

"Dream Boat", An Economical 40-Footer

DESIGNED and constructed to be an all-around pleasure boat with low first cost and economical upkeep, the 40-foot standardized cruiser shown on this page promises to attract much attention among the boating public and also among those who have not heretofore considered owning motor boats.

Comfort, safety and economical operation were the three aims of the Lake Union Drydock Company of Seattle in bringing out this model. To that end the company made no pretence of building a yacht, with expensive and unsubstantial trim and finish, but sought to build a real pleasure boat, plainly but neatly finished and sturdy and seaworthy in every particular.

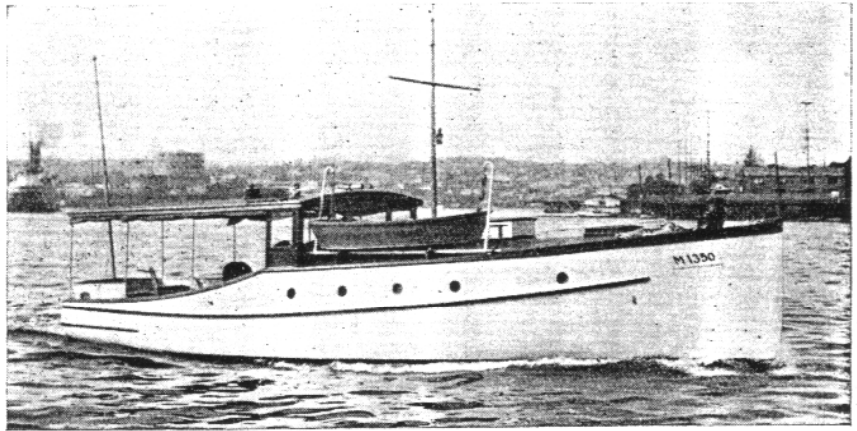
The *Dream Boat*, as this model has been named, is not a new design. Her lines are identical with the *Klootchman*, owned and operated for many years by the late Capt. J. F. Judy, a charter member of the Queen City Yacht Club of Seattle. The *Klootchman* was one of the best known boats on the Sound and her reputation for seaworthiness has held over a period of over fifteen years.

The *Dream Boat* is of the conventional raised deck design, with a round underbody for easy driving. The main living quarters are under the raised deck, while the after part of the boat has been given over to a large cockpit, 14 feet long by 12 feet wide. This cockpit is one of the most attractive features of the

vessel and is wide and roomy enough for dancing.

The boat is heavily constructed with bent oak frames, fir keel and keelsons and fir planking. Spruce has been used for the awning frame and for the front of the glassed-in steering bridge.

The living quarters are spacious and full sized, there having been no attempt to crowd excessive accommodations into the boat with the consequent loss of comfort. There are two berths in the fore'sle with lockers under and two double and two single berths in the saloon. The galley is immediately forward of the cockpit and is unusually large, with a full sized stove fitted with oil burner.



Underway, the "Dream Boat" Makes a Good 10 Miles Without Any Fuss

Numerous large ports and hatches and skylights make the boat light and well ventilated. The interior is finished in white enamel with upholstered seats and good quality curtain material.

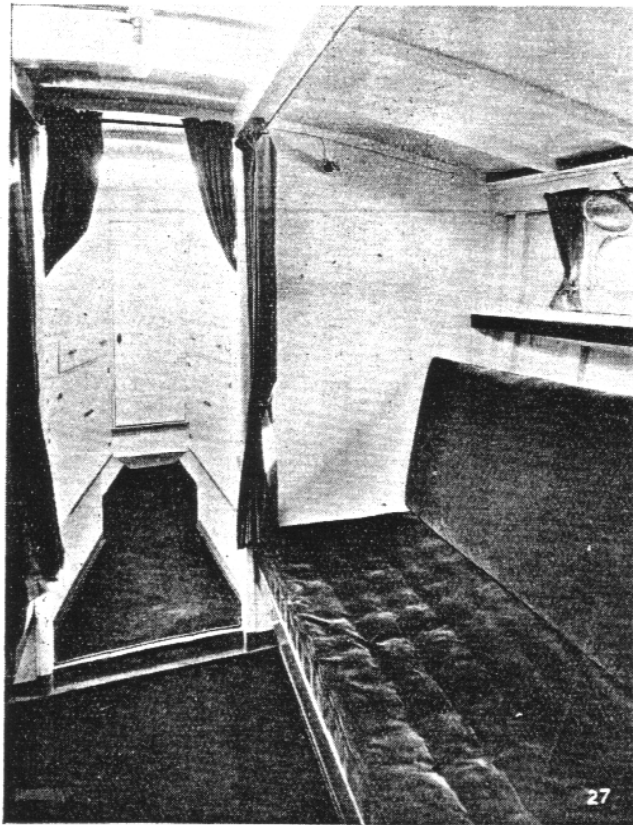
The main engine is installed under hatches in the cockpit and is a 50 h.p. Continental-Van Blerck turning an 18 by 18 inch Coolidge propeller. It gives the boat an easy 10 m.p.h. All controls for the engine and for steering are carried to the bulkhead at the forward end of the cockpit, where there is also oil gauge, ammeter and navigating instruments. There is a special mechanical worm gear davit for handling the 9-foot *...* carried on the forward deck.

One *Dream Boat* has been completed and is now being demonstrated. Another is practically finished, while a third and fourth are under construction at the company's plant on Lake Union.

Alaska Cypress for Boats

(Continued from page 31)

In the estimation of the writer, out of the possible 100,000,000,000 feet, b. m. of merchantable timber in Tongass National Forest, Alaska, from one and one-half to two and one-half percent is Alaska cypress. Much of this, however, is too scattering to consider cutting except as the other timber is cut. Consequently, it will remain standing until pulp and paper mills harvest the pulp timber of this region, which may be anywhere from five to twenty years. However, it has been carefully adduced that the stands already "spotted" will supply the boat building trade of the Pacific Coast with No. 1 and No. 2 grades until the operations of the paper mills commence.



The Interiors Are Plainly but Tastefully Finished