



# HERRESHOFF YACHTS

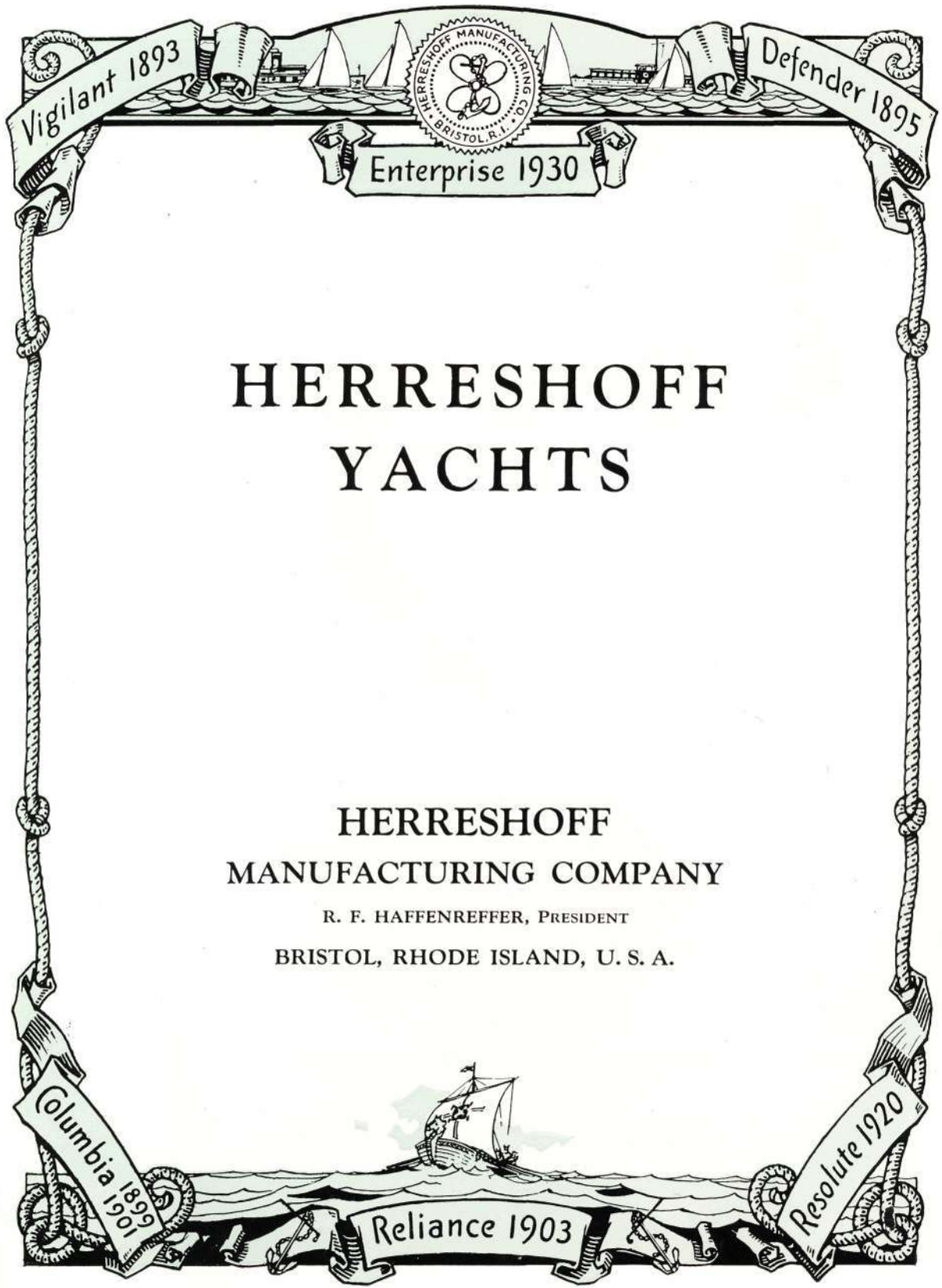
BRISTOL, RHODE ISLAND



# Herreshoff Yachts



HALEY & SYKES CO.  
FINE PRINTING  
26 CUSTOM HOUSE ST.  
PROVIDENCE, R. I. C.



# HERRESHOFF YACHTS

HERRESHOFF  
MANUFACTURING COMPANY

R. F. HAFFENREFFER, PRESIDENT

BRISTOL, RHODE ISLAND, U. S. A.



"ENTERPRISE"



*To American Yachtsmen Served by the  
Herreshoff Manufacturing Company:*

This publication provides me with a welcome opportunity to pay my respects and thanks to the yachtsmen of America who, in equal measure with the founders and builders of this Company, have shared in making the traditions and name of Herreshoff what they are today. Without such unremitting co-operation and patronage, the labor and skill of these Bristol designers and craftsmen would have been without purpose.

The Herreshoff Manufacturing Company still leads the way in yacht designing and in methods of boat construction. Our plant is especially well equipped to build large and small boats, either power or sail for pleasure, racing or commercial purposes.

I feel certain that rigid adherence to the time-honored standards of Herreshoff ingenious design and painstaking workmanship will continue to keep the name "Herreshoff" one of unequalled distinction in yachting circles the world over.

RUDOLF F. HAFFENREFFER,

*President Herreshoff Manufacturing Co.,  
Bristol, Rhode Island.*



## Herreshoff Adheres to Old Traditions

By MONTAGU WORTHLEY

*Reprinted from "THE RUDDER"*

**S**HIPSHAPE AND BRISTOL FASHION" might easily be applied to the mariners and ship builders of Narragansett Bay. In centuries past, these four words were a sailor's highest compliment paid to those who had set a standard of seamanship certain to be found on Bristol-built and Bristol-sailed ships. For where Bristol, England, was a famous sailing ship place, so Bristol, Rhode Island, is famous as a yachting center. And the passing of years has not lessened the interest of the American Bristol men in bright paint, clean bottoms, well scraped spars, taut rigging, neatly coiled ropes, perfectly set sails and other details

The history of Bristol, Rhode Island, is a romance of the sea. In many ways Bristol is an old seaport. On its eastern shore rises historic Mount Hope, picturesque domain of King Philip, ruler of the Wampanoags, whose fidelity to a cause has given Rhode Island history its most inspiring and tragic chapter. It is believed by many that Lief Ericson, the adventurous Viking explorer, landed on the shores of this same Mount Hope in the year 1001 A. D., blazing the sea trail to the west, which was later followed by Columbus. In the nearby bay once glided the birch-bark canoes of the Wampanoags under Philip and his father Massasoit, and of the visiting Narragansetts led by Canonicus and Miantonomi. From Bristol sailed many of the noted mariners who made history with their daring voyages, among whom were Simeon Potter, "Nor'west John" DeWolf, John Willard Russell, Mark Anthony DeWolf and Benjamin Churchill. Square-riggers, schooners, sloops, packets and whalers all were built on the shores of this town whose sons have lost none of the art of designing and fashioning boats.

But what of today and the last century? The greatest shipbuilding firm of early Rhode Island history, and one which was among the most important in all the colonies, was that of Brown & Ives of Providence, an outgrowth of the shipbuilding and commercial house founded about 1720 by James and Obadiah Brown. It was John Brown of Brown & Ives who gave his daughter's hand in marriage to Charles Frederick Herreshoff, the young German engineer who had come to Providence in 1790 and accepted a position with the shipbuilding firm. The son of this union, named for the



father, was born in 1809 and married Julia Ann Lewis, daughter of a Boston sea captain who then held a record for ocean crossings in a sailing vessel. Thus, the nine children of Charles Frederick Herreshoff, Jr., and his wife Julia Ann were born with a dominant percentage of maritime blood in their veins. It was this generation of Herreshoffs that was destined to revolutionize all yacht designing and building and give to the world a new and higher standard of perfection which the associates of the Herreshoffs and sons of Bristol now take pride in maintaining.

The history of the Herreshoff Manufacturing Company starts with John Brown Herreshoff, one of the nine children. At the time of his birth in 1841 his family lived at Point Pleasant, near Bristol. As a lad his chief interest was in boats and boat building and this interest was stimulated by the activities of his father who had considerable of a reputation as an amateur boat builder. At the age of fourteen, when John built his first boat for his own use, an accident totally deprived him of his eyesight. In spite of this tremendous handicap the boy continued with his boat-building and mechanical work and, at the age of eighteen, he completed the construction of the catboat "Sprite" which proved to be the fastest on the bay. Not satisfied with this achievement, he constructed a larger craft, 26 feet long, which he named the "Kelpie." This boat was directly responsible for the founding of the Herreshoff Manufacturing Company, for after having raced Thomas Clapham and beaten him, John received from this distinguished yachtsman an order for a new boat to be built along the same lines as the "Kelpie." With the building of this yacht in 1863 began the great Bristol industry which today enjoys such worldwide fame.

Encouraged by the commission offered by Mr. Clapham and with several others in hand the young blind Herreshoff secured the "Old Tannery" on the shores of Bristol for a boat shop, hired a few men and started to build boats. By 1866 the yard became well-known in the maritime world. Sailing vessels only were built until 1868 when the first steamer the "Annie Morse" was completed at the Herreshoff yards. Following this came the "Seven Brothers," built for the Church Brothers of Tiverton, and it was this vessel that had the distinction of being the pioneer fishing steamer on the Atlantic Coast. The machinery was purchased for these first two vessels, but for the next, the steam launch "Anemone," the plans and designs were made by Nathaniel Greene Herreshoff, who was then employed as a draughtsman for the Corliss Steam Engine Company in Providence. Taking his brother's plans John B. Herreshoff then built the engines in his own shop.

In 1878 Nathaniel joined his fortunes with his brother John. Each was a genius in



his line. From that point on the enterprise grew in size and importance, all the while leading the way in improved methods of yacht design and construction. As a designer Nathaniel had no peer, for prominent yachtsmen in all parts of the world regarded his craftsmanship and that of those with whom he surrounded himself, unexcelled. A long period of steam vessel construction, during which many experiments of inestimable value were made with engines and boilers, was followed with a return to the building of sailing craft. With the growth of the yard and the increasing interest in the boats designed and built there it was evident that Bristol had lost none of its age-old distinction and heritage of a reputation made upon the sea. Boys grew into men in the Herreshoff shops; training in those long rambling sheds became a privilege to the youths in whose blood was a strong flavor of the sea. Masters of every phase of the art of shipbuilding passed on to their sons the technique of fashioning spars, curving planks, caulking seams, splicing stays and cutting sails. The Herreshoff Manufacturing Company of today is an organization of specialists who work at this fascinating and intricate art which generations have inherited directly. The preeminence of the Herreshoff products attests this unique adherence to an ideal.

In 1890 the "Gloriana" was built for Commodore E. D. Morgan from Herreshoff designs and she proved to be an overwhelmingly successful racing yacht. The following year the first yacht with a metal plate keel and heavy lead bulb was built at the Herreshoff plant beginning an era of fin-keel construction. Additional orders for large yachts were soon received and then, during the winter of 1892-93, the company went to work on two trial sloops for the international races with Great Britain for the defence of the America's Cup. Both sloops, the "Colonia" and the "Vigilant," were ready for the water in the Spring of '93. In the trials, the "Vigilant" proved superior to her sister sloop and was entered in the international race which she won easily.

"Vigilant" was the first of an unbroken line of victorious defenders of the America's Cup built in Bristol, a line whose unvarying success has carried the name of Herreshoff all over the world. In two years the second racing yacht was designed and built for international racing honors. This was the "Defender," a racing sloop of ninety-foot waterline with many new improvements and novelties in both hull design and rigging. Four years later the "Columbia" was launched and was victorious in both the 1899 and 1901 races with Great Britain. The "Reliance" followed in 1903 and then there was the long interval before the "Resolute" was sailed to victory in 1920. For the races in 1930 both the "Weetamoe" and the "Enterprise" were constructed at the plant under the sole supervision of the present Herreshoff organization,



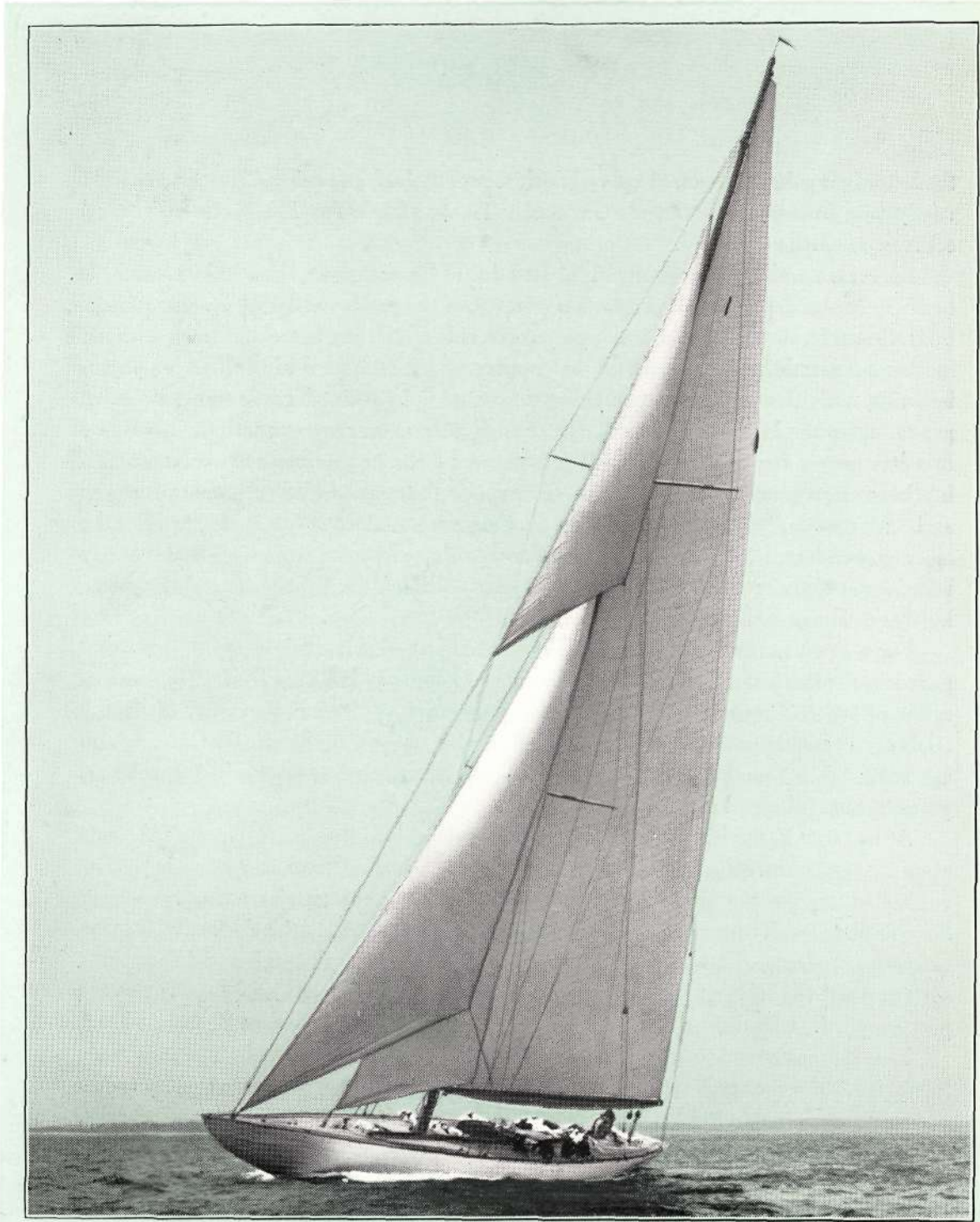
the latter being the selection to uphold the honor of American racing. The "Enterprise" easily won four of the seven races with Sir Thomas Lipton's "Shamrock V," sailed off Newport, Rhode Island.

John Brown Herreshoff, the blind founder of the company, died in 1915 and his brother, Nathaniel, carried on the management of the yards until 1924, when Rudolf F. Haffenreffer began to direct the yards' activities. He has associated with himself the most outstanding yachtsmen in the country and surrounded himself in his yacht-building activities with successful designers and long-trained craftsmen who have grown up in the Herreshoff school. Under his able management continues the fame that has grown for sixty years, still influenced by the genius of the two Herreshoff brothers. For the races in 1930 both "Enterprise," designed by W. Starling Burgess and "Weetamoe," designed by Clinton H. Crane were conceded to be faster than the other contenders, but "Enterprise" was finally selected by the committee. She easily won four straight races with Sir Thomas Lipton's "Shamrock V," thereby adding more laurels to Herreshoff fame.

For a great many years all boats constructed were built solely from designs prepared in the drafting rooms of the Herreshoff Company, but now Rudolf F. Haffenreffer offers to designers, not connected with the company, the opportunity of having boats constructed from their own designs. It is also interesting to note that the remaining two 1930 cup contenders, built elsewhere, were fitted with many exclusive winches, gadgets, etc., designed and made at the Herreshoff plant.

At no time in the history of this interesting boat building plant has its influence upon design and methods of construction extended farther than it does today. The variety of models, the physical equipment, the facilities for repairs and overhauling, the complete stock of materials, the convenience of approach to the docks and marine railways, the forge and foundry, machine and paint shops, sail, rigging and spar lofts, all are provided to meet the demands of the modern yachtsman, whether he prefers power or sail, whether he owns a seagoing steam yacht or a modest "12 $\frac{1}{2}$ -footer."

The influence and inspiration of the Herreshoffs and others in the past have brought forth a new generation of wizards and clever craftsmen, who are destined to carry on this valuable Bristol heritage. Mr. Haffenreffer has made extensive improvements at the Herreshoff plant; his own active interest in the business and the fact that he has about him men who have been responsible for the unquestioned leadership of Herreshoff boats during the present age, assures the world that the old Bristol art will not be forgotten, but shall be carried on to even greater distinction.



**"WEETAMOE"**



**All Successful Defenders of the America's Cup since 1893  
were built by Herreshoff Manufacturing Co.**

1893

*VIGILANT* defeated Valkyrie II

*Designed by* N. G. HERRESHOFF

*Owned by*

August Belmont  
O. H. P. Belmont  
Perry Belmont  
Henry Astor Cary  
Chester W. Chapin  
George C. Clarke  
Charles R. Flint  
Cornelius Fulton  
E. M. Fulton  
W. Barton Hopkins  
A. Iselin  
C. Oliver Iselin  
Edwin D. Morgan  
Cornelius Vanderbilt

1895

*DEFENDER* defeated Valkyrie III

*Designed by* N. G. HERRESHOFF

*Owned by*

C. Oliver Iselin  
Edwin D. Morgan  
William K. Vanderbilt

1899

*COLUMBIA* defeated Shamrock I

*Designed by* N. G. HERRESHOFF

*Owned by*

J. P. Morgan

1901

*COLUMBIA* defeated Shamrock II

*Designed by* N. G. HERRESHOFF

*Owned by*

J. P. Morgan

1903

*RELIANCE* defeated Shamrock III

*Designed by* N. G. HERRESHOFF

*Owned by*

Elbert H. Gary  
Clement A. Griscom  
James J. Hill  
C. Oliver Iselin  
William B. Leeds  
Norman B. Ream  
William Rockefeller  
Cornelius Vanderbilt  
Henry Walters  
P. A. B. Widener

1920

*RESOLUTE* defeated Shamrock IV

*Designed by* N. G. HERRESHOFF

*Owned by*

George F. Baker, Jr.  
Richard T. Crane, Jr.  
Arthur Curtiss James  
J. P. Morgan  
Cornelius Vanderbilt  
Henry Walters

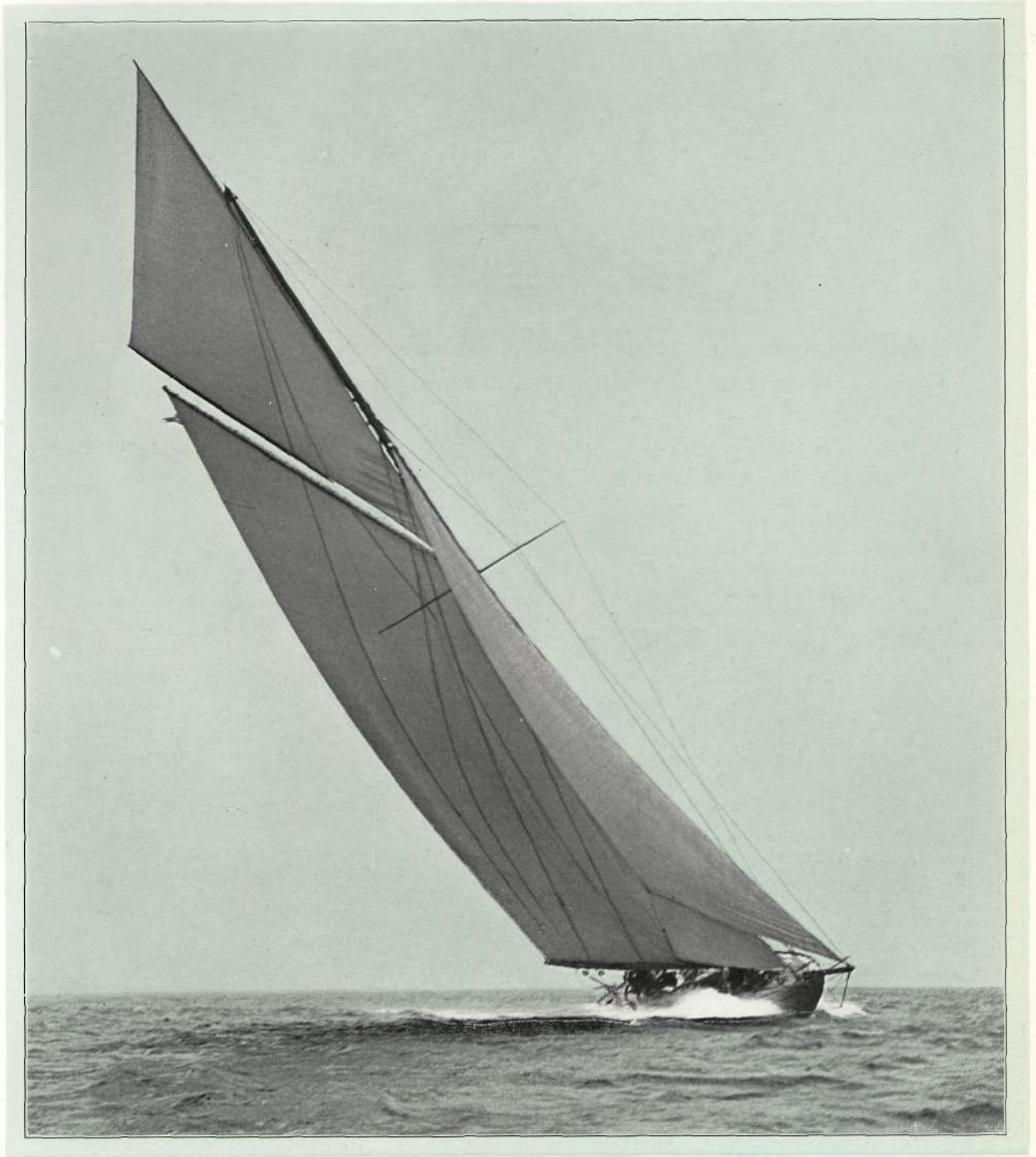
1930

*ENTERPRISE* defeated Shamrock V

*Designed by* W. STARLING BURGESS

*Owned by*

Winthrop W. Aldrich  
Vincent Astor  
George F. Baker, Jr.  
Floyd L. Carlisle  
E. Walter Clark  
Harold S. Vanderbilt  
George Whitney



"RESOLUTE"



## A Partial List of Herreshoff Clients

NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
ABBOT, EDWARD M.....	46'	J & M	<i>Falcon</i>
ADAMS, ARTHUR .....	12'6"	J & M	<i>Breeze</i>
ADAMS, A. ....	12'6"	J & M	<i>Sheldrake</i>
ADAMS, C. F.....	12'6"	J & M	<i>Nettie</i>
ADEE, G. A.....	30'	J & M	<i>Adelaide II</i>
ADIRONDACK-FLORIDA SCHOOL .....	14'	J & M	
AGASIZ, M. ....	20'	Cutter	<i>Alarm</i>
ALBERS, KATHERINE R.....	12'6"	J & M	
ALDRICH, W. W.....	83'2"	Steam	<i>S. P. 1218</i>
ALKER, A. H.....	30'	J & M	<i>Alera</i>
ALKER, A. H.....	98'	Steam	<i>Florence</i>
ALLAN, HENRY .....	35'2"	Cutter	<i>Dacotah</i>
ALLAN, HENRY .....	25'	J & M	<i>Wenonah</i>
ALLISON, W. C.....	30'9"	J & M	<i>Indian</i>
AMES, F. L. ....	45'	J & M	<i>Shark</i>
ANDREWS, SCHOFIELD .....	12'6"	J & M	<i>Gurgle</i>
ANTHONY, S. R.....	56'2"	Cutter	<i>Doris</i>
ANTHONY, S. R.....	30'	J & M	<i>Wasaka</i>
APPLETON, GEORGE L.....	50'	Steam	<i>Ogeechee</i>
APPLETON, W. H.....	16'	J & M	<i>Pompano</i>
ARCHER, PIERCE .....	12'6"	J & M	
ARCHIBALD, MRS. ANNE.....	20'6"S	J & M	<i>Vixen II</i>
ASHLEY, EUGENE .....	12'6"	J & M	<i>Weetamoe</i>
ASPINWALL, J. A.....	48'	Steam	<i>Vanish</i>
ASTOR, J. J.....	16'4"	J & M	<i>Caprice</i>
ASTOR, VINCENT .....	30'3"	Steam	<i>Norma</i>
ATKINSON, E. W.....	12'6"	J & M	<i>Bonita</i>
AUCHINCLOSS, E. B.....	29'	J & M	<i>Mischief</i>
AYER, C. F.....	62'4"	Steam	<i>Kangaroo</i>
AYER, J. C.....	48'10"	Gasoline	<i>Shadow</i>
AYER, N. F.....	58'	Gasoline	<i>Lynx II</i>
AYER, N. F.....	20'6"	Marconi	
AYER, PHOEBE, AND MILDRED McCORMICK.....	20'6"S	J & M	<i>Periwinkle</i>
AYER, WALTER .....	20'6"S	J & M	



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
BACON, D.....	16'	J & M	<i>Volader</i>
BACON, LEWIS.....	30'	J & M	<i>Game Cock</i>
BACON, ROBERT.....	30'	Cutter	<i>Larikin</i>
BAILHME.....	15'	J & M	<i>Viking I</i>
BAKER, C. M.....	15'	Cat	<i>Alpha</i>
BAKER, C. M.....	21'	J & M	<i>Arethusa</i>
BAKER, C. M.....	25'	Knockabout	<i>Blazing Star</i>
BAKER, C. M.....	21'	Knockabout	<i>Edith</i>
BAKER, C. M.....	17'	J & M	<i>Edith</i>
BAKER, C. M.....	21'	J & M	<i>Illusion</i>
BAKER, C. M.....	21'	J & M	<i>Radiant</i>
BAKER, GEORGE F., JR.....	50'	Cutter	<i>Ventura</i>
BAKER, GEORGE F.....	46'		<i>Ventura</i>
BANCROFT, EDWARD R. AND FRANCIS M. SMITH.....	16'	J & M	<i>Sassy Sally</i>
BARBOUR, PERLEY.....	12'6"	J & M	<i>Spotty</i>
BARDEN, F. B.....	12'6"	J & M	<i>Lindy</i>
BARDEN, F. B.....	12'6"	J & M	
BARDEN, F. B.....	12'6"	J & M	
BARRIE, R.....	15'	J & M	<i>Thistle</i>
BATH IRON WORKS.....	27'	Steam	<i>Haulray Jr.</i>
BAXTER, H. C.....	108'9"	Steam	<i>Neckan</i>
BEALE, MRS. ELIZABETH.....	20'6"S	J & M	<i>Pronto</i>
BEDFORD, E. T.....	21'	J & M	<i>Rogue</i>
BEDFORD, E. T.....	21'	J & M	<i>Sis</i>
BEDFORD, E. T.....	21'9"	Cat	<i>Wanda</i>
BEEBE, J. A.....	30'	Cutter	<i>Pontiac</i>
BELMONT, AUGUST, SYNDICATE.....	90'	Cutter	<i>Constitution</i>
BELMONT, AUGUST, JR.....	12'6"	J & M	<i>Kingfisher</i>
BELMONT, AUGUST.....	70'	Cutter	<i>Mineola</i>
BELMONT, AUGUST.....	30'	J & M	<i>Pintail</i>
BELMONT, AUGUST.....		J & M	<i>Sand Piper</i>
BELMONT, AUGUST.....	81'	Steam	<i>Scout</i>
BENEDICT, E. C.....	21'9"	J & M	<i>Sadie</i>
BENNETT, F. H.....	12'6"	J & M	<i>Perro</i>
BENNETT, T. G.....	89'4"	Steam	<i>Enaj</i>
BENNETT, DR. THOMAS L.....	12'6"	Leg-O-Mutton	<i>Hope</i>
BENSON, H. P.....	21'	J & M	<i>Reaper</i>
BENSON, H. P.....	20'6"	Marconi	<i>Vant</i>
BIGELOW, A., JR.....	21'	J & M	<i>Vannessa</i>
BIGELOW, MARION.....	12'6"	J & M	<i>Matrema</i>



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
BIGELOW, R.	15'	J & M	
BIRCH, FRANK S.	42'	Steam	<i>Lucy</i>
BISCAYNE BAY YACHT CLUB	14'	J & M	
BISCAYNE BAY YACHT CLUB	14'	J & M	
BISCAYNE BAY YACHT CLUB	14'	J & M	
BISCAYNE BAY YACHT CLUB	14'	J & M	
BISCAYNE BAY YACHT CLUB	14'	J & M	
BISHOP, LOUIS F.	12'6"	Leg-O-Mutton	
BISHOP, JAS.	40'	Cutter	<i>Panpare</i>
BISHOP, L. F.	16'	J & M	<i>Tarpon</i>
BLAIR, W. McC.	12'6"	Leg-O-Mutton	<i>O Kay</i>
BLEECKER, C. M. AND T. B.	20'6"	J & M	<i>Elva</i>
BORDEN, M. C. D.	111'10"	Steam	<i>Little Sovereign</i>
BOSTWICK, A. C.	15'	J & M	<i>Mistral</i>
BOSTWICK, J. A.	126'	Steam	<i>Oriente</i>
BOURNE, A. K.	40'	Cutter	<i>Black Duck</i>
BOURNE, E. G.	15'	J & M	<i>Ginty</i>
BOURNE, COM. F. G.	59'11"	Gasoline	<i>Canvasback</i>
BOURNE, COM. F. G.	28'	Steam	<i>North Star II</i>
BOWLER, ROBERT B.	20'6"S	J & M	<i>Beze B</i>
BOWMAN, F. A.	12'6"	J & M	<i>Betty</i>
BRIGHT, ELMER H.	12'6"	J & M	
BRITISH NAVY	48'	Steam	"149"
BRITISH NAVY	48'	Steam	"150"
BRODHEAD, J. D. AND H.	60'	Steam	<i>Kittatinny</i>
BROOKS, G.	12'6"	J & M	<i>Butterball</i>
BROOKS, HAROLD W.	46'	Schooner	<i>Mary Rose</i>
BROOKS, L.	15'	J & M	
BROOKS, WALTER D.	12'6"	J & M	
BROWN, A. S., JR.	20'6"S	J & M	<i>Nightmare</i>
BROWN, ALEX.	145'	Steam	<i>Ballymena</i>
BROWN, DONALDSON N.	12'6"	Leg-O-Mutton	<i>Oriole</i>
BROWN, DONALDSON	12'6"		
BROWN, J. F.	Houseboat	Gasoline	<i>Mariette</i>
BROWN, J. F.	80'	Schooner	<i>Marietta</i>
BROWN, J. F. AND F. L. DUNNE	21'	J & M	<i>Alpha</i>
BROWN, J. F., JR.	30'	Steam	<i>Ibis Jr.</i>
BROWN, J. HERBERT	12'6"	Leg-O-Mutton	
BROWN, JOHN G.	16'	J & M	<i>Brownie</i>
BUCKNER, MORTIMER N.	31'6"	J & M	<i>Judy</i>



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
BUCKNER, M. N.....	15'	J & M	<i>Shanendowa</i>
BUFFINGTON, W. H.....	11'7"		<i>Spritsail</i>
BUN, C. P.....	17'6"	J & M	<i>Bee</i>
BURGESS, HOLLIS.....	26'6"	J & M	<i>Dorothy</i>
BURGESS, W. STARLING.....	12'6"	J & M	
CABOT, F. E.....	15'	J & M	<i>Ptiloris</i>
CAREY, STEPHEN W., JR.....	12'6"	J & M	
CARPENTER, W. C., JR.....	12'6"	Leg-O-Mutton	<i>Juanita</i>
CARROLL, ALBERT E.....	12'6"	J & M	
CARROLL, R. P.....	84'	Cutter	<i>Navahoe</i>
CARVER, B. F.....	60'	Steam	<i>Idle Hour</i>
CASSATT.....	30'9"	J & MDH	<i>Scud</i>
CATHERWOOD, D. B. C.....	20'6"	J & M	<i>Avocet</i>
CHALIFOUX, MRS. ELIZABETH A.....	20'6"S	J & M	<i>Fandec II</i>
CHAMBERLIN, G. HARTLEY.....	12'6"	J & M	<i>Ojai</i>
CHAPMAN, MRS. J. W.....	12'6"	Leg-O-Mutton	<i>Schipperke</i>
CHILDS, W. H.....	35'	J & M	<i>Joyant</i>
CHILDS, W. H.....	26'5"	J & M	<i>More Joy</i>
CHISHOLM, G. H.....	20'6"S	J & M	<i>Iris</i>
CLAFLIN, MRS. W. H.....	12'6"	J & M	
CLARK, E. W.....	50'	Cutter	<i>Irolita</i>
CLARK, E. W.....	65'10"	Cutter	<i>Irolita I</i>
CLARKE, HERMANN F.....	12'6"	J & M	
CLARKE, STANLEY.....	20'6"S	J & M	
CLIFFORD.....	12'6"	J & M	
COCHRAN, A. S.....	40'	Cutter	<i>Dolly Bowen</i>
COCHRAN, A. S.....	35'	Gasoline	<i>Westward</i>
COCHRAN, A. S.....	96'	Schooner	<i>Westward</i>
COCHRAN, BLAIR.....	16'3"	J & M	<i>Wee Winn</i>
CODMAN, R.....	15'	Cutter	<i>Yalu</i>
COGSWELL, DOROTHY A. T.....	12'6"	J & M	<i>Puffin</i>
COLE, FRANCIS W.....	12'6"	Leg-O-Mutton	
COLEMAN, HON. W. C.....	12'6"	Leg-O-Mutton	<i>Widgeon</i>
CONGDON, F. G.....	30'9"	J & M	<i>Red Wing</i>
CONGDON, MRS. G. M.....	12'6"	Leg-O-Mutton	<i>Nancy Belle</i>
COOLIDGE, CHARLES A.....	12'6"	J & M	<i>Ding Hao</i>
COOPER, E. H.....	31'	J & M	<i>Surprise</i>
CORNING, PARKER.....	20'6"W	J & M	<i>Seafarer</i>
COTTON, W. G.....	30'	Cutter	<i>Aria</i>



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
CRAMP, WILLIAM & SONS.....	27'	Steam	<i>Dorothea</i>
CRAMP, WILLIAM & SONS.....	27'	Steam	<i>Peerless</i>
CRANE, C. R.....	16'	J & M	<i>Bonita</i>
CRANE, R. T.....	16'	J & M	<i>Porpoise</i>
CRANE, W. MURRAY.....	12'6"	J & M	<i>Scamp</i>
CROCKER, COURTNEY.....	12'6"	J & M	
CROKER, FRANK H.....	45'	Gasoline	<i>X P D N C</i>
CROKER, RICHARD, JR.....	39'11 <sup>3</sup> / <sub>4</sub> "	Gasoline	<i>Caloola</i>
CROMPTON, G.....	12'6"	J & M	<i>Duck</i>
CROWNINSHIELD, F. B.....	20'6"	Marconi	<i>Doodah</i>
CROZER, JOHN P.....	27'6"	Cat	<i>Happy Princess</i>
CROZER, JOHN P.....	47'	Cutter	<i>Marchioness</i>
CROZER, JOHN P.....	25'	Cat	<i>Merry Thought</i>
CROZER, JOHN P.....	72'	Gasoline	<i>Sunflower</i>
CUBAN INSURGENTS GOVERNMENT.....	120'	Steam	<i>Estelle</i>
CUDAHY, EDWARD I.....	40'	J & M	<i>Marilee</i>
CUDAHY, EDWARD I.....	15'	J & M	<i>Maureen</i>
CUDAHY, E. I.....	12'6"	Gaff	<i>Gnome</i>
CUMMING, ROBERT W.....	12'6"	J & M	<i>Wendur</i>
CUNNINGHAM, F.....	15'	J & M	<i>Murmur</i>
CURTIS, CHARLES P.....	62'4"	Gasoline	<i>Ellen</i>
CUTLER, DONALD F.....	12'6"	J & M	
DABNEY, F. L.....	25'	J & M	<i>Bagatelle</i>
DABNEY, L. S.....	21'	J & M	<i>Terrapin</i>
DANE, E. B.....	165'	Diesel	<i>Ara</i>
DANFORTH, MRS. MURRAY S.....	12'6"	Leg-O-Mutton	<i>Empress</i>
DARLINGTON.....	11'6"		
DEAN, PAUL DUDLEY.....	12'6"	J & M	<i>Quickstep</i>
DEAN, PAUL DUDLEY.....	12'6"	J & M	<i>Dreadnought</i>
DELANO, L.....	30'	J & M	<i>Nautilus</i>
DE NORMANDIE, ROBERT L.....	12'6"	J & M	<i>The Crow</i>
DE WOLF, HALSEY.....	16'	J & M	<i>Tarpon II</i>
DE WOLF, MRS. DR.....	12'6"	Leg-O-Mutton	<i>R. I. Red</i>
DOCK, HERMAN.....	46'	Steam	<i>Lang Syne</i>
DODGE, W. E.....	50'	Cutter	<i>Samuri</i>
DOLAN, CLARENCE W.....	15'	J & M	<i>Seahawk</i>
DORRIS, DAVID, JR.....	27'	Steam	<i>Hist</i>
DOUGLAS, E. B.....	14'	J & M	
DRAKE, F. N. AND J. A.....	48'	Steam	<i>Madge</i>



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
DRAPER, MARY C.....	12'6"	J & M	<i>Bandit</i>
DREXEL, A. J.....	19'2"	Cat	<i>Gloria</i>
DREXEL, A. J.....	14'5"	J & M	
DUELL, H. S.....	40'	Cutter	<i>Rowdy</i>
DUNCAN, S.....	12'3"	J & M	<i>Robin</i>
DUNCAN, W. B.....	30'	J & M	<i>Dahinda</i>
DUNCAN, W. B.....	16'	J & M	<i>Nahma</i>
DUNCAN, W. B.....	15'	J & M	<i>Moya</i>
DUNCAN, W. B., JR.....	21'	J & M	<i>Houri</i>
DUNCAN, W. B., JR.....	40'30"	Gasoline	<i>Waneeche</i>
DUNELL, GEORGE R.....	30'	Steam	<i>Gymnotus</i>
DUNELL, GEORGE R., ENGLISH NAVY.....	59'	Steam	<i>Herreshoff</i>
DUNNE, F. L.....	40'	Gasoline	<i>Fad</i>
DUNNE, F. L. AND J. F. BROWN.....	21'	J & M	<i>Alpha</i>
DUNN, GANO.....	20'6"S	J & M	<i>Danae</i>
DURYEA, H. B.....	26'	Cutter	<i>Vaquero II</i>
DURYEA, H. B.....	21'	J & M	<i>Vaquero</i>
DURYEA, WRIGHT.....	22'6"	Steam	<i>Republic</i>
DURYEA AND WHITNEY.....	70'	Cutter	<i>Yankee</i>
EARLE, C. T. AND C. R. FLINT.....	24'	Steam	<i>Waterwitch</i>
EATON, C. S.....	21'	J & M	<i>Cockatoo</i>
EATON, C. S.....	21'	J & M	<i>Cock Robin</i>
EATON, C. S.....	39'	J & M	<i>Cock Robin</i>
EATON, C. S.....	16'4"	J & M	<i>Little Robin</i>
EATON, C. S.....	30'	J & M	<i>Mimosa III</i>
EDDISON, W. BARTON.....	12'6"	Leg-O-Mutton	<i>Woozle</i>
EDWARDS, ERNEST.....	45'	Steam	<i>Puck</i>
ELLIS, R.....	30'	J & M	<i>Hera</i>
ELLIS, R.....	50'	Cutter	<i>Iroquois II</i>
ELLIS, RALPH.....	20'6"S	J & M	<i>Ellen O.</i>
ELTON, JOHN P.....	12'6"	J & M	<i>Spindrift</i>
ELWOOD, I. L.....	90'	Steam	<i>Augusta</i>
ELWOOD, I. L.....	141'7½"	Steam	<i>Augusta</i>
EMERY, CHARLES G.....	99'	Steam	<i>Nina</i>
EMERY, DEAN.....	12'6"	Knockabout	<i>Isabel V</i>
EMMONS, R. W.....	15'	J & M	
EMMONS, R. W.....	53'	Cutter	<i>Avenger</i>
EMMONS, R. W.....	12'6"	J & M	<i>Chub</i>
EMMONS, R. W.....	21'	J & M	<i>Cyrilla</i>



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
EMMONS, R. W.	15'	Knockabout	<i>Eaglet</i>
EMMONS, R. W.	15'	Knockabout	<i>Flickamaroo</i>
EMMONS, R. W.	15'	Knockabout	<i>Go Bye</i>
EMMONS, R. W.	18'	J & M	<i>Hindoo</i>
EMMONS, R. W.	30'	Cutter	<i>Mashnee</i>
EMMONS, R. W.	15'	Cutter	<i>Mongoose</i>
EMMONS, R. W.	15'	J & M	<i>Next</i>
EMMONS, R. W.	17'	J & M	<i>Opossum</i>
EMMONS, R. W.	15'	Knockabout	<i>Peacock</i>
EMMONS, R. W.	18'8"	J & M	<i>Toboggan</i>
EMMONS, R. W.	15'	Knockabout	<i>Teaser</i>
EMMONS, R. W.	15'	Cutter	<i>Tinker</i>
EMMONS, R. W.	15'	J & M	<i>Toby</i>
EMMONS, R. W.	15'	Knockabout	<i>Uarda</i>
ENDICOTT, H. WENDELL	12'6"	J & M	<i>Papillon</i>
ENDICOTT, H. WENDELL	20'6" S	J & M	<i>Priscilla</i>
ENO, H. L.	30'9"	J & M	<i>Astrild</i>
FABYAN, F. W.	27'	J & M	<i>Eleanor</i>
FANSWORTH, E. M.	30'	Cutter	<i>Zingara</i>
FARLEY, G. T.	47'	Cutter	<i>Sonya</i>
FARNUM, H. B.	12'6"	Knockabout	<i>Cricket</i>
FAXON, HENRY M.	20'6" S	J & M	<i>Rocket</i>
FERGUSON, ALFRED L.	12'6"	Leg-O-Mutton	<i>Flying Fish</i>
FERGUSON, CRAWFORD R.	12'6"	J & M	<i>Barbarkins III</i>
FERGUSON, HENRY L.	12'6"	Leg-O-Mutton	
FIELDS, GEORGE H.	31'6"	J & M	<i>Azura</i>
FISKE, G. H.	15'	J & M	<i>Endeavor</i>
FLAGG, ELISHA	15'	J & M	<i>Elf</i>
FLETCHER, CHARLES	23'	Cat Yawl	<i>Wraith</i>
FLETCHER, CHARLES	20'6"	J & M	<i>Anita</i>
FLINT, C. R.	45'	Steam	<i>Sport</i>
FLINT, C. R. AND C. T. EARLE	24'	Steam	<i>Waterwitch</i>
FLINT, D. W.	12'6"	Marconi	<i>Wanderer Jr.</i>
FLUSCHMAN, M. C.	26'	Steam	<i>Haida</i>
FORBES, W. C.	12'6"	J & M	<i>Clethra</i>
FORBES, W. C.	12'6"	F & M	<i>Ringlet</i>
FORBES, H. S.	17'	J & M	<i>Curlew</i>
FORBES, J. M.	34'6"	J & M	<i>Azor</i>
FORBES, M.	12'6"	J & M	<i>Doodle Bug</i>



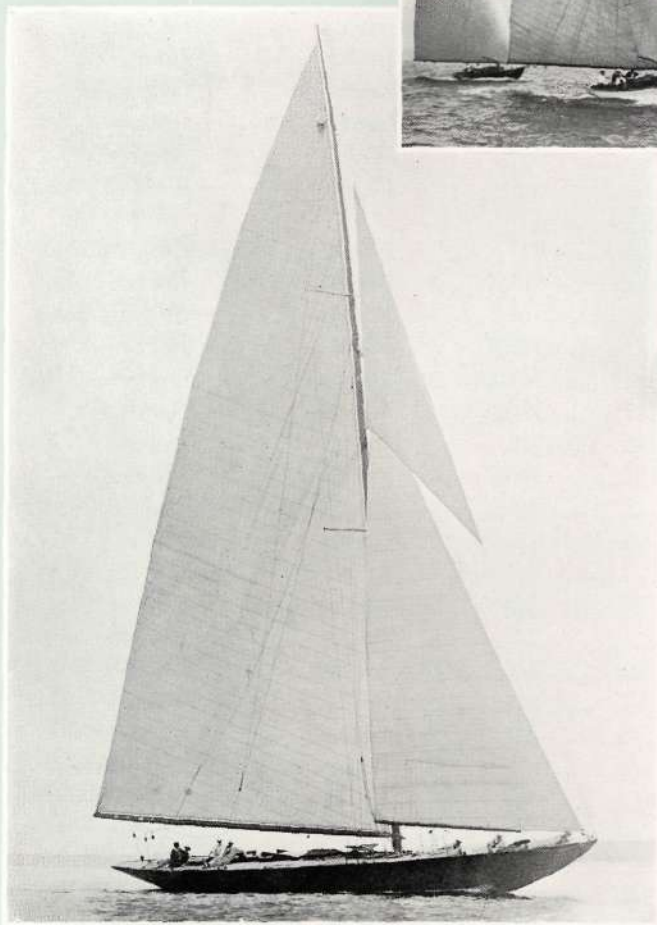
NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
FORBES, W. H.	17'	J & M	<i>Viero</i>
FORD, JAMES B.	12'6"	Leg-O-Mutton	
FOSS, NOBLE	12'6"	J & M	<i>Merganser</i>
FOSTER, FREDERICK	12'6"	J & M	<i>Thistle</i>
FOSTER, REGINALD	12'6"	Gaff	<i>Whiffus</i>
FOWLE, W. P.	21'	J & M	<i>Sintram</i>
FRANKE, F. L.	18'	Cat	<i>Acis</i>
FRENCH, A. T.	30'	J & M	<i>Linnett</i>
FULLERTON, E. DWIGHT	12'6"	J & M	<i>Bumble</i>
GALLATIN, R. H.	30'9"	J & M	<i>Curlew</i>
GANNELL, W.	15'	J & M	<i>Hawk</i>
GARDINER, G. P.	18'	J & M	<i>Jap</i>
GARDINER, G. P., JR.	12'6"	J & M	<i>Moro</i>
GARDNER, G. PEABODY, JR.	12'6"	Leg-O-Mutton	<i>Shrimpo</i>
GAY, WM. O.	70'	Cutter	<i>Athene</i>
GAY, WM. O.	11'7"	J & M	
GAY, WM. O.	21'	J & M	<i>Fly</i>
GAY, WM. O.	21'	J & M	<i>Jilt</i>
GAY, WM. O.	81'	Steam	<i>Tramp</i>
GEORGE, JEROME R.	12'6"	J & M	<i>Jeff</i>
GEORGE, JEROME R.	12'6"	J & M	<i>Beverly Hills</i>
GERRY, ELDRIDGE T.	26'	Gasoline	<i>Electra Jr.</i>
GERRY, ELDRIDGE T.	22'6"	Steam	<i>Electra</i>
GIBB, J. W.	30'	J & M	<i>Bonnie Doon</i>
GILLESPIE	77'2"	Steam	<i>Jean</i>
GOELET, ROBERT W.	26'	Gasoline	<i>Gadget</i>
GOELET, ROBERT W.	20'	J & M	<i>Mishe Nama</i>
GOELET, ROBERT W.	15'	J & M	<i>Mayfly</i>
GOETCHIUS, J. M.	15'	J & M	<i>Pixie</i>
GOODWIN, C. A.	12'6"	J & M	<i>Rosinante</i>
GOULD, C. A.	21'	J & M	<i>Celia</i>
GOULD, G. J.	16'	Cutter	<i>Marjorie</i>
GOULD, HOWARD	45'	Cutter	<i>Niagara</i>
GOULD, HOWARD	81'	Steam	<i>Niagara</i>
GOULD, JAY	27'	Steam	<i>Launch for Atlanta</i>
GOULD, JAY	35'	Steam	<i>Launch for Atlanta</i>
GOULD, JAY	35'	Steam	<i>Stiletto</i>
GOWAN, A. Y.	20'6"S	J & M	<i>Jacks</i>
GRAHAM, W. H.	112'	Steam	<i>Gleam</i>



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
GRAHAM, W. H.	47'	Steam	<i>Kelpie</i>
GRAY, COL. I. J.	76'	Steam	<i>Nareid</i>
GREGORY, GEO. N.	12'6"	J & M	
GRINNELL, FREDERICK	44'	Cutter	<i>Flying Cloud</i>
GRINNELL, FREDERICK	124'	Steam	<i>Quickstep</i>
GRINNELL, LAWRENCE	30'	J & M	<i>Bambino</i>
GRINNELL, RUSSELL	28'9"	J & M	<i>Rugosa</i>
GRINNELL, RUSSELL	12'6"	J & M	<i>Juno</i>
GRINNELL, RUSSELL	40'	Yawl	<i>Rugosa II</i>
GROSBECK, H. J.	28'	Steam	<i>Itala</i>
GROSSINOR, W.	15'	J & M	<i>Eaglet</i>
GUTHRIE	30'	J & M	<i>Maid of Mendon</i>
HAFFENREFFER, R. F.	31'	J & M	<i>King Philip</i>
HAFFENREFFER, R. F., 3RD	20'6"	J & M	<i>Raggedy Ann</i>
HAFFENREFFER, C. W.	16'	J & M	<i>Step'n Fetchit</i>
HALLOWELL, R. H.	12'6"	J & M	<i>Porpoise</i>
HAMMOND, PAUL	6 Metre	Marconi	<i>Cygnets</i>
HAMMOND, PAUL	20'6"	Marconi	<i>Spinster</i>
HANAN, A. G.	30'	J & M	<i>Nautilus</i>
HAND, WM. H., JR.	20'6"	J & M	<i>Whoopee</i>
HAND, WM. H., JR.	12'6"	J & M	<i>Malolo</i>
HARDING, C. L.	15'	Cutter	<i>Polly</i>
HARDING, C. L.	67'	Schooner	<i>Wildfire</i>
HARDING, F. A.	12'6"	Gaff	<i>Cinch</i>
HARRIMAN, O.	30'	J & M	<i>Carlita</i>
HARRISON, A. C.	21'	J & M	<i>Gadfly</i>
HARRISON, A. C.	21'	Sprit	<i>Wiz</i>
HARRISON, A. C.	21'	J & M	<i>Quakeress</i>
HARRISON, A. C.	30'	Cutter	<i>Quakeress II</i>
HARRISON, A. C.	21'	J & M	<i>Quakeress III</i>
HASKELL, HARRY G.	12'6"	J & M	<i>Sizzle</i>
HAVEMEYER, H. O.	27'6"	J & M	<i>Electra</i>
HAVEMEYER, H. O.	31'	Cutter	<i>Electra</i>
HAVEMEYER, H. O.	24'4½"	J & M	<i>The Flight</i>
HAVEMEYER, H. O.	44'	J & M	<i>Pleasure</i>
HAVEMEYER, H. O.	15'	J & M	<i>Toby</i>
HAYDEN, CHARLES H.	91'2"	Steam	<i>Kalolah</i>
HAYDEN, CHARLES H.	102'	Steam	<i>Louise</i>
HAYES, H. R.	16'	J & M	<i>Periwinkle</i>



HERRESHOFF N. Y. Y. C. 30 FOOTERS



HERRESHOFF N. Y. Y. C. 50 FOOTER



HERRESHOFF N. Y. Y. C. 40 FOOTER



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
HAYNES, FRANKLIN M.	12'6"	Leg-O-Mutton	<i>Buddy</i>
HEARST, WM. RANDOLPH	48'	Steam	<i>Aquila</i>
HEARST, WM. RANDOLPH	98'	Steam	<i>Javelin</i>
HEARST, WM. RANDOLPH	112'6"	Steam	<i>Vamoose</i>
HEBBARD, H. E.	13'6"	Sprit	<i>Dude</i>
HECKSCHER, AUGUST	66'	Gasoline	<i>Adolar</i>
HECKSCHER, G. M.	50'	Cutter	<i>Achushla</i>
HELLIER, C. E.	15'	J & M	<i>Anita</i>
HEMINGWAY, A.	15'	J & M	<i>Twinkle</i>
HENRY, W. BARKLIE	15'	J & M	<i>Alert</i>
HENRY, W. BARKLIE	31'6"	J & M	<i>Cyrilla II</i>
HERRESHOFF, A. S. DEW.	25'10"	Gasoline	<i>Bubble</i>
HERRESHOFF, C. F.	26'6"	Cat Yawl	<i>Alice</i>
HERRESHOFF, F. L.	14'	J & M	<i>Spook</i>
HERRESHOFF, J. B.	35'	Gasoline	<i>Diana</i>
HERRESHOFF, J. B.	65'	Gasoline	<i>Dianthus</i>
HERRESHOFF, J. B.	34'	Gasoline	<i>Premier</i>
HERRESHOFF, J. B.	95'	Steam	<i>Empress</i>
HERRESHOFF, J. B.	78'6"	Steam	<i>Eugenia</i>
HERRESHOFF, J. B.	112'	Steam	<i>Eugenia</i>
HERRESHOFF, J. B.	85'	Steam	<i>Polyanthus</i>
HERRESHOFF MFG. Co.	45'6"	Steam	<i>Bacera</i>
HERRESHOFF MFG. Co.	14'	J & M	
HERRESHOFF MFG. Co.	16'	J & M	
HERRESHOFF MFG. Co.	17'	J & M	
HERRESHOFF MFG. Co.	13'	Tender	
HERRESHOFF MFG. Co.	13'	Tender	
HERRESHOFF MFG. Co.	35'	Gasoline	<i>Friday</i>
HERRESHOFF MFG. Co.	51'8"	Steam	<i>Swiftsure</i>
HERRESHOFF MFG. Co.	40'3"	Gasoline	<i>Tuza</i>
HERRESHOFF MFG. Co.	45'6"	Steam	<i>Item</i>
HERRESHOFF, N. G.	78'	Steam	<i>Squib</i>
HERRESHOFF, N. G.	65'	Gasoline	<i>Helianthus</i>
HERRESHOFF, N. G.	30'	Yawl	<i>Pleasure</i>
HERRESHOFF, N. G.	21'9"	J & M	<i>Alerion</i>
HERRESHOFF, N. G.	28'	J & M	<i>Alerion</i>
HERRESHOFF, N. G.	32'	J & M	<i>Alerion</i>
HERRESHOFF, N. G.	29'3"	Cat Yawl	<i>Clara</i>
HERRESHOFF, N. G.	28'6"	Cat Yawl	<i>Consuelo</i>
HERRESHOFF, N. G.	15'9"	Ketch	<i>Coquina</i>



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
HERRESHOFF, N. G.	19'3"	J & M	<i>Delight</i>
HERRESHOFF, N. G.	25'	J & M	<i>Dilemma</i>
HERRESHOFF, N. G.	62'7"	Gasoline	<i>Helianthus</i>
HERRESHOFF, N. G.	17'8"	J & M	<i>Kildee</i>
HERRESHOFF, N. G.	94'	Steam	<i>Roamer</i>
HERRESHOFF, N. G.	20'	J & M	<i>Oleander</i>
HERRICK, ROBERT F.	62'4"	Gasoline	<i>Apache</i>
HERRICK, ROBERT F.	65'	Gasoline	<i>Gypsy</i>
HERRICK, ROBERT F.	15'	Cutter	<i>Jill</i>
HERRICK, ROBERT F.	15'	Cutter	<i>Jack</i>
HERRICK, ROBERT F.	40'3"	Gasoline	<i>Tautog</i>
HERTER, C. D.	41'8"	J & M	<i>Suzetta III</i>
HICKS, DE F.	16'	J & M	<i>Baracuda</i>
HINCKLEY	12'6"	Spritsail	<i>Gee</i>
HINSDALE, F. G.	20'6"	Marconi	<i>Dolphin</i>
HINSDALE, F. G.	16'	J & M	<i>Xiphias</i>
HINSZEY, W. P.	59'8"	Steam	<i>Toddy Wax</i>
HITCHCOCK, M. J.	30'	Cutter	<i>Evelyn</i>
HITCHCOCK, M. J.	15'	Cutter	<i>Venture</i>
HOBBS, F. W.	15'	J & M	<i>Rebekah</i>
HOE & DUNHAM	30'	J & M	<i>Kotic</i>
HOE & DUNHAM	38'7 1/2"	J & M	<i>Neith</i>
HOLDEN, E. R.	72'10"	Steam	<i>Lotus Seeker</i>
HOLLAND, DR. J. G.	60'	Steam	<i>Camilla</i>
HOLLIS, W. G.	16'	Dandy	<i>Coquina 2nd</i>
HOLLOWELL, J. W.	12'6"	J & M	<i>Granny</i>
HOLMES, C. R.	25'	J & M	<i>White Cap</i>
HOLMES, JOSEPH H.	31'	J & M	<i>Qutee</i>
HOOPER, J. R.	30'	J & M	<i>Handsel</i>
HOPKINS, EDWARD A.	48'	Steam	<i>Antonette</i>
HOPKINS, JOHN, UNIVERSITY	24'	Steam	<i>Nautilus</i>
HOPKINS, MARK	95'	Steam	<i>Permelia</i>
HOPKINS, MARK	100'	Steam	<i>Permelia</i>
HOPKINS, W.	28'	Steam	
HOSTETTER	132'	Steam	<i>Duquesne</i>
HOSTETTER	30'	J & M	<i>Raccoon</i>
HOWARD, F. T.	102'3"	Steam	<i>Judy</i>
HOWE, PAUL D.	12'6"	Leg-O-Mutton	<i>Flit</i>
HOWE, MRS. F. P.	12'6"	Leg-O-Mutton	<i>Gloria II</i>
HOWES, OSBORN	15'	J & M	<i>Mecoh</i>



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
HOWLAND, MRS. HOPE.....	12'6"	J & M	
HOYT, F. M.....	15'	J & M	<i>Gnome</i>
HOYT, RICHARD F.....	12'6"	J & M	
HUBBARD, WM. H.....	12'6"	Leg-O-Mutton	<i>The Spider</i>
HUBBARD, C. L.....	72'10"	Steam	<i>Katrina</i>
HUNTOON, WILLIAM C. AND JOHN C. WASHBURN.....	16'	J & M	<i>Felix</i>
HURST, PAUL.....	12'6"	J & M	<i>Comet</i>
HUTCHINSON, GUY.....	12'6"	Leg-O-Mutton	<i>Mischief</i>
HUTCHINSON, J. L.....	58'8½"	Steam	<i>Sunbeam</i>
ISELIN, C. O., SYNDICATE.....	86'	Cutter	<i>Vigilant</i>
ISELIN, C. O., SYNDICATE.....	89'	Cutter	<i>Columbia</i>
ISELIN, C. O., SYNDICATE.....	89'	Cutter	<i>Defender</i>
ISELIN, C. O.....	21'	J & M	<i>Adelaide</i>
ISELIN, C. O.....	49'6"	Gasoline	<i>Helvetia II</i>
ISELIN, C. O.....	15'	Knockabout	<i>Hope</i>
ISELIN, C. O.....	15'	J & M	<i>Nova</i>
ISELIN, L.....	30'	J & M	<i>Ibis</i>
ISELIN, O'DONNELL.....	12'6"	J & M	<i>Galliwog</i>
JACKSON, A. H.....	24'4"	J & M	<i>Meneen</i>
JACKSON, JAMES.....	12'6"	J & M	<i>Blue Fish</i>
JAMES, A. C.....	32'	Gasoline	<i>Aloha</i>
JANEWAY, E. C.....	20'6"S	J & M	<i>Dilemma</i>
JANNEY, WALTER C.....	12'6"	J & M	<i>Duckling</i>
JELKE, FRAZIER.....	15'	J & M	<i>Louanna</i>
JENCKS, F. L.....	15'	J & M	<i>Josephine</i>
JENNINGS, B.....	20'6"	Marconi	<i>Fano</i>
JENNINGS, O. G.....	36'	J & M	<i>Dolphin</i>
JENNINGS, O. G.....	30'	J & M	<i>Mai</i>
JENNINGS, O. G.....	40'	Cutter	<i>Pauline</i>
JEVIS, SIR A. C. AND H. B. WEBB.....	19'6"	J & M	<i>Lagoja</i>
JONES, PEMBROKE.....	15'	Knockabout	<i>Budda</i>
JONES, PEMBROKE.....	50'	Cutter	<i>Carolina</i>
KEITH, HAROLD C.....	20'6"	J & M	<i>Pirate</i>
KELLOGG, CHARLES.....	55'	Steam	<i>Augusta</i>
KELLOGG, CHARLES.....	98'6"	Steam	<i>Clara</i>
KELLOGG, CHARLES.....	90'	Steam	<i>Lucile</i>
KENNEDY, H. V. R.....	56'	Yawl	<i>Petrel</i>



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
KENNEDY, ROBERT LENOX.....	42'	Steam	<i>Dolphin</i>
KERSEY, H. M.....	25'	J & M	<i>El Chico</i>
KING, S. A.....	14'	Cat	<i>Omega</i>
KIRSTEN .....	17'2½"	J & M	<i>Schlern</i>
KNOWLES, GEORGE B.....	39'	Schooner	<i>Harlequin</i>
KNOWLES, L. J.....	39'10"	Gasoline	<i>Sterling</i>
KNOWLES, JOHN W.....	12'6"	J & M	<i>Hatasu</i>
KNOWLTON, E. B.....	15'	J & M	<i>How Come</i>
LADD, F. G.....	30'9"	J & M	<i>Cricket</i>
LADD, W. G.....	15'	J & M	<i>Flicker</i>
LANGDON, WALTER.....	100'	Steam	<i>Leila</i>
LANIER, R. B.....	20'6"	J & M	<i>Surprise</i>
LATHROP .....	15'	J & M	<i>Flickerman</i>
LAWRENCE, J. S.....	40'	Cutter	<i>Squaw</i>
LAWTON, N. D.....	30'	J & M	<i>Banzai</i>
LEDYARD, L. C., SYNDICATE.....	30'3"	Gasoline	<i>Isabel</i>
LEDYARD, L. C., SYNDICATE.....	90'	Cutter	<i>Reliance</i>
LEE, G. C.....	15'	J & M	<i>Noanet</i>
LEESON, R. A.....	20'6"	Marconi	<i>Widgeon</i>
LENKE, A. F.....	40'	Cutter	<i>Katherine</i>
LEOSNER, ROBT.....	25'	J & M	<i>Swanhild II</i>
LILLARD, W. HUSTON.....	12'6"	J & M	<i>Daphne</i>
LIONBERGER, RUTH.....	12'6"	J & M	<i>Mummy Chug</i>
LIPPINCOTT, MRS. J. E.....	58'	Gasoline	<i>Lady Gay</i>
LIPPITT, HENRY F.....	66'	Gasoline	<i>Mary Ann</i>
LIPPITT, HENRY F.....	15'	J & M	<i>Minvou</i>
LIPPITT, HENRY F.....	62'8"	Cutter	<i>Winsome</i>
LIPPITT, HENRY F.....	30'	J & M	<i>Tabasco</i>
LOMBARD, P. H.....	12'6"	Knockabout	<i>Onwego</i>
LONGDEN, W.....	16'3"	J & M	<i>Trust Me</i>
LORING, A. P.....	17'	J & M	<i>Sally</i>
LORING, CALEB.....	12'6"	J & M	<i>Skipper</i>
LUDINGTON, CHARLES F.....	14'	J & M	
LYMAN, ARTHUR.....	12'6"	J & M	<i>Rab</i>
LYMAN, ARTHUR.....	12'6"	J & M	<i>Tar Baby</i>
MACBEATH, J. R.....	20'6"S	J & M	
MACDONOUGH, J. M.....	30'	J & M	<i>Muame</i>
MACDONOUGH, J. M.....	33'	J & M	<i>Naulakha</i>



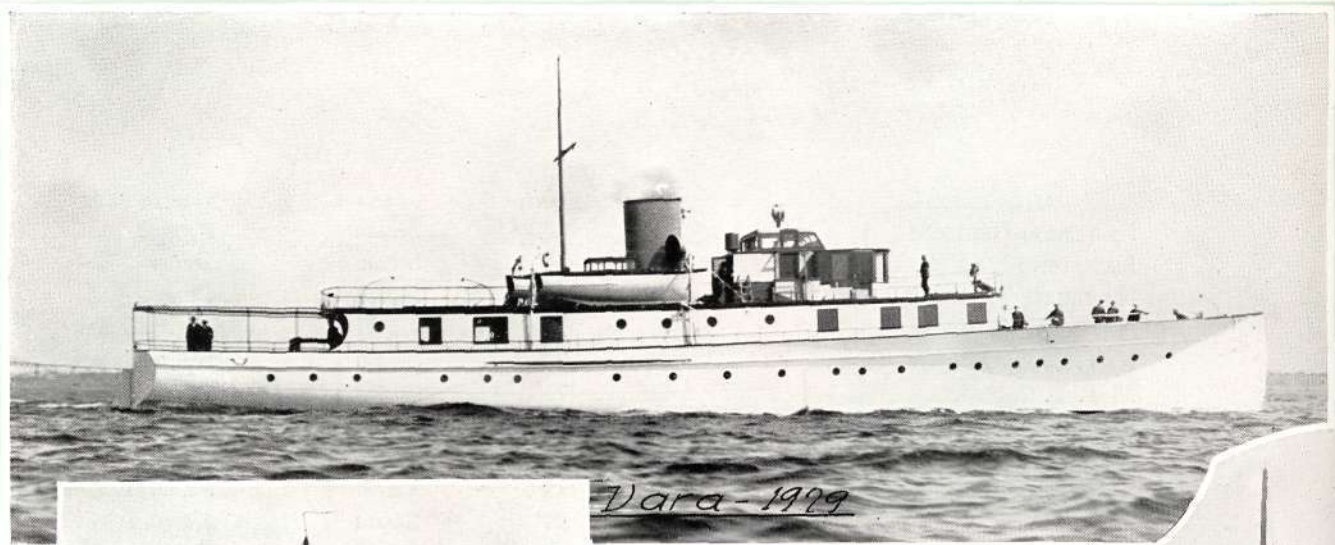
NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
MACKENSIE, G. C.	16'	J & M	<i>Cockle</i>
MACOMBER, F. A.	21'	J & M	<i>Cheewink IV</i>
MACY, V. E.	30'9"	J & MDH	<i>Papoose III</i>
MAKEPEACE, RODERICK F. AND EMERSON P. SMITH	16'	J & M	<i>Katrinka</i>
MALLINCKRODT, E., JR.	35'	Gasoline	<i>Pollyana</i>
MALLINCKRODT, EDWARD, JR.	27'	Yawl	<i>Gee Whiz</i>
MARSHALL, W.	40'	Cutter	<i>Jessica</i>
MARSTON, H.	15'	Cat	<i>Violet</i>
MARSTON, H.	17'	Cat	<i>Viola</i>
MARSTON, W. L.	20'6"S	J & M	<i>Sea Dog</i>
MARYLAND, STATE OF	76'	Steam	<i>Gov. Hamilton</i>
MASSEY, GEORGE B.	12'6"	J & M	
MASURY, J. W.	30'	J & M	<i>Edith M.</i>
MATHESON, H. M.	14'	J & M	
MATHESON, W. J.	14'	J & M	
MAXWELL, H. L.	30'	J & M	<i>Phyrne</i>
MAXWELL, H. L.	12'6"	Leg-O-Mutton	
MAXWELL, HENRY L.	12'6"	Leg-O-Mutton	
MAXWELL, HENRY L.	12'6"	Leg-O-Mutton	
MAXWELL, J. R.	44'6"	Cutter	<i>Humma</i>
MAXWELL, J. R.	25'	Knockabout	<i>Ossean</i>
MAXWELL, J. R.	92'3"	Schooner	<i>Queen</i>
MCCORMICK, MILDRED AND PHOEBE AYER	20'6"S	J & M	<i>Periwinkle</i>
MCDONELL, A. A.	12'6"	Leg-O-Mutton	<i>Onal</i>
MCELROY, C. E. (Furnished power only)		Steam	<i>Mary</i>
McFADDEN, GEORGE H.	20'6"	J & M	
MCGINLEY	12'6"	Knockabout	<i>Kittiwake</i>
MCGREGOR, B. B.	67'4"	Steam	<i>Reposo</i>
McILERNEY, MARIE LOUISE	12'6"	Leg-O-Mutton	<i>Fidget</i>
McMURTRY, GEORGE C.	20'6"	J & M	<i>Mab</i>
MCQUESTON, F. B.	62'4"	Gasoline	<i>Inca</i>
MERRIMAN, I. B.	12'6"	Knockabout	<i>Comet Jr.</i>
MERRIMAN, I. B.	20'6"S	J & M	<i>Vanessa</i>
MERRIMAN, I. B.	14'	Sail Dinghy	
MERRIMEN, E. BRUCE	20'6"	J & M	<i>Bobbie</i>
MEYER, CORD	45'	Cutter	<i>Altair</i>
MILICK, ROGER	12'6"	J & M	<i>Felix</i>
MILLS, OGDEN	15'	J & M	
MINOT, L.	15'	Cutter	<i>White Cap</i>
MIRRELL, EDWARD	59'	Steam	<i>Mist</i>



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
MITCHELL, J. M.	30'	J & M	<i>Anemone</i>
MITTON, G. W.	15'	J & M	<i>Ann</i>
MONKS, G. H.	12'6"	J & M	<i>Elf</i>
MONKS, G. H.	12'6"	J & M	<i>Pigmy</i>
MONROE, NORMAN L.	48'	Steam	<i>Henrietta</i>
MONROE, NORMAN L.	65'	Steam	<i>Jersey Lily</i>
MONROE, NORMAN L.	48'	Steam	<i>Lotus Seeker</i>
MONROE, NORMAN L.	84'	Steam	<i>Now Then</i>
MONROE, NORMAN L.	65'	Steam	<i>Our Mary</i>
MONROE, NORMAN L.	132'	Steam	<i>Say When</i>
MOORE, WM. H.	81'	Steam	<i>Zinganee</i>
MOORE, WM. S.	20'6"	J & M	
MORAS, E.	15'	J & M	<i>Hyassa</i>
MORGAN, E. D.	35'	J & M	<i>Drusilla</i>
MORGAN, E. D.	15'	J & M	<i>Echo</i>
MORGAN, E. D.	29'6"	Cat Yawl	<i>Gannet</i>
MORGAN, E. D.	45'3"	Cutter	<i>Gloriana</i>
MORGAN, E. D.	27'	Steam	<i>Katy Did</i>
MORGAN, E. D.	81'	Steam	<i>Mirage</i>
MORGAN, E. D.	26'6"	Cat Yawl	<i>Pelican</i>
MORGAN, E. D.	30'	J & M	<i>Puck</i>
MORGAN, E. D.	38'	Steam	<i>Tranquillo</i>
MORGAN, E. D.	15'	J & M	<i>Whisper</i>
MORGAN, HENRY S.	20'6"S	J & M	<i>Kotick</i>
MORGAN, J. PIERPONT	35'	Gasoline	<i>Corsair</i>
MORGAN, J. PIERPONT	30'	Knockabout	<i>Grayling</i>
MORGAN, J. PIERPONT	114'2"	Steam	<i>Navette</i>
MORGAN, J. PIERPONT	30'6"	Tender	<i>Corsair</i>
MORGAN, JUNIUS S., JR.	26'7"R	J & M	<i>Grayling</i>
MORGAN, JUNIUS S., JR.	26'6"R	J & M	<i>Puffin</i>
MORGAN, JUNIUS S., JR.	70'	Commuter	<i>Shuttle</i>
MORGAN, JUNIUS S. AND GEORGE NICHOLS	25'11"R	J & M	<i>Gamecock</i>
MORGAN, R.	15'	J & M	<i>Waturus</i>
MORGAN-NICHOLS, SYNDICATE	76'	Sloop	<i>Weetamoe</i>
MORRELL, E.	30'9"	J & M	<i>Flight</i>
MORRIS, A. NEWBOLD	45'	Steam	<i>Juliet</i>
MORSE, HENRY A.	62'4"	Gasoline	<i>Daiguir</i>
MURRAY, W. N.	21'	Cat	<i>Mojave</i>
NEWBURY, H. A.	12'6"	J & M	<i>Katy-Did</i>



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
NEWBURY, HELEN H.....	132'4"	Steam	<i>Truant</i>
NEWBURY, J. S.....	81'	Steam	<i>Dawn</i>
NEWBURY, T. H.....	48'	Steam	<i>Dawn</i>
NEWMAN, A. H.....	12'6"	J & M	<i>Door Mouse</i>
N. Y. COAST SURVEY, TENDER.....	30'	Steam	<i>No. 5</i>
N. Y. Y. C. SYN.....	75'	Cutter	<i>Resolute</i>
NICHOLS, GEORGE AND JUNIUS S. MORGAN.....	25'11"R	J & M	<i>Gamecock</i>
NICHOLS, J. B.....	15'	J & M	<i>Tobasco</i>
NOURSE, F. B.....	12'6"	J & M	<i>Sachuest</i>
NOYES, H. F.....	99'	Steam	<i>Katrina</i>
NOYES, J. A.....	121½"	J & M	<i>Falcon</i>
OATMAN, A. E.....	30'	Steam	<i>Waif</i>
O'BRIEN, JOHN J.....	20'6"S	J & M	<i>Bridget</i>
OELRICHS, H.....	15'	Cutter	<i>Muriel</i>
OGDEN, MRS. MARY G.....	20'6"S	J & M	<i>Koshare</i>
OLDENBURG, J. A.....	15'9"	J & M	<i>Calypso</i>
ORDWAY, L. P.....	21'6"	J & M	<i>Elfrida</i>
OSBURN, H. C.....	12'6"	J & M	<i>Black Jack</i>
OWEN, GEORGE.....	30'	J & M	<i>Anoatok</i>
OWEN, GEORGE.....	30'	Cutter	<i>Onward</i>
OWEN, GEORGE, JR.....	22'6"	Cat	<i>Iris</i>
PALMER, E.....	40'	Cutter	<i>Zilph</i>
PALMER, JOHN S.....	12'6"	Leg-O-Mutton	<i>Widgeon</i>
PARKINSON, J.....	30'	Cutter	<i>Praxilla</i>
PARSONS, C. B.....	12'6"	Leg-O-Mutton	<i>Gray Gull</i>
PARSONS, F. S.....	16'	J & M	<i>Mickey</i>
PEET, WILLIAM, JR.....	21'	Cat	<i>Kite</i>
PEET, WILLIAM, JR.....	16'	Cat	<i>Bird</i>
PEMBROKE, M. P.....	32'4"	J & M	<i>Seneca</i>
PERCIVAL, D. C.....	21'	J & M	<i>Sally III</i>
PERCIVAL, LAWRENCE F.....	20'6"S	J & M	
PERKINS, T. N.....	12'6"	J & M	<i>Thistle</i>
PETERS, W. Y.....	12'6"	J & M	<i>Buzzard</i>
PHOENIX, LLOYD.....	25'1"	Gasoline	<i>Intrepid</i>
PIERCE, ALBERT.....	20'6"S	J & M	<i>Skip</i>
PIERCE, H. C.....	15'	J & M	<i>Yaona</i>
PIERCE, H. C.....	30'	Steam	<i>Yaona</i>
PIERCE, S. S.....	37'	Gasoline	<i>Tyara</i>



"Vara." One hundred fifty foot Deisel engined cruiser. Designed by Purdy, Port Washington, Long Island, New York. Built by Herreshoff Manufacturing Company. (Photograph shows "Vara" on first trial, before completion.)

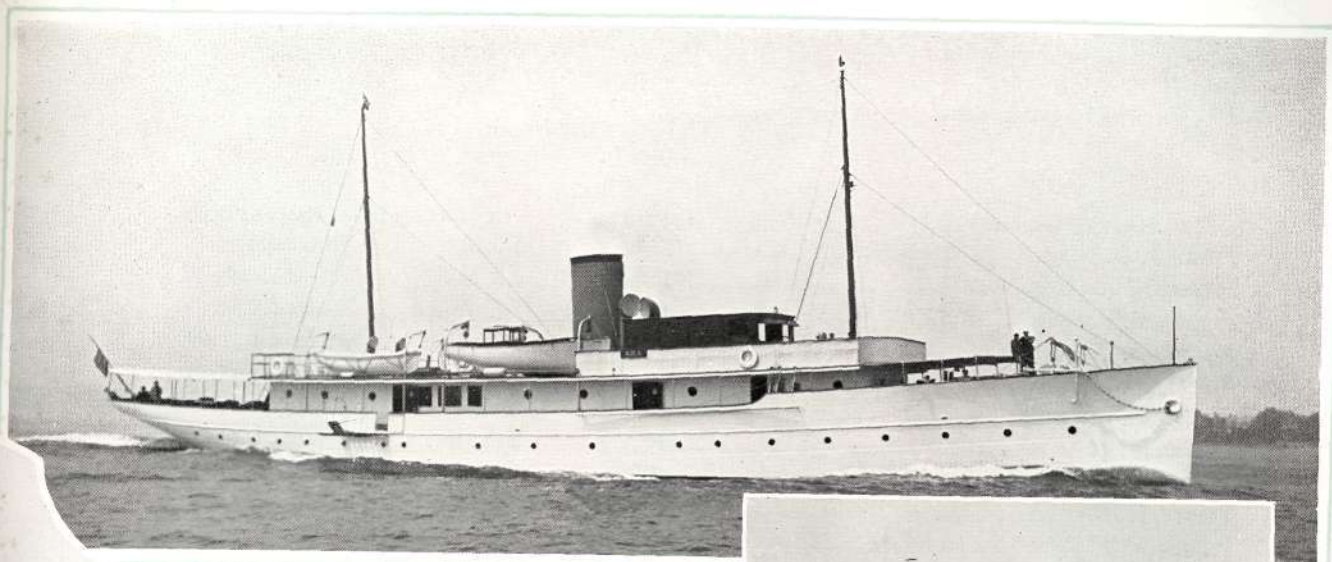


"Prestige." Steel framed mahogany planked "M" Class sloop. Designed by Burgess & Morgan, built by Herreshoff Manufacturing Company. Has an enviable record.



"Shuttle." Seventy foot high speed commuting boat. Oak framed and double planking. Unusually able and sea-worthy hull, with a maximum speed of twenty-seven miles per hour. Designed and built by Herreshoff Manufacturing Company.

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"Ara." One hundred sixty-two foot Diesel driven cruiser. Designed and built by the Herreshoff Manufacturing Company. Excellent seaworthy qualities combined with ample living accommodations.



"Istalena." Oak framed double planked "M" Class sloop. Designed by Mr. L. Francis Herreshoff of Marblehead and built by Herreshoff Manufacturing Company. Proved to be one of the fastest of her class, with ample cruising accommodations.



"Sheerness." Steel framed mahogany planked "L" Class sloop. Designed and built by Herreshoff Manufacturing Company. Combines unusually good speed with a beautifully appointed interior.

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NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
PIRIE, J. T.	21'	J & M	<i>Onagh</i>
PITMAN, MRS. BENJAMIN	12'6"	J & M	
PLANT, M. F.	15'9"	J & M	<i>Dad</i>
PLANT, M. F.	96'	Schooner	<i>Elena</i>
PLANT, M. F.	49'6"	Gasoline	<i>Express</i>
PLANT, M. F.	89'3"	Steam	<i>Express</i>
PLANT, M. F.	86'1"	Schooner	<i>Ingomar</i>
PLANT, M. F.	40'	Cutter	<i>Maisie</i>
PLANT, M. F.	34'6"	J & M	<i>Nellie</i>
PLANT, M. F.	130 $\frac{1}{2}$ '	Steam	<i>Parthenia</i>
PLANT, M. F.	53'	Cutter	<i>Shimna</i>
POLLARD, FREDERICK H.	14'	J & M	
PREMIER MOTOR MFG. CO.	33'1"	Gasoline	<i>Premier</i>
PROUDY, S. H.	12'6"	J & M	<i>Winka</i>
PULITZER, JOSEPH	20'6"	J & M	<i>Elinor</i>
PYNCHON, GEORGE M.	62'8"	Cutter	<i>Istalena</i>
PYNCHON, GEORGE M.	40'	Cutter	<i>Mistral</i>
PYNCHON, GEORGE M.	30'	J & M	<i>Neola II</i>
PYNCHON, GEORGE M.	80'	Gasoline	<i>Vasanta</i>
PYNCHON, GEORGE M.	15'6"	Sail Dinghy	
PYNCHON, GEORGE M.	54'	Sloop	<i>Istalena</i>
RACKEMANN, FRANCIS M.	12'6"	J & M	
RAFFERTY, CHARLES D.	12'6"	Leg-O-Mutton	<i>Bandit</i>
RAFFERTY, C. D.	48'	Gasoline	<i>Stroller</i>
RAFFERTY, G. T.	81'	Steam	<i>Stroller</i>
RAINEY, ROY A.	34'	Steam	<i>Cassandra Jr.</i>
RANDOLPH, E.	50'	Cutter	<i>Sparton</i>
RATSEY, GEORGE A.	12'6"	Leg-O-Mutton	
READ, MALCOLM E.	16'	J & M	<i>Andy Gump</i>
READ, JOSEPH M.	20'6"S	J & M	
REDMAN, FULTON J.	20'6"	J & M	<i>Spray</i>
REDMON, MRS. J. S.	12'6"	J & M	<i>Kathy</i>
REED, PHILIP L.	12'6"	J & M	<i>Sally</i>
REED, MRS. SARAH	12'6"	J & M	<i>Sambo</i>
REGISTER, S. C.	15'	J & M	<i>Nancy</i>
RICE, CAPT. FRANK R.	81'	Steam	<i>Iona</i>
RICHARDS, LEONARD	112'	Steam	<i>Carola</i>
RICHMOND, C. F.	12'6"	J & M	<i>Whiz</i>
RIDDLE, ROBT. M.	62'	Steam	<i>Loon</i>



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
RIDDLE, ROBT. M.	56'	Ketch	<i>Spalpeen</i>
RIDDLE, R. M.	61'6"	Steam	<i>Sea Urchin</i>
REMINGTON, F.	16'	J & M	<i>Squid</i>
REYBNE, ALPHEUS	12'6"	Leg-O-Mutton	
ROBINSON, D. P.	15'	J & M	<i>Maribee</i>
ROBINSON, J. K., JR.	18'2½"	Gasoline	<i>Roamer</i>
ROBINSON, M. C.	15'	J & M	<i>Althea</i>
ROCKWELL, C. B.	12'6"	Leg-O-Mutton	<i>Phantom</i>
ROCKWELL, C. B.	31'	J & M	<i>Wild Goose</i>
ROCKWELL, C. B., JR.	16'	J & M	<i>Starling</i>
ROELKER, W. G.	15'	J & M	<i>Breeze</i>
ROGERS, A.	46'	Cutter	<i>Wasp</i>
ROGERS, A.	30'	Cutter	<i>Watawah</i>
ROGERS, DOROTHY C.	12'6"	J & M	
ROGERS, D. L.	12'6"	J & M	<i>Chemo</i>
ROGERS, FAIRMAN	99'	Steam	<i>Magnolia</i>
ROGERS, JOHN S.	20'6"S	J & M	<i>Firefly</i>
ROGERS SYNDICATE	85'	Cutter	<i>Colonia</i>
ROOSEVELT, THEODORE, JR.	20'6"	S	<i>The Fair American</i>
ROOSEVELT, W. E.	16'	J & M	<i>Snapper</i>
ROOT, ELIHU, JR.	32'	Cutter	<i>Ti Navire</i>
ROSS, HENRY A.	12'6"	J & M	<i>Fanny</i>
ROTHWELL, J. M.	20'6"S	J & M	<i>Rowena</i>
ROUSE, H. C.	15'	J & M	<i>Olita</i>
RUMRILL, C. C.	45'6"	Cutter	<i>Adventuress</i>
RUMRILL & IRWIN	50'	Cutter	<i>Plieone</i>
RUSSELL, R. S.	83'2"	Steam	<i>S. P.</i>
RUSSELL, THOMAS W.	12'6"	Leg-O-Mutton	<i>Beetle</i>
RUSSELL, THOMAS W.	31'	J & M	<i>Savage</i>
RUST, E. C.	12'6"	J & M	
RYERSON, MRS. NORA B.	12'6"	J & M	
SALTONSTALL, R.	12'6"	J & M	<i>Junco</i>
SANDERSON, O.	32'	Cutter	<i>Countess</i>
SARGENT, F.	18'	J & M	<i>Wizard</i>
SCHUYLER, PHILIP, ESQ.	42'	Steam	<i>Sinbad</i>
S. COR. Y. CLUB	34'	J & M	<i>Corinthian</i>
SCOTT, EDGAR	30'	J & M	<i>Bat</i>
SCOTT, EDGAR	27'	J & M	<i>Bobtail</i>
SCOTT, L. A.	38'	Cutter	<i>Au Revoir</i>



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
SCOTT, WARWICK POTTER.....	20'6"S	J & M	<i>Artemis</i>
SCUDDER, T. ....	16'	J & M	<i>Tuna</i>
SEARS, HERBERT M. ....	62'4"	Gasoline	<i>Aumdere</i>
SEARS, HERBERT M. ....	28'4"	J & M	<i>Bogey</i>
SEARS, HERBERT M. ....	21'	J & M	<i>Hazard</i>
SEARS, HERBERT M. ....	30'9"	J & M	<i>Joker</i>
SEARS, HERBERT M. ....	21'	J & M	<i>Skiddoo</i>
SEARS, HERBERT M. ....	20'6"S	J & M	<i>Stella II</i>
SEARS, J. M. ....	30'9"	J & M	<i>Zara</i>
SEELY, F. L. ....	14'	J & M	
SHAW, S. P., JR. ....	12'6"	J & M	<i>Sparklet</i>
SHAW, S. T. ....	20'	Electric	<i>Bellemere</i>
SHAW, S. T. ....	16'	J & M	<i>Grunt</i>
SHEELER, MRS. JOHN B. ....	12'6"	J & M	
SHEPPEY, MARSHALL ....	54'	Sloop	<i>Sheerness</i>
SHONNARD, H. S. ....	16'	J & M	<i>Cod</i>
SHOVE, SAMUEL ....	60'	Steam	<i>Annie Morse</i>
SMITH, CHARLES M. III AND E. R. TROWBRIDGE.....	16'	J & M	<i>Aunt Eppie</i>
SMITH, EMERSON P. AND RODERICK F. MAKEPEACE.....	16'	J & M	<i>Katrinka</i>
SMITH, FRANCIS M. AND EDWARD R. BANCROFT.....	16'	J & M	<i>Sassy Sally</i>
SMITH, F. M. ....	32'	Cutter	<i>Effort</i>
SMITH, F. M. ....	36'10"	Cutter	<i>Effort</i>
SMITH, H. C. ....	16'	J & M	<i>Shark</i>
SMITH, H. L. ....	16'	J & M	<i>Skate</i>
SNOW, JOHN.....	16'6"	Cat	<i>Mab</i>
SPANISH NAVAL COMM., THE.....	140'	Steam	<i>Clara</i>
SPANISH NAVAL COMM., THE.....	23'	Steam	
SPARROWS, E. W. ....	41'3"	Gasoline	<i>Idle Hour</i>
SPAULDING, P. L. ....	22'6"	J & M	<i>Shrimp</i>
SPEDDEN, F. O. ....	20'6"S	J & M	<i>Spindrift</i>
STABUCK, CHAS. A. ....	20'	Electric	<i>Maisie</i>
STACKPOLE, J. L. ....	15'	J & M	<i>Tricoon</i>
STANLEY, PHILIP B. ....	12'6"	Leg-O-Mutton	<i>Osprey</i>
STEDMAN, JOHN W. ....	12'6"	J & M	<i>Kelpie</i>
STEEL, A. G. B. ....	12'6"	Leg-O-Mutton	
STEWART, A. Y. ....	30'9"	J & M	<i>Ben</i>
STEWART, C. P. ....	16'	J & M	<i>Eel</i>
STEWART, R. G. ....	12'6"	J & M	<i>Tern</i>
STEWART, W. A. W. ....	6 Metre	Marconi	<i>Iris</i>
STEWART, W. A. W. ....	16'	J & M	<i>Shrimp</i>



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
STILLMAN, JAS.	30'	J & M	<i>Wawa</i>
STOCKTON, H.	16'6"	J & M	<i>Fin</i>
STOCKTON, H., JR.	32'	J & M	<i>Mink</i>
STONE, C. A.	140'3"	Steam	<i>Alert</i>
STONE, C. L.	21'	J & M	<i>Mackabaro</i>
STONE, G. L.	18'11½"	J & M	<i>Peg</i>
STONE, G. L.	32'	J & M	<i>Vitessa</i>
STONE, GALEN L.	12'6"	J & M	<i>Bullet</i>
STONE, ROBERT	12'6"	J & M	<i>Betty</i>
STRAUS, ALBERT	16'	J & M	<i>Manatee</i>
STRAUS, NATHAN	95'	Steam	<i>Sisilina</i>
SUTTEN, MISS	18'3"	J & M	<i>Mirwena</i>
SWEETLAND, A. H.	14'	J & M	
SWEETLAND, A. H.	14'	J & M	
SWEETSER, HOMER L.	12'6"	J & M	<i>Anne</i>
SWIFT, E. KENT	12'6"	J & M	<i>Windigo</i>
TANNER, CAPT. Z. L.	24'	Steam	<i>Fish Hawk</i>
TAYLOR, C. H. AND W. O.	30'	Cutter	<i>Notos</i>
TAYLOR, H. A. C.	27'11"	Steam	<i>Wanderer Jr.</i>
TAYLOR, W. O.	12'6"	J & M	<i>Peggy</i>
TAYLOR, W. O.	18'	J & M	<i>Margaret</i>
TAYLOR, W. O.	15'	J & M	<i>Scout</i>
THATCHER, T.	15'	J & M	<i>Miss Q.</i>
THAYER, B.	39'	J & M	<i>Asahi</i>
THAYER, E. V. R.	21'	J & M	<i>Typhoon</i>
THAYER, E. D.	15'	J & M	
THAYER, GEORGE A.	26'	Cat Yawl	<i>Romp</i>
THORN, C. H.	15'	J & M	<i>Splash</i>
THORNDIKE, HARRY H.	20'6" S	J & M	
TIFFANY, H. L.	44'	Schooner	<i>Haswell</i>
TIFFANY, H. L.	22'	Cutter	<i>Louise</i>
TIFFANY, H. L.	58'6"	Gasoline	<i>Petunia</i>
TIFFANY, H. L.	39'	Schooner	<i>Rofa</i>
TIFFANY, H. L.	12'6"	J & M	<i>Tern</i>
TIFFT, CHARLES	12'6"	Leg-O-Mutton	<i>Sea Lion</i>
TILLINGHAST, CHARLES	12'6"	Leg-O-Mutton	<i>Little Rhody Jr.</i>
TOD, R. E.	12'8"	J & M	<i>Katoura Jr.</i>
TOD, R. E.	115'	Schooner	<i>Katoura</i>
TOD, R. E.	26'	Gasoline	<i>Katoura</i>



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
TOD, ROBERT E.....	75'	Sloop	<i>Katoura</i>
TOD, ROBERT E.....	71'6"	Yawl	<i>Thistle</i>
TOD, ROBERT E.....	112'	Steam	<i>No. 308</i>
TRAFFORD, B. W.....	12'6"	J & M	<i>A-A-I</i>
TREVOR, J. B.....	30'8"	J & M	<i>Kewana</i>
TROWBRIDGE, CHARLES E.....	16'	J & M	<i>Tomboy</i>
TROWBRIDGE, EDWARD R. AND C. M. SMITH III.....	16'	J & M	<i>Aunt Eppie</i>
TUCK, BARON VAN.....	18'3"	J & M	<i>Bubble</i>
TUCKER, CARLL.....	80'	Schooner	<i>Ohonkara</i>
TUCKER, CARLL.....	62'4"	Steam	<i>Snark</i>
TUTTLE, G. M.....	39'	J & M	<i>Margaret</i>
U. S. ARMY.....	45'	Steam	<i>Kanawa</i>
U. S. S. CHICAGO.....	39'5½"	Steam	<i>Ladoga</i>
U. S. COAST AND GEODETIC SURVEY.....	27'	Steam	<i>Patterson</i>
U. S. COAST SURVEY.....	28'	Steam	<i>Eagle</i>
U. S. COAST SURVEY, TENDER.....	23'	Steam	<i>Wasp</i>
U. S. COAST SURVEY.....	26'	Steam	<i>Yankton</i>
U. S. COAST SURVEY.....	28'	Steam	<i>Yosemite</i>
U. S. FISH COMMISSION.....	26'3"	Steam	<i>Albatross</i>
U. S. NAVY.....	33'	Steam	<i>Atlanta</i>
U. S. NAVY.....	28'	Steam	<i>Cutter for Dolphin</i>
U. S. NAVY.....	54'3"	Steam	<i>Javelin</i>
U. S. NAVY.....	94'	Steam	<i>Lucile</i>
U. S. NAVY.....	40'	Rescue Boat	
U. S. NAVY.....	30'	Steam	<i>Vixen</i>
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		<i>No. 36126</i>
U. S. NAVY.....	Seaplane		<i>N. C. I.</i>
U. S. NAVY.....	100'	Steam	<i>Inca</i>
U. S. NAVY, CABIN YACHT.....	54'3"	Steam	<i>Javelin</i>
U. S. NAVY FERRYBOAT.....	83'	Steam	<i>Wave</i>
U. S. NAVY, FOR NEWPORT.....	40'	Gasoline	<i>C-365</i>
U. S. NAVY, FOR NEWPORT.....	40'	Gasoline	<i>C-366</i>
U. S. NAVY, FOR NEWPORT.....	40'	Gasoline	<i>C-367</i>
U. S. NAVY, FOR NEWPORT.....	40'	Gasoline	<i>C-368</i>
U. S. NAVY, FOR NEWPORT.....	40'	Gasoline	<i>C-369</i>
U. S. NAVY, OPEN LAUNCH.....	42'	Steam	<i>Spray</i>
U. S. NAVY, TORPEDO BOAT.....	175'6"	Steam	<i>Dupont</i>



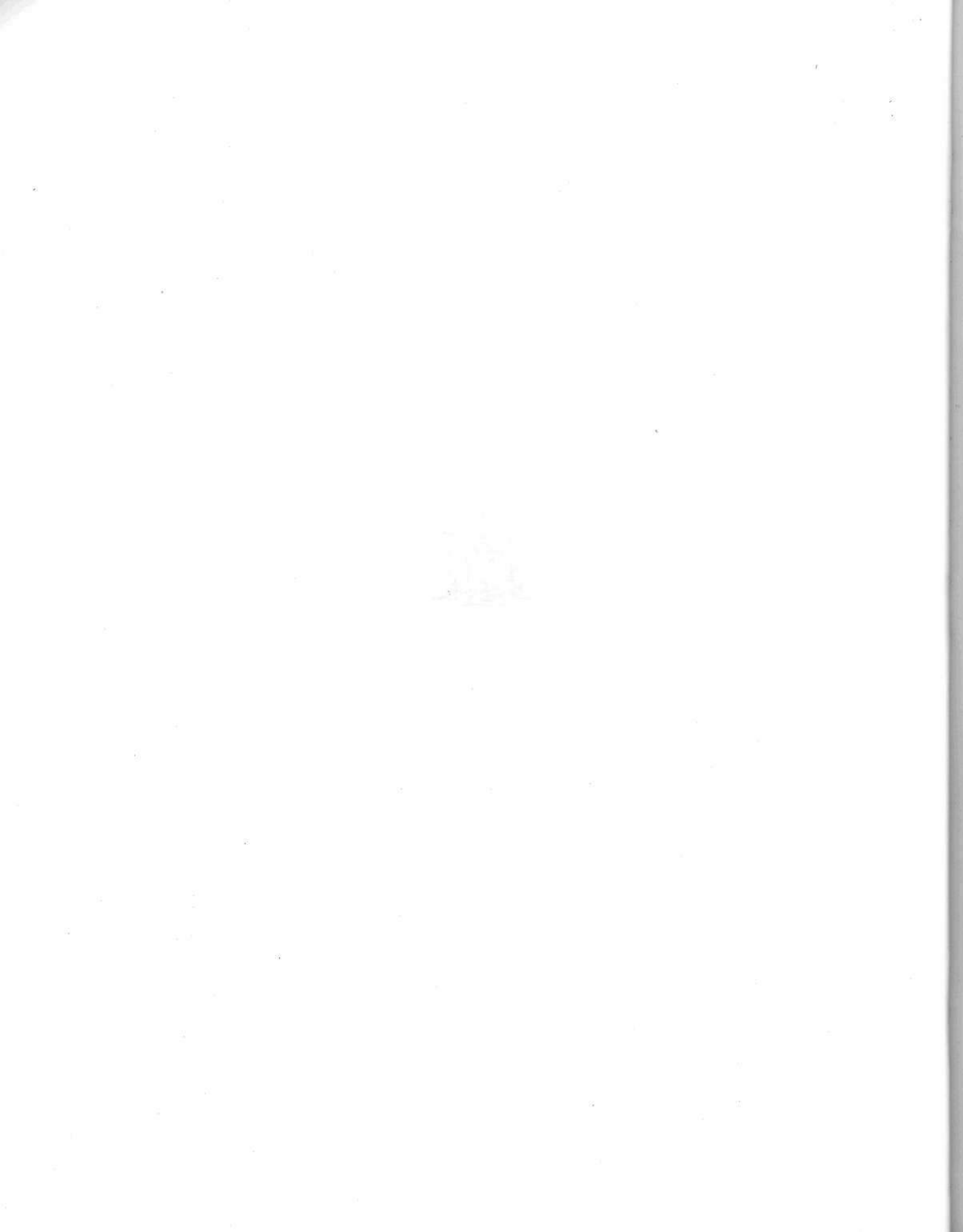
NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
U. S. NAVY, TORPEDO BOAT.....	138'	Steam	<i>Cushing</i>
U. S. NAVY, TORPEDO BOAT.....	100'	Steam	<i>Gwin</i>
U. S. NAVY, TORPEDO BOAT.....	57'	Steam	<i>Lightning</i>
U. S. NAVY, TORPEDO BOAT.....	140'	Steam	<i>Morris</i>
U. S. NAVY, TORPEDO BOAT.....	175'6"	Steam	<i>Porter</i>
U. S. NAVY, TORPEDO BOAT.....	100'	Steam	<i>Talbot</i>
VANDERBILT-ALDRICH SYNDICATE.....	76-J Class	Sloop	<i>Enterprise</i>
VANDERBILT, ALFRED G.....	31'10"	Gasoline	<i>Wayfarer</i>
VANDERBILT, ALFRED G.....	30'3"	Gasoline	<i>Wayfarer</i>
VANDERBILT, C.....	62'8"	Cutter	<i>Aurora</i>
VANDERBILT, C.....	29'	J & M	<i>Comet</i>
VANDERBILT.....	28'	Steam	<i>Delaware Jr.</i>
VANDERBILT, C.....	70'	Cutter	<i>Rainbow</i>
VANDERBILT, C.....	30'	J & M	<i>Veda</i>
VANDERBILT, H. S.....	150'	Diesel	<i>Vara</i>
VANDERBILT, H. S.....	22'	Owner's Launch	
VANDERBILT, H. S.....	22'	Crew's Launch	
VANDERBILT, H. S.....	63'3"	Gasoline	<i>Magistrate</i>
VANDERBILT, H. S.....	34'6"	J & M	<i>Trivia</i>
VANDERBILT, H. S.....	79'1"	Schooner	<i>Vagrant</i>
VANDERBILT, H. S.....	56'	Schooner	<i>Vagrant</i>
VANDERBILT, HAROLD S.....	54'	Sloop	<i>Prestige</i>
VANDERBILT, W. H.....	29'	J & M	<i>Paddy</i>
VANDERBILT, W. K.....	19'4 1/2"	Gasoline	<i>Tarantulla</i>
VANDERBILT, W. K.....	70'	J & M	<i>Virginia</i>
VAN DERVOORT, W. H.....	99'	Gasoline	<i>Esloma</i>
VAN DUZER, S. R.....	85'	Steam	<i>Vacuna</i>
VAN DUZER, S. R.....	132'3"	Steam	<i>Wana</i>
VAN DYKE, DOUGLAS.....	12'6"	Leg-O-Mutton	<i>Wee-Wunder</i>
VANWICKLE, A. S.....	30'	J & M	<i>Esperanza</i>
VANWICKLE, A. S.....	27'	Cutter	<i>Mist</i>
VERRY, HARRIET T.....	12'6"	J & M	<i>Swish</i>
VON ZEDWITZ.....	45'	Cutter	<i>Iroldi</i>
WAINWRIGHT, S.....	30'	J & M	<i>Cara Mia</i>
WAKEMAN, S. WILEY.....	15'	J & M	<i>Monsoon</i>
WALKER, GEORGE.....	12'6"	J & M	<i>Dodo</i>
WALKER, GEORGE T.....	12'6"	J & M	<i>Kiki</i>
WALL, MRS. A. T., JR.....	12'6"	Leg-O-Mutton	<i>Black Maria</i>



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
WALTERS, H.	30'	J & M	<i>Carolina</i>
WALTON, J. B.	45'	Steam	<i>Xantho</i>
WANAMAKER, R.	12'6"	J & M	
WARBURG, FELIX	62'4"	Gasoline	<i>Warbug</i>
WARBURG, P. M.	45'	Cutter	<i>Alice II</i>
WARD, J. E.	27'	Steam	
WARNER, H. E.	16'	J & M	
WARNER, H. H.	20'	Steam	<i>Maud</i>
WARNER, H. H.	98'	Steam	<i>Siesta</i>
WARREN, S. D.	15'	J & M	<i>Cats Paw</i>
WARREN, S. D.	15'	J & M	<i>Seeps</i>
WASHBURN, JOHN C. AND WILLIAM C. HUNTOON	16'	J & M	<i>Felix</i>
WATERMAN, BYRON A.	16'	J & M	<i>Maggie</i>
WATSON, GEORGE E.	31'6"	J & M	<i>Mameena</i>
WATTS, R.	16'	J & M	<i>Amberjack</i>
WEBB, GEORGE H.	50'	Gasoline	<i>Sarah Webb</i>
WEBB, H. B. AND SIR A. C. JEVIS	19'6"	J & M	<i>Lagofa</i>
WEBB, J. B.	26'	Steam	<i>Isis</i>
WEBB, W. S.	22'	Steam	<i>Kid</i>
WEBB, W. S.	48'	Steam	<i>Mississquoi</i>
WEBSTER, R. S.	12'6"	J & M	<i>Rhodera</i>
WEEKS, MILES W.	12'6"	J & M	<i>Bluebill</i>
WELD, FRANCIS M.	20'6"S	J & M	<i>Lulworth</i>
WELD, M. F.	16'	J & M	<i>Anchovy</i>
WESSON, H.	40'	Cutter	<i>Shawara</i>
WHITE, A. M.	16'	J & M	<i>White Bait</i>
WHITEHALL, I. M.	15'	Cutter	<i>Snipe</i>
WHITEHALL, J. M.	25'	J & M	<i>Sentra</i>
WHITHERILL, J. B.	25'	J & M	<i>Hyepus</i>
WHITMAN, CLARENCE	62'	Gasoline	<i>Esmonda</i>
WHITMAN, CHARLES S.	20'6"	J & M	<i>Olive</i>
WHITNEY, A. R.	16'	J & M	<i>Sabalo</i>
WHITNEY, ARTHUR E.	31'6"	J & M	<i>Chance</i>
WHITNEY, H. P.	50'	Cutter	<i>Barbara</i>
WHITNEY, H. P.	19'4"	J & M	<i>Bibelot</i>
WHITNEY, H. P.	21'	J & M	<i>Dorothy</i>
WHITNEY, H. P.	30'	J & M	<i>Dorothy II</i>
WHITNEY, H. P.	35'	J & M	<i>Scapa</i>
WHITNEY, M. A.	15'	J & M	<i>Natella</i>
WHITNEY, W. C.	15'	J & M	



NAME OF OWNER	LENGTH	CLASS	NAME OF BOAT
WHITTALL .....	12'6"	J & M	<i>Sampan</i>
WHITTEMORE, C. ....	25'	Knockabout	<i>May Queen</i>
WHITTEMORE, C. ....	30'	Cutter	<i>Young Miss</i>
WHITTEMORE, D. L. ....	21'	J & M	<i>Foraminifer</i>
WHITTEN, H. D. ....	20'6"	Marconi	<i>Teaticket</i>
WHITTIER, GEN. C. A. ....	68'8"	Steam	<i>Polly</i>
WHITTOCK, D. G. ....	19'6"	J & M	<i>Wink</i>
WILLIAMS, E. H. ....	24'6"	Cat	<i>Sayonara</i>
WILLIAMS, F. S. ....	16'	J & M	<i>Minnow</i>
WILLIAMS, HOLDEN P. ....	12'6"	J & M	<i>Dolphin</i>
WILLIAMS, M. ....	12'6"	J & M	
WILLIAMS, M. ....	15'	J & M	<i>Try</i>
WILLITIS, H. ....	30'	J & M	<i>Minx</i>
WILSON, JOHN P. ....	21'	J & M	<i>Nassau</i>
WINSLOW, ARTHUR ....	62'4"	Gasoline	<i>Sea Hawk</i>
WINSOR, ALEX. ....	12'6"	J & M	<i>Mary Bud</i>
WINSOR, R. ....	30'	Cutter	<i>Arabian</i>
WINSOR, R. ....	15'	J & M	<i>Pheasant</i>
WINSOR, R. ....	21'	J & M	<i>Saracen</i>
WITALL, J. M. ....	12'6"	Knockabout	<i>Wren</i>
WOOD, O. G. ....	12'6"	Gaff	<i>Doughboy</i>
WOODARD, W. E. ....	46'	Commuter	
WOON, F. C. ....	21'	J & M	<i>Pollywag</i>
WOODWARD, WILLIAM, JR. ....	60'	Steam	<i>Edith</i>
WOODWARD, WILLIAM ....	20'6"S	J & M	<i>Pluckermin II</i>
WORK, B. G. ....	16'	J & M	<i>Sardine</i>
YZNAGA, T. ....	14'5"	J & M	<i>Osprey</i>

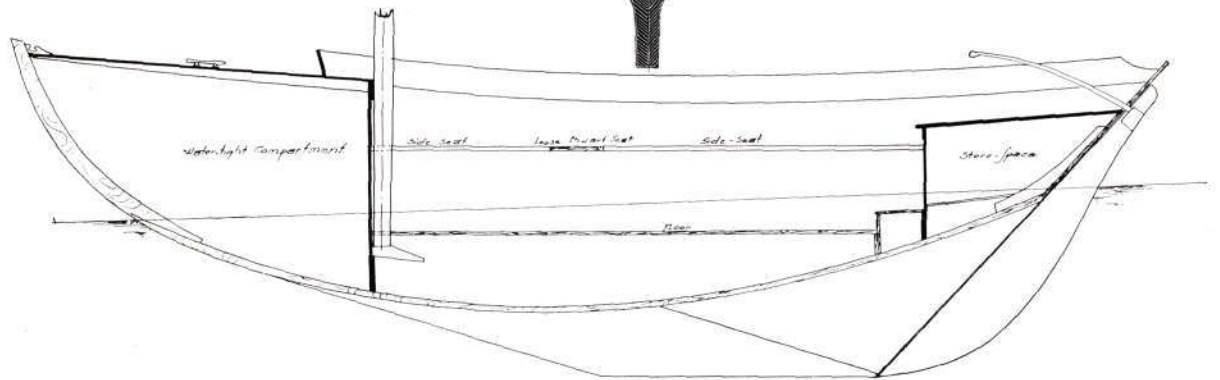
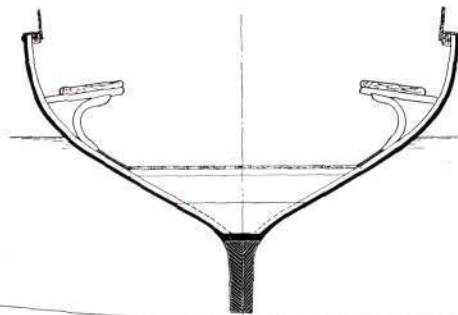
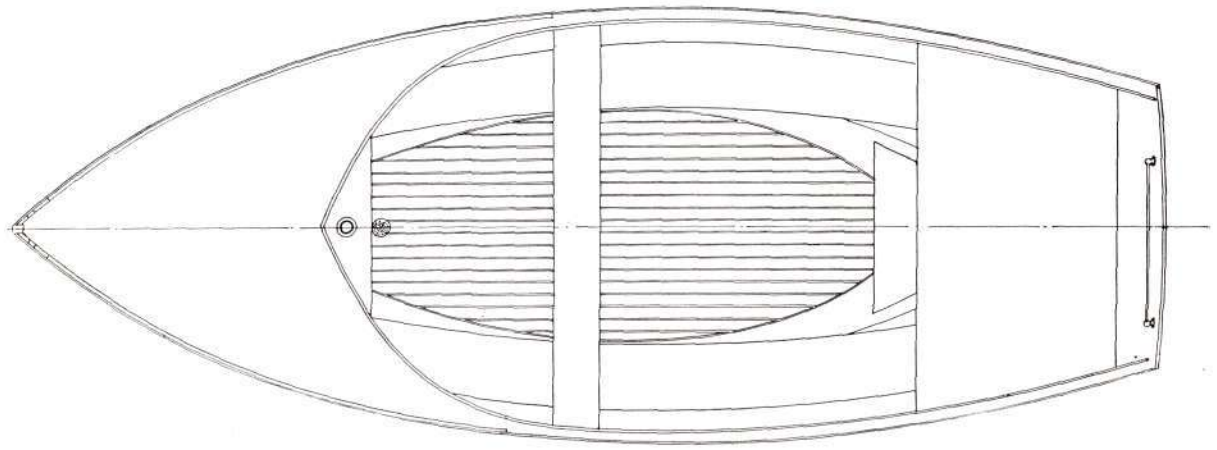




Herreshoff 12½ Footers



HERRESHOFF 12½ FOOTERS — SAIL PLAN



HERRESHOFF 12½ FOOTERS — DECK PLAN

## Herreshoff 12½ Footers

Length over all.....	15½ ft.
Length water line.....	12' 5"
Beam .....	5' 10"
Draft .....	2' 5"

Frame white oak.

Planking ¾" single cedar.

Fastenings copper and bronze.

Ballast lead, 750 lbs. moulded and cast in one piece and bolted to keel.

Tight compartment forward to keep boat afloat in case of filling.

Gaff rig with mainsail, jib and No. 2 jib for Buzzards Bay Class, and leg-o-mutton rig for other classes.

Sail area approximately 140 square feet by rule.

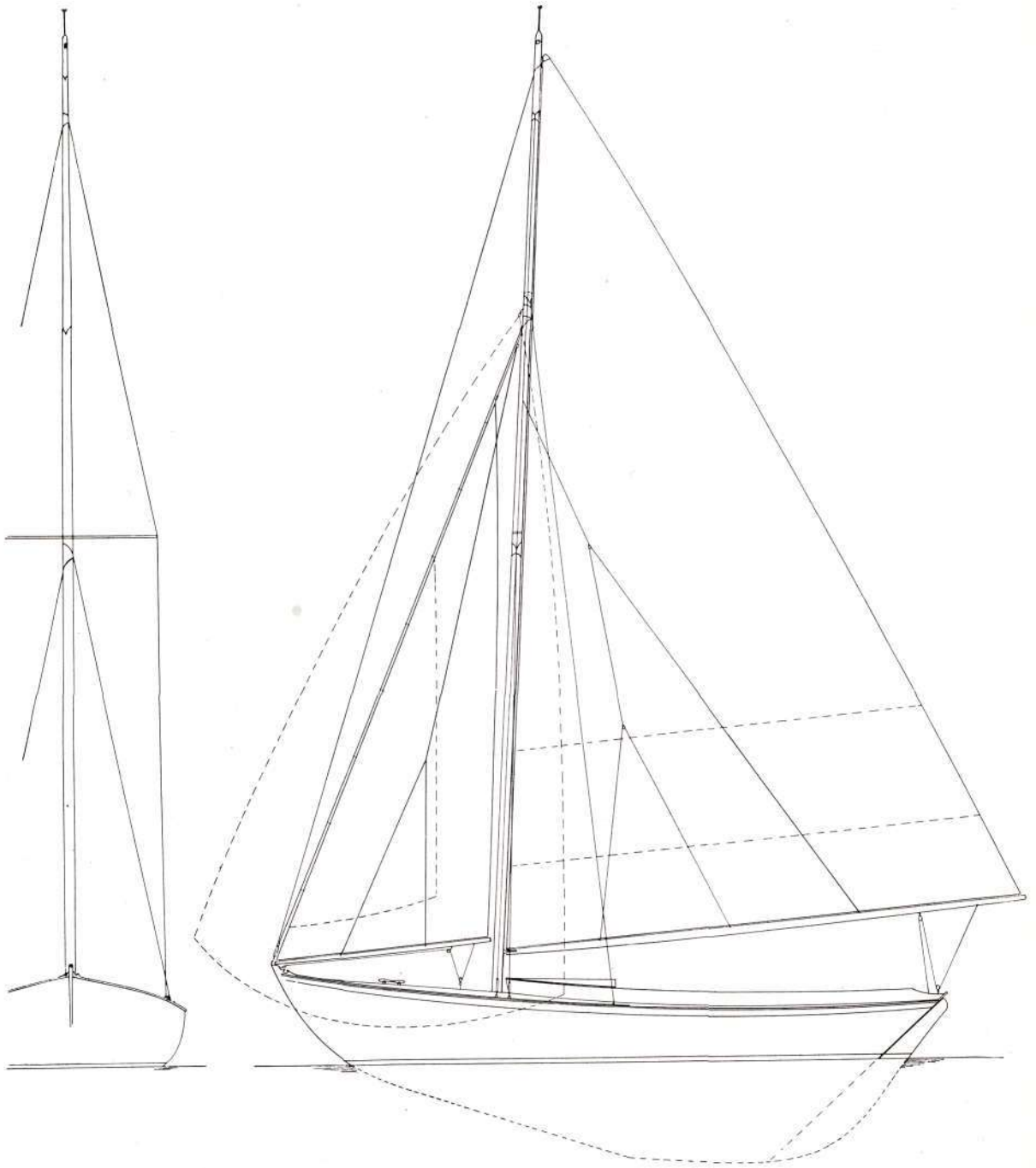
EQUIPMENT: Anchor, warp, mooring line, oars, rowlocks, bucket, sponge or mop, compass, lantern, fog horn, 2 life preservers, boom crotch and sail covers.

These are exceptionally safe and sturdy little boats, designed by Mr. N. G. Herreshoff to be the best possible for the use of young people learning to sail, and have proved to be the most popular one design class in many localities, particularly where heavy winds and rough water are common.

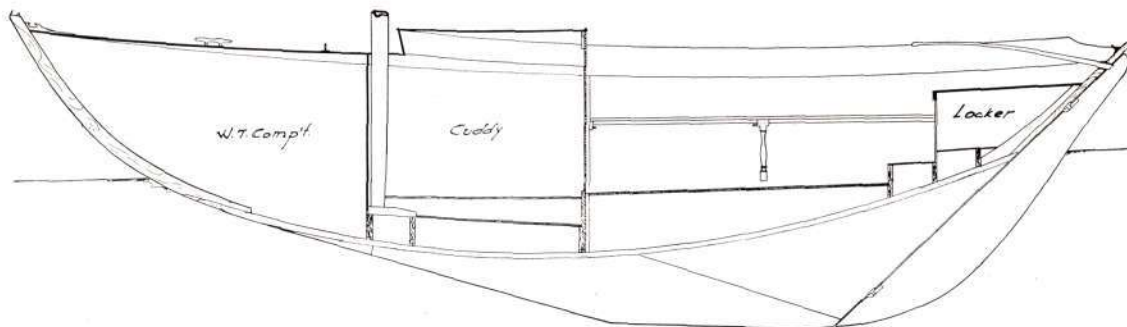
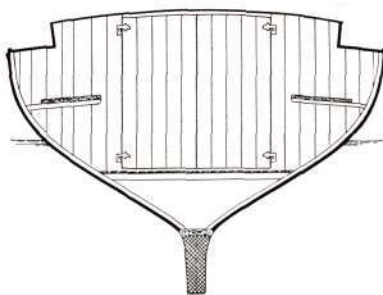
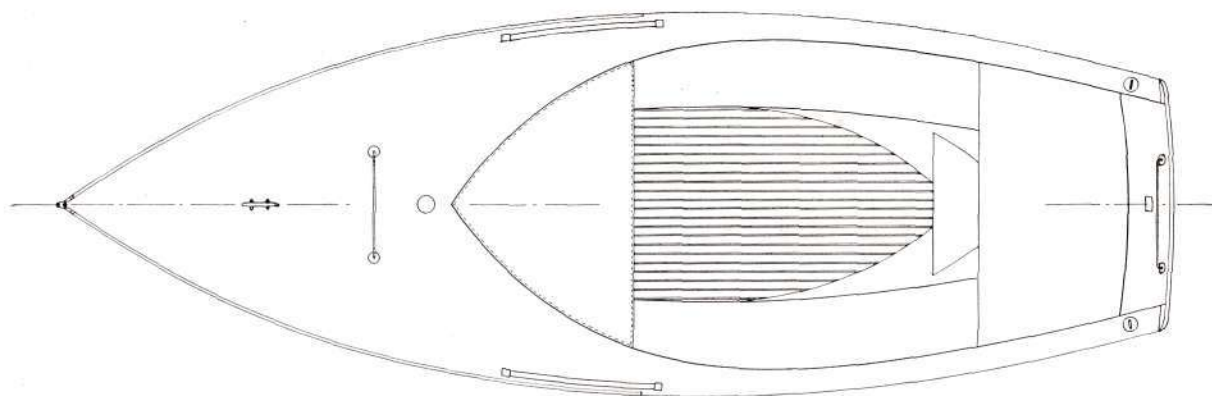
These Herreshoff 12½ footers are called "Buzzards Bay 12½ footers," "Dough Dishes," "Larchmont Bulls Eyes," "Fishers Island Bulls Eyes" and "Bristol Yacht Club 12½ footers" in their respective localities.



Herreshoff 16 Footers (Fish Class)



HERRESHOFF 16 FOOTERS—SAIL PLAN



HERRESHOFF 16 FOOTERS—DECK PLAN

## Herreshoff 16 Footers (Fish Class)

Length over all.....	20' 9"
Length water line.....	16' 0"
Beam .....	7' 1½"
Draft .....	3' 1½"

Keel and frame white oak.

PLANKING: ⅛" single cedar, fastened with brass screws.

DECK: Cedar, canvas covered.

TRIM: Oak—varnished.

PAINTING: White topsides, green bottom and tan deck. Other colors optional if specified before boat is painted.

ARRANGEMENT: Tight compartment forward of mast to keep boat afloat if filled. Small cuddy at forward end of large open cockpit, and storage locker under side stern seat.

BALLAST: Lead 1400 lbs. cast to form and securely bolted to keel with bronze bolts.

SPARS: Clear spruce or Douglas fir.

SPAR FITTINGS: All bronze, of special Herreshoff patterns.

RIG: Gaff rig or leg-o-mutton, optional.

SAILS: Mainsail, jib and spinnaker. Area approximately 270 square feet.

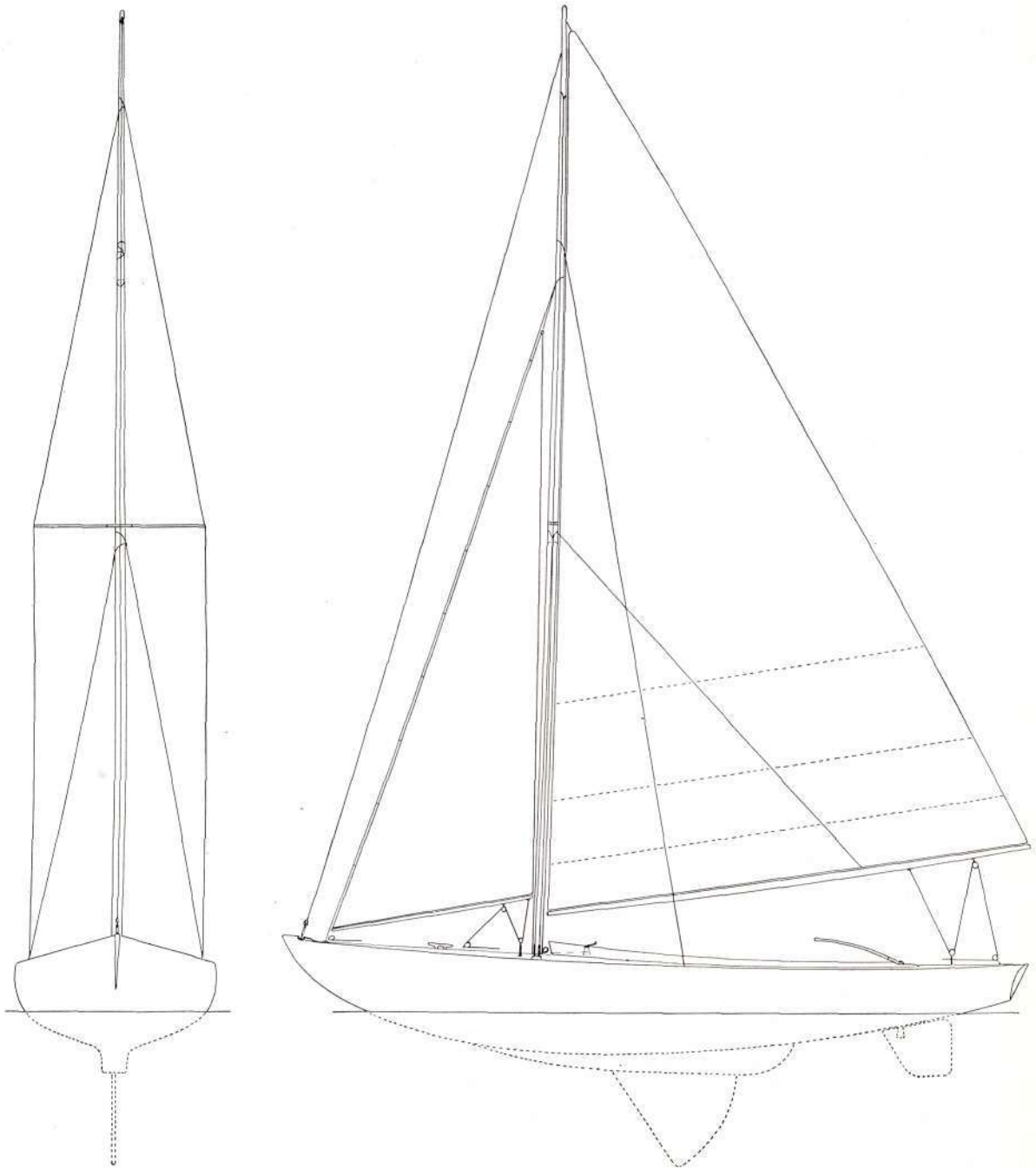
EQUIPMENT: Anchor, cable, mooring line, oars, rowlocks, pump, bucket, sponge or mop, boat hook, compass, brass lantern, fog horn, lead and line, 2 life preservers, boom crotch and sail covers.

These boats were designed by Mr. Herreshoff to supply the demand for boats as husky and dry in rough water as the 12½ footers but larger. (They are about twice the displacement of the latter) and with a cuddy large enough to shelter two people in case of rain.

These boats have proved their excellent qualities at Oyster Bay, Long Island, and in Narragansett and Buzzards Bays.



Herreshoff 18-24 Sailboats



HERRESHOFF 18-24 SAILBOATS—SAIL PLAN

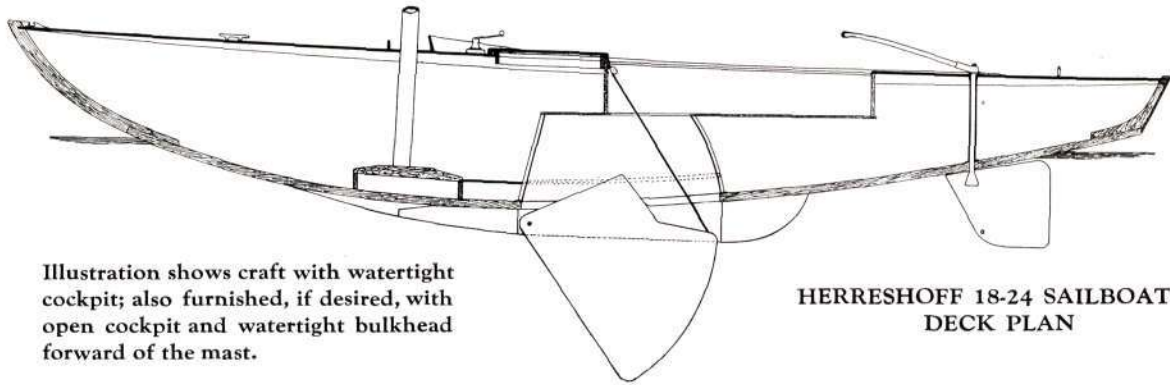
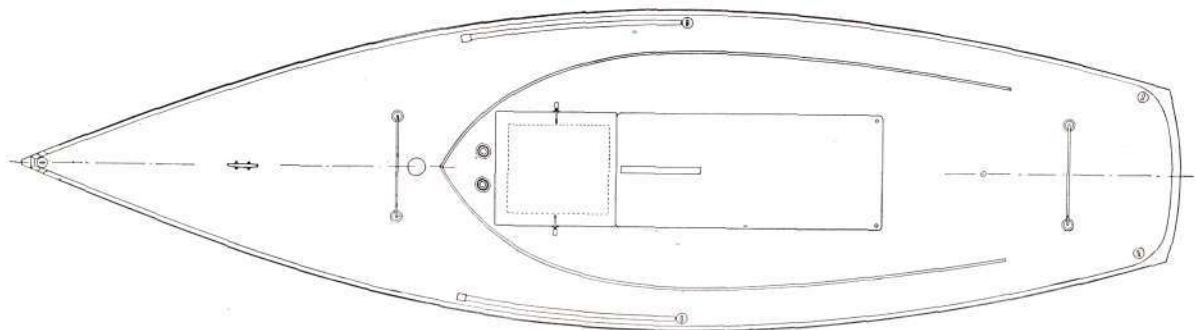


Illustration shows craft with watertight cockpit; also furnished, if desired, with open cockpit and watertight bulkhead forward of the mast.

HERRESHOFF 18-24 SAILBOATS  
DECK PLAN

## Herreshoff 18-24 Sailboats

Length over all.....	23½ ft.
Length, water line.....	18' 9"
Beam .....	6' 3"
Draft .....	1' 11"

Sail area approximately 270 square feet.

Keel and frame, white oak.

PLANKING: Cedar, single, fastened with brass screws.

DECK: Cedar, covered with canvas and painted.

BALLAST: Lead, approximately 1530 lbs. moulded to form and securely bolted to keel with bronze bolts.

CENTERBOARD: Oak.

CENTERBOARD TRUNK: Of bronze, welded to avoid the possibility of trouble from worms and leaking.

METAL FITTINGS: All of bronze to Herreshoff patterns.

SPARS: Mast, hollow, others solid, all clear spruce.

RIG: Leg-o-mutton jib and mainsail with winches for both halyards.

EQUIPMENT: Herreshoff anchor, cable, mooring line, pump, bucket, sponge, mop, boat hook, compass, lantern, fog horn, lead and line, 2 life pre-

servers, boom crotch, mainsail and jib covers, reefing line and stops.

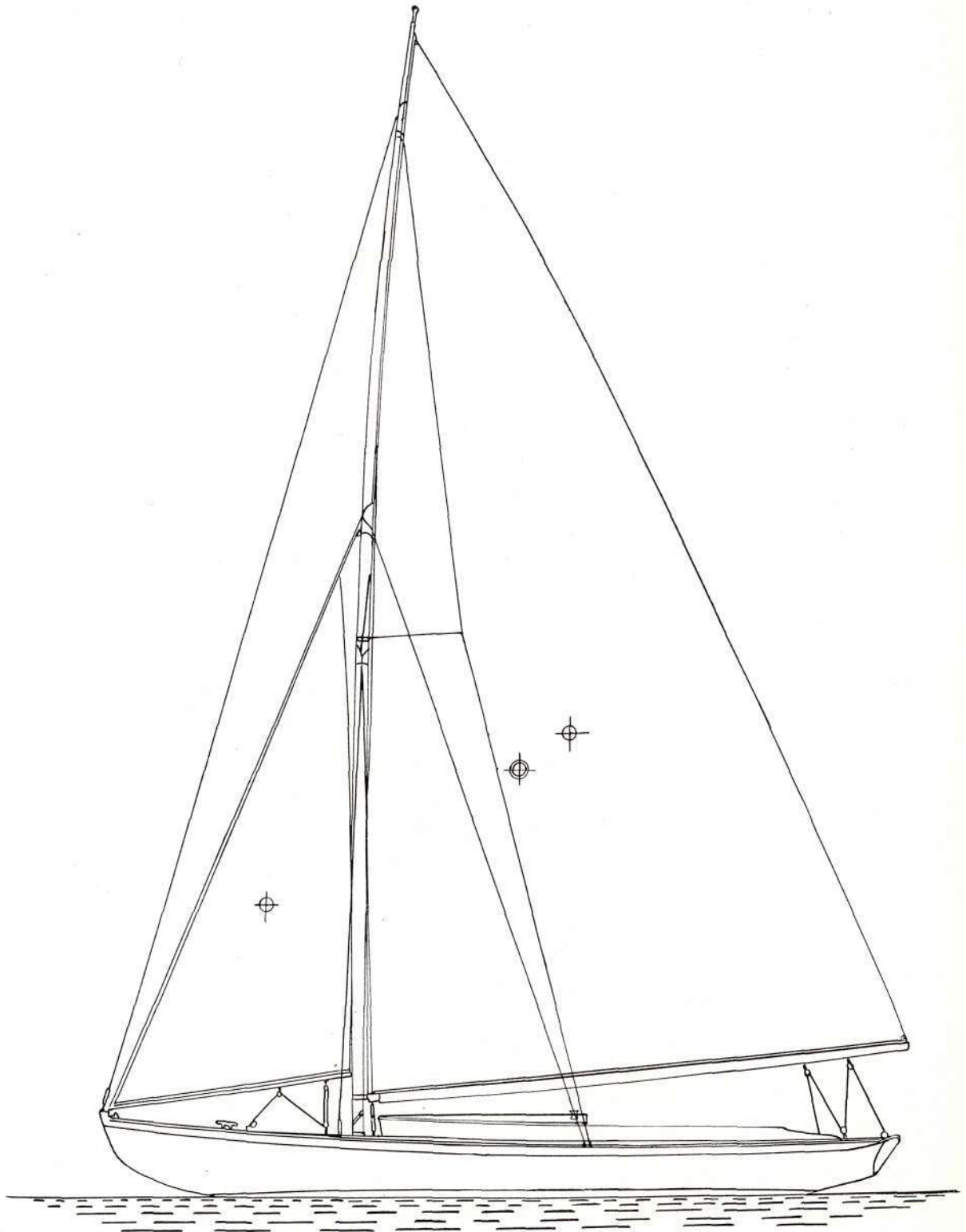
This is a flush deck water tight or self bailing cockpit type boat designed by Mr. Herreshoff for use where a larger and faster boat than the 12½ and 16 footers is desired, in which he has incorporated the semi-sharp and flaring forward section which enables these boats to perform satisfactorily in choppy waters, and has modeled longer, straighter under water lines with sufficient ballast to give proper sail carrying power for speed. Safety has been provided for by the flush deck and water tight cockpit, and this type of construction also gives most ample deck room.

The shallow draft of less than two feet enables these boats to be used in many places where there has been no satisfactory Class before, and all the previous objections to centerboard type have been avoided by the bronze Centerboard casing with all welded joints. The boat can sail to windward without the centerboard, to get into or out of harbors in shallow water, and the centerboard has been made sufficiently strong so that it is not likely to be damaged by accidental grounding when down.

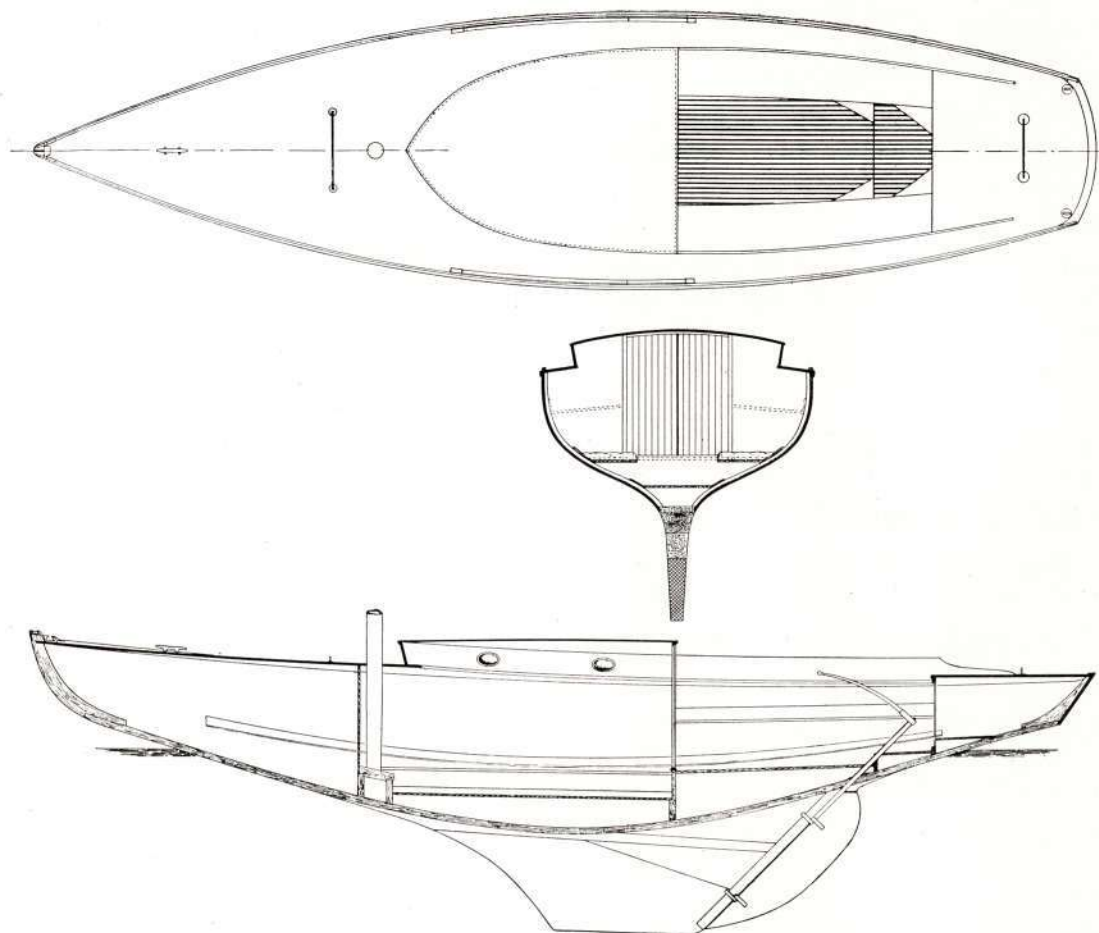
White topside, green bottom and tan deck with bright trim is the standard finish but other colors optional if specified before boat is built.



Herreshoff Standard "S" Class Sailboats



HERRESHOFF STANDARD "S" CLASS SAILBOATS—SAIL PLAN



HERRESHOFF STANDARD "S" CLASS SAILBOATS—DECK PLAN

## Herreshoff Standard "S" Class Sailboats

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

Sail area approximately 425 square feet, measured.

Displacement approximately 5750 lbs.

Keel and frame, oak.

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

**PLANKING:** ¾" cedar, single fastened with brass screws.

**DECKS:** 1½" cedar or cypress, covered with canvas and painted.

**TRIM:** Mahogany, varnished.

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

**SPAR FITTINGS:** All bronze, of Herreshoff patterns.

**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.

As regularly built the "S" boats have a tight compartment forward to keep them afloat in case of filling, with an open cockpit, but can be furnished with a water tight or self bailing cockpit instead of the tight compartment. The cabin is about eight feet long with seats at sides with ample sitting head room. They are large displacement boats and very sturdy, but at the same time more than moderately fast, and will give a good account of themselves in any weather.

At a slight extra charge these boats may be furnished with teak trim, and with all metal fittings chromium plated.

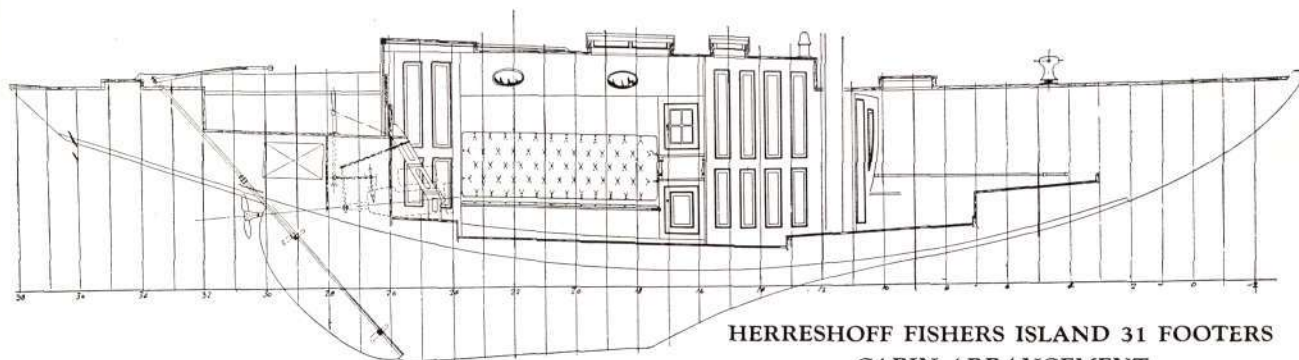
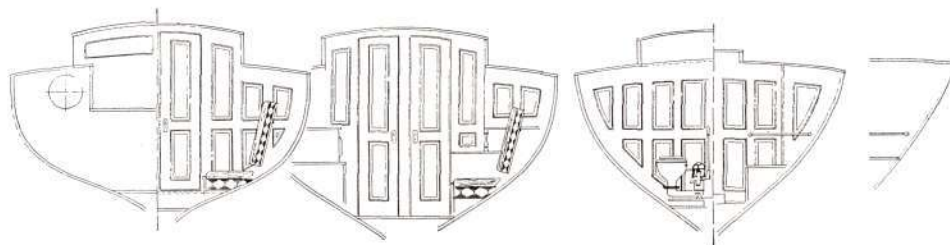
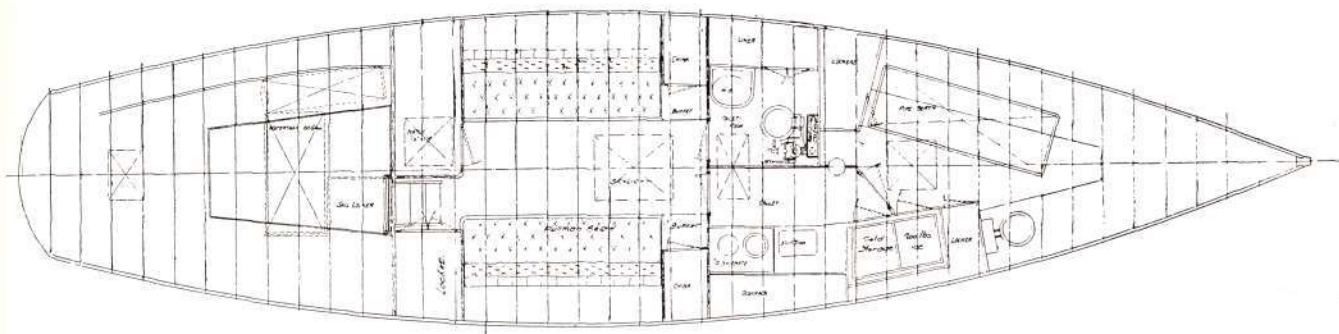
The "S" boats, while originally designed by Mr. Herreshoff for Class racing are large enough so that when fitted with berths and mattresses and alcohol or gas stoves they are quite comfortable for short cruises. They are able enough to cruise along the New England Coast in summer weather, while the rig is so arranged with winches for both hal-yards that one man, or woman, can handle it under any condition. They are widely distributed all along the coast from Bar Harbor, Maine, to New Jersey, and there is a growing Class in Honolulu, so that the purchasers may be assured of Class racing in almost any locality.

The "S" boats like all the Herreshoff boats are built of the finest and most carefully selected materials and assembled by expert mechanics so that they will with care last a lifetime and throughout their life give to their owners that satisfaction which is assured by having the very best obtainable.



Herreshoff Fishers Island 31 Footers





HERRESHOFF FISHERS ISLAND 31 FOOTERS  
CABIN ARRANGEMENT

## Herreshoff Fishers Island 31 Footers

Length over all ..... about 43' 3"  
 Length on the waterline ..... about 31' 6"  
 Extreme beam ..... about 10' 8"  
 Draft ..... about 6' 0"

**HULL:** Frames, including stem, keel and stern of best quality white oak. The ballast is cast into a keel casting weighing approximately four and a half tons. Deadwood of yellow pine or oak. Planking single, of yellow pine, below the turn of the bilge, and double cedar or cypress inside

and Douglas fir outside, above that point. Shear strake of teak. Planking fastened with brass or bronze screws.

**DECK:** Deck genuine India teak, caulked and payed with black marine glue. Water-way and rail of teak. Deck fastened with bronze or brass screws. Deck frames of white oak or ash.

Deck house and hatches of teak with tops of pine or cedar, canvas covered and painted.

Cockpit with teak floors and sides, with ample scuppers.

**DECK FITTINGS:** Comprise bow chocks, capstan fitted for use with chain and rope, main and jib travelers, all necessary cleats and fittings, all of bronze.

**STEERING GEAR:** *Wooden rudder blade on bronze stock and pintles, with Herreshoff movable bronze tiller socket and ash tiller.*

**PAINTING:** Hull painted inside and out with best quality lead and oil paints of colors to suit owner. Bottom finished with two coats of Herreshoff anti-fouling paint.

**INTERIOR FINISH:** Soft woods, painted, with mahogany trim. Standard interior finish includes two transom berths in the cabin, cupboards, wardrobes, drawers, linen lockers, etc., as indicated on plans. There is a built-in galley with head room for standing up and cooking and washing dishes, and a very large toilet room with linen lockers outboard.

**PLUMBING:** Tin-lined copper water tanks with all brass piping and fittings. One fixed lavatory and two water closets, one in the toilet room and *one in the crew's quarters, and one sink for the galley.* Hand pumps are provided for serving the lavatory and the galley sink.

**RIG:** The rig is of the conventional jib and mainsail type and is complete with hollow mast and solid boom, spinnaker boom and jib club.

Spar fittings are of Herreshoff pattern and of bronze and the wire rigging is of the best quality extra galvanized plough steel, with yacht Manila tails. The sails comprise mainsail and jib of best brown Egyptian canvas, and the storm jib and storm trysail and a storm jib and spinnaker. Covers and bags are also included.

**EQUIPMENT:** Includes two Herreshoff galvanized steel anchors, one  $\frac{3}{8}$  inch forty-five fathom galvanized chain, two manila warps and two mooring lines, one compass, one set of running and riding lights, shipmate stove or gas stove and cooking utensils, blue corduroy cabin cushions for the cabin berth, springs and mattresses for the cabin berths, crew mattress for the berth forward, one pair of blankets for crew berth, five pillows, one pair light side steps, three life preservers, one boat hook, two fenders, one life ring, one hand bilge pump, one canvas bucket, one mop, one broom, one chamois and one hand lead line.

**MACHINERY:** Propelling machinery consists of one Red Wing 10-14 horsepower four cylinder four cycle engine with electric generator and starter and a storage battery to furnish power for the starter and lights.

These yachts are equipped with electric lamps throughout.

There are winches for both halyards and for both sheets.

Equipment includes a small special row boat which can be carried on the forward deck.

**T**HESE boats are the result of years of careful study to develop a model which is exceptionally sturdy and seaworthy and dry in rough going, without sacrificing the element of speed which is so much to be desired in a sail boat. The forward section is sharp enough to prevent pounding under any condition, and is sufficiently flaring to prevent the boat from throwing water even when being driven hard to windward in rough weather. They are large enough to give head room and elbow room and plenty of storage space for cruising equipment and accommodation, and yet are rigged with a conservative sail plan so that one man can get the boat under way and put it up under any weather conditions without it being a hardship.

The sail plan is large enough to make the boat fast in anything above a drifting breeze, it being considered that in calm and very light airs the boats will normally be under power. If no power had been provided, the boats would have been given a little more sail, but in that case it would have been necessary to reef them in all strong breezes. In order to prevent the necessity of reefing fine racing sails the boats are provided with a trysail about two-thirds the size of the mainsail, and a storm jib. The trysail is provided with reef points so that in case of real storm conditions it can be reefed down to a real storm sail. In a moderate breeze the boat goes very well indeed under the full trysail and storm jib, thus making it possible to sail many times in windy and rainy weather when one would not wish to expose the racing sails under adverse conditions. These storm sails are expected to provide opportunity to use the boats many times when they would otherwise be kept at their moorings.

While every care and precaution has been taken to make these boats as able, seaworthy and pleasant handling as is possible under bad weather conditions, equal provision has been made to prevent loss of speed under sail. Their performances in the New York Yacht Club runs and in the 1929 Gibson Island race have clearly demonstrated their ability.