

COPY

Contract

BETWEEN

Marushoff Mfg. Co.

AND

J. C. Oliver Iselin

Construction of Yacht

Dated January 23, 1895

C O N T R A C T, of two parts, made this 23rd day of January, 1895, by and between the Herreshoff Manufacturing Company, a corporation created under the laws of the State of Rhode Island and doing business at Bristol in said State, hereinafter called the Party of the First Part, and Mr. C. Oliver Iselin of New York, 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 covenants and agrees to and with the said Party of the Second Part as follows, that is to say;-

The said Party of the First Part hereby agrees to design and to construct and have ready for sail trial in 143 days from the date of execution of this Contract and receipt of the first payment, for the said Party of the Second Part, in a thoroughly workmanlike manner and of first class materials as hereinafter set forth, one racing sloop yacht of about 89 feet in length on the water line.

The said Party of the First Part further agrees to use all due diligence in the prosecution of the work to get the yacht completed as much sooner as possible.

The yacht to be rigged and equipped in accordance with the specifications hereto appended, said specifications to be and are hereby considered as forming a part of this contract, and if it is found, by the designer after trial and before the delivery of the yacht and last

payment thereon, that if any of the spars, rigging or sails need altering, or others substituted therefor, or ballast changed, the said Party of the First Part shall make such alterations, or substitutions, at their own expense and without unnecessary delays.

It is furthermore agreed by the said Party of the First Part that they will not design nor construct, for any other person or persons, a second cup defender before the trial races of 1895.

In consideration of the premises, 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 for the said yacht shall be Seventy five thousand (\$75,000.00) Dollars payable in six (6) installments as follows, viz:-

The first payment of \$12,500.00 upon the date of signing of this contract.

The second payment of \$12,500.00 when the yacht is in frame.

The third payment of \$12,500.00 when plating is on.

The fourth payment of \$12,500.00 when the deck is laid.

The fifth payment of \$12,500.00 when the yacht is launched, spars in and standing rigging in place.



The sixth payment of \$12,500.00 when the said yacht is completed in accordance with the terms of this contract and specifications and ready for delivery.

It is furthermore agreed by the Party of the First Part, that the yacht shall be completed, ready for sail trial and finished below deck ready for crew to live on board, on Saturday, June 15th, 1895, and for each and every working day after June 15th, 1895, that the yacht is not so completed the said Party of the First Part shall forfeit the sum of \$100.00.

In the event of the yacht being completed, ready for sail trial, finished below deck ready for crew to live on board, on or before said 15th of June, the said Party of the Second Part hereby agrees to pay the Party of the First Part, a bonus of \$1,000.00.

In witness whereof the respective parties have here-  
to set their hands, the day and year first above written.

Witness as to Herreshoff Mfg. Co.,  
John B. Herreshoff, Prest. (Signed) John B. Herreshoff,  
(Signed) C. W. Young Prest.

Witness as to  
C. Oliver Iselin (Signed) C. Oliver Iselin  
(Signed) C. W. Young.

It is further agreed by the parties to this contract, that there shall be no extras made or charged for except by mutual agreement made in writing.

Herreshoff Mfg. Co.  
(Signed) John B. Herreshoff,  
Prest.  
(Signed) C. Oliver Iselin.

## S P E C I F I C A T I O N S

for  
A racing Sloop yacht, being No. 452 on the list  
of

The Herreshoff Manufacturing Co.

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Extreme length, ----- about 123 feet.

Length on the water line, ----- about 89 feet.

Extreme beam, ----- about 23 feet.

Draft of water, ----- about 19 feet.

Frame below shear to consist of steel, bulb, angles.

Deck frame to consist of Aluminum, Bulb, angles except  
in the wake of mast where it may be of steel, bulb, angles.

The outside plating of hull, below the water line to be  
of Bronze and plating above the water line, also the deck  
plates to be of Aluminum.

Deck to be of selected white pine.

All hatch coamings, hatches and skylights to be of  
mahogany, or butternut, and as light as possible for the  
purpose of saving in top weight.

Ballast to consist of Lead, nearly all of which is to  
be on the bottom of the keel and properly secured to same.

Spars

The spars are to be of the best quality Oregon Pine and  
spruce. Gaff may be hollow.

Rigging

The stays to be of the best quality and make, crucible steel wire rope set up with steel turn buckles.

The running rigging to be of the best quality, specially made manilla rope and flexible, crucible, steel rope.

Blocks

The blocks to be of special make, with steel straps and attachments and all to be tested to a load 50% greater than the estimated maximum load when in use.

Rig &  
Sails.

Yacht to have a full modern cutter rig with all necessary spars, stays, blocks and running rigging to properly set, and work, the following sails, viz:- Mainsail, Fore-staysail, Jib No.1, Jib No. 2, Jib No.3, Working or jib-headed topsail, small club topsail, large club topsail, jib-topsail No. 1, Jib-topsail No. 2, Jib-topsail No. 3, Baloon, or reaching, staysail, Baloon Jib-topsail, or bowsprit spinnaker, Spinnaker and gaff Trysail.

Mainsail club topsail and staysail to be supplied with covers.

Deck fittings, &c.

There is to be a good and efficient Capstan for the working of cables, a Winch on the mast, capstans for jib-topsail sheet, main sheet travelers and buffers and a steering wheel and gear.

Main boom to be trussed with wire stays and the main-sheet to be flexible wire rope to wind on drum which will be operated by gearing and endless rope.

Equipment.

Yacht to be equipped with 2 steel anchors, 2 steel wire rope cables, 1 steel kedge anchor, 1 hawser, 1 warp,

Equipmt.

3 mooring lines, canvas awning to extend from mast to forestay, canvas awning to extend from steering wheel to main skylight, two cedar row boats (one of 14 and one of 18 feet) with all fittings and davits properly equipped to receive them, also boat booms. On the starboard side of yacht will be fitted a side gang-way steps and to port a simple gang-way ladder also 2 "Jacob's" ladders at the main rigging.

Yacht to be fitted with a life line on bronze stanchions and all necessary chocks, cleats and leaders.

Binnacle

Binnacle to be a "Bliss" compensating and to have the best spirit, or oil, compass which is to be adjusted.

Lights.

Yacht to be furnished with the proper side and anchor lights of polished brass, 2 gang-way lanterns and a complete set of lamps below deck.

Internal fittings

Cabin and crews quarters to be as per approved plans.

Owners quarters to be finished very light in white pine, mahogany trimmed and painted with two coats of flat paint and to be complete with plumbing, upholstered and furnished ready for use.

Crews quarters and Galley to be finished in white pine and varnished with two coats of varnish.

Yacht to have 4 water closets, a sink in the galley, a sink in the forecastle, and three wash basins and all necessary plumbing connections to water and waste tanks.

There is to be two water tanks of tinned copper, having a capacity of about 700 gallons each; There will

also be a waste tank with pump for discharging it.

There will be a suitable pump for discharging the bilges.

The forecastle is to be fitted with removable berths and lockers for the accommodation of 22 men, and furnished complete ready for use.

The fore peak is to be partitioned off with a light bulk head, and to contain one of the water closets.

The galley to be furnished with range, cooking utensils, a sink, dish racks and dishes for crews use complete.

There will be a pantry with refrigerator, also an ice box below the floor of galley.

A large sail room mid-ships which will also be used for officers mess room.

All steel work to have two good coats of proper paint and the yacht to also have two good coats of proper paint on the outside above water line.

The binnacle, side lights, anchor light, mattresses and blankets to be subject to the approval of the party of the second part.