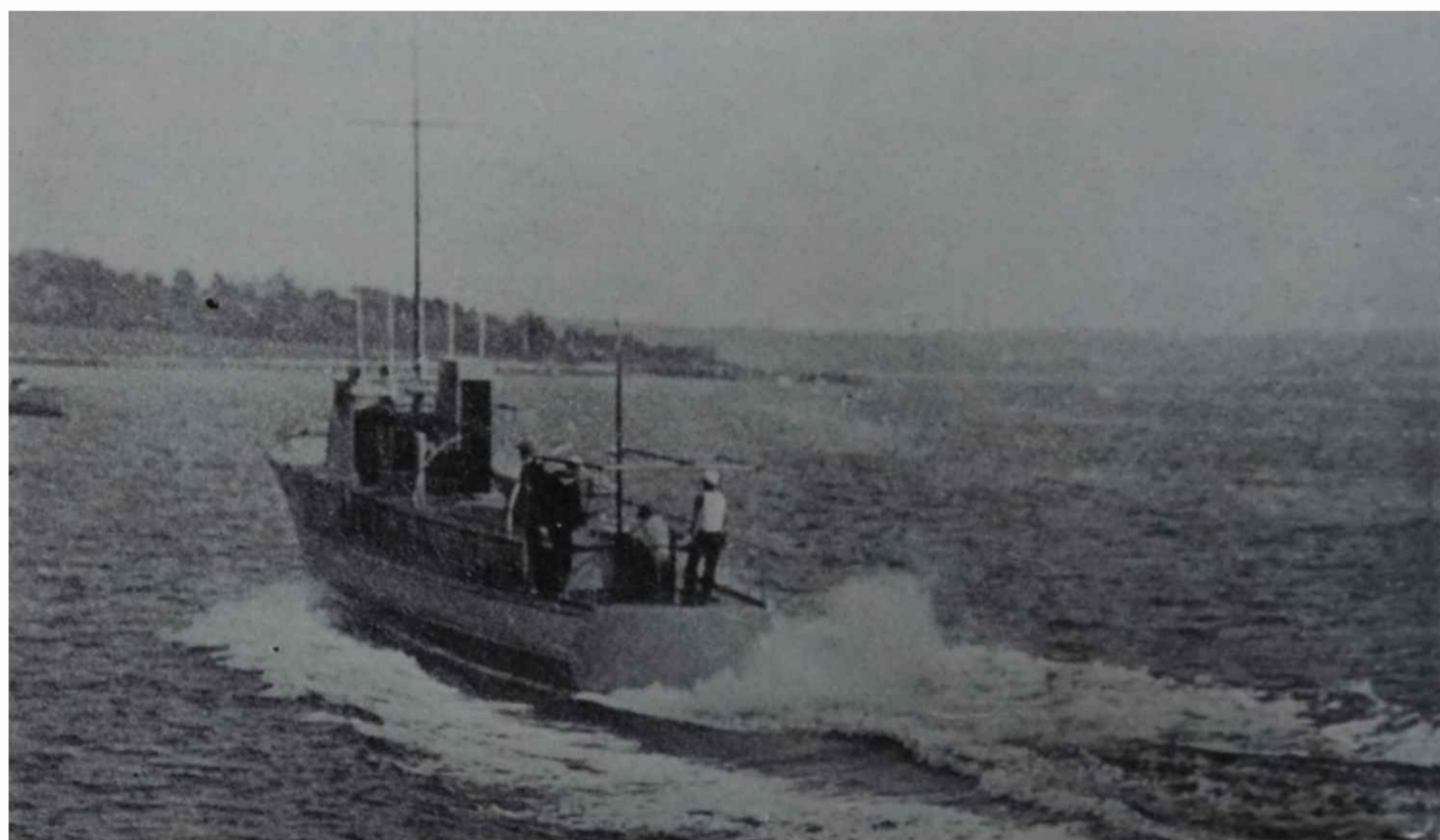
These boats will be used for all kinds of patrol work.

Their accommodations are very good. The entire deck is housed for the cabins except a small space for an after cockpit. This is accessible from the conning tower or from the deck on each side of the cabin trunk. A novel arrangement is the entrance to the engine room and forward quarters, which is through the stack. These



Commodore, Owned by Commodore H. M. Sears, Vice-Commodore Max Agassiz and Rear-Commodore J. S. Lawrence

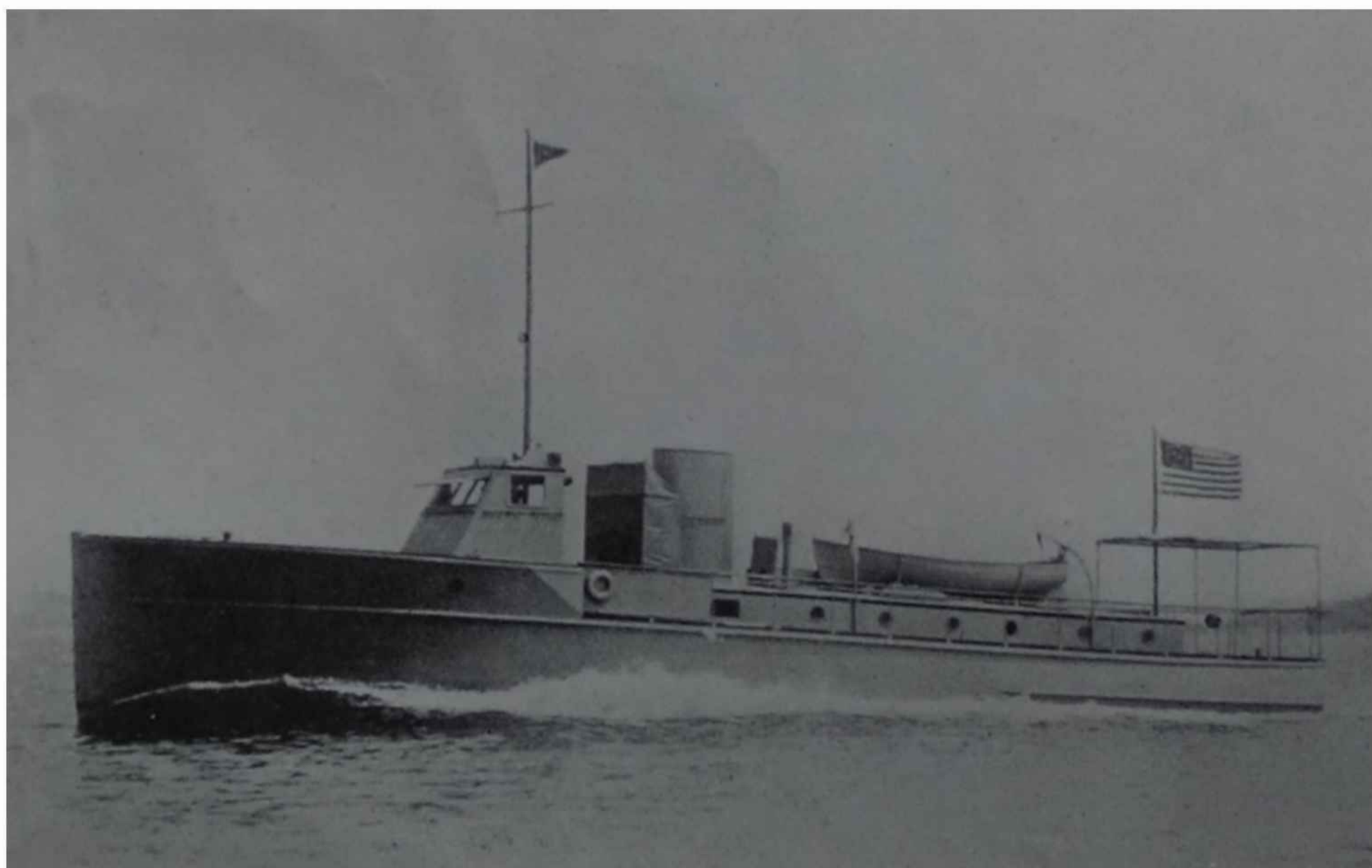
They will meet incoming steamers to place officers on board for the examination of papers, and for search if need be. They will be used for the regular patrol work, as despatch boats, and probably mostly for harbor work to guard shipping against incendiary damage.



Ellen, C. P. Curtis, Owner, Built by Herreshoff Company

boats are the latest in the small patrol boat and they are staunch and able and well built.

Their engines too are reliable. They will not be driven at high speed except when speed is needed and so will always have a good reserve.



Kangaroo, Henry A. Morss, C. A. Morss and Everett Morss, Owners



Sea Hawk, Arthur Winslow, E. S. Webster and C. A. Stone, Owners