

BUSY DAYS AMONG HAMILTON BUILDERS

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THE advent of spring, a time that sets the hearts of yachting enthusiasts beating with expectation and causes them to conjure in their minds visions of rippling waters and spanking breezes, has witnessed an activity among Hamilton builders of pleasure craft, never so noticeable at any other time of the year. Canadian boat builders say it has been the busiest season on record. At the Hamilton works everything is bustle in the rush to have orders ready on contract time, and the exceptionally mild winter has added greatly to the facilities much to the delight of the owners.

Of the several hundred craft turned out here this year many will be important additions to the local white winged fleet and the remainder go to various places in Canada and the States.

They were false prophets who predicted that the dinghy had reached the crest of its popularity and that the present year would witness a waning of interest in this class, if the large number built here this season and the opinion of the builders is an indication. Another class that interest is being revived in is the 16-foot skiff, which originated here in 1896 and reached the top notch of popularity in Toronto and Hamilton three years ago.

There is a big demand for launches this year, too. One that will be a most important addition to the Burlington Bay fleet of motor boats is being built at the Jutten works for Mr. Cyrus J. Birge, president of the Canada Screw Co. There is something about the plans which call for a 40-foot full cabin launch, worthy of note. The craft has been so designed that the owner will have both a cabin and open launch, the cabin being 22 feet, fitted with windows so that when down they will drop into pockets making it an open boat. It will have excellent accommodations and will be fitted inside and out with mahogany.

A new feature of Mr. Birge's launch will be an open cockpit aft. Thomas Jutten, the well known builder and designer, who designed the craft says that many owners spoil their boats by having a large deck aft. The deck of this launch is lowered about two feet making a good, roomy cockpit, where seats may be placed making a delightful spot for fair weather.

W. B. Moriss is having a 30-foot modified trunk cabin cruiser built. The cabin is carried back about 15 feet from the stem and there is an open cockpit of about 12 feet in which the motor will be placed. The snug little cabin will be paneled with oak.

A 40-foot half cabin launch, with a full torpedo stern of a new type, for Mr. W. L. Clause, of Pittsburgh, Pa., is nearing completion. It will be beautifully finished with mahogany and should prove a very speedy craft. A 34-foot half cabin of the same type is being built for C. H. Mortimer, of Toronto. G. H. Bisby, of this city, has given an order for a fast 35-foot launch, of the full torpedo stern style.

Mr. J. W. Duncan, of Montreal, has placed an order for a 35-foot launch with a 22-foot cabin for cruising purposes. This craft which will have all modern conveniences is to be finished in southern chestnut.

At the H. L. Bastien works where over 300 craft, principally dinghies, launches and small sailing boats have been turned out during the winter months for people from Halifax to Vancouver, Mr. James Moodie is having a 27-foot launch constructed that promises to be a crackerjack when finished. It will have a 14-horsepower Buffalo motor and will be fitted up in most elaborate style. A. G. Labarron, of Sherbrooke, Que., is having a 35-footer built at the same works and two speedy 28-foot launches for the Royal Muskoka have been completed.

If the large number of canoes turned out at the Bastien works is any evidence interest in canoeing is increasing here.

At the Weir works a fast 22-footer is in the course of construction for W. Ford of this city. This will be an addition to the White Squadron of the Royal Hamilton Yacht Club. Among the yawls being built is one for P. Aitchison and the outside orders include a 16-footer for W. F. Coatsworth, of Buffalo.

At the Morris works, Thomas Wright has had a skiff built that promises to figure prominently in the 16-foot class this year. Eight 16-foot sailing dinghies have been finished for the R. H. Y. C. and a 16-footer for Meyer Bros., of Lockport, N. Y.

There are a large number of other craft in these shops in a semi-state of completion.