

Photos from the 1870s and 1880s Herreshoff Manufacturing Company

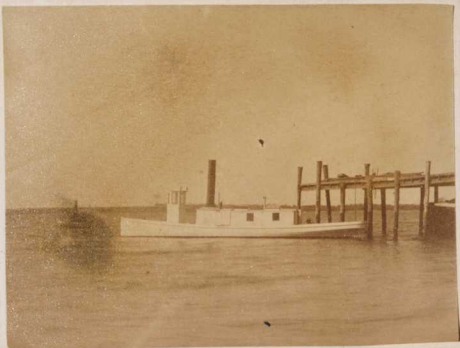
A set of Carte de Visite photographs of vessels and machinery built by the Herreshoff Manufacturing Company in the 1870s and 1880s. These photos were annotated by Nathanael Herreshoff in March 1931, came into possession of his son L. Francis and from there, via Muriel Vaughn and Dan Carter, into the collection of Maynard Bray.

Photographed by Claas van der Linde in Brooklin, Maine, July 2012, for the Herreshoff Catalogue Raisonné.



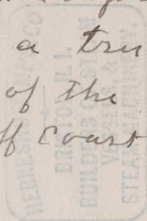
NOTICE
This box is reinforced
with corrugated lining.





1878
"Ogeechee" No 47. 46' long. 8' 8" beam
with single 7 x 12 engine & coil boiler.

Built for a truck & towing
boat for one of the Sea Island
plantations off coast of Georgia.





One of several launches in
the early 80's -

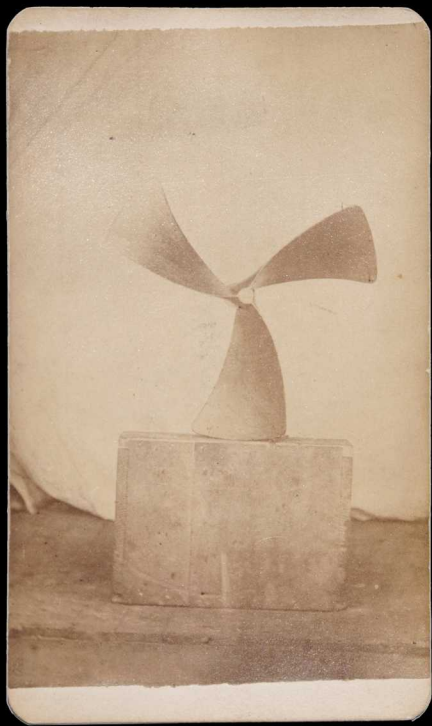
WHEATNOFF BROS, CO
BRISTOL, R. I.
BUILDERS OF STEAM
VESSELS, &
STEAM MACHINERY.



One of the early 26' launches, as
built for Coast Survey and Fish
Commission. Evidently fitted with
a "Coil" boiler and probably a
3½ x 7 engine.

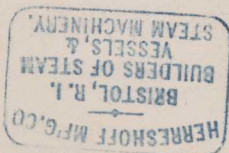
N. G. M.

Memo of Nov 1931



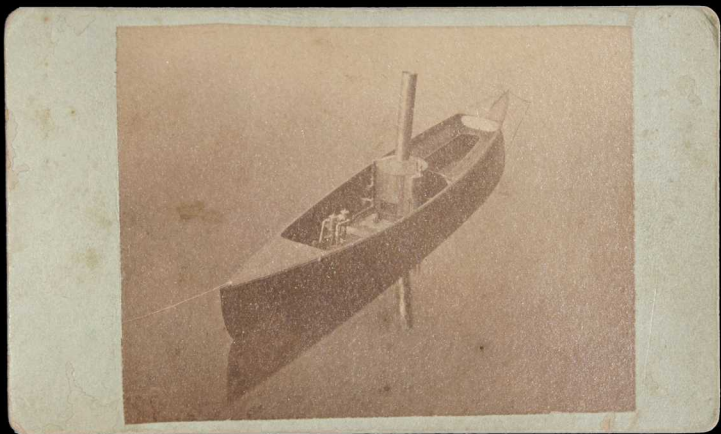
One of the early
propellers. We find
several sizes designed
by me in the early '70's.

This one apparently is a
24" x 36" and with 2 blades.



was used with single
cyl 3 1/2" x 7" engines, develop-
ing 4 or 5 H.P.

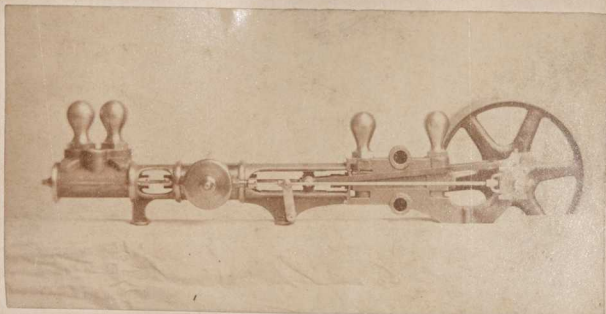
Memo. of N.G.H.
Mch. 1931.



"Ibis, Jr." No. 45, and "Gymnotus"
No. 47. 1878. 29' long, 5' beam.

The former tender to "4th yacht
Ibis," the latter built for G. R. Dunell,
of London, and taken over by
U.S.N. & N.Y.N. in Dec 1878 with a torpedo
boat for British Navy.

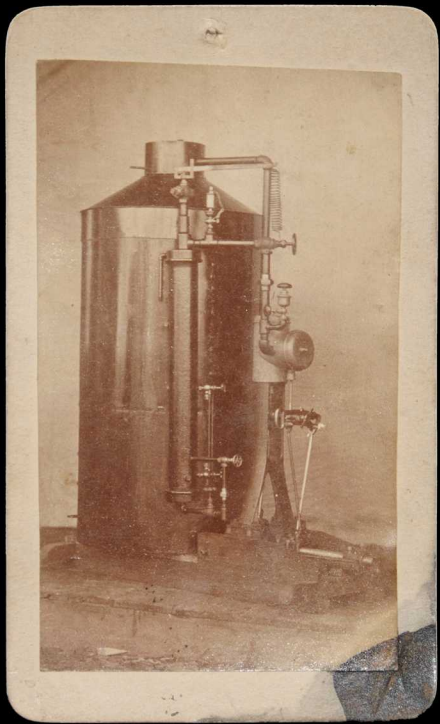
The launches were fitted with double
 $2\frac{1}{2} \times 5$ engines and made about 13 m.p.h.



An auxiliary air & feed pump.
as used in torpedo boats.

Designed by R. G. H. in 1879.

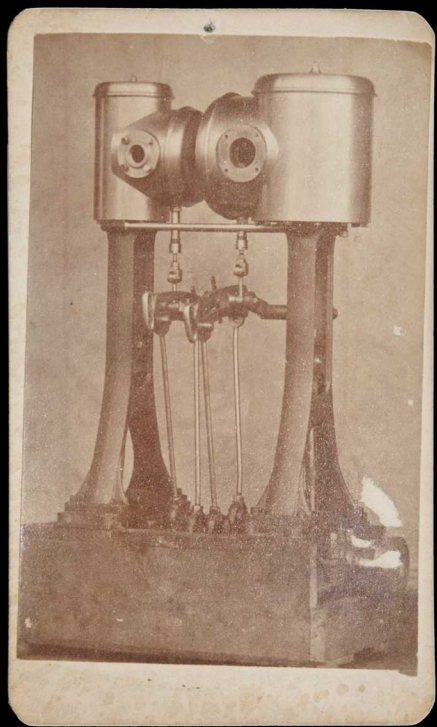
Memo of Feb 1931.



One of the "Coil" boilers and
engine of about 1877.

HENNEHOFF & CO.
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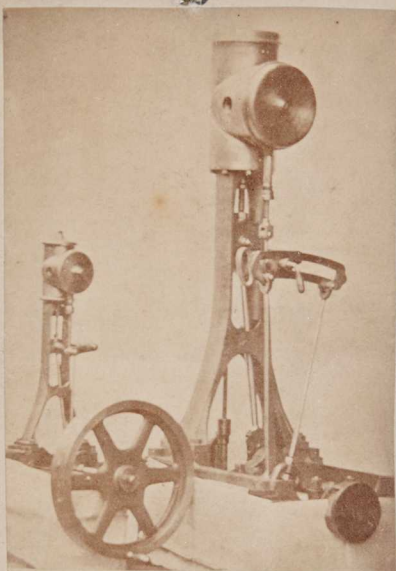
M474-1931



5' 8" x 9" x 10" in
A simple Corn brand engine -
in about 1880.

HERRESHOFF MFG. CO.
BRISTOL, R. I.
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VESSELS, &
STEAM MACHINERY

W. G. M. Mch. 1931.



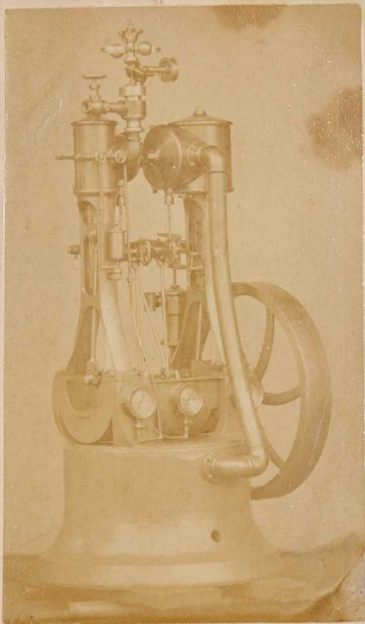
Super Bros. Photographic Studio

2 1/4" lens
sides



2 1/2 x 5" & 5 x 10" engines of the
made by

Negatives Preserv



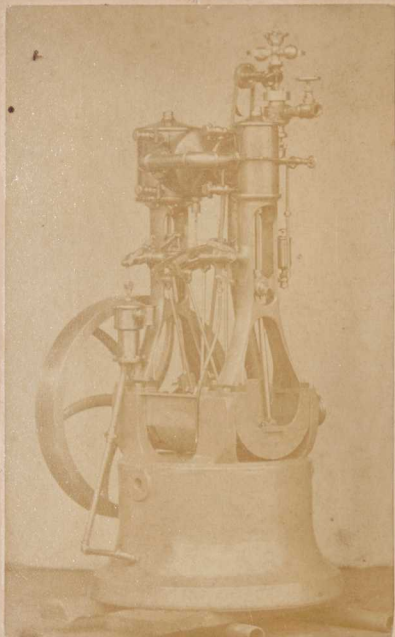
Port side $2\frac{1}{2}$ & $4\frac{1}{4}$ x 5

A compound 2 1/2" x 4 1/2" x 5" engine
of type designed for small launch.
This one was
surface condensing
shaped brass
injection pump
cylinder. 4 horse
The whole engine
of polished bronze. Built in copy 89.

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STEAM MACHINERY.

Memo. of Mach. 1931

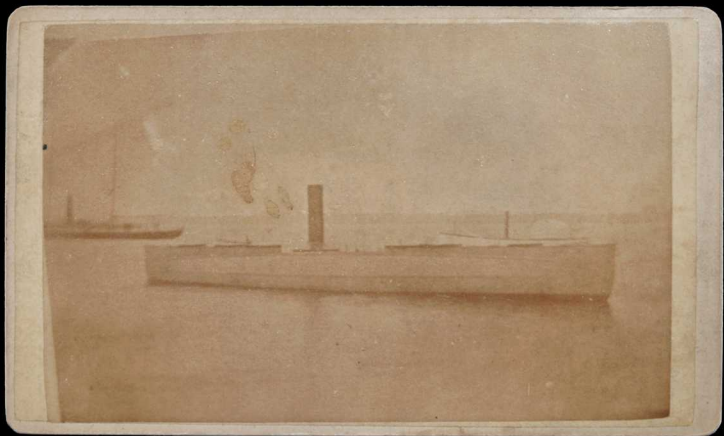
filled up with
in the bell
and was for
pump in a
system what was
above had was
of polished bronze.



Starboard side. $2\frac{1}{2} \times 4\frac{1}{4} \times 5$

(See port side view
for description)

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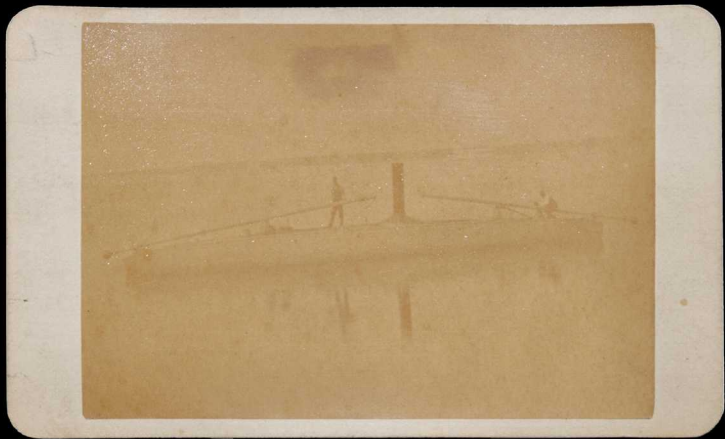
Torpedo boat, No. 64, 1880. Built
for the Russian Navy.

Made a record speed of those
days - of 23 m.p.h. in trial trip.
59' long 6'6" beam.

Lies in the distance.

N. G. M. March 1931

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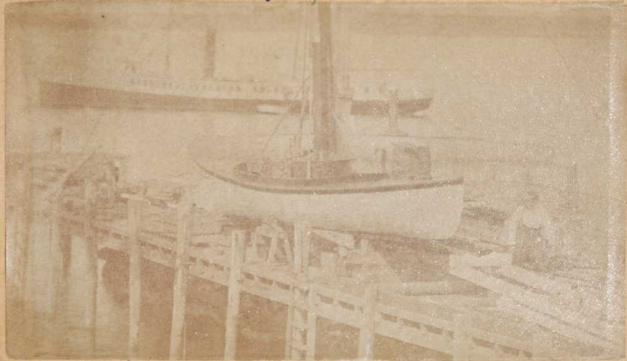


1879 x 1880-

One of several torpedo boats,
probably No 61, that was left
in our hands, when the war
between Peru & Chile ended.

56' x 6'6". Shows the² spar
torpedoes, as we fitted them. These
boats had propellers underneath with
rudder underneath aft the propeller
and could run & steer about as well
when backing. N.Y. Mch 1931

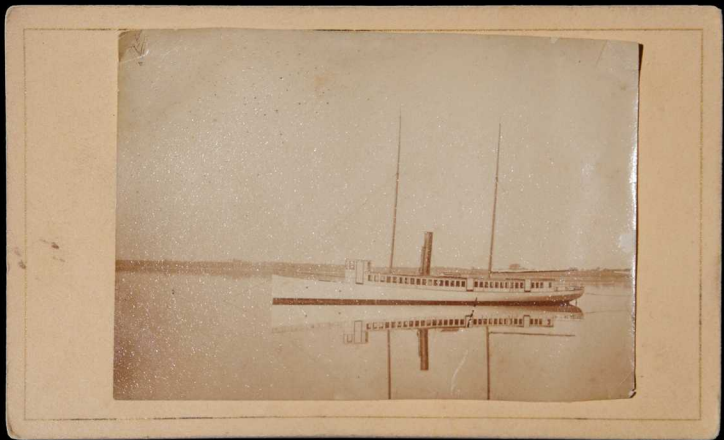
Lieka at mooring, painted black, and



a torpedo boat, No 61, 1880. Left in our hands and

shell is so at Rangoon many years

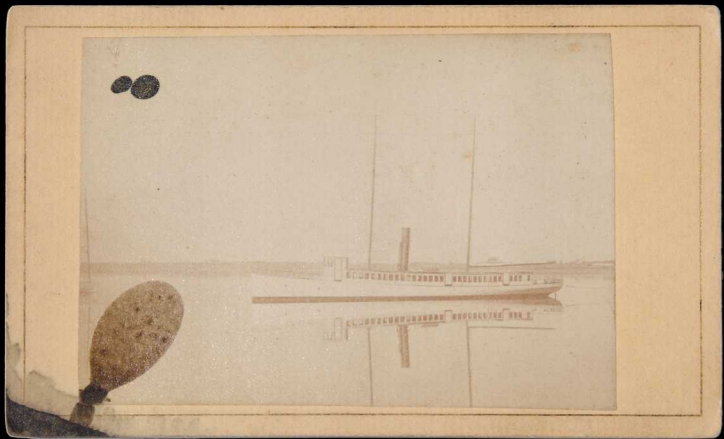
Harvard Rowing Association to carry
judges of Harvard & Yale races. No. 67. 1882
40' long - 4' 10" beam. on same moulds as
Bisyr #45. but lengthened. As in several
torpedo boats, and #45 & 47, the pro-
pellers is underneath. at aft end of
skeg keel, as can be seen. In this
particular boat the rudder was
run forward end of Coaming, and
would give her a startling heel when
turned. A very bad arrangement. N. G. H. Mch 1923



"Lilla" No 40. 100' o.a. 15' beam, 1878

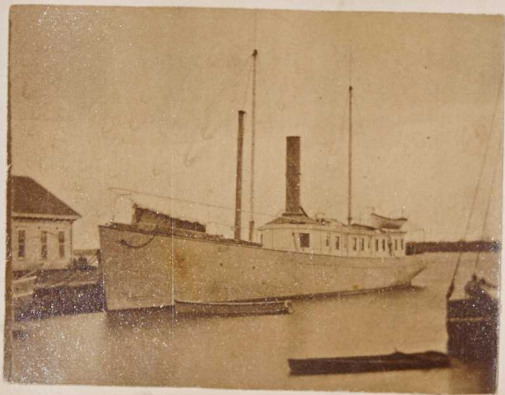
Was ^{9' x 16' x 18' compound engine} sold soon after launching
to Mr. Wm Graham of Baltimore
In Spring of 1880 she was taken back
in part payment of "Glean" built for
Mr. Graham (Glean ^{No} 65, was 118' o.a. 15'6"
beam, with 10 1/2' x 18' x 18' engine)

"Lilla" was sold in 1882 to go in Great
Lakes, and rig taken off. One of her
masts is the flagstaff at Love Rocks, now 53
years old
A. G. H. Mch 1931



Lilla, No 40, - 1878.

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"Estelle" Str no 39, 120' x 16' with Coil boiler
and Compound engine. 12" x 21" x 24". 1877.

The vessel was contracted for by a
New York lawyer, who turned out to be
agent for Cuban Insurgents. She was to be
built soon as possible with bonus for
quick delivery. J. B. Herrick made con-
tract for her about last of May. I got leave
from the Corliss Steam Engine Co. for summer
and went to Bristol, made the model and
general drawing for laying down.* Then

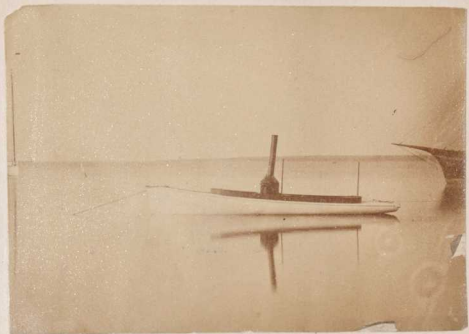
* The hull was built by J. H. Perry in Fall River

with assistance of a draftsman I designed and made drawings for the engine, which was built by the R. I. Locomotive Works in Prov. and very quickly and well. The hull engine & boiler (the latter built by J. B. K.) were ready in Oct. and we had preliminary trial last of Nov. A few days after, the Revenue Cutter "Dexter" arrived and anchored close in to the shop, with orders from Washington not ^{to} allow Estelle to leave the dock.

After some time arrangements were made for us to make the official trial trip, taking Dexter's officers & armed guard, which was successful, making a to home run at 16 mph. and the craft was paid for. The U. S. officers immediately seized her and she was tied up at Steam Boat Wharf (where photo was taken) and put in charge of an U. S. Keeper. Sometime later Estelle

was sold and released, and she became a very successful tow-boat - being able to tow 2 or 3 ships from the Gulf up to New Orleans faster than any other tug. She was, after some years service burned and lost in the Gulf of Mexico.

A. G. H. - Feb. 1931.



One of several launches built 1876 to 1878.
The first was No 24, 22' x 5'3" for Bureau
of Ordnance. Others were larger, on same
moulds. Their greatest draft was
a little aft of fore foot, and great-
est beam nearly at stern, which
was flat. - the floor a gradual
twist from bow to stern. They made
very good launches, and drove very
easily in a head sea.



NOTICE
This box is re-inforced
with corrugated lining.

[L. Francis Herreshoff Collection, Box 17, Folder 7: Letter from L. F. Herreshoff to N. G. Herreshoff]

March 5, 1931. {1931/03/05} Dear Father: ... The other day I came across some small photographs that J. B. gave me when I was a kid. I am sending them to you and if it is not too much trouble I should greatly appreciate it if you could either write on the back of them what they are or number them and give some little description, which would make them much more valuable for future reference. ... Please give my best regards to Anne.

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[L. Francis Herreshoff Collection, Box 17, Folder 7: Letter from N. G. Herreshoff to L. F. Herreshoff]

N. G. Herreshoff Bristol, R. I. Coconut Grove, Fla March 14 1931 {1931/03/14} Dear Francis, It has been very interesting to look over the old photographs, and identify them, which I have been able to do in most every case. In this I was helped by a memordum I used to keep of the boats built each year, in which was entered the building number, name and general dimentions, and I have the little book with me. ... Your affect - Father.

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[L. Francis Herreshoff Collection, Box 17, Folder 7: Letter from L. F. Herreshoff to N. G. Herreshoff]

March 18, 1931. {1931/03/18} Dear Father: I want to thank you very much for describing the photographs. I received them all safely and have had lots of fun reading about them. The descriptions make them ever so much more valuable and I think it quite remarkable how you have remembered so much of the detail. I know it must have taken you quite a long time to write this all up and I want you to know that I fully appreciate it. ...