

# Talks With Our Naval Architects.

Harold Lee.

**H**AROLD LEE, of the firm of Lee & Brinton, naval architects of Seattle, Wash., is another of the graduates of the Sheffield Scientific school of Yale University who made a pronounced success in the designing and construction of power boats, and many of the successful boats on the waters of Puget Sound had their conception in the offices of Mr. Lee and his partner.

Mr. Lee graduated from Sheffield in 1896 and then entered Cornell for a year's course in naval architecture, graduating in 1897 with the degree of M. E. He then decided on another year of study there in order to work out a few theoretical problems that he had started and was not ready to further as being absolutely feasible. After solving these to his satisfaction he went to the old Roach Shipyard on the Delaware at Chester, Pa., where he was employed first as a mechanic in the yard and afterwards in the drawing room. From there he went to the drawing room of the Crescent Shipyard and afterwards to that big practical school of naval architecture on the New Jersey shore of the Delaware, the New York Shipbuilding Company.

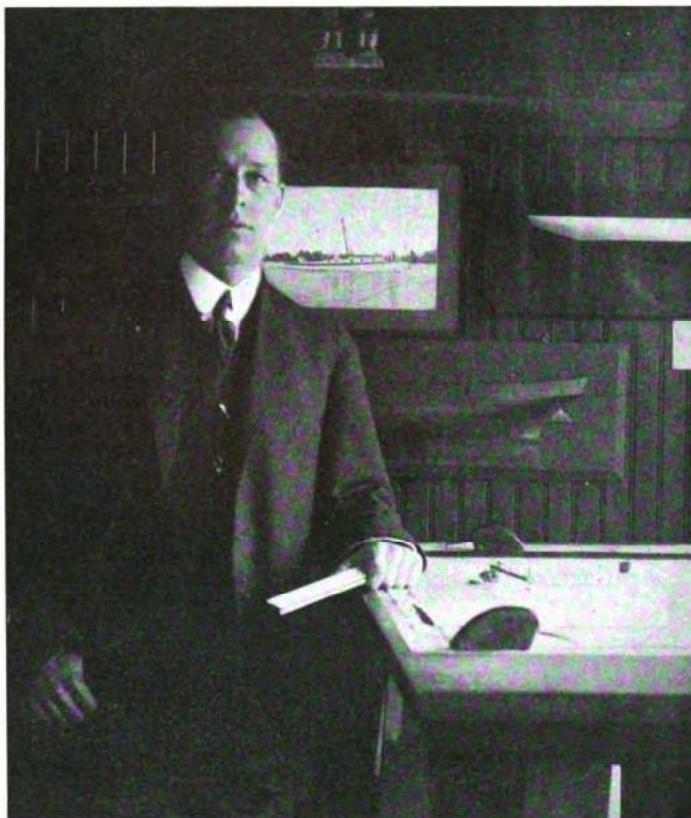
In 1902 Mr. Lee with some other associates became actively interested in a yacht building plant in New York where they built a great many well-known and successful power boats and larger craft. He also dabbled in the dry dock and repair business until 1906, when he went to the Pacific coast on a visit. While at Seattle he became much impressed with

the opportunities of his profession on Puget Sound and at once opened an office as naval architect there. In 1907 F. S. Brinton who had been associated with him in the East,

to my knowledge a single modern power boat in these waters, but since that time there has been a rapid development and now Puget Sound can boast of a very respectable fleet although not at all proportionate in numbers to the wonderful opportunities afforded for cruising in waters whose scenic beauties are unequalled anywhere in the world.

"Climatic conditions are such that the popular types of cruisers designed and built in the East are not suitable on Puget Sound or on the Coast and there is a tendency towards developing a local type of boat adapted to the special conditions, for which a pilot house is the most necessary feature. Long distance racing is becoming very popular out here on the coast and will undoubtedly lead to further developments of both hull and machinery. The present racing rules encourage a healthy form of hull as shown in past contests when the obsolete types on the Sound and 'home made' designs have been hopelessly out-classed."

Mr. Lee has made a specialty of cruisers and two of his best known boats are Soya, which has won much fame in the International races on the Pacific coast, and Vigilant, known as the first raised deck cruiser built with a pilot house and the forerunner of a now popular type. During the past year there has been very little call for cruisers on the coast, and Lee & Brinton have turned to the commercial classes, such as tow boats, fishing schooners, and freight boats for the time being and have produced several notable craft in which the one-man control has been installed.

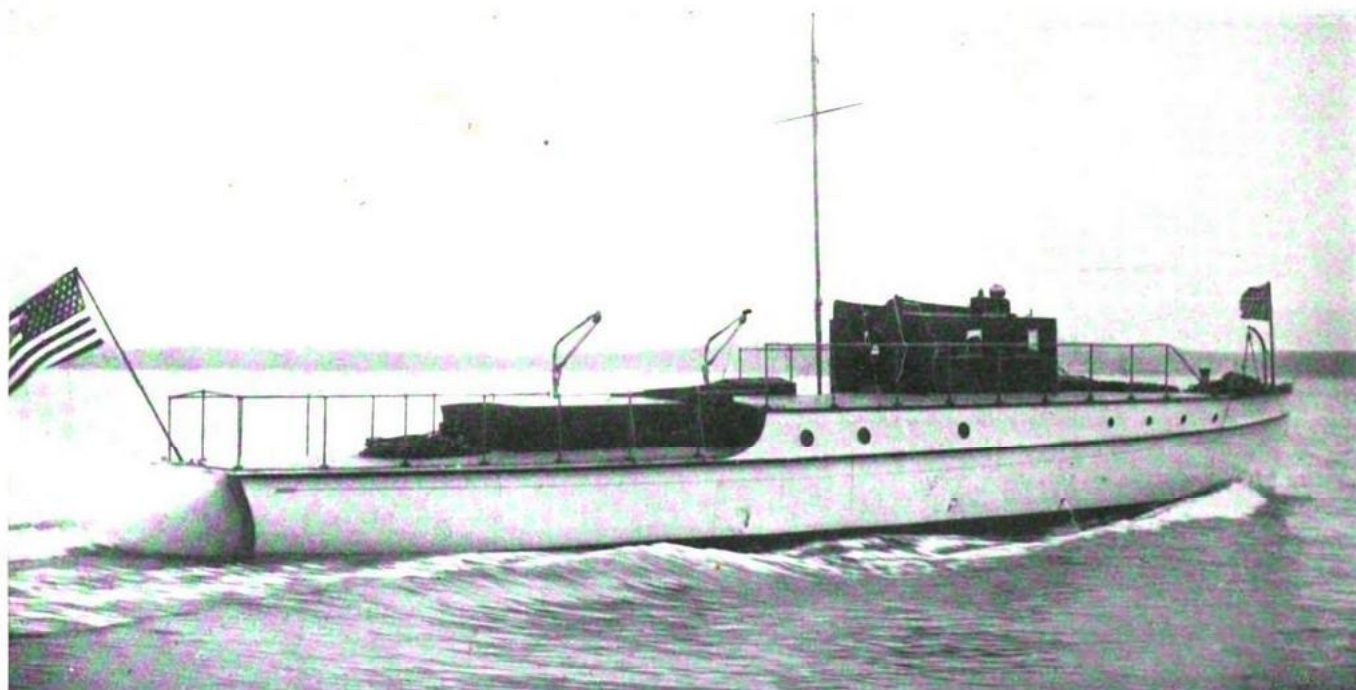


Harold Lee, Naval Architect.

joined him.

"Five years ago," said Mr. Lee to a representative of MOTOR BOATING, "there was not

for the time being and have produced several notable craft in which the one-man control has been installed.



Vigilant, inspection launch of the U. S. Engineers at Seattle, is said to be the first raised-deck cruiser with a pilot house, built on Puget Sound. She was designed by Mr. Lee and was the forerunner of a now popular type.