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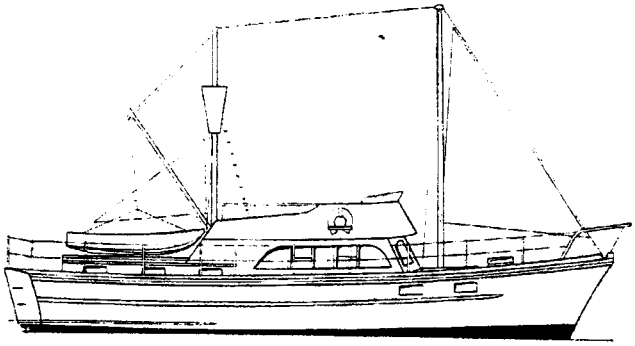
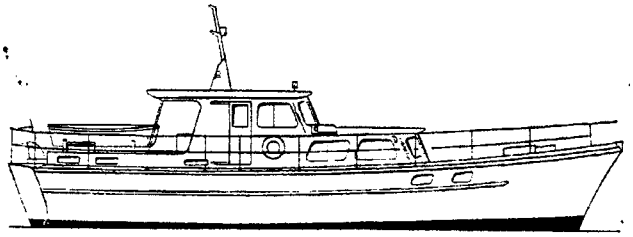


DESIGN BY PHILIP AND SON

PHILIP 50

ALTERNATIVE ARRANGEMENTS FOR A TWIN SCREW MOTOR YACHT FOR LONG DISTANCE CRUISING



RECENT interest in motor yacht design has largely been concentrated on high-speed craft which have had the spotlight turned upon them for offshore powerboat races. This sport has been popular in the United States of America for many years, but recently sprang to fame in Britain when the *Daily Express* sponsored the first passage race in 1961. The Philip Fifty makes an interesting comparison with the type of boat which is being developed for offshore racing because she represents what is best in the traditional approach to motor boat design.

The key is speed, and for a displacement boat a speed/length ratio of about 1.4 is usually considered the limit. This ratio, the speed in knots divided by the square root of the waterline length in feet, is merely a guide, but it means that a well-proportioned displacement hull can be pushed to that limit comparatively easily. Beyond it, even a little beyond it, the hull starts to climb up on its own bow wave and the stern sinks into the trough and only a considerable increase in power, as well as modification of the lines, would carry her over the "bump."

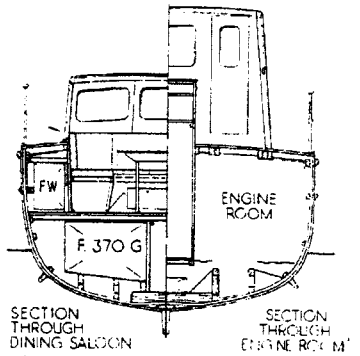
The Philip Fifty has two 105 b.h.p. Perkins diesel engines, and the first to be built did ten and a half knots on trials. At this speed she would be just starting to climb the hill of her own making and would thus have a comfortable reserve power for a cruising speed of around 9½ knots.

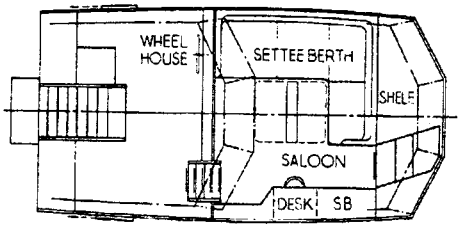
Two arrangements are shown, the right-hand profile is the standard and the left, with an open bridge, an alternative which would suit warm climates. The accommodation opposite matches the open bridge profile and the one below the original version. Philip and Son, of Dartmouth, have been ship and yacht builders for over 100 years. They are probably best known as builders of many of the Trinity House Light Vessels, and the Philip Fifty has a strong hint of a work-boat air about her. Wisely the sheer is unbroken, and there is little doubt that to a seaman's eye a long unbroken sheerline is the most satisfying whether it is on a Union Castle liner or a 5-ton yacht. Her comparatively high freeboard of just over 5ft amidships is effectively masked by the rubbing strake just below the covering board and an additional rubber at half freeboard height. This, coupled with a deep boot top, helps towards the general appearance of grace.

In what might be called the British arrangement there are 370 gallons of diesel fuel port and starboard which weigh nearly three tons. These tanks are approximately amidships, as are the fresh water tanks shown in the section, and that amount of fuel gives a cruising range of 800 miles which, with a reasonable factor of safety, means that one of these handsome vessels could cruise the length of the Fastnet course. On the starboard side of the engine room a Lister Blackstone air-cooled diesel engine drives a 1½-kilowatt generator.

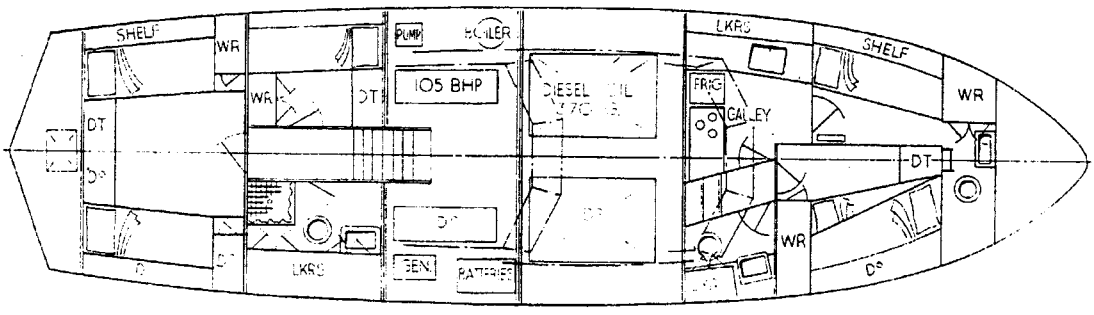
Given a suitable climate, the open bridge version is attractive and in the American tradition there would be seats on the "upper deck," with the helmsman usually in a low "armchair." Both versions have ample room for a tender and both have that

(*Continued overleaf*)



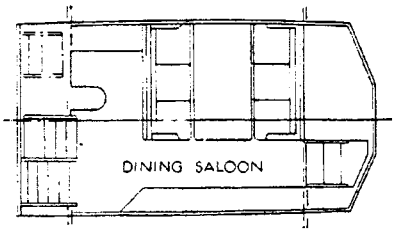


L.O.A.	...	...	...	52.5ft
L.W.L.	...	...	...	47.5ft
Beam	...	...	...	14.0ft
Draft	...	...	...	4.3ft
Speed	...	...		10.5 knots
Engine (twin)				Perkins 105 b.h.p. each
T.M	...	...	...	36 tons



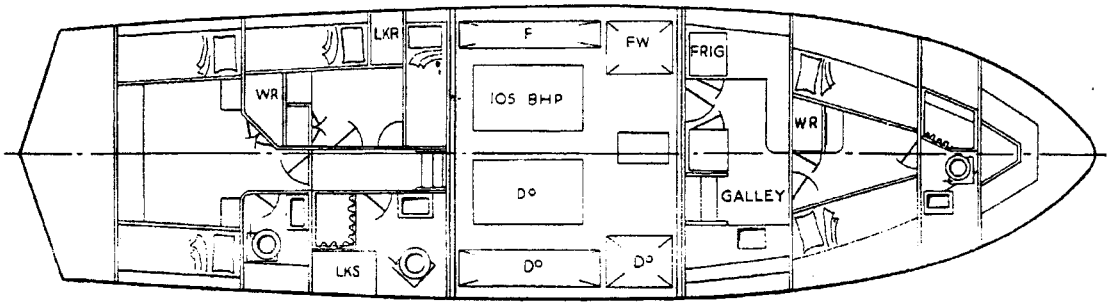
pleasant feature which is comparatively easy to arrange in a motor boat, but so difficult in a sailing boat, a saloon where the crew can enjoy their meal and watch the other boats go by at the same time.

Obviously the arrangements below could have other permutations, and both those shown have points in their favour. Of the two profiles the open bridge arrangement has a number of advantages for warmer climates as well as well-stayed masts for the steadying sail, which makes a major difference to comfort as well as providing control down wind in an emergency. The closed wheelhouse version, on the other hand, has the advantage that the helmsman can study his chart from the wheel and also that he is not so isolated from the saloon.



The M.F.V. approach to the yacht desig would produce a boat a little slower an considerably heavier and the offshor powerboat approach one considerabl lighter and faster, as well as more exper sive. The Philip Fifty is a particularl happy compromise.

Racing boats may catch the headlines bu it is cruising under either sail or moto which is the backbone of yachting becaus it enables a man to take his family awa from their ordinary life and into a differen world. For cruising in great comfort eithe of the versions of the Philip Fifty woul serve their purpose admirably.



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