

Telegrams:

"SAUNDERS, COWES, WIGHT."

"SAUNDERS, SOUTHSTOKE, READING."

# SAUNDERS'

Telephones:—61Y COWES.

3 GORING.

Code: A.B.C. (Fifth Edition).

## Patent Launch Building Syndicate,

(HEAD OFFICE,  
COWES.) SOLENT WORKS, COWES, I.W., AND GORING-ON-THAMES. **LIMITED.**

Contractors

to the

BRITISH ADMIRALTY.



CROWN AGENTS  
TO THE COLONIES.



TRINITY HOUSE,  
and  
EASTERN TELEGRAPH  
COMPANY.



Builders of

ROYAL HENLEY  
UMPIRE LAUNCH  
"CONSUTA."



ELECTRIC PINNACE,  
H.M. YACHT  
'VICTORIA & ALBERT.'



And for Members of  
ROYAL YACHT  
SQUADRON,  
NEW YORK YACHT  
CLUB, Etc., Etc.

OUR 1904 SUCCESS.

The Cruising Launch that vanquished Racers of greater length and twice her horse-power.

NAVAL ARCHITECTS, YACHT & LAUNCH BUILDERS,  
MARINE AND ELECTRICAL ENGINEERS.

SPECIALITY:—HIGH SPEED STEAM AND PETROL LAUNCHES  
OF LIGHT DRAFT COMBINED WITH GREAT STABILITY.

## INTRODUCTION.

**I**N placing this small Booklet before the public, we would like to point out that the idea is simply to show the class of work we turn out, and to demonstrate the advantages we claim for craft built on our Patent System of Construction.

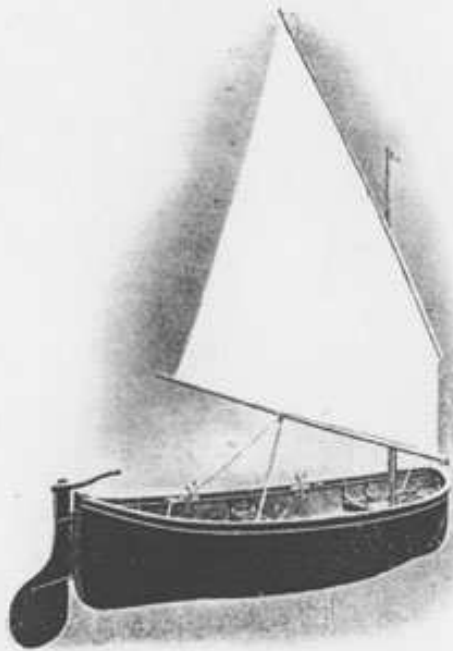
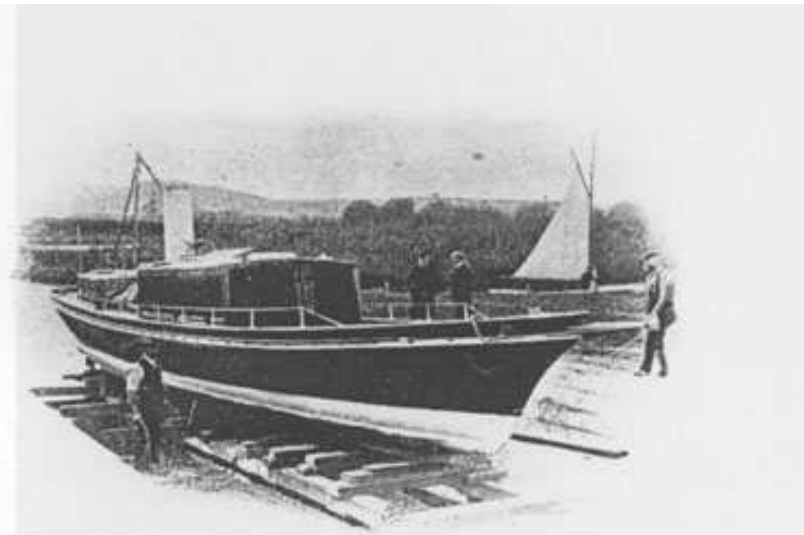
The Saunders' P. L. B. Syn. Ltd. Launches are in use in nearly every civilized country, and they are continually gaining in favour amongst all classes. For beauty of design, superior finish, and accuracy of construction, they cannot be excelled.

Craft built on the sewn system are stronger, weight for weight, than any other method known; they will not strain or leak under the roughest usage. The system is specially suited for Racing Launches, Racing Yachts, Motor Car Bodies, Flying Machines, or any work where great strength and rigidity is required on the minimum of weight.

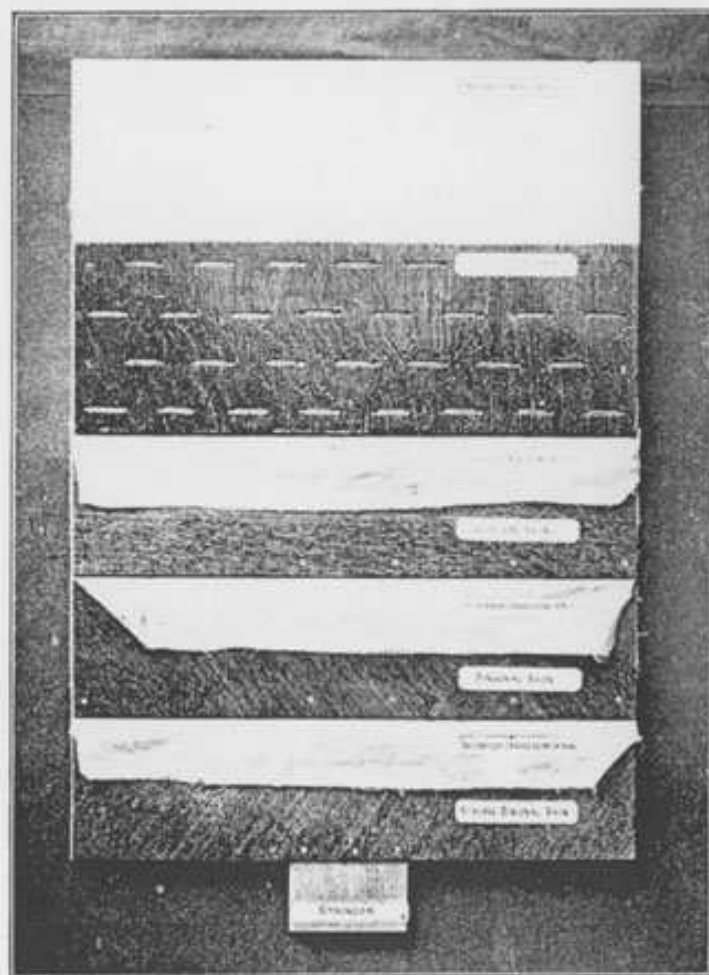
**Motive Power.** We have fitted most of the best makes of Motor Engines to various kind of craft, and our knowledge and experience in all branches of Marine propulsion is always at the service of clients.

**Price.** We do not publish a price list as the tastes and requirements of customers vary so extensively, both as to design and equipment, that we find it is impossible to standardise prices; but our prices will compare favourably with other constructions.

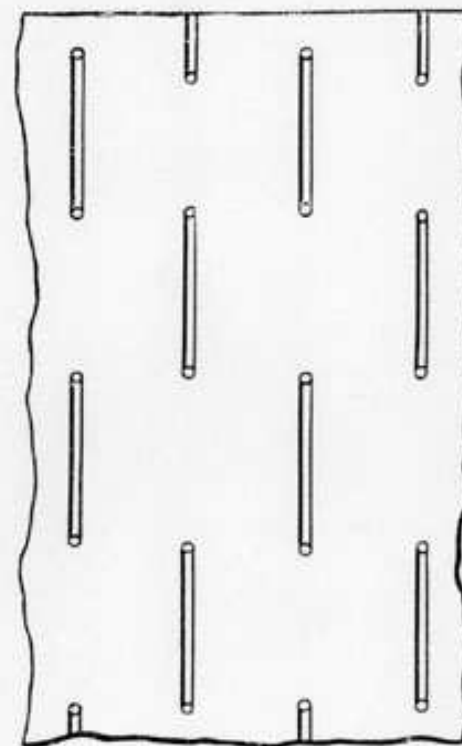
**Our Speciality** is the construction of hulls on the Saunders' Patent System as described herein, which lends itself to great beauty of design and high-class finish; but we are prepared to build on any other method of construction.



Section showing four thicknesses of construction, placed in the following manner:—  
(4 Skins.)



- 1. Finished.
- 2. When Sewn.
- 3. Waterproof Fabric.
- 4. Vertical Skin.
- 5. Waterproof Fabric.
- 6. Diagonal Skin.
- 7. Waterproof Fabric.
- 8. Reverse Diagonal Skin.



Sewn with a continuous stitch of Best Annealed Copper Wire.

Our Clientèle includes among others the following :—

**HIS MAJESTY THE KING**  
(Electric Pinnacle for R.Y. "Victoria and Albert").

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BRITISH ADMIRALTY.  
NAWAB OF RHAMPUR.  
BARON KRUPP.  
SIR ROGER PALMER, Bart.  
SIR JOHN BURT.  
HON. A. MILLS.  
G. FABER, Esq.  
F. C. STRICK, Esq.  
W. J. CROSSLEY, Esq.  
TOM DIXON, Esq.  
H. S. CLUTTON, Esq.  
J. H. CLUTTON, Esq.  
F. G. BOURNE, Esq., Com'dore N.Y.Y.C.  
G. WORTHINGTON, Esq. (U.S.A.)  
FRANK E. BEADLE, Esq.  
S. F. EDGE, Esq., "Napier Minor."  
F. M. SINGER, Esq.  
MONS. LEGRU.

TRINITY HOUSE.  
BARON SCHRODER.  
SIR W. BROWN, Bart., R.Y.S.  
SIR HIRAM MAXIM.  
ADMIRAL J. H. CAVE, R.Y.S.  
SIR JOHN DENNISON PENDER.  
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W. JOHNSTONE, Esq.  
C. ARKCOLL, Esq.  
MONS. MARC.

CROWN AGENTS FOR COLONIES.  
SIR A. CONDIE STEPHEN, K.C.B.  
LORD HOWARD DE WALDEN.  
HON. RUPERT GUINNESS.  
COMMODORE PAGET, R.V.Y.C.  
B. M. WOOLLAN, Esq.  
A. C. COCKBURN, Esq.  
R. HADEN-TEBB, Esq.  
R. POWYS-LYBBE, Esq.  
W. CLOWES, Esq.  
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H. LOVATT, Esq.  
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ARNOLD PIKE, Esq.  
A. T. SIMPSON, Esq., J.P.  
EASTERN TELEGRAPH CO.  
J. I. THORNYCROFT & CO., Ltd.  
WM. EXSHAW, Esq.

## SPRINGFIELD WORKS

Are situated on the Thames, about half-a-mile above Cleave Lock, and about one-and-a-half miles from Goring Station, on the Great Western Railway, with 500 feet frontage to the River. They have a well-equipped and powerful Slipway, capable of dealing with craft from 25 to 30 tons.

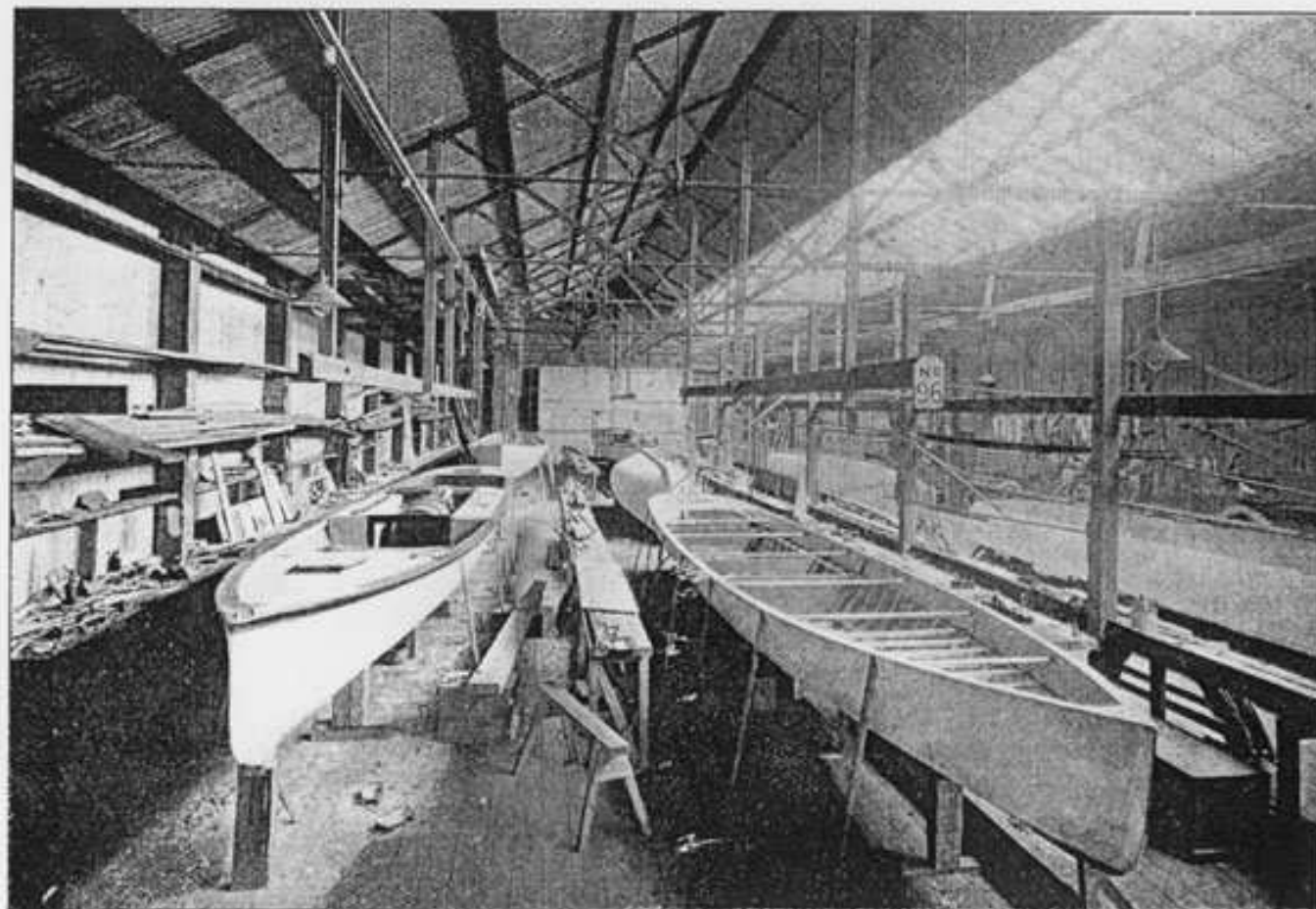
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We build all our  
Launches and  
Boats (up to 60  
feet in length)

bottom up.

When the skin is  
sewn, they are  
turned right way  
up for finishing.

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Seven Launches  
in course of  
Construction,  
varying from  
20 to 55 feet  
in length.

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Interior of one of the Building Sheds.



## Description of our Patent Construction.

**T**HE Saunders' Patent System of Construction consists of either two, three, four or more skins, total thickness from one-eighth inch upwards, to suit requirements.

First, the stringers are placed in position, then a skin placed diagonally, then a fabric waterproofed with our special solution; next, a reverse diagonal skin, then another solutioned waterproofed fabric, and lastly (in the case of three skins), the outer skin or planks placed horizontally; they are then sewn together with specially annealed copper or bronze wire with stitches varying from half-inch pitch upwards, and are countersunk by a process which is part of the patent, resulting in a hull of uniform strength, and while possessing great elasticity, is free from vibration.

Our system of construction has stood the test of time, which has been proved by the "Consuta." This Steam Launch is now in her eighth year, and has been used continuously since she was built for carrying the Umpire at the Royal Henley Regatta, Minor Regattas, Coaching and Umpiring the Oxford and Cambridge Boat Race, and for private use.

She is built of four layers, the total thickness being less than half-an-inch, and has run about 10,000 miles. To-day her hull will bear the strictest inspection, being as good as when built.

"Napier Minor" has been the crowning success of our system. No other principle of building could possibly have produced a boat of such exceptional strength and lightness, which is borne out by the tests in the endurance trials, her long sea-passages, and is now as good as when she left the stocks.

# PETROL LAUNCH.

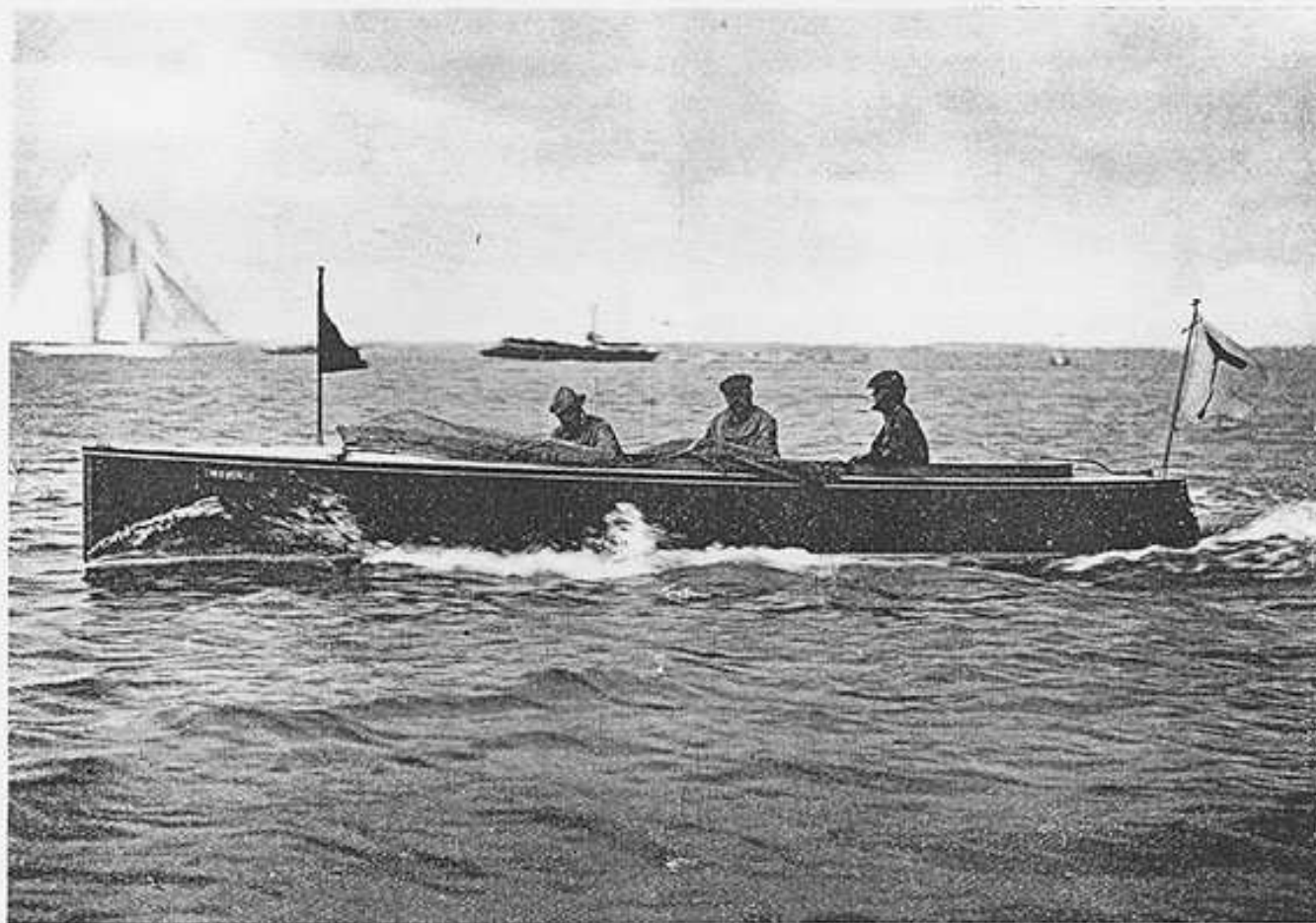
25 feet.

Speed 12 knots.

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Fitted with  
a 20-h.p.  
Thornycroft  
Motor and  
Hele-Shaw  
Reversing gear.

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Built of  
Three Skins  
of Cedar on  
our Patent  
System.

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"NINA."

### **The Electric Pinnacle on His Majesty's Yacht "Victoria and Albert."**

When this boat is not in use, it is always slung in the davits with all its equipment and fittings on board. She has stood the very severe Admiralty tests, having passed to their entire satisfaction. This is the second season, and we understand not the slightest strain or leak has shown itself.

Customers have, over and over again, expressed their delight and satisfaction on having a boat that can be roughly handled and exposed to all weathers, and, at the same time, be perfectly watertight when required for use.

Never was a system introduced which so readily adapts itself for receiving the highest possible finish and retaining same as long as the boat lasts. No unsightly seams to vary at every change of the weather or climate, the surface remaining solid and smooth, therefore not requiring half the expense and labour in keeping the boats in good condition.

Over one hundred Yachts, Launches, and boats have been built, some of them now in all quarters of the globe, and not in a single instance has any complaint been made.

The Testimonials we print are only a very small proportion of what we have received, but we purposely insert some of a few years standing.



## ELECTRIC LAUNCH.

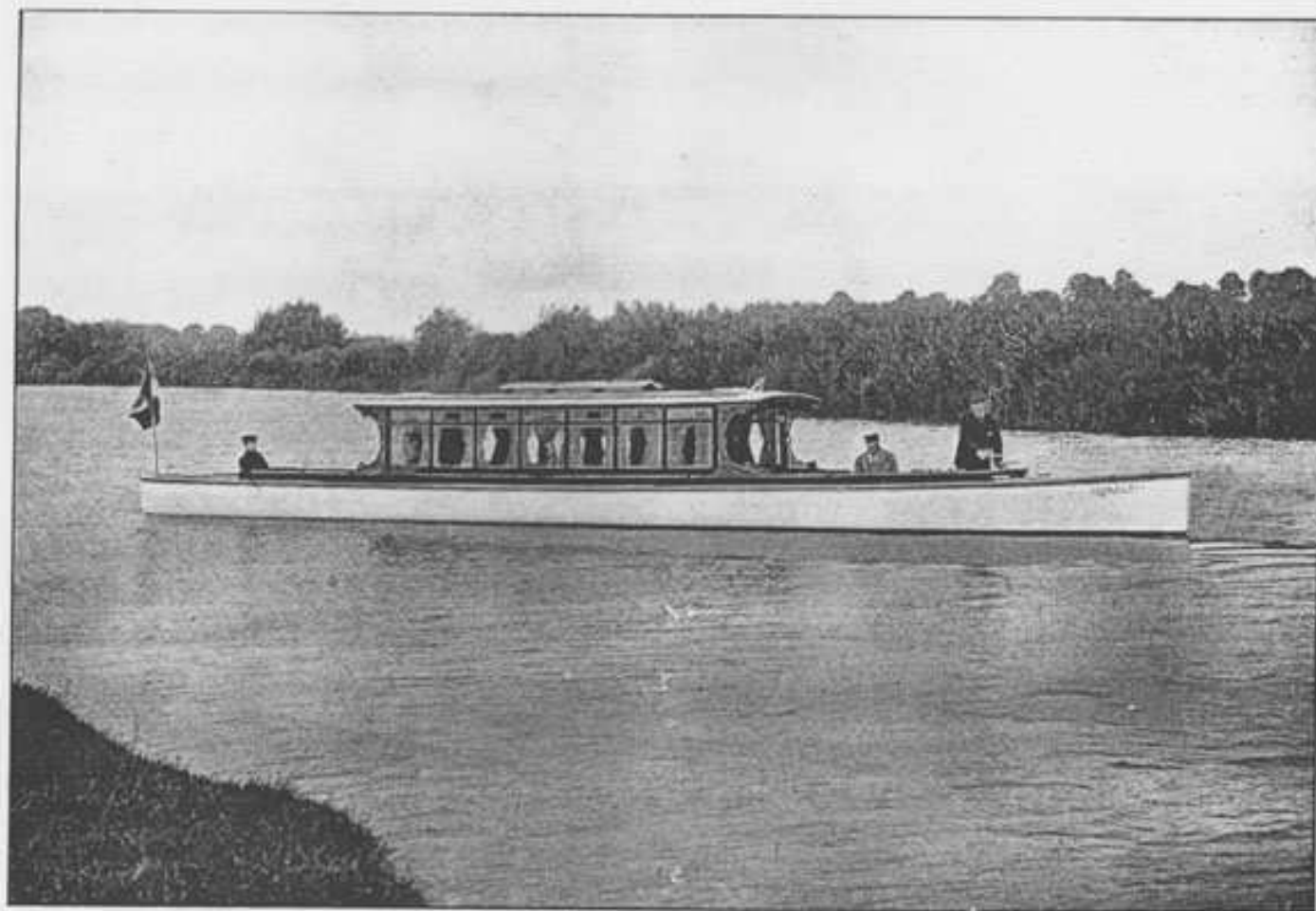
50 feet  $\times$  7 feet.

Speed 10 miles.

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Fitted with  
10-h.p.  
Equipment of the  
Johnson-Lundell  
Type; Controller  
having  
5 speeds ahead,  
and 5 astern.

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Built of  
4 Skins, in  
Mahogany,  
on our  
Patent System.

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"LORELEI."

# PETROL MOTOR LAUNCH.

40 feet.

Speed 12 miles.



Fitted with  
a 4 Cylinder  
10-h.p.  
Panhard Motor  
and Reversing  
Propeller.



Built of  
3 Skins  
of Mahogany  
on our  
Patent  
System.



"PANHARD."



Fitted  
with  
Centre-board.  
All Fittings  
of Best  
Gunmetal.



YACHT'S SAILING CUTTER.

*Extract*].

I am pleased to say our Sailing Cutter is beating everything we have met yet. We have frequently raced with her here and she is very much admired. I daresay you will soon have an order from here. Our boats were also much admired by the Naval Officers at Malta and Madelena. Hoping you have plenty of good orders, and with all good wishes.

(Signed) CAPTAIN R. T. PATTERSON.



YACHT'S GIG.

PORT SAID, January 18th, 1903.



Built of  
3 Skins of  
Mahogany  
on our  
Patent  
System.



GRAHAM E. LINDSAY

22 Icknield Court,  
Bidford on Avon,  
Alcester, Warwickshire,  
B50 4BZ

## A Corner of the Showroom, COWES WORKS.

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The boat  
to the right  
is a 24 ft.  
Sailing  
Cutter.

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The Boat  
in the  
foreground  
is one of  
our 16 ft.  
Motor  
Dinghies.

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These Works have extensive frontage to the Sea, being situated in one of the most prominent positions in the Harbour, with a Spacious Showroom, opening on the Birmingham Road

## TESTIMONIALS.

THORN HILL PARK, BITTERN, HANTS,  
*August 5th, 1899.*

DEAR MR. SAUNDERS,

Now that we are fairly over the rush and tear of Henley Regatta, I am glad to tell you my opinion of the "Consuta" and the Electric Launch you brought down for me to try.

The "Consuta" we have now run there for two years, and I had her also, as you know, to follow the late University Boat Race. With an experience of many years at Henley and Putney, including Umpiring since 1883, I can safely say she is the fastest and most handy boat we have ever had. What she will really show in miles per hour I do not know, as I have never had an opportunity of trying her, but she certainly is very fast, and jumps off from rest at an extraordinary pace. This, no doubt, is chiefly due to her great lightness of construction, combined with rigidity, and the thorough emersion of her propeller, which gets well hold at once. The absence of wash, when running at her high-speed is most remarkable; most high-speed boats squat down aft and run on a great wave, but she draws down very little, and runs along the top of the water on a very even keel. For this reason, especially, she is an excellent boat for our purpose at Henley. Your sewn construction is most ingenious, very light and very rigid. Whether it will last I cannot say, but I can see no reason, with good material and proper treatment, why it should not outlast even thin steel.

The Electric Launch was certainly the fastest Electric boat I have ever seen, and she did the Henley Course, 1 mile 550 yards up stream, starting dead, in 8 min. 7 secs., fast enough to keep up with a good racing four oar. Like the "Consuta," she, too, jumped off at a high rate of speed, and made absolutely no wash.

I trust you may have a great success with this type of boat, and you know I do not give my opinion of them without knowing something practical of the subject, as I have had several of my own, including two built by my old friend, Mr. Thornycroft, and I am not unacquainted with the behaviour of torpedo boats.

Believe me,

Yours faithfully,

COLONEL FRANK WILLAN.

P.S.—I think it quite possible that your sewn construction might be advantageously employed in the small type of racers.

WINCHESTER HOUSE,  
OLD BROAD STREET, LONDON.

DEAR SIR,

I was much pleased with the Launch you built for me, and which I saw at Goring on Saturday. She is a beautiful piece of workmanship.

Yours faithfully,

(SIR) J. DENNISON PENDER.

52, SLOANE STREET, LONDON, S.W.  
*January 11th, 1900.*

SIR,

I have great pleasure in writing to tell you that the Electric Launch you built for me on your patent principle gave me entire satisfaction. The boat is built on beautiful lines; moves without vibration or wash; steers well; and goes several speeds, the top speed being really fast. I should certainly place another order with you if I require another boat of any kind, as I consider your patent principle admirable, and you understand the business of boat building most thoroughly.

I am, yours faithfully,

GEORGE FABER.



## SEA-GOING YACHT'S PINNACE.

27 feet.



Fitted with  
a 20-h.p.  
Napier  
Marine  
Motor.



Built of  
3 Skins of  
Teak on  
our Patent  
System.



Fitted with Petrol Motor.

SIR,

BRITISH LEGATION, DRESDEN,  
*January 13th, 1900.*

In reply to your enquiry I have pleasure in expressing my complete satisfaction with the Electric Launch which you built for me on your patent last year. I have found the boat fast, comfortable, and handy to steer, and have been much struck with the fact that even at a high rate of speed there is hardly any vibration and comparatively little wash.

Yours faithfully,

(SIR) A. CONDIE STEPHEN.

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FAIRFIELD LODGE, ADDISON ROAD, W.  
*January 23rd, 1900.*

DEAR SIR,

Replying to yours of the 19th instant—I am glad to place on record that I have been very pleased in every way with the Steam Launch ("Mariposa") built for me in 1898.

The workmanship was of a high order and all the machinery has turned out satisfactory, and she was built exactly to the design submitted.

Yours faithfully,

B. M. WOOLLAN.

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377, NORWOOD ROAD, WEST NORWOOD,  
*September 23rd, 1904.*

MESSRS. THE SAUNDERS' PATENT LAUNCH BUILDING SYNDICATE, LTD., Solent Works, Cowes, I.W.

GENTLEMEN,

I have visited your Launch Building Works at Goring on several occasions, and I have no hesitation in saying that it is one of the best equipped establishments of the kind in the world. The Steam Launches which you had on hand at that time were the finest I had ever seen, and it would appear to me that Mr. SAUNDERS' system of building the hull of three thicknesses of thin wood gives results which it is impossible to arrive at by any other system that I have heard of. The original boat which you made for my Captive Flying Machine is an exceedingly good piece of work, lighter and stronger than any other system that could be employed.

I was also much pleased with the peculiar design of the fast steam launches built by your firm, they were the first fast launches that I had ever seen that did not drop down at the stern at high speeds, and I shall have no hesitation in recommending your system and your designs to anyone wishing to obtain a thoroughly good article, well-designed and beautifully executed.

Yours truly,

(SIR) HIRAM S. MAXIM.

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19, GROSVENOR ROAD, S.W.  
*September 30th, 1904.*

MESSRS. SAUNDERS' PATENT LAUNCH BUILDING SYNDICATE, LTD.

DEAR SIR,

I have much pleasure in stating that the 21 ft Launch which you built for me is perfectly satisfactory, and she is a very good seaboat indeed. My friends have congratulated me upon her good looks, without knowing that she was also a good seaboat.

I am, yours truly,

(SIR) JOHN MOWLEM BURT.

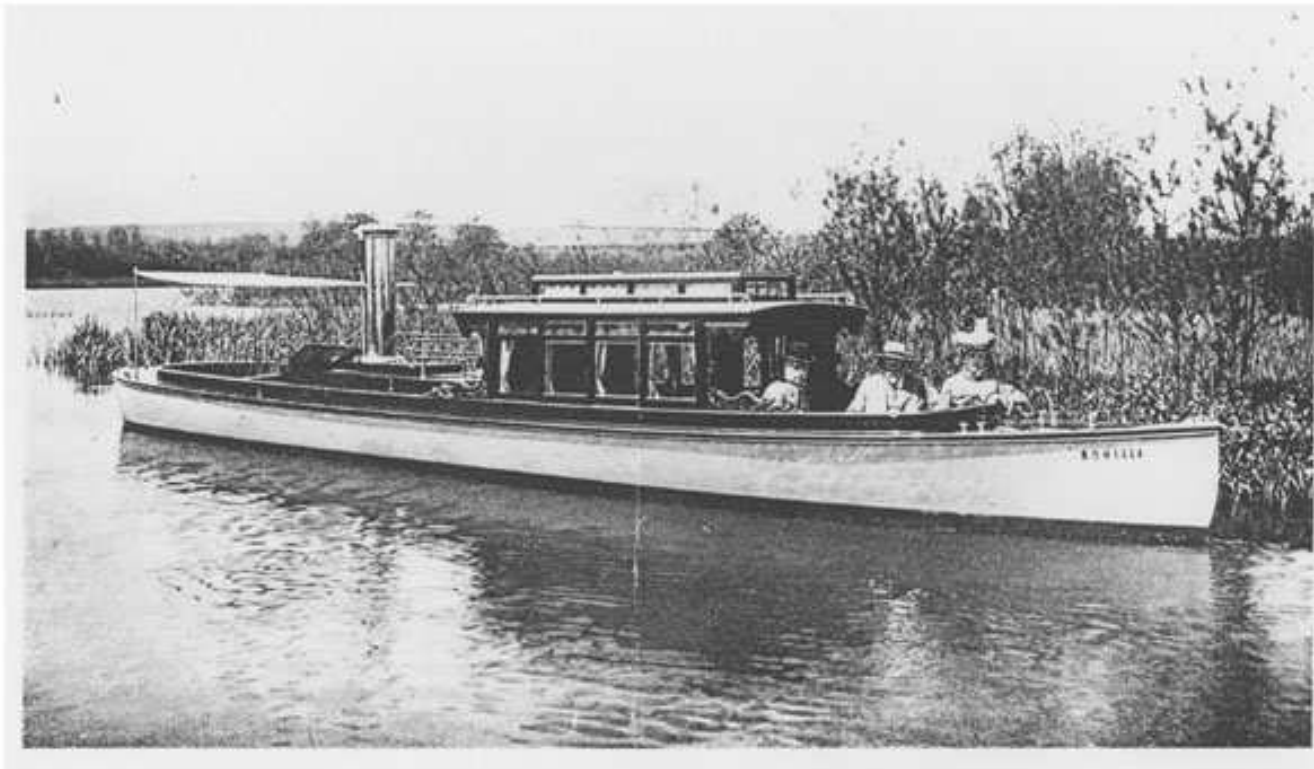
## STEAM LAUNCH.

40 feet.

Speed 14 miles.



Fitted with a  
30-h.p. Steam  
Equipment.  
Designed and  
Built by us.



Built of  
4 Skins of  
Teak  
on our Patent  
System.



Built for The Nawab of Rhampur, India.

EXTRACT FROM "THE REFEREE," August 7th, 1904.

"..... 'Napier Minor' had given her proofs in the two days' reliability runs when she earned the Automobile Club's Gold Medal for ability to keep going for twenty hours. She had also increased her fame by winning the British International Cup from the speedy French crack, 'Trèfle-à-Quatre.' Now what sort of a sea boat would she prove? In slightly over seven hours' time the staunch little craft answered the question with great composure, when her engine was switched off within the inner basin of Dover Harbour. But I am only anticipating the result lest any solicitous Refereaders who might have observed our white bow wave threading its way through the intricacies of the Looe Channel off 'Selsey's lonely shore,' or labouring in the chops of the Channel when rounding Beachy Head or Dungeness, should have been fearful for the fate of 'so frail a child' of the boat builder's art 'on such a relentless and stormy' sea. 'Frail!' Not a bit of it. **There must be something more of sheer strength in that light and flexible combination of three skins of cedar and mahogany sewn with copper wire, known as Saunders' system of boat building, than meets the eye at the first casual or primary glance.** I had the pleasure of steering the boat of the season for perhaps a third of the 150 odd miles we covered that day, and in my opinion she is as safe a conveyance in lumpy water as a North Sea trawler's dinghy or an Antarctic whaleboat off the great Australian Bight, both of which I have handled in my time. Of course, when we did encounter something of a swell with broken water off the two headlands mentioned, we slowed the engine down to a modest 300 a minute, but the little boat stood up to the seas with the greatest gameness, and brushed aside their buffets with an upturned nose that would have done credit to 'dear Lady Disdain.'

"Only to think of it. Here was a little cockleshell of a boat, 35 ft. in length, with sides some three-eighths of an inch in thickness, and endowed with the power of half a hundred horses, carrying her complement of four human units towards futurity with a speed and certainty that half the ships in His Majesty's Navy might be proud to equal."

Since the above, the "Napier Minor" has performed other long runs at sea, *e.g.*, by order of the War Office, from Southampton to Brightlingsea, in a little over twelve hours, to be employed as scout during the Essex Manœuvres.

14, NEW BURLINGTON STREET, LONDON, W.

September 21st, 1904.

MESSRS. SAUNDERS' PATENT LAUNCH BUILDING SYNDICATE, LTD.

GENTLEMEN,

Referring to your letter of the 17th, in regard to our opinion of the Saunders' boats which you have built for us, I can only say that as far as the system of construction is concerned we have absolutely perfect results from all the boats which you have built for us during the past year. "Napier Minor," as you are aware, has been a most unqualified success, and, best of all, has always been absolutely watertight, thanks to your principle of building.

Yours truly,

S. F. EDGE.

**T**HIS business was originally started some thirty-five years ago by Mr. S. E. SAUNDERS, who is the Inventor and Patentee of the Sewn Construction, and who has during that period designed and built every description of Launch, Yacht, and Boat, varying from the smallest to a 40-ton Yacht. It was formed into a Syndicate, about four years ago, for the purpose of extension and to fully exploit the patent.

**We Build Racing Launches, Cruising Launches, Yachts' Launches, Shallow Draft River Launches, Motor Dinghies, Yachts' Gigs, Sailing Cutters, Sailing Yachts, and Boats to meet any and every requirement.**

We supply and fit Motors and Equipments by all the best known makers.

On application, we shall be pleased to quote for any type of Boat built on the Sewn System, or any of the ordinary methods of building.

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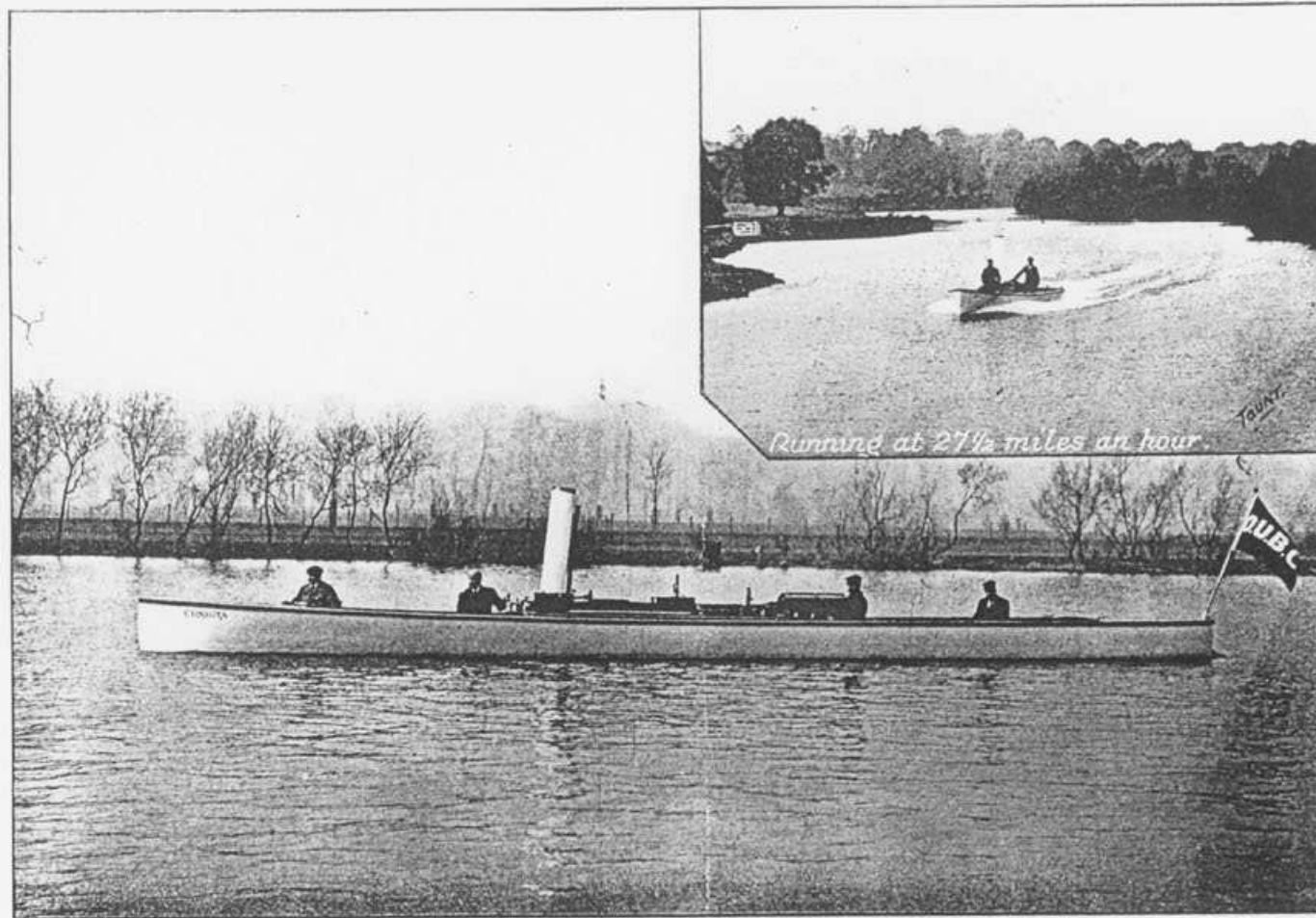
**Inquiries and Correspondence invited.**



# ROYAL UMPIRE LAUNCH.

Fitted with  
Steam  
Equipment  
developing  
100-h.p.

Built of  
4 Skins of  
Mahogany  
on our  
Patent System.



"CONSUTA."

LEANDER CLUB, HENLEY-ON-THAMES.

January 23rd, 1900.

DEAR SIR,  
In answer to your enquiry as to how the Steam Launch "Consuta" that you built to my order on your patent sewing up principle suits me, I have pleasure in telling you that it has in every way fulfilled my wishes. As you are aware I gave you the order for the purpose of enabling me to fulfill a contract I had entered into with the Committee of the Henley Royal Regatta to construct a Launch to reduce the wash hitherto made by Launches carrying the Umpire, and I am pleased to say that I have been thanked by the Committee for the results obtained, and they have engaged the Boat for a term of five years.

In addition to Umpiring at Henley and other Regattas, and at the last Oxford and Cambridge Boat Race, I have used the boat continuously since she was built, and she has given me every satisfaction.

Yours faithfully, H. S. CLUTTON.

9, WHITEHALL PLACE, LONDON, S.W., September 26th, 1904.

GENTLEMEN,

SAUNDERS' PATENT LAUNCH BUILDING SYNDICATE, LTD.

Reverting to your enquiry as to the condition of my Launch "Consuta" after her seven years' work, I have pleasure in stating that in my opinion the hull is as stiff and sound as the day she was launched, and except for painting and varnishing it has never been touched. Considering the work she has done in umpiring and other work calculating to strain the boat, including a lot of work on the tideway and being repeatedly hauled in and out of the water at all times of the year, I consider the state of affairs most satisfactory. She has run some 10,000 miles during the time.

Yours faithfully, H. S. CLUTTON.

# RACING LAUNCH.

30 feet.

Speed 19 knots.

Fitted  
with a  
50-h.p.  
M. M. C.  
Motor.



Built of 3  
Skins of  
Mahogany  
on our Patent  
System.

"DURENDAL."

## 1904 SUCCESSES.

Kaiser's Gold Cup at Kiel	...	...	...	...	...	...	...	June 26, 1904, with "NAPIER MINOR."
First in International Trophy at Ryde	...	...	...	...	...	...	...	July 30, 1904, with "NAPIER MINOR."
First in Reliability Trials, including Gold Medal, at Southampton	...	...	...	...	...	...	...	July 26, 1904, with "NAPIER MINOR."
Second for Speed in Reliability Trials at Southampton	...	...	...	...	...	...	...	July 26, 1904, with "DURENDAL."
First Challenge Cup at Cowes	...	...	...	...	...	...	...	August 5, 1904, with "NINA."
First Godfrey Baring Cup at Shanklin	...	...	...	...	...	...	...	August 18, 1904, with "NINA."
First Shanklin Town Cup at Shanklin	...	...	...	...	...	...	...	August 18, 1904, with "NINA."
First Challenge Cup at Southsea	...	...	...	...	...	...	...	Sept. 17, 1904, with "NAPIER MINOR."
Second (2nd prize) at Southsea	...	...	...	...	...	...	...	Sept. 17, 1904, with "NINA."
Also a good Second in International Cross-Channel Race against "Mercedes IV." of greater length and considerably higher horse-power.								