



A GREAT NAME LIVES ON

FOR SIXTY YEARS, HERRESHOFF YACHTS HAVE BEEN THE ARISTOCRATS OF THE FLEET. THEIR BEAUTY, TECHNICAL PERFECTION OF DESIGN, AND CRAFTSMANSHIP, HAVE BEEN UNAPPROACHED ON EITHER SIDE OF THE ATLANTIC. EVERY CUP DEFENDER SINCE 1893 HAS BEEN DESIGNED AND BUILT BY HERRESHOFF.

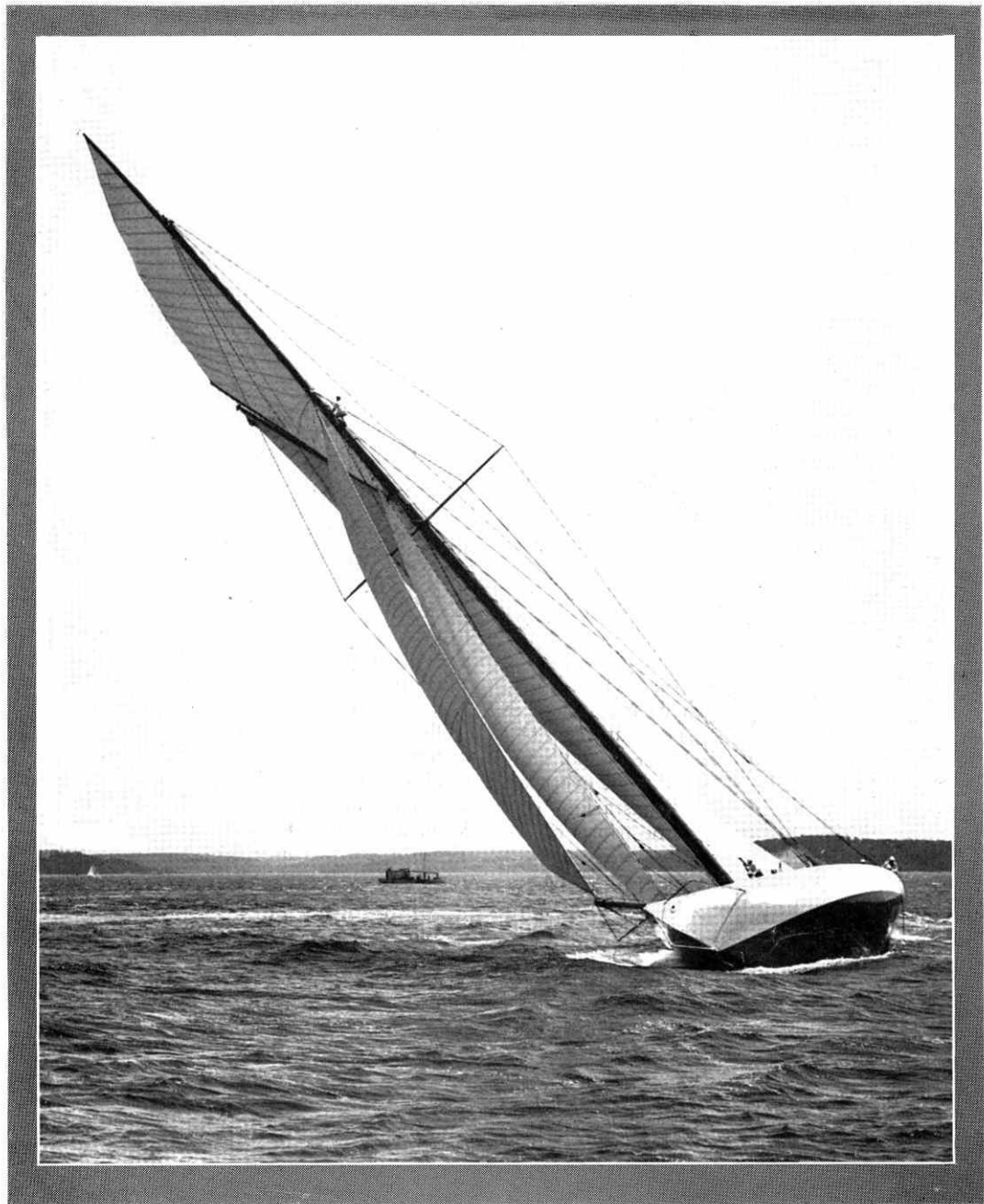
HERRESHOFF NOW BUILDS SAIL AND POWER YACHTS OF EVERY SIZE AND SORT, FROM THEIR OWN DESIGNS OR OTHERS, WITH NATHANIEL G. HERRESHOFF AS CHIEF CONSULTANT IN DESIGN AND ENGINEERING. INIMITABLE STANDARDS OF QUALITY ARE FOLLOWED IN FASHIONING EVEN THE SMALLEST CRAFT.

INQUIRIES FROM FORMER AND PROSPECTIVE PATRONS ARE MOST CORDIALLY INVITED.

HERRESHOFF
MANUFACTURING COMPANY
BRISTOL RHODE ISLAND

HERRESHOFF





Resolute is one of the notable list of America's Cup defenders built since 1893, all of which were winners, and which were, in the order named, "Vigilant," "Defender," "Columbia," "Reliance," and "Resolute." All designed and built by Herreshoff Manufacturing Company, Bristol, Rhode Island.

The Herreshoff Plant at Bristol

What the Famous Yard on the Shores of Narragansett Bay has Contributed to Yachting and the Development of Yacht Design and Construction During the Past Sixty Years



FOR nearly sixty years the name of Herreshoff has been so closely linked with the development of yachting in America that it is difficult to think of the sport in this country without also thinking of the famous boats that have come from the Bristol shops—boats that have made yachting history and have pointed the way to a better and faster fleet of pleasure craft. Both in design and building, the Herreshoffs have always been leaders in the field and for practically all of the period of its existence the two brothers, John B. and "Nat," have been the guiding genius of the shop which gradually grew up on the shores of Narragansett Bay until it has become one of the foremost yacht and engine building plants in the United States.

With the advent of the *Gloriana* and the *Wasp* in 1891 and 1892, the Herreshoffs revolutionized yacht design. In 1893 they turned out their first America's Cup defender, the *Vigilant* and since that time they have designed and built every defender of this famous cup. The list is a long one, containing, besides the *Vigilant*, the names of *Defender*, *Columbia*, *Reliance* and *Resolute*.

An historical sketch of the Herreshoff Manufacturing Company should begin naturally with an account of the early life of John Brown Herreshoff, the founder of the Company. Born at the old homestead of Point Pleasant, directly across the harbor from Bristol, R. I., in 1841, he showed at an early age an energy and indomitable will that is quite unusual. At the age of twelve he had constructed a rope walk and was making cotton rope for sale in sizes up to $\frac{1}{2}$ " diameter and 100 yards long. At thirteen he had fitted up a workshop and had put together a very good foot lathe, on which he did wood turning and some metal work. His eyesight had been defective from a child, and when fourteen, as the result of an accident, he became totally blind. But the will and energy were still there and after a month or two of despondency he took a new hold on life and went to work to finish a small sail boat he had been making for himself at the time he lost his sight, his father giving him some assistance.

About this time, 1855, the family moved from the farm across the harbor to Bristol, and settled in a place that gave opportunity to develop boat building and mechanical work. Very soon John B. had another rope walk, of considerable length, and did quite a business in making and selling cotton rope. When sixteen he had fitted up a room in a building adjoining his father's house as a machine shop and had four lathes, one of them being an engine lathe of excellent construction for those days. A larger room

adjoining he fitted up for boat building and built several small craft, doing most of the work with his own hands. In 1859, desiring to own a larger boat than his little *Meteor*, he built, with the help of his father and a brother, the catboat *Sprite*, 20 feet long. This boat was a wonder and by far the fastest boat on Narragansett Bay. She is still in existence, now over 64 years old, and her sweet lines put many of the modern boats to shame.

The usual longing for a larger boat in which to do more cruising induced him to part with the *Sprite* in 1862, and the construction of a larger boat was started. This boat, *Kelpie*, was launched in the Spring of 1863. Both *Sprite* and *Kelpie* were modeled by John B. with the assistance of his father. *Kelpie* was 26 feet long, 10' 4" beam, sloop rigged, and was very fast. During the summer of 1863, returning from a cruise in Boston waters, acquaintance was made at Vineyard Haven of a well-to-do young man and his college friends, in a 33-foot sloop. This was Thomas Clapham, known to all old-time yachtsmen, in his first *Qui Vivz*. It was not long before a match was made between *Kelpie* and *Qui Vivz*, and the latter was fairly beaten. The two boats cruised together as far as Newport, and Tom Clapham was so impressed that he gave John B. an order for a new yacht. This was the first commission and started the business at Bristol that later became the Herreshoff Manufacturing Company.

Upon arriving home from this cruise, John B. immediately took steps to start the business, hiring men, getting lumber and materials and arranging the "Old Tannery" to work in. This was quite an undertaking for a young man of only twenty-two and without sight. The second *Qui Vivz* was launched early in 1864. The business was then so well established that no less than eight other sailing craft, ranging from 22 to 35 feet, were launched that year.

The business growing, the following year John B. took into partnership Dexter S. Stone, and the name was changed from John B. Herreshoff to Herreshoff and Stone. After two years Mr. Stone withdrew and the name was again changed to John B. Herreshoff. There was much difficulty in getting suitable lumber in those days and, soon after starting, John B., always liking to dabble in machinery, conceived the idea of having a sawmill and producing his own lumber. The abandoned buildings of the Burnside Rifle Company, about 100 yards back from the boat shops, were procured and a mill of considerable capacity was created, having a "gang saw," several circular saws, wood planers and other tools. There were also two or three yoke of oxen to draw logs, and suitable timber soon became



a scarce article in Rhode Island. On the second floor of the old rifle factory a small boat shop was established in which hundreds of open boats were built, principally for export. To compete with outside prices these boats were built at a very low figure. This small boat work did not prove a success and almost ruined the business. However, John B. continued single handed, and built many yachts and boats, some of the notable ones being *Ariel* and *Violet*, 35-foot sloops (the latter is still alive and was winning prizes up to a few years ago, being now fifty-eight years old); *Sadie*, 50-foot sloop and *Clytie*, a 35-foot sloop. Then there was *Ianthe*, a 50-foot schooner, *Orion*, *Shadow*, *Latona*, *Triton* and *Fantine*, a 75-foot schooner built for George Peabody Russel and taken to England, making the passage to the Needles in 17 days.

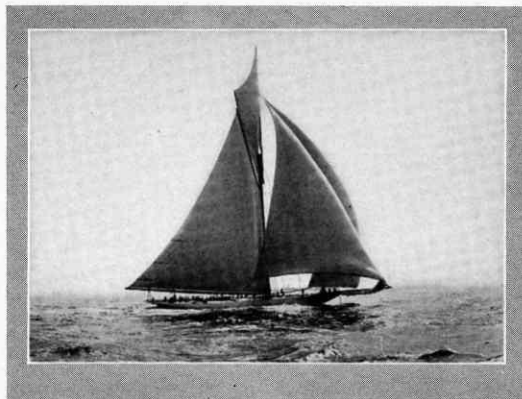
An old photograph taken at that time, shows the condition of the water side and boat shop in the autumn of 1866. The Old Tannery had been lengthened out over the water to give room for larger vessels, and the picture showed the *Clytie*, nearly ready for launching to make room for building *Sadie*, their first schooner. On the wharf, in the foreground, were James B. Herreshoff, the elder of the seven Herreshoff brothers, in the act of launching a small boat; Dexter S. Stone, John B. Herreshoff and his father, Charles F. Herreshoff, Sr.

In 1868 John B. built his first steamer, the yacht *Annie Morse*, for Samuel Shove, of Pawtucket, R. I. For this craft all the machinery was bought. In 1870 the *Seven Brothers* was built for the Church Brothers, of Tiverton, R. I. She was the pioneer fishing steamer on the Atlantic Coast. The steam launch, *Anemone*, was built, and the machinery for these two craft was designed and the drawings made by N. G. Herreshoff, working evenings while employed in the drafting room of the Corliss Steam Engine Company. John B. built the engines in his own shop. This marked the beginning of engine construction. The little *Anemone's* first run was to Vineyard Haven in company of the N. Y. Y. C. squadron. On this cruise, the America's Cup challenger *Cambria* took part in the racing. *Anemone* attracted much attention and was visited and looked over by many yachtsmen.

In the next two or three years the business turned entirely to steam craft and their machinery. In 1874 James B. Herreshoff contrived and successfully experimented with a tubular boiler. It was in the form of a beehive, the principal difference being that the coils were iron pipe instead of straw. This boiler was tried out in a specially constructed launch, 48 feet long and only 3½ feet wide. With a very small engine she ran quite fast—15 or 16 miles per hour. The following Spring the first Torpedo Boat for the U. S. Navy was built, and

named *Lightning*. In the trial trip she covered 21 miles in an hour.

In 1877 Mr. Herreshoff was approached by a man from New York to construct a craft a little beyond the line of yachts or merchant vessels. She was to be a fast, and also a seagoing steamer. As the man had the cash for prepayments an agreement was signed, work was begun at once and inducements were offered for an early delivery. N. G. Herreshoff got leave of absence for two



months and came to Bristol, first making the model, so that the hull could be started by Mr. Terry, of Fall River, and then, with the assistance of a draftsman, made a full set of drawings for a compound two-cylinder engine. The patterns for, and the engine itself, were built by the Rhode Island Locomotive Works, and the latter was completed in October. A much larger sized coil boiler than

had yet been attempted was built in John B.'s own shop and all installations were made in Bristol. The vessel was ready for a trial by the first of November, and did make one free run. Just before a final trial was to be made, the U. S. Revenue Cutter *Dexter* arrived and anchored close in to the wharf where the new craft, the *Estelle*, lay. Her captain came with instructions to watch her and not let her leave the builders' dock. The *Dexter* laid for a few days with banked fires. Then her officers discovered that *Estelle* could be fired up from a cold boiler, the engine started and the craft gotten under way in seven minutes, and out of sight before the *Dexter* could get a full head of steam. So the latter was compelled to keep her fires spread and steam up.

Through authorities in Washington arrangements finally were made to hold the trial trip the contract called for, so she could be turned over to her owners and paid for in full. This was done with officers and guards from the *Dexter* on board. The trial was successful, and of twelve hours' duration, in which a speed of 16 miles was maintained. The vessel was paid for and immediately was seized by the Government. It turned out *Estelle* was to go to Cuban insurgents. The whole affair created much excitement in the quaint old town.

The building of *Estelle* marked an epoch in the history of the Herreshoff Company. It also shows the wonderful executive ability of John B. Herreshoff in carrying it through in the surprisingly short time of six months.

Immediately following this event was an order for a Spanish gunboat, for use about Cuba, to have as much or more speed than *Estelle*. This craft was to be 135 feet long, the *Estelle* being 120 feet.

It was evident that Mr. Herreshoff needed more assistance in an increasing business that included so much engineering. So his brother, Nathaniel G. Herreshoff, left his situation with the Corliss Steam

Engine Company in the early part of 1878 and joined him. This was hardly a new move for N. G., for he had been his brother's companion and "eyesight" since he was eight and John fifteen years old. Even for the *Sprite*, built in 1859-60, he did what drafting was necessary, and continued at that part of the work even through the days he was at Boston Tech and with Mr. Corliss, doing the drafting work for John B. in what would be ordinarily recreation hours. In making this change "Nat's" agreement with John B. was a very simple, verbal one—"That the character of work done should be the very best possible, charging a price that would compensate for the extra cost. That outstanding notes should be paid up soon as possible and no money hired, and improvements and enlargements made only when cash was in hand for it."

There was plenty of work to do and after a year or two this new compact appeared to be bearing fruit and the Herreshoff Manufacturing Company was getting out of the suds that had hampered it for many years. The work at this period was entirely on steam vessels, with the exception of an occasional sailing boat that N. G. would build for his own recreation and for experimenting. During his toils in steam engineering work he always liked to turn to sail for pleasure.

During the early eighties many important experiments were made on engines and boilers, and trials were conducted by a board of Naval engineers, and reports made of much value to the public. In 1879 an addition to the machine shop was made, which then occupied the entire floor of the old Burnside Rifle Factory. In 1880 a new boat construction shop was built, on the shore north of the Old Tannery, and this old building had twice been lengthened to the west, so that it would allow of building yachts of over 100 feet length. In 1881 a new building was put up for building boilers and tanks, etc. Up to 1883 all vessels over 100 feet long had to be built in the open, and the old wharf at the southerly side of the Old Tannery was, in 1878, fitted with launching ways and a board fence for a wind brake around it. Many craft were built here, including the *Clara*, *Oriente*, *Siesta*, *Gleam*, etc. Seeing the necessity of better facilities for constructing yachts, N. G. H. had already been working out plans for a model shop for the purpose, and in 1882 it was decided to go ahead with it, and the "Old Tannery" was torn down and a fine new building, 156 x 32 feet, was put up in its place. These buildings were subsequently lengthened and added to.

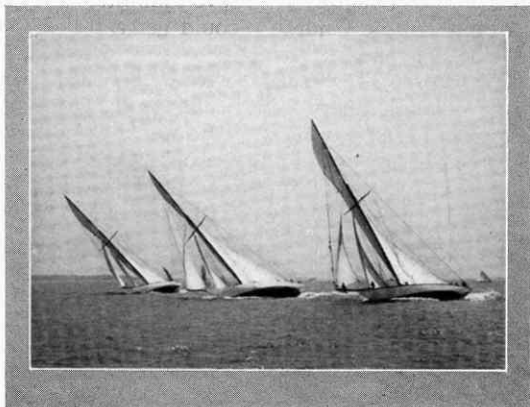
In the early nineties, still more room was required, and having several contracts with the U. S. Navy to build torpedo boats, a larger machine-shop room was needed. No adjoining land could be

bought, and the work then going on in the machine shop could not be stopped. So a scheme was carried out, in which the new building was put up right over and around the old Burnside Rifle Factory building, resulting in only a short delay to the work.

In the Autumn of 1898, having a contract for another cup defender, and the sail-making branch being well established, it was decided to put up another building especially for a sail loft. About a year later a foundry was built and fitted for iron, brass and lead casting. The Company were then able to improve the quality of the castings and get them in shorter time. In 1902 another building was put up to be used for small yacht construction and also in laying down and assembling steel yacht construction, while a three-storied building was put up for electrical work and storage. This made the plant very complete and well balanced for the character of work it specialized in.

A return to the building of sailing yachts came in 1890, when Commodore E. D. Morgan, having been impressed with the fine qualities of N. G. Herreshoff's cat yawl *Clara*, gave orders for building two somewhat similar boats, except that they had overhanging bows. These were the cat yawls *Pelican* and *Gannet*. The following winter, N. G. Herreshoff worked up a design for a 46-foot class yacht, a sloop class that was attracting much interest at that time. Commodore Morgan was pleased with it and decided to build from it. The result was *Gloriana*—a boat that made a clean record in the class of 1891. In the fall of 1891, N. G. conceived and had built for himself the first yacht with a metal plate keel and heavy lead bulb. This was *Dilemma*. She was quite a success and was the forerunner of a number of fin-keel yachts built in the following decade. They included the 2½-rater *Wenonah*, which won in that class in Scottish waters, and the 10-rater *Dakota*, which did the same for her class. *Wee Winn*, a half-rater, *Morivena*, a one-rater, and *Maneen*, 2½-rater, each won out in their class on the south coast of England. In 1895, *Niagara*, a 20-rater, was champion of her class in all British waters. Then there came the Larchmont class of five 21-footers in 1894, and the Newport class of twelve 30-footers in 1896.

Following the success of *Gloriana* in 1891, there came an order from Mr. Archibald Rodgers for another 46-footer, and *Wasp* was launched in the spring of 1892. She proved better than *Gloriana* and she killed the interest in that class. That year an order was received from Mr. Royal Phelps Carroll for a large sloop yacht to cruise in European waters, and incidentally to have some racing in English waters. Our English friends soon heard of it, and as they had no up-to-date single-stickers to



meet an 85-foot water line sloop, and nothing to try out a challenger for the America's Cup, which was about to be built, the British yacht designers got busy and turned out four large sloops (or cutters) the following Spring—one to come over for the America's Cup and three to meet Mr. Carroll's *Navahoe*. In design, all these yachts were far more of a racing type than *Navahoe*, and she was generally beaten in the British racing.

The America's Cup challenge was received soon after Mr. Carroll gave his order, and a New York syndicate headed by Mr. Archibald Rodgers gave an order for another 85-footer, as a candidate to defend the America's Cup. Later, another order was received from a syndicate headed by Mr. C. Oliver Iselin for an 85-foot defender, and the Herreshoff Company had its hands full that Winter and Spring. These sloops were *Colonia* and *Vigilant*. In the trial races four big sloops contended and *Vigilant* proved the best, with *Colonia* second.

The following year, 1904, the Company built quite a fleet of small sailing yachts and a few steam yachts, and in the Autumn there was another America's Cup challenge and an order was received to build *Defender*, a sloop of 90-ft. waterline. The design was very thoroughly studied out. She was built with one aim in view—a racing yacht of extreme type, and she had many novelties, both in hull construction and rig. She proved successful.

This was their busiest year, and twenty-one yachts were turned out. In 1905 there were thirty-five, including the N. Y. Y. C. 30-foot class of eighteen.

John B. Herreshoff, the president and founder of the Herreshoff Manufacturing Company, died in the Summer of 1915. His brother, N. G. Herreshoff, carried on the work alone for a year and a half, when the plant was sold out to a syndicate, who formed a stock company to continue the business. In 1916 there were launched an 80-foot schooner yacht, the 40-foot N. Y. Y. C. class of sloops, and about twenty-five other yachts.

During the past Summer the Herreshoff Manufacturing Company was sold and it was feared for a time that no more yachts would be built at this famous plant. However, the reorganization was entirely a financial one, and the shop will continue to build the type of yachts which have made it famous, with much the same personnel as before, Nathaniel G. Herreshoff is to be in charge of the designing for the Company, assisted by his son, Sydney, while the shop personnel is practically unchanged.

A departure from previous policy will be that the Company will build from the plans of other designers as well as from their own designs, thus offering an opportunity for naval architects to obtain the high quality of workmanship and engineering skill which this plant affords.

This article is a reprint from "Yachting," December, 1924





A partial list of the owners

for whom Herreshoff has designed and built sailing yachts and power boats

A. Adams	12'6"	J. & M.	Sheldrake	August Belmont		J. & M.	Sand Piper
C. F. Adams	12'6"	J. & M.	Nettie	August Belmont	81'	Steam	Scout
G. A. Adee	30'	J. & M.	Adelaide II	E. C. Benedict	21'9"	J. & M.	Sadie
M. Agasiz	20'	Cutter	Alarm	T. G. Bennett	89'4"	Steam	Enaj
A. H. Alker	30'	J. & M.	Alera	H. P. Benson	21'0"	J. & M.	Reaper
A. H. Alker	98'	Steam	Florence	H. P. Benson	20'6"	Marconi	Vant
Henry Allan	35'2"	Cutter	Dacotah	A. Bigelow, Jr.	21'0"	J. & M.	Vanessa
Henry Allan	25'0"	J. & M.	Wenonah	Frank S. Birch	42'	Steam	Lucy
W. C. Allison	30'9"	J. & M.	Indian	Jas. Bishop	40'	Cutter	Pampare
W. W. Aldrich	83'2"	Steam	S. P. 1218	L. F. Bishop	16'	J. & M.	Tarpoon
F. L. Ames	45'	J. & M.	Shark	M. C. D. Borden	111'10"	Steam	Little Sovereign
S. R. Anthony	56'2"	Cutter	Doris	A. C. Bostwick	15'	J. & M.	Mistral
S. R. Anthony	30'	J. & M.	Wasaka	J. A. Bostwick	126'	Steam	Oriente
George L. Appleton	50'	Steam	Ogechee	A. K. Bourne	40'	Cutter	Black Duck
W. H. Appleton	16'	J. & M.	Pompeno	E. G. Bourne	15'	J. & M.	Ginty
Pierce Archer	12'6"	J. & M.	Vanish	Com. F. G. Bourne	59'11"	Gasoline	Canvasback
J. A. Aspinwall	48'	Steam	Caprice	Com. F. G. Bourne	28'	Steam	North Star II
J. J. Astor	16'4"	J. & M.	Norma	British Navy	48'	Steam	"149"
Vincent Astor	30'3"	Steam	Bonita	British Navy	48'	Steam	"150"
E. W. Atkinson	12'6"	J. & M.	Mischief	J. D. & H. Brodhead	60'	Steam	Kittatinny
E. B. Auchincloss	36'	J. & M.	Kangaroo	G. Brooks	12'6"	J. & M.	Butterball
C. F. Ayer	62'4"	Steam	Shadow	L. Brooks	15'	J. & M.	Ballymena
J. C. Ayer	48'10"	Gasoline	Lynx II	Alex. Brown	145'	Steam	Marietta
N. F. Ayer	58'	Gasoline	Volader	J. F. Brown	Houseboat	Gasoline	Marietta
N. F. Ayer	20'6"	Marconi	Game Cock	J. F. Brown	80'	Schooner	Ibis, Jr.
D. Bacon	16'	J. & M.	Larikin	J. F. Brown, Jr.	30'	Steam	Shanendowa
Lewis Bacon	30'	J. & M.	Viking I	M. N. Buckner	15'7"	J. & M.	Spritsail
Robt. Bacon	30'	Cutter	Alpha	W. H. Buffington	11'7"	J. & M.	Bee
C. Bailhime	15'	J. & M.	Arethusa	C. P. Bun	17'6"	J. & M.	Dorothy
C. M. Baker	15'	Cat	Blazing Star	Hollis Burgess	26'6"	J. & M.	Pitloris
C. M. Baker	21'	J. & M.	Edith	F. E. Cabot	15'	J. & M.	Navahoe
C. M. Baker	25'	Knockabout	Edith	R. P. Carroll	84'0"	Cutter	Idle Hour
C. M. Baker	21'	Knockabout	Illusion	B. F. Carver	60'	Steam	Scud
C. M. Baker	17'	J. & M.	Radiant	A. J. Cassatt	30'9"	J. & M.D.H.	Joyant
C. M. Baker	21'	J. & M.	Ventura	W. H. Childs	35'	J. & M.	More Joy
C. M. Baker	21'	J. & M.	Ventura	W. H. Childs	26'5"	J. & M.	Irolita
George F. Baker, Jr.	50'	Cutter	Thistle	C. P. Clifford	12'6"	J. & M.	Irolita I
George F. Baker, Jr.	46'	J. & M.	Haulray, Jr.	E. W. Clark	50'	Cutter	Dolly Bowen
R. Barrie	15'	Steam	Neckan	E. W. Clark	65'10"	Cutter	Westward
Bath Iron Works	27'	Steam	Rogue	A. S. Cochran	40'	Cutter	Westward
H. C. Baxter	108'9"	Steam	Sis	A. S. Cochran	35'	Gasoline	Westward
E. T. Bedford	21'	J. & M.	Wanda	W. H. Childs	96'	Schooner	Wee Win
E. T. Bedford	21'	J. & M.	Pontiac	C. P. Clifford	16'3"	J. & M.	Yahu
E. T. Bedford	21'9"	Cat	Constitution	E. W. Clark	15'	Cutter	Red Wing
J. A. Beebe	30'	Cutter	Kingfisher	E. W. Clark	30'9"	Cutter	Aria
August Belmont Syndicate	90'	Cutter	Mineola	A. S. Cochran	30'	Steam	Dorothea
August Belmont, Jr.	12'6"	J. & M.	Pintail	Blair Cochran	27'	Steam	Peerless
August Belmont	70'	Cutter		R. Codman	27'	Steam	Bonita
August Belmont	30'	J. & M.		F. G. Congdon	16'	J. & M.	
				W. G. Cotton			
				William Cramp & Sons			
				William Cramp & Sons			
				C. R. Crane			



R. T. Crane	16'	J. & M.	Porpoise	C. R. Flint & C. T. Earle	24'	Steam	Waterwitch
Frank H. Croker	45'	Steam	X.P.D.N.C.	D. W. Flint	12'6"	Marconi	Wanderer, Jr.
Richard Croker, Jr.	39'11 ³ / ₄ "	Gasoline	Caloola	M. C. Fluschman	26'	Steam	Haida
G. Crompton	12'6"	J. & M.	Duck	H. S. Forbes	17'	J. & M.	Curlew
F. B. Crowninshield	20'6"	Marconi	Doodah	J. M. Forbes	34'6"	J. & M.	Azor
John P. Crozer	27'6"	Cat	Happy Princess	M. Forbes	12'6"	J. & M.	Doodle Bug
John P. Crozer	47'	Cutter	Marchioness	W. C. Forbes	12'6"	J. & M.	Clethra
John P. Crozer	25'0"	Cat	Merry Thought	W. C. Forbes	12'6"	F. & M.	Ringlet
John P. Crozer	72'	Gasoline	Sunflower	W. H. Forbes	17'	J. & M.	Viero
Cuban Insurgents Gov.	120'	Steam	Estelle	Reginald Foster	12'6"	Gaff	Whiffus
E. I. Cudahy	12'6"	Gaff	Gnome	W. P. Fowle	21'	J. & M.	Sintram
F. Cunningham	15'	J. & M.	Murmur	F. L. Franke	18'0"	Cat	Acis
Charles P. Curtiss	62'4"	Steam	Ellen	E. M. Fransworth	30'	Cutter	Zingara
Donald F. Cutler	12'6"	J. & M.		A. T. French	30'	J. & M.	Linnett
F. L. Dabney	25'	J. & M.	Bagatelle	R. H. Gallatin	30'9"	J. & M.	Curlu
L. S. Dabney	21'	J. & M.	Terrapin	W. Gannell	15'	J. & M.	Hawk
E. B. Dane	165'	Diesel	Ara	G. P. Gardiner	18'	J. & M.	Jap
L. Delano	30'	J. & M.	Nautilus	G. P. Gardiner, Jr.	12'6"	Schooner	Moro
H. Darlington	11'6"			Wm. O. Gay	70'	Cutter	Athene
Herman Dock	46'	Steam	Lang Syne	Wm. O. Gay	11'7"	J. & M.	
W. E. Dodge	50'	Cutter	Samuri	Wm. O. Gay	21'	J. & M.	Fly
Clarence W. Dolan	15'	J. & M.	Seahawk	Wm. O. Gay	21'	J. & M.	Jilt
David Dorris, Jr.	27'	Steam	Hist	Wm. O. Gay	81'	Steam	Tramp
F. N. & J. A. Drake	48'	Steam	Madge	Eldridge T. Gerry	26'	Gasoline	Electra, Jr.
A. J. Drexel	19'2"	Cat	Gloria	Eldridge T. Gerry	22'6"	Steam	Electra
A. J. Drexel	14'5"	J. & M.		J. W. Gibb	30'	J. & M.	Bonnee Doon
H. S. Duell	40'	Cutter	Rowdy	T. A. Gillespie	77'2"	Steam	Jean
S. Duncan	12'3"	J. & M.	Robin	Robert W. Goelet	26'	Gasoline	
W. B. Duncan	30'	J. & M.	Dahinda	Robert W. Goelet	20'	J. & M.	Mishe Nama
W. B. Duncan	16'	J. & M.	Nahma	Robert W. Goelet	15'	J. & M.	
W. B. Duncan, Jr.	21'	J. & M.	Houri	J. M. Goetchius	15'	J. & M.	Pixie
W. B. Duncan, Jr.	15'	J. & M.	Moya	C. A. Gould	21'	J. & M.	Celia
W. B. Duncan, Jr.	40'30"	Gasoline	Waneche	Howard Gould	45'	Cutter	Niagara
George R. Dunell	30'	Steam	Gymnotus	Howard Gould	81'	Steam	Niagara
George R. Dunell, Eng. Navy	59'	Steam	Hereshoff	Jay Gould	27'	Steam	Atalanta
F. L. Dunn	40'	Gasoline	Fad	Jay Gould	35'	Steam	Launch for Atalanta
F. L. Dunn				Jay Gould	35'	Steam	Stiletto
J. F. Brown	21'	J. & M.	Alpha	G. J. Gould	16'	Cutter	Marjorie
H. B. Duryea	26'	Cutter	Vaquero II	W. H. Graham	112'	Steam	Gleam
H. B. Duryea	21'	J. & M.	Vaquero	W. H. Graham	47'	Steam	Kelpie
Wright Duryea	22'6"	Steam	Republic	Col. I. J. Gray	76'	Steam	Nareid
Duryea & Whitney	70'	Cutter	Yankee	L. Grinnell	30'	J. & M.	Bambino
C. S. Eaton	21'	J. & M.	Cockatoo	R. Grinnell	28'9"	J. & M.	Rugisa
C. S. Eaton	21'	J. & M.	Cock Robin	H. J. Grosbeck	28'	Steam	Itala
C. S. Eaton	39'	J. & M.	Cock Robin	W. Grossnor	15'	J. & M.	Eaglet
C. S. Eaton	16'4"	J. & M.	Little Robin	Fred Grunnell	44'	Cutter	Flying Cloud
C. S. Eaton	30'	J. & M.	Mimosa III	Fred Grunnell	124'	Steam	Quickstep
Ernest Edwards	45'	Steam	Puck	W. D. Guthrie	30'	J. & M.	Maid of Mendon
R. Ellis	30'	J. & M.	Hera				
R. Ellis	50'	Cutter	Iroquis II	R. H. Hallowell	12'6"	J. & M.	Porpoise
I. L. Elwood	90'	Steam	Agusta	A. G. Hanan	30'	J. & M.	Nautilus
I. L. Elwood	141'7 ¹ / ₂ "	Steam	Nina	P. Hammond	6 Metre	Marconi	Cygnat
Charles G. Emery	99'	Steam	Isabel V.	P. Hammond	20'6"	Marconi	Spinster
Dean Emery	12'6"	Knockabout		C. L. Harding	15'	Cutter	Polly
R. W. Emmons	15'	J. & M.	Avenger	C. L. Harding	67'	Schooner	Wildfire
R. W. Emmons	53'	Cutter	Chub	F. A. Harding	12'6"	Gaff	Cinch
R. W. Emmons	12'6"	J. & M.	Cyrilla	O. Harriman	30'	J. & M.	Carlita
R. W. Emmons	21'	J. & M.	Eaglet	A. C. Harrison	21'	J. & M.	Gadfly
R. W. Emmons	15'	Knockabout	Flickamaroo	A. C. Harrison	21'	Sprit	Wiz
R. W. Emmons	15'	Knockabout	Go Bye	A. C. Harrison	21'	J. & M.	Quakeress
R. W. Emmons	15'	Knockabout	Hindoo	A. C. Harrison	30'	Cutter	Quakeress II
R. W. Emmons	18'	J. & M.	Mashnee	A. C. Harrison	21'	J. & M.	Quakeress III
R. W. Emmons	30'	Cutter	Mongoose	H. O. Havemeyer	27'6"	J. & M.	Electra
R. W. Emmons	15'	Cutter	Next	H. O. Havemeyer	31'	Cutter	Electra
R. W. Emmons	15'	J. & M.	Opossum	H. O. Havemeyer	24'4 ¹ / ₂ "	J. & M.	The Flight
R. W. Emmons	17'	J. & M.	Peacock	H. O. Havemeyer	44'	J. & M.	Pleasure
R. W. Emmons	15'	Knockabout	Toboggan	H. O. Havemeyer	15'	J. & M.	Toby
R. W. Emmons	18'8"	J. & M.	Teaser	Charles H. Hayden	91'3"	Steam	Kalolah
R. W. Emmons	15'	Knockabout	Tinker	Charles H. Hayden	102'	Steam	Louise
R. W. Emmons	15'	Cutter	Toby	H. R. Hayes	16'	J. & M.	Periwinkle
R. W. Emmons	15'	J. & M.	Uarda	Wm. Randolph Hearst	48'	Steam	Aquila
R. W. Emmons	15'	Knockabout	Astrild	Wm. Randolph Hearst	98'	Steam	Javelin
H. L. Eno	30'9"	J. & M.		Wm. Randolph Hearst	112'6"	Steam	Vamoose
F. W. Fabyan	27'	J. & M.	Eleanor	H. E. Hebbard	13'6"	Sprit	Dude
G. T. Farley	47'	Cutter	Sonya	August Heckscher	66'	Gasoline	Adolar
H. B. Farnum	12'6"	Knockabout	Cricket	G. M. Heckscher	50'	Cutter	Achushla
G. H. Fiske	15'	J. & M.	Endeavor	C. E. Hellier	15'	J. & M.	Anita
Elisha Flagg	15'	J. & M.	Elf	A. Hemingway	15'	J. & M.	Twinkle
Charles Fletcher	23'0"	Cat Yawl	Wraith	W. B. Henry	15'	J. & M.	Alert
C. R. Flint	45'	Steam	Sport	Hereshoff Mfg. Co.	45'6"	Steam	Bacera
				Hereshoff Mfg. Co.	25'10"	Gasoline	Bubble

Herreshoff Mfg. Co.		Steam	Friday	Sir A. C. Jervis }	19'6"	J. & M.	Lagofa
Herreshoff Mfg. Co.	65'	Gasoline	Helianthus	H. B. Webb }			
Herreshoff Mfg. Co.	45'6"	Steam	Item	Pembroke Jones	15'	Knockabout	Budda
Herreshoff Mfg. Co.	78'	Steam	Squib	Pembroke Jones	50'	Cutter	Carolina
Herreshoff Mfg. Co.	61'6"	Steam	Sea Urchin				
Herreshoff Mfg. Co.	51'8"	Steam	Swiftsure	Charles Kellogg	55'	Steam	Augusta
Herreshoff Mfg. Co.	40'3"	Gasoline	Tuza	Charles Kellogg	98'6"	Steam	Clara
C. F. Herreshoff	26'6"	Cat Yawl	Alice	Charles Kellogg	90'	Steam	Lucile
F. L. Herreshoff	14'	J. & M.	Spook	Charles Kellogg	94'	Steam	Lucile
N. G. Herreshoff	21'9"	J. & M.	Alerion	H. V. R. Kennedy	56'	Yawl	Petrel
N. G. Herreshoff	28'	J. & M.	Alerion	Robert Lenox Kennedy	42'	Steam	Dolphin
N. G. Herreshoff	32'	J. & M.	Alerion	H. M. Kersey	25'0"	J. & M.	El Chico
N. G. Herreshoff	29'3"	Cat Yawl	Clara	S. A. King	14'	Cat	Omega
N. G. Herreshoff	28'6"	Cat Yawl	Consuelo	R. Kirsten	17'2 1/2"	J. & M.	Schlern
N. G. Herreshoff	15'9"	Dandy	Coquina	L. J. Knowles	39'10"	Gasoline	Sterling
N. G. Herreshoff	19'3"	J. & M.	Delight	E. B. Knowlton	15'	J. & M.	How Come
N. G. Herreshoff	25'0"	J. & M.	Dilemma				
N. G. Herreshoff	62'7"	Gasoline	Helianthus	F. G. Ladd	30'9"	J. & M.	Cricknet
N. G. Herreshoff	64'	Gasoline	Helianthus	W. G. Ladd	15'	J. & M.	Flicker
N. G. Herreshoff	17'8"	J. & M.	Kilder	Walter Langdon	100'	Steam	Leila
N. G. Herreshoff	94'	Steam	Roamer	Alice Lathrop	15'	J. & M.	Flickerman
N. G. Herreshoff	20'	J. & M.	Oleander	J. S. Lawrence	40'	Cutter	Squaw
J. B. Herreshoff	35'	Gasoline	Diana	N. D. Lawton	30'	J. & M.	Banzai
J. B. Herreshoff	65'	Gasoline	Dianthus	L. C. Ledyard Syndicate	30'3"	Gasoline	Isabel
J. B. Herreshoff	34'	Gasoline	Premier	L. C. Ledyard Syndicate	90'	Cutter	Reliance
J. B. Herreshoff	95'	Steam	Empress	G. C. Lee	15'	J. & M.	Noanet
J. B. Herreshoff	78'6"	Steam	Eugenia	A. F. Lenke	40'	Cutter	Katharine
J. B. Herreshoff	112'	Steam	Eugenia	R. A. Leeson	20'6"	Marconi	Widgeon
J. B. Herreshoff	85'	Steam	Polyanthus	C. B. Lihmie	15'	Marconi	Viking I
Robert F. Herrick	62'4"	Steam	Apache	Mrs. J. E. Lippincott	58'	Gasoline	Lady Gay
Robert F. Herrick	65'	Gasoline	Gypsy	Henry F. Lippitt	66'	Gasoline	Mary Ann
Robert F. Herrick	15'	Cutter	Jill	Henry F. Lippitt	15'	J. & M.	Mimvou
Robert F. Herrick	15'	Cutter	Jack	Henry F. Lippitt	62'8"	Cutter	Winsome
Robert F. Herrick	40'3"	Gasoline	Tautog	Henry F. Lippitt	30'	J. & M.	Tabasco
C. D. Herrer	41'8"	J. & M. D. H.	Suzetta III	Robt. Loesner	25'	J. & M.	Swanhill II
De F. Hicks	16'	J. & M.	Baracuda	P. H. Lombard	12 1/2'	Knockabout	Omego
T. Hinckley	12'6"	Spritsail	Gee	W. Longden	16'3"	J. & M.	Trust Me
F. G. Hinsdale	20'6"	Marconi	Dolphin	A. P. Loring	17'	J. & M.	Sally
F. G. Hinsdale	16'	J. & M.	Xiphias				
W. P. Hinszey	59'8"	Steam	Toddy Wax	J. M. MacDonough	30'	J. & M.	Muame
M. J. Hitchcock	30'	Cutter	Evelyn	J. M. MacDonough	33'	J. & M.	Naulakha
M. J. Hitchcock	15'	Cutter	Venture	C. E. McElroy			
F. W. Hobbs	15'	J. & M.	Rebekah	Furnished Power Only		Steam	Mary
Hoe & Dunham	30'	J. & M.	Kotic	George H. McFadden	20'6"	J. & M.	
Hoe & Dunham	38'7 1/2"	J. & M.	Neith	Mrs. G. H. McGinley	12 1/2'	Knockabout	Kittiwake
R. M. Hoe	12'7"	Steam	Neith, Jr.	B. B. McGregor	67'4"	Steam	Reposo
E. R. Holden	72'10"	Steam	Lotus Seeker	George C. McMurtry	20'6"	J. & M.	
C. R. Holmes	25'	J. & M.	White Cap	G. C. MacKensie	16'	J. & M.	Cockle
Dr. J. G. Holland	60'	Steam	Camilla	F. A. Macomber	21'	J. & M.	Cheewink IV
W. G. Hollis	16'0"	Dandy	Coquina 2nd	V. E. Macy	30'9"	J. & M. D. H.	Papoose III
J. W. Hollowell	12'6"	J. & M.	Granny	E. Mallinckrodt, Jr.	35'	Gasoline	Pollyana
J. R. Hooper	30'0"	J. & M.	Handsel	H. Marston	15'	Cat	Violet
Edward A. Hopkins	48'	Steam	Antonette	W. Marshall	40'	Cutter	Jessica
John Hopkins University	24'	Steam	Nauplius	H. Marston	17'	Cat	Viola
Mark Hopkins	95'	Steam	Permelia	State of Maryland	76'	Steam	Gov. Hamilton
Mark Hopkins	100'	Steam	Permelia	J. W. Masury	30'0"	J. & M.	Edith M
W. Hopkins	28'	Steam		H. Maxwell	30'	J. & M.	Phyrne
Theo. R. Hostetter	132'	Steam	Duquesne	H. L. Maxwell	40'	Gasoline	Tuza
Theo. R. Hostetter	30'	J. & M.	Raccoon	J. R. Maxwell	44'6"	Cutter	Humma
F. T. Howard	102'3"	Steam	Judy	J. R. Maxwell	25'	Knockabout	Ossean
Osborn Howes	15'	J. & M.	Mecoh	J. R. Maxwell	92'3"	Schooner	Queen
F. M. Hoyt	15'	J. & M.	Gnome	Cord Meyer	45'	Cutter	Altair
Richard F. Hoyt	12'6"	J. & M.		I. B. Merriman	12 1/2'	Knockabout	Comet, Jr.
C. L. Hubbard	72'10"	Steam	Katrina	L. Minot	15'	Cutter	White Cap
J. L. Hutchinson	58'8 1/2"	Steam	Sunbeam	Edward Mirrell	59'	Steam	Mist
				J. M. Mitchell	30'	J. & M.	Anemone
C. O. Iselin Syndicate	86'	Cutter	Vigilant	G. W. Mitton	15'	J. & M.	Ann
C. O. Iselin Syndicate		Cutter	Columbia	G. H. Monks	12'6"	J. & M.	Elf
C. O. Iselin Syndicate	89'	Cutter	Defender	G. H. Monks	12'6"	J. & M.	Pigmy
C. O. Iselin	21'	J. & M.	Adelaide	Norman L. Monroe	48'	Steam	Henrietta
C. O. Iselin	49'6"	Gasoline	Helvetia II	Norman L. Monroe	65'	Steam	Jersey Lily
C. O. Iselin	15'	Knockabout	Hope	Norman L. Monroe	48'	Steam	Lotus Seeker
C. O. Iselin	15'	J. & M.	Nova	Norman L. Monroe	84'	Steam	Now Then
L. Iselin	30'	J. & M.	Ibis	Norman L. Monroe	65'	Steam	Our Mary
				Norman L. Monroe	132'	Steam	Say When
A. H. Jackson	24'4"	J. & M.	Meneen	Wm. H. Moore	81'	Steam	Zingance
James Jackson	12'6"	J. & M.	Blue Fish	Wm. S. Moore	20'6"	J. & M.	
A. C. James	32'	Gasoline	Aloha	E. Moras	15'	J. & M.	Hyassa
F. L. Jenks	15'	J. & M.	Josephine	E. D. Morgan	35'0"	J. & M.	Drusilla
B. Jennings	20'6"	Marconi	Fano	E. D. Morgan	15'	J. & M.	Echo
O. G. Jennings	36'	J. & M.	Dolphin	E. D. Morgan	15'	J. & M.	Echo
O. G. Jennings	30'	J. & M.	Mai	E. D. Morgan	29'6"	Cat Yawl	Gannet
O. G. Jennings	40'	Cutter	Pauline	E. D. Morgan	45'3"	Cutter	Gloriana



E. D. Morgan	27'	Steam	Katy Did	Rumrill & Irwin	50'	Cutter	Plieone
E. D. Morgan	81'	Steam	Mirage	C. C. Rumrill	45'6"	Cutter	Advantureess
E. D. Morgan	26'6"	Cat Yawl	Pelican	R. S. Russell	83'2"	Steam	S. P.
E. D. Morgan	30'	J. & M.	Puck	E. C. Rust	12'6"	J. & M.	
E. D. Morgan	88'	Steam	Tranquillo	Mrs. Nora B. Ryerson	12'6"	J. & M.	
E. D. Morgan	15'	J. & M.	Whisper				
J. Pierpont Morgan	35'	Gasoline	Corsair	R. Saltonstall	12'6"	J. & M.	Junco
J. Pierpont Morgan	30'	Knockabout	Grayling	Samuel Shove	60'	Steam	Amie Morse
J. Pierpont Morgan	114'2"	Steam	Navette	O. Sanderson	32'	Cutter	Coumress
R. Morgan	15'	J. & M.	Waturus	S. P. Sanger	62'4"	Steam	Inca
E. Morrell	30'9"	J. & M.	Flight	Philip Schuyler, Esq.	42'	Steam	Simbad
A. Newbold Morris	45'	Steam	Juliet	T. Scudder	16'	J. & M.	Tuna
Henry A. Morss	62'4"	Steam	Daiguiri	S. Cor. Y. Club	34'	J. & M.	Corinthian
W. N. Murray	21'	Cat	Mojave	Edgar Scott	30'	J. & M.	Bat
				Edgar Scott	27'	J. & M.	Bobtail
Helen H. Newbury	132'4"	Steam	Truant	L. A. Scott	38'	Cutter	Au Revoir
J. S. Newbury	81'	Steam	Dawn	F. Sargent	18'	J. & M.	Wizard
T. H. Newbury	48'	Steam	Dawn	Herbert M. Sears	62'4"	Steam	Aumdere
A. H. Newman	12'6"	J. & M.	Door Mouse	Herbert M. Sears	28'4"	J. & M.	Bogey
N. Y. Coast Survey, Tender	30'	Steam	No. 5	Herbert M. Sears	28'4"	J. & M.	Bogey
N. Y. C. Syn.	75'	Cutter	Resolute	Herbert M. Sears	21'	J. & M.	Hazard
J. B. Nichols	15'	J. & M.	Tobasco	Herbert M. Sears	30'9"	J. & M.	Joker
H. F. Noyes	99'	Steam	Katrina	Herbert M. Sears	21'	J. & M.	Skiddoo
J. A. Noyes	12'1/2"	J. & M.	Falcon	J. M. Sears	30'9"	J. & M.	Zara
				S. T. Shaw	20'	Electric	Bellemere
A. E. Oatman	30'	Steam	Waif	S. T. Shaw	16'	J. & M.	Grunt
H. Oelrichs	15'	Cutter	Muriel	H. S. Shonnard	16'	J. & M.	Cod
J. A. Oldenburg	15'9"	J. & M.	Calypto	H. C. Smith	16'	J. & M.	Shark
L. P. Ordway	21'6"	J. & M.	Elfrida	H. L. Smith	16'	J. & M.	Skate
George Owen	30'	J. & M.	Anokatok	F. M. Smith	32'	Cutter	Effort
George Owen	30'	Cutter	Onward	F. M. Smith	36'10"	Cutter	Effort
George Owen, Jr.	22'6"	Cat	Iris	John Snow	16'6"	Cat	Mab
				The Spanish Naval Com.	140'	Steam	Clara
				The Spanish Naval Com.	23'	Steam	
E. Palmer	40'	Cutter	Zilph	E. W. Sparrow	41'3"	Gasoline	Idle Hour
J. Parkinson	30'	Cutter	Praxilla	P. L. Spaulding	22'6"	J. & M.	Shrimp
William Peet, Jr.	21'	Cat	Kite	Chas. A. Stabuck	20'	Electric	Maisie
William Peet, Jr.	16'	Cat	Bird	J. L. Stackpole	15'	J. & M.	Tricoon
M. P. Pembroke	32'4"	J. & M.	Seneca	A. Y. Stewart	30'9"	J. & M.	Ben
D. C. Percival	21'	J. & M.	Sally III	C. P. Stewart	16'	J. & M.	Eel
T. N. Perkins	12'1/2"	J. & M.	Thistle	W. A. W. Stewart	6 Metre	Marconi	Iris
W. Y. Peters	12'6"	J. & M.	Buzzard	W. A. W. Stewart	16'	J. & M.	Shrimp
Lloyd Phoenix	25'1"	Gasoline	Intrepid	Jas. Stillman	30'	J. & M.	Wawa
H. C. Pierce	15'	J. & M.	Yacona	H. Stockton	16'6"	J. & M.	Fin
H. C. Pierce	30'	Steam	Yacoma	H. Stockton, Jr.	32'	J. & M.	Mink
S. S. Pierce	37'	Gasoline	Tyara	C. A. Stone	140'3"	Steam	Alert
J. T. Pirie	21'	J. & M.	Onagh	G. L. Stone	21'	J. & M.	Makabaro
M. F. Plant	15'9"	J. & M.	Dad	G. L. Stone	18'11 1/2"	J. & M.	Peg
M. F. Plant	96'	Schooner	Elena	G. L. Stone	32'	J. & M.	Vitessa
M. F. Plant	49'6"	Gasoline	Express	Albert Straus	16'	J. & M.	Manatee
M. F. Plant	89'3"	Steam	Express	Nathan Straus	95'	Steam	Sisilma
M. F. Plant	86'1"	Schooner	Ingomar	Miss Suttan	18'3"	J. & M.	Mirwena
M. F. Plant	40'	Cutter	Maisie				
M. F. Plant	34'6"	J. & M.	Nelie				
M. F. Plant	130'1/2"	Steam	Parthenia	Capt. Z. L. Tanner	24'	Steam	Fish Hawk
M. F. Plant	53'	Cutter	Shimna	C. H. & W. O. Taylor	30'	Cutter	Notos
Premier Motor Mfg. Co.	33'1"	Gasoline	Premier	H. A. C. Taylor	27'11"	Steam	Wanderer, Jr.
Joseph Pulitzer	20'6"	J. & M.		W. O. Taylor	12'6"	J. & M.	Peggy
George M. Pynchon	62'8"	Cutter	Istalena	W. O. Taylor	18'	J. & M.	Margaret
George M. Pynchon	40'	Cutter	Mistral	W. O. Taylor	15'	J. & M.	Scout
George M. Pynchon	30'	J. & M.	Neola II	T. Thatcher	15'	J. & M.	Miss Q.
George M. Pynchon	80'	Gasoline	Vasanta	B. Thayer	39'	J. & M.	Asahi
				E. V. R. Thayer	21'	J. & M.	Typhoon
Roy A. Rainey	34'	Steam	Cassandra, Jr.	George A. Thayer	26'	Cat Yawl	Romp
G. T. Rafferty	81'	Steam	Stroller	E. D. Thayer	15'	J. & M.	
E. Randolph	50'	Cutter	Sparton	C. H. Thorn	15'	J. & M.	Splash
Fulton J. Redman	20'6"	J. & M.		H. L. Tiffany	44'	Schooner	Haswell
Philip L. Reed	12'6"	J. & M.	Sally	H. L. Tiffany	22'	Cutter	Louise
F. Remington	16'	J. & M.	Squid	H. L. Tiffany	58'6"	Gasoline	Petunia
Leonard Richards	112'	Steam	Carola	R. E. Tod	12'8"	J. & M.	Katoura, Jr.
Capt. Frank R. Rice	81'	Steam	Iona	R. E. Tod	115'	Schooner	Katoura
C. F. Richmond	12'6"	J. & M.	Whiz	R. E. Tod	26'	Gasoline	Katoura
Robt. M. Riddle	62'	Steam	Loon	J. B. Trevor	30'8"	J. & M.	Kenwana
Robt. M. Riddle	56'	Ketch	Spalpeen	Baron Van Tuck	18'3"	J. & M.	Bubble
D. P. Robinson	15'	J. & M.	Maribee	C. Tucker	80'	Schooner	Ohonkara
J. K. Robinson, Jr.	18'2 1/2"	Gasoline	Roamer	Carll Tucker	62'4"	Steam	Snark
M. C. Robinson	15'	J. & M.	Althea	G. M. Tuttle	39'	J. & M.	Margaret
W. G. Roelker	15'	J. & M.	Breeze				
A. Rogers	46'00"	Cutter	Wasp	U. S. Army	45'	Steam	Kanawa
A. Rogers	30'	Cutter	Watawah	U. S. Navy	33'	Steam	Atlanta
Rogers Syndicate	85'	Cutter	Colonia	U. S. Navy	28'	Steam	Cutter for
Fairman Rogers	99'	Steam	Magnolia				Dolphin
W. E. Roosevelt	16'	J. & M.	Snapper	U. S. Navy	54'3"	Steam	Javelin
H. C. Rouse	15'	J. & M.	Olita	U. S. Navy	94'	Steam	Lucile

U. S. Navy	40'	Rescue Boat	
U. S. Navy	30'	Steam	Vixen
U. S. Navy	58'	10 barges (steel)	
U. S. Navy	10 F-5	flying boat hulls	
U. S. Navy	H-16-10	flying boat hulls, No. 36126	
U. S. Navy	Seaplane		N. C. 1
U. S. Navy—Cumchart	100'	Steam	Inca
U. S. Navy—Cabin Yacht	54' 3"	Steam	Lavelin
U. S. S. Chicago	39' 5 1/2"	Steam	Ladoga
U. S. Coast & Geodetic Survey	27'	Steam	Patterson
U. S. Coast Survey	28'	Steam	Eagle
U. S. Coast Survey, Tender	23'	Steam	Wasp
U. S. Coast Survey	26'	Steam	Tankton
U. S. Coast Survey	28'	Steam	Yosemite
U. S. Navy, Ferryboat	83'	Steam	Wave
U. S. Fish Commission	26' 3"	Steam	Albatross
U. S. Navy, for Newport	40'	Gasoline	C-369
U. S. Navy, for Newport	40'	Gasoline	C-368
U. S. Navy, for Newport	40'	Gasoline	C-367
U. S. Navy, for Newport	40'	Gasoline	C-366
U. S. Navy, for Newport	40'	Gasoline	C-365
U. S. Navy, Open Launch	42'	Steam	Spray
U. S. Navy—Torpedo Boat	175' 6"	Steam	Dupont
U. S. Navy—Torpedo Boat	138'	Steam	Cushing
U. S. Navy—Torpedo Boat	100'	Steam	Gwin
U. S. Navy—Torpedo Boat	57'	Steam	Lightning
U. S. Navy—Torpedo Boat	140'	Steam	Morris
U. S. Navy—Torpedo Boat	175' 6"	Steam	Porter
U. S. Navy—Torpedo Boat	100'	Steam	Talbot

Alfred G. Vanderbilt	31' 10"	Gasoline	Wayfarer
Alfred G. Vanderbilt	30' 3"	Gasoline	Wayfarer
C. Vanderbilt	62' 8"	Cutter	Aurora
C. Vanderbilt	29'	J. & M.	Comet
C. Vanderbilt	28'	Steam	Delaware, Jr.
C. Vanderbilt	70'	Cutter	Rainbow
C. Vanderbilt	30'	J. & M.	Veda
H. S. Vanderbilt	63' 3"	Gasoline	Magistrate
H. S. Vanderbilt	34' 6"	J. & M.	Trivina
H. S. Vanderbilt	79' 1"	Schooner	Vagrant
H. S. Vanderbilt	56'	Schooner	Vagrant
W. K. Vanderbilt, Jr.	19' 4 1/2"	Gasoline	Terantulla
W. K. Vanderbilt	79'	J. & M.	Virginia
W. H. Van Dervoort	99'	Gasoline	Esloma
S. R. Van Duzer	85'	Steam	Vacuna
S. R. Van Duzer	132' 3"	Steam	Wana
A. S. Vanwickle	30'	J. & M.	Esperanza
A. S. Vanwickle	27'	Cutter	Mist
Von Zedwitz	45'	Cutter	Iroldi

S. Wainwright	30'	J. & M.	Cara Mia
H. Walters	30'	J. & M.	Carolina

J. B. Walton	45'	Steam	Xantho
R. Wanamaker	12 1/2'	J. & M.	
Felix Warburg	62' 4"	Steam	Warbug
P. M. Warburg	45'	Cutter	Alice II
J. E. Ward	27'	Steam	
H. E. Warner	16'	J. & M.	
H. H. Warner	20'	Steam	Maud
S. D. Warren	15'	J. & M.	Cats Paw
S. D. Warren	15'	J. & M.	Seeps
H. H. Warner	98'	Steam	Siesta
R. Watts	16'	J. & M.	Amberjack
J. B. Webb	26'	Steam	Isis
George H. Webb	50'	Gasoline	Sarah Webb
W. S. Webb	22'	Steam	Kid
W. S. Webb	48'	Steam	Missisquoi
R. S. Webster	12' 6"	J. & M.	Rhodera
M. F. Weld	16'	J. & M.	Shawara
H. Wesson	40'	Cutter	Shawara
J. M. Whittall	12' 6"	Knockabout	Wren
A. M. White	16'	J. & M.	White Bait
I. M. Whitehall	15'	Cutter	Snipe
J. M. Whitehall	25'	J. & M.	Sentra
Clarence Whitman	62'	Gasoline	Esmonda
J. B. Whitherill	25'	J. & M.	Hypus
A. R. Whitney	16'	J. & M.	Sabalo
H. P. Whitney	50'	Cutter	Barbara
H. P. Whitney	19' 4"	J. & M.	Bibelot
H. P. Whitney	21'	J. & M.	Dorothy
H. P. Whitney	30'	J. & M.	Dorothy II
H. P. Whitney	35'	J. & M.	Scapa
M. A. Whitney	15'	J. & M.	Natella
W. C. Whitney	15'	J. & M.	
C. Whittemore	25'	Knockabout	May Queen
C. Whittemore	30'	Cutter	Young Miss
D. L. Whittemore	21'	J. & M.	Foraminifer
H. D. Whitten	20' 6"	Marconi	Teaticket
General C. A. Whittier	68' 8"	Steam	Polly
D. G. Whittock	19' 6"	J. & M.	Wink
E. H. Williams	24' 6"	Cat	Sayonara
F. S. Williams	16'	J. & M.	Minnow
M. Williams	12' 6"	J. & M.	
M. Williams	15'	J. & M.	Try
H. Willitis	30'	J. & M.	Minx
Arthur Winslow	62' 4"	Steam	Sea Hawk
R. Winsor	30'	Cutter	Arabian
R. Winsor	15'	J. & M.	Pheasant
R. Winsor	21'	J. & M.	Saracen
F. C. Wood	21'	J. & M.	Pollyuag
O. G. Wood	12' 6"	Gaff	Doughboy
William Woodward, Jr.	60'	Steam	Edith
B. G. Work	16'	J. & M.	Sardine
T. Yznaga	14' 5"	J. & M.	Osprey



Yachts built since list was revised last year:

Eugene Ashley	12'6"	J. & M.	Wectamoo
Walter Ayer	20'6" S	J. & M.	
F. B. Barden	12'6"	J. & M.	
F. B. Barden	12'6"	J. & M.	Cricket
F. B. Barden	12'6"	J. & M.	Lindy
F. B. Barden	12'6"	J. & M.	
F. B. Barden	12'6"	J. & M.	Dodo
F. B. Barden	12'6"	J. & M.	Chemo
F. B. Barden	12'6"	J. & M.	Spotty
Dr. Thomas L. Bennett	12'6"	Leg-O-Mutton	Hope
W. McC. Blair	12'6"	Leg-O-Mutton	O Kay
C. M. & T. B. Bleecker	20'6" S	J. & M.	Elva
W. C. Carpenter, Jr.	12'6"	Leg-O-Mutton	Juanita
Mrs. Elizabeth A. Chalifoux	20'6" S	J. & M.	Fandec II
Mrs. W. H. Claflin	12'6"	J. & M.	
Stanley Clarke	20'6" S	J. & M.	
Hon. W. C. Coleman	12'6"	Leg-O-Mutton	Widgeon
Mrs. G. M. Congdon	12'6"	Leg-O-Mutton	Nancy Belle
Mrs. Murray S. Danforth	12'6"	Leg-O-Mutton	Empress
H. Wendell Endicott	20'6" S	J. & M.	Priscilla
Alfred L. Ferguson	12'6"	Leg-O-Mutton	Flying Fish
Crawford R. Ferguson	12'6"	J. & M.	Barbarkins III
Henry L. Ferguson	12'6"	Leg-O-Mutton	
Noble Foss	12'6"	J. & M.	Merganser
G. Peabody Gardner, Jr.	12'6"	Leg-O-Mutton	Shrimpo
Jerome R. George	12'6"	J. & M.	Jeff
Jerome R. George	12'6"	J. & M.	Beverly Hills
A. Y. Gowan	20'6" S	J. & M.	Jacks
William H. Hand, Jr.	12'6"	J. & M.	Malolo
Mrs. Hope Howland	12'6"	J. & M.	
E. C. Janeway	20'6" S	J. & M.	Dilemma
Walter C. Janney	12'6"	J. & M.	Duckling
Arthur Lyman	12'6"	J. & M.	Rab
Arthur Lyman	12'6"	J. & M.	Tar Baby
I. B. Merriman	14'	Sail Dinghy	
Junius S. Morgan, Jr.	70'	Commuter	Shuttle
S. H. Proudly	12'6"	J. & M.	Winka
George M. Pynchon	15'6"	Sail Dinghy	
Mrs. Sarah Reed	12'6"	J. & M.	Sambo
C. B. Rockwell, Jr.	16'	J. & M.	Starling
J. M. Rothwell	20'6" S	J. & M.	Rowena
Thomas W. Russell	12'6"	Leg-O-Mutton	Beetle
S. P. Shaw, Jr.	12'6"	J. & M.	Sparklet
Marshall Sheppey	54'	Sloop	Sheerness
Philip B. Stanley	12'6"	Leg-O-Mutton	Osprey
John W. Stedman	12'6"	J. & M.	Kelpie
A. G. B. Steel	12'6"	Leg-O-Mutton	
R. G. Stewart	12'6"	J. & M.	Tern
Robert Stone	12'6"	J. & M.	Betty
Harry H. Thorndike	20'6" S	J. & M.	
Robert E. Tod	71'6"	Yawl	Thistle
H. S. Vanderbilt	150'	Diesel Yacht	Vortex
H. S. Vanderbilt		Owner's Launch	
H. S. Vanderbilt		Crew's Launch	
S. Wiley Wakeman	15'	J. & M.	Monsoon
George T. Walker	12'6"	J. & M.	Kiki



HERRESHOFF boat, like a precious stone, is a real investment, as it always represents the highest re-sale value. Its unusually long life and exceedingly satisfactory service are the result of the most careful selection and specialized testing of the strength and quality of all material used, and the most highly skilled construction by artisans whose life work has been the carrying out of the Herreshoff principles of engineering and craftsmanship. The first cost divided by the number of years of effective service, can not be greater than, if indeed as great as, that of a boat of less distinguished origin.

On the preceding pages will be found a partial list of the owners for whom Herreshoff has designed and built sailing yachts and power boats. It is a generally accepted fact that this organization is the foremost yacht designing and building plant in the world.

We are pleased to submit estimates and build boats of every size, from a skiff or small sail boat to a large palatial power yacht, as well as high-class commercial or naval work. Patrons enjoy the unique advantage of conferring with our unexcelled engineering department, of which Mr. Nathaniel G. Herreshoff is Chief Consultant. For those, however, who wish to have their boats designed elsewhere, our organization is prepared to estimate on and build them.

In addition to designing and building, Herreshoff offers to yachtsmen exceptional facilities for storage, repairing and overhauling.

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