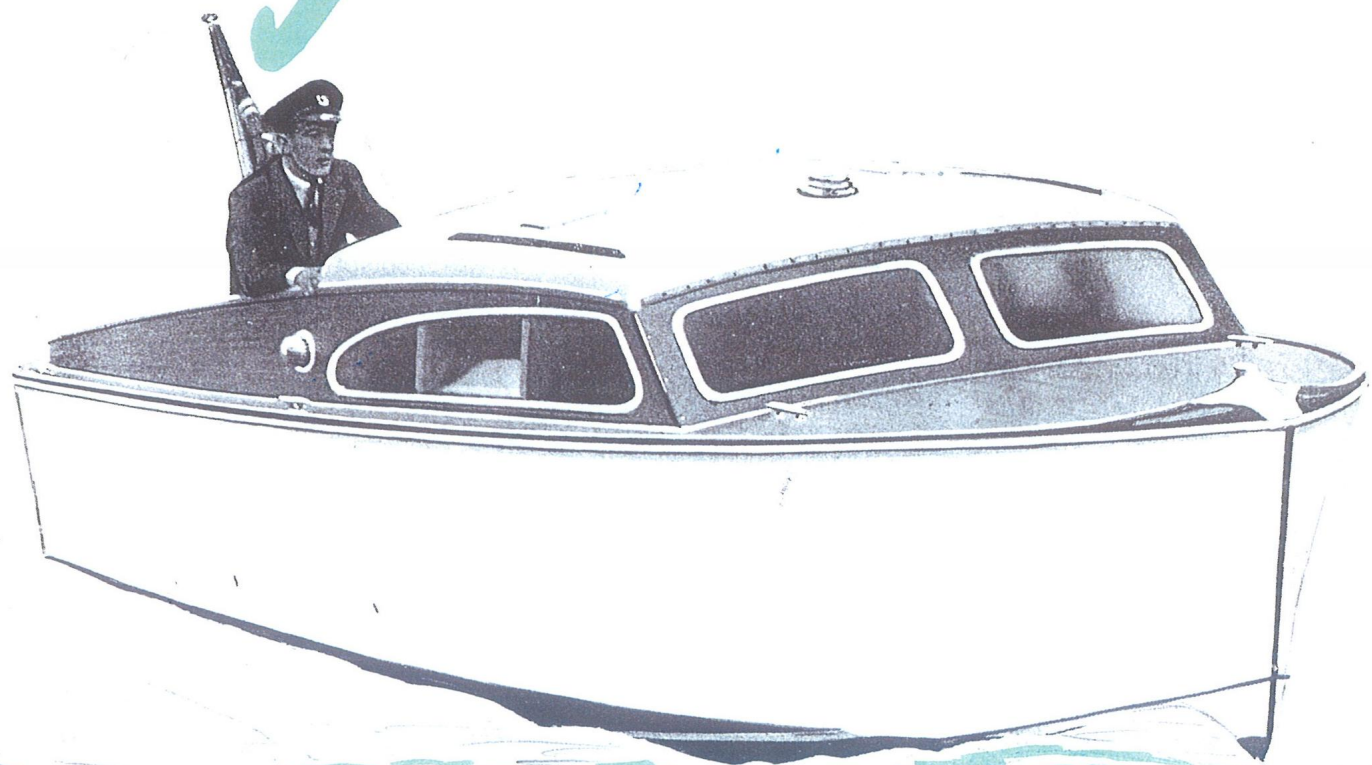


STAR CRAFT

"Twenty"



W. BATES and SON
(L.B. BATES)

YACHT BUILDERS · MARINE ENGINEERS
BRIDGE WHARF · CHERTSEY · SURREY
Telephone CHERTSEY: 2255/6

Specification

DECK BEAMS
Deck beams laminated in mahogany 1½ in. × 1½ in., spaced approximately 12 ins.

WINDOWS
Windows as shown on general arrangement plan. All windows in ⅝ in. toughened glass; side windows to open, with Birmabright surrounds.

PLANKING
The planking is to be of two ½ in. skins of mahogany worked on the double diagonal system at an angle not exceeding 60° to the line of hog. The seams are close fitted with oiled fabric between the skins and fastened together by copper turned nails between timbers and by brass screws to timbers, inner and outer skins inclined in opposite directions.

TIMBERS
The timbers of English oak, spaced approximately 6 ins. centre to centre from stem to transom. To extend from gunwale to gunwale over hog where practicable and checked into hog elsewhere or doubled up across the keel.

STEM
The stem, fore-foot and apron of oak are spliced together, glued, copper fastened and rebated for planking; a metal cope half-round section is fitted to fore edge.

KEEL AND HOG
Keel and hog of English oak, through fastened with copper clench bolts.

TRANSOM
The transom of mahogany, shaped as shown on general arrangement plan, with oak stiffeners and fashion pieces; metal brackets to hog and gunwale.

CHINES
Of English oak 3½ in. × 3½ in. and shaped to suit running from stem to transom.

GUNWALES AND STRINGERS
The gunwales and stringers of oak, bent and shaped from stem to transom, copper fastened and metal bracketed to transom and breasthook to stem.

FOREDECK
Deck of mahogany, laid fore and aft in strakes not exceeding 3½ ins.; king plank 5½ ins. wide, caulked and run with marine glue.

COVERING BOARD
Covering board of mahogany extending from stem to and across transom.

BULKHEADS
Bulkheads of mahogany panelled.

GUNWALE RUBBER
Rubbings mahogany faced with half-round Birmabright, polished.

FLOORS AND FLOOR BEARERS
Floor bearers to be of pine and floors inside cupboards and berths. Floors in cockpit to be of mahogany. Laid-in trap formations where necessary, with lifting rings in appropriate positions. Joints in cockpit to be run with marine glue. Floors to be varnished and oiled.

BREASTHOOKS AND QUARTER KNEES
Of fabricated mild steel section 2 ins. × ⅝ in., electrically welded and galvanised and through copper fastened.

ENGINE BEDS
To be of oak with one main floor forming intercostal at fore end; through-fastened with copper bolts, strengthened by galvanised steel brackets where necessary. Designed suitable to the engine installed, raised from bed to engine in galvanised metal, fabricated.

DECK FITTINGS
Chromium-plated in positions indicated on general arrangement plan. All specially designed to blend with general design.

TANKS
A fresh-water tank of galvanised steel is fitted on the port side under the aft cockpit locker seat and a brass or copper petrol tank fitted on the starboard side.

STEERING
Marine-type steering wheel, chromium plated, with shaft drive to steering box. Lever and link arm to rudder. Rudder and rudder gland to gunmetal, machined.

STERN GEAR
Monel metal or stainless-steel shaft, cast-iron coupling and three-bladed propeller, key and nut machined and fitted to shaft. Stern tube of metal, threaded and fitted to ship with flexible gland and nuts. Gunmetal propeller bracket fitted with rubber water bearing.

CONTROLS
Chromium-plated engine reverse lever with ebonite knob, fitted in convenient position on bulkhead, together with chromium-plated throttle and choke controls.

DASHBOARD
Dashboard Star Craft, black base, chromium edge and letters fitted with oil gauge, ammeter, water temperature gauge and petrol ignition switch and all necessary switches, the whole being mounted in mahogany frame, set at angle and in position (shown on drawing) for good visibility.

ELECTRICAL EQUIPMENT
The boat is wired throughout for lighting with the best materials and workmanship and all electrical fittings are supplied—heavy-duty starter battery, chromium-plated navigation lights, horn, etc. Engine is fitted with an electric starter, solenoid and dynamo.

ENGINE
Any suitable engines, twin or single screw, of purchaser's choice, by adjustment in price as indicated in price list.

FINISHING
Top sides carefully sanded down and prepared, stopped, filled and prepared for undercoating and finished with white enamel. Cabin top finished cream deck enamel; cabin sides and decks bright varnish. Bottom finished with green anti-fouling. Inside, all bright work finished with best boat varnish. Underside of decks white enamel and linings finished cream enamel. All mechanical parts not plated to be given coat of engine paint. Paint, varnish and enamel of best quality and workmanship.

CONSTRUCTION
The launch is strongly constructed of the best selected timber obtainable in accordance with the best modern practice and with highest quality materials and workmanship throughout.

EXTRA IF REQUIRED
Windscreens and Mast constructed in mahogany framing, with toughened glass windows. Centre of windscreens to support sports-type mast for burgee, with necessary fittings to carry mast.
Aft Cockpit Upholstered Seat, foam rubber interior, covered with suitable material to match upholstery.
Folding Car-Type Hood, two folding hoop irons with hinged brackets to side coaming, covered with cream PVC hooding material fastened to boat and windscreens by turnbuttons, made to quickly fold back and lie on aft coaming.

STAR CRAFT "TWENTY-FIVE," "THIRTY" AND "THIRTY-EIGHT" ALSO AVAIL

Hepworth & Co. (Tunbridge Wells) Ltd. and London 12.55

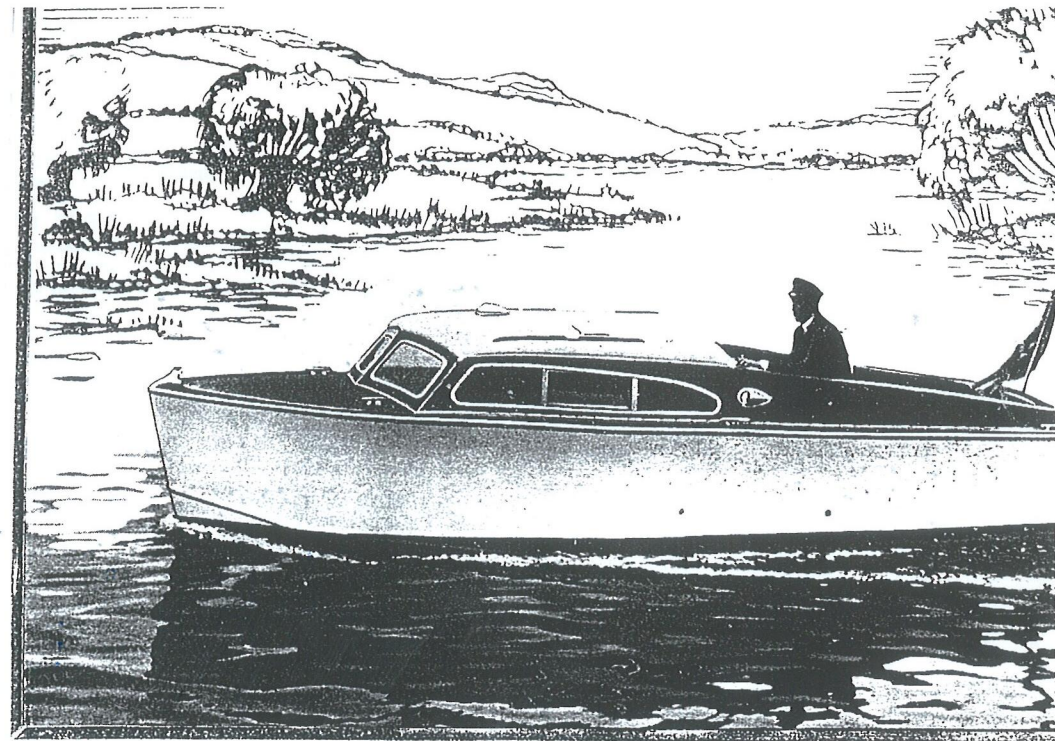
Accommodation

Accommodation is provided to sleep two persons. Main saloon is fitted with two 6 ft. Bunks (port and starboard side). Upholstered in foam rubber and covered in moquette. And on the port side aft there is a chemical-type lavatory enclosed in a mahogany casing. On the main bulkhead is fitted a stainless-steel sink. With water supply from a tank and gas cooker with shelves under. The door on the starboard side opens into roomy cockpit with lounge seat aft, with petrol tank and water tank under. Safety Calor gas cylinder tank forms driving seat on port side in convenient position for all controls. All floors are mahogany in trap formation for easy access, and engine casing forms table in cockpit with electric light throughout.

Top Left.
Stern view showing roomy cockpit and controls.

Top Right.
Broadside view showing stream-line profile and opening centre windows.

Below.
Sports Day Cruiser without Galley and W.C.



GENERAL DESCRIPTION

Design
Constructed of mahogany and framed in oak. Designed on double skin hard chine principle. A wide range of suitable engines will give speeds up to 30 m.p.h.

This new addition to the Star Craft range is within reach of all and loses nothing of the well-known quality, detail and performance of these craft.

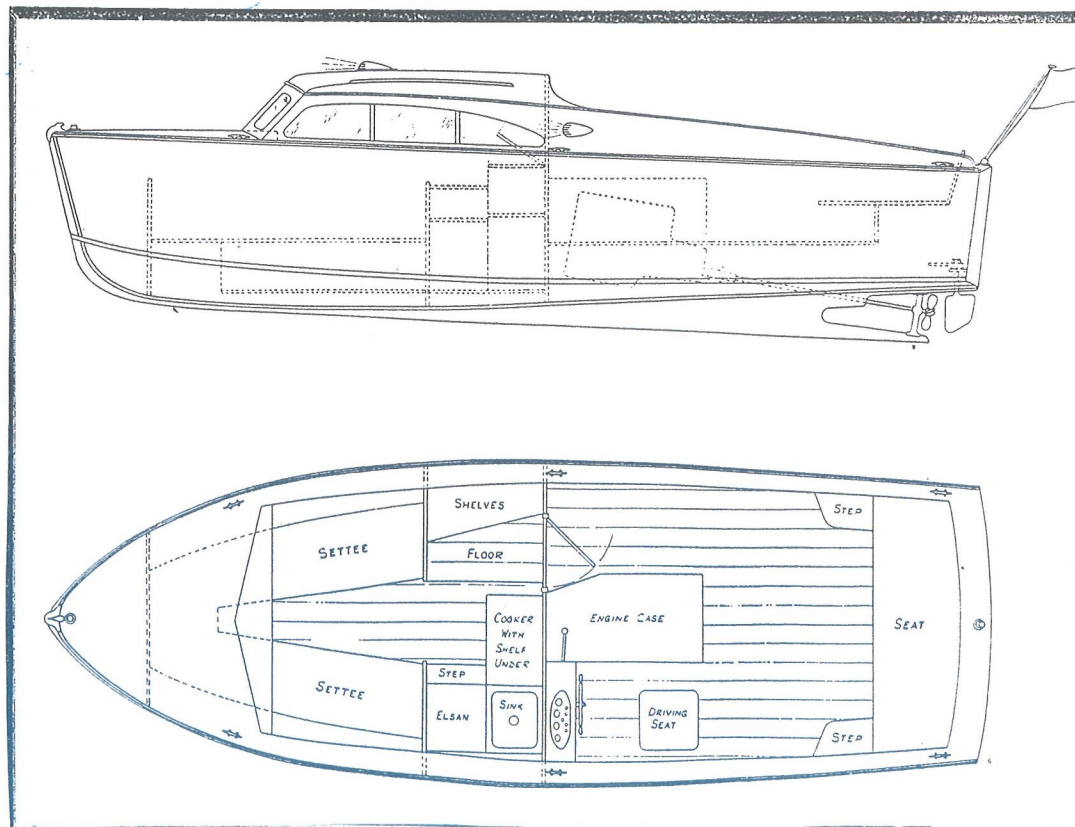
Below.
Cruiser Model showing Galley containing Cooker, Sink and W.C.

Principal Dimensions

Length between perpendiculars	20 ft. 0 in.
Beam, extreme over rubbers	7 ft. 6 in.
Depth, moulded	3 ft. 7.5 in.
Draft	1 ft. 6 in.

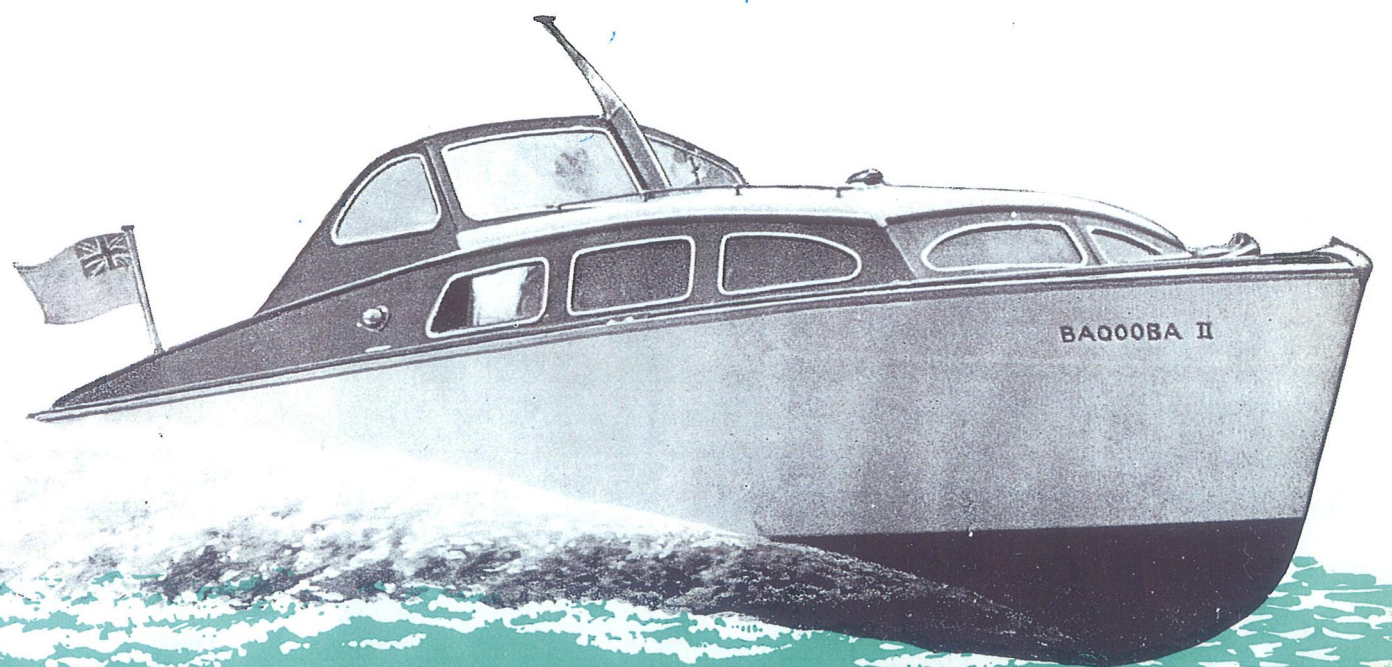
Extreme Packing Dimensions

Length	20 ft. 0 in.
Breadth	7 ft. 6 in.
Depth	5 ft. 9 in.
Weight	Approx. 1 ton



STAR CRAFT

"Twenty Five"



W. BATES and SON
(L.B. BATES)

YACHT BUILDERS · MARINE ENGINEERS
BRIDGE WHARF · CHERTSEY · SURREY
Telephone CHERTSEY: -2255/6

BUILDING SPECIFICATION

25 ft. Star Craft Cruiser

DECK BEAMS

Deck beams laminated in mahogany 1½ in. × 1½ in. spaced approximately 12 in.

WINDOWS

Windows as shown on general arrangement plan. All windows are 3/16 in. toughened glass—side windows in saloon to open with Birmabright or aluminium-alloy surrounds.

PLANKING

The planking is to be two ½ in. skins of mahogany worked on the double diagonal system at an angle not exceeding 60° to the line of hog. Plank strike being in one length from hog to gunwale. The seams are close fitted with oiled fabric between the skins, and fastened together by copper clenched nails between timbers and by brass screws to timbers, inner and outer skins inclined in opposite directions.

TIMBERS

The timbers of English oak (1½ in. × 11/16 in.) spaced approximately 6 in. centre to centre from stem to transom. To extend from gunwale to gunwale over hog where practicable and stopped on to hog elsewhere, or doubled up across the keel.

STEM

The stem of English oak (4½ in. × 5 in.) is spliced in two pieces and rebated for planking; a metal cope half-round section is fitted to fore edge.

KEEL AND HOG

Keel (2 in. sided) and hog (1½ in. × 5 in.) of English oak, through fastened with non-ferrous metal bolts.

TRANSOM

The transome of ¾ in. mahogany, shaped as shown on general arrangement plan, with oak stiffeners and fashion pieces, metal brackets to hog and gunwale.

GUNWALES AND STRINGERS

The gunwales (2½ in. × 1½ in.) and stringers (1½ in. × 1½ in.) of oak, bent and shaped from stem to transom, fastened with metal brackets to transom and breasthook to stem.

FORE DECK

Deck of ½ in. mahogany, laid fore and aft in strakes not exceeding 3½ in., king plank 5½ in. wide, caulked and run with marine glue, or rubber composite.

COVERING BOARD

Covering board of mahogany 8 in. wide extending from stem to transom.

BULKHEADS

Bulkheads of ½ in. West African mahogany and exterior mahogany plyboard, panelled with mahogany framing.

GUNWALE RUBBERS

Rubbers of mahogany (1½ in. × 2 in.) faced with half-round section cope, in stainless steel, brass chromium-plated, Birmabright or aluminium-alloy.

FLOORS AND FLOOR BEARERS

Floor bearers to be of pine and floors inside cupboards and berths. Floors in cockpit, cabin, w.c., galley, to be of ¾ in. mahogany, laid-in trap formation where necessary to permit ease of inspection and clearing of bilge. Floors to be wax polished or oiled.

BREASTHOOKS AND QUARTER KNEES

of fabricated mild steel section 2 in. × ¾ in. electrically welded, and galvanized and through copper fastened.

ENGINE BEDS

To be of 3 in. oak and galvanized iron, with one main floor forming intercoastal at fore end; through fastened with non-ferrous bolts, strengthened by galvanized steel brackets where necessary. Designed suitable to the engine installed, raised from bed to engine in galvanized metal, fabricated.

DECK FITTINGS

Of gunmetal chromium plated or aluminium-alloy in positions indicated on general arrangement plan. All specially designed to blend with general design.

TANKS

A fresh-water tank of galvanized steel is fitted on the port side under the aft cockpit seat, and a brass petrol or mild steel diesel tank fitted on the starboard side.

STEERING

Marine-type steering wheel, gunmetal chromium plated or aluminium-alloy, with shaft drive to steering box. Lever and link arm to rudder. Rudder and rudder gland of gunmetal, machined.

STERN GEAR

Monel metal or stainless-steel shaft—cast iron coupling and three-bladed propeller, key and nut machined and fitted to shaft. Stern tube of metal, threaded and fitted to ship with flexible gland and nuts. Gunmetal propeller bracket fitted with rubber water bearing.

CONTROLS

Chromium-plated engine reverse lever with ebonite knob. Fitted in convenient position on bulkhead, together with chromium-plated throttle and choke controls.

DASHBOARD

Dashboard Star Craft, black base, chromium edge and letters fitted with rev. counter, oil gauge, ammeter, water temperature gauge, ignition switch and all necessary switches, the whole being mounted in mahogany frame, set at angle and in position (shown on drawing) for good visibility.

ELECTRICAL EQUIPMENT

The boat is wired throughout for lighting with the best materials and workmanship, and all electrical fittings are supplied—starter battery, gunmetal chromium-plated or aluminium-alloy navigation lights, horn, etc. Engine is fitted with an electric starter, solenoid and dynamo.

ENGINE

Any suitable engines, petrol or diesel, twin or single screw, of purchaser's choice, by adjustment in price as indicated in price list.

FOLDING HOOD (SPORTS MODEL)

Steel tubular frame covered in plastic hide shaped as shown on drawings, fitted with side curtains and fastened to ship by turn-buttons.

AND

WINDSCREEN

Constructed in mahogany framing with 3/16 in. toughened glass windows, Birmabright or aluminium-alloy surrounds. Port-side window made to open, with necessary casement fasteners in chrome. Centre of windscreen to support sports-type mast for burgee with necessary fittings to carry mast. Above described hood, buttoning across the top of windscreen, as shown on drawing with turn-buttons.

OR

WHEELHOUSE (CRUISER MODEL)

Wheelhouse, cruiser model, to be constructed of mahogany, morticed and tenoned together in best joinery practice, with oak or mahogany laminated deck beams, covered with Oregon pine matching. Forward window opening on port side with necessary casement fasteners, 3/16 in. toughened glass throughout. Windows and coping finished with Birmabright or aluminium-alloy surrounds. Roll-up side curtains to drop from wheelhouse to gunwale, totally enclosing aft cockpit. In this model, hood as described above not required. Two chrome-plated stanchions are fitted to support rear end of wheelhouse. Whole blending in with general arrangement plan and finished according to painting specifications.

OR

FISHING MODEL

A neat dodger is fitted across the saloon roof and tapering down cabin side, fixed with necessary stanchions and shaped as shown on drawing. Where this is fitted, slatted mahogany seats are supplied instead of aft cockpit upholstery. In this model, hood as described above not required.

FINISHING

Top sides carefully sanded down and prepared, stopped, filled and prepared, for undercoating and finished with white enamel. Cabin top finished cream deck enamel, cabin sides and decks bright varnish. Bottom finished with green anti-fouling. Inside, all bright work finished with best boat varnish. Underside of saloon roof, lined with hardboard suitably faced; w.c. roof painted white enamel. All mechanical parts not plated to be given coat of engine paint. Paint, varnish and enamel of best quality and workmanship.

CONSTRUCTION

The launch is strongly constructed of the best selected timber obtainable in accordance with the modern practice and with highest quality materials and workmanship throughout.

STARCRAFT "TWENTY," "THIRTY," "THIRTY-THREE" & "FORTY" ALSO AVAILABLE

Accommodation

Accommodation is provided for four/five persons. Saloon Pullman-type seats on port side, with table to lower forming a double bunk; sideboard on starboard side, which can be used as a small bunk. All upholstery in real hide, natural or dyed; interior of foam rubber. Hanging locker on port side. Galley, port side, fitted with stainless-steel sink and draining board; racks for crockery and glass over; drawers and cupboard under. Starboard side fitted with gas cooker, with screen over enclosing cooker, and stowage for utensils under; stainless-steel shelf with cupboard under. Fore-peak fitted with Elsan-type W.C. Aft cockpit—wide lounge seat with petrol and water tanks under and lift-up front to form double berth—hood and side curtains to enclose cockpit; on the port side there is a seat for Helmsman. Mahogany strip floors throughout constructed to permit ease of inspection and cleaning of bilge, all floors wax polished or oiled. Doors of mahogany with locks and chromium lever-type furniture. Lighting—electric, from starter batteries, placed in convenient positions.

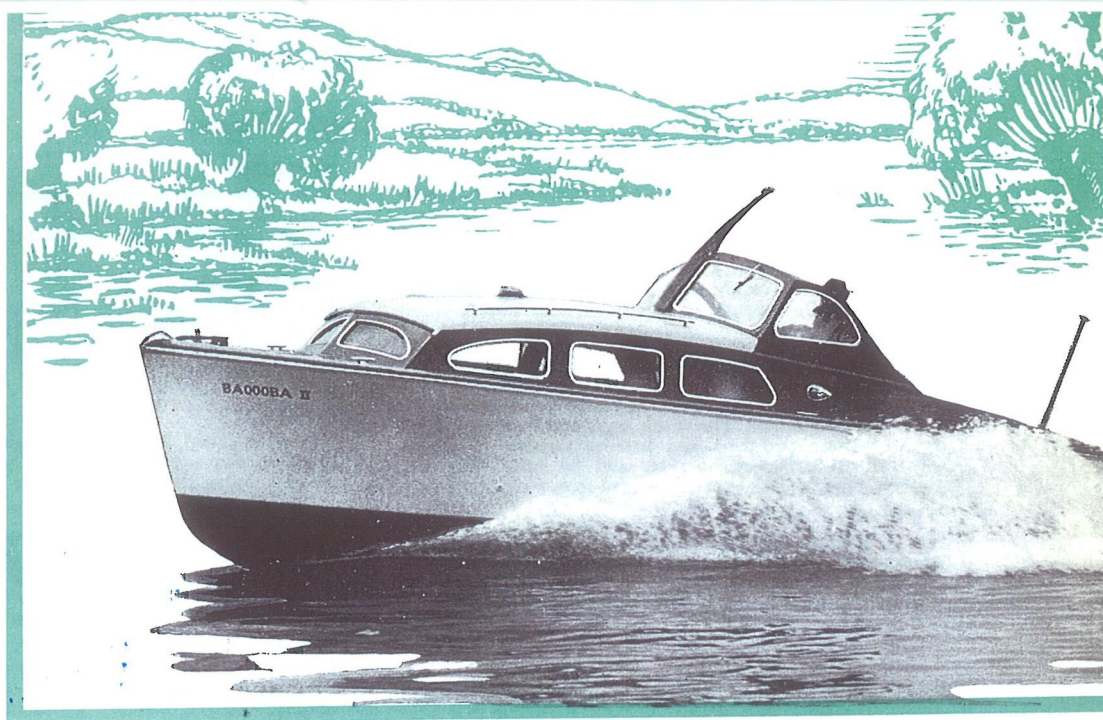
An Owner writes:— *It would be difficult to suggest any practicable addition to the existing equipment and layout of this excellent boat. It provides everything that could be desired within the limit of size. It handles superbly, and its fine performance, with the minimum of care and maintenance, reflects faithfully the exacting attention which has been applied to detail in design. Truly—this little ship undoubtedly will provide the solution for anyone seeking maximum cruising satisfaction at minimum cost.*

Principal Dimensions

Length between perpendiculars	26 ft. 0 in.
Beam, extreme over rubber	9 ft. 3 in.
Depth, moulded	5 ft. 0 in.
Draft	2 ft. 0 in.

Extreme Packing Dimensions

Length	26 ft. 0 in.
Breadth	9 ft. 3 in.
Depth	7 ft. 1 in.
Weight	Approx. 2½ tons.



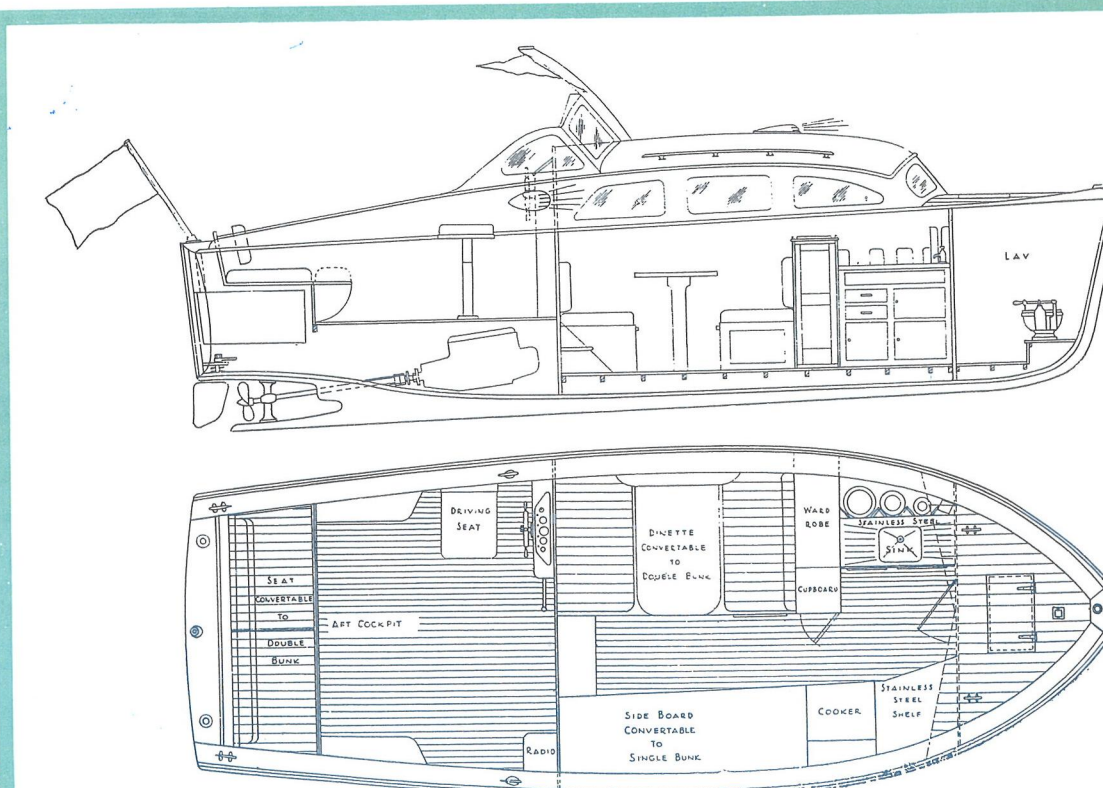
All photographs by courtesy of "The Motor Boat and Yachting"

GENERAL DESCRIPTION

Design

Fairline round bilge type construction to the specification overleaf and general arrangement plan, giving excellent manoeuvring characteristics, stability, and relative high speed. A wide range of petrol or diesel engines is available to meet each individual requirement. Twin or single screw. Copper-sheathed to 9 ins. above water-line when required for overseas service.

The superstructure is framed in mahogany and varnished; spruce cabin roof covered with canvas. Sides of vessel, where showing, are panelled throughout with super hardboard and all constructed in the best joinery practice.



Top left

Profile view of Cruising Model, showing clean-cut streamline contour of Hull and Superstructure. Unrestricted vision and complete weather protection for Navigator. Two-section front screen arranged in V formation. Cockpit cover to completely enclose cockpit.

Top right

View of Sports Model, showing streamlined windscreen, and mast. Large open cockpit totally enclosed, with hood and side curtains for weather protection. Opening screen on port side. Speeds up to 22 m.p.h. can be obtained.

Below

View of interior, showing the attractive and roomy Cabin. Generously appointed with comprehensive inventory of cruising requirements. Stainless steel Sink and Pump. Fitted Crockery Racks, Calor Gas Oven, Wardrobe, Stores Cupboards, Sideboard with drawers and cupboard fitted. Pullman-type leather upholstered seats for four persons (convertible to double sleeping berth). Six opening windows, providing perfect ventilation and bright aspect to tastefully decorated interior. Ample headroom throughout Cabin, with ventilators in roof.



STAR CRAFT

"THIRTY"



W. BATES and SON
(L.B. BATES)
YACHT BUILDERS · MARINE ENGINEERS
BRIDGE WHARF · CHERTSEY · SURREY
Telephone CHERTSEY: 3262 & 3132

BUILDING SPECIFICATION

30ft. Star Craft Cruiser

DECK BEAMS

Deck beams of oak, or laminated mahogany, spaced approximately 12 in.

WINDOWS

Windows as shown on general arrangement plan. All windows in $\frac{1}{4}$ in. plate glass—side windows to open. Chrome-plated metal window housings with chromium-plated brass surrounds.

PLANKING

The planking is of two $\frac{1}{4}$ in. skins of mahogany worked on the double diagonal system at an angle not exceeding 60° to the line of hog, each strake being in one length from hog to gunwale. The seams are close fitted with oiled fabric between the skins, and fastened together by copper clenched nails between timbers and by brass screws to timbers, inner and outer skins inclined in opposite directions.

TIMBERS

The timbers of English oak, spaced approximately 6 in. centre to centre from stem to transom, extended from gunwale to gunwale or doubled up to bilge over hog, and checked into hog elsewhere.

STEM

The stem of oak is spliced in two pieces, glued, copper fastened and rebated for planking; a metal cope half-round section is fitted to fore edge.

KEEL AND HOG

Keel and hog of English oak, through fastened with copper clenched bolts and fitted with galvanized iron keel band.

TRANSOM

The transom of mahogany, shaped as shown on general arrangement plan, with oak stiffeners and fashion pieces; metal brackets to hog and gunwale.

GUNWALES

The gunwales of oak, bent and shaped from stem to transom, copper fastened and metal bracketed to transom and breasthook to stem.

FORE DECK

Deck of mahogany, laid fore and aft in strakes not exceeding $3\frac{1}{4}$ in., king plank $5\frac{1}{2}$ in. wide, seam battened, caulked and run with marine glue.

COVERING BOARD

Covering board of mahogany, 8 in. wide, extending from stem to transom.

BULKHEADS

Bulkheads of mahogany or spruce, panelled with mahogany Holoplast and plain cream Holoplast.

GUNWALE RUBBER

Rubbers, oak and spruce faced, with brass half-round section chromium plated.

FLOORS AND FLOOR BEARERS

Floor bearers of pine and floors inside cupboards and berths. Floors in cockpit, cabin, W.C., and galley of narrow stripped oak. Laid in trap formations where necessary and edged with chrome strip, with chrome lifting rings in appropriate positions. Joints in cockpit run with marine glue. Oak floors wax polished.

BREASTHOOKS AND QUARTER KNEES

Of fabricated mild steel section, 2 in. \times $\frac{3}{4}$ in., electrically welded, and galvanized, and through copper fastened.

ENGINE BEDS

Oak or galvanized iron, with one main floor forming intercostal at fore end; short intercostal aft end, through fastened with copper bolts, strengthened by galvanized steel brackets where necessary. Designed suitable to the engine installed.

DECK FITTINGS

Of gunmetal, chromium plated in positions indicated on general arrangement plan. All specially designed to blend with general design.

TANKS

A fresh-water tank of galvanized steel is fitted on the port side under the aft cockpit locker seat, and a brass petrol tank fitted on the starboard side.

STEERING

Marine-type steering wheel, chromium plated, with shaft drive to steering box. Lever and link arm to rudder. Rudder and rudder gland of gunmetal, machined.

STERN GEAR

Monel metal or stainless-steel shaft—cast-iron coupling and three-bladed propeller, key and nut machined and fitted to shaft. Stern tube of metal, threaded and fitted to ship with flexible gland and nuts. Gunmetal propeller bracket fitted with rubber water bearing.

CONTROLS

Chromium-plated engine reverse lever with ebony knob. Fitted in convenient position on bulkhead, together with chromium-plated throttle and choke controls.

DASHBOARD

Chrome and black stoved Star Craft dashboard, fitted with rev. counter, oil gauge, ammeter and water temperature gauge, ignition switch and all necessary switches, the whole being mounted in mahogany frame, set at angle and in position (shown on drawing) for good visibility.

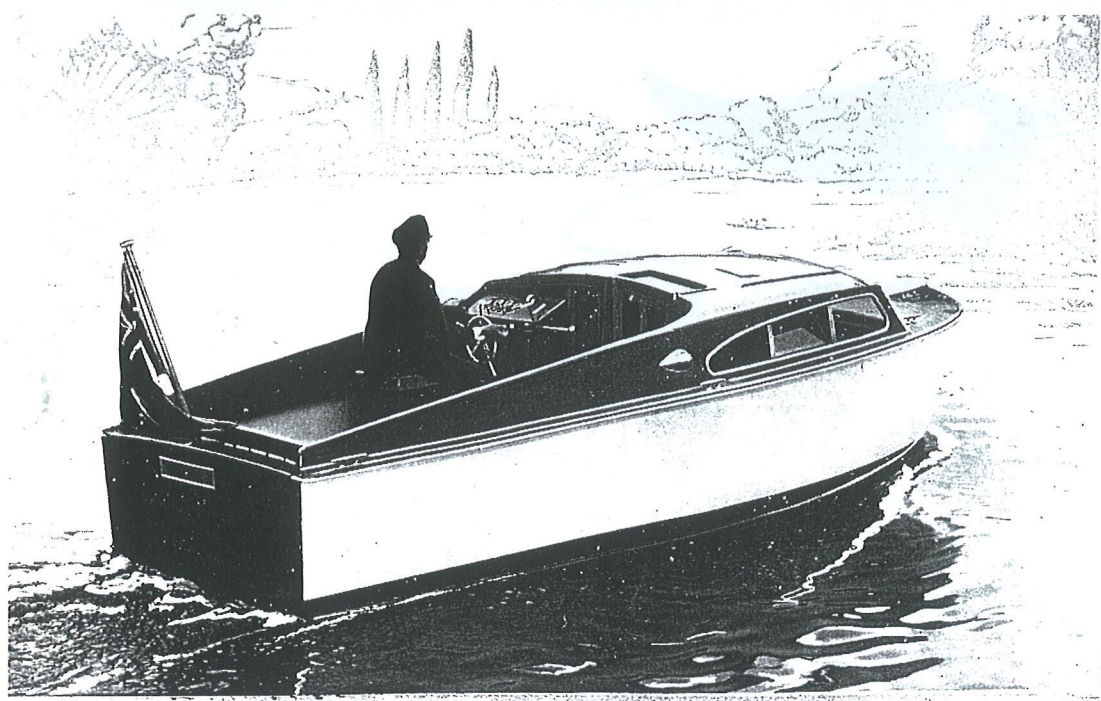
ELECTRICAL EQUIPMENT

The boat is wired throughout for lighting with the best materials and workmanship, and all electrical fittings are supplied—heavy-duty 6-volt starter battery, chromium-plated navigation lights, horn, etc. Engine is fitted with an electric starter, solenoid and dynamo.

ENGINE

Any suitable engines, petrol or diesel, twin or single screw, of purchaser's choice, by adjustment in price as indicated in price list.

Hepworth & Co. (Tunbridge Wells) Ltd.



Top Left.

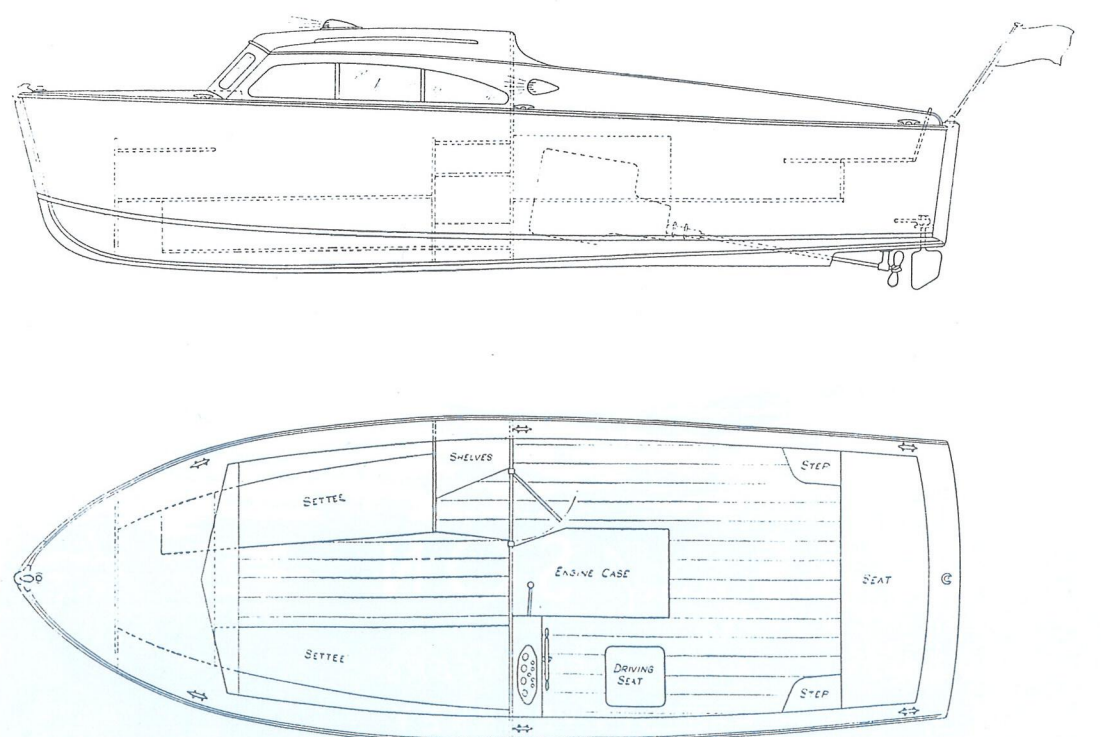
Stern view showing roomy cockpit and controls.

Top Right.

Broadside view showing stream-line profile and opening centre windows.

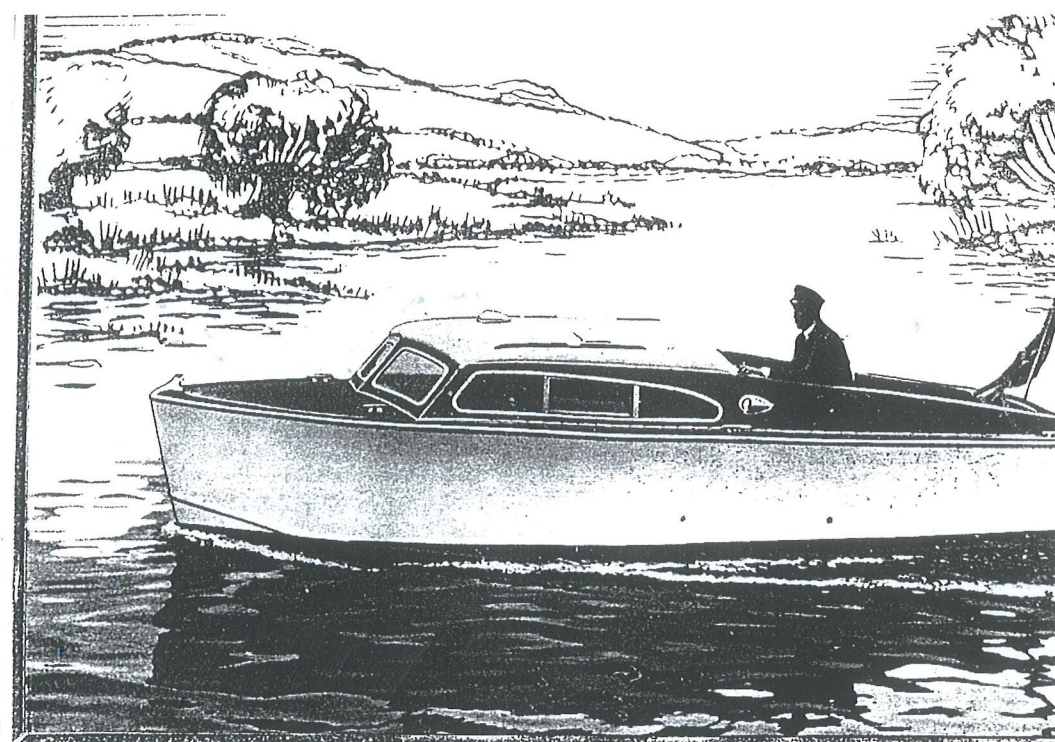
Below.

Sports Day Cruiser without Galley and W.C.



Accommodation

Accommodation is provided to sleep two persons. Main saloon is fitted with two 6 ft. Bunks (port and starboard side). Upholstered in foam rubber and covered in moquette. And on the port side aft there is a chemical-type lavatory enclosed in a mahogany casing. On the main bulkhead is fitted a stainless-steel sink. With water supply from a tank and gas cooker with shelves under. The door on the starboard side opens into roomy cockpit with lounge seat aft, with petrol and water tank under. Safety Calor gas cylinder tank forms driving seat on port side in convenient position for all controls. All floors are mahogany in trap formation for easy access, and engine casing forms table in cockpit with electric light throughout.



GENERAL DESCRIPTION

Design

Constructed of mahogany and framed in oak. Designed on double skin hard chine principle. A wide range of suitable engines will give speeds up to 30 m.p.h.

This new addition to the Star Craft range is within reach of all and loses nothing of the well-known quality, detail and performance of these craft.

Below.

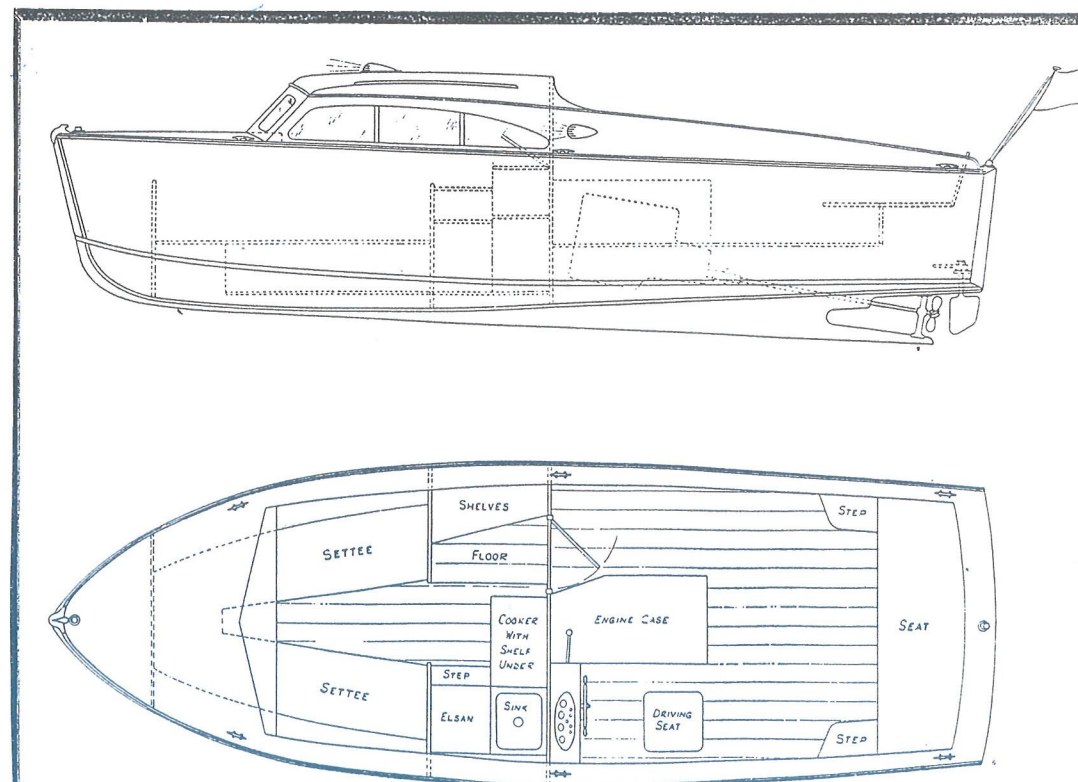
Cruiser Model showing Galley containing Cooker, Sink and W.C.

Principal Dimensions

Length between perpendiculars	20 ft. 0 in.
Beam, extreme over rubbers	7 ft. 6 in.
Depth, moulded	3 ft. 7.5 in.
Draft	1 ft. 6 in.

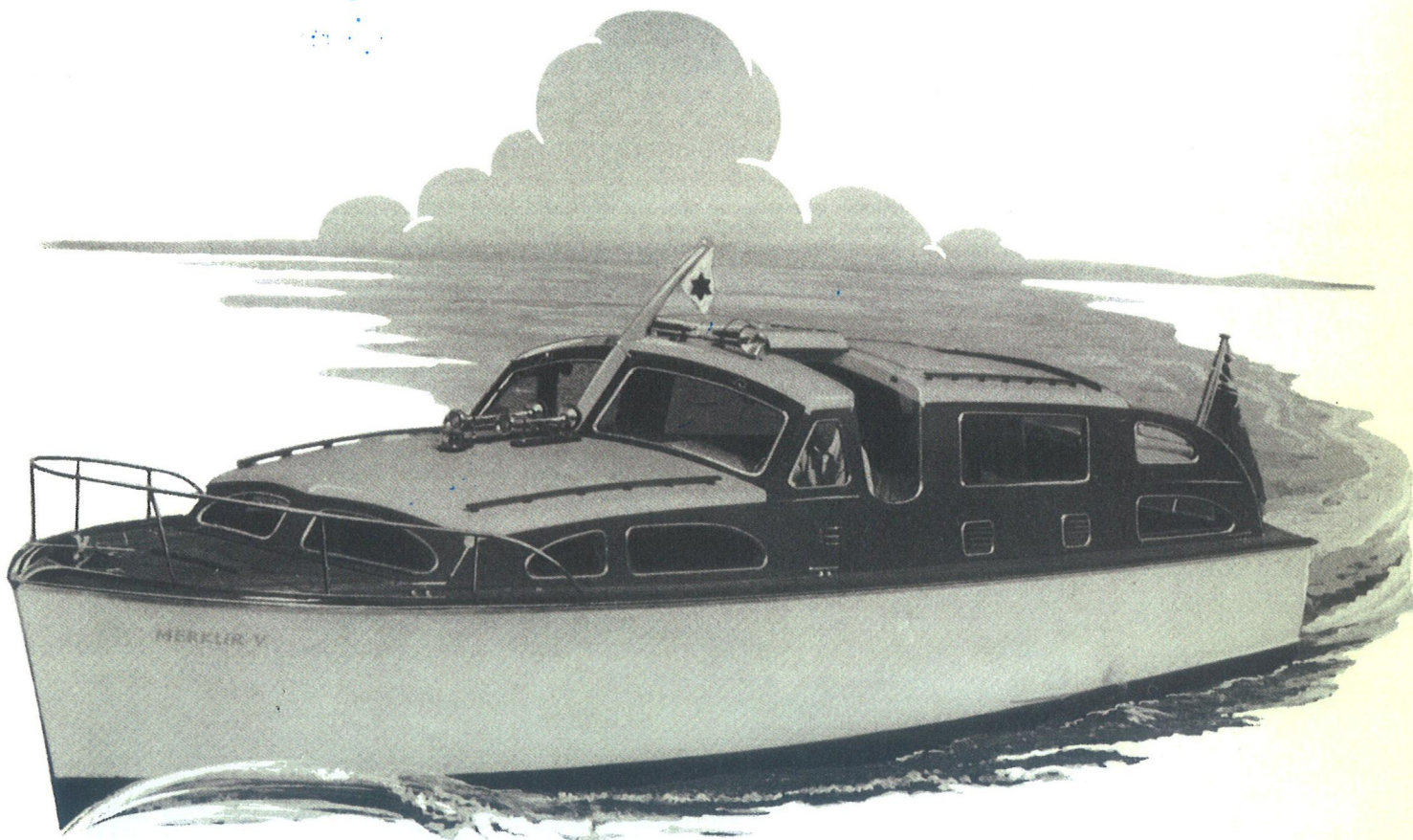
Extreme Packing Dimensions

Length	20 ft. 0 in.
Breadth	7 ft. 6 in.
Depth	5 ft. 9 in.
Weight	Approx. 1 ton



STAR CRAFT

“THIRTY - THREE”



W.BATES and SON
(L.B.BATES)
YACHT BUILDERS · MARINE ENGINEERS
BRIDGE WHARF · CHERTSEY · SURREY
Telephone CHERTSEY:-2255/6

BUILDING SPECIFICATION

33ft. Star Craft Cruiser

SUPERSTRUCTURE

The superstructure as shown on the general arrangement plan is constructed in mahogany, varnished; cabin roof in pine, covered with canvas and painted with deck paint; underside of deck lined with hardboard, suitably faced.

DECK BEAMS

Laminated mahogany (2 in. \times 1 $\frac{1}{4}$ in.), spaced approximately 12 in. centres.

WINDOWS

Windows as shown on general arrangement plan. All windows in $\frac{3}{16}$ in. toughened glass—side windows to open. Chrome-plated metal window housings with Birmabright or aluminium-alloy convex surrounds.

PLANKING

The planking is of two 5/16 in. skins of mahogany worked on the double diagonal system at any angle not exceeding 60° to the line of hog, each strake being in one length from hog to gunwale. The seams are close fitted with oiled fabric between the skins, and fastened together by copper clenched nails between timbers and by brass screws to timbers, inner and outer skins inclined in opposite directions.

TIMBERS

The timbers of English oak 1 $\frac{1}{2}$ in. \times $\frac{3}{4}$ in. spaced approximately 6 in. centre to centre from stem to transom, extended from gunwale to gunwale, doubled over hog to first stringer where practicable and stopped on to hog elsewhere.

STEM

The stem of oak (4 in. \times 5 $\frac{1}{2}$ in.) is spliced in two pieces and rebated for planking; a metal cope half-round section is fitted to fore edge.

KEEL AND HOG

Keel (2 $\frac{1}{2}$ in. sided) and hog (1 $\frac{1}{2}$ in. \times 6 in.) of English oak, through fastened with non-ferrous metal bolts.

TRANSOM

The transom of $\frac{7}{8}$ in. mahogany, shaped as shown on general arrangement plan, with oak stiffeners and fashion pieces; metal brackets to hog and gunwale.

GUNWALES

The gunwales of oak (2 $\frac{1}{2}$ in. \times 1 $\frac{1}{2}$ in.) bent and shaped from stem to transom, fastened with metal brackets to transom and breasthook to stem.

STRINGERS

Six oak stringers (1 $\frac{1}{2}$ in. \times 1 $\frac{1}{2}$ in.) running full length of hull, and two running half-way. Four stringers bracketed to stem by galvanized iron brackets fastened by $\frac{3}{8}$ in. non-ferrous metal bolts.

FORE DECKS

Deck of $\frac{3}{8}$ in. mahogany, laid fore and aft in strakes not exceeding 3 $\frac{1}{4}$ in., king plank 5 $\frac{1}{2}$ in. wide, caulked and run with marine glue, or rubber composite.

COVERING BOARD

Covering board of mahogany, 9 $\frac{1}{2}$ in. wide, extending from stem to transom.

BULKHEADS

Main bulkheads in $\frac{3}{4}$ in. West African mahogany in wide boards running from deck beams to hull framing, and mock panelled with mahogany to suit design.

GUNWALE RUBBER

Rubbers of mahogany (2 in. \times 1 $\frac{1}{4}$ in.); faced with half-round section cope, in stainless steel, brass chromium-plated, Birmabright, or aluminium-alloy.

FLOORS AND FLOOR BEARERS

In saloon, cockpit and flybridge the floors are laid in $\frac{3}{4}$ in. mahogany, trap formation to permit easy access to propelling machinery and hull. Floors in galley w.c. and forward sleeping cabin are in $\frac{3}{4}$ in. white-wood framed in trap formation, covered with lino. Floor bearers are of pine, cut to suitable size and length, well fastened to framing, and supported where necessary.

BREASTHOOKS AND QUARTER KNEES

Of fabricated mild steel section, 2 in. \times $\frac{3}{8}$ in., electrically welded, galvanized, and through fastened with $\frac{3}{8}$ in. non-ferrous metal bolts.

ENGINE BEDS

Of 3 in. oak and galvanized iron, with one main floor forming intercostal at fore end; through fastened with non-ferrous metal bolts, strengthened by galvanized steel brackets where necessary, designed suitable to the engine installed.

DECK FITTINGS

Of gunmetal chromium plated or aluminium-alloy in positions indicated on general arrangement plan. All specially designed to blend in with general design.

TANKS

A fresh-water tank of galvanized steel is fitted in approved position and brass petrol tank or mild steel diesel tanks are fitted under saloon floor in suitable position.

STEERING

Marine-type steering wheel, gunmetal chromium plated or aluminium-alloy, with shaft drive to steering box. Lever and link arm to rudder. Rudder and rudder gland of gunmetal machined.

STERN GEAR

Monel metal or stainless steel shaft—cast iron coupling and three bladed propeller, key and nut machined and fitted to shaft. Stern tube of metal, threaded and fitted to ship with flexible gland and nuts. Gunmetal propeller bracket fitted with rubber water bearing.

CONTROLS

Chromium-plated engine reverse lever with ebonite knob. Fitted in convenient position on bulkhead, together with chromium-plated throttle and choke controls.

DASHBOARD

Chrome and black stoved Star Craft dashboard, fitted with rev. counter, oil gauge, ammeter and water temperature gauge, ignition switch and all necessary switches, the whole being mounted in mahogany frame, set at angle and in position (shown on drawing) for good visibility.

ELECTRICAL EQUIPMENT

The boat is wired throughout for lighting with the best materials and workmanship and all electrical fittings are supplied—starter battery, gunmetal chromium-plated or aluminium-alloy navigation lights, horn, etc. Engine is fitted with an electric starter, solenoid and dynamo.

ENGINE

Any suitable engines, petrol or diesel, twin or single screw, or purchaser's choice, by adjustment in price as indicated in price list.

CRAFT “TWENTY,” “TWENTY-FIVE,” “THIRTY” & “FORTY’S,” ALSO AVAILABLE

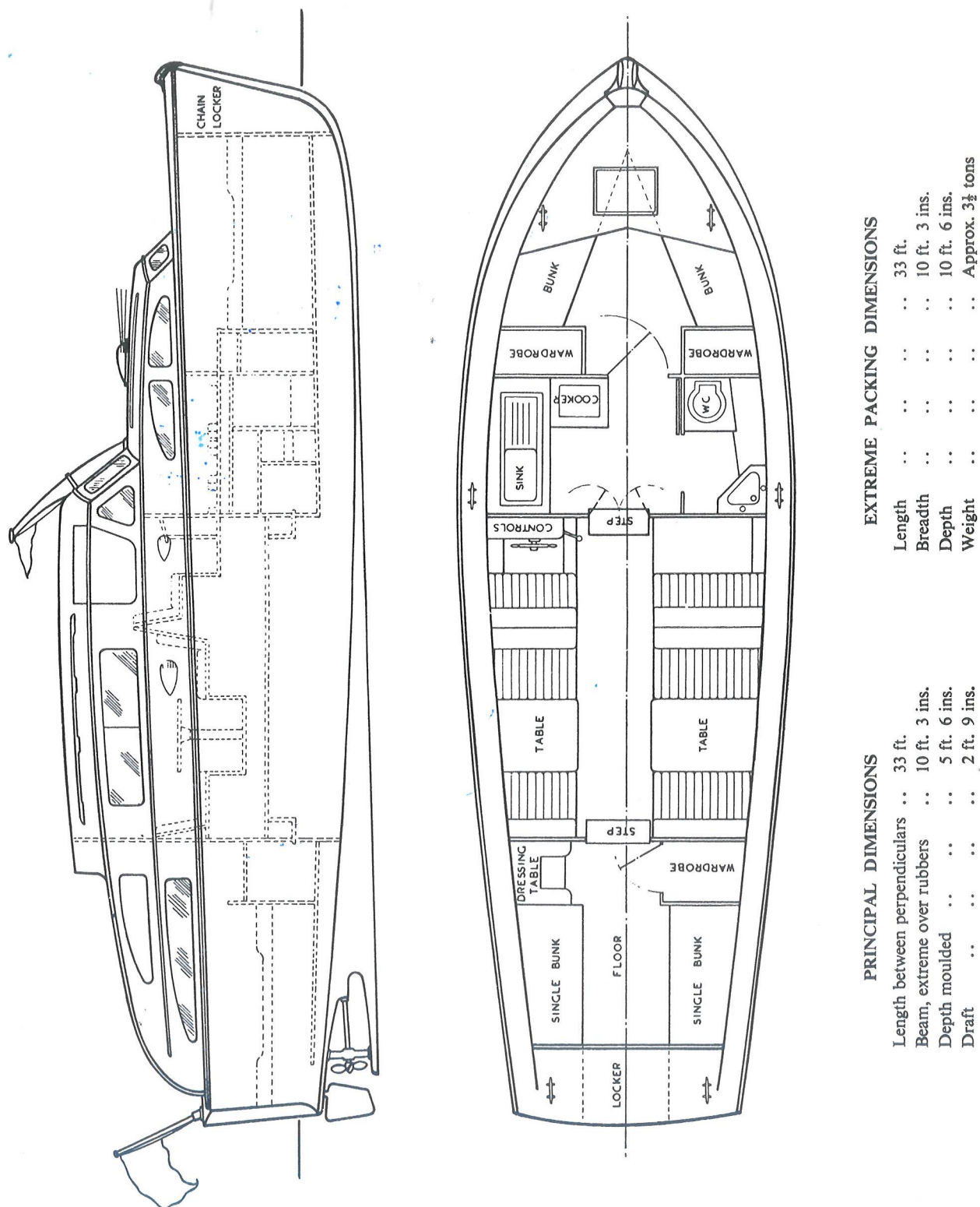
GENERAL DESCRIPTION

Design

Fairline round bilge-type construction to the specification and general arrangement plan, giving excellent manoeuvring characteristics, stability, and relative high speed. A wide range of petrol or diesel engines, in twin or single screw, is available to meet each individual requirement, and speeds over 25-knots can be attained. Copper sheathed to 9 ins. above waterline if required for tropical service. The superstructure is framed in mahogany and varnished; alternatively, hull and decks in teak. Cabin roofs covered in canvas and painted with cream deck paint.

Accommodation

Sleeping accommodation is provided for six persons; Pullman type seats on port and starboard sides of saloon are constructed to quickly permit conversion to single sleeping berths. Upholstery throughout is in natural or dyed real hide, with interior of rubber or plastic foam. Flybridge, which has control seat port side, passenger seat for two starboard side, with opening roof and side windows. Seating arranged to give maximum view through forward screen when sitting. When standing, a clear view over top of screen is obtained. Going forward, galley on port side with stainless steel sink, fresh-water pump, draining board with drawers and cupboards below. Calor gas oven cooker with protective screen and folding stainless steel shelf over, with stowage for utensils below. On starboard side, opposite galley, sliding door opens into toilet compartment with Chemical or Sea-type W.C. and washbasin with water supply. Forward cabin fitted with two single bunks with linen-covered rubber or plastic foam mattresses; wardrobe at head of starboard bunk and dressing table fitted with drawer and cupboard shelves, etc., at head of port bunk. Hinged hatch in forward cabin gives access to foredeck. Chain locker forward. Aft cabin fitted with two single bunks with linen-covered rubber or plastic foam mattresses; wardrobe at head of starboard bunk and dressing table fitted with drawer and shelf at head of port bunk. Removable hatch in aft cabin gives access to aft sun deck. Mahogany floors throughout saloon and flybridge. All floors in craft built in trap formation to permit ease of inspection and cleaning of bilge. Power unit below saloon floor conveniently installed to facilitate inspection and maintenance with minimum effort. Housing room under saloon floor for auxiliary engine and lighting plant, if required. A sun deck with side shields and windows is arranged on the aft cabin roof.



EXTREME PACKING DIMENSIONS

Length	..	33 ft.
Breadth	..	10 ft. 3 ins.
Depth	..	10 ft. 6 ins.
Weight	..	Approx. 3 $\frac{1}{2}$ tons

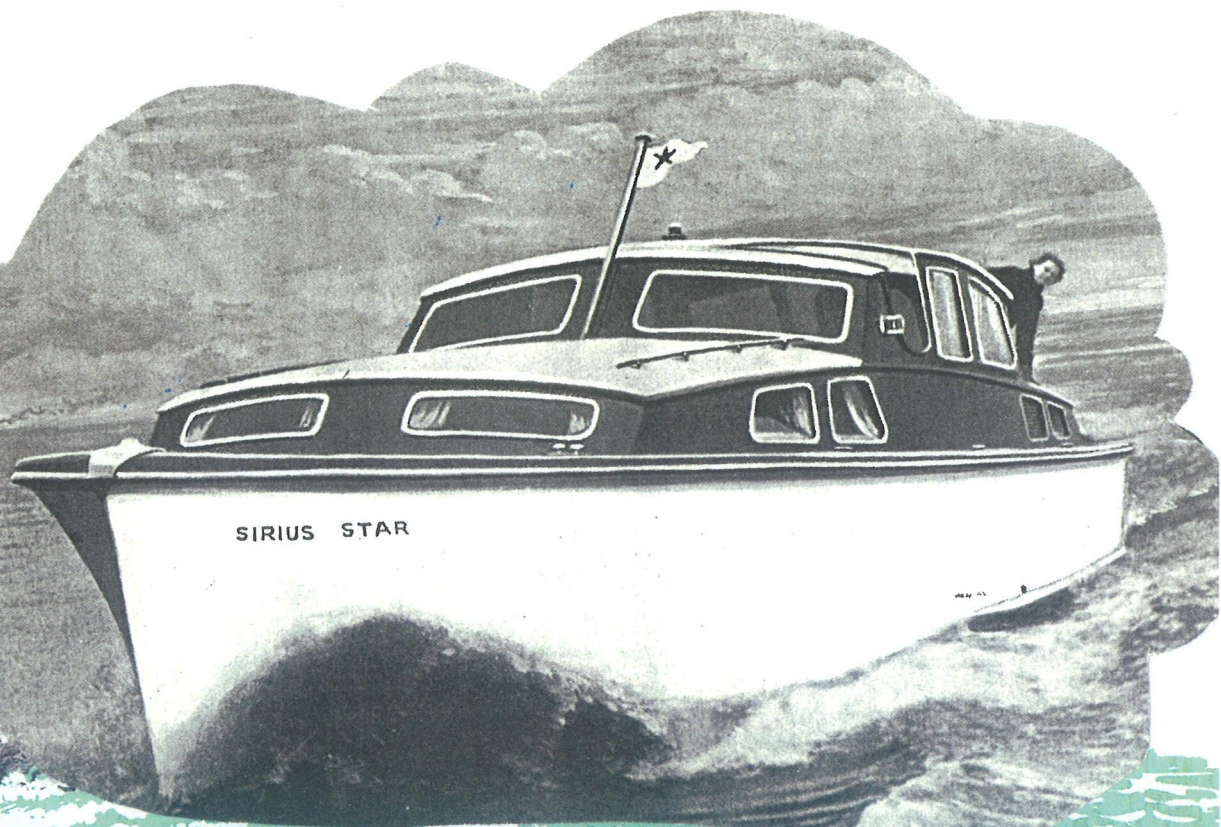
PRINCIPAL DIMENSIONS

Length between perpendiculars	..	33 ft.
Beam, extreme over rubbers	..	10 ft. 3 ins.
Depth moulded	..	5 ft. 6 ins.
Draft	..	2 ft. 9 ins.

STAR CRAFT

"THIRTY SIX"

FLY BRIDGE RAISED SALOON



W. BATES and SON
(L.B. BATES)

YACHT BUILDERS · MARINE ENGINEERS
BRIDGE WHARF · CHERTSEY · SURREY
Telephone CHERTSEY: 2255/6

BUILDING SPECIFICATION

36 ft. Star Craft Cruisers

SUPERSTRUCTURE

The superstructure as shown on general arrangement plan is constructed in mahogany, varnished; cabin roof, Oregon pine, covered with canvas, painted with deck paint; white enamel inside.

DECK BEAMS

Laminated mahogany, 2½ in. x 1½ in., spaced approximately 12 in.

WINDOWS

As shown on general arrangement plan. All windows in ¼ in. plate glass; side windows in saloon and wheelhouse, side and front, made to open. Chromium-plated metal surrounds.

PLANKING

The planking is in two thicknesses of mahogany, worked on the double diagonal system at an angle not exceeding 60° to the line of hog, each strake being in one length from hog to gunwale. The seams are close fitted, with oiled fabric between the skins, and fastened together by copper clenched nails between timbers and by brass screws to timbers, inner ⅞ in. and outer ⅞ in. skins inclined in opposite directions.

TIMBERS

The timbers of English oak, 1½ in. x ¾ in., spaced approximately 6 in. centre to centre from stem to transom. To extend from gunwale to gunwale over hog where practicable and checked into hog elsewhere, with bent frames, 2 in. x 1 in., to run from bilge to bilge and pick up keel at suitable intervals.

STEM

The stem of oak, 4 in. x 5½ in., is spliced in two pieces and backed by apron and dead wood, glued, copper fastened, and rebated for planking; a metal cope half-round chromed section is fitted to fore edge.

KEEL AND HOG

Keel and hog of English oak, through fastened with copper bolts. Galvanized iron keel band is fitted from stem band to after end of keel and secured with brass screws to keel.

STRINGERS

Eight stringers, three port and three starboard side, to run the full length of vessel. One stringer, port and starboard side, to run from forward to midships. Stringers of 2½ in. x 1½ in., of English oak, through fastened through every timber with copper clenched nails.

TRANSOM

The transom of mahogany, shaped as shown on general arrangement plan, with oak stiffeners and fashion pieces; metal brackets to hog and gunwale.

GUNWALES

The gunwales of oak, bent and shaped from stem to transom, copper fastened with metal brackets to transom and breasthooks to stem.

FORE DECK

Forward deck, catwalks and after deck to be planked with mahogany and canvas covered.

BULKHEADS

Bulkheads of mahogany matching, framed, and fastened to beams and floor bearers.

GUNWALE RUBBER

Rubbers, oak and spruce, faced with half-round brass cope, chromium plated.

FLOORING AND BEARERS

Oak or pine and mahogany framed in sections, laid in narrow strips, and wax polished, edged with stainless steel strip; floor bearers of pine. Floors in deckhouse and cockpit to be run with marine glue; chromium-plated lifting rings to be fitted in all traps where necessary.

BREASTHOOKS AND QUARTER KNEES

Of fabricated mild steel section, 2 in. x ¾ in., electrically welded and galvanized, and through copper fastened.

ENGINE BEDS

To be of oak with intercostals at fore, through fastened with copper bolts, strengthened by steel brackets where necessary.

DECK FITTINGS

Of gunmetal, chromium plated, in positions indicated on general arrangement plan. All specially designed to blend with general design.

TANKS

A fresh-water tank of galvanized steel is fitted in approved position, and brass petrol tanks fitted port and starboard under aft seat.

STEERING

Marine type teak steering wheel, chromium-plated fittings, with shaft drive to steering box. Lever and link arm to rudder. Rudders and rudder glands of gunmetal, machined.

STERN GEAR

Monel metal or stainless steel shafts—cast-iron couplings and three-bladed propellers, key and nut machined and fitted to shafts. Stern logs of metal, threaded and fitted to ship with flexible gland and nuts. Gunmetal "A" brackets fitted with rubber water bearings.

CONTROLS

Chromium-plated engine reverse lever with ebonite port and starboard knobs, fitted in convenient position on bulkhead, together with chromium-plated throttle and choke controls.

DASHBOARD

Star Craft chrome and black dashboard is fitted with revolution counters, oil gauges, ammeters and water temperature gauges, ignition switch and all necessary switches, the whole being mounted in mahogany at an angle and in position (shown on drawing) for good visibility.

ELECTRICAL EQUIPMENT

The boat is wired throughout for lighting with the best materials and workmanship, and all electrical fittings are supplied—heavy duty 6-volt starter batteries, chromium-plated navigation lights, horn, etc. Engines fitted with electric starter, solenoid and dynamo. A separate generating set can be supplied extra.

ENGINES

Two Parsons 30 h.p., Ford V.8s, or any other suitable engine of purchaser's choice by adjustment in price.

ENGINE TRAYS

To be of copper sheet, sea intakes to be of gunmetal, and all water pipes to be of copper; exhaust pipes and silencers to be of mild steel.

FINISHING

Topsides carefully sanded down, prepared undercoating, and finished with white enamel. Cabin top finished cream deck enamel; cabin sides, bright varnish; bottom finished with anti-fouling. Inside of boat all bright work, finished with best boat varnish. Roof beams, underside of decks and sides prepared undercoating and finished white enamel. All mechanical parts, not plated, to be given coat of engine paint. Paint, varnish and enamel of best qualities and workmanship.

PANELLING

Galley, Saloon, Wheelhouse and Cockpit to be panelled throughout with Sundeala board, enamelled on sides of vessel wherever showing. All interior metal fittings to be chromium plated.

CONSTRUCTION

The launch is strongly constructed of the best selected timber obtainable in accordance with the best modern practice and with highest quality materials and workmanship throughout.

GENERAL DESCRIPTION

The cruiser is propelled by twin (or single) petrol (or diesel) engines (see ENGINE). Constructed to the following specification and enclosed general arrangement plan. Copper sheathing to 6 in. above water-line with brass keel band 2½ in. x ¾ in., extra to order.

Design

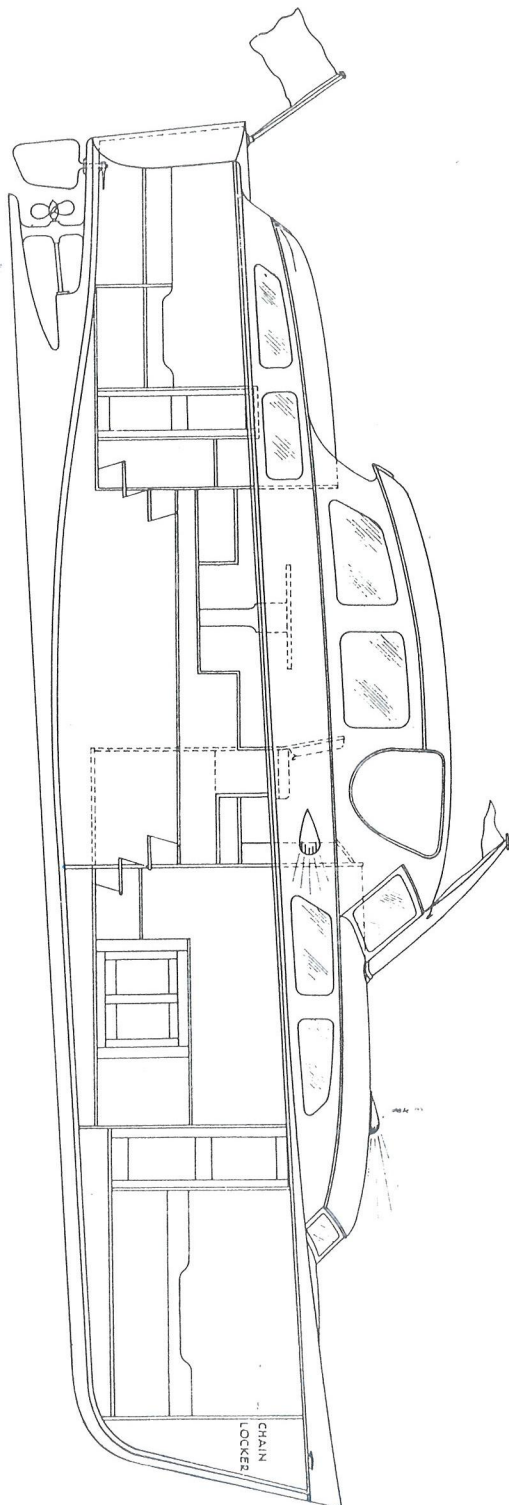
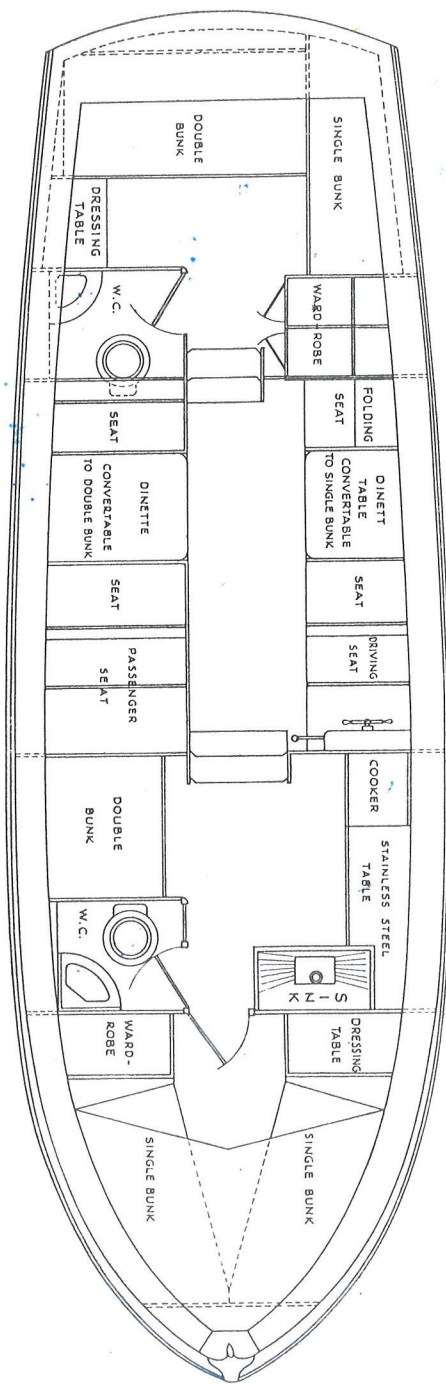
The cruiser is designed to give good stability, steering and manoeuvring qualities, and relative high speed, and is of the Round Bilge type.

Accommodation

Accommodation is provided for 7/10 persons. Two single berths in forward cabin with short cupboard on port side, and hanging cupboard on starboard side. Galley, port side, fitted with stainless steel sink and draining board, racks for crockery and glass over, drawers and cupboards under; stainless steel shelf with gas cooker, and stowage for utensils. Toilet on starboard side, fitted with Elsan or Baby Blake type W.C., and lavatory basin. Double bunk, starboard side, running aft under Fly Bridge in galley compartment. Fly Bridge, which has controlled seat port side, passenger seat for three starboard side, with opening roof and side windows. Seating arranged to give maximum view through forward screen when sitting. When standing, a clear view over top of screen is obtained. Deck saloon adjoining Fly Bridge with two Dynetts to seat four on starboard side, two on port side, or convert to one single bunk, and one double. Exit to deck is provided at rear of saloon and both sides of Fly Bridge. Aft cabin. Steps down to cupboards and hanging locker on port side. W.C. and lavatory basin on starboard side adjoining aft sleeping cabin, with double bunk across ship, and single bunk port side. A large dressing-table is arranged on starboard side. All upholstery in real hide, natural or dyed; all seats and berths upholstered with Dunlopillo. Doors of mahogany, with rim locks and chromium lever type furniture. Lighting—electric, from starter batteries—placed in convenient positions. Separate generator can be fitted extra.

Principal Dimensions
Length between perpendiculars ... 36 ft. 0 in.
Beam, extreme ... 11 ft. 3 in.
Depth, moulded ... 5 ft. 9 in.
Draft ... 2 ft. 1 in.

Extreme Packing Dimensions
Length ... 36 ft. 0 in.
Beam ... 11 ft. 3 in.
Depth ... 10 ft. 3 in.
Weight ... Approx. 6½ tons.



STAR CRAFT

forty

FLY BRIDGE RAISED SALOON •



W. Bates & Son BRIDGE WHARF • CHERTSEY • SURREY

Building specification

40 ft. STAR CRAFT CRUISER

Stem : The stem of oak 4 in. x 5½ in., is spliced in two pieces and rebated for planking ; a metal cope half-round chromed section is fitted to fore edge.

Keel and Hog : Keel (3 in. sided) and hog (1½ in. x 6½ in.) of English oak through fastened with non-ferrous metal bolts.

Transom : The transom is of ¾ in. teak, shaped as shown on general arrangement plan, with oak stiffeners and fashion pieces ; metal bracketed to hog.

Timbers : The timbers are of English oak, 1½ in. x ¾ in., spaced approx. 6 in. centre to centre from stem to transom. To extend from gunwale, doubled over hog to first stringer where practicable, and stopped on to hog elsewhere with extra bent floor timbers (2½ in. x ¾ in.) spaced approx. 2 ft. 6 in. apart.

Planking : The planking is in two thicknesses of teak worked on the double diagonal system at an angle not exceeding 60° to the line of hog, each strake being in one length from hog to gunwale. The seams are close fitted, with oiled fabric between skins, and fastened together by copper clenched nails between timbers and by brass screws to timbers, inner ⅝ in. and outer ⅜ in. skins inclined in opposite directions.

Stringers : Eight stringers, three port and three starboard side, to run the full length of vessel. One stringer, port and starboard side, to run from forward to midships. Stringers of 2½ in. x 1½ in.; of English oak, through fastened through every other timber with copper clenched nails, and fastened to transom and stem by metal angles and breast plates.

Deck Beams : Laminated mahogany, 2½ in. x 1½ in., spaced approx. 12 in. apart.

Fore Deck : Forward deck, catwalks and aft deck to be planked with ¾ in. teak, caulked, run with rubber deck caulking compound and suitably weather protected.

Gunwales : The gunwales of oak (3 in. x 2½ in.) bent and shaped from stem to transom and breast-hecks to stem.

Gunwale Rubber : Rubbers in mahogany or teak (2½ in. x 1 in.) faced with half round brass cope, chromium plated.

Breasthooks and Quarter Knees : Of fabricated mild steel section, 2 in. x ¾ in. welded and galvanised and through fastened with ¾ in. non-ferrous bolts.

Bulkheads : Bulkheads of ¾ in. mahogany panelled and fastened to beams at top, and oak or mahogany cut floors fastened to hull at bottom.

Partitions : In ¾ in. mahogany, panelled and fastened to carlings, beams and ceilings.

Paneling : Galley, Saloon, Flybridge, Aft Cabin and W.C.'s to be panelled with hardboard, on sides of vessel wherever showing, suitably faced.

Flooring and Bearers : Floor in Saloon and Flybridge of ¾ in. mahogany, framed in sections; laid in strips and waxed polished; lifting rings to be fitted in traps where necessary. Floor bearers of 1½ in. pine securely fastened to frame. Remainder of floors in ¾ in. pine, constructed in trap formation.

Superstructure : The superstructure as shown on the general arrangement plan is constructed in mahogany, varnished; cabin roof in pine, covered with canvas and painted with deck paint; underside of deck lined with hardboard, suitably faced.

Windows : As shown on general arrangement plan. All windows in ⅝ in. toughened glass; side windows in saloon and wheelhouse made to open. Birmabright or Aluminium Alloy metal window surrounds.

Engine Beds : To be of oak (3 in. x 4 in.) and galvanised iron fabricated to suit engine, with intercostala where necessary through fastened with non-ferrous bolts, and strengthened by steel brackets where necessary.

Engines : To customers requirements in twin or single screw, petrol or diesel.

Engine Trays : To be of brass sheet, sea intakes to be of gunmetal, and all water pipes to be of copper; exhaust pipes to be of mild steel.

Controls : Chromium-plated engine gear lever, fitted in convenient position on dashboard facia, together with chromium-plated throttle and choke controls.

Dashboard : Star Craft chrome and black dashboard is fitted with revolution counters, oil gauges, ammeters and water temperature gauges, ignition switch and all necessary switches, the whole being mounted in mahogany at an angle, and in position for good visibility.

Stern Gear : Monel metal or stainless steel shafts — cast-iron or flexible couplings and three-bladed propellers, key and nut machined and fitted to shafts. Stern tubes of brass, threaded and fitted to ship with flexible gland and nuts. Gunmetal "A" brackets fitted with rubber water bearings.

Deck Fittings : Of chromium-plated gunmetal, or aluminium alloy in positions indicated on general arrangement plan. All specially designed to blend in with general design.

Tanks : A fresh-water tank (approx. 40 galls.) of galvanised steel is fitted in approved position, and brass petrol tanks or mild steel diesel tanks fitted port and starboard under aft end of saloon floor.

Steering : Marine type chrome steering wheel, chromium-plated fittings with shaft drive to steering box. Lever and link arm to rudder. Shaft, rudders and rudder glands of gunmetal, machined.

Electrical Equipment : The boat is wired throughout for lighting with the best materials and workmanship, and all electrical fittings are supplied — heavy duty starter batteries; chromium-plated navigation lights, horn, etc. Engines fitted with electric Starters, solenoids and dynamos.

Finishing : Topsides carefully sanded down, prepared with undercoating and finished with white enamel. Cabin top finished deck enamel; cabin sides, bright varnish; bottom finished with anti-fouling. Inside of boat all bright work, finished with best boat varnish. Undersides of decks and sides prepared with undercoating and finished enamel. All mechanical parts, not plated, to be given coat of engine paint. Paint, varnish and enamel of best qualities. Colours to suit Owner's requirements.

Construction : The Cruiser is strongly constructed of the best selected timber obtainable in accordance with the best modern practice and with highest quality materials and workmanship throughout. All interior metal fittings to be chromium plated.

DGE WHARF • CHERTSEY • SURREY
ophone CHERTSEY 22555 16

W. Bates & Son
(L.B.BATES)
YACHT BUILDERS • MARINE ENGINEERS



General description

The Cruiser is propelled by twin (or single) diesel (or petrol) engines to suit individual requirements. Constructed to the Specification overleaf and general arrangement plan opposite.

Design : The cruiser is of the Round Bilge type and is designed to give good stability, steering and manoeuvring qualities with relative high speeds up to 20 knots with either diesel or petrol engines.

Accommodation : Two single berths in forward cabin with dressing table on port side, and hanging cupboard on starboard side.

Galley on port side fitted with stainless steel sink and draining board, racks for crockery and glass over, drawers and cupboards under for storage of utensils, etc., and large Calor gas cooker. Refrigerator fitted extra.

Toilet compartment on starboard side with sea type W.C. and wash hand basin, with entrance door from galley. Single bunk, starboard side running aft under flybridge.

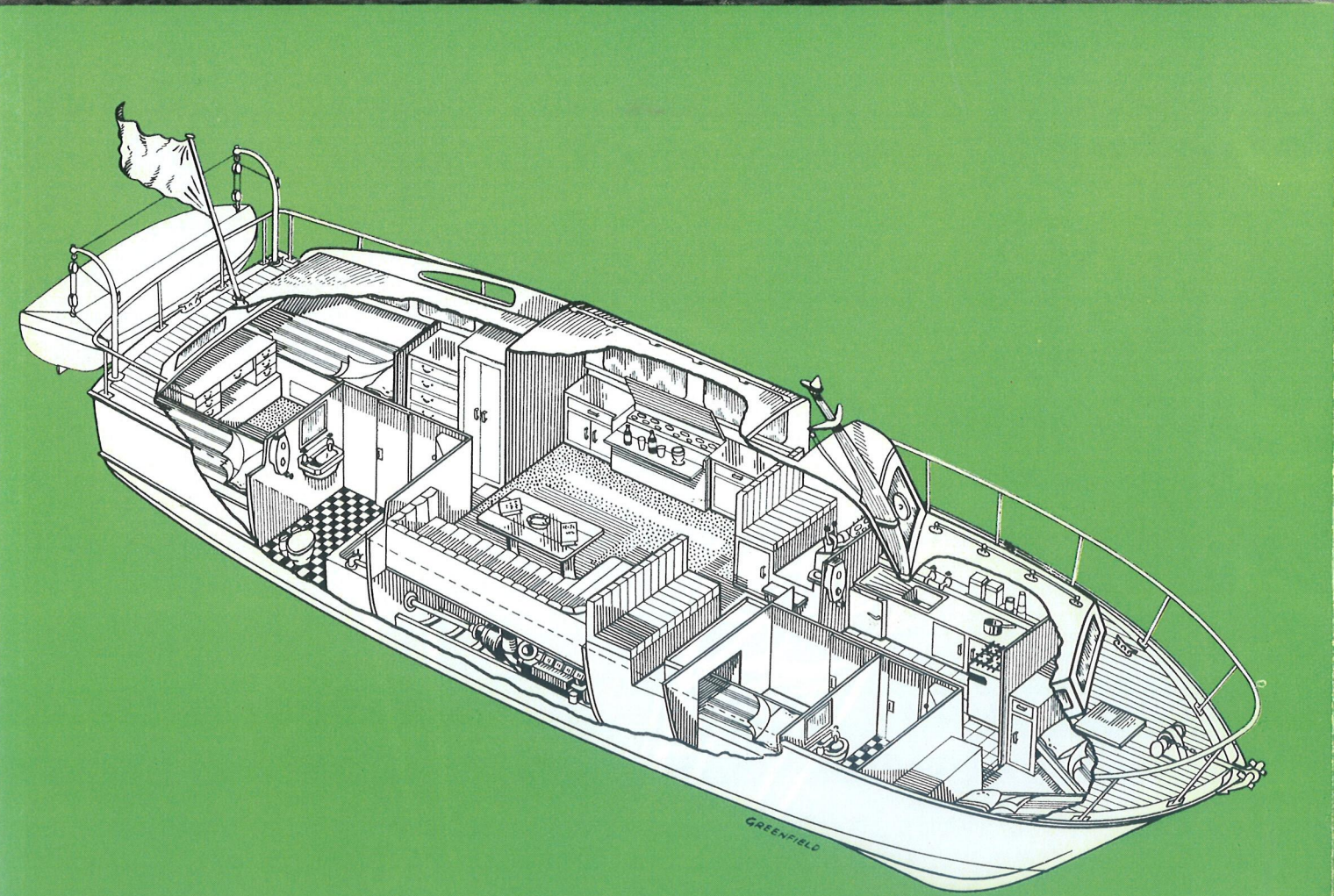
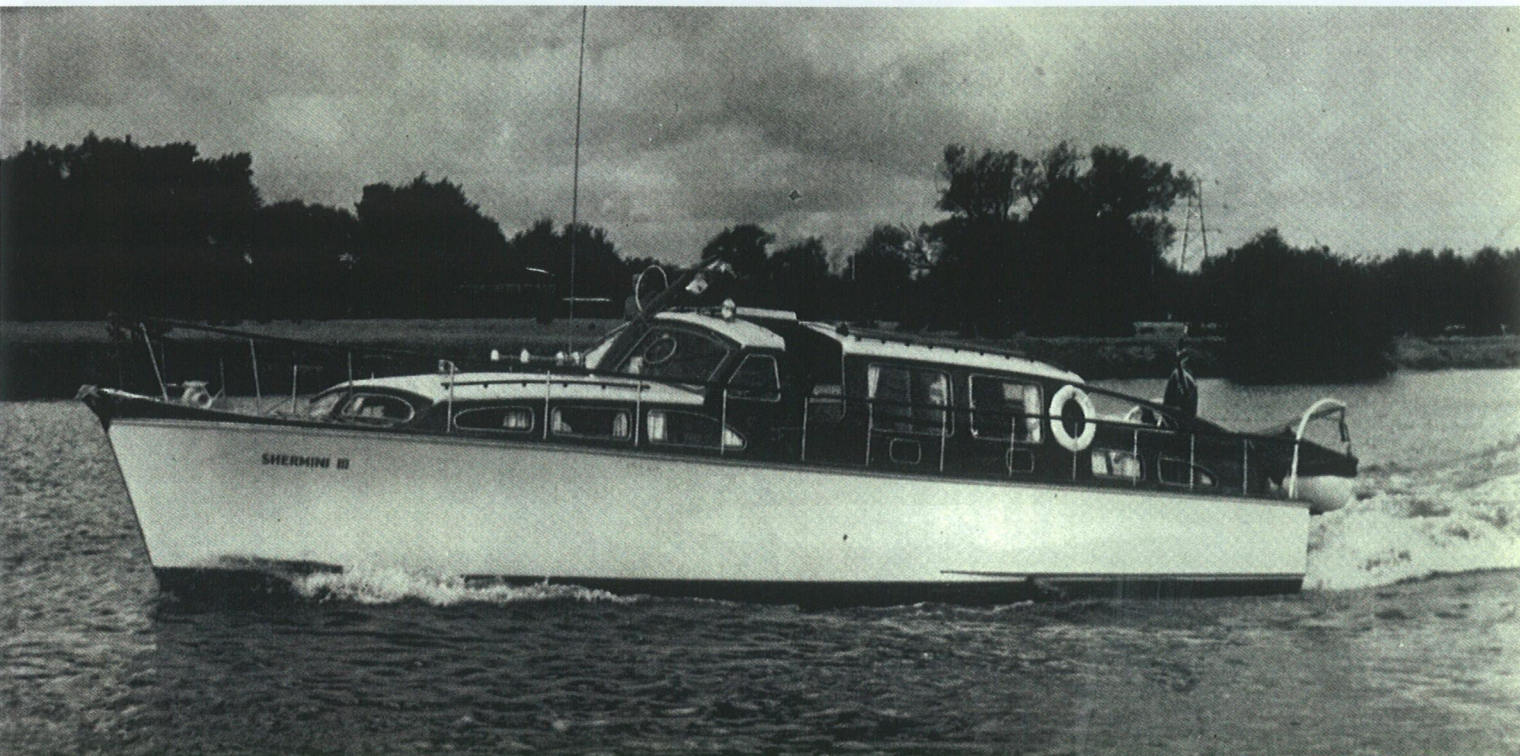
Flybridge has control seat on the port side with engine controls, dashboard and steering. Passenger seat on starboard side, with opening roof and side windows. Seating arranged to give maximum view through forward screen when sitting; when standing a clear view over top of screen is obtained.

Saloon adjoining flybridge is fitted out with sideboard on port side, incorporating a folding cocktail bar. "L" shaped settee on starboard side, gate leg table. Exit to deck is provided both sides of flybridge.

Aft cabin comprising two single berths port and starboard with plastic foam upholstery and Pirelli webbing frames. Wardrobe and Chest of Drawers on port side, large dressing table arranged between bunks to slide out when in use. Sea type W.C. on starboard side, also with wash basin, bath, shower and hot water system.

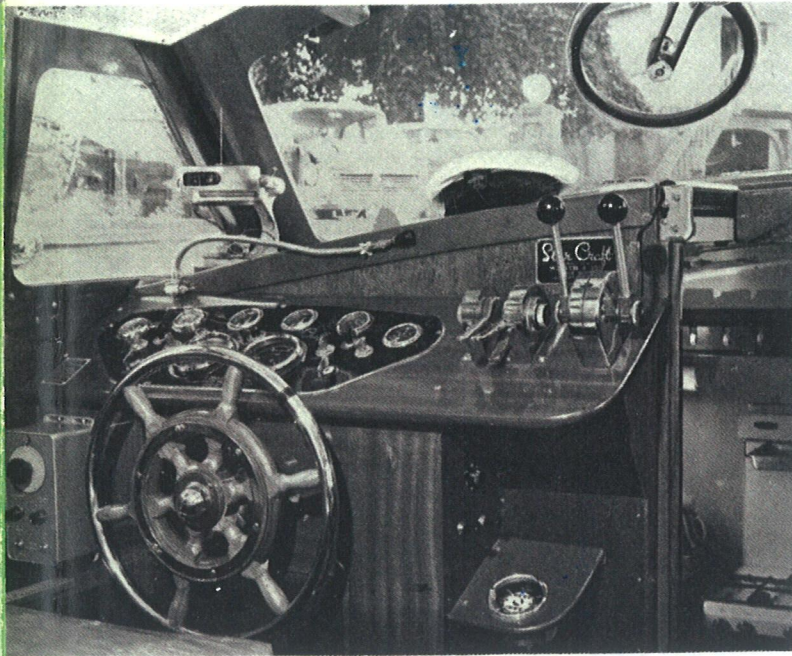
Seats and mattresses of plastic foam, upholstery of real hide, dyed. Flush doors of Mica surface or similar faced hardboard to suit colour scheme, fitted throughout with chromium lever type furniture.

All roofs lined for anti-condensation and insulation. Lighting electric from starter batteries, placed in convenient position.



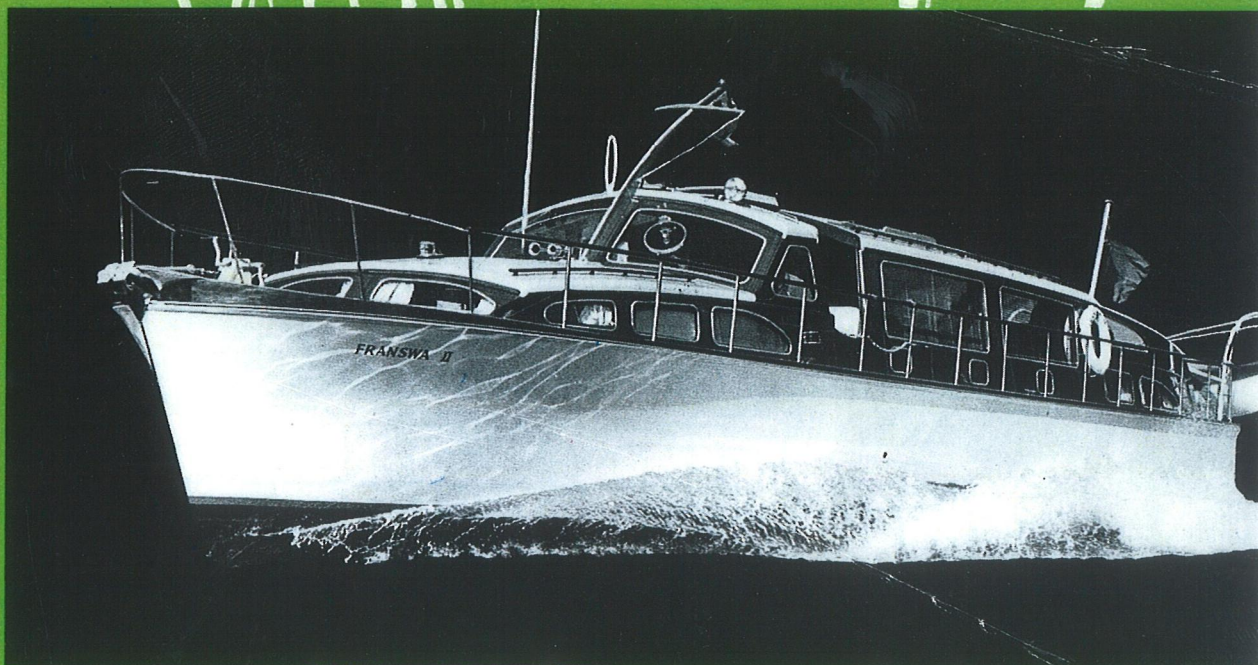
PRINCIPAL DIMENSIONS :
Length between perpendiculars 40 ft. 0 ins.
Beam, extreme over rubbers 11 ft. 6 ins.
Depth moulded 5 ft. 6 ins.
Draft 3 ft. 6 ins.

EXTREME PACKING DIMENSIONS :
Length 40 ft. 0 ins.
Breadth 11 ft. 6 ins.
Depth 11 ft. 0 ins.
Weight Approx. 8 tons



STAR CRAFT

forty five FLY BRIDGE RAISED SALOON •



W. Bates & Son BRIDGE WHARF · CHERTSEY · SURREY

Building specification

45 ft. STAR CRAFT CRUISER

Stem : The stem of oak 4" x 5½" is spliced in two pieces and rebated for planking : a metal cope half-round chromed section is fitted to fore edge.

Keel and Hog : Keel (¾" sided) and hog (1½" x 6½") of English oak, through fastened with bronze bolts. Galvanised iron keel band is fitted from stem band to after end of keel and secured with brass screws to keel.

Transom : The transom of ¾" teak, shaped as shown on general arrangement plan with oak stiffeners and fashion pieces metal bracketed to hog.

Timbers : The timbers of English oak 1½" x ¾" spaced approximately 6" centre to centre from stem to transom. To extend from gunwhale over hog to first stringer where practicable. Bulk frames 2½" x ¾", two thicknesses to run from first stringer to stringer and pick up keel at suitable intervals in engine compartment.

Planking : The planking is in two thicknesses of teak worked on the double diagonal system to the line of the hog. Each strake being in one length from hog to gunwhale. The seams are close fitted with oiled fabric between the skins, and fastened together by copper clenched nails between timbers and by brass screws to timbers, inner 5/16" and outer skins (¾") inclined in opposite directions.

Stringers : Eight stringers — three port and three starboard side to run the full length of vessel and one stringer port and starboard side to run from forward to midships. Stringers 2½" x 1½" of English oak, fastened through timbers with copper clenched nails, and fastened to transom and stem by metal angles and breast plates.

Deck Beams : Laminated mahogany 2½" x 1½" spaced approximately 12 inches.

Gunwhales : The gunwhales 3" x 2½" of oak bent and shaped from stem to transom, copper fastened with metal brackets to transom and breast hooks to stem.

Gunwhale Rubber : Rubbers in mahogany (2½" x 1"), faced with half-round brass cope, chromium plated.

Breasthooks and Quarter Knees : Of fabricated mild steel section, 2" x ¾" welded and galvanised and through fastened with ¾" non-ferrous bolts.

Partitions : In ¾" mahogany, mock panelled and fastened to carlings, beams and ceilings.

Bulkheads : Bulkheads of ¾" mahogany, mock panelled and fastened to beams at top, and oak or mahogany cut floors fastened to hull at bottom.

Flooring and Bearers : Floor in saloon and flybridge of ¾" mahogany, framed in sections ; laid in strips and waxed polished ; lifting rings to be fitted in traps where necessary. Floor bearers of 1½" pine, securely fastened to frame. Remainder of floors in ¾" pine, constructed in trap formation.

Superstructure : The superstructure as shown in general arrangements plan is constructed in mahogany varnished, cabin roof pine, covered with canvas painted with deck paint, and lined underside with hardboard.

Windows : As shown on general arrangement plan. All windows in ⅝" toughened glass. Side windows in saloon and wheelhouse made to open. Birmabright metal window surround.

Engine Beds : To be of oak (3" x 4½") and galvanised iron, fabricated to suit engine, with intercostals where necessary through fastened with non-ferrous bolts, and strengthened by steel brackets where necessary.

Engines : Any suitable engines, petrol or diesel, twin or single screw, of purchaser's choice, by adjustment in price as indicated in price list.

Engine Trays : To be of copper or brass sheet, sea intakes to be of gunmetal and all water pipes to be of copper ; exhaust pipes and silencers to be of mild steel.

Controls : Chromium-plated engine reverse lever with ebonite port and starboard knobs, fitted in convenient position on bulkhead, together with chromium-plated throttle and choke controls.

Dashboard : Star Craft chrome and black dashboard is fitted with revolution counters, oil gauges, ammeters and water temperature gauges, ignition switch and all necessary switches, the whole being mounted in mahogany at an angle, and in position (shown on drawing) for good visibility.

Stern Gear : Monel metal or stainless steel shafts — cast-iron couplings and three-bladed propellers, key and nut machined and fitted to shafts. Stern tube of brass, threaded and fitted to ship with flexible gland and nuts. Gunmetal "A" brackets fitted with rubber water bearings.

Deck Fittings : Of chromium-plated gunmetal, or aluminium alloy in positions indicated on general arrangement plan. All specially designed to blend in with general design.

Tanks : A fresh-water tank (approx. 40 galls.) of galvanised steel is fitted in approved position, and brass petrol tanks or mild steel diesel tanks fitted port and starboard under aft end of saloon floor.

Steering : Marine type chrome steering wheel, chromium-plated fittings with shaft drive to steering box. Lever and link arm to rudder. Rudders and rudder glands of gunmetal, machined.

Electrical Equipment : The boat is wired throughout for lighting with the best materials and workmanship, and all electrical fittings are supplied — heavy duty 12-volt starter batteries, chromium-plated navigation lights, horn, etc. Engines fitted with electric starter, solenoid and dynamo. A separate generating set can be supplied extra.

Finishing : Topsides carefully sanded down, prepared undercoating, and finished with white enamel. Cabin top finished in deck enamel. (Colour to suit owner). Cabin sides varnished ; bottom finished with anti-fouling. Inside boat all bright work, finished with best boat varnish. All mechanical parts not plated to be given coat of engine paint. Paint, varnish and enamel of best qualities and workmanship.

Paneling : Galley, saloon, flybridge, aft cabin and W.C.'s to be panelled with hardboard, on sides of vessel wherever showing, and enamelled.

Construction : The Yacht is strongly constructed of the best selected timber obtainable, in accordance with the best modern practice and with highest quality materials and workmanship throughout. All interior metal fittings to be chromium plated.

BRIDGE WHARF · CHERTSEY · SURREY
Telephone CHERTSEY 225576

W. Bates & Son
(L.B. BATES)
YACHT BUILDERS · MARINE ENGINEERS



General description

The Cruiser is propelled by twin (or single) diesel (or petrol) engines to suit individual requirements. Constructed to the Specification underleaf and general arrangement plan opposite.

Design : The Cruiser is designed to give good stability, steering and manoeuvring qualities, relative high speeds and is of the Round Bilge type.

Accommodation Lay-out : Accommodation is provided for 6/7 persons. Two single berths in "L" shaped forward cabin, with wardrobe on port side and dressing table and corner wash basin on starboard side. Hinged hatch gives access to forward deck. Chain locker forward. Bathroom port side with hand shower, hip bath, wash basin and sea-type W.C. Single bunk starboard side, running aft under flybridge, in separate compartment. Flybridge, which has control seat port side, passenger seat for two starboard side, with opening roof and side windows—maximum view when sitting and clear view over top of screen when standing. Exit to deck is provided both sides of flybridge. Deck saloon adjoining flybridge, with "L" shaped settee to seat four on starboard side, or convert to one double bunk if required. Folding table and two fully upholstered chairs for dining. Sideboard. Cocktail cabinet built along portside. Adjoining aft end of saloon, but semi-partitioned off, is galley ; fitted s./s. sink portside with locker and refrigerator under. S./S. shelf with lockers under and cooker alongside on starboard side ; room for extra refrigerator if required. Steps down to aft toilet compartment, with wash basin on starboard side. Aft state cabin with single bunks port and starboard sides. A large dressing table is arranged aft between bunks, chest of drawers and large wardrobe at head of port bunk. Removable hatch gives access to aft deck. All upholstery in real hide, natural or dyed ; all seats, berths upholstered in plastic foam. All bulkheads, partitions and furniture in varnished mahogany or mica surfaces with chrome fittings. All roofs double lined for insulation. Sun deck on aft cabin roof with side shields. Electric lighting throughout craft from starter batteries.

PRINCIPAL DIMENSIONS :

Length between perpendiculars 45 ft. 0 ins.
Beam, extreme over rubbers 11 ft. 6 ins.
Depth moulded ... 5 ft. 6 ins.
Draft ... 3 ft. 6 ins.

EXTREME PACKING DIMENSIONS :

Length ... 45 ft.
Breadth ... 11 ft. 6 ins.
Depth ... 11 ft.
Weight ... Approx. 8½ tons

