

## The Motor Yacht *Glala*

### Now Fitted For Demonstration and Training



*Glala*, A.E.C.'s new twin-engined motor yacht, has attractive lines and will be a familiar sight on the Thames this summer.

WITH the objects of demonstrating to prospective purchasers its latest type of 4 and 6 cylinder marine oil engines in a craft of suitable design and of giving training under the most practical conditions to crews who will be working similar units in other craft, A.E.C. has now acquired the motor yacht *Glala*.

Built by the well-known company of Camper & Nicholson, Ltd., the *Glala* is of the following dimensions: Length 74 ft., breadth 13 ft., and draught 5 ft. 6 in.; tonnage (Thames measurement), 51. The hull is of teak, and below the water line is copper sheathed. Since the acquisition by A.E.C. of this craft, certain modifications have been carried out to make the yacht suitable for its special requirements, and the craft has now been classified in A class at Lloyds, including L.M.C. for the machinery for quite a number of years. She has already on initial trials shown herself capable of maintaining an average of 11.8 knots—an excellent figure when it is recorded that these trials were

carried out before the stiffness induced by the complete re-conditioning of the two power units had run off.

The power units in question represent a complete departure from convention inasmuch as one is a 6-cyl. and the other a 4-cyl. model, but the installation is fully justified on the score that interested people can see either or both at work in whatever conditions are desired.

The 6-cyl. engine, placed to starboard, is of the well-known "Comet Mark III" type, developing its continuous rated output of 100 b.h.p. at 1,500 r.p.m., and embodies the dry sump lubrication principle. The bore is 115 mm. and stroke 142 mm. The usual gearbox and 2:1 reduction gear are fitted.

The 4-cyl. engine, placed to port, has a bore of 120 mm. and a stroke of 146 mm., and develops 67 b.h.p. at 1,450 r.p.m. In this case the normal wet sump lubrication principle is employed. The drive is the same—through a 2:1 reduction shaft.

In both cases Admiralty type bronze



shafts of  $2\frac{1}{8}$  in. diameter are used, and to these are fitted three-bladed bronze propellers of 20 in. diameter by 26 in. pitch.

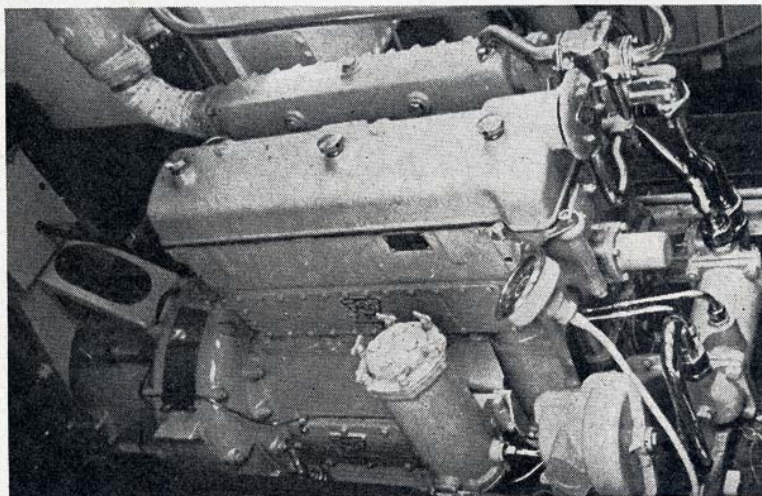
It is worth emphasising that a notable characteristic of both engines is their ability to start from cold within a few seconds and to develop full power within 47 seconds. The value of this has been shown on numerous occasions in many craft powered by units of similar design.

There are several other features which make these A.E.C. marine en-

with salt water, setting up acids which result in the erosion of exhaust pipes. This has now been overcome.

Another point is that the inherent smoothness of A.E.C.'s marine engines has enabled anti-vibration mountings to be dispensed with; in this instance the two units are fitted direct to solid bearers.

Yet a further point of considerable practical value when at sea for extended periods is the fitting of dual filters to each engine, which makes it possible for the elements to be with-



*Glala's* starboard propulsion unit is this A.E.C. 6-cyl. engine developing 100 b.h.p. at 1,500 r.p.m.

gines particularly attractive to either the professional or amateur owners of small vessels.

One is cleanliness of exhaust. Within only a few minutes of starting the exhaust of the A.E.C. units is completely clear—a factor that appeals particularly to discriminating yachtsmen, who look with natural disfavour upon disfiguring soot deposits on otherwise spotlessly white hulls. In the *Glala* the A.E.C. has employed the water-injector type of exhaust system, utilising reinforced rubber exhaust pipes. In marine circles it is well known that much trouble has been caused by the mixing of diesel gases

drawn and cleaned without the necessity of having to "shut down."

The ease with which the engines can be controlled is demonstrated in the *Glala* by the use of a dual system specially arranged by A.E.C., which enables either or both units to be started, stopped and manipulated from the wheelhouse or the engine-room itself. In the latter case instructions are given to the engineer by means of a normal ship's telegraph. Instrument panels for each unit are duplicated in the wheelhouse, so that it is possible at all times to take records of oil and water temperatures,



oil pressures, dynamo charging rates and engine revolutions.

In the engine-room, control gear, switchboards and instruments are mounted on the forward bulkhead, but an exception has been made in the case of the two engine control panels, which are fitted in a normal manner direct to each unit, so that prospective purchasers may see each installation complete and as advertised for sale by the Company.

Fuel tanks capable of holding approximately 405 gallons, give the *Glala* a cruising range of 125 hours. Again for the convenience of prospective purchasers desiring to have visual evidence of consumption, a specially calibrated test tank is included in the engine-room fittings. Other fittings of particular interest are fuel measuring gauges to each tank, supplied by the Light Production Co., Ltd., with a 9 in. diameter dial. Experience has shown that this type of fitting represents a great improvement upon the alternative type of glass level gauge, which, in addition to being dangerous, is often rendered inaccurate and ineffective as the result of air locks.

Lighting is provided by a 2 kw. generating set supplying current at a pressure of 32 volts, and in order to conserve the discharge from the batteries, the system is divided into three distinct sections, each controlled by a master switch in the wheelhouse.

By this means, any section not required to be lighted can be isolated, and the waste of current so often found aboard ship avoided.

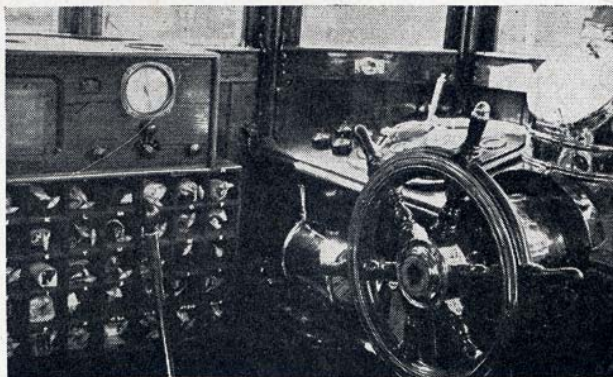
The accommodation in *Glala*, as previously stated, enables her to be used for sea voyaging of long or short duration. The after part of the vessel is occupied by a roomy saloon containing a centre folding table, swivel chairs, settees, with drawers, on each side (which can be made up into berths if desired), a bookcase, and writing desk. In the after cockpit is a refrigerator. Other fittings include a clock, barometer and telephone communicating with the wheelhouse.

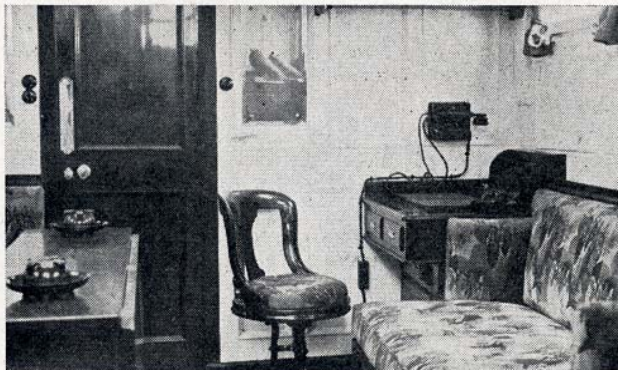
In the line of the after companion-way descending into the saloon, a door gives access to a central passage which has on the port side a galley fitted with a calor-gas cooking stove, bathroom and w.c., and on the starboard side a single-berth cabin. The passage terminates in a large double-berthed cabin containing wardrobes, etc., and which, like all other accommodation in the yacht, is panelled in polished mahogany.

A full-width bulkhead divides this from the engine-room, which is reached by a substantial companion ladder placed just forward of the funnel; the last-mentioned, as well as providing supplementary ventilation for the engine-room, is used also to house the vent pipes from the fuel tanks. The engine-room itself is lofty and provides ample room for movement, and enables the propulsion units to be inspected with maximum ease. For the main ventilation there are large skylights and ship ventilators.

The wheelhouse is of the sunken type and contains a Henry Brown's compass and engine controls and in-

Controls and instrument panels for both 4 and 6-cyl. engines are grouped on either side of the wheel, within easy reach of the helmsman. A short-wave wireless receiver and a full set of signalling flags are included in the wheelhouse equipment.





Settees to port and starboard, a centre folding table, swivel chairs, writing desk and telephone are among the fittings of the after saloon.

strument panels conveniently grouped on either side of the wheel. Although an orthodox steering gear is employed, the actual rudder is of the counter-balanced type, allowing either engine to be demonstrated singly without setting up drag upon the helm. A chart table, a full set of signalling flags, and a yacht type short-wave wireless receiver and first-aid set complete the interior equipment. On the roof there is a Zeiss searchlight, morse signalling lamp, and an electro compressed air type syren. The last-mentioned is supplemented by a typhoon syren operated from one of the engines.

In the forecabin, attained from a foredeck hatch, there is separate accommodation for the crew, comprising cots for three persons, galley and w.c. The foredeck itself is provided with a capstan, bollards, and an anchor davit. On the afterdeck are davits for a 14 ft. motor launch and a 10 ft. dinghy.

Among the other equipment of the *Glala* may be mentioned five freshwater tanks with a total capacity of

240 gallons, food storage lockers both on deck and below, a large gear locker on the stern deck, and B.O.T. type hand-operated bilge pumps (on deck) supplementing the mechanical pumps worked from the engines. There are also a portable companion ladder for access to the yacht from either port or starboard, and a launch boom for the protection of the hull from the launch when at anchor.

It will be seen from the foregoing brief description and the accompanying illustrations that in *Glala*, A.E.C. now possesses a suitable and attractive craft for demonstration and instruction purposes. The yacht will be present at Cowes Regatta this month, and immediately after will undertake the training of Port of London Authority employees who are to take over two launches now being powered with the latest type of the Company's 6-cyl. engines.

Between its normal duties the *Glala* will, by special arrangement, be available for private charter to friends of the A.E.C.