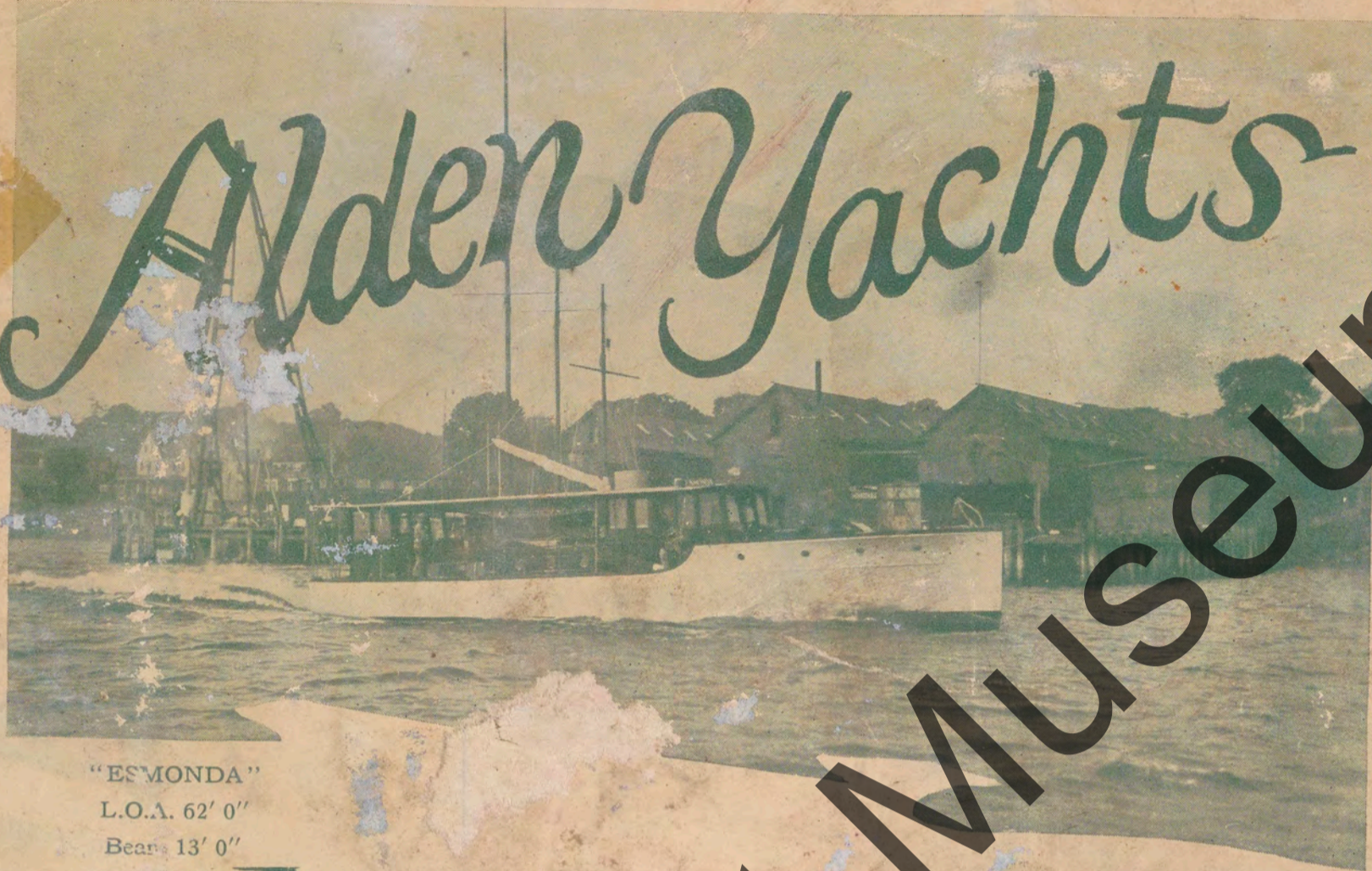


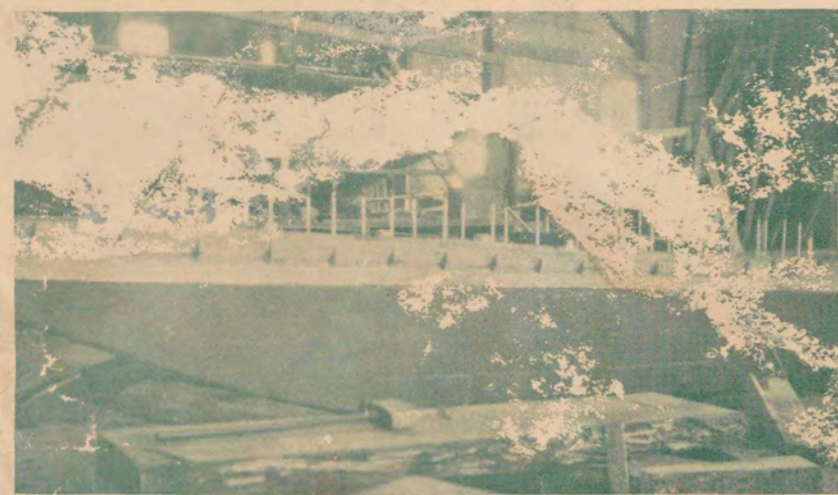
Alden Yachts



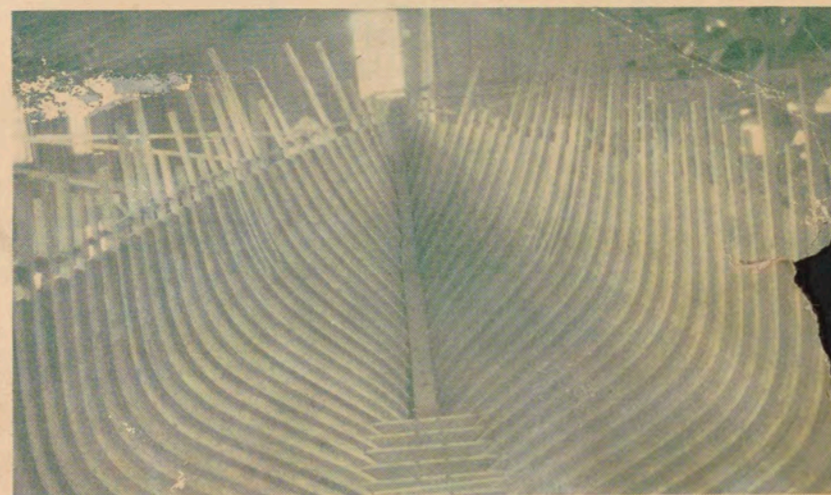
"ESMONDA"
L.O.A. 62' 0"
Beam 13' 0"
Speed 5 miles

Antique Boat Museum

JOHN G. ALDEN
YACHT BROKER AND NAVAL ARCHITECT
148 STATE STREET
BOSTON · MASSACHUSETTS



Iron keel (14,000 lbs.), oak keel and floor timber bolts. Note deep rabbet and the boxing for the heels of frames.



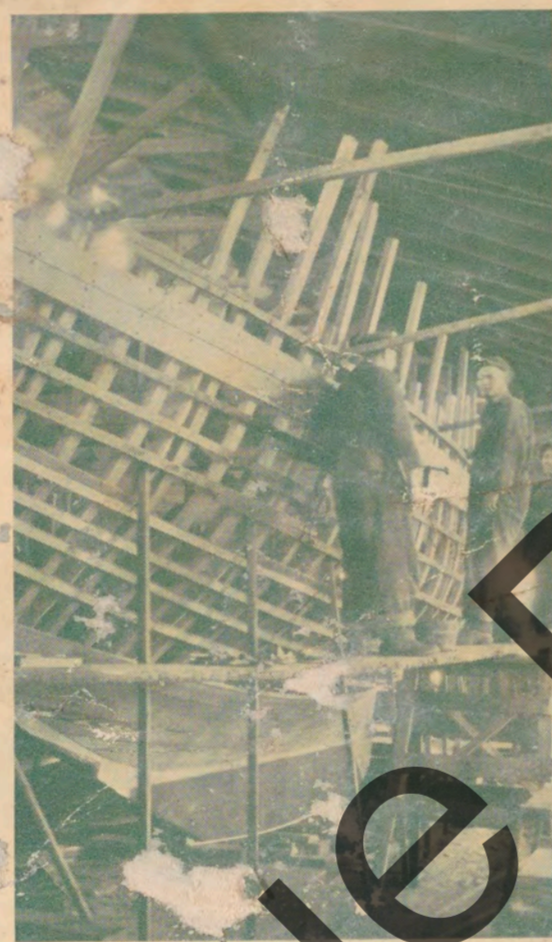
Holds her shape perfectly when the moulds are taken out. Clamp, shelf, and bilge stringers go in next.

ALDEN-DESIGNED and SUPERVISED YACHTS ARE WELL BUILT



Frames are heavy and closely spaced. The proper shape is insured by the many moulds and battens.

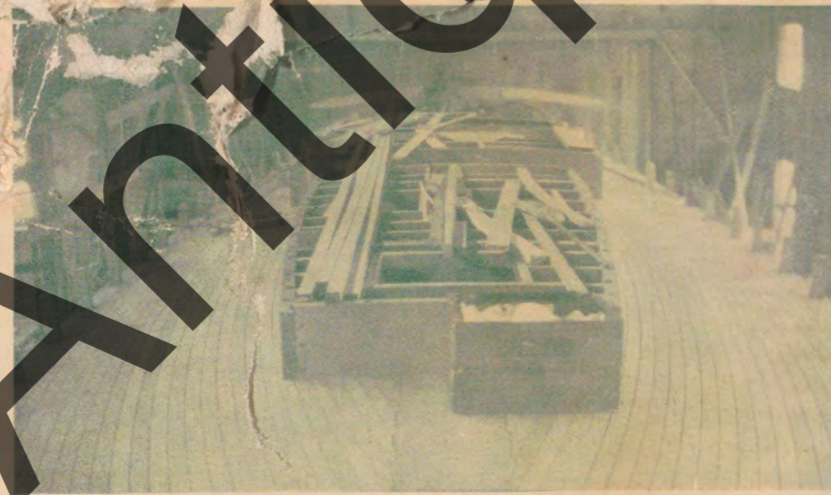
The photographs on this page were taken by Paul C. Warren, during the building of his Alden schooner "ELIZABETH" at the yard of Charles A. Morse & Son, Thomaston, Maine and give a fine idea of the heavy construction typical of Alden Yachts.



The planks are thick, long narrow stakes, and well fastened.



Heavy deck beams and carlins tie the sides together.



The house is as strong as the hull.



A double stateroom



Main cabin and companionway

ALDEN YACHTS ARE PLANNED FOR COMFORT

These photographs show typical interiors of Alden-designed yachts and prove that great deal of thought is given to providing for the comfort of the owner and his guests.



Plenty of storage space



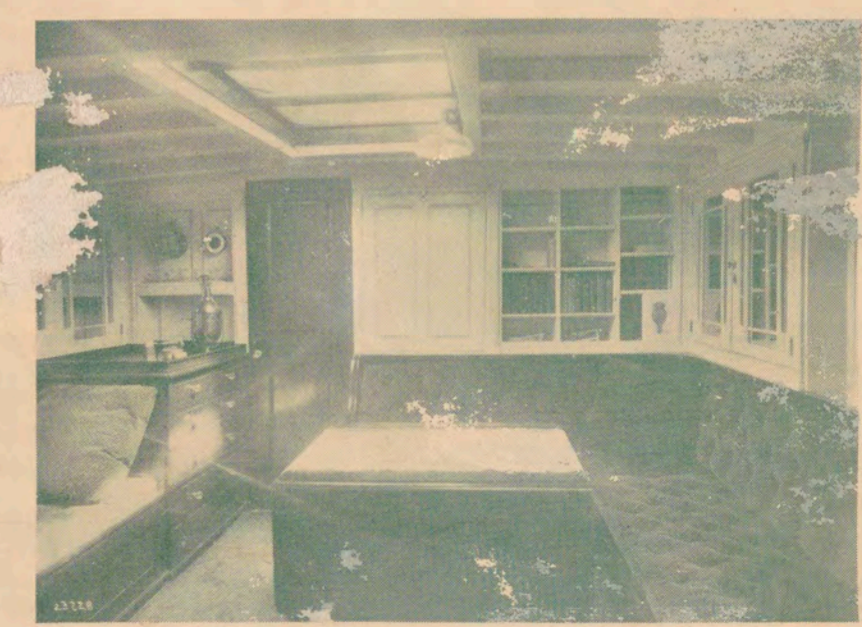
Another double stateroom



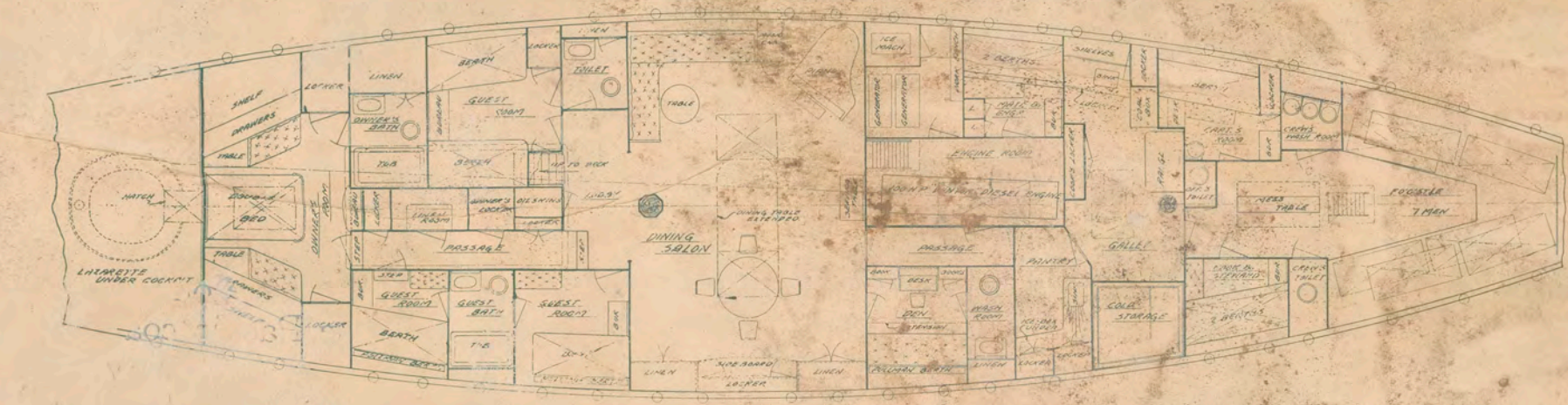
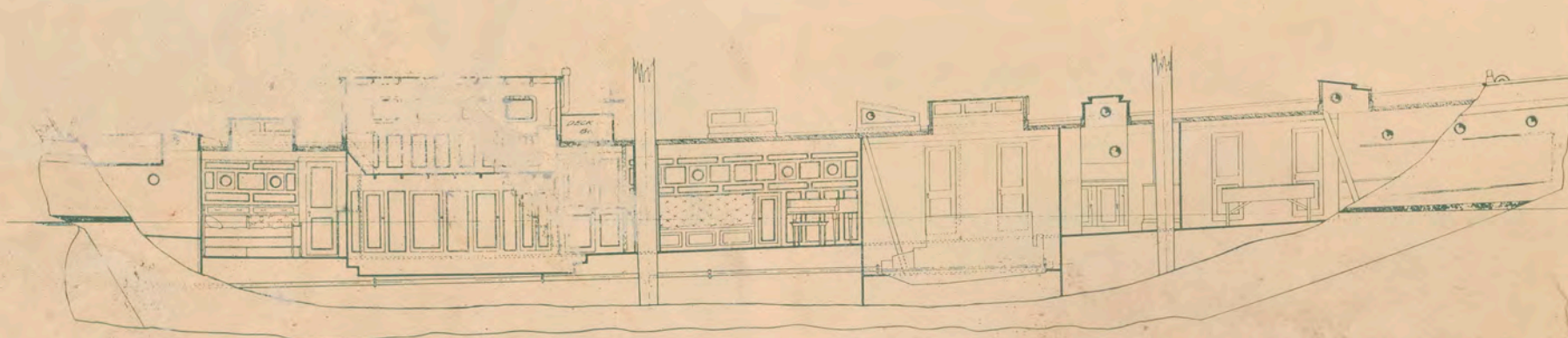
Lockers



An owner's stateroom



Another main cabin



No. 284

A Large Seagoing Auxiliary Schooner

SO far as is known, this steel schooner from the boards of John G. Alden is the largest auxiliary building this year. Her dimensions are: length overall, 125' 6", on the waterline 94' 8", extreme beam 26' 0", draft 14' 6", with 6219 feet of canvas in her working sails.

The owner's quarters consist of two double staterooms and three smaller ones, with single fixed and Pullman berths, all with connecting toilets. The main cabin, 14' long, extends the full width of the boat and eighteen people can be seated at the table. Entrance is through the sunken deck-house smoking room.



White intended largely for summer cruises on the New England Coast and winters in the West Indies, this yacht is capable of comfortably voyaging around the world, and tanks and stowage compartments are generously large.

She is fitted with electric refrigeration, hot water heat, hot water to lavatories and every device for comfort and safety.

The main engine is a 100-horse power Winton Diesel, with generators to operate electric windlass, boat and sail hoists, air, bilge and sanitary pumps and ventilating fans.

SOME NEW YACHTS

Cruising—Power—Racing

Tuned Out by
JOHN G. ALDEN, N. A.
BOSTON, MASS.

IN looking back over the yachting season of 1925, one is struck by the frequency with which Alden-designed yachts have attracted public attention. Distinguished in every fleet by their handsome and able appearance, they have had unusual success wherever they have raced and, more often than not, have been the leaders at the finish line. A few cases in point may be cited:

In the long ocean race from Larchmont to Gloucester five out of the first six yachts to finish were designed in our office, and they took four of the five first prizes given. Of eight starters in the schooner class in the long Chicago-Mackinac race, the only two to finish were Alden-designed. A yacht of our design won second place from sixteen starters in the Bayside-Block Island Auxiliary Race. In the Eastern Yacht Clubs ocean race from Marblehead to Rockland, Maine, *Nahma* beat *Malabar VI* for first place by just five seconds, both being from our boards. Other club cruises show many first prizes for Alden yachts.

On Lake Ontario the Class R racer *Rogue*, de-

signed in 1917, is still the queen of her class, and in the Chicago Yacht Club races on Lake Michigan *Tomboy* (ex-*Opechee*) proved a consistent winner throughout the season.

More than 130 Alden-designed boats were built in 1925, 43 of these being cabin craft. While most of these were for use on the North Atlantic coast, Florida, the Pacific coast, Nor-

way, England and Spain will have new yachts from the board of J. G. Alden this year.

The design, supervision and equipment of so many successful yachts requires a large force of able and efficient assistants, yet every step of the work has Mr. Alden's



DISCOVERER — 4 feet draft, 60 feet waterline; 4-Cylinder Sterling Trident Engine. Design and built for Joseph Pulitzer, Esq.

personal supervision. He is constantly over the drafting boards in order that no drawing shall be called complete until he has passed approval on ALL its details.

On the following pages of this section will be found plans and pictures of many Alden boats, together with announcements of many of those firms who have helped to make the finished product the "last word" in yachts of this type.



Adventurer auxiliary well Sound

ADVENTURER

is a type of cruising schooner proving very popular on the coast and Great Lakes, wherever they are sailed. This one is equipped with 4-cylinder Scripps motor which gives a speed of about 6 miles per hour under power alone. She is 52' 3" long, by 38' w.l. by 12' beam and 7' 4" draft. The records show that many of these yachts actually appreciate in value during the first two years or so.

CHARLES RIVER BASIN CLASS

This new class for sailing on the Charles River Basin, Boston, have given their owners a lot of sport in sailing and racing, almost in the heart of Boston, where they are being kept in the water until the ice comes in the fall. Seven of these little 15-foot overall knockabouts are in commission and are attracting a lot of attention. They are a fine little craft for the moderate price of \$500.



Charles River Basin Class

VOYAGER

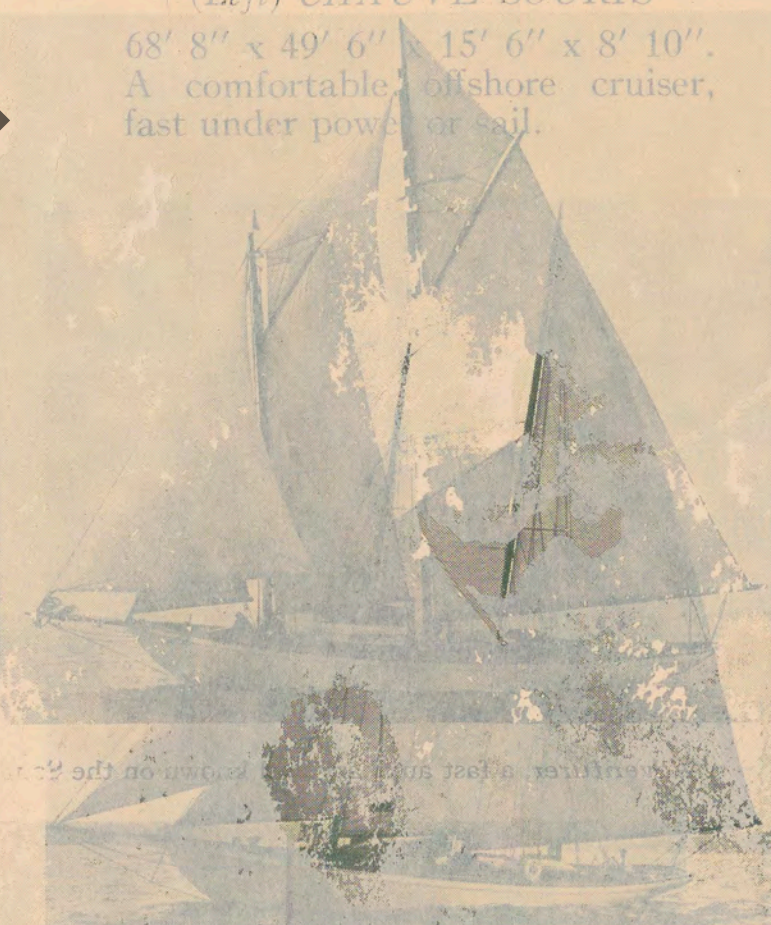
is an excellent example of one of the smaller Alden Schooners. She can be run without a paid hand and has ample accommodation for four to cruise comfortably. Her dimensions are 36' 3" x 28' 5" x 10' x 5'. She is able enough to go anywhere and is a smart sailer. Her engine is a 2-cylinder Red Wing. Just the thing for the cruising man who wants the best of her type at a moderate cost.



Voyager with ample accommodations for four



(Left) CHAUVE SOURIS
68' 8" x 49' 6" x 15' 6" x 8' 10".
A comfortable offshore cruiser,
fast under power or sail.



SACHEM II
58' 6" x 42' 6" x 13' 6" x 8' 2".
First to finish in Larchmont-
Gloucester Race. A fast, able
auxiliary with berth for seven aft.



DORESS
One of the fastest R boats on Long
Island Sound.

(Left) NAHMA
45' x 31' x 11' 3" x 5' 3". Winner
of YACHTING trophy in Larchmont-
Gloucester Race.

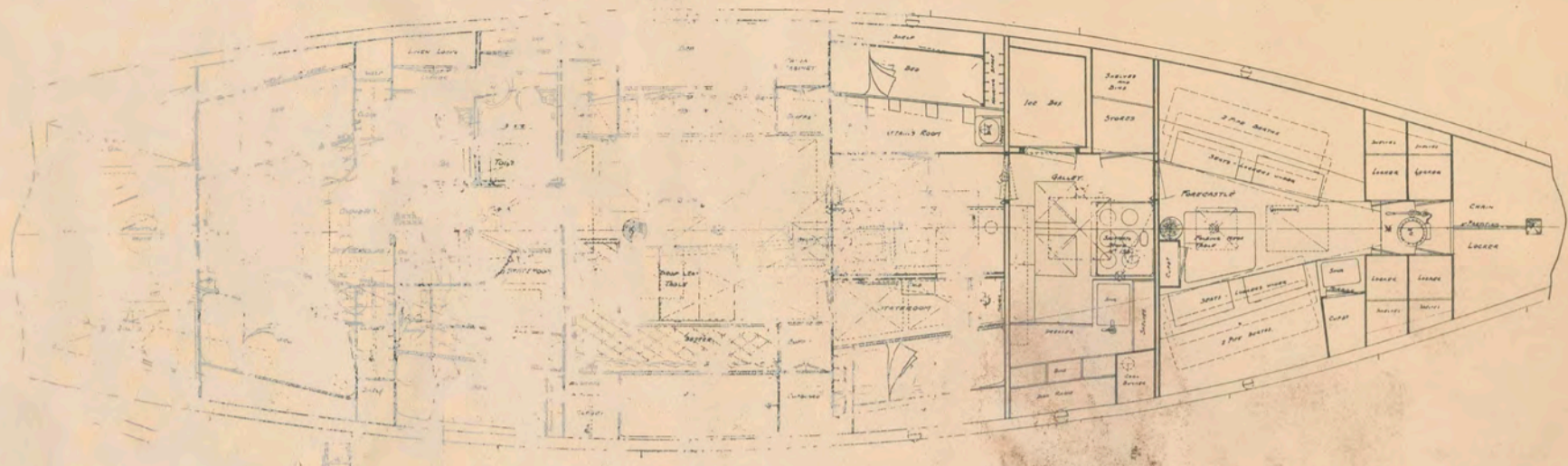
THE MOORING
BLUEHILL, MAINE

*I would like to express
myself more our complete satis-
faction with the Troupadour
in every way. It is enough
to say that we shall be keen
tomorrow I would have
you start work on another
from the same plans for
us without a single change
in rig or cabin arrangement.
Sincerely yours
Melville Haskell*

A note of appreciation
from Mr. Haskell



Antique Boat Museum



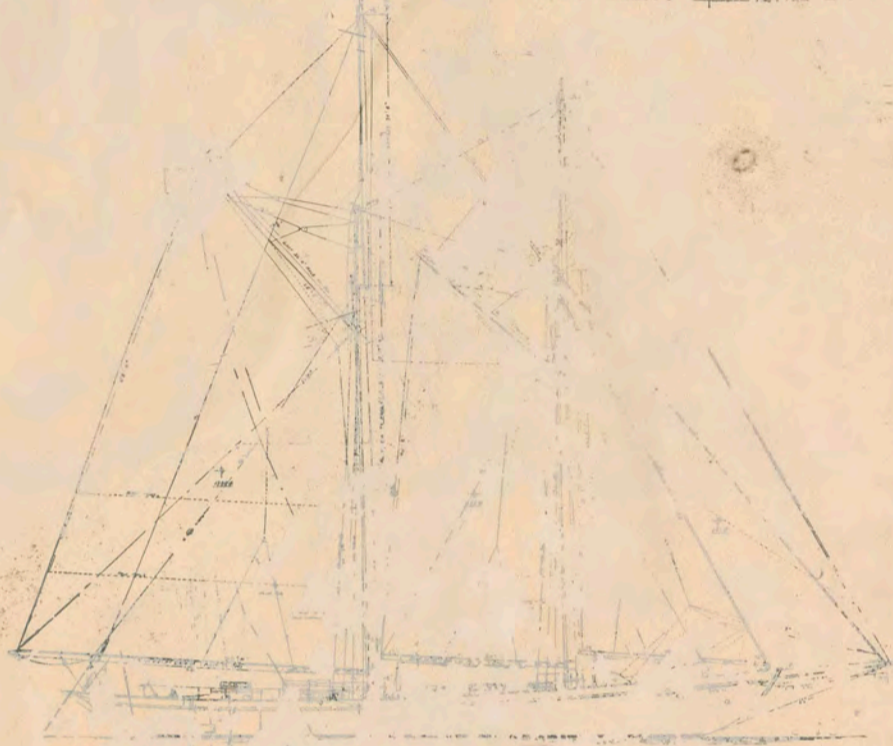
Offshore Cruiser

HERE is a heavy offshore schooner, designed by John G. Alden for Dr. Henry Lloyd, of rugged construction with sound bulkheads and all down to the minute equipment.

This boat is 80' overall, 60' on the waterline, 18' beam and 4' draft, equipped with a six-cylinder Red Wing motor and a large tank capacity for both gas and water.

The accommodations provide a double stateroom aft with two additional single staterooms, berths for four in the main cabin and two toilets, all in the owner's quarters. In addition to the two berths in the forecabin, the captain has a stateroom of his own just off the engine room and aft of the large galley.

The quarters throughout are roomy and more than the usual amount of locker space is provided, as it is expected that the boat will go on some extended cruising.



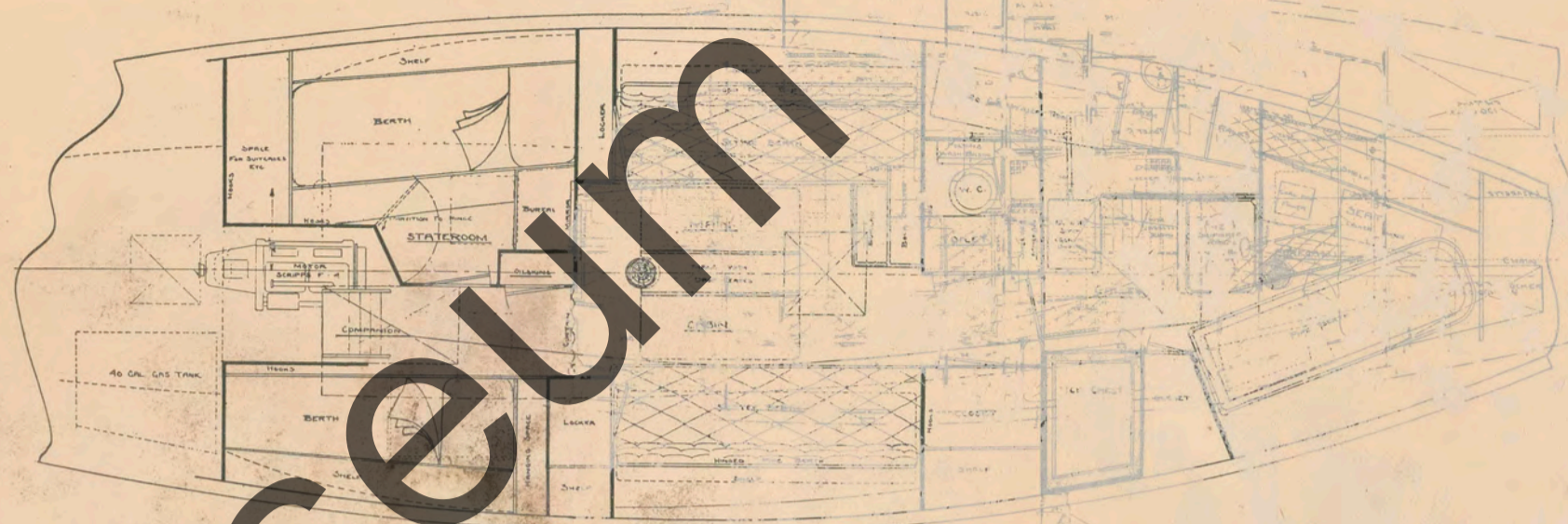
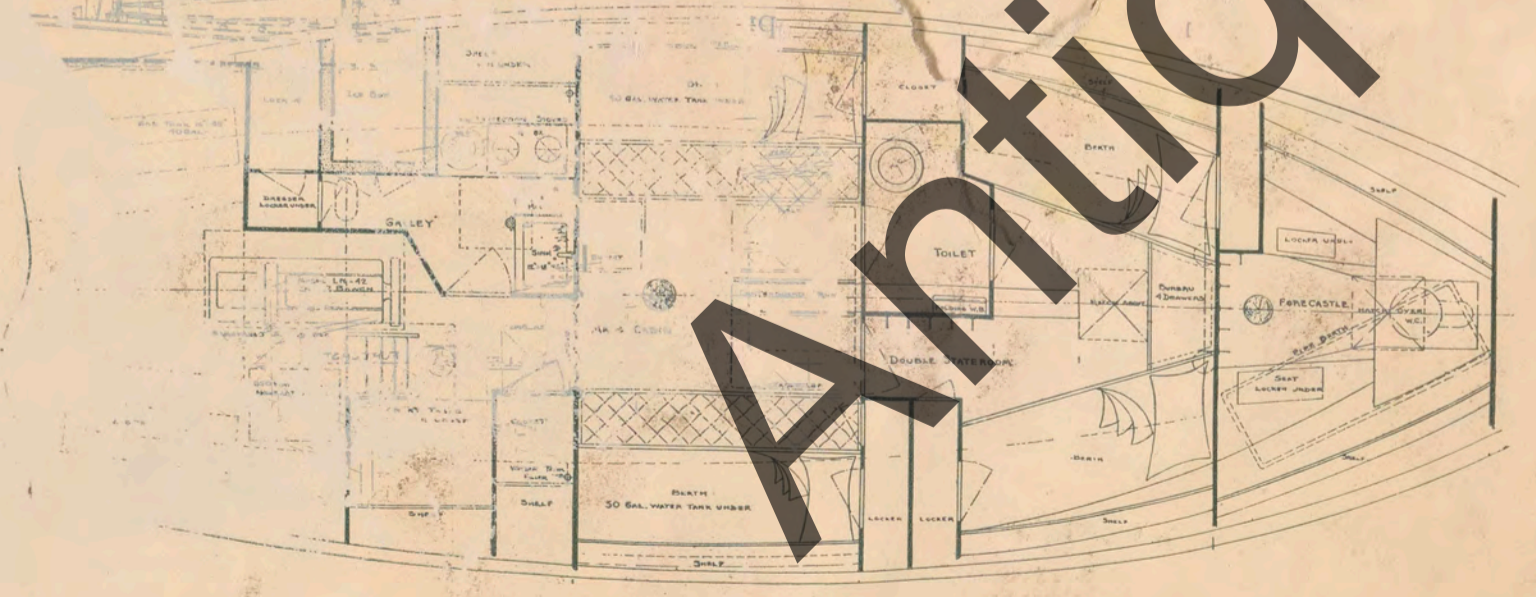
Cruiser for Shoal Water

IN the past there has been a demand for an able boat that could, in addition to those beautiful, though shallow harbors that we used to know, visit the...

Here is a boat designed by John G. Alden for just this service and she is now building in Florida for a Florida owner. Though of odd proportions in a present day fleet, she is a good looking boat and will give a good account of herself.

She is 45' 1" on deck, 35' on the waterline, 13' 6" beam, 4' draft and with 2500 pounds of outside ballast, will be a powerful model. Her power plant is an LN-1000 Bowen which should give her about seven miles an hour.

She has a roomy galley with a chart table near the companionway, two berths in the main cabin and a double stateroom forward. The forecabin, containing one berth, is separated from the rest of the quarters by a bulkhead.



"Malabar" Model 1926

THE first "MALABAR," commissioned in 1921, is still a first class boat. Herself a development, the model has been modified and improved through the building of some thirty boats of this size. The plans herewith show the last word in this popular size vessel. Eight boats are now building for early spring delivery and a few of them are still available for purchase.

The new boat is 43' 1" overall, 32' 6" on the waterline, 11' 6" beam and 6' 4" draft, sleeping four in the main cabin, two aft and one in the forecabin. Ample galley, toilet and locker space is provided.

Her F-4 Scripps Motor will give her a speed of about eight miles under power.



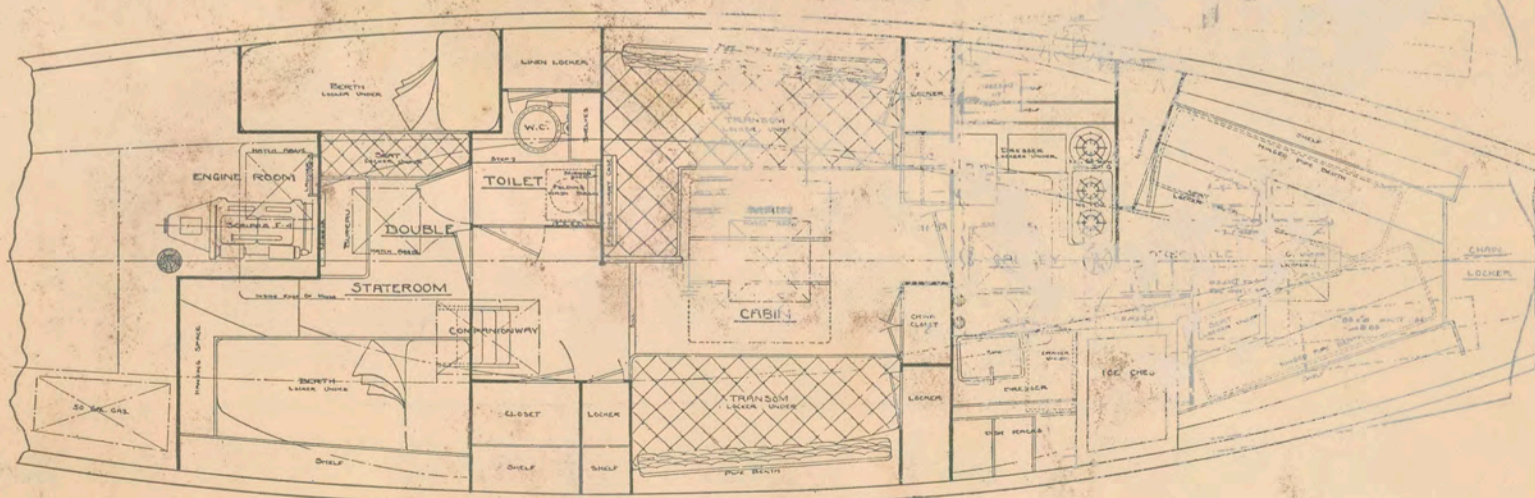
A Knockabout

THESE plans show another of Mr. Alden's at least several. It will be hard to find a rig more simple, easy to handle and efficient than this knockabout ketch, a development of the "POLLY II" and "MATINICUS," built in 1925.

With her overall length of 54', waterline length of 47', 12' 6" beam, 7' 4" draft and 15,000 pounds of outside ballast, a powerful and able model is available and her four-cylinder 15-40 Scripps motor should drive her about seven miles an hour.

The arrangement provides a double stateroom aft, a large and airy main cabin with four berths, more than the usual galley space and two berths forward, with the engine in a separate compartment. There is full headroom throughout the quarters.

Two of these boats are now building for early spring delivery.





SEADRIFT

84' 8" x 60' x 20' 9" 6"

Steel schooner built in England in 1924, now in the United States on her way to the Carribean, with over 7000 miles to her credit.

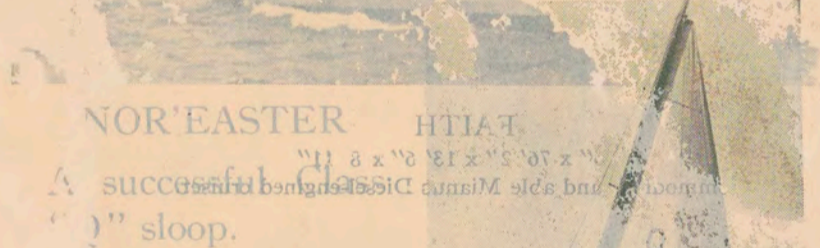


MALABAR VI

52' 2" x 38' x 12' x 7' 4"

This boat and four duplicates (MYSTIC, TROUBADOUR, HEATHER and ADVENTURER) have made themselves famous.

- The following are some of the many yachts built from the designs of John G. Alden
- | SCHOONERS | | |
|-------------|------------------|----------------|
| SEWARD | NOOMA | WHITE SQUALL |
| AMORILLA | SEADRIFT | PANCHARA |
| WENDAMEEN | BEACON ROCK | PANCHARA II |
| ANNETTE | DISCOVERER | MALABAR III |
| ELIDA | ANONTA | MALABAR V |
| MARY ROSE | ALCA | SACHEM II |
| VOLANTI | RADIANT | PRIVATEER |
| NORSEMAN | DAMARIS | MALABAR VI |
| GILFAN | HARLEQUIN | HEATHER |
| PRIMROSE IV | BLACK DUCK | MYSTIC |
| DISCOVERY | (EX. MALABAR IV) | TROUBADOUR |
| SUNBEAM | FAIRMAID | ADVENTURER |
| HILDA | WILLIWAU | HEART'S DESIRE |
| YVONNE | MARY ANN | ALLANA |
| USAKA | BLUE WATER | PICARON |
| VEGAGER | ELIZABETH | |



NOR'EASTER

A successful boat built in 1924, now in the United States on her way to the Carribean, with over 7000 miles to her credit.



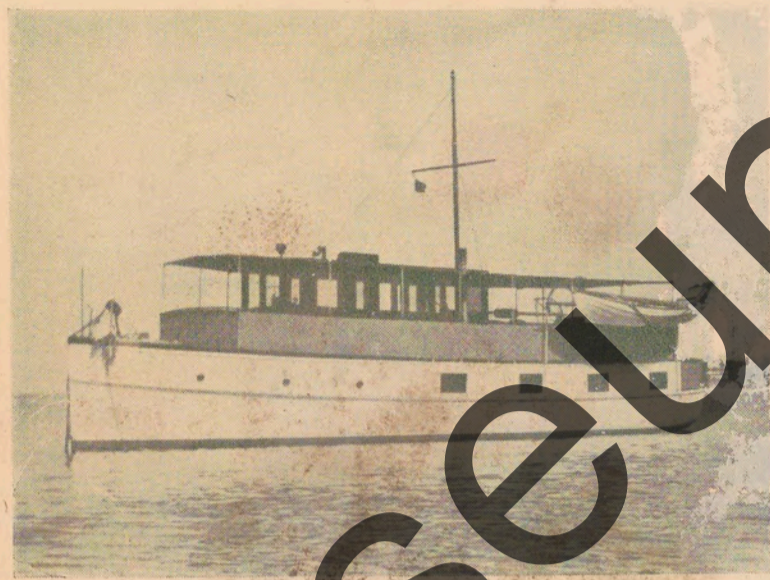
NIRVANA II

37' x 28' 5" x 10' 5"

Successful and many ketch with accommodations for six. Eight of these boats are building this year.



JOHN G. ALDEN, 148 State Street, BOSTON, MASS.



PANCHARA II

A cruising ketch with large and comfortable quarters for eight and the crew.



MALABAR JRS

Cruising auxiliary ketch in fore-castle.

- Also the following yachts and power boats
- | YAWLS and KETCHES | | |
|-------------------|-----------------|-----------|
| PIECES OF EIGHT | SOLITA | CYGNET |
| MATINICUS | NARMI | HERMITA |
| POLLY II | PELUS | LAURA |
| NIRVANA II | ANNA A | TAUTOG |
| SEA DOG | DAWN | |
| POWER BOATS | | |
| PANCHARA II | GROSBEAK | ESMONDA |
| PETO | TAITE | KATHERINE |
| ISLANDER | TIPPEE | |
| POLLY | KINKORA | |
| "R" BOATS | | |
| DORESS | SARI | ALASTOR |
| BARBARA | ALIMI | GOBLIN |
| MARIANNA | (EX PAM) | LILLIAN E |
| ROGUE | TOMBOY | ANGELA |
| YANK | (EX OPECHEE II) | FRANCESCA |
- And many others.



ACTAEA

29' 5" x 23' x 9' 8" x 4' 11"

One of the seven MALABAR JRS. built in 1925. An able little auxiliary cruiser for two or three.

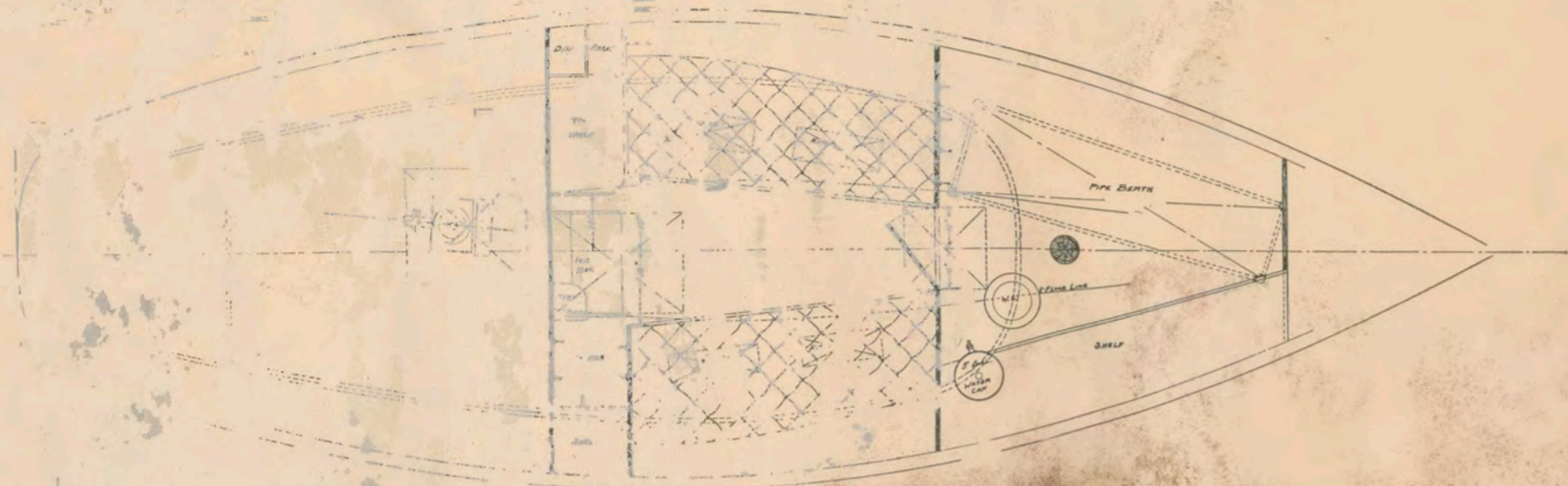


BLUE WATER

A fast and reliable ketch with accommodations for six.



JOHN G. ALDEN, 148 State Street, BOSTON, MASS.



The New "Malabar Jr."

SEVEN able little boats (developed from the famous Friendship Schooners), were built last year from the "MALABAR JR." design and between them successfully covered several thousand miles of blue water. As they were, the model has been improved and enlarged somewhat.

The accommodations are ample in every way for three people and the boat is surprising fast for her type, both under sail and power.

The power plant is a 6-8 h.p. Hartford two-cycle engine with a propeller, giving a speed of about six miles.

The new boats are 30' overall, 23' 3" on the waterline, with a beam, etc. of 9' 8 1/2" and a draft of 4' 11".

Six of the "MALABAR JR.'s" are now building and three are still available, with optional galley and conic rigs.



ALL FINISHED WITH SMITH'S Varnish, Yacht Black and Other of Hard Fossil Gum Products

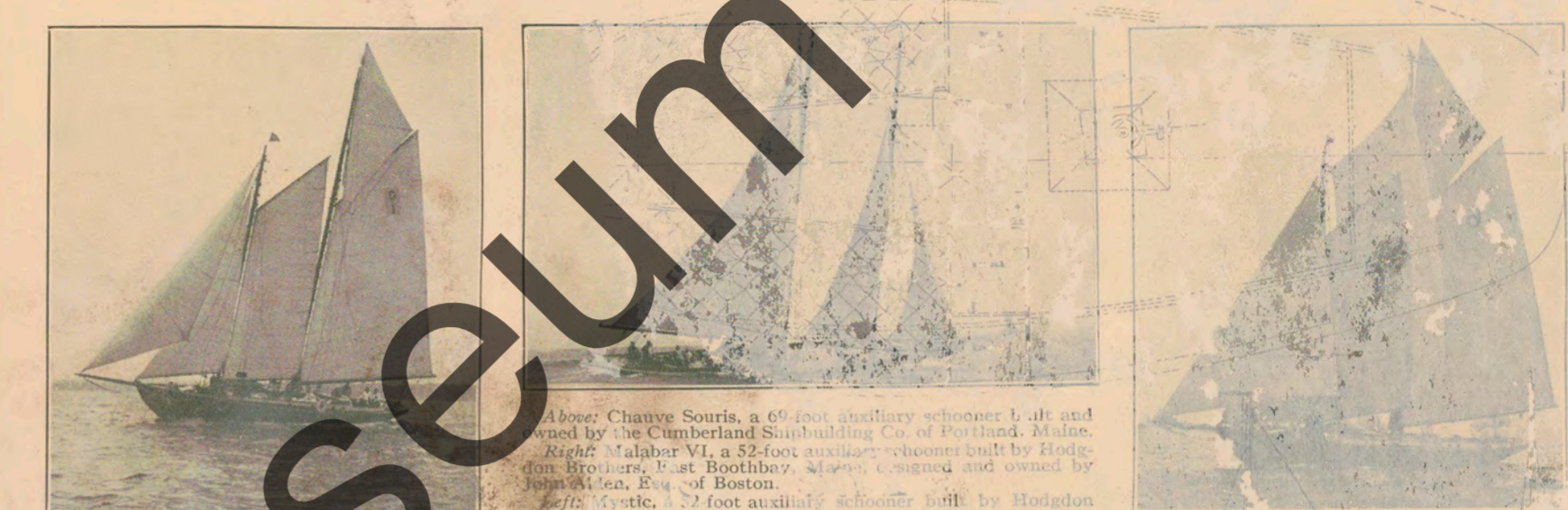
October 28, 1925.
Gentlemen: Enclosed find list of some of the yachts built this year from my plans, on which your products were specified and used as well as on my own yachts for the past two years. These products have been so satisfactory in both finish and wearing qualities, that I shall continue to both use and specify same. Yours very truly,
(Signed) JOHN G. ALDEN

SMITH'S MARINE FINISHES

Established 1827 - FOR EXTERIOR & INTERIOR - Established 1827

EDWARD SMITH & CO.

SEVENTH STREET, WEST AVENUE, LONG ISLAND CITY, NEW YORK

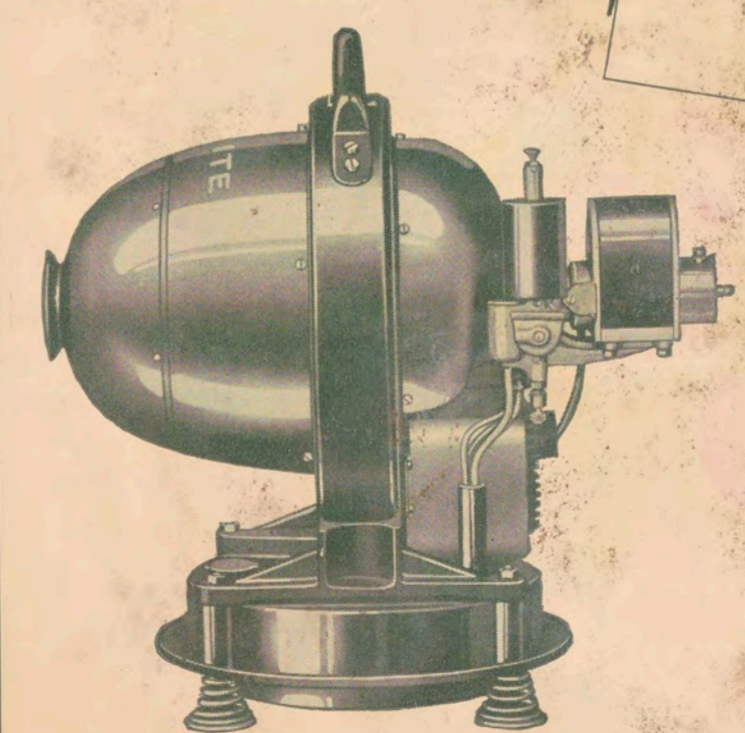


Above: Chauve Souris, a 69-foot auxiliary schooner built and owned by the Cumberland Shipbuilding Co. of Portland, Maine. Right: Malabar VI, a 32-foot auxiliary schooner built by Hodgdon Brothers, East Boothbay, Maine, designed and owned by John Alden, East of Boston. Left: Mystic, a 32-foot auxiliary schooner built by Hodgdon Brothers for C. D. Mallory, Esq., New York.

These boats of ALDEN Design are HOMELITE equipped

HOMELITE The Ideal Marine Light and Power Plant

- Size: 21" x 21" x 14"
- Weight: 110 pounds.
- Capacity: 600 watts, 12 volts, 32 volts or 110 volts.
- Operates: Cabin, sailing and riding lights, bilge pump, electric appliances and water systems.
- Runs on cheap fuel and may be used with or without batteries.



HOMELITE \$195 f.o.b. factory
The Portable Electric Light and Power Plant

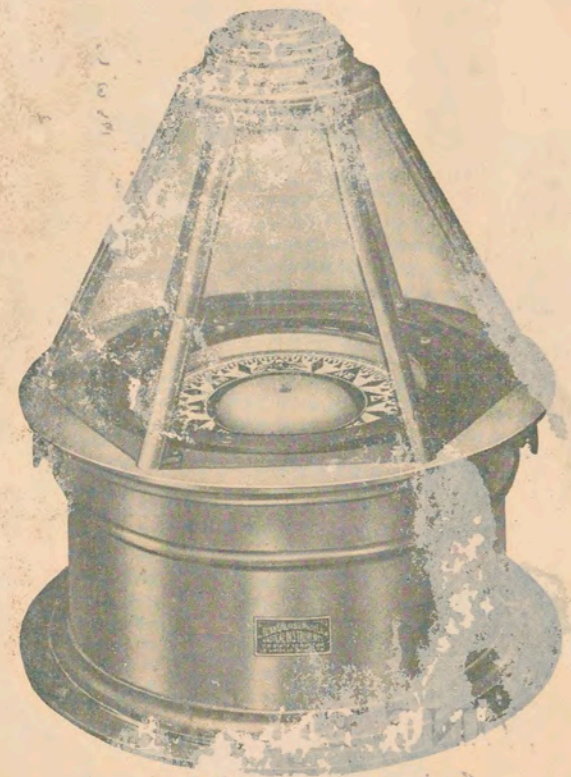
There is an excellent reason why Mr. Alden wrote this letter. Because of its compact design, reliability and great capacity HOMELITE is the ideal lighting plant for all classes of boats - the great majority of designers, builders and owners recognize this fact. If your boat is not HOMELITE equipped, write for literature. We will be glad to arrange a free demonstration on board.

HOMELITE CORPORATION
Grand Central Terminal, New York City

Antique Boat Museum

KELVIN & WILFRID O. WHITE CO.

112 State St., BOSTON 111 Commissioners St. MONTREAL 38 Water St., NEW YORK



Brass Skylight Shelf Binnacles

5", 6" and 7" compasses with oil and electric lights. Sighting lines for quick bearings.

ALDEN Uses These Binnacles On All His Boats

The Pedestal Binnacle on the right helped Malabar win all her races. Has a hurricane proof light that will stay lighted.

It is arranged for compensation. Has sighting lines for quick bearings. Uses very little cockpit space. Is substantial, good looking and practical.



Made in 5" and 6" sizes. Height to suit location

OUR EQUIPMENT IS STANDARD

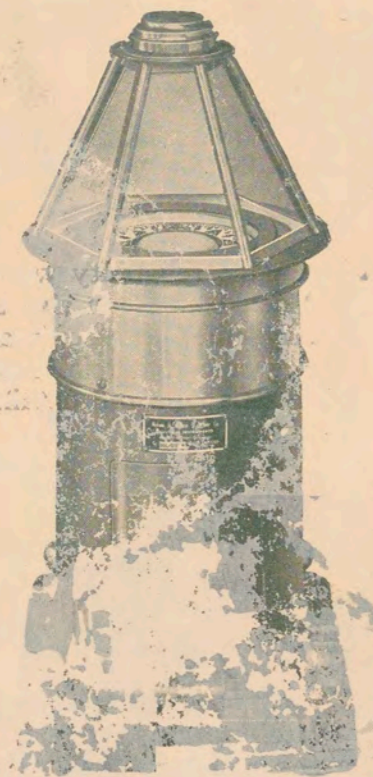
Chelsea Clocks

We carry a Complete line of these high grade clocks—

- SHIP'S BELL
- MARINE (time only)
- DESK CLOCKS
- CLOCK and BAROMETER SETS
- ENGINE ROOM CLOCKS



PERFECT TIME KEEPERS Will last a lifetime (and more)

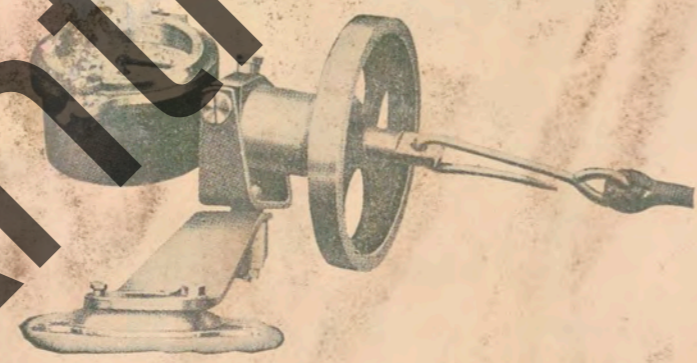


YACHT COMPENSATING BINNACLE

Made in 5", 6" and 7" sizes. Comes with magnet rack. Heeling or new electric underlight. Globes and jewels fitted. Built in teak or mahogany. Well designed and self-lubricating.

See Our Exhibit Space 79 At Motor Boat Shows

Yacht Logs



THE WALKER EXCELSIOR Built to Last Accurate

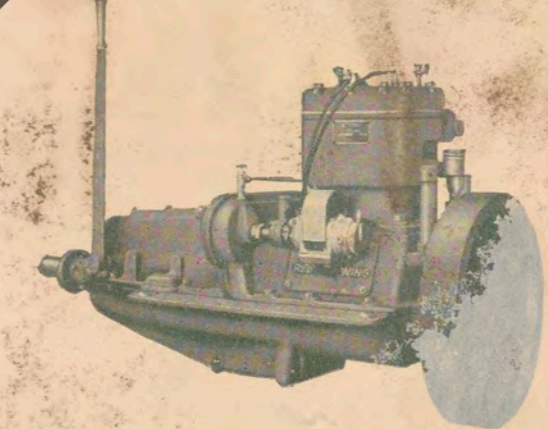
Red Wing ThoroBred THE MOTOR FUEL & TO SHARE



36-foot schooner "VOYAGER" which finished second in field of 16 starters in the 250-mile Bay-side-Block Island Auxiliary Race August 7 and 8, 1925.

The "VOYAGER" is an Alden designed Schooner powered with a Model KK 7-8 h.p. double cylinder, four-cycle Red Wing THOROBRED marine engine. Owner, W. B. Lockwood, Pittsburgh, Pa.

ALDEN DESIGNED CRAFT AND RED WING ENGINES—A WINNING COMBINATION



The Model KK 7-8 h.p. two-cylinder four-cycle, THOROBRED whose economical efficiency drove the "VOYAGER" into second place. Over 40 hours running on 25 gallons fuel. Bore 3 1/2", stroke 4 1/2". Regularly furnished with built-in Paragon reverse gear, Bosch high tension magneto ignition and detachable under head.

ALDEN boats have stood for advanced and correct designing for a great many years. In the engine field THOROBRED motors have likewise won absolute confidence through years of adherence to high standards of manufacture. No wonder that the combination of Red Wing engines in Alden boats give so much of satisfaction and perfect service. Recent Alden boats to be Red Wing equipped are the schooner "Malabar III," the ketch "Outlaw," the sloop "Westerly," the power boat "Starfish," and the power launch of the "Discoverer." The 80-foot overall schooner "Hardy," now building, is equipped with a Big Chief, while its tender is to have a Baby Doll motor. Many Alden boats now building have contracts calling for Red Wing power plants.

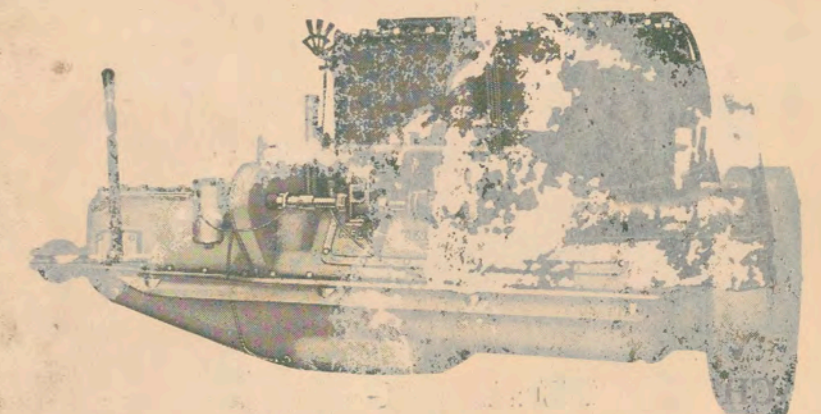
The same THOROBRED engine reliability which goes into so many of the Alden boats, can also be yours. There is a model exactly suited for your boat, be it runabout, tender, fishing or commercial boat, cruiser or auxiliary. May we send you full details? Write us today.

A RED WING FOR EVERY TYPE OF BOAT: 11 SIZES FROM 4 TO 150 H.P.

- Model K 4-5 h.p. 1 cyl. 3 1/4 x 4 3/4
- Model KK 7-8 h.p. 2 cyl. 3 1/2 x 4 3/4
- Model D 10-14 h.p. 4 cyl. 2 3/4 x 4
- Model AA 18-24 h.p. 4 cyl. 3 1/4 x 4 3/4
- Model F 28-36 h.p. 4 cyl. 4 1/2 x 5
- Model B 32-40 h.p. 4 cyl. 4 1/2 x 5
- RED TOP 40-50 h.p. 4 cyl. (big)
- BIG CHIEF 50-60 h.p. 4 cyl. 5
- BIG CHIEF SPECIAL 75-90 h.p. 5 1/2 x 7
- BIG CHIEF SIX 85-110 h.p. 6 cyl. 5 1/2 x 7
- BIG CHIEF SPECIAL SIX 110-150 h.p. 6 cyl. 5 1/2 x 7.

Medium heavy duty or high speed types All four cycle

COMPLETE DESCRIPTIVE CATALOG ON REQUEST



The "BIG CHIEF" four-cylinder four-cycle motor for cruisers and commercial boats. Medium heavy duty or High Speed. Two sizes: BIG CHIEF 50-60 h.p. with bore of 5 1/2", stroke 7"; BIG CHIEF SPECIAL 75-90 h.p., bore 5 1/2", stroke 9". Both power plants feature enclosed Paragon reverse gear, double ignition, complete pressure oiling system with oil pump submerged in oil and easily accessible, removable cylinder heads, and a 2 1/2" FIVE bearing crank shaft with over 140 square inches of main bearing area. These famous power plants now being brought out in six-cylinder types also.

RED WING MOTOR CO. DEPT. "Y" RED WING, MINN., U. S. A.



ADRIAN... designed by John Alden

Dependable Marine Hardware from

WILCOX, CRITTENDEN & CO.

W.C. Marine Hardware is used on the most famous yachts because it is dependable; and because, in workmanship and finish, it is in keeping with the best in the builder's art.

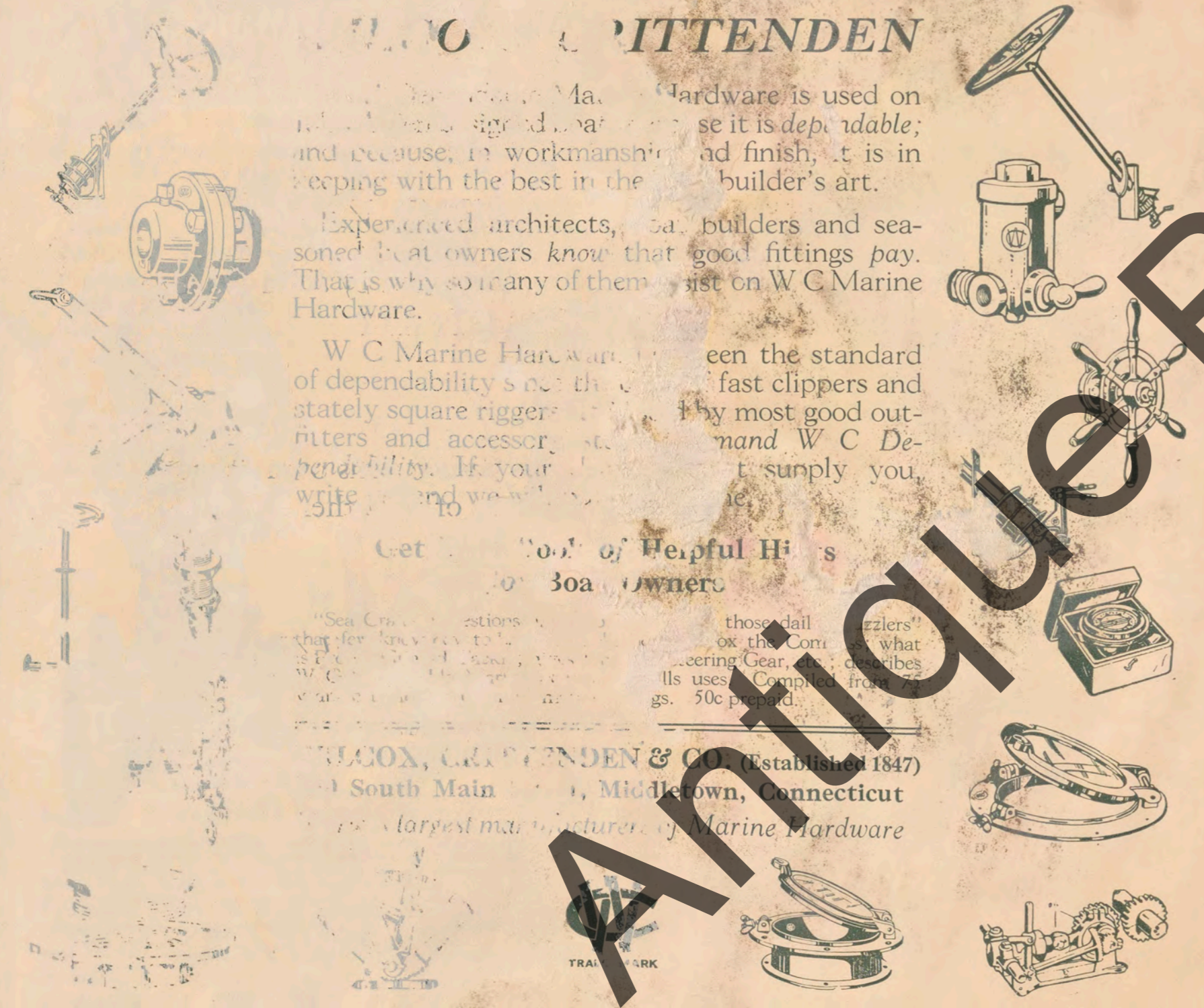
Experienced architects, boat builders and seasoned boat owners know that good fittings pay. That is why so many of them insist on W.C. Marine Hardware.

W.C. Marine Hardware has been the standard of dependability for the fast clippers and stately square riggers. They most good outfitters and accessory stores demand W.C. Dependability. If your outfitting supply you, write and we will be glad to serve you.

Get a Book of Helpful Hints for Boat Owners

"Sea Chest" questions... those daily "tricklers" that perplex you... ask the Commodore what he does... W.C. Marine Hardware... 50c prepaid.

WILCOX, CRITTENDEN & CO. (Established 1847)
100 South Main Street, Middletown, Connecticut
The largest manufacturers of Marine Hardware



COUSENS & PRATT
SAILMAKERS



SCHOONER MALABAR VI

Owned by John G. Alden, Esq. Designed by John G. Alden
Sails made by COUSENS & PRATT

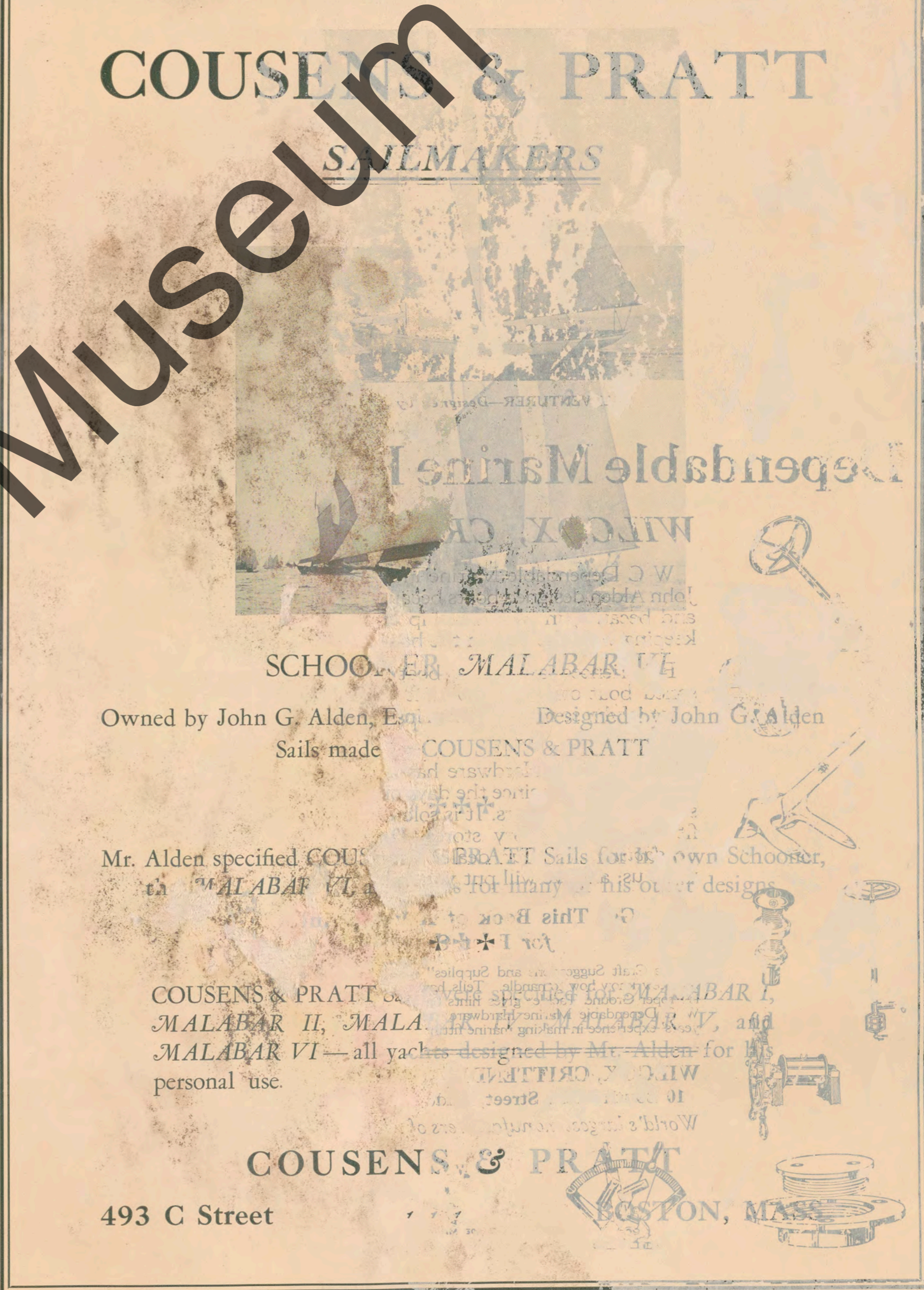
Mr. Alden specified COUSENS & PRATT Sails for his own Schooner, the MALABAR VI, and for his other designs.

COUSENS & PRATT Sails for MALABAR I, MALABAR II, MALABAR III, MALABAR IV, and MALABAR VI—all yachts designed by Mr. Alden for his personal use.

COUSENS & PRATT

493 C Street

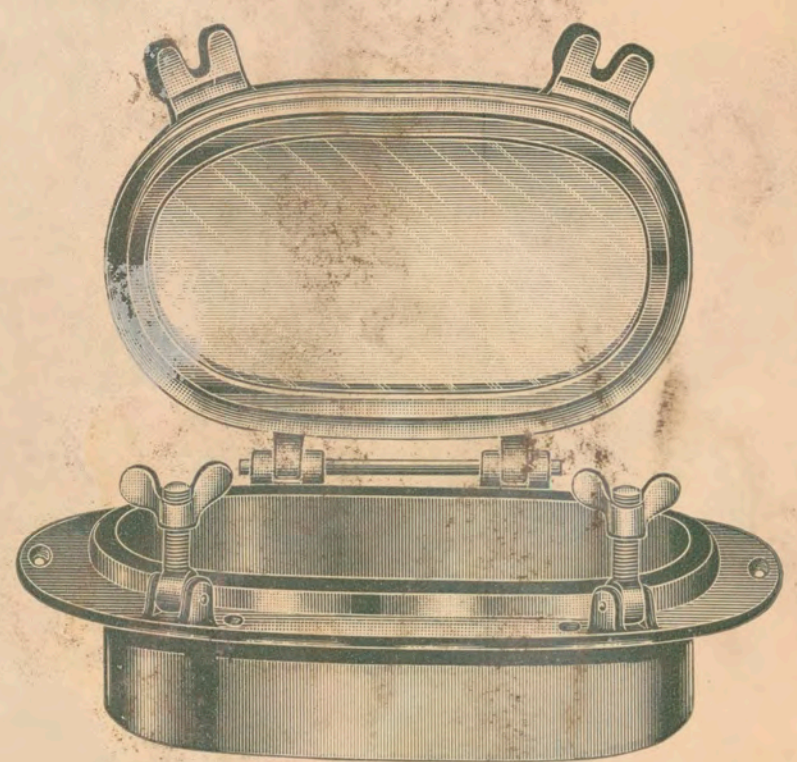
BOSTON, MASS.



TORREY WATERTIGHT PORTLIGHTS



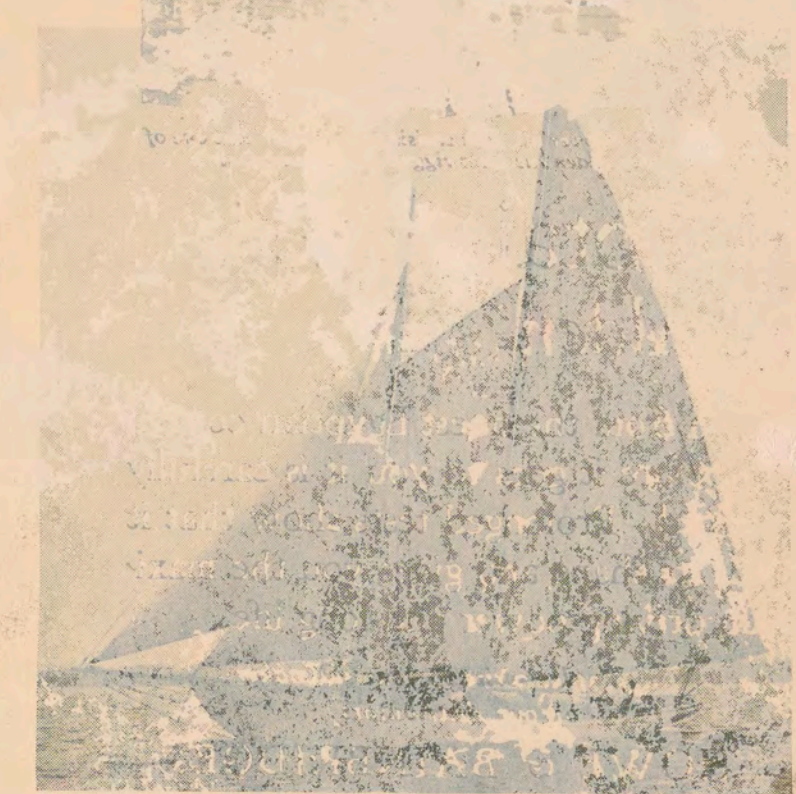
MORELIGHT STYLE



IMPROVED OVAL STYLE

Furnished With or Without Screens

MORELIGHT STYLE SCREENS REMAIN IN POSITION WHEN LIGHT IS CLOSED



SACHEM II — Designed by John G. Alden

ALDEN YACHTS

(Built in 1925)

EQUIPPED WITH TORREY PRODUCTS

- | | |
|----------------|----------------|
| <i>Yachts</i> | <i>Sloops</i> |
| VI | QUERIDA |
| ROUBADOUR | LITTLE WARRIOR |
| MYSTIC | RHODA |
| HEATHER | KAPPI |
| ADVENTURER | MOLLY-O |
| MAMORE | WAMAWA |
| ER | LASCAR |
| <i>Ketches</i> | |
| POLLY II | |
| MATINICUS | |
| NIRVANA II | |

TORREY ROLLER BUSHING WORKS

136-144 COMMERCIAL STREET

BATH, MAINE

SACHEM — 58 ft. over all, fast cruising schooner. But one of the many Alden successes created with Wamsutta.

“Best of its kind obtainable”
says John G. Alden

WHEN Wamsutta Yacht Duck first slid down the ways Captain Alden tested it thoroughly and found it good. His report ended: “A yachtsman may anticipate pleasure every time he hoists sails (of Wamsutta) in knowing that he has the best article of its kind obtainable.”

Wamsutta Yacht Duck is closely woven from the finest Egyptian cotton, and before it goes to you it is carefully seasoned. Prolonged tests show that it holds its shape and gives you the maximum driving power and long life.

For samples write to your sailmaker or our distributors.

HOWE & BAINBRIDGE
220 Commercial Street Boston, Mass.
Made in All Weather for Boats of Every Size.

WAMSUTTA YACHT DUCK
Made in America for American Yachts
WAMSUTTA MILLS, New Bedford, Mass., Founded 1846.—RIDLEY WAITS & CO., Selling Agents, 44 Beaman Street, N.Y.C.

Hyde Turbine Type Propellers and Windlasses



POWER HOUSEBOAT
Panchara II
Owned by
Ledyard W. Sargent, Esq.
Designed by
John G. Alden
Equipped with
Two Hyde Turbine Type
Propellers



SAILED SCHOONER
Adventurer
Owned by
Ledyard W. Sargent, Esq.
Designed by
John G. Alden
Equipped with
Two Hyde Turbine Type
Propellers

HYDE PRODUCTS are used on the great majority of Alden Designs

WINDLASS COMPANY BATH, MAINE



Ideal for Auxiliary Service

MR. ALDEN'S preference for SCRIPPS power equipment is due to the especial fitness of the SCRIPPS engine for this particular service — tremendous power in compact form — rugged construction, large crankshafts, liberal bearing areas — also the fact that the lubrication is by an automatic pressure system requiring minimum care and attention, and a special type of oversize gear that has an absolute neutral and a reverse of 90%.

Boat builders in general know the value of SCRIPPS reputation in making their boats saleable and guaranteeing proper performance and service. A background of 20 years' experience devoted exclusively to the manufacture of fine Marine motors is your greatest assurance. The product has always been conceded the highest rating by authorities everywhere and the service policy of the House back of the motor is reflected in the following from Mr. C. E. Heckle, Jr., Memphis, Tennessee:

"I want to take this opportunity of expressing my feelings toward Scripps Motor Company. The performance of the run with one of your course elects favorably from everyone usual. What impression all though is the cost and thorough consideration after the installation.

There are SCRIPPS engines for almost every type of boat; runabout, speeder, cruiser, auxiliary, or commercial craft. The 1926 models are in production and the prices are strikingly reasonable.

SCRIPPS MOTOR COMPANY
5833 Lincoln Avenue Detroit, Mich.



D-2 10-12 H.P. Medium Duty 15-18 H.P. High Speed Including Electric Starter \$650



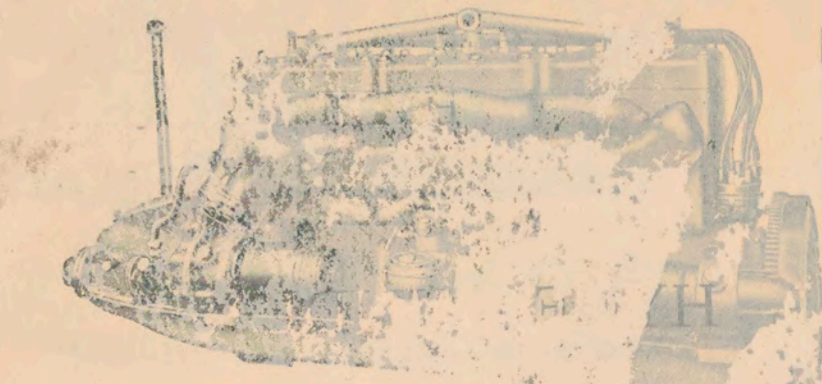
E-4 15-18 H.P. Medium Duty 25-30 H.P. High Speed Including Electric Starter \$1250



E-6 40-60 H.P. Medium Duty 65-100 H.P. High Speed Including Electric Starter \$1750



F-4 15-40 H.P. Medium Duty 40-60 H.P. High Speed Including Self Starter \$750



F-6 50 H.P. Medium Duty 100 H.P. High Speed Including Electric Starter \$1250



The LAUGHLIN trademark on any item of Marine Hardware is evidence of its origin and its quality.

Whatever you may require in Marine Hardware, LAUGHLIN makes it and your dealer can supply it.

Appreciating the origin and quality of the products of the THOMAS LAUGHLIN COMPANY, Mr. Alden has used LAUGHLIN Marine Hardware on the following yachts of his design:

- | | | |
|------------|----------------|--------|
| MALABAR VI | HEART'S DESIRE | RHODA |
| TROUBADOUR | POLLY II | KAPPI |
| SAGAMORE | MALINCO | ACTAEA |
| MYSTIC | NEVANA II | WAMAWA |
| WEATHER | LITTLE WARRIOR | LASCAR |

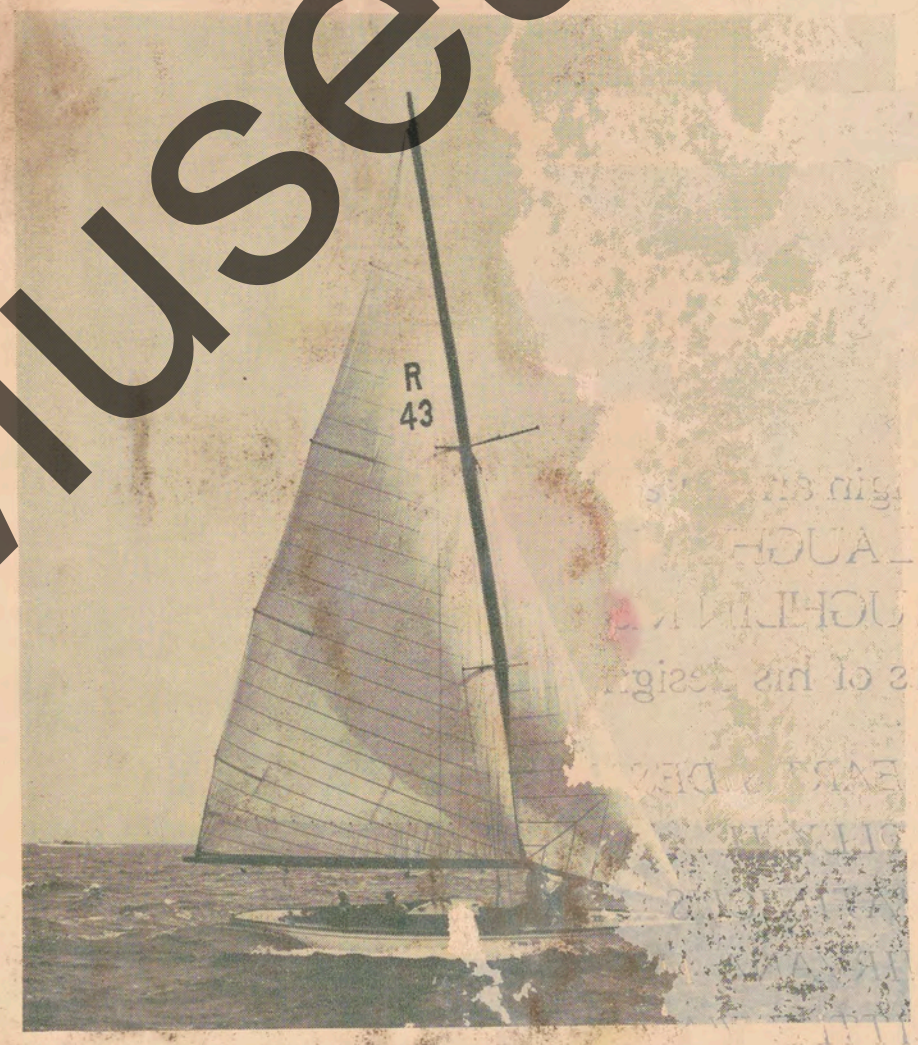
The Laughlin Trade Mark:

Since 1860, the renowned standard of quality, correctness of design and integrity of the Laughlin Marine Hardware is sold or used, the name LAUGHLIN is universally known. The LAUGHLIN line is complete and includes practically every Marine Hardware article you may require from anchor to stern light.

Our products are representative of the progressive efforts of this Company to keep you completely supplied with such new items as are constantly being introduced. Wherever you make your purchase look for the Laughlin Trade Mark as assurance of quality.

Thomas Laughlin & Co.
 MARINE HARDWARE WIRE ROPE FITTINGS
 PORTLAND MAINE

BURROWS
 American Made Yacht Sails

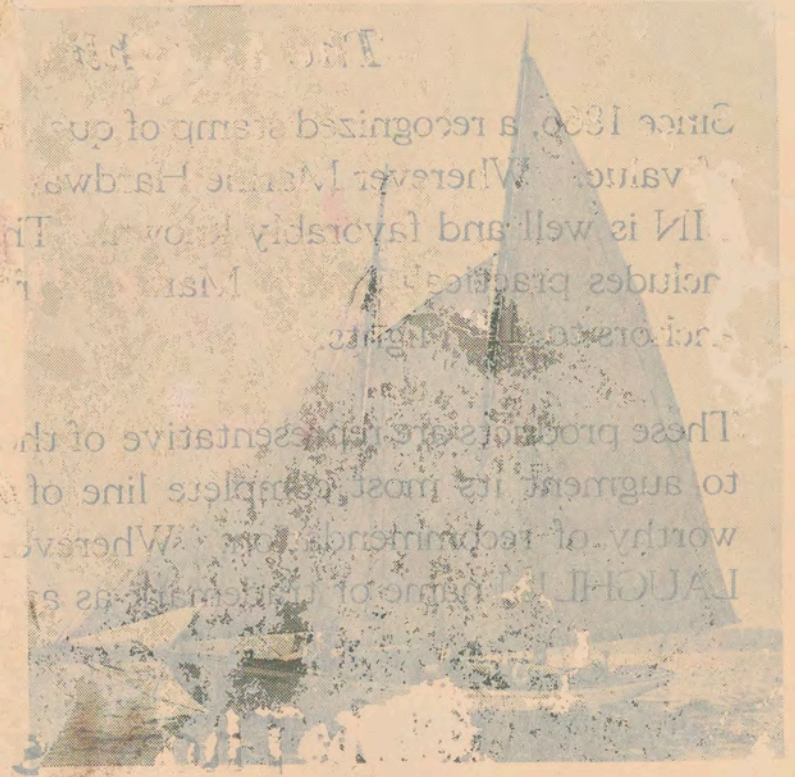


Doress

Owned by Robert Law, Jr. Designed by John G. Alden. One of the fastest R. Boats on the Sound. Canvassed 1925 with BURROWS SAILS.

Sachem II

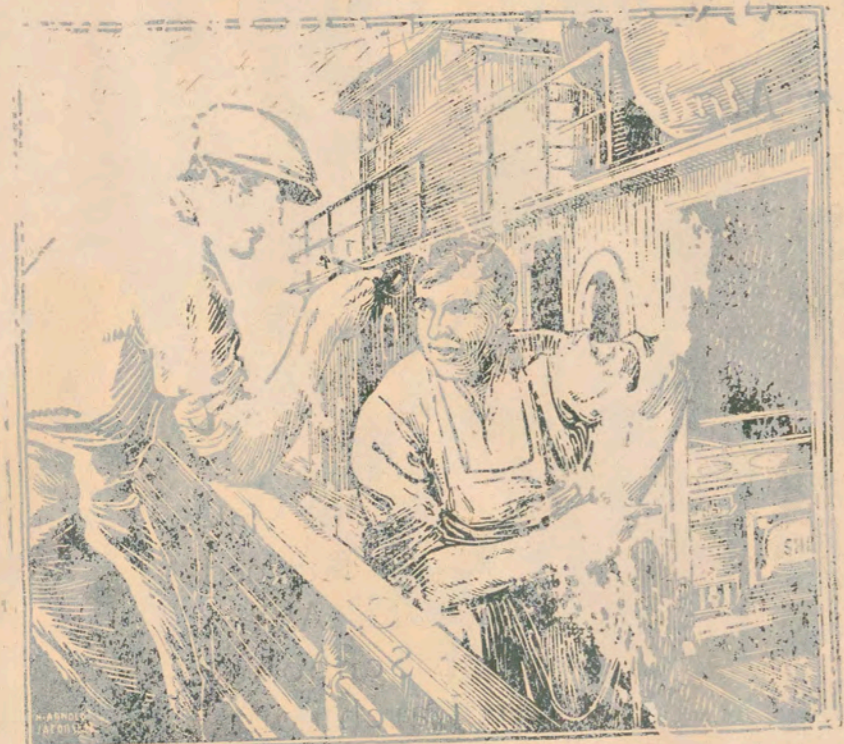
Owned by Rowe B. Metcalf Esq. Designed by John G. Alden. First to finish, Larchmont-Gloucester Race 1925. Canvassed 1925 with BURROWS SAILS.



GEO. R. BURROWS, Inc., 2 South St., New York City

Cable, "BURROSAILS" New York

Telephone: Bowling Green 9052, 163



1st Steward: "You have a SHIPMATE Range, I see, same as mine."

2nd Steward: "Yes, you'll find 'em everywhere. Do the SHIPMATE people make all the galley ranges?"

1st Steward: "Oh no; they don't claim to have the monopoly. Any captain can buy a different range if he wants to, but darned few want to."

2nd Steward: "If a captain's thinking of buying anything but a SHIPMATE, he'd better talk with his steward first."

John G. Alden has found his long experience that the best range for the yacht's galley is the SHIPMATE.

SHIPMATES

are made only by

THE STAMFORD FOUNDRY CO.

STAMFORD, CONN.

Established 1830

YACHT-BLOCKS

Winches
Goose-necks

Turnbuckles
Slides and Track



Alden-designed boats are always equipped with Merriman Blocks

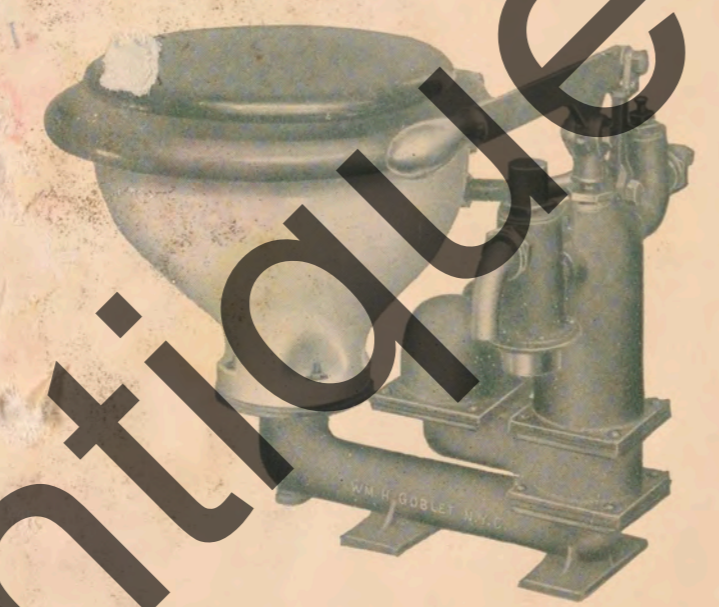
MERRIMAN-BROS

185 Amory Street, Boston, Mass.

"1925"

ALDEN YACHTS EQUIPPED WITH GOBLET BRONZE

Ball Valve Toilets



Malabar VI. Troubadour. Mystic. Heather. Heart's Desire. Polly II. Matinicus. Nirvana II. Little Warrior

Manufactured by

WM. H. GOBLET, 1189 Bay St.
Rosebank, S. I., N. Y.

McClellan Yacht Sails

None Better Made



Schooner

Mystic

Owned by C. D. May, Esq., designed by John G. Alden, winner of the Senior Class in the Gloucester Race 1925, equipped with sails made by Chas. P. McClellan.

The following yachts of Mr. Alden's design were equipped in 1925 with sails furnished by Chas. P. McClellan

- HEART'S DESIRE
- TROUBADOUR
- MYSTIC
- HEATHER
- NIRVANA II
- WAMAWA
- ACTAEA
- PRIVATEER
- English and American Yacht Duck

CHAS. P. McCLELLAN

22 Boomer Street

Fall River, Mass.

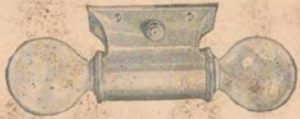


Double Bracket Lamp

Dear Sir,
 I have just received your order for the following lamps and fixtures:
 1 Double Bracket Lamp
 1 Single Bracket Lamp
 1 Two-Light Ceiling Fixture
 1 Tripex Anchor Light
 1 Stiff Bracket Lamp
 Yours truly,
 J. G. Alden



Bracket Lamp with Shade



Two-Light Ceiling Fixture

Eric's wires were specified by Mr. ALDEN for the interior of his designs, including the MALABAR VI, SACHEM II and ADVENTURER.

HERBARD HICKSON & Co.

3045 N. WESTERN AVE. CHICAGO, ILL., U. S. A.

Jeffery's Marine Yacht Glue

is used on the following yachts of Alden's design:

- | | |
|------------|-----------|
| MALABAR VI | POLLY II |
| SACHEM II | MATINICUS |
| PRIVATEER | WESTERLY |
| ADVENTURER | QUERIDA |

Jeffery's is a product that has not varied in the strict line of quality—it is not a competitive commodity made to meet a price. For more than three-quarters of a century it has been the choice of the foremost boat-builders of the world.

For sale by all Yacht, Boat and Canoe Supply Houses, Hardware, Paint and Oil and Sporting Goods Dealers.

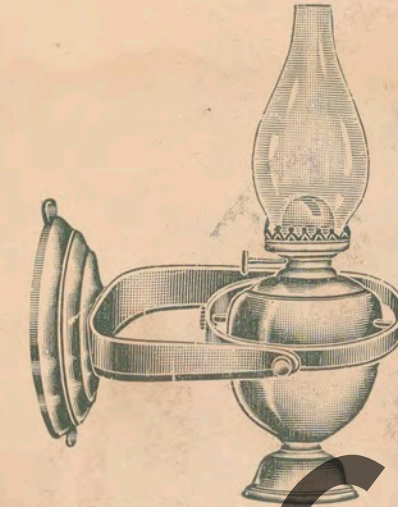
W. FERDINAND & CO.
 152 Kneeland Street, Boston 11, Mass.

NATIONAL MARINE SAILING LIGHTS and CABIN LAMPS

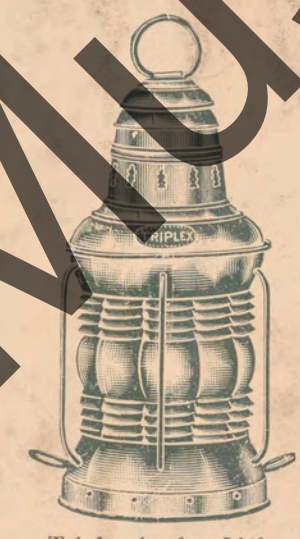
Chosen for twenty-one ALDEN Yachts

These yachts, all built during 1925, include MALABAR VI, SACHEM II, MYSTIC, MATINICUS, PANCHARA II, and ADVENTURER.

These lights are approved types and are more efficient than other makes. All equipped with our TRIPLEX LENS, the most powerful Fresnel lens made.



Double Swing Cable Lamp



Tripex Anchor Light

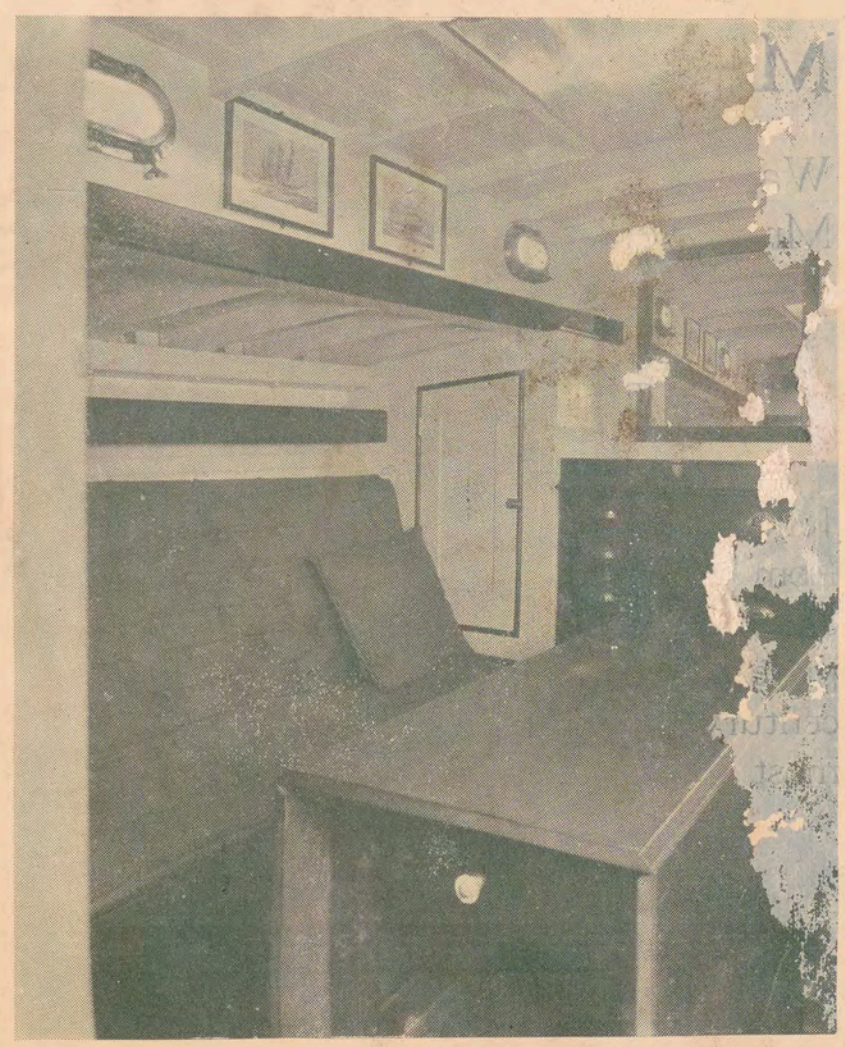


Single Wall or Bulkhead Fixture with Turn Switch and base receptacles



Stiff Bracket Lamp

The National Marine Lamp Company
 Portland, Connecticut



QUALITY and DURABILITY

The materials used by us are selected not only for their excellence of quality but for their unusual durability as well.

It is for this reason that our fixtures are the most durable and longest lasting of the kind.

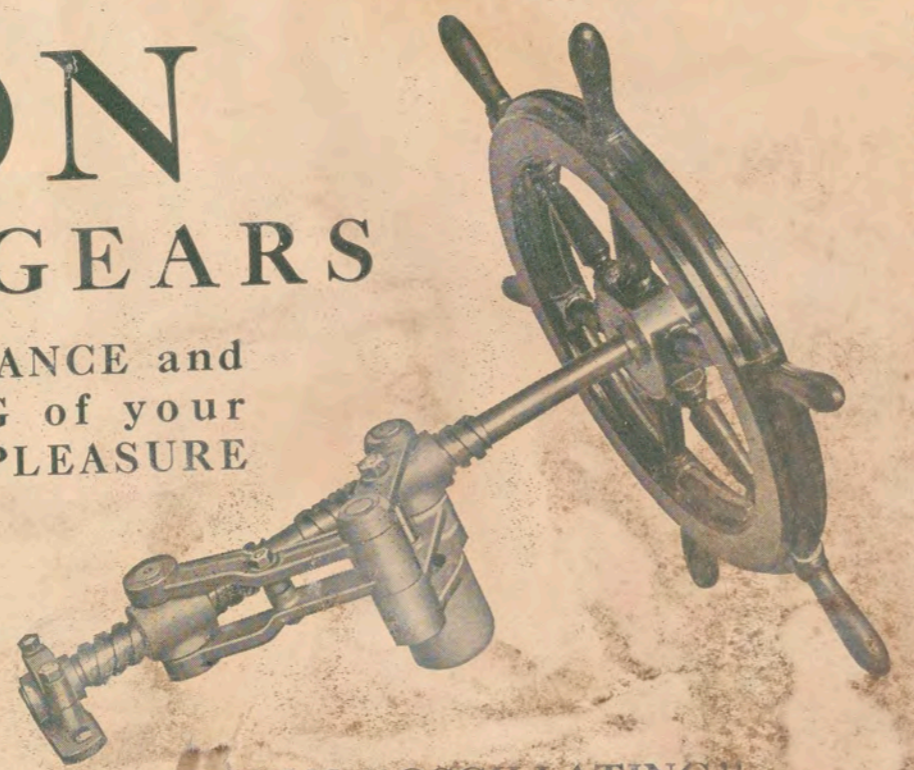
- | | |
|------------|-----------|
| MALABAR VI | POLLY II |
| SACHEM II | MATINICUS |
| PRIVATEER | WESTERLY |
| ADVENTURER | QUERIDA |

We can guarantee our work to be of the highest quality and our prices are sufficient.

FULLER-COBB-LAYNE & CO.
 SYNDICATE BUILDING PORTLAND, MAINE

EDSON STEERING GEARS

Will add to the APPEARANCE and MAKE the STEERING of your BOAT a Satisfaction and PLEASURE



- ☐ Several styles adaptable to various designs of boats.
- ☐ Brass Stand or Binnacle Steerer for Power Yachts.
- ☐ Relief and Combination Steerer for Auxiliaries.

EDSON "OSCILLATING"
Quick—Sensitive—Efficient
This type used by MR. ALDEN on his own MALABAR VI and other designs.

Send for Catalogue "M"

EDSON MANUFACTURING CORPORATION
ESTABLISHED 1859

Main Office and Works: 375 BROADWAY, BOSTON, MASS.

NEW YORK: 7 Water Street

Exhibiting at the BOAT SHOW—Space No. 56

THE THOMPSON AUTOMATIC FEATHERING PROPELLER

November 3, 1925

NOYES MACHINE CO.
Front Street, Portland, Maine

Gentlemen:

I have used THE THOMPSON AUTOMATIC FEATHERING propellers on about eighty per cent of the auxiliary sailing craft which I have turned out in the past three years, and without exception they have given the utmost satisfaction.

The speed under power has been most satisfactory, and the propellers have always feathered. I consider this most important to the proper performance of any auxiliary, and there is the greatest difference in the performance of the boat under canvas.

I intend to use your propellers wherever possible on my new work.

Very truly yours,
JOHN G. ALDEN

The Thompson Automatic Feathering Propeller made by the Noyes Machine Co., South Portland, Maine, is the original and should not be confused with any other propeller that may bear the name Thompson.

Let us give you further particulars

NOYES MACHINE COMPANY
Front Street, South Portland, Maine

The following yacht builders are among those whose ability and hearty cooperation have contributed much to the success of Alden yachts:

- Reuben Bigelow
- N. Blaisdell & Son
- Britt Bros.
- Burger Boat Co.
- George L. Chaisson
- Dachel-Carter Co.
- Dauntless Shipyards, Inc.
- Harvey Gamage
- Construction
- Manufacturing Co.
- Holmes Bros.
- Geo. Hawley & Son Corporation
- Inders Marine Construction Co.
- Chas. A. Morse and Son
- Henry B. Nevins
- F. F. Pendleton
- Franklin L. Post
- Rice Bros.



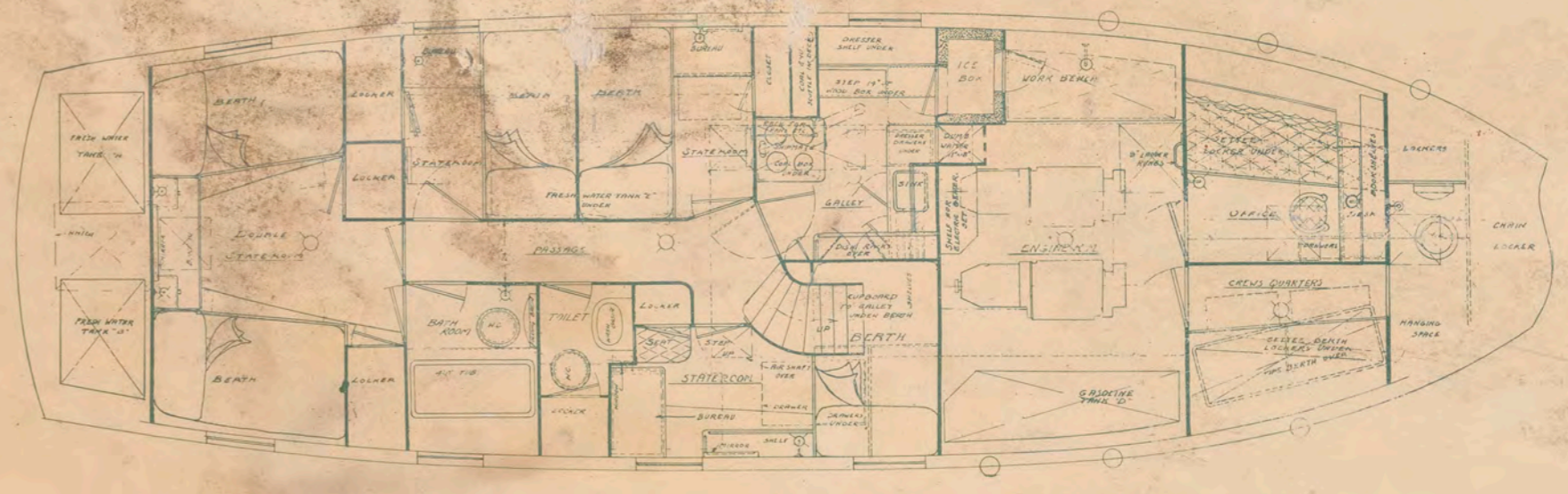
No. 249

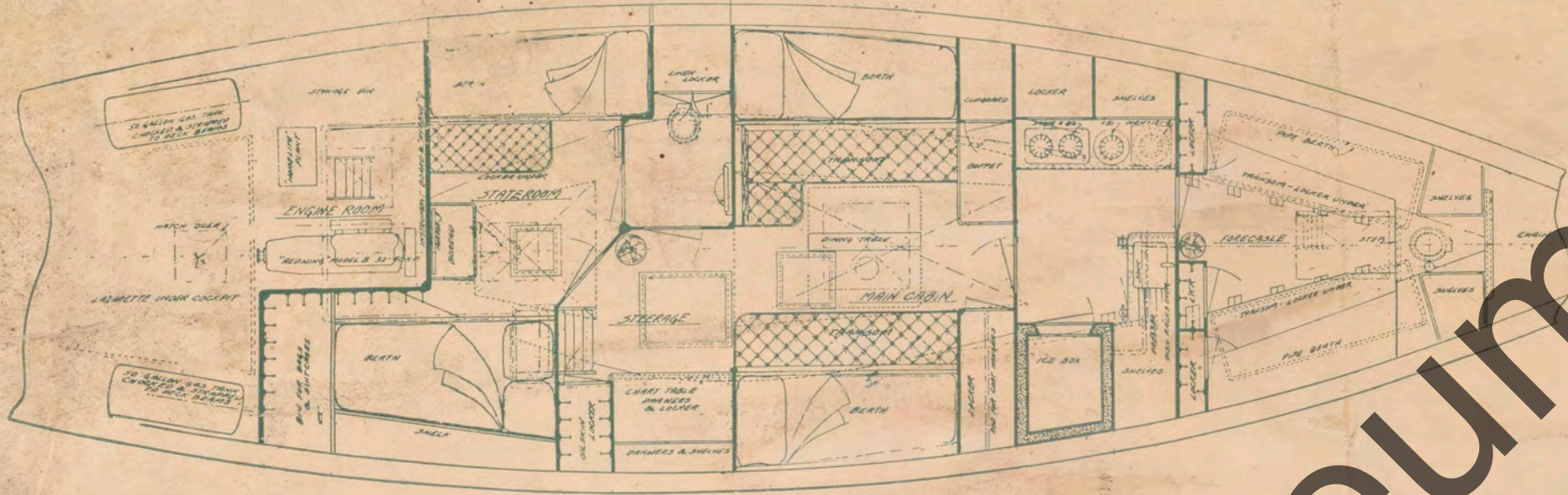
Power Cruiser "PANCHARA"

THIS houseboat cruiser, designed by John G. Alden, is well known from the Penobscot to the Vineyard. With her two Scripps E-4 motors, she has made an 18-hour run at better than an eight-knot speed — has done ten at times — and her Owner, Mr. Ledyard Sargent, reports her as exceptionally seaworthy and comfortable.

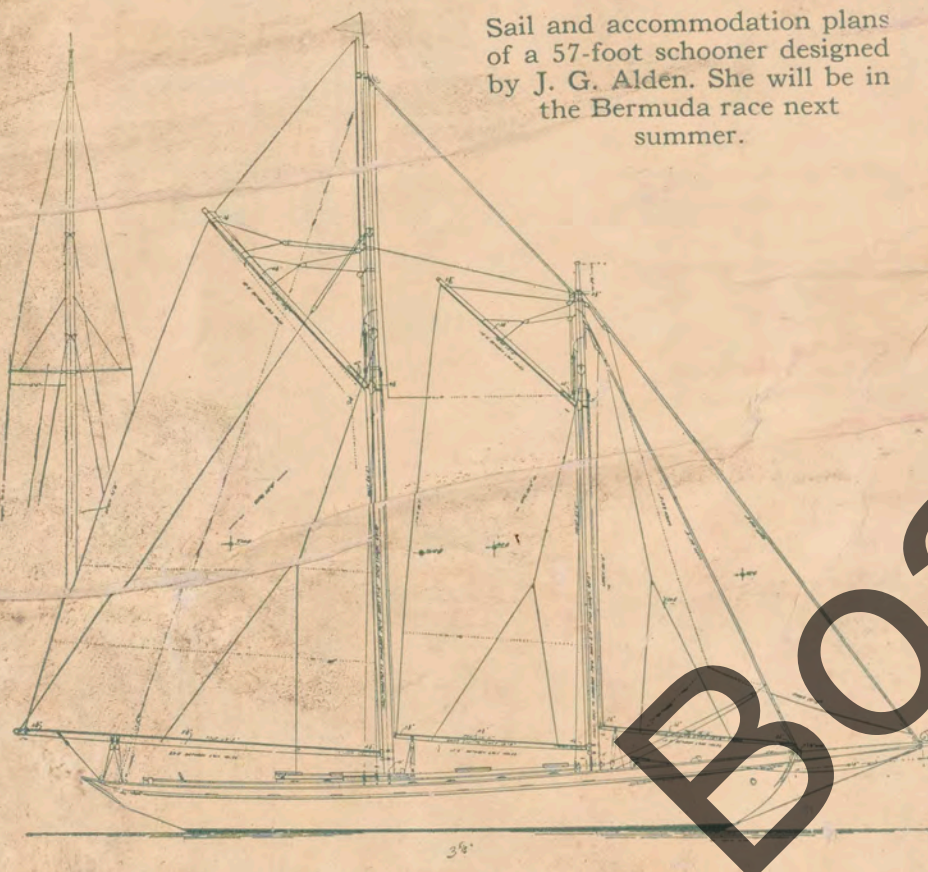
A study of the plans will show how much real accommodation can be had in a boat of this type. A double and four single staterooms (two of them with upper berths) with a dining saloon on deck, gives the owner plenty of room.

"PANCHARA" is 52' 8 1/2" long on deck, 52' 1" on the waterline, 15' 1" extreme beam and 3' 9" draft.





Sail and accommodation plans of a 57-foot schooner designed by J. G. Alden. She will be in the Bermuda race next summer.



A Prospective Entry for the Bermuda Race

WITH another race to Bermuda planned for 1926, special interest is attached to the accompanying plans from the board of John C. Alden, of Boston, Mass. They show a schooner 57' 2" overall length, 42' 5" waterline length, 14' 2" beam and 7' 8" draft, of rugged construction—a boat that is particularly suitable for the voyager. With 16,000 pounds of outside ballast and half as much inside, a powerful and easy model is assured, while her 1600 square feet of sail should give her a good turn of speed.

The accommodations are ample, consisting of a double stateroom aft, two fixed and two transom berths in the main cabin, and two forecabin berths. A chart case and table are provided near the companionway, where the navigator can work without disturbing the sleepers in any berth.

The Model "B" Redwing engine is installed in a separate compartment, and plenty of tank and storage space is provided for a voyage of two or three weeks.

Two of these boats are now building at the yard of Charles A. Morse and Son, Thomaston, Maine.

No. 277—An Offshore Power Cruiser

IN contrast to the high-sided, boxlike structures so frequently seen, this twin screw power cruiser designed by John C. Alden has a businesslike and efficient appearance. The owner wanted to go and come at his own convenience rather than that of the weather, and frequent long runs along the coast are called for.

The accommodations consist of a large double and two single staterooms and a social cabin and dining saloon with two Pullman berths. A large galley and comfortable quarters for the crew are located forward. Her dimensions are: length overall, 71' 4", on the waterline, 63' 2", beam 14' 2" and draft 4' 0".

