

**HISTORY AND REGISTER OF  
THE S BOAT**

HERRESHOFF S CLASS

1919

1994



75th ANNIVERSARY

# **A History and Register of the S Boats**

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**with chapters provided by**

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Dedicated to my parents

Len and Ruth Upham



Ruth and Len Upham (right) discuss S Boats in Hawaii with Shepard Williams (left) about 1979.

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Courtesy Norman Fortier and Edward Merrill  
Ed Merrill's *Allise*. ca. 1947.



Russ Pierce's *Hurricane*. ca. 1950.

## Preface

This volume has been assembled for the seventy-fifth anniversary of the design of the Herreshoff "S" Boat, the first marconi rigged one design. To anyone who has sailed the east coast, from Maine to as far south as Florida, and even in Hawaii, these boats have left their mark. For some it is only the sight of a boat with a bent mast that stands in the memory; for many it is the sight of beauty under sail, and the epitome of one design racing.. Close to one thousand names appear in the index, a real testament to the S Boats popularity and only the names of owners or helmsmen are included. That so many of one hundred and three boats known to be built are still around today, sixty-seven at last count, makes them unique among all boats. The youngest S Boat turns fifty-two this year.

The collection of all this history has been an active quest for at least twenty years and passively all of my life. Anyone who follows this vein has a certain difficulty presented to them. Many of the hull plaques originally installed on the boats have long since disappeared. Without a doubt, lists of either racers or boat owners reveal a great quantity of information about the boats, but as anyone who has read newspaper race results or entries into yacht club log books knows, errors are inevitable. The racers tend to be easy to find, it is the nonracers who foil the attempts at recorded history. So, one must question those who helped make the history to close the gaps that exist. Every one of these thousand or so people in the index have a story to tell, although some stories are lost to the generations and for many the memory is not so good. The first Herreshoff S Boat, hull # 828, is a case in point. In 1978 Susan Buck asked me to provide some information about the S Boats for an article she was writing for *Yachting* magazine. Along with other points I told her that I had learned, from a boatyard in Connecticut, that the first Herreshoff S Boat had been broken up just a few months earlier. She reported in the article about the boat's demise. Only within the last year I spoke with someone who had previously owned the boat that was in fact broken up, and it was not the first but rather hull # 832, the fourth Herreshoff S Boat built. Every story must be taken with a grain of salt. My apologies for any mistakes or gaps in the story — none were done purposely. The attempt of this history is to record those truths, as far as is known, which are so easily lost and so eagerly sought out.

No history such as this could be completed without the help of innumerable people. I am merely the one who collected the information and wrote it down. Mr. Elton Furlong provided me with a short list of hull numbers from the Narragansett Bay fleet that he had collected while an active racer. He started me on my quest to figure out which boat was which. Mr. William A. Baker, curator of the Hart Nautical Museum at the Massachusetts Institute of Technology, provided me with a list of the original S Boat hull numbers, names and notes which he assembled from the hand written log of hull numbers from the Herreshoff Manufacturing Company. The Narragansett Bay fiftieth anniversary booklet assembled by John Migliaccio and other officers of the class provided me a sound basis for that fleet. Alden Walls conveyed to me the formation and early years of the Narragansett Bay fleet. Don Ashton provided Virginia "Sis" Gardner's race records of the early years of the class. Russell Hunt Jr. shared much of his personal knowledge, over forty years worth, of the class. My knowledge of the boats in the Western Long Island Sound Fleet started with a crosstable, assembled or ammended to, I believe, by Ralph Fisher and provided to me by Alvin Comen, and filled in a great part of that fleet. George Hanson was an indispensable wealth of information about the Western Long Island Sound boats, having a long personal memory of that fleet. Most of the Sorrento fleet's information was provided by Sturgis Haskins who also supplied much of the details on the Bar



Harbor fleet. He also kindly shared his original records of the Lawley built boats. John Barker must be thanked for editing the Bar Harbor and Sorrento chapter. Past New Bedford race committee chairman Francis Gray Jr. helped with information on the New Bedford fleet. The Quissett fleet would be nothing but a list of names if not for the help of Mrs. Isabelle Haigh who dug out her personal records covering the fleet's history. Mrs. Edna (Whiting) Nisewaner, Shepard C. Williams Jr., and Linus Pauling Jr. deserve thanks for the information about the fleet in Hawaii, if not for these three little would be known about the fleet. Thanks to the generous sharing of Samuel Outerbridge, past historian of the Seawanhaka Corinthian Yacht Club, who opened the vault of the club for my perusal, there is a much fuller picture of that original fleet. Miss Dorothy H. McGee also helped with her personal knowledge of the Seawanhaka Corinthian fleet. The G.W. Blunt library at the Mystic Seaport Museum provided much information about all the fleets and the staff there deserves many thanks for their patience, as I was constantly asking for just one more book from the stacks. Thanks also to Dr. G.E. Erikson who put the resources of the Erikson Biographical Institute at my disposal. Space prevents me from acknowledging the uncounted people, reflected in the IKBU listed in the source column of the individual boat histories, who provided, until now, unrecorded information about their boats. I also must mention Carl Rossi, Adele Langevin, and Mary Lou Upham who spent time in libraries and museums collecting and writing lists from which so much of this history is drawn. The readability of the text was improved by the ably handled proofreading by Kathryn Swanson and John Barker.

Finally, although I have put much of this together, it was cemented in place with the unselfish help of Rick MacNeil who handled most of the time consuming details and who deserves much of the credit.

I shall never forget, as far back as my memory will allow, dangling my feet over the transom of Dr. Cuddy's *MicMac* as my parents, the faithful crew, brought her home after another successful weekend of racing and set in motion this love affair with the S Boats that probably will not end until I pass from this life.

Saunderstown, RI    May 1994

## A History of the "S" Class

By Kenneth B. Upham

The late Paul L. Hammond, the eminent yachtsman, was the prime mover for a new class of one designs at the Seawanhaka Corinthian Yacht Club on Oyster Bay in 1919. He had recently been discharged from the US Navy after service in World War One. Apparently he discussed with Nat Herreshoff the new design. Contracts were signed for ten of the new sloops in December of 1919. Only two of this group were destined for Oyster Bay that year — one for Mr. Hammond, the other ordered by H.L. Whiton. One boat went to F.G. Hinsdale, sailing out of the New Bedford Yacht Club, and the other seven were destined for the Eastern Yacht Club in Marblehead.

The Marblehead owners were Nathaniel F. Ayer, John S. Lawrence, Charles H.W. Foster, D.C. Percival, Robert A. Leeson, C.L. Harding and Francis B. Crowninshield. Paul Hammond's *Spinster* received the Herreshoff hull number 830. N.F. Ayer's boat *Gob* received the lowest hull number with 828. Ayer's boat carried sail number 1 in the Marblehead fleet although I have seen a picture of the boat with sail number 9. I was informed a number of years back by Mrs. Arthur T. Safford of Salisbury, VT, daughter of N.F. Ayer, that her father did not buy the boat *Gob* new from the Herreshoff Manufacturing Company but was only the helmsman for Mr. Walworth Pierce until 1925 when he did in fact buy the boat from Pierce. This fleet gave racing numbers beginning with one and following in order up as high as twenty-four. Not so with the Oyster Bay group as they began with the number forty-one and went up from there. They had probably had forty other designs that fell in the "S" rating of the Universal Rule, which had been adopted by most yacht clubs in 1906. The Herreshoff Company's hull number log, from which the above owners' names were collected, is located at the Hart Nautical Museum in the Naval Architecture building at the Massachusetts Institute of Technology.

From January to March of 1920 six more of the boats were ordered, two for Seawanhaka Corinthian (B.B. Jennings and Ralph Ellis) and the other four for Marblehead (H.P. Benson, L.K. Liggett, Guy Lowell, and C.F. Adams). It made a total of sixteen boats for racing that first year of 1920 and race they did.

September of that year saw eight more boats ordered. Only one, W.T. Aldrich's *Aminta* was for an established fleet, Marblehead. The others comprised a fleet for the Shinnicock Colony on Peconic Bay, really more of a golfing association, as the fleet only raced one year as a group before being sold off to other fleets, mostly to Seawanhaka Corinthian. *Dirigo* sailed by Frank L. Crocker in September at Seawanhaka Corinthian is undoubtedly the first Shinnicock boat to move elsewhere. I suspect the shallow waters of Peconic Bay made for many unpleasant surprises. In February of 1921 one more boat was ordered, *Shona* for C.A. Morss of Marblehead. Slightly fewer than one quarter of all S boats built, twenty-five, were built in the first two years. The Marblehead fleet was the strongest with thirteen boats, the Oyster Bay fleet had four, and one lone boat was harbored in New Bedford.

The Eastern Yacht Club fleet was the most active in the early years. Much of the racing took place some distance from the clubhouse and, much to the traditionalists dismay, it was decided to paint the boats bright colors in 1923 to distinguish them apart. Blues, reds, yellows, and greens were the order of the day. In 1926 the S Boats at the club were used for the National Sears Cup racing

the order of the day. In 1926 the S Boats at the club were used for the National Sears Cup racing with teams from across the country participating.



The Hart Nautical Collections, MIT Museum

Start of the S Class 8/10/1921 of Marblehead.

Three more boats were added to the fleet at Oyster Bay in 1922 and three again the next year to make a total of ten. To add interest a ladies' series was instituted in 1922 in which wives, daughters, and any interested females partook. In 1924 a team racing series was tried with the fleet of the Eastern Yacht Club, with Franklin Remington, Harry M. Curtis; and Daniel Bacon representing SCYC and Caleb Loring, Charles Francis Adams, and Philip Benson representing the EYC. The fleet from Marblehead came in first and second in all the races and easily took the series. Team racing was also tried in Oyster Bay against the Victory Class, a raised deck marconi rigged sloop, thirty-one and a half foot long designed in 1920 by William Gardner. Sewanhaka again got the worst of it. The racing season in Oyster Bay was long, opening on Decoration (Memorial) Day and continuing through October 1<sup>st</sup>. Many of the boats changed hands frequently as skippers tried other boats always looking for the fastest. Miss Dorothy McGee sailed as many as five over the years but did not own them all. The Morgan brothers, Henry and Junius, owned six different boats. Daniel Bacon takes the top prize for owning and racing the largest number of boats at five, and just to confuse historians, or so it seems, owned two boats named *Senta* in 1932, designated the old *Senta* and the new *Senta*. Professionals were allowed but only one per crew and the helmsman had to be Corinthian, i.e.: non professional. Boats could not be hauled out more than once every three weeks and could not stay out more than five days. No silk spinnakers were allowed.

In August of 1924 the Herreshoff Company was put up for auction. The preceding years had been hard on the company. There had been no America' Cup defenders to build. The new owner was

yard was soon humming again. At the Rhode Island Sportsman Show on North Main Street in Providence in 1927 an S Boat was put on display. With a new group of yachtsman forming the Bar Harbor Yacht Club in 1924, five S Boats were ordered in December. One Alden designed S Boat, that did not resemble a Herreshoff S, was also built by Herreshoff for a Chalifoux Yacht Club member in Chicago in 1924. It was built for the "S" rating of the Universal Rule.

This was also the year that George Lawley & Sons of Neponset, Massachusetts took an order for seven boats from the Pequot Yacht Club of Southport, Connecticut, all self bailing cockpit boats, or so I have been told although there is no note or mention of it on the Lawley plans. The club was new a few years earlier and looking for a one design. I have never found a satisfactory answer why they were ordered from Lawley, although I have heard many explanations. They raced as a group from their own club but also raced against some of the Sewanhaka boats in the Larchmont Race Week. By 1928 this fleet had been sold off for reasons unknown.

With the addition of two boats, John Stedman's *Fleetwing*, ex-*Reaper II* of Marblehead, and the Russ Pierce's new boat *Skip*, to F. Gilbert Hinsdale's *Daphina* already at New Bedford another racing class was started in 1925. The next year the new boat *Naut* was added, and the following year *Peggy* from Oyster Bay. The fleet kept growing until by 1937 there were ten boats racing regularly. This number appeared to hold steady until the war. In 1946 seven boats emerged to race but the turnout slowly dwindled so that by 1951 there were only three boats racing. Most of the fleet traveled the coast Southwest to Western Long Island Sound, an event to be repeated many more times to come. The "glue" that held this group together appears to be A. Russell "Russ" Pierce Jr. *Skip*, which he owned from 1925 until a hurricane in 1944 heavily damaged her, was his first S Boat. Over the years he owned *Allise* and *Hurricane* also. The latter he owned until his death in 1973. His love affair with the S Boat continues to this day. His grave marker has a sailboat carved into it — the curved mast and spoon bow give away its identity to all who know it.



Courtesy Mrs. A.R. Pierce Jr.

Russ Pierce in his typical sailing garb. ca. 1970.

The Bar Harbor fleet added nine new boats in 1926 and three more in 1927 for a total of seventeen. This gave them the claim to the second largest class behind the Marblehead group. Unfortunately in the early 1930's interest began to wane there.

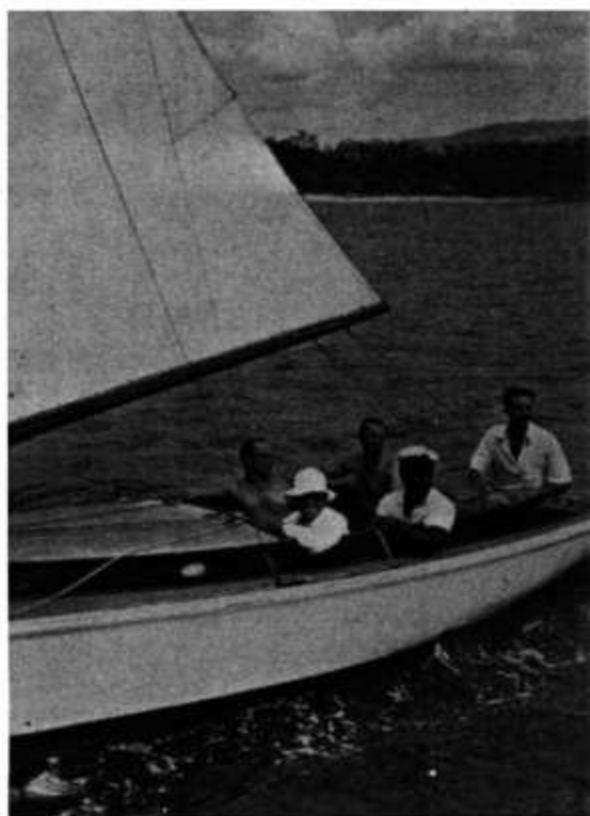
In November of 1926 two new boats were ordered, both with watertight cockpits, for the start of a fleet at Northeast Harbor, Maine. These boats were the only new ones specifically built for this fleet, although other used ones were added later. The fleet reached only four boats by the late 1930's. They did run cruises in the vicinity of Mount Desert Island and many of the boats from Bar Harbor participated. Sometimes up to ten boats took part in these cruises. The war stopped racing of the S Boats there and it never revived as before.

Two new fleets were started in 1928. The Quissett Yacht Club's purchase of five of the Lawley built boats from the Pequot Yacht Club group in Connecticut marked the end of that fleet. The original five Quissett owners consisted of A.H. Marckwald, Franklin King, Dean Emery, Page Chapman, and F.D. Bartow. The fleet here used the sail numbers of those Lawleys as a starting point for numbering and so sail numbers began with sixty and went up. The following year four more boats were added to the Quissett fleet, all Herreshoffs. The Lawleys in 1928, as described to me, all had watertight cockpits and it was soon evident that they were appreciably slower than the Herreshoffs. In the following years more boats were added to the fleet, some new, some used, so that by the early thirties the class had fourteen boats. Attendance was fairly consistent with fleets of between twelve and fourteen boats racing until 1940. The war effectively killed the S Boat racing fleet in Quissett and the boats dispersed mostly to Long Island Sound and Narragansett Bay during the later forties.

The other new fleet in 1928 began with the organization of the Ida Lewis Yacht Club, although only one S Boat, William DeF. Manice's *Vindex* was there that first year. The next year another new boat was added, Charles Fletcher's *Anita*. By the end of the next year there were seven boats racing at the club. Most of the races for the first few years averaged only four boats, but the class did grow to eight by 1937. However, even at its peak the average racing fleet was only six boats. Once again the war effectively killed racing from which this class never recovered. Surprisingly, Long Island Sound picked up most of this fleet with only *Surprise* and *Dilemma* staying on Narragansett Bay.

In August of 1928 another fleet was started with the order of five new boats from Mr. A.W.T. Bottomley, a banker from Hawaii. The boats were loaded onto a steamer in New York City and shipped out via the Panama Canal to the Pearl Harbor Yacht Club. Along with the five new boats "Ike" Merriman's *Vanessa* was shipped from Rhode Island waters making a total of six boats for that fleet. The original owners, as far as is known, were Mr. Bottomley, Mr. Dowsett, Jack Balch, and Walter Dillingham. Everardus Bogardus purchased the *Vanessa* renamed *Panini*. Soon after the arrival two copies built to Herreshoff plans were known to be constructed in Pearl Harbor for some US Navy officers. These boats were named *Mokulele* and *Mokiana*. The class raced virtually all year round. A team racing series occurred in 1931 between the S Boats and a fleet of Pacific Coast One Designs, a thirty-one foot ten inch George Kettenberg design, shipped out from San Diego specifically for the series thanks to the help of Charles Francis Adams. The PC's never made it back to California and the series continued for a number of years with racing for the Bluejacket Trophy. Capt. Whiting and his daughter Edna were constant competitors in the navy boats before the war. Fortunately none of the S Boats were hit in the raid on Pearl Harbor but the racing came to an abrupt halt. In 1944 a new club, the Waikiki Yacht Club revived sailing in Hawaii, the Pearl Harbor Yacht Club having gone out of existence. Jinky Crozier, Harry Uhler, and Bayard Dillingham helped lead this renaissance, but the most famous skipper was Duke Kahanamoku who somehow always caught

owners decided that the rig was a little too unwieldy for the prevalent northeast tradewinds. Booms were shortened and permanent backstays affixed allowing easier handling. Slowly, over the years, the fleet dissipated with wrecks on the reefs taking their toll. As of 1994 only one boat is known still to exist there, the navy built *Mokulele* owned by Sheppard Williams. The last known Herreshoff was sadly broken up within the last few years.



Courtesy Edna Nisewaner

Duke Kahanamoku (fourth from left). ca. 1937.



Mokulele racing in Hawaii. ca. 1937.

Racing in all the S boat fleets was very active in the 1930's. The Bar Harbor fleet was still turning out ten boats. The Seawanhaka Corinthian fleet averaged seventeen boats, Marblehead fifteen, Quissett thirteen, New Bedford seven, Newport five, and Hawaii six. Many more boats were racing in these fleets as occasional entrants. The Sorrento fleet had formed with boats from Bar Harbor sometime around 1935. Although it was never a large class, having a maximum of six boats, it kept very active until recently. There are still three boats in Sorrento today.

The heyday of building new boats ended sometime around 1931-2. By then around 85 Herreshoff's and the 7 Lawley's had been built. Eventually, there would be 94 of the Herreshoff's, not counting the Alden designed boat, 7 Lawley's, and the 2 built by the US Navy in Hawaii, for a total of one hundred and three. The last boat *Estelle Dunbar III* was built in the winter of 1941/2 by Herreshoff for a Newport yachtsman, H.G. Huffer.



Courtesy Edna Nisewaner

Pearl Harbor Yacht Club finish. ca. 1937. US Navy built Mokulele (right). Note single luff spinnaker.

In 1939 "For Sale" signs went up as the Sewanhaka Club decided to replace the S Boats with a new class, the Seawanhaka 21-footers. The rig was considered too old fashioned. Luckily a group of Long Island Sound skippers saw this as an opportunity to race in a premier boat, resulting in the acquisition of many of the boats. Dr. James Benfield of Larchmont, and later of the American Yacht Club was the prime instigator and a very successful one judging by the results. He scoured the boatyards from Bar Harbor to City Island looking for S Boats for sale to add to the budding fleet. There were fourteen different S Boats racing the first year of 1939, and although the racing dwindled to almost nothing during the war years it was more than made up for in the late forties and through the fifties with fleets of twenty plus boats not at all uncommon. They had assembled the greatest concentration of S Boats ever. It peaked with a roster of thirty-four boats. Disaster struck their class in 1958 when a fire at a boatyard damaged two of the boats and destroyed many masts. The Commodore at the time, Ralph Fisher, went out and ordered from the Nevins yard thirteen new masts and Pete Smyth aided immensely in reconstructing the damaged boats. The next year's season was salvaged. The racing has been continuous since their start in 1939 and although the fleet is somewhat smaller today the racing is no less spirited.

With World War II raging and restrictions on marine movements, many of the fleets went into dormancy. Some fleets, such as Bar Harbor and Newport, never recovered. Others like Quissett, New Bedford, and Marblehead lingered but never made a strong comeback. The losses of those fleets lead to the mushrooming of the Western Long Island Sound Class and, with the gathering in 1943 and formation in 1944, of the present day Narragansett Bay Class. Alden Walls was the prime initiator here with his purchase of the *Nina* in Portland, Connecticut. By the end of 1943 there were seven S Boats racing in the allowance class and in the fall a class organization was formed. It, like

seven S Boats racing in the allowance class and in the fall a class organization was formed. It, like the Long Island Sound Class, grew in the forties and fifties. Its size peaked in the sixties with fleets of nineteen a standard sight. Team racing with the Long Island Sound Class started in 1947 off Larchmont Yacht Club with teams of five crews each and continued, alternating between the fleets' sites, nearly continuously to the present. Individual racing for the National Championship, a round robin series, was not begun until 1953, and also continues up to the present. Some time about 1973 the two series combined into one set of races.

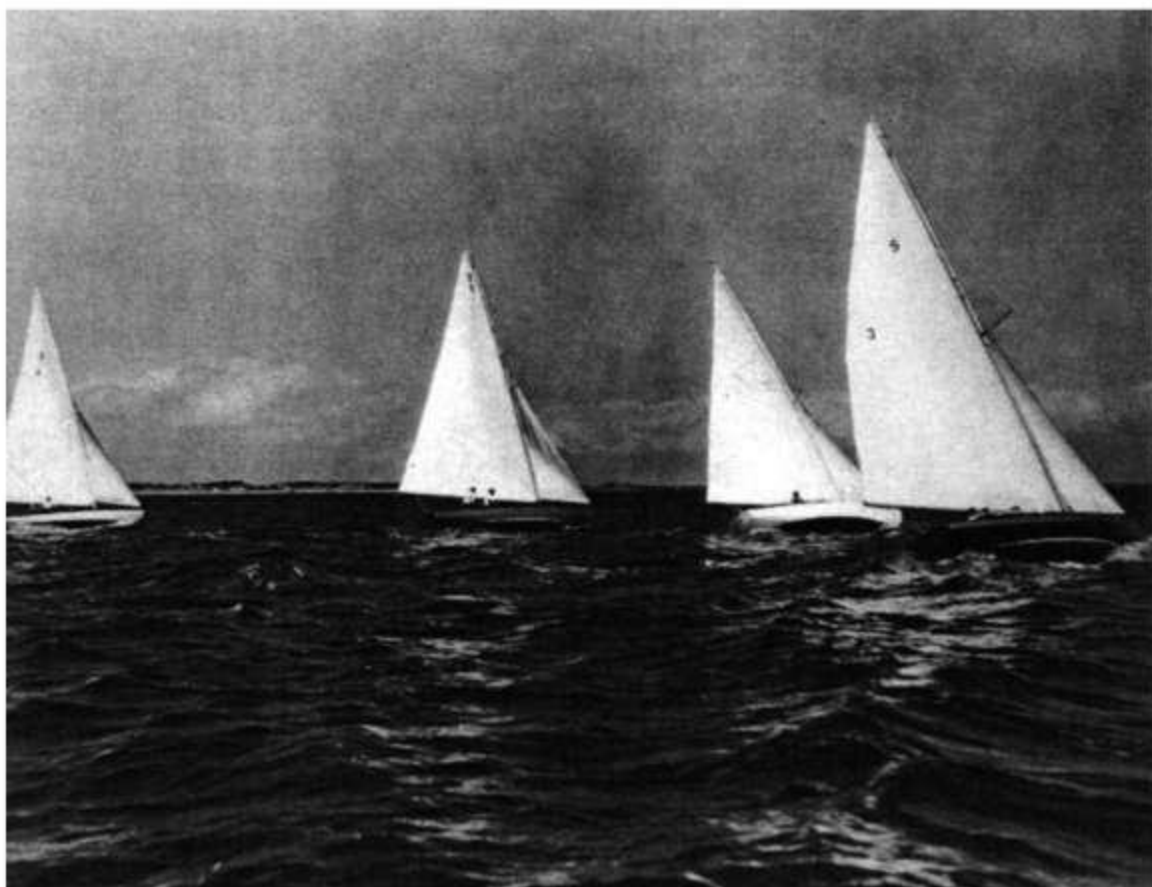
Outside of the Long Island Sound and Narragansett Bay racing fleets, the only pockets of S Boats today are in Sorrento, Maine and Noank/Mystic, Connecticut. Other boats are scattered from Florida all the way up the east coast. Over the years many have been altered by changes in rig, cabin house, and the addition of auxiliaries. Many of the water tight cockpits have been removed but a few still exist today. The spinnakers of today vary depending on where the boat is raced. The Long Island Sound fleet had theirs redesigned for the light winds there. The Narragansett Bay fleet's are smaller but not as small as the original single-luff variety, which are only seen today in Sorrento.

Many owners have raced their boats for many years. Russ Pierce sailed his boats for a total of forty-eight years. The Marblehead skipper Robert Peabody started sailing his *Sturdy Beggar* with a partner in 1927 taking sole ownership in 1930 and did not give up the helm for fifty years, the S Boat record for one skipper. Narragansett Bay's Phil Lenz will be sailing his *Spray* for the forty-second season this year. George Hanson of Western Long Island Sound sets the record there with thirty-eight years at the helm. Some boats have turned into family heirlooms as with the Bradley's *Mischief* for sixty, the Gamble's *Jacataqua* for fifty-nine, the Wheatland's *Artemis* for forty-nine, and the Cuddy's *Mic Mac* for forty-five years, and all still in their respective families.

The S Boats of today carry on a proud tradition. As the book Yachts of Bristol, published in 1937 by the Herreshoff Manufacturing Company puts it, "They will, with care, last a lifetime and throughout their life give their owners that satisfaction which is assured by owning the very best." Anyone who has sailed one will tell you what a pleasure they are to sail, and virtually all former owners reminisce about buying one again just for that pleasure. How many one design classes today could put together such a large percentage of boats built for any one sail, never mind a race? Of the one hundred and three known to be built, sixty-seven can be accounted for today, a testament to their lasting a lifetime. This year the youngest S Boat will be fifty-three years old, and the oldest seventy-five.

A proud tradition indeed!





Courtesy Norman Fortier and Edward Merrill

Racing off Padanaram. ca. 1950.



Courtesy Norman Fortier and Edward Merrill

The Welles Brothers racing *Brother Rat* a watertight cockpit boat off New Bedford. ca. 1950.

## A History of Bar Harbor and Sorrento "S" Boats

By Sturgis Haskins  
edited by John Barker



Courtesy of Dr. James L. Gamble and Sturgis Haskins

Racing in Bar Harbor. ca. 1936.

The post war euphoria of the 1920's did not pass the summer community of Bar Harbor by. Significant new money flowed into the area; Atwater Kent (radio magnate), John Dorrance (Campbell Soup), and E. T. Stotesbury (Morgan partner) had made Bar Harbor their new summer home and had taken particular interest in the development of the community. The lavish new Bar Harbor Club was constructed as was a new Bar Harbor Yacht Club.

15 high sided 22' sloops were launched in the summer of 1924. The design (Ralph E. Winslow) of this new Mount Desert Island Class had been underwritten by Edsel B. Ford, specifically with the safety of young fledgling sailors in mind. As further precaution, all the new boats raced with a paid hand aboard, an unpopular addition from the viewpoint of the skippers. "Usually, ....(the boats) just bobbed up and down safely, while other boats knifed ahead and left them far behind."

For the emerging club's second season, a new class of boats was added. The year was 1925 and the boats were Herreshoff S-Class sloops. An account of the arrival of the founding boats was proudly noted by Commodore Fulton J. Redman in his report delivered at the member's annual meeting in their newly leased clubhouse, a handsome structure designed by shingle style architect William Ralph Emerson.

“On the morning of Wednesday, June 10, 1925, the five new S Boats, *Albatross*, *Mab*, *Spray*, *Elinor*, and *Emily II*, left the dock of the Herreshoff Manufacturing Company, at Bristol, Rhode Island, and started under convoy for Bar Harbor. On Saturday, June 20th, at 11 o'clock in the forenoon, the boats sailed in past the breakwater and came to their moorings off the Bar Harbor Yacht Club. It was felt by those interested that this event marked a new epoch in the annals of yacht racing on Frenchman Bay, dimmed as it had been by the passing of an older generation of Corinthian sailors, and brought to a standstill by the War.”

Commodore Redman's report continued, “It would be useless for this report to relate the details of the trip from Bristol to Bar Harbor, but it is interesting to note and worthy of record, that on the day before their arrival in Bar Harbor, the five boats sailed from Boothbay to Bass Harbor, a distance of about 65 nautical miles, in a little under 13 hours. Three of the professional skippers, Jennings in *Mab*, Conary in *Albatross*, and Rice in *Elinor*, alone in their respective boats, did not leave the helm for the entire distance. Very little towing was done this day by the convoy, which, during the fresh breeze in the afternoon, was left far behind and did not arrive at Bass Harbor until nearly half an hour after the S Boats.”

There was great interest in the new boats. A special tryout race was immediately scheduled with all the S Boats and Mount Desert Island Class boats participating. It quickly became evident that the new S Boats would outperform the MDI's in virtually all conditions and were as swift and nimble as the MDI's were slow and plodding.

So enthused were the club members with their new boats that more were ordered for the following season. The Bar Harbor Times dutifully noted in the June 30th, 1926 edition that “six new S Boats had sailed into Bar Harbor yesterday.” Two more “of these Herreshoff boats are coming up the coast.” New additions to the fleet included *Avocet*, *Firefly*, *Vixen II*, *Koshare*, *Artemis*, *Bridget*, *Periwinkle*, *Seafarer*, and *Bizo Bo*. July 12th marked the first series race with 12 boats participating, again with hired hands aboard. *Elinor* was the winning boat.

The S Boat races were keenly followed with results being printed on the front page of the Bar Harbor Times. A harrowing race was reported on September 1st. “Major McMurtry sailed his *Mab* to victory in the most thrilling yacht race of the season on Monday afternoon. This was the race in which the Bar Harbor fleet was caught in a gale of wind up the Bay (Sorrento) and in which two of the S Boats were dismasted and others lost their sails, as they came down the bay before a stiff northwester. The boats belonging to Mrs. Archbold and Mr. Byrne were dismasted.”

A post season series of races was announced for the following week. “The race on Saturday will be an owners race for a cup given by S Boat captains. In this race the owner must sail his own boat with no professional aboard. The captain's race comes on Labor Day at which time professionals will race for a cup given by the Club. This is always one of the most hotly contested races of the season and will be watched with interest.” The Times further noted that the Club would officially close on Tuesday and “had enjoyed a most successful season from every viewpoint. Its racing activities have been most successful and the social activity at the Club has surpassed anything known in previous years.”

The Captain's race drew particular attention. Reputations, and possibly future employment, were at stake. The Times waxed admiringly, the race was “described by veteran racing men as one of

the greatest races ever sailed on Frenchman Bay." The event was won by Captain Alva Conary sailing Joseph Pulitzer's *Mab*. Captain Harvey Paesley was second in *Koshare*, owned by Miss Ogden. The owner's race received less press. It was won by James Byrne aboard *Albatross*. All in all, it had been a good season with 14 S Boats participating along with 9 in the MDI class.

The enthusiasm generated by the first two seasons prompted more boats for the 1927 campaign. These included *Pronto*, *Iroquois II*, and *Barracuda*. Additionally, two boats were ordered by Northeast Harbor owners, with the idea of starting a fleet on the southern side of Mt. Desert Island. *Spindrift* and *Danae* were both self-bailers and remained part of the Northeast Harbor yachting scene for many years.

Racing activities for the Northeast Harbor boats were largely restricted to fleet cruises to Winter Harbor and Blue Hill although there were occasional competitions with Bar Harbor. A protest following one of these early races found Mildred McCormick (the reaper heiress) accusing Mr. Spedden (*Spindrift*) of racing with the Bar Harbor Yacht Club while not being a member. Curiously, the protest was upheld and *Spindrift* disqualified. Subsequently, direct invitations to sail probably became the norm as records indicate other yachts were welcome to sail with the S Boats and did so with some regularity.

A high point during the 1927 season was a team race against members of Marblehead's Eastern Yacht Club S Boat fleet. Racing was held in Bar Harbor with each club entering 3 crews. Readers of the Bar Harbor Times were informed, "Not only some of the best men skippers, but several girl skippers who have beaten men frequently on Massachusetts Bay will be here for this series of races." The Eastern Yacht Club would be represented by John S. Lawrence, Louis Bacon, and Livingston Davis, all prominent yachtsmen. Apparently, the "girl" skippers of Marblehead would number among the crew and not participate as helmsmen. The July 27th Times reported to its readers, "The visiting yachtsmen lived up to their reputation as among the most skillful S Boat sailors on the Atlantic coast and gave a splendid exhibition of able handling of their graceful craft." They won. Worthy of note was a subsequent addition to the Bar Harbor Yacht Club's cache of silver; the McCormick-Goodhart trophy was added for "Lady Skippers".

Perhaps as a harbinger of the troubled times ahead, the 1928 season began with much furor and fanfare. Apparently, one of the S Boats, *Seafarer*, had had her rudder modified during the off-season. The boat was owned by Parker Corning (of glass fame) but raced by Peter Labouisse. The matter grew quite complicated and involved formal dispositions and affidavits from all parties including the Black brothers, owners of the boatyard in which *Seafarer* was kept. Meetings abounded. Some of the most powerful men in America - Atwater Kent, Joseph Pulitzer, Edward T. Stotesbury - found themselves consumed by allegations of relatively minor import, alterations to an S Boat rudder. Apparently, *Seafarer's* owner as well as her Captain, Mr. Eaton, knew nothing of the changes; Mr. Labouisse is alleged to have authorized the modifications which were effected by one of the Black brothers. The situation was clearly muddled and history does not relate the exact outcome. One account suggests that Mr. Labouisse was expelled from the Yacht Club, but another indicates he was merely barred from racing. Even in the early days, the importance of maintaining the true one-design nature of the boats was clear.

Soon the depression would hit hard. Many of the summer people in Bar Harbor would find it increasingly difficult to maintain their large homes and lavish lifestyle. The era of huge yachts and

paid hands on even small racing boats was nearing an end. Early into the 1930's S Boats began to leave Bar Harbor and it became increasingly difficult to keep the Club together. Bar Harbor became the place to find a well maintained S Boat.

The revival of yacht racing in Bar Harbor in 1924 did not pass unnoticed in tiny Sorrento, four miles to the north across Frenchmans Bay. Like its larger and better known neighbor, Sorrento too was a summer colony. The tone here was more modest and somewhat less expansive (not to mention less expensive). Sorrento summer cottages were often large, but not built in the grand style of Bar Harbor. There were cooks and gardeners and boatmen, but whose total numbers probably did not equal the entire staff of any one of the larger Bar Harbor estates. Sailing was a popular pastime and the numerous islands afforded pleasant destinations. Sorrento waters were more sheltered, its headland and islands less bold.

Simultaneous with the arrival of the founding 5 S Boats in Bar Harbor, eight 15 ft. Wee Scot class sloops were delivered to owners in Sorrento. These pretty little boats formed the nucleus of the colony's first racing class and soon a yacht club would be organized. Racing proved successful and soon other Wee Scots were ordered. Some adults found the cockpits of the Wee Scots a bit tiny and were disarmed by the reputation the boats had for going through waves rather than over them. Other classes were looked into, notably Atlantics which were racing in nearby Blue Hill. However, with the splendid Herreshoff S Boats so visible, not to mention available, just a scant few miles away, Sorrento sailors began buying into the class.

Club records are incomplete, however, the series trophy remains and begins in 1935 with the victory of *Firefly*, owned by James & Catherine (Lamont) Boyd. *Firefly* was a Bar Harbor import, acquired to replace the Boyd's vintage Friendship Sloop which had been struck by lightning and sunk. *Jacataqua* (nee *Periwinkle*) had also moved across the bay, purchased by Dr. James & Elisabeth (Chafee) Gamble from Miss Mildred McCormick. Mrs. Gamble laid personal claim to "*Jassy*" leaving Dr. Gamble, a Harvard professor and Proctor & Gamble heir, to content himself with *Puffin*, their powerboat, and the children with their five Wee Scots. Mrs. Gamble continued to sail and race *Jacataqua* until she was nearly 90. During her last years, a special safety harness was installed to keep the devoted Mrs. Gamble securely in position. Even today, several decades after her passing, Mrs. Gamble's black straw hat remains aboard her beloved boat, tucked lovingly in a cabin shelf.

Other S Boats were acquired in the 1930's, three of them for members of the Ewing family. Newbold & Alexandra (Ewing) Noyes bought *Red Jacket* (Marblehead), a self-bailer. Mrs. Noyes brother, Bayard Ewing, bought *Sea Fox* (Marblehead), while a cousin, John Hjorth, purchased a Seawanhaka boat, *Holy Smoke*, also a self-bailer. Dr. George Averill acquired *Sea Mew*, formerly *Iroquois II* of Bar Harbor. Wishing to make class racing truly interesting, Mrs. Gamble's brother, Dr. Francis Chafee, was invited to compete in his Victory class boat. Interestingly, Nat Herreshoff and William Gardner, designer of the Victory sloops, brought these boats out at the same time. Both designs might have shared honors as the first one-designs to call exclusively for the new marconi rig, however, Mr. Gardner, perhaps uncertain of their advantages or safety, provided for an alternate gaff sail plan (which went largely unused).



Courtesy of Dr. James L. Gamble and Sturgis Haskins

Part of the Sorrento fleet racing off Long Porcupine Island, Frenchman Bay. late 1930's.

S Boat racing in Sorrento undoubtedly peaked in the late 1930's. Local boats competed not only in the Sorrento series, but frequently entered competitions with the Bar Harbor boats. Overnights were held to uninhabited islands and at least one cruise sent the fleet around Mount Desert Island to Northeast Harbor. Five of the S Boat owners maintained handsome motorboats, with captains, which were dispatched to follow the races, with or without guests aboard and to be available for a tow home should the wind fail. The annual Bar Harbor regatta was the yachting (and social) event of the season. The son of one S Boat owner remembers only the sprawling waterfront estate where the racing participants had been invited for luncheon and the liveried butler who showed him where the bathrooms were, the actual race being incidental and quickly forgotten!

The Second World War devastated many racing fleets and, indeed, not only did all the S Boats disappear from Bar Harbor, but the Yacht Club as well. In deference to the war effort, competition ceased for several years in Sorrento, but was revived thereafter, albeit on a more limited basis. *Sea Fox* and *Sea Mew* left for distant waters and new fleets. The remaining S Boats were launched and well maintained, but the racing became less frequent. The last Bar Harbor S Boat, *Artemis*, came to Sorrento in 1945 after being purchased by Stephen & Dorothy (Parker) Wheatland. Her original owner, Warwick Scott, had been killed during the war when the Japanese prison ship he was on was bombed by Allied planes. Alice (Wheatland) Wellman, whose parents had purchased *Artemis*, said they were able to buy the boat from the Scott estate for a greatly reduced sum after pointing out that the keel was slightly bent. She noted with amusement that *Artemis* seemed faster than her sisterships on port tack, and nicely unaffected on the other. From her arrival in Sorrento, *Artemis* was always a top contender.

The Sorrento S Boats were not well matched. It was clear that the two self-bailers, both built in the original 1920 batch, were slower and heavier. Only in a ripping northwesterly did they seem to come alive and into their own. Successive skippers in *Red Jacket* made a point year in and year out to sail a different course from the other boats, hoping that the wind would fail unexpectedly on the favored side of the course and rise anew in their quarter. Once a season, *Red Jacket* would win by miles, but otherwise tended to trail by some distance.

With the passage of time and the exodus of the boats from surrounding harbors, the Sorrento fleet had to be content with the annual summer series contested between and among themselves. In the 1970's, Richard Fitzmaurice of Larchmont rented a cottage in Sorrento bringing with him *Valient Lady* (New Bedford) which he never raced. *Valient Lady* had originally been a self-bailer and had not been well maintained. She was sold away after several years of little use. In 1979, Peter Hjorth returned to Sorrento after a hiatus of several decades. He soon purchased a Lawley S, *Lucky Pierre*, which he had extensively rebuilt by the Mount Desert Yacht Yard. From her relaunching, *Lucky Pierre* was a top performer and helped renew interest in S Boat racing. In 1992, Peter Hjorth moved to Florida and took *Lucky Pierre* with him. With the sale of *Firefly* that same year, Frenchman Bay S Boat racing came to an end after 68 seasons.

Three S Boats remain in Sorrento ownership. *Red Jacket* is now owned by Crosby Noyes, grandson of her 1930's owner. She has been in storage for some twenty years, but her owner promises she will be restored someday. The Wheatland grandchildren continue to see that *Artemis* is maintained in 'Bristol' fashion off the family dock. *Jacataqua* is similarly owned by Gamble grandchildren who have kept her in top condition. She was raced during the summer of '93 by Katie Gamble, a Princeton freshman, who would have done Elisabeth Gamble proud. It is refreshing, in this age of plastic and chrome, to see such perfect creations as S Boats lovingly kept and maintained as treasured family heirlooms. The yachting scene is enriched by their presence and the cessation of class racing is a loss that cannot be replaced.



Courtesy Sturgis Haskins  
*Jacataqua* in 1993.

By George W. Hanson, Fleet Historian

Twenty years after the first Herreshoff S Boat was contracted for, a Western Long Island Sound S Class fleet was brought into being. 1994 thus marks the 55<sup>th</sup> anniversary of the major fleet, another commemoration worthy of note in this 75<sup>th</sup> year of Nathanael G. Herreshoff's remarkable creation, the S Class sloop. In 1944 Dr. James W. Benfield, father of the WLIS S fleet, wrote a lively, informative account of the origins and very early years of the fleet. This classic little history along with its 1954 appendix is reprinted here to open this chapter in the history of the S Class.

## **History of the Herreshoff "S" Class of Western Long Island Sound**

By James W. Benfield  
Honorary Chairman, Herreshoff "S" Class

Classes of racing yachts are notoriously short-lived. They are born, prosper for a time and then die, most of them in early youth. There are exceptions, to be sure, but, unfortunately, such has been the fate of the average class. When life is breathed into a dying fleet and it recovers to the point of surpassing its original vigor, it becomes news worth recounting. In the hope that it may be a means of inspiring others interested in yachting to examine the possibilities that may lie dormant in their favorite waters, the recent history of the Herreshoff 'S' Class of Long Island Sound is perhaps worth reading.

For a dozen years or more, a fleet of 16 Herreshoff 'S' boats provided the chief outlet for the racing interests of members of the Seawanhaka Corinthian Yacht Club of Oyster Bay, Long Island. They were well-designed, sturdily built and beautifully maintained. They were of heavy displacement but extremely fast in light air and, at the same time, very seaworthy when the going was rough. Racing competition was unusually keen and interest was maintained at a high pitch because the hulls were strictly one-design and rigid rules were drawn to restrain those who might be tempted to alter rigging, sail plan, spars or weight to their own advantage. The annual class championship was won by the skipper who most consistently outsailed his competitors rather than by one who could outbuild them.

However, in 1938, those who were active in the management of the affairs of Seawanhaka felt the time had come to sponsor a new class in order to interest the younger generation of sailing enthusiasts in the club. There had been many innovations incorporated into yacht design since the 'S' boats had come from the boards of Nathanael Herreshoff in the early 1920's. For example, there were overlapping jibs, shortened main booms and permanent back stays. The 'S' boats had none of these but there was no complaint about their hulls. No finer underbody for a boat of its size had yet been conceived by anyone. Consideration was given to re-rigging the 'S' boats to incorporate these new features but estimates indicated that the cost would be prohibitive as it would necessitate not only new rigging, new sails and spars, but changing the location of the mast step as well.



Therefore, the Seawanhaka authorities decided to call for plans for a new one-design boat of slightly greater overall length than the 'S' boats which would incorporate all the newer developments in design that had proved their worth. The plans drawn by Olin Stephens of Sparkman & Stephens were finally accepted and the name Seawanhaka 21, indicating the water line length, was selected for the new class.

It soon became apparent that fewer of the younger generation than had been expected were ready to contract for the construction of the new boats but that nearly half the owners of the 'S' Boats were interested in doing so. A dozen Seawanhaka 21's were ordered and built by the Nevins Yard of City Island.

Until this time, there had been a gentleman's agreement among members of Seawanhaka that an 'S' Boat would not be sold to anyone who was not a member of the club. Obviously, this regulation now would be difficult to enforce, so it was abandoned.

It was through a member of Seawanhaka who had just received a circular describing the plans for the Seawanhaka 21's that I first learned that some of the 'S' boats might then become available. For several years, I had been sailing a boat of similar size in the handicap class on Long Island Sound and felt strongly the urge to own and race a one-design boat. Perhaps this development would make this dream come true providing I could interest others in the same idea. I wrote to all the owners of 'S' boats at Seawanhaka and learned that nine of the boats were for sale. The next two weekends were spent in examining those that were available and in consummating the purchase of one of them.

I took delivery of the "*Woodcock*" which, until then, had been owned by Marshall Field, during the first week-end in November 1938 and invited one of my chief competitors in the Handicap Class to help me sail the boat from Oyster Bay to Larchmont. It was blowing hard from the East as we left Seawanhaka's anchorage under full sail and when we got out into the Sound, the seas were mountainous. We learned the next day that storm warnings had been flying and that even commercial vessels had been warned to stay in port that day. As we planed down one sea after another on the broad reach to our destination without taking water on deck, my companion, Bill Chesley, one of the future class champions, was so favorably impressed that he made a proposition to me. He said "I don't care what you paid for this boat but I'll give you a hundred dollars profit on it right now." Then I explained that there were eight other good 'S' boats available and that if we could get them into the proper hands, we might transplant the 'S' Class from Seawanhaka to Western Long Island Sound. Chesley soon became an owner and one of the most ardent supporters of the plan.

Luckily, the season for the sale of boats had passed — most of them were in winter storage. We realized that we must not wait until spring to start finding buyers if we were to keep the fleet together. By that time, buyers would probably appear from other areas and defeat our objective. One after another, friends who were owners of other types of boats and some who owned none were persuaded to inspect the fleet at Seawanhaka. Most of them succumbed. Many of them were recruited from the Handi-

cap Class. In many cases, we had to help them find buyers for the boats they already owned.

By February 1939, there were eight new owners. All of them were members of clubs located within easy reach of the starting line for regattas on the Western End of the Sound. The eight new owners had dinner together, organized an association and adopted a set of rules patterned after those used at Seawanhaka with a few additions that seemed indicated. We were determined to preserve the strictly one-design character of the class and plugged every loophole that might defeat that aim. Emphasis was placed on keeping down the cost of operation by restricting the number of haul-outs and by limiting each owner to the purchase of but one new suit of sails during any given season. Minor changes in the rig which would increase the facility with which the boats could be handled were permitted by the new regulations. Specially designed backstay locks and a down-haul fitting for the main boom were adopted as standard equipment. The sale of boats by members of the association was restricted by a provision which required that an owner wishing to sell must give the class an option on his boat for not less than four weeks during which time the class would endeavor to find an acceptable purchaser.

When it became apparent to the remaining owners of the 'S' boats at Seawanhaka that racing activity there would be sharply curtailed because of the sale of many of the boats, several additional boats became available and new buyers were found for them. A few continued to hold on for a year or two but at the present writing, only one of the original fleet remains based at Seawanhaka.

It was not until sometime after the class had been reorganized that this writer became aware of the fact that nearly eighty 'S' boats had been built by the Herreshoff Company and that there were fleets of them scattered along the northeastern seaboard. Active racing was still carried on in some of these centers but in others it had petered out. As the popularity of the new class on Western Long Island Sound increased, the demand for boats exceeded the supply in this area and I decided to spend part of my vacation that fall browsing around shipyards in Rhode Island and Massachusetts where most of the 'S' boats were located. I was escorted on this trip by the production manager of the Herreshoff company who was keenly interested in cooperating in any way to build the fleet on Long Island Sound by importing boats from other localities where competition had died out. Subsequently, boats were purchased from owners in Newport and Bristol, Rhode Island, Woods Hole, South Dartmouth, and Marblehead, Massachusetts, and Northeast Harbor, Maine. The buyers of many of these boats were men who had crewed for others in the class and thus had become acquainted with their sailing qualities.

In the early days of the war, several of our owners, including myself, joined the Armed Services and the class formed syndicates among its members to purchase the boats that then became available. In every case, new owners acceptable to the class were quickly found. Encouraged by this experience, the class organized a syndicate to purchase boats that were available outside of our own fleet. These ventures also proved successful. At the present time, there are 23 boats in the Western Long

Island Sound fleet, 12 of which are based at Larchmont, and there are now no less than six prospective owners that have indicated to the class their desire to join the ranks. Our chief concern at present is to locate boats for these buyers.

Having established the class on a secure footing during its initial season, our efforts were directed toward fostering class spirit which is so essential to continued success. The means by which this was accomplished may be of interest.

Yacht racing as conducted on the Western End of the Sound, where boats are based at many different clubs, has the important disadvantage of lack of personal contact between competitors. In the early years, no more than two or three 'S' boats were based at any one club and there was little opportunity provided for the skippers to hash over the day's race. We felt that we must provide the opportunity to bring members of the class together on frequent occasions. Therefore, we scheduled luncheon meetings, cocktail parties and dinners several times during each season. It has also been traditional to hold a class rendezvous at Lloyd's Neck off Price's Bend at least one week-end each summer. Owners, wives, and crew are always invited to attend all of these functions.

Arrangements were made with one of the yacht yards in the Larchmont area to haul all the 'S' boats located in the vicinity and store them in a continuous line within the yard. This had provided further opportunity for personal contact between owners during the time the boats are being put in commission each spring. This array of boats, constituting a virtual billboard for the class, has arrested the attention of many yachting enthusiasts, and has been directly responsible for interesting several desirable new owners in the Class.

At the time the class was reorganized, most yacht clubs had discontinued giving prizes for individual regattas and there was only one prize awarded annually by the Yacht Racing Association. We decided to utilize most of the funds received in the form of annual class dues of \$10 per boat for the purchase of prizes. These were to be given to the first, second and third boats in the standing for the Saturday and Sunday series. Two additional trophies were also made for the permanent possession of the boat winning the Saturday series three times or having the highest overall standing in the combined Saturday and Sunday series for three seasons. The first of these, a half model of an 'S' boat, has already been retired and a new model constructed and placed in competition.

Frequent publication of class standings has been found to be of considerable importance in maintaining interest in racing. Most owners do not go to the trouble of computing the standings themselves, and the metropolitan press is not able to devote space to yachting news to print these standings more often than twice a season. It is for this reason that mimeographed letters giving the standings in all the various series as well as news items of interest to members are written at frequent intervals. These are sent to members of the association, prospective owners, yachting publications, local newspapers and the metropolitan press. Excerpts from them are frequently to be found in these publications.

The fraternal spirit that has developed within the class has made itself manifest on the racing course as well. That good sportsmanship has thus been fostered is indicated by the fact that the rules committee of the class has never been called upon to reprimand an owner for willful violation of any class regulation and, that during the first four years of racing, no protests were registered for violation of the racing rules. That does not mean that there were no infractions of the racing regulations during that time but does mean that those involved in controversy regarding the rules preferred to settle them "out of court". They were encouraged by class officers to discuss the disputed point and thus clarify its interpretation. There is probably no one factor that can demoralize enthusiasm for racing more quickly than controversy between competitors over minor infractions of the racing rules. More than one class has met its doom as a result of wholesale waves of protest. We have found that, almost without exception, infractions are committed unwittingly and that once called to the attention of the violator, they are never repeated. It has, therefore, been the policy of the class to avoid protest except in such cases as it is evident that a violation is willful and that the violator is fully cognizant of the regulation involved.

Team races between 'S' boats and other classes of approximately the same size have been held in various years. They are interesting experiences for the competitors but prove little because the relative speeds of the classes vary considerably with the velocity of the breeze prevailing on the day of the race. Of greater interest so far as the class is concerned have been the team races between two teams of 'S' boats. These have been held as post-season events so that they do not conflict with races that count in other series. The teams are selected on the basis of the championship standings. The first, third, fifth, seventh and ninth boats, for example, matching a team composed of those whose final standings were second, fourth, sixth, eighth and tenth. These matches have been keenly contested. The boats comprising one team are easily identified by the yellow pennants flown from their port and starboard shrouds. Prizes are awarded to each of the boats on the winning team. One of the most popular of these was a ditty bag containing sail twine, marline, needles, beeswax, sailor's palm and a knife suitably engraved with the name of the boat.

In order that no boat need be kept out of competition for longer than a single week-end because of damage to her mast, the class syndicated the purchase of a spar which is stored in one of the local yards and is immediately available to any boat suffering such a mishap. One of the owners also has an extra spreader which can be commandeered by any skipper needing it on short notice.

During the past two years of war when the purchase of new sails has been difficult if not impossible, owners fortunate in having extra suits have made them available to others in the class who were in need.

While it is admitted that exact duplication of the circumstances that made possible the rebirth of the 'S' Class on Long Island Sound is unlikely, there are undoubtedly many yachting centers in this country where a nucleus of boats of similar design could be rounded up and organized into an active racing class. We hope our experience will inspire others to do likewise and that some of the methods we have employed will be found useful.

## Appendix

The above history was written in 1944. Since then over ten years have past and the 'S' Class is still going strong. Racing interest continues to be keen and 'S' boats are raced from the first gun of the pre-season to the last gun of the post-season series.

The Team Races between the Narragansett Bay 'S' Fleet and the Western Long Island Sound 'S' Fleet have become an annual classic with the honors about equally divided. In 1953 a new series was inaugurated wherein the top men from each Fleet compete with their own sails but in borrowed boats to determine an 'S' Class National Champion for the year.

The average age of the 'S' boats is approaching 25 years, yet these fine little yachts are still able to beat anything of their waterline length in any weather. They were so soundly built by Herreshoff, whose boat works has been called the finest in America, that after 25 years they are sounder than most yachts of more recent construction.

Naturally these boats change hands from time to time, for a variety of reasons, and usually one may be found available for a prospective purchaser. All the Members of the 'S' Class Association welcome new competition and the class Secretary will be glad to help anyone who would like information about the boats and the Class. Anyone considering racing in a displacement class in the Long Island Sound area is really missing a good bet if he does not investigate the 'S' Class.

March 1954

## The Herreshoff "S" Class in the Western Long Island Sound

By George W. Hanson, Fleet Historian

### The World War II Period

Dr. Benfield's account omits particular discussion of the racing history of the years, 1939-1945, hence this supplement. Unfortunately, fleet records give very limited data for 1942 and 1943. However, it is clear that as the world crashed into a widening conflict the auspicious beginnings of the young S fleet would be affected. Theodore S. Clark in S-4 *Allons* captured the first two championships. Although the level of participation diminished in 1942 and 1943, the fleet became very active again in the last two years of the war. Philip S. Patton's S-16 *Kandahar* dominated the racing, running off a string of four consecutive fleet championships, 1941-1944. Robert H. McCullough in S-42 *Felicity* gave close chase and broke *Kandahar's* streak in 1945.

During these first five years of the fleet's existence, Dr. Benfield served as Class Chairman. His first S Boat, S-1 *Woodcock* placed third and second in 1940 and 1941. In 1946, Dr. Benfield reappeared at the helm of S-51 *Nepenthe* with Herbert L. Jamison. Together they took the championship that year. Dr. Benfield went on to skipper *Nepenthe* through the 1950 season, winning more championships enroute.

Two major perpetual awards of the class have been passed down from S Class families of this period. The Theodore S. Clark Trophy is awarded to the Saturday Series winner, and the Robert H. McCullough Memorial Trophy has been awarded for winning the Fall Series.

### The Glory Years, 1945-1972

In the two decades following World War II, one-design racing in the Western Long Island Sound became increasingly popular, displacing in large measure handicap day racing. At first, S Boats, International One-Designs, Stars, Atlantics, and Lightnings — all pre-war designs — developed large fleets, all racing under the aegis of the Yacht Racing Association of the Long Island Sound. S Boats were an extremely popular choice for racing sailors and day-sailing folk. By the middle 1950's about thirty S Boats were on moorings in the Western Sound. Top racing sailors were at the helms of many of these boats and the competition was intense.

Since the 1939 inception of the WLIS S fleet, the locale of S Boat racing, as set by the YRALIS, has most often been that part of the Long Island Sound bounded on the north by the Larchmont-Mamaroneck-Rye segment of the Westchester shoreline and on the south by the Sands Point-Hempstead Harbor-Matinicock Point segment of the Long Island shore. The major concentration of S Boats has been in Westchester shore yacht clubs: Larchmont, Horseshoe Harbor, American, Orienta, and Beach Point. The Long Island part of the fleet has mainly sailed out of the Sea Cliff area in Hempstead Harbor. A few hardy voyagers sometimes have come from as far away as Port Washington in Manhasset Bay and Seawanhaka Corinthian Yacht Club in Oyster Bay. The United States Merchant Marine Academy at Kings Point, Long Island (*Meteor*, S-15; *Pandora*, S-45; *Tern* S-70) sent its trio to the Mid-Sound starting line.

In the twenty-five years following World War II the Western Sound was a blizzard of YRA one-design sails on weekends from May into October. Larchmont Race Week in July and Manhasset Bay Race Week in August were seven day affairs. Typical Saturday or Sunday turnouts numbered between 120 and 180 boats in various classes. The S Class often put fifteen to twenty-five boats on the starting line in those days. A special event such as Larchmont Race Week jammed the Sound with many more boats. The New York Times of July 19, 1965 reporting the Sunday of Race Week indicated "There were 410 yachts competing, down 105 from yesterday's revised total of 515. Of today's total, 157 raced in the morning program, largely Juniors in Blue Jays, and 253 tested the fickle afternoon elements. That was a lot of sailboats spread along the Westchester shore as any witness can attest."



© Rosenfield Collection, Mystic Seaport Museum, Inc.

Start, S Class, Manhasset Bay Yacht Club Regatta, 1951.

Press coverage of one-design racing on the Sound in those years was thorough and given a prominent place in the sports pages of The New York Times, The New York Herald-Tribune, and the local newspapers of the Westchester shore towns and cities. Banner headlines and photographs, often focusing on the S Class, were standard in the Sunday and Monday sports sections. It was a regular practice of the New York papers to station yachting writers and photographers on the committee boat of the YRA. Today, with the decline in one-design racing on the Sound, press coverage is meager and almost entirely restricted to local shoreline Westchester papers.

In the years following World War II, Dr. Benfield's *Nepenthe* was challenged by William Donovan, sailing S-56 *Fidget*. Donovan took the fleet championship in 1948, 1950 and 1951, emerging as arguably the best S skipper in the history of the fleet. His essay on tuning the S Boat has provided valuable instruction to S Boat sailors. *Fidget* had one more championship year in 1952 under a new owner, Wilmer R. Wright. A very talented Warner Wilcox had acquired S-61 *Twister* the year before, sailing her to a third place season finish. In 1953 and 1954 he made the boat live up to her name, tearing through the fleet to two consecutive championships. Warner left the fleet on that pinnacle, presenting the class with a memento, The Warner Wilcox Trophy, a perpetual award for the Sunday Series.

In 1955 Henry Boschen, later Commodore of Larchmont Yacht Club, culminated a seven-year career in S-33 *Sirius* by winning the fleet championship. In the two previous years he had been runner-up to *Twister*. *Sirius*, renamed *Polaris* in 1957 by Edgar Craig, her new owner, went on to top the fleet again in 1960. *Polaris*, the fastest boat in the fleet in the opinion of many, was sold out of the Western Sound the following year. Both Boschen and Craig went on to race in the cruising classes after their S Boat days were over.

Arthur Godfrey, of radio and television fame, had been an ardent S Class sailor since 1945 when he acquired S-4, renaming her *Aloha*. In 1957 *Aloha* was skippered by Alfred Keeshan, Godfrey's sailing associate, to a first overall. In the following year, "Alfie" and his wife Barbara presented the fleet with the very beautiful "Alfred G. Keeshan III Memorial Trophy". This award to the "Most Competitive" skipper honors their lost son.

During these "glory years" the WLIS S fleet managed to face successfully several serious threats to its existence. Miraculously, none of the many powerful hurricanes nor giant nor'easters of the period were able to destroy or even seriously damage a single S Boat. In April of 1957, however, the fleet suffered severe losses in a boatyard fire in Mamaroneck, New York. Thirteen S Boats were at the yard, most of them awaiting launching and stepping of their masts. In the late afternoon, a fire broke out under the spar shed. In minutes the shed was a mass of flames. The rigs of about one hundred sailboats, including thirteen S Boat rigs, were reduced to ashes. Three of the S Boats stored near the shed were severely charred before the fire department could extinguish the blaze. *Fidget* S-56, *Phoenix* S-10, and *Variet* S-23 spent half of the 1957 season undergoing extensive rebuilding. The Nevins Company on City Island produced thirteen beautiful replacement masts. By mid-August the entire fleet was afloat and racing on the Sound. Fortunately, the S Class escaped the permanent loss of thirteen fine boats. It would have been otherwise had there been a wind at the time of the fire. The Mamaroneck Fire Department was nearby and most effective in restricting the scope of the fire along "S Boat Row".

The crash rebuilding program was very ably directed by Peter Smyth, yard manager then at McMichael's Boatyard where the fire had occurred. Pete, then owner of *Nepenthe* S-51 and one of the best skippers in the fleet, spared no effort in seeing to it that quality materials and workmanship were employed expeditiously in the rebuilding program. Pete, who later became editor of Rudder and Motor Boat and Sailing, went on to yacht design and racing in other classes, but the S Boat remained closest to his heart. The S Class is in permanent debt to Peter Smyth for his 1957 contributions to S Boat immortality and for the handsome perpetual half model "Preservation Award" he made and presented to the class some thirty years ago.



There is one exception to the happy endings in WLIS S Boats history in this period. There is a fleet mystery: during the 1959 season the black-hulled *Tautaug* S-65 vanished. Owner Frederick Fischer's yacht had been put to bed on her mooring at Horseshoe Harbor Yacht Club in Larchmont. No subsequent storm ensued between that time and the discovery that *Tautaug* was no longer on her mooring. And that, as far as the fleet knows, is the end of the story.

Though pressed in the 1960's and beyond by the proliferation of new fiberglass one-designs, the S Boat continued to prosper in the Western Sound. The S Boat itself, the esprit of the fleet, and the first-rate competition held the class together and attracted new interest. S Boat sailors also showed a willingness to put more than money into their boats; they put in long boatyard days and nights in a series of notable refastenings, recaulkings, and redeckings to ensure the survival of the fleet. Louis Bock's early 1960's superb rebuilt of his S-30 *Miss WeSix* (now *Vindex*, owned by Mark and Douglas Ryan) set a standard for S fleet boat preservers. Everything was done right with the best of materials. Lou refastened everything; J. Maritato reefed and rewicked all the seams, Lou followed with two-part Thiokol and an absolutely stunning fairing and finishing job. Bill Schultz's redo of S-70 *Tern* (the newest S Boat in the world — built in 1941) put new life into the former USMMA entry. Other major preservation projects of the period were S-1 *Red Witch* (Elaine and James Comito), S-10 *Phoenix* (George W. Hanson), S-57 *Eaglet* (Mathias Burggraf), and S-62 *Celerity* (John H. Judge).

Several boats had come into the fleet with self-bailing cockpits, standing backstays, short booms, sometimes inboard engines, and other cruising appurtenances. All of this severely limited the racing qualities of the boats and the owners set about refitting their yachts for competition. Norbert and Bette Schneider's S-69 *Gull* (originally *Teaticket* at SCYC in the early 1920's, now under the original name in the NB fleet) was the first of these conversions to running backstays, long booms, and deep cockpits. Howard T. Howard's S-20 *Allegro* and Douglas Campbell's S-68 *Danae* followed suit.

The continued strength of the fleet has over the years been supported by the long-term involvement of individuals and families. In the 1960's there were three second-generation skippers racing S Boats. John H. Judge, one of the great racing skippers of the S Class history, had his initial experience with his father, who raced S-9 *Antares* from 1941 to 1951. In 1956 John Judge appeared on the starting line with his newly acquired S-62 *Celerity* (formerly Donald King's *Mehitabel VIII*). The boat's new name was most appropriate; from 1956 through the 1960's *Celerity* sped through five fleet championships, several national S class championships and a variety of other series and individual race triumphs. John's sister, Margaret, another second-generation S sailor, continued the family tradition as a crew member aboard *Celerity* and later as crew with her husband Edwin Dooley, when in 1962, they won the fleet championship in S-16 *Kandahar*.

Two other notable second-generation S skippers of the decade were Herbert L. Jamison, Jr. (S-28 *Nereid*) and Robert S. Deans (S-14 *Victoria*). Jamison, Sr. owned and sailed *Nepenthe* during the war years. Robert Dean's father had campaigned S-5 *Royal Scot* from 1946 through 1951. In 1970 Christopher Batchelder, with his father becoming crew, skippered S-9 *Antares* to first place in the Saturday Series. In the 1960's Wilmer Wright, Jr. succeeded his father as skipper of S-56 *Fidget*. More recently, George Eric Hanson co-skipper of S-10 *Phoenix* with his father, captured the Sunday Series for four straight years, 1987 through 1990.

Brian P. Kelly, nephew of Mathias Burggraf, grew up sailing in his uncle's S-57 *Eaglet*. At Matty's death Brian became *Eaglet's* new owner and proceeded to follow in the illustrious tradition set by Matty, twice class champion (1966 and 1971). Brian Kelly has won the fleet championship three times and the S Class nationals once.

One of the longer family involvements in the fleet has been that of the Ollinger/Treacy family. Rodney M. Ollinger owned and raced S-11 *Sugar Cane* from 1944 until 1951. His daughter Marcia married David Treacy. After creating a built-in S crew, David and Marcia purchased S-3 (which had been acquired by the class from the former owner), and renamed her *Sufi*, and raced her from 1966 to 1985. Marcia died several years ago, but Dave remains active in the fleet as an Honorary Life Member and sometimes as Race Committee Chairman.

The current record for continuous active involvement in the fleet is held by Elisabeth Hanson. "Bette" became a member of the S family when she and her first husband, Norbert K. Schneider brought S-69 into the fleet and began to race in 1954. Norbert served the class ably as Recorder for many years and produced the class newsletter with Bette's assistance. After Norbert's untimely death in 1972 (Norbert is memorialized in the "Spring Series" Trophy), Bette sold *Gull* to new owners in the fleet, but continued her connection with the class as crew aboard S-10 *Phoenix*. Bette later married George Hanson, becoming first mate of *Phoenix*, a post she still holds. Bette has also served the fleet twice as Treasurer.

Realizing that the S Boat afforded an opportunity for overnight racing, the fleet established an annual Invitational One-Design Overnight Race, first raced in 1961. George W. Hanson, Pete Smyth, and Bradford Smith (later owner of S-28 *Nereid*) sailed S-10 *Phoenix* to first in class and first overall in a fleet of nearly thirty boats. A huge night-time thunder squall provided extra exhilaration to the event. The Overnight was sailed for a few more years but then dropped from the schedule.

The Annual Long-Distance Race and Rendezvous at Price's Bend was a very popular event through the early 1970's, but population pressures, resulting local red tape and landing prohibitions on Long Island put an end to the rendezvous. Since that time there have been several Long Distance races from Larchmont breakwater to Seawanhaka Corinthian Yacht Club with the fleet rendezvousing at the Junior clubhouse. In 1980 the Long Distance race to Oyster Bay was sailed in a screamer. A "Special to The New York Times" for that day reported that "The wind blew from the northwest with so much force today that the America's Cup yachting event was called off." Needless to say, all six S Boats arrived intact in a close finish.

The fierce competition of the later 1960's and early 1970's raised a new crop of multiple fleet championship winners. Elaine Comito took S-1 *Red Witch* to the top four times between 1967 and 1973, an astounding accomplishment; only John Judge had previously won as many as four times. His total, as mentioned before, was five. Stuart Rowe in S-11 *Sugar Cane* had earlier earned the fleet championship in 1963 and 1964. George W. Hanson sailing S-10 *Phoenix* was 1970 fleet champion, going on in subsequent years to win the class title seven more times along with an unprecedented five victories in the S Class National Championship, the last time in 1991 in collaboration with his son, George Eric Hanson.

To the amazement of other moribund YRA pre-war classes, newly extinct upstart fiberglass classes, and advancing new fiberglass one-design fleets (Shields and Etchells 22, for example), the WLIS S Fleet put on a most impressive show of strength in the late 1960's. With twenty-three boats racing and eighteen qualifying in the 1968 season, the S Class was surpassed only by the Shields Class which had twenty-one qualifying boats. This achievement can be best appreciated if one understands that the S Class, unlike the Shields, was not a privately subsidized class in which new boats were given to associations and/or chartered to individuals for barely nominal fees. Moreover, in times when boatowners were less and less likely to be willing to put out the labor or money called for in maintaining a wooden boat, the continuing vitality of the S fleet commanded admiration. 1968 was not to be the last hurrah of the fleet, but it was a high-water mark. After 1970, despite resurgence in some years, the fleet lost many of its veteran sailors and boats, reaching bottom in 1985.

Departing old guards were former fleet champions John Judge, Elaine Comito and Matthias Burggraf. Departing old guard challengers, many of whom had enviable records, were Robert Batchelder (S-9 *Antares*), Louis Bock (S-30 *Miss WeeSix*), Pierre Digeon (S-50 *Impala*), Ralph Fisher (S-56 *Fidget*), Ralph Hertz (S-16 *Kandahar*), Myron Miller (S-64 *Cottontail*) and Albert Van Wagenen (S-11 *Sugar Cane*). Unfortunately, new owners could not be found to race some of these boats and they were lost to the fleet. Gone were S-1, S-9, S-56, S-11, and S-64. These boats had been in the fleet from its early years and the losses were hard to take.

Hope for the future, however, was buoyed in the 1970's by the enthusiasm and good sailing abilities of new members entering the fleet; Alvin Comen (S-53 *Yankee*), Eugene Ricker Jr. (S-16 *Kandahar*), James Park (S-50 *Hornpipe*), and co-skippers Albert H. Swanke Jr. and Robert Mangone (S-69 *M'Aidez*). In 1979, after a brief but commendable career, Gene Ricker, who in earlier years had sailed S-6, turned *Kandahar* over to a new owner, Robert Mehlich. In 1980 a violent storm with high water swept *Kandahar* from her mooring to destruction on the rocks at Larchmont Yacht Club. Mehlich immediately purchased idle S-22, renaming her *Kandahar II*, and resumed racing. Since joining the fleet Robert Mehlich has served ably in virtually every class office, including Commodore. On the racecourse he has won two fleet championships and one national championship.

James Park served his apprenticeship aboard *Allegro* with Howard T. Howard, and was inspired in 1974 to become the new owner of S-50. Jim and his *Hornpipe*, always a tough boat to beat, went on to win the prestigious Keeshan Memorial Trophy for "most competitive" in 1984. As Commodore and other class positions, Jim Park provided much-needed sound leadership during the difficult late 1970's and early 1980's.

Despite the disturbing trend of those years, a core of determined members persisted, and the fleet continued to maintain a level of excellence in the quality of competition it offered. Through 1975 the level of racing activity was impressive for an aging class that did not build new boats. In the annual competition with the Narragansett Bay Fleet, WLIS won its share of the September inter-fleet contests, and National Championships were won in 1974 by George W. Hanson and in 1977 by Howard T. Howard, WLIS fleet champion in 1977 and 1978. In 1979, after the death of Matthias Burggraf, *Eaglet* was reactivated by Brian Kelly. A memorable four-year duel between *Eaglet* and *Phoenix* ensued, each boat taking the season's honors twice.

The sixtieth anniversary of the Herreshoff S Class was observed by the fleet in 1979 with the crafting of half models of all the boats in the fleet. The models were painted to match their prototypes and mounted on mahogany plaques of sufficient size to carry years of brass plates recording the boats racing performance. One brass plate located at the lower corner of the plaque provided the yacht's name, sail number, and year of launching. Another brass plate, replicating the Herreshoff Mfg. Co. distinctive hull plate, gave the boat's hull number. The fleet is indebted to Alvin Comen and his wife Cheryl for carrying the heaviest responsibility in crafting the models. In conception and execution the models are of the highest order. Alvin Comen skippered S-53 *Yankee* from the time he purchased her from Lawrence Litchfield in 1969 until he sold his meticulously kept craft to David Puchkoff in 1981.

S-53, one of the four remaining boats from the original 1939 WLIS fleet, once again had fallen into good hands. S-45, S-50, and S-57 are the other three boats still in WLIS. David Puchkoff continued the careful maintenance Al Comen had given the boat and went on to win two fleet championships in the mid-1980's. WLIS has also had the benefit of David Puchkoff's energetic services as Commodore.

The perpetuation of the fleet has depended in large part on various traditional social functions. Of these, the annual fleet picnic has had a special place of importance. This gathering of families of past, current, and prospective S Boat people has, since the very earliest days of the fleet, helped sustain the vitality of the fleet. William and Mary Ann Riley (S-68 *Danae*), long-time class members, have hosted the picnic at their home for many years now. Their generous hospitality helped enormously to support morale, especially in the 1980's when the future seemed a bit bleak for the fleet.

Every fleet depends mightily upon the performance of its Recorder. WLIS has been fortunate over the years to have had competent management of this responsibility. Especially notable for his long-term, efficient services as Recorder has been William Schultz (S-70 *Tern*). In recent years the task was taken over by Mark Ryan (S-30 *Vindex*). In 1993 Mark, in addition to keeping accurate track of results, assembled for the fleet a compilation of racing results going back to the beginning of each series.

#### Renaissance, 1986-1994

1985 was a most difficult year for the WLIS S Class Fleet. Only six boats raced, and of those only three raced enough to qualify for the season's overall series. The other six boats either lolled at moorings awaiting sale or were reposing in boatyard storage. The era of YRA of LIS racing in one-design wooden boats of pre-war vintage seemed to be nearing an end. The S Boat had already outlasted a succession of post-war fiberglass one-designs (J-24, Tempest, Rhodes 19, Triton, etc.) that had enjoyed periods of popularity. Now, however, instead of fading into extinction with the other classes, the WLIS S Fleet moved into a surprising decade of rejuvenation. All of this makes the first paragraph of James Benfield's fifty-year-old history of the early years of the WLIS Fleet especially pertinent. Doubtless, he would be more than amazed at today's turn of events in the class, but his observations respecting "dying class" and the "exceptions" are as apt today as when he wrote in 1944.

The revival of the WLIS fleet begins with the story of S-21 *Volunteer* in 1986. Commodore David Puchkoff, determined to prevent the loss of yet another boat, urged the class to purchase *Volunteer*, one of the inactive boats in the fleet. The owner, William Brown, sympathetic to the interests of the fleet, made the boat easily available rather than selling her out of the fleet. The boat was purchased, and while the search for a new racing owner proceeded, she was put into wet storage in Oyster Bay. One cold day, as if to symbolize the condition of the fleet, she went to the bottom. After some months passed she was raised through the efforts of Brian Kelly, David Puchkoff, John Macmillan, and others. From that point forward, both *Volunteer* and the fleet sailed into a brighter future.

*Volunteer* found a new, caring owner in John Donnelly. *Volunteer* has undergone a series of restorative procedures and races regularly in the fleet. In the same year, *Sufi* began to appear on the starting line with her new owner, Steven Zembrusky. Since that time, Steve Zembrusky has steadily upgraded *Sufi*, an increasingly competitive boat.

By 1990 the WLIS S Fleet could justify a revival celebration. Virtually every sign was positive with respect to the future of the fleet. Enthusiastic new younger members were entering the fleet, often first as crew and then as owners. Extensive restorations of many boats were underway, some of the work being done by owners and crew, some by Frank McCaffrey in Newport, Rhode Island. New sails, including redesigned spinnakers, appeared throughout the fleet. More S Boats were sailing more races and, importantly, the number of qualifiers each year was coming very close to equaling the number of boats out racing. In the 1990's the fleet began to acquire boats from outside of the Western Long Island Sound. All of this has occurred counter to the unfortunate ten year ebb of interest in other YRA of LIS one-design classes. Amazing.

Highlights of the fleet restoration program are as follows:

S-30 *Vindex* - Mark and Douglas Ryan, formerly crew with the Hansons on S-10 purchased S-30 from Louis Bock in 1990. The boat had not been in the water for twelve years and needed major attention. The Ryan brothers and crewman Vincent Hackett proceeded to give her the most extensive, most excellent restoration ever accomplished by fleet owners. When they finished their long labors, a practically new boat emerged from her shed in Cos Cob, Ct. Their efforts have been an inspiration and example for the fleet. Happy ending: *Vindex* won the fleet championship in 1992.

S-22 *Kandahar II* - Robert Mehlich, following the example of John Donnelly and *Volunteer*, took his collapsing *Kandahar II* to Newport for the Frank McCaffrey treatment. With her new sheers, rails, deck, cabin, garboards, etc., this reborn boat is one of the fleet's showiest gems.

S-68 *Danae* - The years had taken their toll on *Danae* and her faithful owners, William and Mary Ann Riley, knew a near-terminal case when they saw one. She was hauled to Dr. Frank McCaffrey's Boat Clinic for the full treatment. Today, *Danae* is a staunch, beautiful S Boat.

S-17 *Iroquois* - Richard Beck, former crewman aboard *Kandahar II*, purchased S-17 in Rhode Island in 1990 and began racing her out of Larchmont Y.C. in the 1991 season. Extensive restoration by Frank McCaffrey and her owner have made this beautiful boat a fine, competitive addition to the fleet.

S-57 *Eaglet* - After years on the beach at SCYC and in storage at Greenport, L.I., Brian Kelly determined to have her restoration completed. A ferry boat trip from Greenport to Rhode Island landed her in the McCaffrey boatworks where, at this writing, she is receiving final touches for participation in the 75th Anniversary S regattas in Newport and Bristol

S-10 *Phoenix* - After three summers on land, *Phoenix* is nearing the end of extensive restoration by George and Eric Hanson. Redecking will wait a year, but if all goes according to schedule, she too will sail in the 75th celebration in Rhode Island.

Boats undergoing extensive repair but not major restoration at this writing are Steven Zembrusky's S-3 *Sufi* and James Park's S-50 *Hornpipe*, both of which are being partially reframed. S-20, Howard T. Howard's *Allegro* has been undergoing a partial deck refurbishment that should return her to racing this year. S-70 *Tern* received a new mast and sails that have made her owner, William Schultz, a threat in any series.

S-45 *Pandora* has had her owner's ambitious restoration program on hold for two years. Hopefully, owner John Macmillan will be able to resume work soon.

S-53 *Yankee*, currently in storage in Greenport, Long Island is expected to be recommissioned by owner David Puchkoff in time for the 75th anniversary regattas in Rhode Island.

A June, 1994 addition to the WLIS fleet is S-12 *Dilemma* (hull number 1022) recently purchased in Burlington, Vermont by Joel Comer of Greenwich, Connecticut. *Dilemma* is reported to have undergone major professional restoration in Shelburne. She will probably be sailing out of Larchmont, bringing the fleet total to fourteen boats.

Beyond this year's celebration of the great S Class, the crystal ball for 1995 and the decade to come reveals years of active S Boat racing in the Western Long Island Sound.

## The History of the "S" Class in Narragansett Bay Class

By Kenneth B. Upham



Courtesy The Providence Journal Co. and Russell R. Hunt Jr.

Racing off Cranston, RI. ca. 1957.

No one suspected that when twenty-four S boats were launched at Bristol in the spring of 1920, with none destined for Narragansett Bay, that some 75 years later the Bay would harbor one of the greatest concentrations of the boats. Indeed, I doubt that the original owners of the Narragansett Bay fleet in 1943 ever thought that so many would still be around and actively racing in 1994.

Today's active class did not start S Boats racing on Narragansett Bay. It was Isaac B. "Ike" Merriman who was the first Rhode Islander to order one of the boats in the fall of 1926. In an allowance class race sponsored by the New York Yacht Club on Greenwich Bay in June of 1927,

Merriman's *Vanessa*, the only S Boat in the race, showed her stuff to the rest of the fleet. Also racing in class B that day was Alden Walls in his sloop *Spry* and although Alden took home the honors the S boat had left a lasting impression on Alden.

Another boat was also ordered in that winter of 1926 for a Rhode Islander from Newport. William DeF. Manice's *ndex* was to form the nucleus of the fleet which coalesced with the formation of the Ida Lewis Yacht Club in 1928. The class there had at least eight new boats built over the next thirteen years and with the addition of a few used boats had a very active group until the war.

Other S Boats raced at various times on the bay outside of Newport, but in allowance class C. Besides *Vindex*, which had raced in some regattas in Bristol before the Ida Lewis Yacht Club was formed, *Tip*, a Lawley built S Boat owned by John W. "Jack" Tiplady, was active from 1932-34, Eleanor Ode's *Flub Dub IV*, from Newport, raced in 1938, and Charlie Eden's *Sandust* raced from 1939 until he donated it to the Seabees at Camp Endicott in Davisville about 1940/41. Also racing at various times in 1927-8 were Herreshoff company boats with Tom Brightman, Neistrom, and Haffenreffer at the helm. Which hull numbers these company boats were ultimately assigned is anybody's guess.

So it was that in 1943 some spark set off the fire that lights in everyone who has sailed on an S Boat in Narragansett Bay. Alden Walls, deciding the time was right, had sold his Triangle class sloop and was looking all over New England for an S Boat. He found *Nina* in a yard on the Connecticut river. When Russ Boss found out Alden had an S Boat he convinced Reginald Reynolds to sell the *Argument* and on July 4, 1943 at an Edgewood Yacht Club Regatta the two S Boats competed for the first time in the allowance class C. The result was hardly convincing with less than a second separating the two after a fourteen mile race, however the excitement was enough to convince others that these were boats of supreme competitiveness and many took up the hunt for a boat as Alden had the previous winter. Near the end of July, Frank Hodges bought the *Quissetta* in Marion Massachusetts and renamed her *Whistler*. J. William Corr was next in early August when he bought the *Naut* and renamed her *Red Jacket II*, today's Narragansett Bay *Dilemma*. *Surprise* which raced in the Ida Lewis fleet from its beginning was bought by Steve Kindelan in late August. Also at that time Leo McDevitt purchased the *Meg* from the Quissett fleet and renamed her *Colleen*, today's *Resolute*. When Harold Sawyer bought the *Dilemma* in September from H.B.H. Ripley, also of the Ida Lewis fleet, the class had seven actively racing boats.

With such a group of S Boats together the class organized with Russ Boss as the first commodore. Most of the boats were moored at the Rhode Island Yacht Club, which has even to the present the largest portion of the fleet. A racing schedule was set out for 1944 with a pre and post-season run by different yacht clubs for the class. NBYA ran their summer series with the S Boats given their own start. Another boat was added to the fleet that year when John and Howard Droitcour bought the *Spray* from Vineyard Haven.

In 1945 the class grew again with the addition of three boats; Clem Stapleton's *Flying Cloud*, Willard Gardner's *Vanitie*, and Ed Tiffany's *Olita* and with six more boats added the following year for a total of 17 boats. It was a common sight to see all of them racing on a given day. One informal race that year of 1946 began with a fisherman's start off the Ida Lewis Yacht Club dock at 8 PM or 2000 hours. There were three S Boats, Ty Cobb's *Dilemma*, Tom Hunt's *Musketeer*, Jack McDevitt's *Colleen*, and Charlie Dickerson's cruising class boat *Tyche*. The course was from Newport to Onset,



Massachusetts near the mouth of the Cape Cod canal. As the crews were preparing to start, a Coast Guard patrol boat came nearby and hailed to find out what club was sponsoring the race. It was Ty Cobb who quickly replied "The Twenty Hundred Club" and instituted a tradition of which the S Boats proudly partook for many years until non S Boaters decided they were not seaworthy for long distance races.

The next year, 1947, saw the first female skipper when Russ Boss sold the *Argument* to Joyce Bumside. She was the first in the present fleet but hardly the first to own an S Boat. Another first that year saw the beginning of the team racing series for the J.A. Foster Company Trophy with the Western Long Island Sound S Class. The trophy had been recycled having originally awarded for a race from Edgewood to Fall River, Massachusetts. Races were round robins with no skipper allowed to use their own boat. The Narragansett fleet "took a beating" that first year as Alden Walls put it but the series has seesawed ever since. This was also the year that the US Navy Special Services started a tradition of racing S Boats. They had taken over the *Will Do* from the Seabees and raced her for the next eighteen years. The name *Shadow*, being painted navy gray, appeared in 1960. *Silhouette*, also navy gray, appeared in 1959.

There was more racing outside the bay in 1948 as seven boats made the trip to Padanaram for the annual New Bedford Race Week. In fact the Narragansett Bay fleet outnumbered the host fleet by almost two to one. Top honors went to Clem Stapleton's *Flying Cloud* with Williard Gardner's *Vanitie* and Ty Cobb's *Dilemma* second and third respectively.

Around this time the crews began to unionize. Jorj Levy was the shop steward and business agent for the "Narragansett Bay "S" Boat Crewman's Benevolent, Protective and Uplift Association." Prominent members include Don Ashton, Skip Watts, Bud Hunt, crew member for his brother Tom, Art Simonds, Mac Horton, Joe Low, Dave Dodsworth. There were many more. The union rules were long and detailed. Among other items tactics could only be offered once per race from each crew member, except for the foredeck hand who was allowed unlimited suggestions. Skippers had to provide safe and seaworthy boats with appropriate refreshments. What this typically meant was as long as the beer held out there were no complaints. Fortunately there were no work stoppages and it made for amiable kidding all around.

In the late forties and early fifties the class was active and competitive. Eighteen boats, virtually the whole class, was the standard fleet for most races at the peak of the season. It was also a time when some of the founders of the class retired from racing and sold their boats. *Surprise*, *Dilemma*, *Argument*, and *Colleen* all changed hands in that period, but the era truly ended with the sale of *Nina* by Alden Walls at the end of the 1950 racing season. Although racing had been keen with *Vanitie*, *Argument*, *Musketeer* taking their share of races and awards, Alden and *Nina* dominated the early years winning the season championship every year since its inception, from 1944 until 1950. In fact 1947 saw *Nina* take the Preseason, Summer series, NBYA series, and capped off the season by winning all six races of the Postseason.



Courtesy Rhode Island Yacht Club

Racing off Rhode Island Yacht Club. ca. 1950.

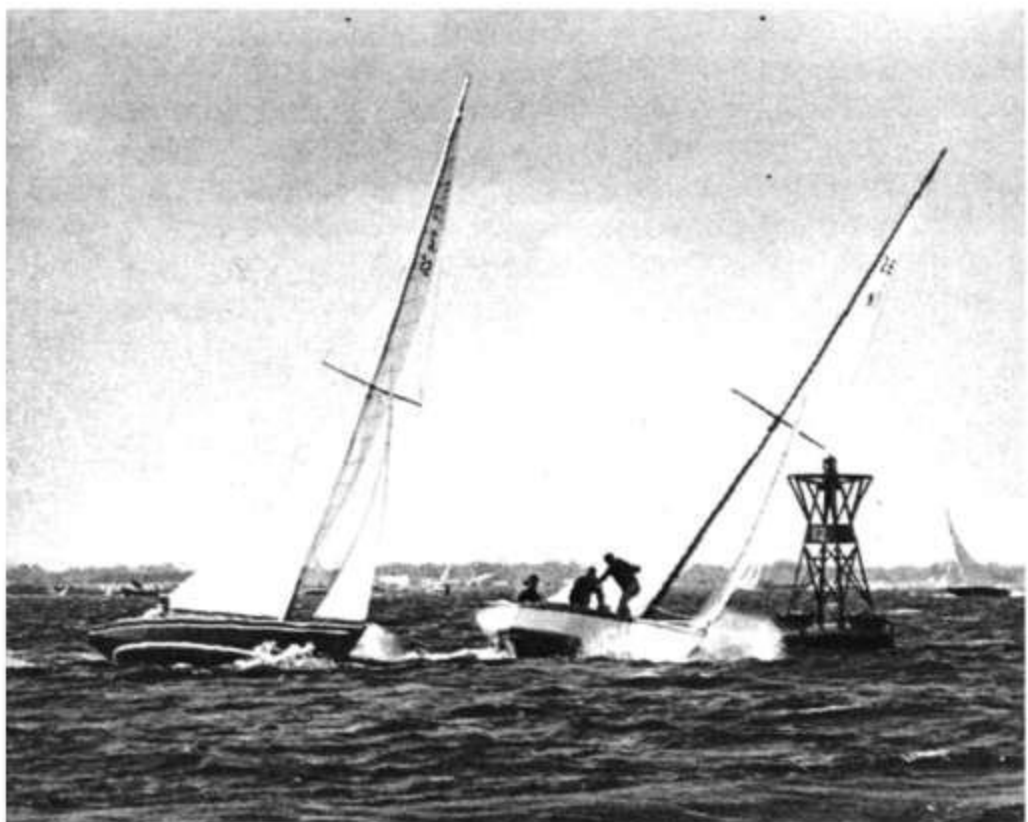
There was always new blood. Dr. Arthur Cuddy bought the *Volante* from Bill Conley in 1948 renamed her *MicMac* and has been a staple since with either Doc, Mac, Mike or Lou at the helm. Stuart Lister bought *Argument* that year also and in the next half dozen years of racing won his share of races. *Spray* changed hands in 1952 when Phil Lenz took over the helm, and the next year Bill Corr's *Red Jacket II* became Howard Johnson's *Pepper* and Ginny Scattergood's *Nautilus* became Red Gould's *Lady Luck*. Red was to prove a solid competitor over the next ten years, first with *Lady Luck*, for seven years and then with *Twister* for the last three.

It was also about this time that the class allowed the use of double luff spinnakers. The other, single luff variety was a rather small sail. Jybing was no easy trick though, as the pole had to be passed in front of the jib stay while the boat was crossing the wind. Acrobats were in order and Mackie Horton was the acknowledged champ. Shortly after the introduction of the double luff spinnaker, Alice Cuddy, Doc's wife, deciding she had enough of trying to pick out where the *MicMac* was on the runs home, dyed their spinnaker green. The next year when the boats turned downwind a rainbow broke out. Doc was also the first to introduce synthetics for the main and jib with a set of orlon sails about 1950.



Courtesy The Providence Journal Co. and Russell R. Hunt Jr.

Start of a Regatta. ca. 1958.



Courtesy The Providence Journal Co. and Russell R. Hunt Jr.

Turning for Newport. ca. 1962.

The year of 1953 saw the institution of the Larchmont Trophy, donated by the Deutsch family from New York, for the S Class National Championship. It was a series of individual round robin races by the top skippers of each fleet as opposed to the team racing for the Foster Trophy. It took three years with wins by Warner Wilcox, twice, and Hank Boschen before one of our own in Bud Hunt won the prize and dubbed it "The Umbrella Stand".

The hurricane season of 1954 hit Narragansett Bay hard. After the better part of the season "Carol" came roaring up the Bay on August 31<sup>st</sup> and made a mess. All kinds of boats were strewn in every conceivable place. The S boats were no exception. Elton Furlong lost his *Spindrift* north of Sabin's Point. The *Argument* ended up in Stillhouse Cove, one side totally smashed in. Jess Caton's *Vixen II* and Red Gould's *Lady Luck* sailed under bare poles to end up on the beach near Ponham rocks, luckily relatively unscathed. Both *Fire Girl* and *Musketeer* were temporarily out of commission. The *Spindrift* had sailed her last race, but *Argument* lived to sail another day, thanks to the perseverance of Milt Ernstoffher new owner. The *Sprite*, lodged between two trees, was bought by Elton Furlong, to keep from "swallowing the anchor." Besides those boats, the class came through relatively well and on September 18<sup>th</sup> started sailing their postseason series, the first racing to resume on the Bay. Run from off the parking lot of the Rhode Island Yacht Club by Art Simonds, as the club and all of its docks were washed away by Carol, eight boats raced, *Surprise*, *Spray*, *Fantasy*, *Phantom*, *Vanitie*, *Nina*, *Whistler*, and *MicMac*, and all qualified for the post season series. The next year the class was able to put thirteen boats together for the season and qualify eleven of them.

In 1956 and '57 the *Musketeer* with Bud Hunt at the helm was the boat to beat. He won the Preseason, Summer, NBYA, and Season championships both years, only missing the postseason for a clean sweep. He had also won the season's championship in 1951, '53 and again in 1960. Other boats have certainly had their hot years, such as Jess Caton's *Vixen II* in 1955, Red Gould's *Lady Luck* in 1958, Milt Emstoff's *Argument* in 1961, Bob Read's *Nepenthe* in 1962, Halsey Herreshoff's *Coquina* in 1963, GeoffDavis' *Berserk* in 1966 and '68, Dr. Cuddy's *MicMac* in 1970, Dave Swanson's *Surprise* in 1978, Lou Cuddy with *MicMac* in 1979 and 1981, John Migliaccio's *Wistful* in 1980, Pete Hallock's *Lady Luck* in 1987, Scott Manchester's *Argument* in 1988, Mike Cuddy with *MicMac* in 1990, and Mike McCaffrey's *Osprey* in 1993, not to mention Alden Walls seven consecutive season championships in *Nina* and Mac Cuddy's five season championships in seven years. There were four new skippers in 1957 with the induction of Bill Harris, *Sprite*, Geoff Spranger, *Berserk*, and the team of Clint and Everett Pearson, on *Whistler*.

An article in The Providence Sunday Journal of March 16, 1958, entitled "They're Fiercely Proud And Full of Fight" summed up the feeling of the class in the late fifties. Membership had leveled off at about 19 active boats. The season was long, from June to October, and many other one design classes complained that the S Boats got all the pictures and coverage in the Providence Journal. That was true but no one could dispute the majestic sight of nineteen S boats all heading for a starting line at the same time. The article goes on "There are two ways to start a fight with a Herreshoff S Class skipper: Punch him in the nose. Or ask him when he's going to trade his S boat in and start sailing modern." It was also the year the class lost a stalwart when Jess Caton gave up the helm of *Vixen II* after thirteen years. Brad Boss took over the *Vixen II* and raced her for the next six years. He was not the only new skipper of 1959 as Bob Read introduced the *Nepenthe* to the class and John Borden, who had been racing on his son-in-law John White's *Surprise*, brought in *Kelpie*.

In 1960 and '61 the class hit its peak numbers with nineteen season qualifiers each year. That was out of a total of twenty-one racers in 1960 and twenty-five racers in 1961. On three separate occasions that summer of 1961 there were twenty-four boats racing, the largest number ever for Narragansett Bay in a regular season. Ralph Potter left the Indian Class for the S Boats, in 1961, buying Sally Simonds boat and renaming, from *Liability* to *Obsession*, renumbering, from twelve to ninety-four, his old Indian number, and rebuilding, from a watertight cockpit to an open cockpit. It was the only boat to race with a watertight cockpit in the fleet and had even raced in the postseason of 1949 as *Brother Rat* with Larry Welles, her New Bedford Skipper, at the helm.

The preseason of 1964 was somewhat sparser than usual for the class as Milt Ernstoff and his crew of S boaters, or at least the majority of them, including Milt, Bud Hunt, Alden Walls, Bob Read, Ty Cobb, and James Mulcahay, the required New York Yacht Club member, sailed Milt's Invincta class yawl *Burgoo* to victory in the Newport to Bermuda race of that year. An almost identical crew, with Milt, Bud, Alden, Bob, Jorj Levy, Geoff Spranger, and Dr. Ernest McVay, placed second in the 1962 edition of the biennial race showing the yachting community just what S Boaters could do. The boats of the above did not lie idle, though, as the crews raced with just as much intensity while the skippers partied in Bermuda.

In the mid-sixties new skippers included John Migliaccio with *Wistful*, Geoff Davis with *Aquila*, Dana Dolan with *Fetish*. Dana had bought the boat from Ralph Potter who owned two S Boats at the time the only Narragansett Bay skipper with that honor, until Rick MacNeil came along and as of this writing has owned three boats, one for only two weeks.

On the fiftieth anniversary of the Herreshoff S Boat design in 1969, the class roster contained twenty-six boats. It was a full racing season with six preseason, fifteen summer series, six postseason, four long distance races and three team racing events. It was the first time for team racing with the Sorrento group. Three crews had gone Down East to race for the Sorrento Cup. John Migliaccio led the way through the fog, with the help of an anchor, and brought home the cup. After this the Maine group sent a representative to the National Championship for a few years and added spice to the racing. There was also a team racing series with the Marblehead International One Design fleet, a thirty-one and a half foot long Bjarne Aas designed boat built in Norway. They hosted in Marblehead that year and raced in their IODs. The following year the IOD team came to Narragansett Bay and raced in the S Boats. Unfortunately we lost both series but the mutual good feelings made it worth the while. There were many social events that busy year including the ever popular box lunch auction, and the season's racing was tough as usual. John Migliaccio's *Wistful* and Dr. Cuddy's *MicMac* played nip and tuck all season, with *Wistful* the eventual winner. The next year *MicMac* took her revenge with Mac at the helm by winning the season championship.

The class traveled again, in 1974, to try to generate some one design racing interest in the four S Boats sailing out of the Mystic/Noank, Connecticut area. Four Narragansett Bay boats were towed sailed down and participated in a cruising class race. Social activities took place but an approaching hurricane sent the fleet scurrying towards home. The legacy of one design racing never took hold but a small unorganized fleet still exists in the area today.



Courtesy The Providence Journal Co. and Russell R. Hunt Jr.

Start of the Rhode Island Yacht Club Regata 1962.



Courtesy The Providence Journal Co. and Russell R. Hunt Jr.

Start of the East Greenwich Yacht Club Regatta. ca. 1955.

After the enthusiasm of the fiftieth anniversary there was a lull for a number of years. The traditional NBYA regattas were in flux and Olympic style races were tried with crewmen suffering the consequences. The active racing class had fallen to about ten boats although there were probably close to thirty boats on the Bay in various states of repair. The aluminum mast, as built by Metal Mast Marine of Putnam, Connecticut, was approved by the class in this period to try to alleviate the cost of building new wooden masts. It was a controversial decision considered more for dollars than aesthetics. The introduction, after the war, of virtual nonstretching dacron, compared with the cotton used since the boats were new, for lines and sails, put more strain on the hulls and rigs than was ever intended. Although it took a while for the miracle fibers to come into widespread use, it did not take long for their effects to be felt. The masts were breaking by rot, neglect, or carelessness, and the hulls also suffered. Restoration as a phenomenon was only in its infancy. Wooden Boat Magazine was a new and little known publication. Many boatyards did not want to see an S boat coming as they were considered more trouble than they were worth. There were exceptions, as Dave Cottrell's Point Boatyard, Dick Aspray's Boatyard, and Bullock's Cove Boatyard were happy for all the S boats they could get. A Master's race was instituted to try to bring back some of the "Glory" of the old times, and it certainly was a thrill to watch the Old Masters at work. The Team racing series with Western Long Island Sound continued but it was more difficult to get enough crews and boats together. Three skippers per team had become the standard at this time instead of the five as in the past.

More new skippers were added to the roster in the seventies with Richard Barker & Dave Swanson on *Surprise*, Roger Winiarski on *Resolute*, Frank McGonagle on *Nereid*, Russ Furlong & Ken Upham on *Magic*, Bob Dubuc on *Leyla*, Carl Rossi on *Nimbus*, Dave Pierce on *Panda*, Sandy Wood on *Obsession* and Grant Armstrong & Jay Tetreault on *Argument*. Mac Cuddy had taken over helmsman duties on *MicMac* and the *Musketeer* was chartered by Bill Plumb for two and Eddie Hardie for four years. Later in the seventies Rick Steele bought *Valkyrie* and renamed her *Ragtime* and Cap Wiley acquired *Wren*, renaming her *Dilemma*. Tom Hugill attempted to revive a crewmans' union with the "International Union of Deckhands" and again, as long as the beer held out, there were no work stoppages. About 1979 the class arranged to have *Celebration*, ex *Nina*, shipped back from California where it had been taken by a movie producer. He donated it to the class knowing it belonged in a one design racing class. It was not the first S Boat to travel across the country on a flatbed as Halsey's *Coquina* had made the trip a few years earlier, being owned for a period in the early seventies by Briggs Cunningham in California.

Toward the end of the seventies the class was pulling itself up by its bootstraps. On any particular summer race you were more apt to see twelve to fourteen boats instead of just six or eight. Halsey and the Herreshoff Marine Museum began to sponsor rendezvous for all Herreshoff boats with the S Boats always the largest class. In the 1981 rendezvous there were 21 S boats heading for the line at the start, a sight not seen for some years.

Through the eighties, boats continued to change hands. Pete Hallock brought the *Lady Luck* back to Narragansett Bay. Ed Hardie finally became the skipper of his own boat in *Nina*. Fred Roy bought the *Surprise*, Neal Manchester & Paul Newman the *Pirate ex-Pilgrim*, Willie McClean *Teaticket*, Frank McCaffrey *Swallow ex-Michief*, and Bob Hutchinson *Shona ex-Leyla*. There were multiple winners of the different series in the class and the racing was competitive as always. No one dominated until *Argument*, with Scott Manchester at the helm, won the season trophy two years in a row, 1988-89, and the *MicMac*, with Mike Cuddy at the helm, was able to win every major series the

class offered in 1990, only the second person to accomplish the feat in the history of the class. Just this past year Mike McCaffrey's *Osprey* showed her transom in many races and was able to scoop every major series except the Postseason.

Today's fleet is more restoration oriented than at any time in the past and justly so. After all the hurricanes and hard racing they have seen through the years they all need a little babying. Some people claim that it is the racing that has destroyed the boats but looking back now at other vintage racing classes it is hard to believe that if they had not raced together that any of them would still look like S Boats today. The racing fleets have formed the camaraderie that has kept them sailing. Another vital factor in the cohesion of the class has been their race committees. H.R."Hookey" Norgard, Ed Barrows Jr., Art Simonds, Ty Cobb, Roger Williams and John Bello all deserve as much praise for promoting the class as any of the owners. They were out there to run races, rain or shine, no matter how many boats showed up.

As it approaches the fiftieth year of organized class racing in 1994 we can justly look back at all this history with pride. It is a mark of distinction few other racing classes attain.



## Construction Details

By George W. Zachorne Jr.

In the process of doing repairs and rebuilding work on boats built by Herreshoff, I have found that they are not all the same. The boats built in the different classes over the years underwent, what were for the most part, minor changes. Over the years I have tried to keep track of those differences and build them back into the boats so they are not lost to the future. In some instances these minor differences can be used to help date the approximate time a boat was built, which is a help when trying to track down the history of a boat without a hull plate. From Herreshoff Company records we know the hull numbers, contract dates, and original owners of all the S Boats built. We also have some notes on the original prices of the boats, as well as, differences in trim and what harbors the boats went to.

There were about one hundred S Boats built by the Herreshoff Manufacturing Company. In 1925 there were also seven built by George Lawley & Sons.

The boats built by Herreshoff fall into two major categories; those built between November 1919 and the summer of 1922 and those built after December 1924. The first group comprised thirty boats. From my observations these boats all had beveled frames. The frame to floor timber fastenings were copper rivets and there were copper rivets in the top of the sheerstrake, thru the frame heads. The bolts thru the sheerstrakes, frames and sheerclamps were bronze, as well as the bolts thru the deck beam ends and sheerclamps. These early boats all had eleven cabin top beams and appear to have been 27' 6" long overall. The frames on all the S Boats built by Herreshoff are tapered both ways, 1/16" per foot of length, starting from 1" square at the frame heads, increasing as they go down to the floor timbers.

One detail that appears to have been in just the first ten boats is, that the frame ends which the keel straps land on were allowed to run out straight across the floor timbers. The wedge-shaped hole created by not forcing the frame end down against the inside face of the garboard plank was filled in with a wedge. This allowed the thru bolts to be tightened up solid between frame ends and keel straps. This method of building was standard practice on larger Herreshoff boats, but must have been deemed unnecessary in building the S Boats, as it appears not to have been used after the tenth boat; this resulted in the fact that the frame ends were forced down hard against the garboard in the rest of the S Boats built.

A detail of the first sixteen boats (I believe to include as well the five boats built in 1922) is that the sheerstrakes, which were molded white oak, were planed off flush with the top of the deck beams and a covering board was fitted on top of them around the edge of the deck. This covering board was white oak 1 1/16" thick and 3" wide. Its outboard edge was radius over about 1/4" and its inboard edge rabbeted in a half-lap to take the ends of the deck planks.

The Peconic Bay Class or 852 Class, which comprised nine boats was built between September 1920 and the spring of 1921. These boats did not have the Herreshoff molded sheerstrake of the covering boards. Their sheerstrakes were planed off flush with the tops of the deck beams, allowing the deck to be planked out over the top of the sheerstrake; the deck was cut off flush with the outboard edge of the sheerstrake. The deck canvas was lapped over the edge of the deck and sheerstrake, and a guard rail was fitted onto the sheerstrake to cover the edge of the canvas.

These boats were also fitted with companionway slide hatches. The companionway slide hatch was then added to some of the S Boats previously built, at their owner's request, and there after became an option on new boats.

Some of the early boats were built with watertight cockpits. The boats that were built this way did not have a solid main bulkhead. They were built with a set of large interlocking knees fitted under the deck and fastened to the hull. The cockpit floor was raised up about fifteen inches and was finished with canvas. There was always a companionway slide hatch on the boats with watertight cockpits, and a ladder was used below to compensate for the raised cockpit floor. Another change that was made in the watertight cockpit boats was to the after deck and aft bulkhead. They were brought forward one frame bay and the rudder tube was continued up through the after deck, raising the tiller above the deck level. It appears that these boats were not popular, because many of them have been rebuilt with the more common open cockpit.

All Herreshoff S Boats had thirteen planks per side. The Lawley boats had twelve.

The lead keels on the S Boats underwent a series of changes over the years. When the first S Boat was launched and sailed, in late December 1919, it was found that she was a bit heavy by the stern. It is likely that an attempt was made at that time to correct this problem. There is some evidence to suggest that the pattern for the lead keel was refaired in such a way as to reduce the amount of lead in the aft end of the casting. In all of the first thirty boats the lead was positioned on the hull in such a way that the upper aft corner of the casting, the point where the lead leaves the keel and starts its long aft slope to the stern post, was 8-1/2" aft of the aft edge of frame eighteen. On all of these boats the lead keel extended all the way to the rudder, with the aft edge hollowed out to take the round rudder stock. The lower rudder gudgeon was mounted on the upper corner of the lead and there was a solid plug of lead filling the hollowed aft edge of the lead under the rudder, which stopped about five inches above the bottom of the keel. The wooden sternpost landed on top of the lead casting, its aft edge hollowed out to be flush with the aft edge of the lead and to take the rudder. The position of the lead casting on the hulls remained the same for all of the first thirty boats.

In the Peconic Bay Class, there was a further attempt made to lighten the aft end of the keel casting. They did this by removing the solid plug of lead under the rudder, causing the hollow for the rudder stock to extend all the way to the bottom of the casting. Another change was that the upper corner of the lead under the stern post was cut off so the end of the stern post could be square.

All of the first thirty boats had keel bolts that extended completely through the lead keel casting.

In one of the oldest boats, I have found differences which I cannot explain. The boat that we are working on at this time has a stem made in one piece out of a natural grown crook, instead of the steam bent stem in two pieces; and a one piece wooden keel plank, from stem to stern, instead of the usual two piece wooden keel plank with a butt joint. We also found on this boat that there were original lining off marks on the stem and frames in pencil which were not adhered to in planking up the hull. In the first two cases the explanation may be the fact of the availability of the needed stock. The lining off marks could only be speculated about.

There were no S Boats built between the spring of 1922 and the fall of 1924. The next group of boats built were started in December 1924. These five boats were known as the Bar Harbor Class

or the 909 Class and thus the Herreshoff Company started the second major group of S Boats. There were marked changes, which made the next five boats faster than their older sisters. These also made the boats faster and easier to build, which should have helped the company.

The first change was made to the way the boats were framed. The older boats had, as I said earlier, beveled frames. That means the frames were bent over moulds that had their outboard edges square to the center line of the hull. The amount each frame had to be beveled, for the plank that crossed it, was faired off before planking. They did this using battens and planing the bevels by hand on the outboard edges of the frames. In the new boats the outboard edge of the moulds were beveled, so that when the frames were bent over them, the frames were already on the correct bevel, requiring less fairing to be ready to plank. This change alone must have saved hours of work on each hull. Copper rivets were no longer used in the hulls. Instead galvanized steel bolts were used in the frame to floor fastenings. The deck beam bolts and sheerclamp bolts were also changed to galvanized. Rivets formerly used in the sheerstrakes were changed for screws.

The sheerstrakes were changed by eliminating the covering boards and raising the top edge of the sheerstrake to the top of the deck. The top inboard edge of the sheerstrake was cut with a rabbet to receive the ends of the deck beams, so the top of the sheerstrake and top of the deck planking were flush. The toe rail sat on top of this joint to cover it. The company used white oak for the sheerstrakes of their standard boats, but would use mahogany or teak at the owners request. This would incur additional cost. The deck planking remained 11/16" cedar or cypress, canvas covered thru the twenty's and early thirties. In the late thirties, a few boats were built with plywood decks, which were still canvas covered.

The cabin top was changed by using ten cabin top beams instead of eleven. The spacing between beams was stretched out to eliminate one beam.

The lead casting was moved forward four inches on the new boats, requiring as well a whole new casting, and refaired to its new position. With the lead in this new position, the boats appear to sail faster than their older sisters. The stern post was lowered about fifteen inches to extend down to about three inches above the bottom of the keel. The keel bolts no longer went thru the lead keel. Instead they were threaded into blind holes in the top of the lead casting. The blind holes were drilled three inches deep and tapped to take the 5/8" standard thread keel bolt. I have been told that the holes in the lead keel were not tapped at all, but that the keel bolts were tightened down into the holes, which were bored slightly under sized; so the bolt tapped its own thread as it tightened down.

These boats measure 27' 9" overall, while the older boats measure 27' 6"; I have never been able to figure out where the difference comes from.

The boats of the Bar Harbor Class and later all had a beam of 7' 2" overall. Among the older group of boats I have found two that have a four or five inch wider beam than that of the 7' 2" wide boats. This is something I have been unable to find evidence to explain.

During the winter of 1925 the Herreshoff Manufacturing Company found themselves with more work than they could handle, so they contracted with George Lawley and Sons of Neponset, Massachusetts, to build S Boats. George Lawley and Sons built seven S Boats in 1925. These boats have a number of differences that set them apart from the Herreshoff built S Boats and make them

very unique. One's first observation shows that the hulls were planked using wider stock, which eliminated one plank from each side. Thus the Lawley boats had a total of twelve planks per side.

There was a spruce sill of carlin on the inboard ends of the deck beams running the length of the cabin, and the deck beams notched into this carlin. Note here that the deck beams in the Herreshoff S Boats ended under the deck planking and the cabin was attached atop the deck leaving the beam ends exposed. The rudder post of the Lawley boats extended down the entire length of the rudder. Whereas in the Herreshoff boats the rudder stock ended at the upper most gudgeon, with the rudder stock end turned down to the upper most pintle.

The lead keel on the Lawley boats is a completely different casting from any of the castings ever made by Herreshoff. The positioning of the lead keel on the Lawley boats is such that the upper aft corner of the casting is 2" forward of frame #18. This means that the lead casting is mounted 10-1'2" forward of the lead castings on Herreshoff's first thirty S Boats and 6-1/2" forward of all Herreshoff S Boats built after November 1924. S Boats built by George Lawley and Son had no keel straps.

It appears that moving the lead as far forward as was done on the Lawley boats, hurt the performance of the boats. They did well in light air, but as the breeze increased, they fell behind.

There are plans available for both the Herreshoff and Lawley S Boats. When looking through the various sheets of plans of the Herreshoff collection, one must keep in mind how the boats were designed and built. All of Nathanael Herreshoff's designs were by half model and not by lines development on paper. When a model was finished to the desired shape, he carefully marked the stations onto the model and measured from them, writing these measurements in a notebook. Copies of the measurements were sent to the mould loft floor. It was the offsets and general dimensions taken from the model which were used by the men in the mould loft to lay down the lines full size. Once this was done, the full size moulds were built that would be used to bend the frames over and then be set up as the start of a new building job. This method of construction was used for all the Herreshoff Company boats built of wood, up to the New York Seventies. The point of all this is that construction plans of the hulls were not the first drawings needed in order to start building a boat, therefore the plans in many cases were drawn after the first boats of a class were built. Usually the first drawings produced for a new design were details of new features, rig details, or new fittings. On the larger boats inboard and outboard construction plans were used for finishing off the hulls.

In the case of the S Boats, many of the drawings were made at the time the design was new. The construction plan was not drawn at that time, however. The hull in the existing construction plan is what became the standard S Boat that the Company produced starting in December 1924. That plan was back dated at the time probably to fill out the collection of plans for the boats. This has led to much confusion because the earlier boats do not quite fit the plan, being different in quite a few ways as I have already discussed.

Over the years I have inspected many boats and have tried to make notes of the features that appear to be original. I have studied race records, museum records, old photos, and other plan collections carefully. We have also tried to put them into chronological order along with the hull numbers of the boat we take the information from. We have also had the opportunity to talk to two people who have worked on new S Boats, doing major repair and maintenance work in the 30's.

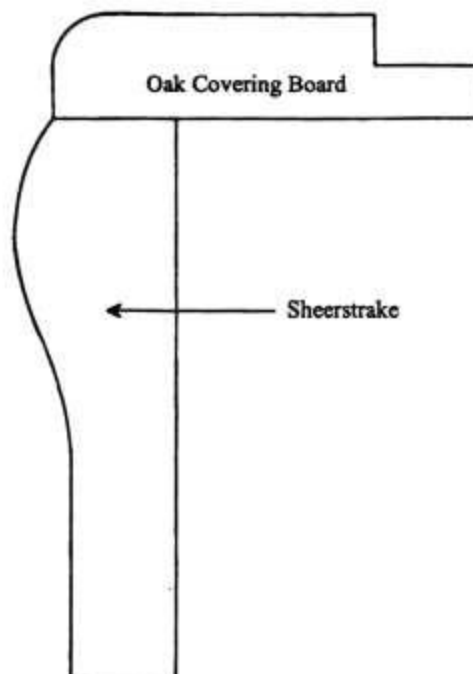
I have always felt that these little differences between the boats were valuable features. They make the boats unique among themselves and they give us a clue as to when they were built and by whom.

Today there are very few S Boats left that are still in their original form. Many have been rebuilt. Many need rebuilding very badly, it being impossible sometimes to figure out what was keeping some old boats afloat, never mind still sailing.

In rebuilding an old boat, I feel it is important to get the details right, build back what should be there, and eliminate what does not belong. Mistakes will undoubtedly be made in any large project. Try as we might, there's been too much water under the keel, too many years have gone by to know exactly what the builders had in mind seventy-five years ago. All we can do is to keep track of the information we do have and use it to our best advantage.

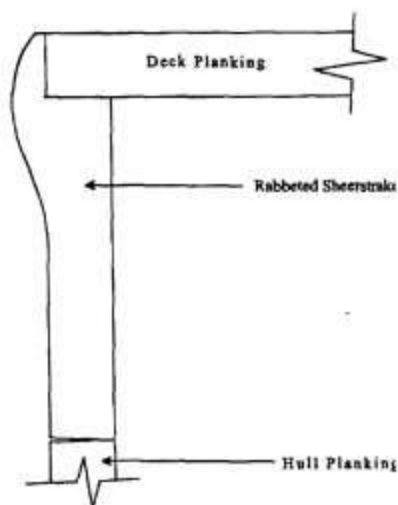
### **Sheerstrakes For Boats Built Starting In December 1924**

The rabbet is for the decking to land on. The inside face of the sheerstrake was hollowed out to fit the frames. The width of the sheerstrake was increased by the thickness of the covering boards, which were eliminated on these boats.



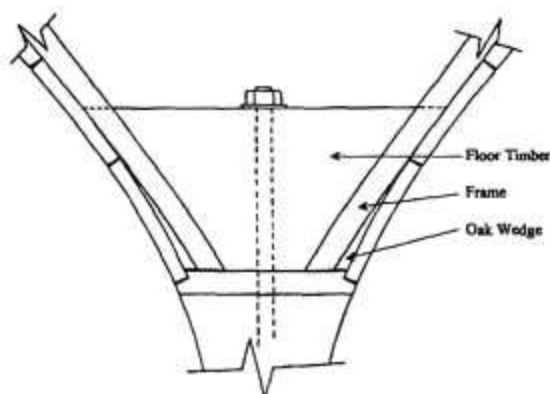
## The Original Molded Sheerstrakes

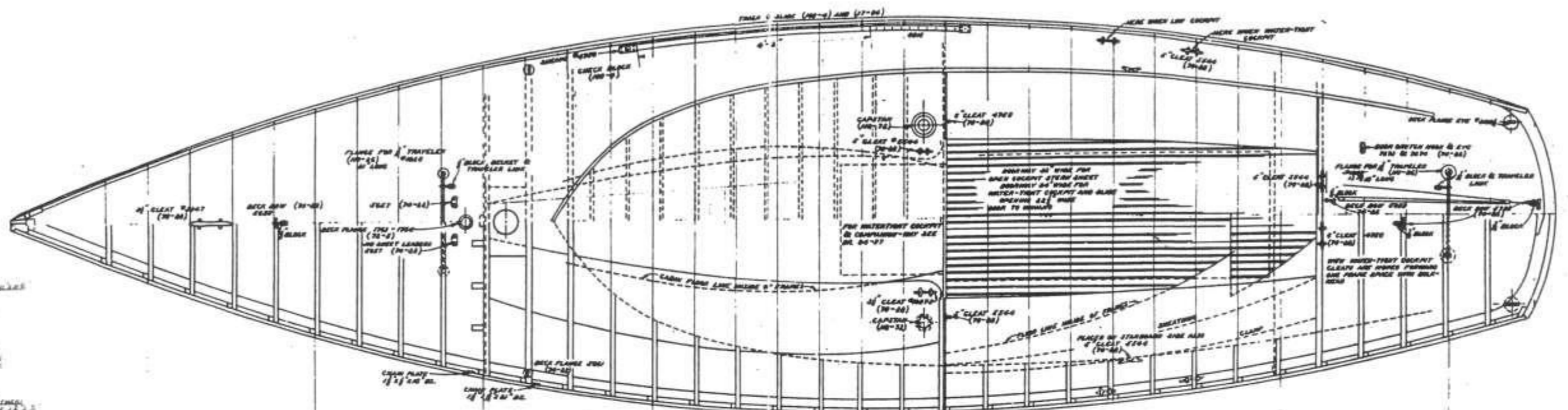
The original molded sheerstrake's, molded depth of plank is 2-1/2" at stem, 4" at frame #21 and 2-1/4" at transom. The shape of the plank is spiled first then the molded shape is laid out at a constant depth from the top edge of the plank. This is done by passing the plank past a shaper bit with the top edge of the plank on the shaper table. The plank was held vertical and against the fence as the blades cut the molded shape.



## Oak Wedges

In the first ten boats built; Oak wedges were fitted between frame ends and garboard planks, only on the frames where the keel straps landed.



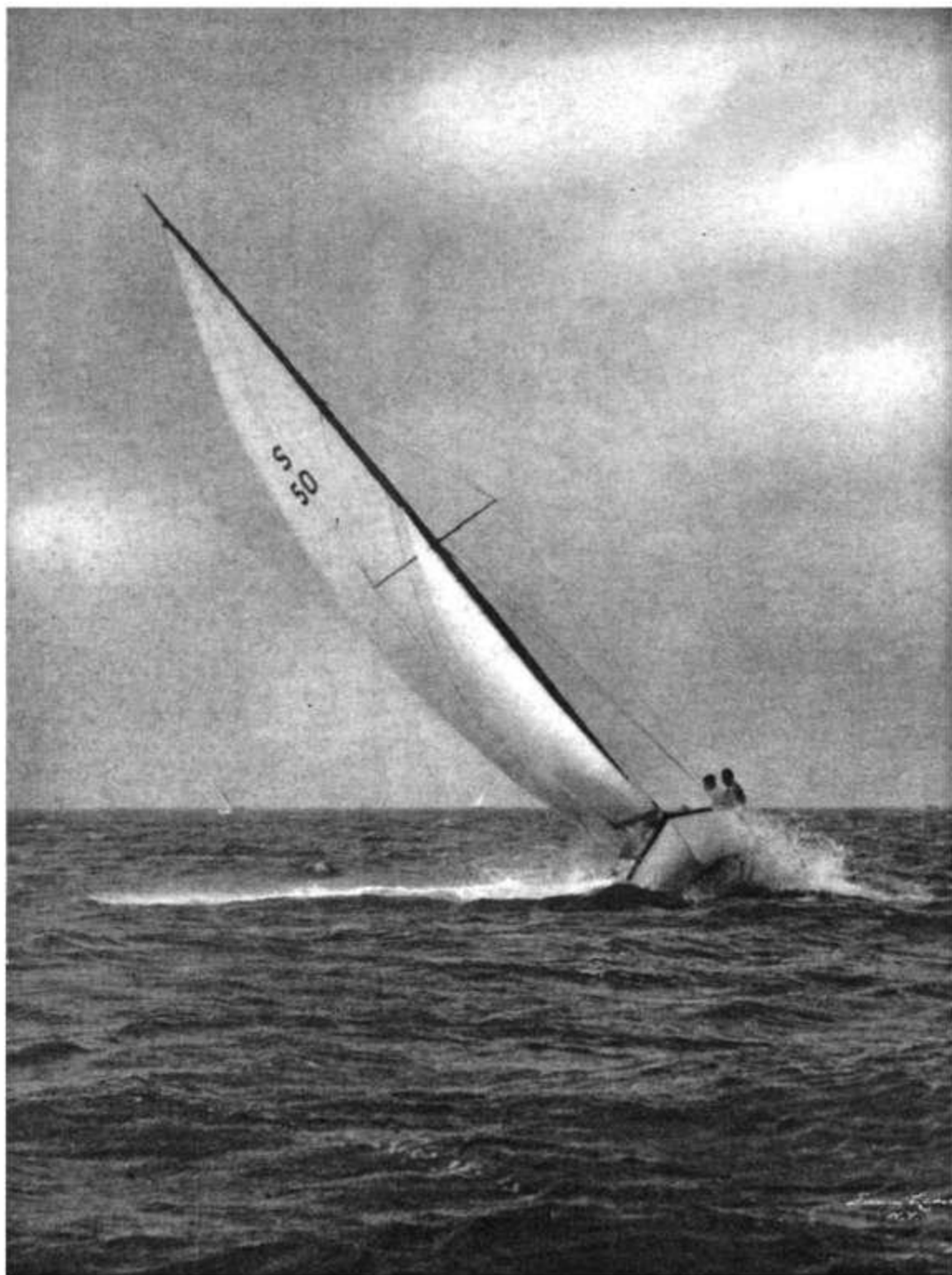




Courtesy of Miss Dorothy H. McGee.

Miss Dorothy H. McGee at the helm of *Notus*. ca. 1936.





Courtesy of Mrs. Porter Buck and Miss Dorothy H. McGee

Lark, on the nose. ca. 1940.

Herreshoff "S" Class Boat  
(Dimensions 20'6"x7'2"x4'9" - marconi rig)  
(total of 98 boats - 1 not built)

From a list provided by the Hart Nautical Museum, MIT

(CORRECTIONS AND ADDITIONS IN PARENTHESES  
AND CAPITALIZED BY K.B. UPHAM)

No.	Design No.	Name	Contract Date	Owner	Price	(ORIGINAL FLEET)	(ORIG. SAIL NO.)	Misc. Info.
1	828	(GOB)	12/1919	N(ATHANIEL) F(ARWELL) Ayer	\$2,450	(MBHD.)	(1)	#1-#30 known as #828 class
2	830	Spinsler	*	P(AUL) (L.)Hammond	\$2,450	(SCYC)	(42)	
3	831	(PAPOOSE)	*	J(OHN) S. Lawrence	\$2,450	(MBHD.)	(8)	
4	832	(WOODCHUCK)	*	C(HARLES) H(ENRY) W(HEELWRIGHT) Foster	\$2,450	(MBHD.)		
5	833	(CHEERIO)	*	D. C. Percival	\$2,450	(MBHD.)	(5)	
6	834	Widgeon	*	R(OBERT) A(INSWORTH) Leeson	\$2,450	(MBHD.)	(9)	
7	835	(KAJEE)	*	C. L. Harding	\$2,450	(MBHD.)		
8	836	Daphnia	*	F. G(ILBERT) Hinsdale	\$2,450	(NEW BED.)	(8)	
9	837	Doodah	*	F.B. Crowninshield	\$2,450	(MBHD.)	(47)	
10	838	Teaticket	*	H.L. Whittton (WHITON)	\$2,450	(SCYC)	(41)	
11	844	Vant(REAPER II)	1/1920	H(ENRY) P. Benson	\$2,450	(MBHD.)	(3)	
12	845	(SWALLOW)	2/1920	L(OUIS) K. Liggett	\$2,450	(MBHD.)		
13	846	Fano	2/1920	B. B(REWSTER) Jennings	\$2,450	(SCYC)	(43)	
14	849	(CIMA)	3/1920	Guy Lowell	\$2,450	(MBHD.)	(11?)	
15	850	(ELLEN)	3/1920	Ralph Ellis	\$2,450	(SCYC)	(44)	
16	851	(MONSOON)	3/1920	C(HARLES) F(RANCIS) Adams	\$2,450	(MBHD.)	(2?)	
17	852		9/1920	W.C. Potter	\$3,500	(SHIN?)		
18	853		9/1920	T.A. Howell	\$3,500	(SHIN?)		
19	854	(AMINTA)	9/1920	W.W. Aldrich (W.T. ALDRICH)	\$3,500	(MBHD.)	(12)	
20	855		9/1920	J.P. Grier	\$3,500	(SHIN?)		(#852 CLASS?)
21	856		9/1920	A(LLEN) L. Lindley	\$3,500	(SHIN?)		
22	857		9/1920	T.A. Howell	\$3,500	(SHIN?)		
23	858	(MEG)	9/1920	J.F(REDERIC) Byers	\$3,500	(SHIN?)		
24	859		9/1920	M(ORGAN) J(OSEPH) O'Brien	\$3,500	(SHIN?)		
25	864	(SHONA)	2/1921	C.A. Morse (MORSS)	\$3,500	(MBHD.)	(15)	
26	870		1/1922		\$2,800			
27	871	(SURINAM)	1/1922	P(HILIP) J. Roosevelt	\$2,800	(SCYC)	(47)	
28	872	order cancelled — not built (ordered by F. Remington)		(FRANKLIN REMINGTON)		(SCYC)	(46)	
29	873	(PANDORA)	1/1922	H.N.(H.M.) Curtis	\$2,800	(SCYC)	(45)	
30	876		3/1922	L.E. Hammerly	\$2,800			
31	909	Mab	12/1924	G.G. McMurtrey	\$3,500	(BAR HAR.)	(2)	Bar Harbor (#31 - #35 known as #909 class for Bar Harbor)
32	910	Albatross	12/1924	W(ILLIAM) S. Moore	\$3,500	(BAR HAR.)	(1)	
33	911	Elinor	12/1924	Joseph Pulitzer	\$3,500	(BAR HAR.)	(4)	
34	912	Emily II	12/1924	G(EORGE) H(ENRY) McFadden	\$3,500	(BAR HAR.)	(5)	
35	913	Spray	12/1924	F.J. Rodman	\$3,500	(BAR HAR.)	(3)	
36	914	Skip	3/1925	A(LBERT) R. Pierce	\$3,500	(NEW BED.)	(2)	for New Bedford — wt cockpit
37	915	Lulworth	9/1925	Francis M(INOT) Weld	\$3,500	(SCYC)	(55)	
38	931	Nassau	2/1924	(an Alden design S boat built by Herreshoff Mfg. Co.)	\$4,250	(CHICAGO)		
39	956	Firefly	8/1925	John S(HILLITO) Rogers	\$3,500	(BAR HAR.)	(7)	Bar Harbor (#39 - #46 known as #956 class for Bar Harbor)
40	957	Seafarer	8/1925	Parker Corning	\$4,100	(BAR HAR.)	(6?)	
41	958	(BIZI BO)	9/1925	R.B. Bowker(BOWLER)	\$3,500	(BAR HAR.)		
42	959	Periwinkle	9/1925	Ayer and McCormick (Mrs. Walter (PHOEBE) Ayer and Miss M(ILDRED) McCormick)	\$3,500	(BAR HAR.)	(14)	
43	960	Artemis	9/1925	W(ARWICK) P(OTTER) Scott	\$3,500	(BAR HAR.)	(11)	
44	963	Koshare	10/1925	Mary G. Ogden	\$3,500	(BAR HAR.)	(10)	
45	964	Bridget	10/1925	John J. O'Brien	\$3,500	(BAR HAR.)	(12)	
46	965	Avocet	10/1925	D.B.C(UMMINS) Catherwood	\$3,500	(BAR HAR.)	(6)	
47	967	Stella II	10/1925	Herbert M. Sears	\$3,500	(MBHD.)	(7)	Marblehead
48	970	(NAUT)	10/1925	Jos(EPH) M. Read	—	(NEW BED.)	(4)	? (no sails)
49	971	Rocket	11/1925	Henry M. Faxon	—	(MBHD.)	(10)	Marblehead (no sails)
50	980	Vixen II	10/1925	Mrs. Anne Archibold(ARCHBOLD)	\$3,500	(BAR HAR.)	(8)	Bar Harbor
51	996	Elien A (ELLEN O)	2/1926	Ralph Ellis	\$3,723	(SCYC)	(56)	? #996-#1037, #1080
52	1013	(SONNET) (PARKER CORNING CANCELLED 1926)	1927	Stanley Clarke	\$4,100	(NEW BED.)		Bar Harbor known as #996 class (15 boats)
53	1014	Pronto	7/1927	Elizabeth Beale	\$4,100	(BAR HAR.)		Bar Harbor
54	1015	Rowena	9/1927	James Rothwell	\$4,100	(MBHD.)	(21)	
55	1018	Kotick	7/1928 (7/1926)	H(ENRY) S(TURGIS) Morgan	\$3,850	(SCYC)	(57)	? (no sails)
56	1019	Fandee (FANDEC II)	11/1927	Eliz(ABETH) Chalifoux	\$4,100	(MBHD.)	(22)	?
57	1020	Vanessa	9/1926	I(SSAC) B(UTTS) Merriman	\$4,200	(NARR. BAY)	(1)	(teak finish)
58	1021	(IROQUOIS II)	9/1926	H(ARRY) H. Thorndike	\$4,100	(BAR HAR.)	(17?)	?
59	1022	Dilemma	3/1928	Ed(WARD) G. Janeway	\$4,200	(SCYC)	(59)	? (teak finish)
60	1023	Jacks	7/1928	A.Y. Gowan	\$4,200	(MBHD.)		? (teak finish)
61	1034	(BARRACUDA)	7/1928	Walter Ayer	—	(BAR HAR.)	(18?)	? (mahog. finish)
62	1035	—	8/1928	A(LLEN) W.T. Bottomley (P.C.)	\$4,100	(HAWAII)		? (mahog. finish)
63	1036	—	8/1928	Wilson	\$4,100	(HAWAII)		? (mahog. finish)
64	1037	—	8/1928	order	\$4,200	(HAWAII)		? (teak finish)

65	1051	Danae	11/1926	G(ANO) Dunn	\$4,500	(NE HAR.)	(19)	(wt cockpit) #1051,52,56
66	1052	Spindrift	11/1926	F(REDERIC) O. Spedden	\$4,500	(NE HAR.)		(wt cockpit) known as #1051
67	1056	Vindex	12/1926	(WILLIAM DEFOREST MANICE)	\$4,200	(NEWPORT)	(3)	(teak finish) class (Special)
68	1075	Elva	2/1928	C.M. & T.B(ACHE) Bleecker	\$4,100	(SCYC)	(58)	(mahog. fin.; open cockpit)
69	1076	—	8/1928	A(LLEN) W. Bottomley	\$4,100	(HAWAII)		(mahog. fin. — towed away)
70	1077	—	8/1928	—	\$4,200	(HAWAII)		(teak fin. — sailed to City Island)
71	1080	(PRISCILLA)	2/1928	H.W. Endicott	\$4,100	(QUISSETT)	(66)	(15th boat in #996 class)
72	1119	Sea Dog	11/1928	W(ILLIAM) L(ORN) Marston	\$4,100	(SCYC)	(60)	#1119-#1152
73	1120	Anita	12/1928	Chas.(CHARLES) Fletcher	\$4,200	(NEWPORT)	(2)	(teak finish) as #1119 class
74	1121	Pirate	1/1929	Harold C(HESMAN) Keith	\$4,100	(QUISSETT)	(63)	(mahog. finish) (14 boats)
75	1122	Antares	1/1929	Verner Z. Reed	\$4,200	(NEWPORT)	(9)	(teak finish)
76	1123	Nightmare	1/1929	A.S. Brown Jr.	\$4,100	(MBHD.)	(23)	(mahog. finish)
77	1124	Whoopee	2/1929	W(ILLIA)m. H. Hand Jr.	\$4,200	(NEW BED.)	(6)	(mahog. fin.; watertight cockpit)
78	1125	(BARRACUDA V)	3/1929	L(AWRENCE) F. Percival	\$4,200	(MBHD.)		(teak — Chrom. pl.)
79	1126	(ALPHA)	4/1929	J.R. MacBeath	\$4,035	(MBHD.)		(teak fin.; no sails; chrom. pl.)
80	1127	Iris	4/1929	G.H. Chisholm	\$4,100			
81	1128	Olive	9/1929	Chas.(CHARLES) S. Whitman	\$4,100	(NEWPORT)	(7)	(mahog. fin.)
82	1129	Surprise	1/1930	R(EGINALD) B. Lanier	\$4,100	(NEWPORT)	(5)	(teak fin.)
83	1130	Aeolus	—	G(EORGE) H(ENRY) A(LEXANDER) Clower(CLOWES)	—	(QUISSETT)	(67)	(teak fin.)
84	1151	(PLUCKERMIN II)	9/1929	W(ILLIA)m. Woodward	\$4,100	(NEWPORT)	(4)	(mahog. fin.)
85	1152	The Fair American	2/1931	Edith N. Roosevelt	\$4,100	(SCYC)	(61)	(mahog. fin.)
86	1179	—	—	—	—			(mahog. fin.)
87	1180	Penguin	9/1931	Mansfield Ferry	\$3,925	(NEWPORT)	(6)	(teak finish)
88	1181	—	—	—	—		(mahog. fin.)	
89	1182	—	—	—	—		(mahog. fin.)	
90	1183	—	—	—	—		(teak finish)	
91	1184	—	—	—	—		(teak finish)	
92	1385	Tinker Too	9/1936	Mrs. Forsythe Wickes	\$4,100	(NEWPORT)	(10)	
93	1414	Wawis	1/1937	Walter C. Jannay	\$3,290	(QUISSETT)	(60)	(watertight cockpit)
94	1415	Stormalong	1/1937	John W. Stedman	\$3,290			
95	1416	Estelle Dunbar III	8/1941	H.G. Huffer	\$3,750	(NEWPORT)		
96	1417	—	—	(NEVER BUILT)				
97	1418	—	—	(NEVER BUILT)				
98	1419	—	—	(NEVER BUILT)				

Herreshoff S Boats built by George Lawley & Sons Corporation (1925) as provided by Sturges Haskins

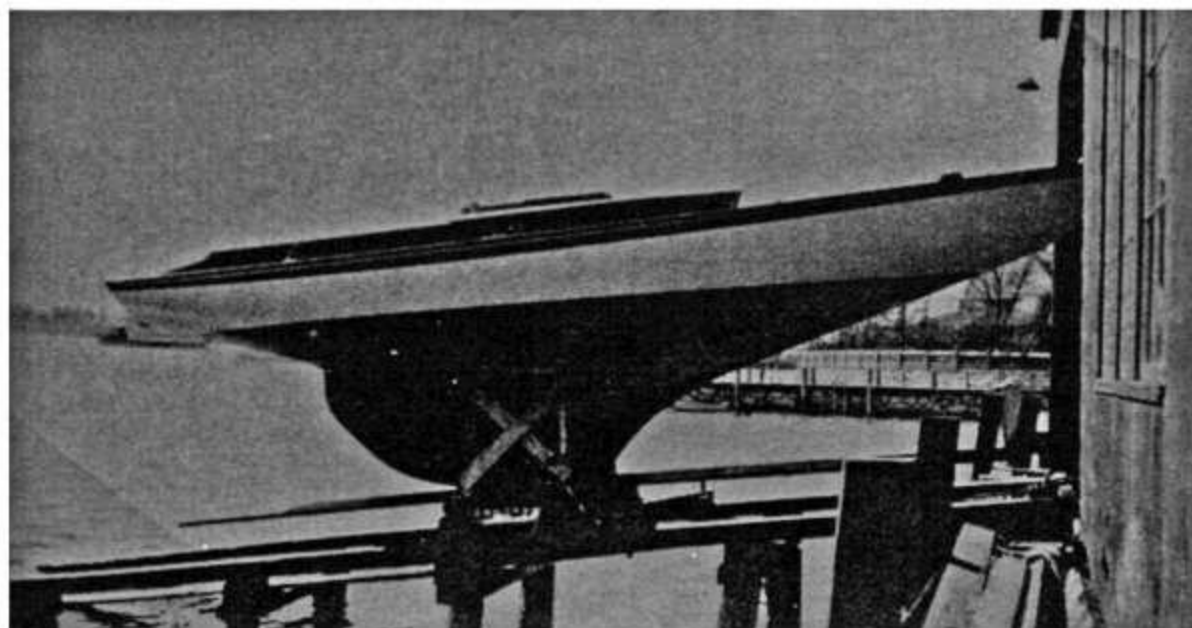
1	960	Quananiche	1925	Geo(RGE) O. May		(SOUTHPORT, CT)	60	(PEQUOT YACHT CLUB)
2	961	Ruth	1925	F.T. Bedford		(SOUTHPORT, CT)	61	(PEQUOT YACHT CLUB)
3	962	Wilmaed	1925	H.L.Lloyd		(SOUTHPORT, CT)	62	(PEQUOT YACHT CLUB)
4	963	Bow-Knot	1925	C.B. Seeley		(SOUTHPORT, CT)	63	(PEQUOT YACHT CLUB)
5	964	Muriel	1925	H.G. Jennings		(SOUTHPORT, CT)	64	(PEQUOT YACHT CLUB)
6	965	Eclipse	1925	J. Schlot		(SOUTHPORT, CT)	65	(PEQUOT YACHT CLUB)
7	966	Erne	1925	G.A. Sherwood		(SOUTHPORT, CT)	66	(PEQUOT YACHT CLUB)

Two boats were also built by the US Navy in Pearl Harbor. Dates unknown.

## Herreshoff "S" Class

12/1919	GOB	N.F. Ayer	MARBLEHEAD			
			\$2,450			Hull # 828

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1920-24	GOB/BOBLINK	Walworth Pierce	Mbhd	1/97	CYC, EYC, IKBU, Y	1920-24 Nathaniel Farwell Ayer helm 1923-24 BOBLINK
1925	BOBLINK	Nathaniel Farwell Ayer	Mbhd	1	BET, CYC, EYC, IKBU, Y	Walworth Pierce listed as owner CYC and EYC
1926-29	WOODCOCK/BOBLINK	C.W. Jaynes	Mbhd	1	BET, CYC, EYC, Y	BOBLINK in 1926 only
1930-36	WOODCOCK	Walter E. Poor William E. Poor ?	Mbhd	1	CYC, DRYMB, EYC, NYT, Y	1936 Suspect (EYC log)
1936-38	WOODCOCK	Marshall Field	SCYC	1	RRSCYC	
1939-42	WOODCOCK	Dr. James W. Benfield	WLIS	1	LRY, NYT, RRSCYC, SCLIS, Y	Larchmont, NY 1942 F.W. Schnirring helm 1942 Kenneth Whiting helm
1943-54	WOODCOCK	Willy A.O. Olsen	WLIS	1	HSCALIS, LRY, LYC, SCLIS	Larchmont YC, NY
1956-58	WOODCOCK	Steuer	WLIS	1	SCLIS	
1964-74	RED WITCH	Elaine & James Comito Jr. Elaine Keehn	WLIS	1	IKBU, GH TL, LYC, NYT	1965-69 with James Comito Jr. 1968 Joseph Comito Jr. Horseshoe Harbor YC, NY
1975-88	RED WITCH	Ralph Aldrich		1	IKBU, RM	Niantic, CT
1988-	ENTERPRISE/DEFIANT	Gregg Germaine		1	NBHSCR, RM, RWB	Marblehead, MA



Courtesy of the Herreshoff Marine Museum.

Launching of *Gob*. 1919.

Herreshoff "S" Class			SCYS			
12/1919	SPINSTER	P. Hammond		\$2,450		Hull # 830
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1920-21	SPINSTER	Paul Lyman Hammond	SCYC	42	LRY, NYT, R	1921 S.A. Fahnestock helm 1921 Fanestock & Snowden helm 1921 J.T Work helm
1922-24	SAGAHAYA	Howard Caswell smithr	SCYC	42	HSCYC, LRY, NYT, R, RRSCYC	
1925-26	PUFFIN	Junius Spencer Morgan Jr.	SCYC	42	HSCYC, LRY, NYT RRSCYC, SCYC	Glen Cove 1925 Mrs. Junius S. Morgan helm D. Bowdine helm
1927-28	FELICITY/PUFFIN	John T. Pratt H.M. Pratt	SCYC	42	HSCYC, NYT, R, SCYC	1928 Duncan Sterling helm
1929-32	FELICITY	Duncan Sterling Jr.	SCYC	42	HSCYC, LRY, NYT, RRSCYC, SCYC, Y, YRALIS	1931 Dorothy H. McGee helm 1932 Sarita Weekes helm
1933	FELICITY	Junius Spencer Morgan Jr.	SCYC	42	HSCYC, NYT, RRSCYC	
1934-35	FELICITY	Duncan Sterling Jr. Paul Geddes Pennoyer	SCYC	42	HSCYC, LRY, RRSCYC	1934 with Paul G. Pennoyer 1934 Virginia Pennoyer helm
1935-39	FELICITY	Henry Sturgis Morgan	SCYC	42	HSCYC, LRY, RRSCYC, SCYC, Y	1935-37 Duncan Sterling Jr. charterer 1937 W.B. Langmore helm 1939 Suspect (SCYC log)
1938-40	FELICITY	James D. Mooney	SCYC	42	LRY, NYT, RRSCYC, SCLIS, SCYC, YRALIS	1938 Duncan Sterling Jr. helm 1939 Dorothy H. McGee helm 1940 H. Irwin Jr. helm
1941-49	FELICITY	Robert H. McCullough	WLIS	42	HSCALIS, LRY, LYC, NYT, RRSCYC, SCLIS	Larchmont YC, NY
1950-51	PUFFIN	Benjamin A. Acker	WLIS	42	LRY, SCLIS	Larchmont, NY
1952-53	FELICITY	Robert H. McCullough Jr. & Leslie Fourton	WLIS	42	NYT, RRSCYC, SCLIS	1953 with Leslie Fourton
1954-60	FELICITE	Arthur F. Lewis	WLIS	42	LRY, NYT, RRSCYC, SCLIS, SCYC	Mamaroneck, NY D. Bowdine helm
1961-62	FELICITY	Robert Gardner	Narr. Bay		NBHSCR, PJ, RRNBS	Newport, RI
1962	XXXXXXXXXXXXX	Sunk	XXXXX	XXXX	NBHSCR	off Newport, RI

## Herreshoff "S" Class

## MARBLEHEAD

12/1919	PAPOOSE	J.S. Lawrence		\$2,450		Hull # 831
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1920-23	PAPOOSE	John Silsbee Lawrence	Mbhd.	8	BET, CYC, EYC	Livingston Davis helm Photo 1923 BET Yellow hull Blue bootop
1924-28	RAMBLER	Herman Frasch Whiton	SCYC	8/48	BET,HSCYC, NYT, R RRSCYC, SCYC	Photo July 1924 Rudder #48 in 1925 sold in Aug. 1928
1928-38	AURORA	Albert D. Smith	SCYC	48	HSCYC, NYT, SCYC, RRSCYC, Y, YRALIS	1930 Albert Pace helm 1931-35 Mrs. A.D. Smith helm
1939-52	AURORA	W. Robinson Townsend	WLIS	48	HSCA, HSCALIS, LRY, NYT, RRSCYC, SCLIS, Y	Sea Cliff, NY SCYC
1953-54	MELODY	Walter Wright	WLIS	48	HSCA, NYT, SCLIS	
1956	MELODY	Gudz	WLIS	48	HSCA, SCLIS	
1957-58	MELODY	Kerber	WLIS	48	HSCA, SCLIS	
1963-64	AURORA	John (Jack) Morgan	Narr. Bay	48	HSCA, NBHSCR, PJ	Guilford, CT for sale
1967-73	TANTIVY	John W. Corbishley	Narr. Bay	48	HSCA, IKBU, PJ	
1974-	PANDA	Dave R. & Bobbie Peirce Dave R. & Anna Pierce	Narr. Bay	48	HMMR, IKBU, NM, NBHSCR, PJ, RRNBS, RRNBYA	Bristol, RI

Herreshoff "S" Class			MARBLEHEAD			
12/1919	WOODCHUCK	C.H.W. Foster	\$2,450		Hull # 832	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1920	WOODCHUCK	Charles Henry Wheelwright Foster	Mbhd.		CYC, EYC	Quincy, MA
1921-25	STELLA	Herbert M. Sears "Commodore"	Mbhd.	7	BET, CYC, EYC, R, Y	Francis Gray assisting Beverly, MA
1926-28	TINKER	Louis Bacon	Mbhd.	8	BET, CYC, DRYMB, EYC, Y	Sold to Daniel Bacon Nahant, MA
1930-33	TINKER	Alexander Wheeler	Mbhd.	8	CYC, DRYMB, EYC	Lou Bacon in some RR
1934-36	TINKER	Walter H. McKim	Mbhd.		EYC	
1937	TINKER	Horton Brown	Mbhd.		EYC, Y	
1938-39			Mbhd.		Y	
1947-48	TINKER	Rudolph Jay Scheafer	WLIS	8	HSCALIS, LYC, NYT, RRSCYC, SCLIS	Larchmont YC, NY
1950-52	TINKER	Irwin R. Tyson	WLIS	8	NYT, SCLIS	
1954-58	TINKER	Ralph Deutsch	WLIS	8	NYT, RRSCYC, SCLIS	1957 Frank Weinberg Jr. helm
-1964					IKBU	Falmouth, MA
1964-67	JAEGER	Mark Turner		8	IKBU, NBHSCR	Noank, CT
1967-					IKBU	Damaged on Stonington, CT breakwater
1979	XXXXXXXXXXXXXX	Broken Up	XXXXX		IKBU	Noank, CT Shipyard

Herreshoff "S" Class			MARBLEHEAD			
12/1919	CHEERIO	D.C. Percival	\$2,450		Hull # 833	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1920-27	CHEERIO	David Crowell Percival Jr.	Mbhd.	5	BET, CYC, EYC, Y	1923 Bright Red topsides 1924 on rocks/rebuilt 1927 Suspect (EYC log) 1927 sold
1927-28	ARROW	John Silsbee Lawrence	Mbhd.	5	CYC, DRYMB, EYC, Y	
1930-33	ARROW	Joseph A. Clapp	Mbhd.	5	DRYMB, EYC, Y	
1934-42	ARROW	Demarest Lloyd Jr.	New Bed.	5	LRY, NBES, Y	1934 Marblehead RW 1936 Edgartown RW 1939 Edgartown RW 1939-41 Frederick & Roderick Brook helm 1946-49 Aldrich helm 1950 F. Brook helm
1947	ARROW	Mrs. Demarest Lloyd II			LRY	Hyannis Port, MA
1948-53	ARROW	Richard Stoddard Aldrich		5	LRY, NBYC	1949 South Dartmouth, MA & Hyannis Port, MA

12/1919 WIDGEON

R.A. Leeson

\$2,450

Hull # 834

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1920-28	WIDGEON	Robert Ainsworth Leeson	Mbhd.	9	BET, CYC, DRYMB, EYC, Y	sold in 1929 or 30
1930-34	WIDGEON	Mrs. Paul E. Gardner	Mbhd.	9	CYC, DRYMB, EYC	Beverly, MA 1932 Eliot Bacon helm
1936-41	WIDGEON	Matthew Joseph Fox Gerald Fox	Mbhd.		EYC, Y	Marblehead, MA
1948-59	WIDGEON	Clarence Roxby	WLIS	19	HSCA, HSCALIS, IKBU	Padanaram, MA Huntington YC, NY Woods Hole, MA
1960-69	WIDGEON	Robert S. Hackett	Narr. Bay	19	IKBU, HSCA, NBCB, PJ, RRNBS	1960-62 James E. Holland helm Tiverton YC, RI
1970-71	BULLDOG	Bill Dawson	Narr. Bay	19	IKBU, PJ	
1972-73	BULLDOG	Michael Cuddy & Leonard C. Upham Jr.	Narr. Bay	19	IKBU	
1974-82	WIDGEON	Ed McClave			IKBU, NBHSCR	Mystic, CT restored WT cockpit
1982-85	WIDGEON	Mark Sylvester			RM	
1985-93	WIDGEON	William Lanagan		6	IKBU, RM	Stonington, CT
1993-	WIDGEON	Tom Sturtevant			RM	Brooklin, ME



## Herreshoff "S" Class

12/1919	KAJEE	C.L. Harding	MARBLEHEAD			Hull # 835
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1920	KAJEE	Charles L. Harding	Mbhd.		CYC, EYC	Chester Dane & Jaynes helm
1921	KAJEE	Charles W. Jaynes	Mbhd.		BET, CYC, EYC, Y	Marblehead, MA
1922		Jaynes & Chester L. Dane				1923 sold to Mr. Pierce?
1923	KAJEE/RED JACKET	James H. Perkins II	Mbhd.	6	BET, CYC, EYC, Y	1925 not sailed
1924-26	RED JACKET	* * *				
1928-30	RED JACKET	Paul Whitin V	New Bed.	6	NBES, NBYC, LRY, R,	South Dartmouth, MA photo NBES
1931-39	RED JACKET	Frederic Howland Taber Jr.	New Bed.		EYC, LRY, NBES, Y	South Dartmouth, MA 1935 Caulk helm 1935 John Neild helm 1935 Fairhaven, MA 1936 only EYCRR
	RED JACKET	Mrs. Thomas Stone	Sorrento	6	SH	
1940-	RED JACKET	Newbold Noyes Crosby Noyes Jr. Noyes Family	Sorrento	6	IKBU, SH	1979 Mrs. Ellen Devine helm wt cockpit

## Herreshoff "S" Class

12/1919	DAPHINA	F.G. Hinsdale	NEW BEDFORD			Hull # 836
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1920-38	DAPHINA	F. Gilbert Hinsdale	New Bed.	8	NBES, Y	1925-26 James Hinsdale 1928 Gilbert Hinsdale
1940	DAPHINA	Phil Alton			FE	

## Herreshoff "S" Class

## MARBLEHEAD

12/1919	DOODAH	F.B. Crowninshield		\$2,450		Hull # 837
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1920-21	DOODAH	Francis Bourne Crowninshield	Mbhd.	47	CYC, EYC, Y	Lincoln Davis Jr. helm
1922	DOODAH		Mbhd.		BET	Benjamin Davis sold in 1923
1923	CYPRES	Charles A. Welsh II	Mbhd.		BET, CYC, EYC, SCYC	
1924	BETA	F.S. Dellenbaugh	Mbhd.	16	BET, CYC, EYC, Y	F.S. Dellenbaugh Jr.?
1925-27	NIXIE II	William H. Potter Jr.	Mbhd.	16	BET, CYC, EYC, Y	
1928-31	SEA DOG	Francis H. Cumming	Mbhd.	16	CYC, DRYMB, EYC, NYT, Y	
1932-35	SPECTRAL	Herman Frasch Whiton	SCYC	16	NYT, RRSCYC	1934 J.W. Outerbridge helm
1936-39	KANDAHAR	Paul Geddes Pennoyer	SCYC	16	HSCYC, NYT, RRSCYC, Y	1936 Paul G. Pennoyer Jr. helm 1937 W. Taft helm 1938 Dorothy H. McGee charterer 1938 Mr. Eyre helm 1938 Duncan Sterling helm
1941-48	KANDAHAR	Philip S. Patton	WLIS	16	HSCALIS, LYC, NYT, RRSCYC, SCLIS, Y	1948 suspect (LYC log) Larchmont YC, NY
1948	KANDAHAR	Del Bondio	WLIS	16	SCLIS	
1950-55	KANDAHAR	Edward C. Fisher	WLIS	16	NYT, RRSCYC, SCLIS	
1956-57	KANDAHAR	Dr. W.G. Gasner	WLIS	16	NYT, RRSCYC, SCLIS	
1958	KANDAHAR	Field	WLIS	16	SCLIS	
1960-63	KANDAHAR	Edwin B. Dooley Jr.	WLIS	16	GHTL, LYC, NYT	
1964-65	KANDAHAR	Bruce Allen	WLIS	16	GH	HHYC, NY
1966-75	KANDAHAR	Dr. Ralph Hertz	WLIS	16	GH, LYC	
1978-79	KANDAHAR	Eugene (Jean) Ricker Jr.	WLIS	16	GHTL, HSCALIS, LYC	1978-79 Robert Mehlich charterer
1980	KANDAHAR	Robert Mehlich	WLIS	16	GHTL, JM, LYC, WLISR	
1980	XXXXXXXXXXXXXX	Sunk	XXXXX		GH, JM	XXXXXXXXXXXXXX

Herreshoff "S" Class			SCYC			
1/1929	TEATICKET	H.L. Whitton		\$2,450		Hull # 838
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1920-24	TEATICKET	Henry D. Whitton	SCYC	41	HSCYC, NYT, SCYC, RRSCYC	1920 H. Whitton Jr. 1923 Countess Constantini helm
1925-28	TEATICKET	Ralph Crews Mrs. Ralph Crews	SCYC	41	NYT, SCYC, RRSCYC	1924-27 Henry Crews 1927 H. Balattzi 1928-30 suspect (SCYC log)
1928-29	BARRACUDA IV/ TEATICKET	Lawrence F. Percival Jr.	Mbhd.	13	BET, CYC, DRYMB, EYC	Marblehead, MA 1929 suspect (EYC log)
1929	JANABE II	Benjamin Hallowell James M. Hallowell Jr.	Mbhd.	13	BET, DRYMB, EYC	
1932-41	GULL	Edward A. Norman	Quis.	41/69	FE, NBES, QTC	1935 Warbasse helm 1941 F.T. Ward helm Vinyard Haven, MA
1944-47	GULL	Shirley G. Ellis	WLIS	69	HCSSLIS, LRY, NYT, RRSCYC	Larchmont, NY
1949-52	GULL	Arthur E. Van Bibber	WLIS		LRY	Larchmont, NY
1952-54		Randolph Richardson			IKBU	Fairfield, CT wt cockpit
1954-72	GULL	Norbert K. Schneider	WLIS	69	GH, HSCLIS, NYT, RRSCYC	
1972-76	M' AIDZ	Albert H. Swanke Jr. & Robert C. Mangone	WLIS	69	GH, LYC, NYT	Larchmont YC, NY
1977		Bishop			IKBU	CT
1977-87	OZ	James Osborne	Narr. Bay	69	HMMR, IKBU, P.J, RRNBS, RRNBVA	Newport, RI
1987-	TEATICKET	William(Willy) MacClean	Narr. Bay	69/68	IKBU, NBHSCR, P.J, RRNBS	1993 Bill Bebee helm

Herreshoff "S" Class			MARBLEHEAD			
1/1920	VANT	H.P. Benson		\$2,450		Hull # 844
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1920-24	REAPER II	Henry Perkins Benson	Mbhd.	3	CYC, EYC, R, Y	Marblehead, MA
1924-27	FLEETWING	John W. Steadman	New Bed.	3	BET, EYC, NBES, NBYC, Y	1926-27 Raced in Mbhd. & New Bed.
1928-61	DOLPHIN	Eliot D. Chapple William D. Chapple	Mbhd.	20	CYC, DRYMB, EYC, Y	Marblehead, MA
-1965	DOLPHIN	Larry Devin			IKBU	Milford, CT auxiliary & permanent backstay
1965-	ALLEGRO	Howard T. Howard	WLIS	20	IKBU, HSCLIS, LYC	HHYC Rectangular hull # plaque 1991 Doug & Mark Ryan helm

## Herreshoff "S" Class

MARBLEHEAD

2/1920

SWALLOW

L.K. Liggett

\$2,450

Hull # 845

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1920-21	SWALLOW	Louis Kroh Liggett	Mbhd.		CYC, EYC	Boston, MA J.C. Gray helm
1922-25	SWALLOW	Henry M. Faxon	Mbhd.	10	BET, CYC, EYC	Quincy, MA
1926-29	FRISKIE	Livingston Davis	Mbhd.	4	BET, CYC, DRYMB, EYC, Y	1929 suspect
1929-34	CLOTHO	Henry Hill Anderson	SCYC	4	HSCYC, NYT, RRSCYC, SCYC, YRALIS	1933 Dorothy H. McGee helm 1934 Dorothy H. McGee charterer
1935	CLOTHO	Junius Spencer Morgan	SCYC	4	RRSCYC	
1936-38	ALLONS/CLOTHO	Lester Brion	SCYC	4	HSCYC, NYT, RRSCYC, SCYC, Y	1936 CLOTHO 1937 Miss Louise Brion helm
1939-42	ALLONS	Theodore S. Clark	WLIS	4	HSCA, LRY, MBYC, NYT, SCLIS, Y	Sea Cliff, NY 1941 H.M. Warburg
1943-44	ALLONS	John S. Gould	WLIS	4	HSCA, RRSCYC, SCLIS	
1945-60	ALOHA/ALLONS	Arthur M. Godfrey & Alfred G. Keeshan, Jr.	WLIS	4	AYC, GH TL, HSCALIS HSCA, LRY, LYC, NYT, PJ, RRSCYC, SCLIS	Larchmont YC, NY 1957-60 with Alfred Keeshan 1945 ALLONS
1963			WLIS	4	NYT	
		Stanley Katz			HSCA	
		Univ. Of Miami			HSCA	
1965-69	ENTROPY	Julian Howard Gibbs	Narr. Bay	24	HSCA, IKBU, PJ	
1973		Dr. Harrington	Narr. Bay	24	IKBU	Sakonnet Marina, RI
1974-82	MISCHIEF	David Kilroy	Narr. Bay	24	IKBU, NBHSCR, RRNBS, RRNBYA	Newport, RI
1983-	SWALLOW	Frank McCaffrey	Narr. Bay	24	IKBU, NBHSCR, NM, PJ, RRNBS, RWB	Newport, RI

Herreshoff "S" Class			SCYC		Hull # 846	
2/1920	FANO	B.B. Jennings	\$2,450			
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1920-22	FANO	B. Brewster Jennings	SCYC	43	HSCYC, NYT, RRSCYC	C.F. Havenmeyer helm
1923-24	PRONTO/FANO	Daniel Bacon	SCYC	43	HSCYC, NYT, RRSCYC, R, SCYC	1924 Mrs. Daniel Bacon helm
1925-26	CLOOTIE/PRONTO	Henry Sturgis Morgan	SCYC	43	HSCA, NYT, RRSCYC, SCYC	1926 Mrs. H.S. Morgan helm
1927-35	PEGGY	Percy Chubb II	SCYC/ New Bed.	43	LRY, NBES, NYT, R, RRSCYC, SCYC, YRALIS	1927 SCYC, NY 1932 Waldo Howland charterer 1932 Photo NBES 1934 South Dartmouth, MA
1936-37	PEGGY	Mrs. Elizabeth Bowen & John Hjorth	Sorrento		LRY, SH	Sorrento, ME wt cockpit
1939-49	PEGGY/ HOLY SMOKE	Robert M. Lewis	Sorrento		LRY	1947-49 Holy Smoke Sorrento
1950 c	HOLY SMOKE	Raleigh Ingalls			SH	Ellsworth, ME
1950 c	SALLY	Stephen Wheatland	Sorrento		RM, SH	Sorrento, ME
	GULL	William Laverack	Sorrento		RM, SH	Sorrento, ME wt cockpit
1960 c	HOLY SMOKE	Lawrence Lewis	Sorrento		SH	Sorrento, ME
1968 c		sold to Bath, ME area			SH	

Herreshoff "S" Class			MARBLEHEAD		Hull # 849	
3/1920	CIMI	Guy Lowell	\$2,450			
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1920-27	CIMI	Guy Lowell	Mbhd.	11? 16?	BET, CYC, EYC, Y	Brookline, MA Marblehead, MA 1927 suspect (EYC log)
1927-37	SABOT	Edward Pierson Richardson	Mbhd/ Bar Har.	18	BHG, CYC, DRYMB, EYC, Y	Marblehead, MA 1935 Nahant, MA 1936 Bar Harbor, ME
1938-39	SABOT	Elliot Lee Richardson	Bar Har.	18	NHL, SH	
1948	COQUINA	R.B. Kenyon	WLIS	18	HSCALIS	Huntington YC, NY
		John Saniel				Port Washington, NY
1960-88	CANTY	Ralph D. Buck Jr.	WLIS	18	NYT, SCLIS	Oyster Bay, NY
1988-90	CANTY	NBHSCA	Narr. Bay		IKBU, NM	Newport, RI Frank McCaffrey's yard
1990-	CANTY	Mark Johnson	Narr. Bay		RM	Newport, RI Frank McCaffrey's yard

## Herreshoff "S" Class

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
3/1920	ELLEN	Ralph Ellis	SCYC			Hull # 850
1920-25	ELLEN	Ralph Nicholson Ellis	SCYC	44	HSCYC, LRY, NYT, R, RRSCYC, SCYC	Oyster Bay, NY
1926-38	NOTUS	Frederic Rene Coudert Jr.	SCYC	44	HSCYC, LRY, NYT, R, RRSCYC, SCYC, Y	Oyster Bay, MA 1936 Dorothy H. McGee charterer
1938-47	PENZANCE	Mrs. John A. Gifford	Quissett	44	FE, LRY, NBES	Woods Hole, MA W. Gifford B. Gifford owner ? 1939 Edgartown Race Week
1949-59	PENZANCE	Dr. Frederick G.W. Guggenbuhl	WLIS	44	LRY, NYT, RRSCYC, SCLIS	City Island, NY
1978		Dave Kiremidjian/Full Sea Inc.	WLIS		IKBU	Sea Cliff, NY
1979	XXXXXXXXXXXXX	BROKEN UP	XXXXX		JM	XXXXXXXXXXXXXXXXXXXXX

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Herreshoff "S" Class 9/1920		W.C. Potter	SHINNICOCK COLONY ? \$3,500		Hull # 852	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1923	SNOOKABUS	Howard Brokaw	SCYC	50	RRSCYC	
1924	SNOOKABUS	W.F. Carey	SCYC	50	RRSCYC	Royal Victor helm
1925	SNOOKABUS	Royal Victor	SCYC	50	NYT, RRSCYC, SCYC	
1926	SNOOKABUS/LARK	R. Victor/A.D. Weekes Jr.	SCYC	50	NYT, RRSCYC	
1927-49	LARK	Arthur D. Weekes/ Arthur D. Weekes Jr.	SCYC/ WLIS	50	HSCALIS, NYT, R, RRSCYC, SCLIS, SCYC, Y, YRALIS	1930, 34 Miss Dorothy Weekes helm 1935 Porter Buck helm 1940 Porter Buck & Weekes SCYC
1950-52	JEAN	George P. Gray	WLIS	50	NYT, RRSCYC, SCLIS	
1955-58	JAB II	Pope	WLIS	50	SCLIS	1955 Vernon & Pope
1963-66	JAB II	Dr. Judd Bockner	WLIS	50	NYT	
1968-73	IMPALA	Pierre Digeon	WLIS	50	GH, GHTL, NYT	
1974-	HORNPIPE	James L. Park	WLIS	50	GHTL, NBHSCR, NM, LYC, PJ, SCLIS, WLISR	Horseshoe Harbor YC, NY Graves Point, NY

Herreshoff "S" Class 9/1920		T.A. Howell	SHINNICOCK COLONY ? \$3,500		Hull # 853	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES

Herreshoff "S" Class 9/1920		W.W. Aldrich	MARBLEHEAD \$3,500		Hull # 854	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1920-29	AMINTA/AMINITA	William Truman Aldrich	Mbhd.	12	BET, CYC, DRYMB, EYC, Y	Marblehead, MA
1930-31	AMINTA	Manton Bates	Mbhd.	12	CYC, DRYMB, EYC	CYC, EYC, RR only 1931 suspect
1931-35	AMINTA	Joseph Russell & C.T. Russell	Quisset	12	NBES, QYC	Vineyard Haven, MA
1937-40	SILHOUETTE	Charles Carroll Glover Mrs. Glover	New Bed.		FE, NBES	from Wash., DC 1937 Edgartown RW
1941	SILHOUETTE	Warren Shapleigh			NBES	



Herreshoff "S" Class 2/1920			SHINNICOCK COLONY ? \$3,500			Hull # 855
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1923	WHIM	M.J.D. Albertson	SCYC	20/48	R, RRSCYC	
1928	WHIM	J.R. Ward	SCYC	20	HSCYC, RRSCYC	1928 Cecily Work helm

Herreshoff "S" Class 9/1920			SHINNICOCK COLONY ? \$3,500			Hull # 856
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1924-27	SENTA	R.Grosvenor Hutchins	SCYC	3/53	NYT, RRSCYC	
1928-35	SENTA	Daniel Bacon	SCYC	53	HSCYC, LRY, NYT, R, RRSCYC, SCYC, YRALIS	Oyster Bay, NY 1929-32 Mrs. Bacon helm 1935 suspect (Lloyds)
1935-37	RANGOON II/SENTA	Charles H. Thorling	SCYC	53	HSCYC, LRY, NYT, RRSCYC, Y	Lloyd Harbor, NY
1937-40	AULEY/ SENTA/RANGOON II	Edward P. Snyder	SCYC	53	LRY, NYT, RRSCYC SCYC, Y	Lloyd Harbor, NY
1939-48	AULEY	W.S. Chesley Jr.	WLIS	53	HSCALIS, LRY, LYC, NYT, RRSCYC, SCLIS	Larchmont YC, NY
1949-51	AULEY	Raworth H. James	WLIS		LRY	Larchmont, NY
1954	AULEY	Walter S. Frank	WLIS		LRY	Darien, CT
1959-65	ANGEL/AULEY	Robert A. McNeil			LRY	Five Mile River, CT. 1960-65 ANGEL
-1968		Lawrence Litchfield			GH	
1969-83	YANKEE	Alvin Comen	WLIS	53	SCLIS, IKBU	HHYC
1984-	YANKEE	David Pushcot	WLIS	53	GHTL, LYC, NM, WLISR	1991 George & Eric Hanson helm 1991 Al Comen helm Horseshoe Harbor YC, NY

Herreshoff "S" Class 9/1920			SHINNICOCK COLONY ? \$3,500			Hull # 857
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1923	MEG	Mrs. Daniel Bacon	SCYC	5	RRSCYC	R.Grosvenor Hutchins helm
1924	MEG	Irving Cox	SCYC	5	HSCYC, NYT, RRSCYC	
1926-34	MEG	E. Stuart Peck	SCYC	52	HSCA, HSCYC, LRY, NYT, R, RRSCYC, SCYC, YRALIS	1925-26 RR only 1926 E. Chubb helm 1926 Percy Chubb helm 1932 H.S. Morgan helm
1935-42	MEG	R. Peck & E. Peck	Quissett	52	FE, QYC, YINB	
1943-48	COLEEN	John E. (Jack) McDevitt Sr. Leo R. McDevitt	Narr. Bay	52	HSCA, LRY, NBHSCR PJ, RRNBS, YINB	RIYC, RI
1949-56	PHANTOM	Knight D. Robinson	Narr. Bay	52	HSCA, LRY, NBCB, RRNBS	Cranston, RI 1952 Ed Remington helm
1957-68	BERSERK	Geoff Spranger	Narr. Bay	52	HSCA, IKBU, NBCB, PJ	Newport, RI 1960 Jim Bradley helm 1965 Wait & Emmy Jo Slocum helm
1969	FLIGHT	Ned Williams	Narr. Bay	52	HSCA	
1970-	FLIGHT/RESOLUTE	Roger Winiarski	Narr. Bay	52	HMMR, IKBU, NBHSCR, NM, PJ, RRNBS, RRNBYA, RWB	Tiverton, RI 1970-80 FLIGHT

Herreshoff "S" Class  
2/1921

M.J. O'Brien

SHINNICOCK COLONY ?  
\$3,500

Hull # 859

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YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
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Herreshoff "S" Class  
2/1921

SHONA

C.A. Morse

MARBLEHEAD  
\$3,500

Hull # 864

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1921-24	SHONA	Philip R. Morss	Mbhd.	15	BET, CYC, EYC, Y	P.R. Morss son of Charles A. Morss 1922 Robert E. Stone Jr. helm
1925-26	NANCY	Winsor Gale	Mbhd.	15	BET, CYC, EYC, Y	
1927-31	SALLY ANNE	Franklin Haven Clark	Mbhd.	15	CYC, EYC, DRYMB, Y	1931 suspect (EYC log) Nahant, MA
1931-32	SPINDRIFT		Mbhd.	15	EYC, NYT, Y	
1933-34	VENTURE	George S. Patton Jr.	Mbhd.	15	EYC, MYC	Mrs. G.S. Patton Manchester, MA?
1935-36	VENTURE	Miss Nancy Leiter	Mbhd./ New Bed.	15	EYC, LRY, NBET, Y	Beverly, MA 1936 raced in New Bedford
1937-51	VENTURE/ ADVENTURE	Angelica (MacDonald) Lloyd Mrs. William K. Russell	New Bed.	15	LRY, NBET, Y	1937-38 VENTURE Padanaram, MA 1941 Grinnell helm 1945 A. MacDonald helm 1950-51 suspect (Lloyd's)
1950-51	METEOR	Dan Strohmeier	New Bed.	15	NBET, NBYC	Padanaram, MA
1952-58	METEOR	USMMA	WLIS	15	NYT, RRSCYC, SCLIS	Kings Point, NY
1962-63	METEOR	Samuel D. Hummel	WLIS	15	NYT	
1964-68	MARMADUKE	Leonard B. MacKey	WLIS	15	IKBU, NBHSCR, NYT	Rye, NY
1969?-70	JUNIPER	Dr. Fred Vohr	Narr. Bay		IKBU	Barrington, RI
1971-88	LEYLA	Robert H. Dubuc Jr.	Narr. Bay	15	HMMR, IKBU, NBHSCR, PJ, RRNBS, RRNBYA	Barrington, RI
1989-	SHONA/LEYLA	Bob Hutchinson	Narr. Bay	15	IKBU, NM, PJ, NBHSCR, RRNBS	1989 LEYLA

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Herreshoff "S" Class			SCYC			
1/1922	SURINAM	P.J. Roosevelt	\$2,800	Hull # 871		
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1922-39	SURINAM	Philip J. Roosevelt	SCYC	47	CYC, HSCYC, LRY, NYT, R, RRSCYC, SCYC,	Oyster Bay, NY 1922 W.E. Roosevelt helm
					Y, YRALIS	1929 CYCRR 1939 suspect (Lloyd's)
1939-43	CHICA/ SURINAM	George W. Sheppard	WLIS	47	LRY, NYT, RRSCYC SCLIS, YRALIS	Oyster Bay, NY
1944-48	CHICA	Joseph F. Curran	WLIS	47	HSCALIS, LYC, SCLIS	
1949	CHICA	L.A. Kagel	WLIS	47	LYC	Fourton helm
1950-52	CHICA	Leslie E. Fourton	WLIS	47	LYC, NYT, SCLIS	
1953-62	CHICA	Alan Ades	WLIS	47	LRY, NYT, SCLIS	Port Washington, NY
1972	CHICA				IKBU	
-1977	BLUE GOOSE	Mathias Burggraf	WLIS	47	GH	
1978	XXXXXXXXXXXXXX	BROKEN UP	XXXXX		GH	XXXXXXXXXXXXXXXXXX

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Herreshoff "S" Class			SCYC			
Ordered by Franklin Remington — cancelled ?				Hull # 872		
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1922-27	PERNEB/PERNAB	Franklin Remington	SCYC	46	HSCYC, NYT, RRSCYC, SCYC	1926 C.F. Havenmeyer 1927 suspect (SCYC log)
1927-29	STURDY BEGGAR	Alexander Wheeler & Robert E. Peabody	Mbhd.	17	CYC, DRYMB, EYC, MYC	1927 & 29 A. Wheeler Manchester YC, MA
1930-78	STURDY BEGGAR	Robert E. Peabody	Mbhd.	17	CYC, DRYMB, EYC, IKBU, LRY	Marblehead, MA
1978-	STURDY BEGGAR	Donald Koleman			RM	Salem, MA

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Herreshoff "S" Class  
1/1922

H.N. Curtis

SCYC

\$2,800

Hull # 873

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1922-28	PANDORA	Harry M. Curtis	SCYC	45	HSCYC, LRY, NYT, RRSCYC, SCYC	Oyster Bay, NY 1923 Mrs. Curtis helm 1927-28 Paul G. Pennoyer helm
1929-35	PANDORA	Samuel R. Outerbridge	SCYC	45	HSCYC, LRY, NYT, RRSCYC, SCYC	Oyster Bay, NY 1929-31 Miss Outerbridge helm 1934 J.C. Bell helm 1934 C.A. Franklin helm
1936-42	PANDORA	Allen J. McIntosh	SCYC/ WLIS	45	LRY, RRSCYC, SCLIS	Oyster Bay, NY 1939 Leslie helm
1944-54	PANDORA	US Merchant Marine Academy	WLIS	45	HSCALIS, NYT, SCLIS	Kings Point, NY
1957			WLIS	45	NYT	
-1984	PANDORA	Wenderrail			JM	Northport, NY
1984-85	PANDORA	John Bradley			JM	straight mast permanent backstay
		David Kiremidjian/Full Sea Inc.				
1988-	PANDORA	John MacMillan	WLIS	45	JM, NM, WLISR	square plaque #872 ?

Herreshoff "S" Class  
3/1922

L.E. Hammerly

\$2,800

Hull # 876

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
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## Herreshoff "S" Class

12/1924	MAB	G.G. McMurtrey	BAR HARBOR \$3,500			Hull # 909
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1925-30	MAB	George Gibson McMurtrey	Bar Har.	2	BHG	1929 EYCRR
1931	MAB	Frank Howard	Bar Har.	2	BHG	
1934-36		Edgar Howard/ Frank Howard	Bar Har.	2	BHG, NHL	
1937-40	LITTLE AUDREY	Frank Howard & Willing Howard	Bar Har.	2	BHG, NHL	1939 Willing Howard helm
1941	LITTLE AUDREY	Carlyle Cochran	Bar Har.		Y	
1947-52	TYCHE II	Lewis Tyler, Sr. & Lew Tyler Jr.	Narr. Bay	21	HSCA, NBCB, NBHSCR, RIYC, RI PJ, RRNBS	
1953-54	LARIUS	J. Peter Geddes	Narr. Bay	21	HSCA, NBCB, PJ	
1954-56	SPRITE	J. Elton Furlong	Narr. Bay	21	HSCA, NBCB, PJ	Cranston, RI
1957-66	SPRITE	William D. (Bill) Harris	Narr. Bay	21	HSCA, NBCB, NBYA, PJ	Barrington, RI 1964 Julian H. Gibbs helm
1967-75	SPRITE	Howard R. (Bruce) Brewster Jr.	Narr. Bay	21	HSCA, IKBU, NBHSCR, PJ	Barrington, RI
1976-78	SPRITE	Paul Connolly	Narr. Bay	21	IKBU	Bristol, RI
1979-80	SPRITE	Albert Daly & Jim	Narr. Bay	21	IKBU, NBHSCR	Newport, RI
1981-88		Bob Murgo	Narr. Bay		IKBU, NBHSCR	Newport, RI
1989			Narr. Bay			Jamestown, RI
	XXXXXXXXXXXX	BROKEN UP XXXXXXXXXXXX	XXXXXX	XXXXX	XXXXXXXXXXXXXXXXXXXX	

Herreshoff "S" Class			BAR HARBOR			
12/1924	ALBATROSS	Wm. S. Moore	\$3,500			Hull # 910
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1925	ALBATROSS	William. Scoville Moore	Bar Har.	1?	BHG	
1927-40	ALBATROSS	James Byrne Phyllis Byrne	Bar Har.	1?	BHG, HSCA, NHL	1933 Sumner Gerard Jr. helm 1940 Coster Gerard & John Train helm
1941	ALBATROSS	Arthur Train	Bar Har.		BHG	Northeast Harbor, ME
1944-45	ALBATROSS	Lester K. Henderson	Mbhd.		PJ	
1946-55	FIRE GIRL	Mark S. Hough	Narr. Bay	6	HSCA, NBCB, NBHSCR, RIYC, RI PJ, RRNBS	1952-53, 55 Arthur H. (Flub) Williams
1956-57	KRO FLYT III	Richard (Dick) & Edward (Ted) Krolicki	Narr. Bay	6	HSCA, NBCB, PJ, RRNBS	
1958-62	RENOWN	Harold F. Kedian Jr.	Narr. Bay	6	HSCA, NBCB, PJ, RRNBS	Barrington, RI
1963-65	PROTEUS	Harteigh Van S. Tingley, Jr.	Narr. Bay	6	HSCA, NBHSCR, NBYA, PJ, RRNBS	
1966-71	PROTEUS	Hugh Potter		6	HSCA	
1972-74	MALI	Brown			IKBU	New Hampshire
1975-79	LEMBOS	Newhouse			IKBU	New Hampshire
1980-84	SERENDIPITY	Richard Burnside		6	IBKU, HMMR	Mattapoisett, MA
1984-	MUMTAZ	C. Lawson Willard		6	RM	Noank, CT

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Herreshoff "S" Class			BAR HARBOR			
12/1924	ELINOR	Joseph Pulitzer	\$3,500			Hull # 911
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1925-40	ELINOR	Joseph Pulitzer	Bar Har.	4	BHG	1929 Julian Wright helm 1930 John Dorrance helm 1931 Kate Davis Pulitzer helm 1934 Julian Wright helm 1936 Miss Margaret Dorrance helm 1940 Natalie Munson helm
1980-		Ann Wallace White Not an owner interested party			IKBU, RM	Annapolis, MD

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Herreshoff "S" Class			BAR HARBOR			
12/1924	EMILY II	G.H. McFadden		\$3,500	Hull # 912	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1925-37	EMILY II	George H. McFadden	Bar Har.	5	BHG	1928 Edward Browning Jr. helm 1929 Townsend helm 1930 Munson helm 1933 Browning helm
1938	EMILY II	Michael McFadden	Bar Har.		NHL	
1946-51	ROYAL SCOT	Edward S. Deans	WLIS	5	HSCA, HSCALIS, LYC, NYT, RRSCYC, SCLIS	1947 Photo NYT Larchmont YC, NY
1957-62	ROYAL SCOT	William A. Keyes III & R. Keyes	WLIS	5	AYC, GH TL, NYT, SCLIS	
1963	ROYAL SCOT	Walter Heiss	WLIS	5	HSCA, NYT	
1963-	WISTFUL/ ROYAL SCOT	John E. Migliaccio	Narr. Bay	14	HMMR, HSCA, IKBU, NBYA, NM, PJ, NBHSCR, RRNBS, RRNBYA	1963 ROYAL SCOT 1963-64 Tony Migliaccio helm 1966 Alden Walls helm 1986 Peter Migliaccio helm 1987 Peter & J. Migliaccio helm 1993 Jay Migliaccio helm

Herreshoff "S" Class			BAR HARBOR			
12/1924	SPRAY	F.J. Redman		\$3,500	Hull # 913	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1925-31	SPRAY	Fulton J. Redman	Bar Har.	3	BHG	
1932-34	SPRAY	Miss Elizabeth Espy	Bar Har.		BHG, NHL	
1936	SPRAY	Miss Edith Clark	Bar Har.	3	BHG	
1937	SPRAY	Curtis Prout	Bar Har.		NHL	
	MARINAIA				PJ, YINB	Vineyard Haven, MA ?
1944	SPRAY	Howard & John Droitcour	Narr. Bay	7	HSCA, PJ, YINB	
1945-51	SPRAY	Howard H. Sweet & Richard Sweet	Narr. Bay	7	HSCA, NBCB, NBHSCA, Touisset, MA LRY, PJ, RRNBS, YINBI	
1952-	SPRAY	Philip C. Lenz	Narr. Bay	7	HMMR, HSCA, IKBU, LYC, NBCB, NBYA, NBHSCR, NBYA, PJ, RRNBS, RRNBYA	Warren & Bristol, RI



Herreshoff "S" Class			NEW BEDFORD			
3/1925	SKIP	A.R. Pierce		\$3,500	wt cockpit	Hull # 914
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1925-57	SKIP	Albert R. Pierce Jr.	New Bed.	2	LRY, NBES, NBYC, RM	South Dartmouth, MA 1938 wrecked 1944 wrecked
		Possibly Rebuilt ?????			RM	
1988	SKIP			36	IKBU	wt cockpit

Herreshoff "S" Class			SCYC			
9/1925	LULWORTH	Francis M. Weld		\$3,500		Hull # 915
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1926-32	LULWORTH	Francis Minot Weld	SCYC	55	NYT, RRSCYC, SCYC	
1930	SETAC	C. Cates	SCYC		NYT	
1931	SETAC	Louis Shattuck Cates	SCYC	55	SCYC, RRSCYC	
1932	SETAC	Junius Spencer Morgan	SCYC	55	NYT, YRALIS	
1945	SINBAD	George R. Leslie	WLIS	55	NYT, RRSCYC, SCLIS	
1945-62	SINBAD	Stewart R. Browne Jr.	WLIS	55	LRY	Rebuilt 1954 Huntington, NY (auxiliary)
1948	SINBAD	R.E. Shannon	WLIS	55	HSCALIS	
1969-79	PEQUOD	Edmund E. Fleming			IKBU	Cottage Park YC Winthrop, MA (auxiliary) for sale 1979
1981-93	PEQUOD	Glen Smith			IKBU, RM	MA Straight alum mast perm backstay- no runners
1993-	LULWORTH	Rick MacNeil	Narr Bay		NM, RM	

Herreshoff "S" Class			CHICAGO			
2/1924	NASSAU	Alden designed S boat		\$4,250		Hull # 931
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1929	NASSAU				Y, YINB	Charlevoix Club 2 S boats listed

Herreshoff "S" Class			BAR HARBOR			
8/1925	FIREFLY	John S. Rogers		\$3,500	Hull # 956	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1926-29	FIREFLY	John Shillito Rogers	Bar Har.	7	BHG	John Bond Trevor helm
1935-82	FIREFLY	James Boyd Nancy Boyd Sokoloff Catherine Boyd Noel Sokoloff	Sorrento	7	IKBU, SH	
1983-92	FIREFLY	Peter Hunt	Sorrento	7	IKBU	
1992-	FIREFLY	John Barker	Narr. Bay	7/00	NBHSCR, NM, PJ, RRNBS	Bought from Mt. Desert Yacht Yard

Herreshoff "S" Class			BAR HARBOR			
8/1925	SEAFARER	Parker Corning		\$4,100	Hull # 957	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1926-31	SEAFARER	Parker Corning	Bar Har.		BHG	1927 Peter Labouisse helm 1931 P. Labouisse helm

Herreshoff "S" Class			BAR HARBOR			
9/1925	BIZI BO	R.B. Bowler		\$3,500	Hull # 958	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1926-30	BIZI BO	Robert B. Bowler	Bar Har.		BHG	1929 Elizabeth Espy helm 1930 * * *
1931	BIZI BO	Mrs. Leander McCormick- Goodhart	Bar Har.		BHG	

Herreshoff "S" Class			BAR HARBOR			
9/1925	PERIWINKLE	Ayer and McCormack Mrs. Walter Ayer and Miss M. McCormack		\$3,500	Hull # 959	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1926-33	PERIWINKLE	Mrs. Walter (Phoebe) Ayer & Miss Mildred McCormack	Bar Har.		BHG	Bar Harbor, ME
1935-	JACATAQUA	Elisabeth Chaffe Gamble Gamble grandchildren	Sorrento	14	IKBU, JM, RM, SH	1982 Jock Crothers helm 1990 Lisa Haywood Crothers helm 1993 Katie Gamble helm

Herreshoff "S" Class			BAR HARBOR			
9/1925	ARTEMIS	W.P. Scott		\$3,500		Hull # 960
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1926-40	ARTEMIS	Warwick Potter Scott	Bar Har.		BHG	1927 Misses Scott helm 1929 Edward Browning helm 1931 Miss Susan Scott helm 1940 J.M. Bryne & Mrs. W.P. Scott helm
1945-93	ARTEMIS	Stephen Wheatland Richard Wheatland	Sorrento	11	IKBU, RM, SH	1982 Diana Gazis helm Bronson Crothers helm
1993-	ARTEMIS	Alice (Wheatland) Wellman Dr. Mary Schley	Sorrento		IKBU, RM	

Herreshoff "S" Class			BAR HARBOR			
10/1925	KOSHARE	Mary G. Ogden		\$3,500		Hull # 963
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1926-34	KOSHARE	Mrs. David B. Ogden	Bar Har.	10	BHG, JM, SH	1930 H.V.C. Ogden
-1945	ALLISE	Albert R. (Russ) Pierce Jr.	New Bed.		RM	
1946-47	ALLISE	Ed. Merrill	New Bed.		NBES, RM	
1949-51	ALLISE	Albert R. (Russ) Pierce Jr.	New Bed.		IKBU, NBES, RM	1949 Duncan Scott helm 1950 Alice Green helm 1955-59 Merrill Hunt Jr. helm
1954-62	ALLISE	Richard Young		3	IKBU, RM	
1962-70	ALLISE	George Burr			RM	
1970-85	ALLISE	Steve Sperry			HMMR, RM	1981 A. Galison helm
	ALLISE	Ross Gannon & Nat Benjamin			RM	Vineyard Haven, MA
-1988	ALLISE	Richard Cohen			RM	Vineyard Haven, MA
1989-	ALLISE	Bob Fiore		42	JM, NM, PJ, RWY	Mystic, CT

Herreshoff "S" Class			BAR HARBOR			
10/1925	BRIDGET	John J. O'Brien		\$3,500	Hull # 964	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1926	BRIDGET	John J. O'Brien	Bar Har.		BHG	
1927-39	ARIEL II/ALONDRA	A. Atwater Kent	Bar Har.	12	BHG, EYC, NHL, SH	1927 ALONDRA
1941-43	ARGUMENT	Reginald Reynolds		12	HSCA, IKBU, PJ, YINB	rebuilt after 1938 hurricane
1943-45	ARGUMENT	W. Russell Boss	Narr. Bay	22	HSCA, NBHSCR, PJ, YINB	RIYC, RI
1946-47	ARGUMENT	Joyce Burnside & Roy Burnside	Narr. Bay	22	HSCA, NBHSCR, PJ, RRNBS	1946 Skippy Watts helm
1948	ARGUMENT	Frank Graves	Narr. Bay	22	NBHSCR, PJ, RRNBS	
1949-54	ARGUMENT	Stuart Lister	Narr. Bay	22	HSCA, NBCB, PJ, RRNBS	1953 Sally Simonds helm
1955-64	ARGUMENT	Milton Ernstoff	Narr. Bay	22	HSCA, IKBU, PJ, NBCB	rebuilt after hurricane Carol RIYC
1966-67	ARGUMENT	Russell A. (Ronnie) Boss	Narr. Bay	22	HSCA, PJ	
1969-73	ARGUMENT	Gerard Bouressa	Narr. Bay	22	HSCA, IKBU, PJ	1970 Jack Casey helm
1974-82	ARGUMENT	J. Grant Armstrong & Jay Tetreault	Narr. Bay	22	HMMR, IKBU, NBHSCR, RIYC PJ, RRNBS, RRNBVA	
1983-91	ARGUMENT	Scott Manchester	Narr. Bay	22	IKBU, NBHSCR, PJ, RRNBS	
1991-	ARGUMENT	Richard E. MacNeil	Narr. Bay	22	IKBU, NBHSCR, NM, PJ RM, RRNBS, RWB	

Herreshoff "S" Class			BAR HARBOR			
10/1925	AVOCET	D.B.C. Catherwood		\$3,500	Hull # 965	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1926-27	AVOCET	D.B.Cummins Catherwood	Bar Har.		BHG	
1929-33	SQUIDDO II	Eleanor McCormick	Bar Har.	6	BHG, JM, SH	
1934	SQUIDDO II	Henry Ellison	Bar Har.		BHG	

Herreshoff "S" Class			MARBLEHEAD			
10/1925	STELLA II	Herbert M. Sears		\$3,500	Hull # 967	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1926-27	STELLA II	Herbert M. Sears	Mbhd.	7	BET, CYC, EYC	
1928-31	TEAL	William H. Potter Jr.	Mbhd.	7	CYC, DRYMB, EYC	
1932-34	MISCHIEF	Eugene E. O'Donnell	Mbhd.		EYC, LRY	Marblehead, MA 1933 D. Bradley helm EYC RR only 1934 suspect (Lloyd's)
1934-	MISCHIEF	Dr. Harold C. Bradley Dr. David C. Bradley	Quissett	7	FE, IKBU, QYC, LRY, NBES	D. Bradley helm Woods Hole, MA Center Harbor, ME

Herreshoff "S" Class			NEW BEDFORD			
10/1925	NAUT	Jos. M. Read	—		no sails	Hull # 970
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1926-39	NAUT	Eleanor (Read) Knowles Joseph M. Read	New Bed.	4	HSCA, NBES, NBYC	
1941	NAUT	Parsons	New Bed.		NBES	Marion, MA
1943-52	RED JACKET II	J. William Corr	Narr. Bay	4	HSCA, NBCB, NBHSCR, East Greenwich, RI PJ, RRNBS, YINB	
1952-54	PEPPER	Howard M. Johnson	Narr. Bay	4	HSCA, NBCB, NBHSCR	
-1963					GH	City Island, NY
1964-70	VALIENT LADY	Richard FitzMaurice	WLIS/ Sorrento	4	HSCA, LYC, NYT, SH	Sorrento, ME
1971-78	TERN	Danny LaPearch	Narr. Bay		IKBU	
1979-	DILEMMA/WREN	Grafton H. (Cap) Willey IV	Narr. Bay	44	HMMR, IKBU, NBHSCR, 1980 WREN NM, PJ, RRNBS, RRNBYA	

Herreshoff "S" Class			MARBLEHEAD			
11/1925	ROCKET	Henry M. Faxon	—		(no sails)	Hull # 971
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1926-27	ROCKET	Henry M. Faxon	Mbhd.	10	BET, DRYMB, EYC	
1930-34	ANARKI/L'ESCARGOT	Arthur K. Blood	Mbhd.	10	DRYMB, EYC	1930 L'ESCARGOT
1935	GALE	Arthur H. Brown	Mbhd.	10	EYC	
1936-41	GALE	Chas. & Ken Brown	Mbhd.		EYC	
1944-54	GALE	Harry M. Wootten	WLIS	10	HSCALIS, LRY, LYC, NYT, RRSCYC, SCLIS	1954 suspect (LYC log)
1954-55	AMOREL	Lester Cooke	WLIS	10	NYT, SCLIS	
1955-56	SUMMER TAN	Bob Young	WLIS	10	SCLIS	
1956-	PHOENIX	George W. Hanson	WLIS	10	GH, GHTL, HSCLIS, IKBU, LYC, NM, NYT, PJ, RRSCYC, SCLIS,	Horseshoe Harbor YC 1987- Eric Hanson co-skipper

Herreshoff "S" Class			BAR HARBOR			
10/1925	VIXEN II	Mrs. Anne Archibald	\$3,500		Hull # 980	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1926-27	VIXEN II	Mrs. Anne Archibald	Bar Har.	8	BHG	
1928	VIXEN II	William S. Moore	Bar Har.		BHG	
1929	VIXEN II	Henry M. Fox	Bar Har.		BHG	
1932	VIXEN II	John Archibald	Bar Har.		BHG	
1934-35	VIXEN II	Townsend Munson	Bar Har.		BHG	
1940-41	VIXEN II	James Mayberry	Quissett		FE	
1946-59	VIXEN II	Jesse Caton	Narr. Bay	88/8	HSCA, NBCB, NBHSCR, PJ, RRNBS	1953 Jorj Levy helm RIYC, RI
1959-64	VIXEN	Baradford Reed Boss	Narr. Bay	8	HSCA, NBYA, NBCB, PJ, RRNBS	1960 Tom Hazelhurst helm 1961-62 Ron Boss helm
1965-	VIXEN	Dr. Leroy Bartlett	Narr. Bay	8	PJ	
	VIXEN	Robert Martley	Narr. Bay	8	HSCA	
1969-73	VIXEN	Don Glassie	Narr. Bay	8	HSCA, IKBU, NBHSCR, PJ	
		sold to Chesapeake Bay				

Herreshoff "S" Class			SCYC			
2/1926	ELLEN O	Ralph Ellis	\$3,723		Hull # 996	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1926-27	ELLEN O	Ralph Nicholson Ellis	SCYC	56	HSCYC, NYT, SCYC	Oyster Bay, NY
1928-37	FIDGET	George T. Bowdoin	SCYC	56	LRY, NYT, RRSCYC, SCYC, YRALIS	Oyster Bay, NY
1939-40	FIDGET	H. Thomas Cavanaugh	WLIS	56	LRY, LYC, NYT, SCLIS	Larchmont, NY
1940-47	FIDGET	John M. Halsted	WLIS	56	HSCALIS, LRY, LYC, NYT, RRSCYC, SCLIS	Larchmont YC, NY
1948-51	FIDGET	William J. Donovan & W.J. Niedermair	WLIS	56	GHTL, LRY, NYT, SCLIS	Mamaroneck, NY 1949 with Niedermair
1952-69	FIDGET	Wilmer R. Wright & Wilmer R. Wright Jr.	WLIS	56	GHTL, LRY, LYC, NYT, RRSCYC, SCLIS	Larchmont, NY 1960-62 with Douglas Campbell 1966 with Ralph Fisher
1970-72	FIDGET	Ralph H. Fisher	WLIS	56	GHTL, IKBU, LYC, NYT	Larchmont, NY 1968 with Wilmer Wright
1973-82	MAGIC	Russell E. Furlong & Kenneth B. Upham	Narr. Bay	56	HMMR, HSCA, IKBU, NBHSCR, PJ, RRNBS, RRNBYA	Edgewood, RI
1983-93	MAGIC	John Ray			IKBU, RM	Noank, CT 1989 Stonington, CT ?
1993-	MAGIC	Phil Behney			RM	Pawcatuck, CT

Herreshoff "S" Class			BAR HARBOR			
1927		Stanley Clarke Parker Corning cancelled 1926	\$4,100	(New Bedford)		Hull # 1013
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1927-30	SONNET	T. Clarke	New Bed.		NBES	
1931-33	SONNET	Arthur Francis & Henry C. Holcomb	New Bed.		NBES	
1934-36	SONNET	Young	New Bed.	3	NBES	
1939-46	BARRACUDA		New Bed.		LRV, NBES	1941 Young helm 1946 Kelly helm
1947-49	BARRACUDA	A. Burton Strange	New Bed.	3/13	NBES, NBYC	of Providence, RI Nonquitt, MA
1951-54	INSURGENT	Hendon Chubb II	New Bed.		LRV	South Dartmouth, MA

Herreshoff "S" Class			BAR HARBOR			
7/1927	PRONTO	Elizabeth Beale	\$4,100			Hull # 1014
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1927	PRONTO	Mrs. William Gerrish Beale	Bar Har.		BHG	1927 Stewart Schenick helm
1929-30	PRONTO	Schuyler Scheffelin	Bar Har.		BHG	
1931	PRONTO	Miss Betty Espy	Bar Har.		BHG	

Herreshoff "S" Class			BAR HARBOR		(MARBLEHEAD)	
9/1926	ROWENA	James Rothwell	\$4,100			Hull # 1015
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1928-34	ROWENA	James Rothwell	Mbhd.	21	CYC, DRYMB, EYC, NYT, Y	
1935-38	DIXIT II	Richard W. Pierce	MARBLEHEAD	21	BYC, CYC, EYC, Y	
1937-42	PIQUERO	Wm. Julian Underwood	New Bed.	21	LRV, NBES, Y	South Dartmouth, MA
1952?		sailed from New England by two Coast Guardsman			IKBU	to Yorktown, VA
-1962		Dr. _____			IKBU	Hampton, VA
1962-74	SEA GULL	James Fitzell			IKBU	Annapolis, MD
1974/5-	DOLCEFARIENTE	Charles Shaffner		57	IKBU, RM	Glouster Point, VA

## Herreshoff "S" Class

7/1928 (7/1926)	KOTICK	H.S. Morgan	SCYC	\$3,850	no sails	Hull # 1018
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YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1927-29	KOTICK	Henry Sturgis Morgan	SCYC	57	HSCYC, NYT, RRSCYC, SCYC	
1930-31	PINAFORE	Paul Geddes Pennoyer	SCYC		LRY, NYT, RRSCYC SCLIS, YRALIS	Oyster Bay, NY 1932 suspect YRALIS
1932	SENTA/PINAFORE	Daniel Bacon Mrs. Daniel Bacon	SCYC	57	HSCYC, LRY, RRSCYC	Oyster Bay, NY
1933-35	KOTICK	Henry S. Morgan	SCYC		LRY, NYT	Glen Cove, NY 1935 suspect
1935-47	ELAINE/KOTICK	Albert L. Hoffman Jr.	SCYC/ WLIS	57	HSCYC, LRY, MBYC, NYT, RRSCYC, SCLIS	Oyster Bay, NY 1937 Dorothy H. McGee helm 1940 co-owner Walter H. Voelb 1940 Duncan Sterling Jr. helm 1943 T.J. Druding helm 1944-47 suspect
1944	FLYING COLORS	Donald M. Laffin	WLIS	57	LYC, RRSCYC, SCLIS	
1945-52	EAGLET	Rudolph Stoke Nelson	WLIS	57	HSCALISLRY, LYC, NYT, RRSCYC, SCLIS	Larchmont YC, NY
1953-63	EAGLET	Gerard L. (Jerry) Burggraf	WLIS	57	GHTL, LRY, NYT, SCLIS	Sea Cliff, NY
1963-77	EAGLET	Mathias (Matty) Burggraf	WLIS	57	GHTL, IKBU, LYC, NYT	Sea Cliff, NY
1979-	EAGLET	Brian P. Kelly	WLIS	57	IKBU, LYC, NM, WLISR	SCYC



Herreshoff "S" Class			MARBLEHEAD			
11/1927	FANDEE	Eliz. Chalifoux	\$4,100		Hull # 1019	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1928-34	FANDEC II	Harold L. Chalifoux	Mbhd.	22	CYC, DRYMB, EYC	Beverly, MA 1928-29 F.B. Chalifoux helm
1935-37	VOLANTE II	Everett Winslow	Mbhd.	22	EYC	RR only
1938	VOLANTE II ?		Mbhd.		EYC	RR only
		H.P. Hood	Mbhd.		HSCA, YINB	Marblehead, MA
1943	VOLANTE II	S. C. Parsons Robert Parsons	Narr. Bay	8/28	HSCA, NBHSCR, PJ, YINB	East Greenwich, RI
1947-48	VOLANTE	William Conley	Narr. Bay	28	HSCA, NBHSCR, PJ, RRNBS	
1949-69	MICMAC/VOLANTE	Dr. Arthur B. Cuddy	Narr. Bay	28	HSCA, IKBU, LRY, NBCB, NBHSCR, NBYA, PJ, RRNBS RRNBS, RRNBYA	1949 VOLANTE RIYC Cranston, RI 1952 Charles Plumb helm 1958 Leonard Upham helm 1960 Mike Cuddy helm
1970-89	MICMAC	Arthur B. (Mac) Cuddy Jr.	Narr. Bay	28	HMMR, IKBU, PJ, RRNBS, RRNBYA	1979-82 Lou Cuddy helm RIYC Cranston, RI
1989-	MICMAC	Michael Cuddy	Narr. Bay	28	NM, PJ, RRNBS	RIYC Cranston, RI

Herreshoff "S" Class			NARRAGANSETT BAY			
9/1926	VANESSA	I.B. Merriman	\$4,200		teak finishHull # 1020	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1927-30	VANESSA	Isaac Butts Merriman	Narr. Bay	1 ?	PJ, YINB	1930 Sailed to New York Loaded on a steamer for Hawaii
1931	PANINI	Everadus Bogadus	Hawaii		Y, YINB	Hawaii
1933-34	PANINI	Gordon Mendelssohn	Hawaii		LRY	Hawaii
1935-62	PANINI	Earl Thacker	Hawaii	7	LRY	Honolulu, HI

Herreshoff "S" Class 9/1926		H.H. Thorndike	BAR HARBOR \$4,100		Hull # 1021	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1927-31	IROQUOIS II	Harry H. Thorndike	Bar Har.	17?	BHG	1930 W. Thorndike helm
	REVERIE				YINB	ME
1935c	SEA MEW	Dr. George Averill	Sorrento		LRY, SH	Sorrento, ME
1945-51	VANITIE	I. Willard Gardner	Narr. Bay	17	HSCA, LRY, NBCB, NBHSCR, PJ, RRNBS, YINB	Coles River, MA
1952-54	VANITIE	A. Bryson Dawson	Narr. Bay	17	HSCA, NBCB	
1955-62	VANITIE	Russell B. Northup	Narr. Bay	17	HSCA, LRY, NBCB, PJ	Cranston, RI
1963-69	VANITIE	James F. Mullervy	Narr. Bay	17	HSCA, NBYA, PJ	
1970-75	VANITIE	Edward Berman & John Brewster	Narr. Bay	17	IKBU, NBHSCR, PJ	RIYC Cranston, RI
1976-80	GRIFFIN	Ethan & Jonathan Stapleton	Narr. Bay	17	IKBU, NBHSCR, PJ, RRNBS	
1981-86	VANITIE	Tom Carulo	Narr. Bay	17	HMMR, IKBU, NBHSCR, PJ, RRNBS, RRNBYA	RIYC Cranston, RI
1990-	IROQUOIS	Rick Beck	WLIS	17	NM	

Herreshoff "S" Class 3/1928		Ed. G. Janeway	SCYC \$4,200		teak finish	Hull # 1022
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1928-30	DILEMMA	Edward G. Janeway & A.M. White Jr.	SCYC	59	NYT, RRSCYC, SCYC	
1930-37	DILEMMA	Dr. Edward D. Truesdale	SCYC	59	NYT, RRSCYC, SCYC, YRALIS	
1938	DILEMMA	F. & L. Ripley	Newport		PJ, YINB	
1940	DILEMMA	H.B.H. Ripley		59	HSCA, YRALIS	SCYC, NY
1943-44	DILEMMA	Harold Sawyer	Narr. Bay	12	HSCA, PJ, YINB	
1945-53	DILEMMA	Dr. Tyrell E. Cobb	Narr. Bay	12	HSCA, LRY, NBCB, NBHSCR, RRNBS, YINB	RIYC, RI 1952 Alden Walls helm
1954-57	DILEMMA	Dr. J. Clifford Scott	WLIS		ESXYC, HSCA, LRY	1954 Larchmont, NY 1955-57 Essex, CT
1959-65	DILEMMA	Cornelius Means			LRY	Gibson Island, MD auxiliary
1968-70	DILEMMA	Severn School, Inc.		12	LRY	Severna Park, MD auxiliary
1971-82	DILEMMA	Robert R. Zanes			IKBU, HSCA, LRY, NBHSCR	Severna Park, MD 1973 Rebuilt Triumph yarc Mantoloking, NJ
1982-93	DILEMMA	Patrick S. Robins & Lisa Schamberg			NBHSCR, NM	Burlington, VT
1994-	DILEMMA	Joel Comer	WLIS	12	GH	

Herreshoff "S" Class 7/1928			MARBLEHEAD \$4,200	teak finish	Hull # 1023	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1928	JACKS	A.J. Gowan Albert Y. Gowen	Mbhd.		CYC, EYC	RR only
1929-36	SEA FOX	Dr. Samuel J. Mixer	Mbhd.	19	DRYMB, EYC	
1939	SEA FOX	Elliott Dunlap	Bar Har.		BHG	
	SEA FOX	Bayard Ewing	Sorrento	19	HSCA, SH	
1949	SEA FOX	John Fales	Narr. Bay		HSCA, RRNBS	
1950-56	SEA FOX	Richard (Pete) Green H. Knight Mary Knight Brimmer	Narr. Bay		HSCA, NBHSCR, PJ	Wickford, RI
1957-59	FIASCO SHANDYGAFF/SEA FOX	John Wilcox	Narr. Bay	13	HSCA, NBCB, PJ, RRNBS	1957 SHANDYGAFF/ SEA FOX 1957 Tom Hunt helm
1960-63	SIERRA	Earl Toennesen	Narr. Bay	13	HSCA, LRY, NBCB NBHSCR, PJ, RRNBS	Newport, RI
1966	SIERRA	James Mullen	Narr. Bay	13	HSCA	
-1980	DRAGON/PUFF	W.R. Denglemyer		13	IKBU, RM	Gloucester, ME
		Robert Raymond		13	IKBU	Harpwell, ME
1988-	RESILIAN	Louis Asali		13	IKBU	Falmouth Foreside, ME

Herreshoff "S" Class 7/1928			BAR HARBOR —	mahog.finish	Hull # 1034	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1927-29	BARRACUDA	Walter Ayer Mrs. Walter (Phoebe) Ayer	Bar Har.	18?	BHG	1929 Robert MoC. Ayer helm
1930	THREE BROTHERS	William McCormick Blair	Bar Har.		BHG	
1932-36	THREE BROTHERS	Edward Blair	Bar Har.		BHG, NHL	
1937-38	THREE BROTHERS	John T. (Jack) Dorrance	Bar Har.	18	BHG, NHL, SH	
1940	THREE BROTHERS	Joseph E. Brown	Bar Har.		BHG, YINB	Bar Harbor, ME
1946-52	NAUTILUS/ TWO SISTERS	Ernest T. Scattergood Vignia Scattergood	Narr. Bay	2	HSCA, NBCB, NBHSCR, PJ, RRNBS, YINB	RIYC, RI
1953-60	LADY LUCK	Carroll S. (Red) Gould	Narr. Bay	2	HSCA, NBCB, PJ, RRNBS	1955 Ken Knowles helm 1955 Chick Street helm 1956 Russ Boss helm 1958 Ty Cobb helm 1959 Robert Anderson helm
1960-63	LADY LUCK	Jorj Levy (Charterer)	Narr. Bay	2	PJ, RRNBS	
1959-73	LADY LUCK	Robert V. Anderson	Narr. Bay	2	HSCA, IKBU, NBYA	1966 Larry Dunn helm
1974-79	LADY LUCK	John P. West			IKBU, SH	Maine, New Haven
1980-	LADY LUCK	Peter Hallock	Narr. Bay	2	IKBU, HMMR, NBHSCR, NM, PJ, RRNBS, RRNBYA, RWB	Touisset, MA 1988- with Dan Rumpik

Herreshoff "S" Class 8/1928		A.W.T. Bottomley	HAWAII \$4,100		mahog. finish	Hull # 1035
YEAR	NAME	OWNER P.C. Wilson order	FLEET	SAIL #	SOURCE PJ, YINB	NOTES Towed to New York By steamer to Hawaii Pearl Harbor YC

Herreshoff "S" Class 8/1928		A.W.T. Bottomley	HAWAII \$4,100		mahog. finish	Hull # 1036
YEAR	NAME	OWNER P.C. Wilson order	FLEET	SAIL #	SOURCE PJ, YINB	NOTES Towed to New York By steamer to Hawaii Pearl Harbor YC

Herreshoff "S" Class 8/1928		A.W.T. Bottomley	HAWAII \$4,200		teak finish	Hull # 1037
YEAR	NAME	OWNER P.C. Wilson order	FLEET	SAIL #	SOURCE PJ, YINB	NOTES Towed to New York By steamer to Hawaii Pearl Harbor YC

Herreshoff "S" Class 11/1926		DANAE	G. Dunn	NORTHEAST HARBOR \$4,500	wt cockpit	Hull # 1051
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1928	DANAE	Gano Dunn	NEH	NEH 2	BHG	Northeast Harbor, ME
1929	DANAE	William B. Cudahy	Bar Har.		BHG	
1930-33	DANAE	E.J. Mather Frank J. Mather	Quissett	19	FE, LRY, NBES, QYC	Quissett, MA 1933 Doris Draper helm
1934-42	DANAE	Miss Doris Draper Mrs. M.C. Draper Davis Rogers	Quissett	19/68	LRY, NBES	Woods Hole, MA 1935 sail # 68 1939 Davis Rogers helm
1963-66	DANAE	Douglas Cambell	WLIS	68	LYC, NYT	
1967-72	DANAE	Edward C. Cerny Jr. & Leon P. Jehle & John Q. Lyden	WLIS	68	GH, LYC, NYT	
1972-	DANAE	William J. & Mary Ann Riley	WLIS	68	GHTL, HSCLIS, IKBU, NM, NYT, WLISR	Larchmont, NY

Herreshoff "S" Class 11/1926		SPINDRIFT	F.O. Spedden	NORTHEAST HARBOR \$4,500	wt cockpit	Hull # 1052
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1928-40	SPINDRIFT	Frederic O. Spedden	NEH	NEH 1	BHG, NHL	Northeast Harbor, ME
1940-60c	SPINDRIFT	Frederick Fraley			SH	Chesapeake Bay

Herreshoff "S" Class			NEWPORT			
12/1926	VINDEK		\$4,200		teak finish	Hull # 1056
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1927-39	VINDEK	William DeForrest Manice	Newport	3	NDN, PJ, SCYC, YINB	1937-38 Fellow Davis helm
1940	PANDEMONIUM	Alfred Edwards	WLIS	3	YRALIS	SCYC
-1957	HINDA	Eugene J. Fisher	WLIS	3	GH	Harlem YC, City Island, NY
1958-89	MISS WE SIX/ MISS WE SIX+ONE	Louis C. Bock	WLIS	30	GHTL, HSCLIS, IKBU, NYT, SCLIS	HHYC Larchmont, NY 1969- MISS WE SIX+ONE
1990-93	VINDEK/SHADOW	Mark & Douglas Ryan	WLIS	30	GHTL, HSCLIS, NBHSCR,	HHYC Larchmont, NY
1994-	VINDEK	Douglas Ryan & Frank Pace			NM, PJ, RWB, WLISR	

Herreshoff "S" Class			SCYC			
2/1928	ELVA	C.M. & T.B. Bleeker	\$4,100		mahog. fin.; open cockpit	Hull # 1075
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1928-39	ELVA	C.M. & T. Bache Bleeker	SCYC	58	HSCYC, NYT, RRSCYC, SCYC, YRALIS	1932 Mrs. Bleeckdf helm 1935 Dorothy H. McGee charterer 1939 suspect (SCYC log)
1939-40	GREYHOUND	Arthur H. Botte	WLIS	58	NYT, RRSCYC, SCLIS, YRALIS	SCYC, NY Elkan helm
1939-41	NICNAC	F.L. Horton	WLIS	58	NYT, RRSCYC	
1939-42	GREYHOUND	Carl Elkan	WLIS	58	LRY, SCLIS	Larchmont, NY
1947-51	GREYHOUND	Dr. O.S. Lowsley	WLIS	58	LRY	Larchmont, NY

Herreshoff "S" Class			HAWAII			
8/1928		A.W. Bottomley	\$4,100		mahog. finish; towed away	Hull # 1076
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
					YINB	Towed to New York By steamer to Hawaii Pearl Harbor YC

Herreshoff "S" Class 8/1928			HAWAII \$4,200	teak fin.; sailed to Hull # 1077 City Island		
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
		A.W. Bottomley				sailed to City Island, NY
-1954	NALU	R.G. Watt	Hawaii	1	IKBU	Honolulu, HI
1954-90	NALU	Linus C. Pauling Jr.	Hawaii	1	IKBU	Honolulu, HI
1990-					IKBU	Pearl Harbor, HI
1993	XXXXXXXXXXXXXXXX	BROKEN UP	XXXXX		RM	XXXXXXXXXXXXXXXXXXXX

Herreshoff "S" Class 2/1928			QUISSETT \$4,100	Hull # 1080		
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1929-32	PRISCILLA	H. Wendall Endicott	Quissett	66	FE, NBES, QYC	of Brocton
1935-39	QUISSETTA	Franklin King	Quissett	62	FE, NBES, QYC	
1940	QUISSETTA	S. Keith	Quissett		FE	
1943-54	WHISTLER	Frank W. Hodges	Narr. Bay	3	HSCA, NBCB, NBHSCR, RRNBS, YINB	Bought from Marion, MA RIYC, RI 1952-53 Waldo Rouviere helm 1953 Russ Boss helm 1954 John W. Tiplady helm
1955-56	WHISTLER	John W. (Jack) Tiplady	Narr. Bay	3	PJ, RRNBS	Bristol, RI
1957-60	WHISTLER	Everett & Clint Pearson	Narr. Bay	3	HSCA, NBCB, RRNBS	
1960-65	WHISTLER	Everett Pearson	Narr. Bay	3	HSCA, NBCB, NBYA, PJ, RRNBS	1962, 64 Alden Walls helm
1966-67	WHISTLER	Patricia Heeley	Narr. Bay	3	HSCA, PJ	1966 John Howland helm
1969	WHISTLER	Nick Rees John Rees	Narr. Bay	3	HSCA	
	WHISTLER	Robert Solow			IKBU	Menemsha, MA ?
1979-90	WHISTLER	Jim Torinese	Narr. Bay	3	HMMR, IKBU, NBHSCR, PJ, RRNBS, RRNBYA	Bristol, RI
1991-	WHISTLER	Jim Meyer	Narr. Bay	3	NBHSCR, NM, PJ, RRNBS, RWB	

Herreshoff "S" Class			SCYC			
11/1928	SEA DOG	W.L. Marston		\$4,100		Hull # 1119
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1929-35	SEA DOG	William Lom Marston	SCYC	60	HSCYC, LRY, NYT, RRSCYC, SCYC, YRALIS	Oyster Bay, NY 1930 Mrs. Marston helm
1936-49	SEA DOG	Rudolph Zinsser	SCYC/ WLIS	41	LRY	Great Neck, NY Manhasset Bay YC, NY
1951	SEA DOG	Walter Millis			HSCA, LRY	Orient, NY Greenport, NY
1959-67	KELPIE	John Borden	Narr. Bay	10	HCSA, IKBU, NBCB, NBYA, PJ	Swansea, MA
-1974		E.B. Bond			IKBU, RM	Saybrook, CT Essex, CT
1974-	RESOLUTE	Dan Bachley			IKBU, RM	Mattapoisett, MA

Herreshoff "S" Class			NEWPORT			
12/1928	ANITA	Chas Fletcher		\$4,200	teak finish	Hull # 1120
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1930	ANITA	Charles Fletcher	Newport	2?	LRY, PJ	of Wakefield, RI
1932-38	ANITA	Van Santvoort Merle-Smith	SCYC	62	EYC, HSCYC, LRY, NYT, RRSCYC, SCYC, YRALIS	1933 Duncan Sterling Jr. helm 1936 Percy S. Weeks helm 1936 H.R. Townsend Jr. helm 1936 Duncan Sterling Jr. helm 1936-38 E. MacDonald Jr. helm 1937-38 Van S. Merle-Smith helm 1938 W. Emlen Roosevelt helm 1938 Pat Merle-Smith helm 1938 J.K. Roosevelt helm 1938 Alfred Roosevelt helm
1939-41	ELSAR	E. Sanderson Cushman	WLIS	62	SCYC	
1944	ELSOR	Koster	WLIS	62	SCLIS	
1945-47	ELSAR	E.W. Flash	WLIS	62	SCLIS, RRSCYC	
1948-53	MEHITABLE VIII	Donald B. King	WLIS	62	LYC, NYT, SCLIS	
1954-56	CALLIOPE	J. Frazier	WLIS	62	RM, RRSCYC	
1956-90?	CELERITY	John Judge	WLIS	62	GHTL, HSCA, HSCALIS, NYT, PJ, SCLIS	1990 Chesapeake Bay 1993 Hilton Head, SC 1993 damaged
1993-		Peter Mattiolo			RM	Hilton Head, SC

Herreshoff "S" Class			QUISSETT			
1/1929	PIRATE	Harold C. Keith		\$4,100	mahog. finish	Hull # 1121
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1929-41	PIRATE	Harold Chessman Keith	Quissett	63	NBES, QYC	Vineyard Haven, MA
1953-53	MISHOON	Milt Johnson	Narr. Bay		HSCA, NBCB, PJ	East Greenwich, RI
1954-59	FANTASY	Frank Krebs	Narra. Bay		HSCA, NBCB, PJ	
1960-83	PILGRIM/FANTASY	Thomas C. Roberts	Narr. Bay	63	HMMR, HSCA, IKBU, NBCB, NBHSCR, NBYA, PJ, RRNBS, RRNBYA	1960 FANTASY East Greenwich, RI
1987-93	PIRATE/PILGRIM	Neal Manchester & Paul Newman	Narr. Bay	63	NBHSCR, NM, PJ, RRNBS	1987 PILGRIM 1992 Bill Bebee helm
1994-	PIRATE	Neal Manchester & Bob Patterson				1993 Bob Patterson helm 1994 Manchester & Patterson

Herreshoff "S" Class			NEWPORT			
1/1929	ANTARES	Verner Z. Reed		\$4,200	teak finish	Hull # 1122
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1936-39	ANTARES	Verner Z. Reed III	Newport	97	NBES, NDN, PJ	1937 J. Reed helm
1941-52	ANTARES	Hubert A. Judge	WLIS	9	GHTL, HSCALIS, NYT, RRSCYC, SCLIS	1943 J.A. Judge helm HHYC, Larchmont, NY
1954-60	ANTARES	William F. Blitzer & Edward Blitzer	WLIS	9	NYT, RRSCYC, SCLIS	
1962-63	ANTARES	Henry R. (Harry) Molwitz & Lawrence Mosher	WLIS	9	NYT	1963 Molwitz only
1964-73	ANTARES	Robert J. Batchelder & Christopher Batchelder	WLIS	9	GHTL, IKBU, LYC, NYT	HHYC, Larchmont, NY
1974-89	ANTARES	Howie Knox		9	IKBU	Noank, CT
1993-	ANTARES	Andy Giblin			RM	Mystic, CT



Herreshoff "S" Class			MARBLEHEAD			
1/1929	NIGHTMARE	A.S. Brown Jr.		\$4,100		Hull # 1123
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1929-31	NIGHTMARE	A.S. & Hamilton Brown	Mbhd.	23	CYC, DRYMB, EYC	RR only EYC
1932-37	NIGHTMARE	Dean Emery	Quissett	23	FE, NBES, QYC	Quissett, MA
1939-48	COME HITHER	R.H. & Isabel (Emery) Haigh	Quissett/ WLIS	23	HSCALIS, NYT, QYC, SCLIS	Quissett, MA & NY 1947 Jay Wood Lukens helm
1948	HI-S-TEEM	Whitestone & Bunker	WLIS	23	SCLIS	
1949-50	BRANDY	J. Mossman	WLIS	23	SCLIS	
1953-59	VARIANT	Ralph H. Fisher	WLIS	23	NYT, RRSCYC, SCLIS	Larchmont, NY
1960	FOUR WINDS	Dr. Basil Harris	WLIS	23	NYT	
1962-68	VARIANT	Arthur Z. Gutterman	WLIS		NYT	
1974-80	VARIANT	Favio A'Costa	WLIS	23	IKBU, HSCALIS	1979-80 for sale
1988-90	VARIANT				GH, IKBU	Noank, CT
1990-	NIGHTMARE	C. Wesley Greenleaf		23	RM, WLISR	Noank, CT

Herreshoff "S" Class			NEW BEDFORD			
2/1929	WHOOPEE	Wm. H. Hand Jr.		\$4,200	mahog. fin. wt cockpit	Hull # 1124
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1929-31	WHOOPEE	John S. Ashley Jr.	New Bed.		NBES, NBYC	
1941-56	BROTHER RAT	John Ashley Welles & Paul Welles	New Bed.	12	HSCA, IKBU, NBES, NBYC	Salters Point, MA
1957-60	LIABILITY	Sally Simonds	Narr. Bay	12	HSCA, IKBU, NBCB, PJ, RRNBS	East Greenwich, RI
1961-73	OBSESSION	Ralph C. Potter	Narr. Bay	94	HSCA, IKBU, NBYA, PJ, RRNBS	East Greenwich, RI wt cockpit removed
1974-78	OBSESSION	Duncan (Sandy) Woods	Narr. Bay	94	IKBU, RRNBS, RRNBYA	East Greenwich, RI
1979-82	OBSESSION	Richard Barker & Joseph Monohan	Narr. Bay	94	HMMR, IKBU, NBHSCR, RIYC, RI PJ, RRNBS, RRNBYA	
1982-93	OBSESSION	Jim McElroy	Narr. Bay	94	IKBU	Narragansett, RI
1993-	OBSESSION	Geoff Davis	Narr. Bay	94	IKBU, NM	



Herreshoff "S" Class			NEWPORT			
9/1929	OLIVE	Chas. S. Whitman		\$4,100	mahog. finish	Hull # 1128
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1930-39	OLIVE	Charles S. Whitman	Newport	7	NDN, PJ, YINB	1934 C.S. Whitman Jr. helm 1937 J. & F. Ripley helm Leslie & Frederica Ripley helm 1939 Henry Ripley Jr. helm
-1947		H.B. Ripley	SCYC		RM	
1947-	OLIVE	Dr. Halcyon Halsted George Halsted Douglas Halsted	WLIS	NB7	HSCLIS, LYC, NYT, RM, SCLIS	1959 auxiliary Marblehead, MA ME rebuilt Seal Cove, ME
-1990 ?						
-1993	OLIVE	John Wilson			RM	North Haven, CT
1993-	OLIVE	Jay Arnold	Narr. Bay	6	NM, RM	

Herreshoff "S" Class			NEWPORT			
1/1930	SURPRISE	Reginald B. Lanier		\$4,100	teak finish	Hull # 1129
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1930-39	SURPRISE	Reginald B. Lanier	Newport		HSCA, NDN, PJ, YINB	1935 Sheldon Whitehouse Jr. helm 1936 Fellow Davis helm 1939 Ann Wickes & Diana Lanier helm 1940 Diana Lanier helm
1943-48	SURPRISE	Steve E. Kindelan	Narr. Bay	5	HSCA, LRY, NBHSCR, PJ, RRNBS, YINB	RIYC, RI
1949-50	SURPRISE	Prescott Gustavson	Narr. Bay	5	HSCA, NBCB, PJ	
1951-60	SURPRISE	John R. White Jr.	Narr. Bay	5	HSCA, LRY, NBCB, PJ, RRNBS	Bristol, RI 1957-58 John Borden helm
1960-61	SURPRISE	Linval Harvey	Narr. Bay	5	PJ, RRNBS	South Swansea, MA
1962	SURPRISE	James F. Donovan Jr.	Narr. Bay	5	HSCA, LRY, PJ, RRNBS	South Swansea, MA
1966-67	SURPRISE	Bill Warren	Narr. Bay	5	HSCA, PJ	
1969	SURPRISE	Dick Devoe Bill Lawliss Bill Slocum	Narr. Bay	5	HSCA, PJ	
1971-78	SURPRISE	Dave Swanson Richard Barker	Narr. Bay	5	IKBU, NBHSCR, RRNBS, RRNBHSCR	RIYC, RI
1979-84	SURPRISE	Dave Swanson	Narr. Bay	5	HMMR, IKBU, LYC, PJ, RRNBS, RRNBYA	RIYC, RI
1985-	SURPRISE	Fred Roy	Narr. Bay	5	NBHSCR, NM, PJ, RRNBS	

Herreshoff "S" Class			QUISSETT			
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1932-48	AEOLUS	George Henry Alexander Clowes George Henry Alexander & Alan Clowes Jr.	Quissett	67	FE, NBES, QYC	wt cockpit
1949-56	SPLURGE	Clinton L. Allen Jr. Pete Allen			ESXYC, IKBU, LRY	1949 Narragansett Bay 1954-56 suspect (LLloyd's)
1954-58	ENCORE	Albert S. Wilson	WLIS	67	SCLIS, NYT, PJ, RRSCYC	Oriente YC, NY
1959	XXXXXXXXXXXXXXXX	Wrecked in a hurricane	XXXXX	XXXX	XXXXXXXXXXXXXXXX	

Herreshoff "S" Class			NEWPORT			
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
9/1929		Wm. Woodward			\$4,100 mahog. finish	Hull # 1130
1930	PLUCKERMIN II	William Woodward	Newport	4 ?	HSCA, PJ	
1938	FLUB DUB IV	Eleanor Ode	Newport		HSCA, PJ, YINB	sold to Stamford, CT
1939	NINA	Albert O. Jimenes	WLIS	14	SCLIS	SCYC
1942	NINA	Frank Orr			IKBU, PJ	West Haven, CT
1943-51	NINA	Alden R. Walls	Narr. Bay	1	HSCA, LRY, NBCB, NBHSCR, PJ, RRNBS, YINB	Edgewood, RI RIYC, RI
1951-53	NINA	Richard V. Dugdale	Narr. Bay	1	HSCA, LRY, NBCB	Edgewood, RI
1954-73	NINA	Arthur Hollowell	Narr. Bay	1	HSCA, IKBU, NBCB, PJ, RRNBS	RIYC, RI 1954 Russ Boss helm 1956, 62 Alden Walls helm
1974-76	CHIMA	Steve Cornwell	Narr. Bay	1	IKBU	Bristol, RI
1977		Steve Currier	Narr. Bay	1	IKBU	Newport, RI
1978-79	CELEBRATION	Tony Bill			IKBU, RM	California
1979		NBHSCA	Narr. Bay	1	IKBU	
1980	HORNET/NINA	John Wheeler	Narr. Bay	1	IKBU, RRNBS, RRNBVA	Warren, RI
1981-84	NINA	Edward Hardie	Narr. Bay	1	HMMR, IKBU, NBHSCR, RRNBVA	
1989-	NINA	George Zackhorn	Narr. Bay	1	IKBU, NM	Wickford, RI

## Herreshoff "S" Class

2/1931 THE FAIR AMERICAN Edith N. Roosevelt SCYC \$4,100 mahog. finish Hull # 1152

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1932	FAIR AMERICAN	Theodore Roosevelt Jr.	SCYC	61	YRALIS	
1940-42	DOVEKIE	Howell D. Boyd	WLIS	61	LRY, YRALIS	Bay Shore, NY
1945-51	JANIE	William Randolph Farrell	WLIS	61	HSCA, LRY, LYC, NYT, RRSCYC, SCLIS	1947 Vincent S. Monte-Sano helm 1947 Photo NYT 1949&51 suspect (Lloyds)
1948-50	TWISTER	George Hoffman	WLIS	61	HSCA, NYT, RRSCYC, SCLIS	
1950-51	TWISTER	Kenneth Boos	WLIS	61	NYT, SCLIS	
1952-54	TWISTER	Warner M. Wilcox	WLIS	61	GHTL, HSCA, RRSCYC SCLIS, NYT	
1956-59	TWISTER	Philip Straus & Dr. Stephen B. Yohalem	WLIS	61	HSCA, NYT, SCLIS	
1960-62	TWISTER	Carroll S. (Red) Gould	Narr. Bay	61	HSCA, NBCB, PJ, RRNBS	
1963-67	REDHEAD	Nathaniel Nazareth	Narr. Bay	61	HSCA, NBYA, PJ	
1969-70	SAUERKRAUT	Klaus Marschel	Narr. Bay	61	HSCA, PJ	
1974-75	REDHEAD	Ralph Racca	Narr. Bay	61	IKBU, RM	
1976-78	REDHEAD	Richard Cottrill	Narr. Bay	61	IKBU, RRNBYA, RRNBS	
1979-82	REDHEAD	Kevin Kilroy & Gary Kilroy	Narr. Bay	61	IKBU, PJ, RRNBS, RRNBYA	Newport, RI
		James Litman			RM	Possibly sold to Maine

## Herreshoff "S" Class

— — — — mahog. finish Hull # 1179

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
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Herreshoff "S" Class			NEWPORT			
9/1931	PENGUIN	Mansfield Ferry	\$3,925		teak finish	Hull # 1180
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1932-40	PENGUIN	Mansfield Ferry	Newport	6	NDN, PJ, YINB	1936 A. Gray helm 1937 John Ferry & Audrey Gray helm 1939 William Grosvenor helm 1940 sold to J. Russell Parsons, NY
1940-41	PENGUIN	Samuel Sutter	WLIS	6	RRSCYC, SCLIS	
1942	PENGUIN	Willy A. Olsen	WLIS		LYC, NYT, RRSCYC	
1944-48	LYDIA	W.E. Thrasher	WLIS	6	HSCALIS, SCLIS, NYT, RRSCYC	Oriente YC, NY
1967	VALIENT			6	NBHSCR	Iselin, NJ

Herreshoff "S" Class					mahog. fin.	Hull # 1181
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES

Herreshoff "S" Class					mahog. fin.	Hull # 1182
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES

Herreshoff "S" Class					teak fin.	Hull # 1183
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES

Herreshoff "S" Class					teak fin.	Hull # 1184
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES

Herreshoff "S" Class			NEWPORT			
9/1936	TINKER TOO	Mrs. Forsythe Wickes (Marian Amot Haven)	\$4,100			Hull # 1385
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1937-38	TINKER TOO	Ann Wickes (Mrs. William C. Brewer Jr.)	Newport	10 ?	PJ	1938 damaged in hurricane
1940-45	MISTY	Gil Armitage George H. Armitage	Narr. Bay		HSCA, IKBU, NBHSCR PJ, RRNBS, YINB	1940 combined with another boat from Doug Small of New Bedford
1969-74	MISTY	Tom Radick	Narr. Bay	34	HSCA, IKBU	Bullocks Cove, RI
1981-	MISTY	Ed McCagney	Narr. Bay	34	HMMR, IKBU, NBHSCR,	West Barrington, RI

Herreshoff "S" Class			QUISSETT			
1/1937	WAWIS	Walter C. Janney	\$3,290		wt cockpit	Hull # 1414
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1937-40	WAWIS	W.E. Janney Jr. H. Janney	Quissett		FE, NBES	
	ONWARD				HSCA, YINB	Vinyard Haven, MA
1946-49	MUSKETEER	Tom Hunt	Narr. Bay	60	HSCA, NBCB, NBHSCR, RIYC PJ, RRNBS, YINB	
1950-86	MUSKETEER	Russell R. (Bud) Hunt Jr.	Narr. Bay	60	HMMR, HSCA, IKBU, NBCB, NBHSCR, NBYA, PJ, RRNBS, RRNBYA	Edgewood, RI 1959, 62 Tom Hunt helm 1972-73 Bill Plumb helm 1975-78 Eddie Hardie helm 1981-83 Rick Conley helm
1987-90	MUSKETEER	Josh Bordoux			JM, PJ	
1993-	MUSKETEER	David Peterson			NM	Mattapoisett, MA

Herreshoff "S" Class			NEW BEDFORD			
1/1937	STORMALONG	John W. Stedman	\$3,290		wt cockpit	Hull # 1415
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1937-39	STORMALONG	William E. Steadman	New Bed.		NBES	
1945-48	STORMALONG	Frederic Voges	WLIS	14	HSCALIS, NYT, SCLIS	Port Washington, NY
1957			WLIS	14	NYT	
1966-84	VICTORIA	Robert S. Deans	WLIS	14	GH, GHTL, HSCLIS, LYC, NYT	HHYC, Larchmont, NY
1984	VICTORIA	Sunk XXXXXXXXXXXX	XXXXX		GH, JM	Housitanic River Stamford, CT

Herreshoff "S" Class			NEWPORT			
9/1941	ESTELLE DUNBAR III	H.G. Huffer	\$3,750	wt cockpit	Hull # 1416	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1942-46	ESTELLE DUNBAR III	Herman C. Huffer Jr.	Narr. Bay	14	LRY, PJ, RRNBS	Newport, RI
1947	TERN	Robert N. Bavier Jr.	WLIS	70	LRY, LYC, NYT, SCLIS	Larchmont, NY
1949-50	TERN/RETURN	Frederick P. Werner	WLIS	70	LRY, NYT, SCLIS	Manhasett Bay, NY
1951-60?	TERN	US Merchant Marine Academy	WLIS	70	LRY, NYT, SCLIS	Kings Point, NY
1965	TERN	Egelston & Craig Ward	WLIS	70	GH	
1966-	TERN	William Schultz	WLIS	70	GHTL, JM, LYC, NM, NYT, WLISR	Port Washington, NY

Herreshoff "S" Class		built by George Lawley & Sons		SOUTHPORT		
1925	QUANANICHE	Geo. O. May		wt cockpit	Hull # 960	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1925-27	QUANANICHE QUANANICHE TAR BABY ?	George Oliver May	Southport		NYT, SCYC, SH	Pequot YC
1928-34	KESTREL	A.H. Marckwald	Quissett	60	FE, NBES, QYC	
1937-42	KESTREL	Nathaniel Wheeler			LRY	York Harbor, ME
1946-51	KESTREL	Paul G. Cook	WLIS	60	GHTL, LRY, LYC, NYT, RRSCYC, SCLIS	Larchmont, NY 1949 Cook & Scott 1951 suspect (Lloyd's)
1951	KESTREL	David Crampton	WLIS	60	NYT, SCLIS	
1952-53	BRANDY	Paul LaPorte & J. Mosman	WLIS	60	RRSCYC, SCLIS	
1953-54	BRANDY	Paul LaPorte	WLIS	60	NYT, SCLIS	
1955	WINDSONG	Thomas F. Casey	WLIS	60	NYT, RRSCYC, SCLIS	
1956-64	HALFWAY	William B. Cameron	WLIS	60	NYT, SCLIS	
1977-78	MOTELY	Delaney		60/6	IKBU	
XXXXXXXXXXXXXXXXXXXX		sunk Rockport Harbor, MA				



Herreshoff "S" Class		built by George Lawley & Sons				
1925	RUTH	F.T. Bedford	SOUTHPORT		wt cockpit	Hull # 961
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1925-26	RUTH	Frederick Thomas Bedford	Southport		NYT, SH	Pequot YC
1927	RUTH	John Taylor Arms			NYT	
1928-34	RUTH/MINORU	Franklin King	Quissett	61	FE, NBES, QYC	1928 MINORU
1935	RUTH	Bliss			NBES	
1936-40	RUTHLESS			61	NBES	
1945	RUTHLESS	Ed Merrill	New Bed.		NBES	

Herreshoff "S" Class		built by George Lawley & Sons				
1925	WILMARED	H.L. Lloyd	SOUTHPORT		wt cockpit	Hull # 962
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1925	WILMARED	H.L. Lloyd	Southport		SH	Pequot YC
1928-33	COME HITHER	Dean Emery	Quissett	62	FE, NBES, QYC	1932 P. Chapman helm 1933 H. Carr helm 1933 C.A. Warden helm
1935	COME HITHER	Tim Rhodes	Sorrento		SH	
1938	MAKAI III	Catherine & Patricia Stroud		62	JM, SH	Northeast Harbor, ME
		Horace Mann		62	SH	

Herreshoff "S" Class		built by George Lawley & Sons				
1925	BOW-KNOT	C.B. Seeley	SOUTHPORT		wt cockpit	Hull # 963
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1925-26	BOW-KNOT	C.B. Seeley	Southport		LRV, NYT, SH	Bridgeport, CT Pequot YC 1926 C.S. Seeley
1926-30	QUICKSTEP/BOWKNOT	Lawrence Grinnell Jr.	New Bed.	1	NBES, NBYC	G.B. Brownell helm
1932-34	TIP	John W. (Jack) Tiplady			PJ, YINB	RI
1935-42	JOY	Orson L. St. John	WLIS	3	LRV, SCLIS	Greenwich, CT
1944	JOY	Wittelsey	WLIS	3	RRSCYC, SCLIS	
1945	MERRY WIDOW		WLIS		NYT	
1945-47	MERRY WIDOW	Hamilton Hagar	WLIS	3	HSCALIS, LRV, LYC, NYT, RRSCYC, SCLIS	Larchmont YC, NY
1948-49	TAMAR	Moore & Vermilye	WLIS	3	RRSCYC, SCLIS	
1949-54	TAMAR	Peter H. Vermilye	WLIS		LRV	Manhasset Bay, NY 1950-54 suspect (Lloyd's)
1949	TAMAR	Merwin & McLearn	WLIS	3	NYT, SCLIS	
1950-52	TAMAR	Charles Stiassni	WLIS	3	AYC, NYT, SCLIS	1952 with H.T. Cuthbert
1953-54	TAMAR	Charles Stiassni & Merwin	WLIS	3	AYC, SCLIS	
1955-58	SUNDAR	John S. Thomson	WLIS	3	GHTL, NYT, RRSCYC, SCLIS	1965 J.S. Godfrey helm
1960-62	GANDER II	Dr Judd Bockner & Ralph H. Fisher	WLIS	3	NBHSCR, NYT	1962 only with R. Fisher
1963-66	TRANQUILIZER II	Robert T. Howard	WLIS	3	GH, NYT	
1967-85	SUFI	David R. Treacy	WLIS	3	HSCLIS, IKBU, LYC, NYT	Larchmont YC, NY
1990-	SUFI	Steven Zembrusky	WLIS	3	NBHSCR, NM, WLISR	

Herreshoff "S" Class		built by George Lawley & Son				
1925	MURIEL	H.G. Jennings	SOUTHPORT	wt cockpit	Hull # 964	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1925-27	MURIEL	Henry G. Jennings	Southport		NYT, SH	Pequot YC
1928-39	CYGNE/MURIEL	F.D. Bartow	Quissett	64	FE, QYC, NBES	1928 also called MURIEL
-1954		Strong family			IKBU	Woods Hole, MA damaged — in shed
1954-55	GUSTY	Albert S. Wilson	WLIS	64	NYT, RRSCYC, SCLIS	1955 A.S. Lewis helm Orienta YC, NY
1956-73	COTTON TAIL	Myron S. Miller	WLIS	64	LYC, NYT, RRSCYC, SCLIS	Sea Cliff, NY black w/white transom
1977	COTTON TAIL	Carl Houck	WLIS	64	HSCLIS	
-1982	COTTON TAIL	Douglas Higgins		64	RM	
1982-	SUPERSTITION	Francis J. (Jay) Tetreault	Narr. Bay	66	NBHSCR, NM, PJ,	1987 with Mallott

Herreshoff "S" Class		built by George Lawley & Son				
1925	ECLIPSE	J. Schiott	SOUTHPORT		Hull # 965	
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1925-27	ECLIPSE	Johanne Schiott	Southport		NYT, SH	Pequot YC
1928-32	ECLIPSE	Page Chapman	Quissett	65	FE, NBES, QYC	
1935	SWIZZLE	Carl Moses C. Moulton ?	Quissett		FE, QYC	
1937-42	ECLIPSE	Gorham M. Lee	Quissett		FE, LRY, NBES	Quissett, MA
1944-45	DYNAMENE	William J. Donovan	WLIS	65	NYT, RRSCYC, SCLIS	
1946-47	DYNAMENE/ECLIPSE	William J. Donovan & W.J. Niedermair	WLIS	65	LRY, NYT, RRSCYC, SCLIS	Mamaroneck, NY
1948	ROBIN	Edwin H. Mullen	WLIS	65	NYT, SCLIS	Larchmont, NY
1949-53	TAUTAUG	Neil C. Fischer	WLIS	65	NYT, SCLIS	
1953-58	TAUTAUG	Frederick C. Fischer Jr.	WLIS	65	NYT, SCLIS	Larchmont, NY
		Disappeared from mooring				

Herreshoff "S" Class		built by George Lawley & Son				
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1925	ERNE	G.A. Sherwood	SOUTHPORT			Hull # 966
1925-27	ERNE/TERN?	George A. Sherwood	Southport		NYT, SH	
1927	ERNE	W.C. Sills	Mbhd.		CYC	rr only
	OBSESSION				SH	
	ROVER				LRV	
1966	SEVEN BELLS	R.L. Sunblad		66	LRV	Marion, MA
1967	SEVEN BELLS	Samuel A. Wilkinson		66	LRV	Marion, MA
1969-75	RESOLUTE	Robert E. Marsh			LRV	Freeport, ME
1978-	LUCKY PIERRE	Peter Bowen Hjorth	Sorrento	6	IKBU, RM, RWB, SH	Sorrento, ME 1979 rebuilt Mt. Desert Yacht Yard-John Butler 1995 Long Boat Key, FL

Herreshoff "S" Class		PEARL HARBOR				
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
	MOKIANA	US Navy	Hawaii		IKBU	Hull # 2120 Edna Whiting helm

Herreshoff "S" Class		PEARL HARBOR				
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
	MOKULELE	US Navy	Hawaii	8	IKBU	Hull # 2121 Edna Whiting helm
-1974	MOKULELE	Byron Hanlon	Hawaii	8	IKBU	
1974-	MOKULELE	Shepard C. Williams Jr.	Hawaii	8	RWB, RM	gas auxiliary wt cockpit permanent backstay

## Herreshoff "S" Class

## Unknown Boats

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1922	UNCAS	Gifford K. Simonds	Mbhd.		BET, CYC, EYC	Marblehead, MA
	RED SNAPPER	Gifford K. Simonds	Mbhd.		BET, CYC	CYC rr
1924	MADAME X		SCYC	41	RRSCYC	sail # 41 black
1925	ILLUSION	Miss Robb	Bar Har.		BHG	
1927-28		Tom Brightman Neistrom Haffenreffer	Narr. Bay	NBS 2	PJ	Herreshoff company boats
1927	TAR BABY	George Sherwood	SCYC		NYT	G. Sherwood owned ERNE in 1926
1929	COMET	D. Emery	Quissett		FE	
1930	SILVER HEELS	Haffenreffer	Newport		PJ	
1930-31	RAGGEDY ANN	Haffenreffer	Newport		PJ	
1931	KAMAOLIPUA				Y	
1933-34		Robert W. Atkinson	Hawaii		LRY	Honolulu, HI
1931	MAILE		Hawaii		Y	
1931	HUPPALA		Hawaii		Y	
1934	SEAL	G.H.A. Clowes Jr.	Quissett		FE	
1938		Allen Clowes			FE	
1940	MISS ETHEL	John Dorrance	Bar Har.		BHG	
1946	MANASCA	Broke	New Bed.		NBES	
1945	SEQUEST	Ammen	New Bed.		NBES	
1949-51	BARBARA	Albert Goodhue Jr.	Mbhd.		EYC	
		Allan Iacamini			IKBU, RM	Hingham, MA
		Tom Brownell			IKBU, RM	Mattapoisett, MA
1983		Edwin (Ted) Pratt			IKBU, RM	Marion, MA
1993-		Douglas Cooper			NM, RM	Falmouth, MA
-1993	THE BIG RED ONE	Frank McCaffrey			RM	Newport, RI
1993-		Adam Lawes			NM, RM	Colchester, CT

## Herreshoff "S" Class

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1924-25	FROLIC	Guthrie Willard	SCYC	1/49	HSCYC, NYT, RRSCYC	1925 #49
1926-29	KOTICK	John R.C. McBeath	Mbhd.	14	BET, CYC, DRYMB, EYC	1929 suspect (EYC log)
1929-30	KOTICK	Mrs. Thomas Hiam	Quissett	14	FE, NBES, QYC	1930 F. Minot helm
1931	KOTICK	Mrs. F. Crane	Quissett		FE, NBES	1931 Crane Leatherbee helm
1933	MOGUL	Harold & D. Bradley	Quissett	49		FE, NBES, QYC
1935-39	MOGUL	Anita (Crane) Luscombe L.G. Crane	Quissett	49		QYC
1957				49		RRSCYC

Herreshoff "S" Class						
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1924	SISTER	W.F. Carey	SCYC	51	HSCYC, RRSCYC	1924 Bowers, Hanan, & Putney helm
1925-27	SISTER	Henry W. Wamer Mrs. Henry W. Wamer Bradford Wamer	SCYC	51	HSCYC, NYT, RRSCYC, SCYC	Edward R. Greeff helm
1928-36	NEPENTHE	Rodney W. Williams	SCYC	51	HSCYC, NYT, RRSCYC, SCYC, YRALIS	1931 Mrs. MacKenzie helm 1936 Waldron P. Belknap helm
1939-40	NEPENTHE	Arthur H. Gauss	WLIS	51	HSCA, SCLIS, YRALIS	
1941-45	NEPENTHE	Herbert L. Jamison	WLIS	51	LRY, NYT, RRSCYC SCLIS	Rye, NY
1946	NEPENTHE	Herbert L. Jamison Dr. James W. Benfield	WLIS	51	AYC, RRSCYC, SCLIS	
1947-51	NEPENTHE	Dr. James W. Benfield	WLIS	51	HSCA, HSCALIS, LRY, NYT, RRSCYC, SCLIS	American YC, Rye, NY 1951 Arthur & Joan Hallenback helm
1952-53	NEPENTHE	David E. Jack Jr. & Seth Heller	WLIS	51	HSCA, NYT, SCLIS	
1954	NEPENTHE	David E. Jack Jr.	WLIS		LRY	Port Washington, NY
1955-56	NEPENTHE	Schwartz	WLIS	51	HSCA, SCLIS	Vineyard Haven, MA
1957-58	NEPENTHE	Peter R. Smyth	WLIS	51	HSCA, NYT, PJ, RRSCYC, SCLIS	1957 raced in Narr. Bay
1959-64	NEPENTHE	Robert W. Read	Narr. Bay	51	HSCA, LRY, NBCB, NBHSCR, NBYA, PJ, RRNBS	Touisset, RI 1964 Tom Hazelhurst helm 1964 Charley Read helm
1965-	AQUILA	R. Spink Davis Robert B. Davis Geoffrey B. Davis	Narr. Bay	51	HMMR, HSCA, IKBU, NM, RRNBS, RRNBYA	Bristol, RI 1966-67 Bob Davis helm

Herreshoff "S" Class						
YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1925-30	PRISCILLA/ LAZYMAME	C.O.M. Sprague & Irvin A. Sprague Jr.	SCYC	54	RRSCYC, SCYC	1925-27 PRISCILLA
1930-54	WAYWARD LASS	A. Marshall James A.K. Marshall James L.R. Marshall	New Bed.		IKBU, NBES	1938 sunk 1954 damaged
1955-63	WAYWARD LASS	Wallace Reid			IKBU	Scituate, MA 1963 damaged
1964-72	WAYWARD LASS	Carter Raymond			IKBU	Quincy, MA
1973-79	WINDWARD LASS	George Matheson		7	IKBU	Woods Hole, MA
1980	WAYWARD LASS	John Irving		7	IKBU	Hingham, MA
1981-	WAYWARD LASS	Richard Fish		7	HMMR, IKBU, NBHSCR, RRNBS	Mattapoisett, MA

## Herreshoff "S" Class

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1933	FLYING CLOUD	Bowen Blair	Bar Har.	13	BHG, NHL, SH	
1940	FLYING CLOUD	Carlyle Cochran	Bar Har.		BHG	
1941	FLYING CLOUD	Hallett Johnson	Bar Har.		Y	
1944	FLYING CLOUD	John Cochran	Bar Har.		Y, YINB	Bar Harbor, ME & New Hampshire
1945-48	FLYING CLOUD	Clem Stapleton	Narr. Bay	11	HSCA, NBHSCR, RRNBS, YINB	RIYC, RI
1949-50	FLYING CLOUD	Doug Small	Narr. Bay	11	HSCA, NBCB, RRNBS	
	FLYING CLOUD	Oscar Smits	Narr. Bay	11/16?	HSCA	
1955-57	FRISKI/FLYING CLOUD	Moss & Ashoff	WLIS	22	SCLIS, NYT	1955 FLYING CLOUD
1958-75	VOO DOO	Lucy & Harry C. Becker	WLIS	22	IKBU, LYC, NYT, SCLIS	
1977-80	RABAR/FIN "S"	Rafael DeLa Sierra Joaquin F. Penichet & Sidney A. Astle	WLIS	22	HSCLIS, LYC	1981 only Astle
1981-	KANADAHAR II	Robert Melich	WLIS	22	GHTL, JM. NBHSCR, NM, PJ, WLISR	

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## Herreshoff "S" Class

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1935-40	CHARM	Walter Finlay Henry P. Finlay	Bar Har/ WLIS	2	BHG, NHL, NYT, SCLIS	1939-40 WLIS
1940	CHARM	Fox	WLIS	2	SCLIS	
1945	CHARM	Franklin I. Saemann	WLIS		MBYC	
1949-58	VIXEN	D.K. Fox		2	IKBU, LRY	Orient, NY
1958-64	SILHOUETTE/VIXEN	U.S. Navy Special Service	Narr. Bay	4	HSCA, NBCB, NBYA, PJ, RRNBS	1958-59 Cmdr Jim Heg helm 1959 Lt Cmdr Richard Dermody helm 1959 Lt(jg) Dick Kurts helm 1959 Lt Cmdr Carl Coe helm 1959-60 Lt(jg) Smith helm 1960 George Hart helm 1962 Lt Van Dien helm 1964 Robert Lemon helm 1964 Lt Cmdr Mike McClintock helm
1969-70	SILHOUETTE	Warren Deines	Narr. Bay	4	HSCA, PJ	
1971	WHOLEY	Ted Deignan	Narr. Bay	4	IKBU	
1972-74	TUDOR TAVERN	Jeff Jacques	Narr. Bay	4	IKBU	
1974-82	NIMBUS	Carl Rossi	Narr. Bay	4	HMMR, IKBU, NBHSCR PJ, RRNBS, RRNBVA	Edgewood, RI
1982-84	SILHOUETTE	Ernest Rowell	Narr. Bay	4	IKBU, NBHSCR	
1986-93	SILHOUETTE/GUST	John Fox	Narr. Bay	4	NM, PJ	1986 GUST
1993-	SILHOUETTE	William Fowler	Narr. Bay	4	RM	Warwick Cove, RI



Herreshoff "S" Class  
1934

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1937	AMIS/QUISTITI	G.E. Paine Jr. Augusta Paine	Newport	11	NDN, PJ, YINB	
1938-40	AMISS/AMIS	G.E. Paine	Newport	11	NDN, PJ, YINB	1940 Eustice Paine helm
1941-42	CHARLOTTE	William H. Baxter	WLIS	11	AYC, NYT, SCLIS	1942 Mrs. Ken Whiting helm
1944-51	SUGAR CANE	Rodney M. & Charles G. Ollinger	WLIS	11	HSCALIS, LYC, NYT, RRSCYC, SCLIS	Larchmont YC, NY
1953-56	SUGAR CANE	Robert N. Walsh	WLIS	11	GHTL, LYC, NYT, RRSCYC, SCLIS	
1957-61	SUGAR CANE	Herbert Stein	WLIS	11	NYT, SCLIS	
1962-64	SUGAR CANE	Stuart B. Rowe Jr.	WLIS	11	GHTL, NYT	HHYC, NY
1964-65	SUGAR CANE	Leroy (Mike) Sloan	WLIS	11	GH	
1966-72	SUGAR CANE	Albert M. Van Waggenen III	WLIS	11	GH, LYC, NYT	
1973-74					GH	Groton Long Point, CT
1975-77	VALKYRIE	Jim & Kathy Hunt	Narr. Bay	11	IKBU, NBHSCR	East Greenwich, RI
1978-	RAGTIME	Rick Steele	Narr. Bay	11	HMMR, IKBU, LYC, NBHSCR, NM, PJ, RRNBS, RRNBVA	1985-88 Erica Steele helm

## Herreshoff "S" Class

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1936-40	OSPREY	C. Whitehouse	Newport	8	NDN, PJ, YINB	
1944	TARRANTELLA	John Nicholas Brown	Newport		PJ, YINB	
1945-46	OLITA	Edward B. Tiffany	Narr. Bay	8/18	HSCA, NBHSCR, PJ, RRNBS, YINB	RIYC, RI
1947-49	JOCELYN	Henry Walsh	Narr. Bay	18	HSCA, NBHSCR, PJ, RRNBS	1949 Tom Hunt helm 1949 R. Boss helm
1955-57	TONIC	Green	WLIS	18	IKBU, SCLIS	
1957-59	NEREID	Herbert L. (Bert) Jamison Jr.	WLIS	28	IKBU, SCLIS, NYT	
1960-66		Herbert L. (Bert) Jamison Jr. & Paul Hallingby Jr.	WLIS	28	IKBU, NYT	
1966-	NEREID	Bradford Smith	WLIS	28	IKBU	Rye, NY
		Richard L. Seamans	Narr. Bay	38	IKBU	
1973-78	NEREID	Frank McGonagle	Narr. Bay	38	IKBU, NBHSCR, RRNBS, RRNBVA	Coles River, RI
1979-83	NEREID	Malcolm Davidson	Narr. Bay	38	NBHSCR, RRNBS	1979 Nat Nazareth helm
1986-89		Ramsley			IKBU	Taunton River, MA
1989-	OSPREY	Mike McCaffrey	Narr. Bay	8	IKBU, NBHSCR, NM, PJ, RRNBS	Newport, RI

## Herreshoff "S" Class

Hull # in 996 class

YEAR	NAME PUFFIN	OWNER	FLEET Sorrento	SAIL #	SOURCE SH	NOTES
1950-54	PUFFIN	Albert Goodhue Jr.	Mbhd.		EYC	
				9	HSCA, JM, NBHSCR	Wrecked
-1959		Father Richards			NBHSCR	Salem, MA
1960-69	COQUINA	Halsey C. Herreshoff	Narr. Bay	11	HSCA, JM, NBCB, NBYA, PJ, RRNBS	1960 damaged 1964, 67 Fred Tingley helm 1967 B.G. Goff helm
1970-76	COQUINA	Briggs Cuningham			IKBU	California
1981-	COQUINA	Herreshoff Marine Museum Halsey Herreshoff	Narr. Bay	6	HMMR, NBHSCR, NM, RRNBS, RRNBYA, RWB	Bristol, RI 1981 Fred Tingley helm

## Herreshoff "S" Class

1921 as listed in earlier Lloyd's Registers

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1944	RIPPLES	John B. Shethar	WLIS	21	SCLIS	American YC
1945-49	WAVE	Drake H. Sparkman	WLIS	21	HSCALIS, LRY, LYC, NYT, RRSCYC, SCLIS	Larchmont YC
1950-52	WAVE/WINNIE	John & Winifred L. Parkinson Jr.	WLIS		LRY, SCYC	Oyster Bay, NY 1950 WAVE
1954-61	MACGWEN	Allan P. MacKinnon	WLIS		LRY	Larchmont, NY
1962-68	AHAB	Joseph K. Schofield Jr.		21	LRY	Baltimore, MD gas auxiliary
1969-72	AHAB	Henry T. Meneely		21	IKBU, LRY	Baltimore, MD gas auxiliary
1972		Eugene Lee	Narr. Bay	21	IKBU	RI
1973-77	TYGER	Lester (Nick) Nicholson	Narr. Bay	21/12	IKBU, NBHSCR	Bullock's Cove, RI
1978		Ray & Leslie Wrengenroth			IKBU	Chesapeake Bay
1979-86	VOLUNTEER	William Brown	WLIS		GH, JM	1986 sunk
1987-	VOLUNTEER	John Donnelly	WLIS	21	IKBU, JM, NM, WLISR	

## Herreshoff "S" Class

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1921-23	DIRIGO	E.H. Crocker & Frank L. Crocker	SCYC		BET, HSCYC, RRSCYC	F. Crocker 1922-23 in ME never raced
1924	REAPER III	Henry Perkins Benson	Mbhd.	3	BET, CYC	Philip Benson
1925-26	GRAYLING IV	Francis Calley Gray	Mbhd.	3	BET, CYC, EYC	
1927-29	ROMA ROBBER ?	Walworth Pierce	Mbhd.	3	BET, DRYMB, EYC	Mrs. Walworth Pierce-Boston
1930-35	ROMA ROAMER ?	A.H. Marckwald	Quissett	3	FE, NBES, QYC	1930-31 Louise Marckwald 1935 Page Chapman
1941	ROMA	Rockwald ?	Quissett		FE	
1948	ROMA	Anderson	WLIS	33	HSCA, HSCLIS	
1949-55	SIRIUS/BOJO	Henry C. (Hank) Boschen	WLIS	33	GHTL, HSCA, HSCLIS, LRY, NYT, RRSCYC	Larchmont, NY 1949 BOJO 1949 A.W. Moore helm 1955 Rico Boschen helm
1956-60	POLARIS	Edgar H. Craig	WLIS	33	GHTL, HSCA, HSCLIS, LRY, NYT, PJ, RRSCYC	Larchmont, NY
1961-64	PEREGRINE	Thomas Dolan IV Thomas Dolan III	Narr. Bay	33	HSCA, LRY, NBHSCR, PJ, RRNBS	Conanicut YC Jamestown, RI
1965-74?	PEREGRINE	Francis R. Costa	Narr. Bay	33	HSCA, LRY, NBHSCR	Jamestown, RI 1968-74 suspect (Lloyd's)
1967	HIE ON	Marvin Gluckman	Narr. Bay	33	HSCA, PJ	1967 Nancy Forsythe helm 1967 Malcolm Lanphear helm
1969	ESPRIT	Gerard Martineau	Narr. Bay	33	HSCA	
1973	ESPRIT	James Estes	Narr. Bay	33	IKBU	Bullock's Cove, RI
1974	ESPRIT	Ron W. Hiiri		33	IKBU	Noank, CT
1981-83	RIO	Carol & Brendan Smith	Narr. Bay	33/38	HMMR, IKBU, NBHSCR, PJ, RRNBS, RRNBVA	Bristol, RI
-1993	ESPRIT	Tim Jost	Narr. Bay	64	RM	Barrington, RI
1993	ESPRIT	Rick MacNeil	Narr. Bay	64	RM	
1993-	DIRIGO	Peter Wilhelm	Narr. Bay	33/64	NM, RM	

## Herreshoff "S" Class

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
	AEOLUS				IKBU	West Southport, ME
1974-	PHRYNE	H. Wes Maxwell			IKBU, RM	Noank, CT hull plaque #842

## Herreshoff "S" Class

1925

built by George Lawley & Sons  
Possible

Hull # 961, 962, 965

YEAR	NAME	OWNER	FLEET	SAIL #	SOURCE	NOTES
1962-68	TRAPPER	Brook Nelson Edward D. Muhfield William O. McClure	WLIS	6	GH, LYC, NYT	
1970-77	TRAPPER	Elux C. Putting	WLIS	6	GH, NYT GH	Lake George, NY

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Code	Source	Years	Comments
AYC	American Yacht Club Log	1941, 1946, 1958-60	
BET	The Boston Evening Transcript	1921-27, 1929, 1932, 1935	Yachting notes and race records
BHG	The Bar Harbor Gazette	1925-37, 1940	
BYC	Boston Yacht Club Log	1934, 1938	
CYC	Corinthian Yacht Club Log	1920-31	Members and race records
DRYMB	Directory of Racing Yachts of Massachusetts Bay (Boston Evening Transcript)	1928-30	
EYC	Eastern Yacht Club Log	1920-38, 1940-41, 1948-51, 1953-57, 1959-62	Members and race records
FE	The Falmouth Express	1928-41	
HMMR	Herreshoff Marine Museum Record	1981	
HSCA	Herreshoff "S" Class 50th Anniversary (Narragansett Bay "S" Class Association)	1969	
HSCALIS	Herreshoff "S" Class Association of Long Island Sound Membership List	1977	
IKBU	Interview or Personal Memory	1949-94	
JM	John MacMillan	1990	
LRY	Lloyd's Register of Yachts	1920-23, 1926-37, 1939, 1942, 1947, 1949, 1951, 1954, 1962	
LYC	Larchmont Yacht Club Log	1930-31, 1934, 1936-37, 1939-44, 1947-52, 1954-56, 1958-65	
MBYC	Manhasset Bay Yacht Club Log	1940-41, 1953	
MYC	Manchester Yacht Club Log	1952	
NBHSCR	Narragansett Bay Herreshoff "S" Class Records	1956-94	
NBES	The New Bedford Evening Standard	1925-41, 1945-52	
NBCB	Narragansett Bay Checkbook Register	1950-61	
NBYA	Narragansett Bay Yachting Association Log	1965	
NDN	The Newport Daily News	1935, 1937-40	
NHL	Northeast Harbor Log	1936-38, 1940	
NM	Neal Manchester List	1993	
NYT	The New York Times	1920-38, 1941	
PJ	The Providence Journal	1927, 1930-34, 1936-40, 1985-94	
QYC	Quissett Yacht Club List (Mrs. Isabelle Haigh)	1928-29, 1933, 1935	
R	Rudder Magazine	1920-28, 1930-31	
RM	Rick MacNeil	1992-94	
RRNBS	Racing Records - Narragansett Bay Herreshoff "S" Class	1992-94	

RRNBYA	Racing Records - Narragansett Bay Yachting Association	1978, 1980-82
RRSCYC	Racing Records - Seawanhaka Corinthian Yacht Club (Samuel Outerbridge)	1922-38
RWB	Register of Wooden Boats	1993
SCLIS	"S" Class of Long Island Sound Final Standings Chart (Al Comen)	1939-58
SCYC	Seawanhaka Corinthian Yacht Club Log	1925, 1927-28, 1931-32, 1936-41, 1947-49
SH	Sturgis Haskins	1978-82
WLISR	Western Long Island Sound "S" Class Records (Doug Ryan)	1990
Y	Yachting Magazine	1920-21, 1924-41, 1944
YRALIS	Yacht Racing Assoc. of Long Island Sound (Brooks Bros.)	1932, 1940

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Tantivy	Corbishley, John W.		59
Tar Baby	Sherwood, George		106
Tarrantella	Brown, John Nicholas		111
Tautaug	Fischer, Frederick C., Jr.		104
Tautaug	Fischer, Neil C.		104
Teal	Potter, William H., Jr.		81
Teaticket	Balattzi, H.		64
Teaticket	Beebe, Bill	H	64
Teaticket	Constanini, Countess	H	64
Teaticket	Crews, Henry	H	64
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Teaticket	Crews, Ralph, Mrs.		64
Teaticket	MacLean, William (Willie)		64
Teaticket	Whiton, H., Jr.	H	64
Teaticket	Whiton, Henry D.		64
Tern	Bavier, Robert N., Jr.		101
Tern	Egelston		101
Tern	LaPearch, Danny		82
Tern	Schultz, William		101
Tern	USMMA		101
Tern	Ward, Craig		101
The Fair American	Roosevelt, Edith		98
The Fair American	Roosevelt, Theodore, Jr.		88
Three Brothers	Blair, Edward		88
Three Brothers	Blair, William McCormick		88
Three Brothers	Brown, Joseph E.		88
Three Brothers	Dorrance, John T. (Jack)		88
Tinker	Bacon, Daniel		60
Tinker	Bacon, Louis		60

Tinker	Schaefer, Rudolph Jay		60
Tinker	Tyson, Irwin R.		60
Tinker	Weinberg, Frank, Jr.	H	60
Tinker	Wheeler, Alexander		60
Tinker Too	Brewer, William C., Jr.		100
Tinker Too	Haven, Marian Arnot		100
Tinker Too	Wickes, Ann		100
Tinker Too	Wickes, Forsythe, Mrs.		100
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Tonic	Green		111
Tranquilizer II	Howard, Robert T.		103
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Trapper	Muhfield, Edward D.		114
Trapper	Nelson, Brook		114
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Twister	Strauss, Philip		98
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Twister	Yohalem, Stephen B., Jr.		98
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Tyger	Brown, William		112
Tyger	Nicholson, Lester (Nick)		112
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Valient Lady	FitzMaurice, Richard		82
Valkyrie	Hunt, Jim		110
Valkyrie	Hunt, Kathy		110
Vanessa	Merriman, Isaac Butts		86
Vanitie	Berman, Edward		87
Vanitie	Brewster, John		87
Vanitie	Carulo, Tom		87
Vanitie	Dawson, A. Bryson		87
Vanitie	Gardner, I. Willard		87
Vanitie	Mullervy, James F.		87
Vanitie	Northup, Russell B.		87
Variant	A'Costa, Flavio		94
Variant	Fisher, Ralph H.		94
Variant	Guterman, Arthur Z.		94
Venture	Leiter, Nancy, Miss		72
Venture	Patton, George S., Jr.		72
Venture	Patton, George S., Mrs		72
Victoria	Deans, Robert S.		100
Vindex	Davis, Fellow	H	90
Vindex	Manice, William DeForest		90
Vindex	Pace, Frank		90
Vindex	Ryan, Douglas		90
Vindex	Ryan, Mark		90
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Vixen	Boss, Bradford Reed		83
Vixen	Boss, Ronnie	H	83
Vixen	Fox, D.K.		109
Vixen	Glassie, Don		83
Vixen	Hazelhurst, Tom	H	83
Vixen	Martley, Robert		83
Vixen II	Archbold, Anne, Mrs.		83
Vixen II	Archbold, John		83
Vixen II	Caton, Jesse		83
Vixen II	Fox, Henry M.		83
Vixen II	Levy, Jorj	H	83
Vixen II	Mayberry, James		83
Vixen II	Moore, William S.		83
Vixen II	Munson, Townsend		83
Volante	Conley, William		86
Volante II	Parsons, Robert		86
Volante II	Parsons, S.		86
Volante II	Winslow, Everett		86
Volunteer	Donnelly, John		112
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Voo Doo	Becker, Luci		108
Wave	Sparkman, Drake H.		112
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Wawis	Janney, W.E., Jr.		100
Wawis	Janney, Walter C.		100
Wayward Lass	Fish, Richard		107
Wayward Lass	Irving, John		107
Wayward Lass	Marshall, A.		107
Wayward Lass	Marshall, James A.K.		107
Wayward Lass	Marshall, James L.R.		107
Wayward Lass	Raymond, Carter		107
Wayward Lass	Reid, Wallace		107
Whim	Albertson, M.J.D.		70
Whim	Ward, J.R.		70
Whim	Work, Cecily	H	70
Whistler	Boss, Russ	H	91
Whistler	Heeley, Patricia		91
Whistler	Hodges, Frank W.		91
Whistler	Howland, John	H	91
Whistler	Meyer, Jim		91
Whistler	Pearson, Clint		91
Whistler	Pearson, Everett		91
Whistler	Rees, John		91
Whistler	Rees, Nick		91
Whistler	Rouviere, Waldo		91
Whistler	Solow, Robert		91
Whistler	Tiplady, John W.		91
Whistler	Torinese, James		91
Whistler	Walls, Alden	H	91
Whooley	Deignan, Ted		109
Whoopee	Ashley, John S., Jr.		94
Whoopee	Hand, William H., Jr.		94

Whooley	Deignan, Ted		109
Whoopee	Ashley, John S., Jr.		94
Whoopee	Hand, William H., Jr.		94
Widgeon	Bacon, Eliot	H	61
Widgeon	Fox, Gerald		61
Widgeon	Fox, Matthew Joseph		61
Widgeon	Gardner, Paul E., Mrs.		61
Widgeon	Hackett, Robert S.		61
Widgeon	Holland, James E.	H	61
Widgeon	Lanagan, William		61
Widgeon	Leeson, Robert Ainsworth		61
Widgeon	McClave, Ed		61
Widgeon	Roxby, Clarence		61
Widgeon	Sturtevant, Tom		61
Widgeon	Sylvester, Mark		61
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Will Do	Fox, Dick	H	68
Will Do	Heg, Jim	H	68
Will Do	Reichner, Henry	H	68
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Will Go/Will Do	Loyall, Jock	H	68
Will Go/Will Do	Mickley, William B., Lt. Col.	H	68
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Will Go/Will Do	Smith, M.P., Lt. Com.	H	68
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Windward Lass	Matheson, George		107
Winnie	Parkinson, John		112
Winnie	Parkinson, Winfred L.		112
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Wistful	Migliaccio, Peter	H	77
Wistful	Migliaccio, Tony	H	77
Wistful	Walls, Alden	H	77
Woodchuck	Foster, Charles Henry Wheelwright		60
Woodcock	Benfield, James W., Dr.		57
Woodcock	Field, Marshal		57
Woodcock	Jaynes, C.W.		57
Woodcock	Olsen, Willy A.O.		57
Woodcock	Poor, Walter E.		57
Woodcock	Poor, William E., ?		57
Woodcock	Schnirring, F.W.	H	57
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Woodcock	Whiting, Kenneth	H	57
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Yankee	Hanson, Eric	H	70
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Courtesy of Phoebe's Restaurant & Norman Fortier.

Aldens Walls at the helm of *Nina*. 1950.



Courtesy of the Herreshoff Marine Museum.

Launching of *Gob*. 1919.

# The End



Courtesy Richard MacNeil

Russ Pierce's gravestone, Rural cemetery, New Bedford.

Any corrections or modifications to the history will be graciously accepted. Please write to the address listed below.

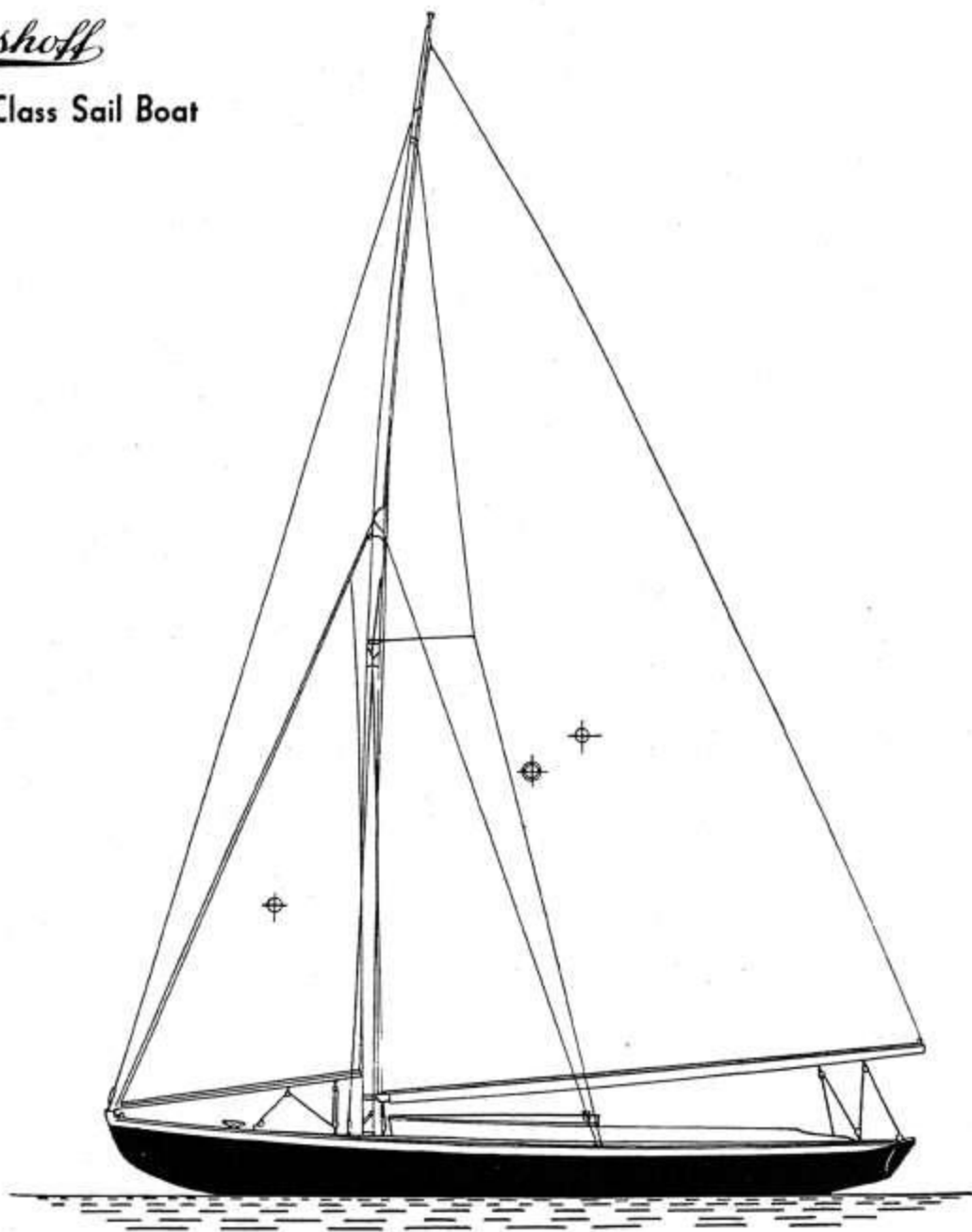
Individual Boat Histories suitable for framing are available for a donation.

For further information please write:

Kenneth B. Upham  
550 Shermantown Road  
Saunderstown, RI 02874

*Herreshoff*

Standard "S" Class Sail Boat



SPECIFICATIONS

Length over all . . . . .	27½ ft.
Length waterline . . . . .	20½ ft.
Beam . . . . .	7' 2"
Draft . . . . .	4' 9"

- Sail area approximately 425 square feet, measured.  
Displacement approximately 6750 lbs.  
Keel and frame, oak.
- BALLAST:** Lead, approximately 3350 lbs., moulded to form and securely fastened to keel with bronze bolts.
- PLANKING:** ¾" cedar, fastened with bronze screws.
- DECKS:** Weldwood construction, painted.
- TRIM:** Mahogany, varnished. Teak extra.

- SPARS:** Mast, hollow, of clear spruce. All other spars of clear spruce, solid.
- SPAR FITTINGS:** All bronze, of Herreshoff patterns. (Stainless Steel extra.)
- RIG:** Leg-O-Mutton jib and mainsail.
- SAILS:** Mainsail, No. 1 and No. 2 jibs and spinnaker, with covers and bag. (Trysail and bag extra.)
- EQUIPMENT:** Herreshoff anchor, cable, warp, mooring line, bucket, compass, fog horn, boat hook, lead and line, lantern, boom crotch, pump, 3 life preservers and reefing stops.

DUPLICATE

# Herreshoff

BRISTOL

RHODE ISLAND

R. F. HAFFENREFFER, PRESIDENT  
C. W. HAFFENREFFER, GENERAL MANAGER

TELEPHONE  
BRISTOL 300

## Standard "S" Class

**CONTRACT**, of two parts, made this \_\_\_\_\_ day of \_\_\_\_\_, 193\_\_\_\_  
by and between the Herreshoff Manufacturing Company, a corporation created under the Laws of the State of Rhode Island, and doing  
business at Bristol, R. I., hereinafter called the party of the first part, and \_\_\_\_\_  
of \_\_\_\_\_ hereinafter called the party of the second part, WITNESSETH:

That for, and in consideration of, the payments to be made as hereinafter provided, the said party of the first part, hereby agrees  
to construct, in their best manner and of first-class material, one standard Herreshoff "S" class sail boat, of the following general dimensions  
and specifications:

Length over all \_\_\_\_\_ 27 1/2 ft.  
Length waterline \_\_\_\_\_ 20 1/2 ft.  
Beam \_\_\_\_\_ 7' 2"  
Draft \_\_\_\_\_ 4' 9"

Measured sail area approximately 425 square feet.

Displacement approximately 6750 lbs.

Keel and frame, oak.

**BALLAST:** Lead, approximately 3350 lbs., moulded to form and  
securely fastened to keel with bronze bolts.

**PLANKING:** 3/4" cedar, or Philippine mahogany fastened with  
Everdur bronze screws.

**DECKS:** Weldwood construction, painted.

**TRIM:** Honduras Mahogany, varnished. (Teak \$100.00 extra.)

**SPARS:** Mast, hollow, of clear spruce. All other spars of clear  
spruce, solid.

**SPAR FITTINGS:** All polished bronze, of Herreshoff design.  
(Stainless Steel extra.)

**RIG:** Marconi jib and mainsail.

**SAILS:** Mainsail, jib and sail covers (Spinnaker, including pole,  
guys, sheets, halyards and cleats \$80.00 extra.)

**EQUIPMENT:** Herreshoff anchor, warp, Herreshoff bilge pump,  
3 life preservers.

To be ready for delivery at Bristol, R. I., on or about \_\_\_\_\_ 193\_\_\_\_.

It is further agreed by the said party of the second part that the said party of the first part shall not be responsible for delays due to  
strikes, fires, accidents, or other causes beyond its control.

It is further agreed and understood that this contract is complete and is not modified or restricted by any previous oral or written  
agreements. Any subsequent changes must be in writing and attached hereto.

In consideration of which the said party of the second part hereby covenants and agrees to and with the said party of the first part  
as follows, that is to say:

The contract price to be paid by the said party of the second part for the said boat, delivered at Bristol, R. I., shall be \_\_\_\_\_  
same to be payable in two installments as follows:

The first payment shall be \_\_\_\_\_ payable upon the signing of this contract.

The second payment shall be \_\_\_\_\_ payable when the boat is ready for delivery  
to the said party of the second part, as aforesaid.

IN WITNESS WHEREOF the respective parties have hereunto set their hands the day and year first above mentioned.

HERRESHOFF MANUFACTURING COMPANY,

BY \_\_\_\_\_  
R. F. Haffenreffer, President.

Read and approved:

\_\_\_\_\_  
C. W. Haffenreffer, General Manager

Witness as to:  
R. F. Haffenreffer,

Witness as to purchaser's signature:

Accepted by:

\_\_\_\_\_  
Purchaser's Signature