

100 FIGHTING SHIPS

BUILT DURING WORLD WAR II

by

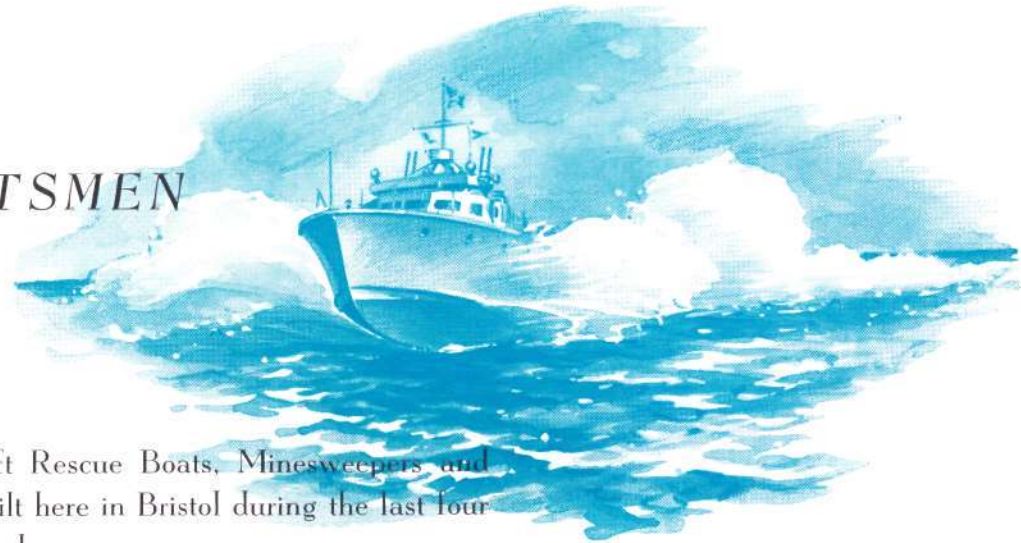
Herveshoff

BRISTOL, RHODE ISLAND



A TRIBUTE TO OUR CRAFTSMEN

For A Job Well Done!



*M*otor Torpedo Boats (PTs), Aircraft Rescue Boats, Minesweepers and Coastal Transports . . . 100 Fighting Ships, built here in Bristol during the last four years . . . a record of which all may be justly proud.

No shipyard, large or small, here or abroad, can point to a finer record of uninterrupted production . . . production unhampered by petty grievances or disputes . . . an outstanding accomplishment in harmonious teamwork by Herreshoff craftsmen and management . . . and a real contribution to the winning of the War.

Believing that Herreshoff craftsmanship in all its 80 years has never served a finer purpose, we wish to pay tribute to our craftsmen for a job well done . . . truly in "Shipshape and Bristol Fashion."

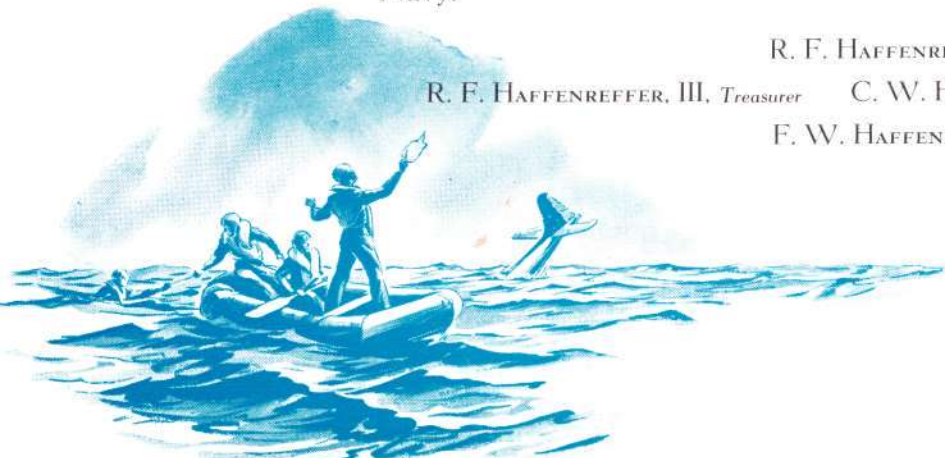
We salute, therefore, these Herreshoff craftsmen whose individual effort and harmonious teamwork have helped to build a part of the World's greatest Army and Navy.

R. F. HAFFENREFFER, *President*

R. F. HAFFENREFFER, III, *Treasurer* C. W. HAFFENREFFER, *Vice President and General Manager*

F. W. HAFFENREFFER, *Asst. General Manager*

*Compliments of
C. W. Haffeneffer*



Herreshoff

• BRISTOL • RHODE ISLAND •



As our truly great Naval teams score spectacular victories in all theaters, we watch with just pride the outstanding performance of these little-but-lethal Herreshoff-built Motor Torpedo Boats, better known as PTs.

Their speed and endurance bear evidence of Herreshoff craftsmanship at its best.



Herreshoff

SHIPYARD
BRISTOL, RHODE ISLAND



A VOSPER-TYPE MOTOR TORPEDO BOAT BUILT FOR THE U. S. NAVY BY HERRESHOFF, BRISTOL, RHODE ISLAND.

• *"Torpedoes Away!"* •



That they may live to fly again . . . these fast, seaworthy, Herreshoff-built Army Air Force Rescue Boats take over when the parachute's work is done, bringing first aid to our courageous fliers forced down at sea.

The exact engineering and painstaking skills of Herreshoff craftsmen have served no finer purpose.



Herreshoff

SHIPYARD
BRISTOL, RHODE ISLAND



SIXTY-THREE FOOT ARMY AIR FORCE RESCUE BOATS BUILT FOR THE ARMY AIR FORCE BY HERRESHOFF, BRISTOL, RHODE ISLAND

• *At the Right Spot — at the Right Time* •



When downed by enemy action, or forced into the sea by mechanical failure or lack of fuel, the crews of many U. S. Bombers and Fighters have lived to fly another day because of the alert and able handling of these seaworthy, Herreshoff-built Army Air Force Rescue Boats.

Here again, the careful engineering and painstaking skill of the Herreshoff craftsmen give new meaning to the phrase "Shipshape and Bristol Fashion."



Herreshoff

SHIPYARD
BRISTOL, RHODE ISLAND



EIGHTY-FIVE FOOT ARMY AIR FORCE RESCUE BOAT BUILT FOR THE ARMY AIR FORCE BY HERRESHOFF, BRISTOL, RHODE ISLAND

• *Serving by Saving* •



*C*learing and patrolling mine-infested waters . . . running interference for our battle fleets, transports, and cargo vessels, is a real test for men and ships. Here is more evidence of the dependability of Herreshoff craftsmanship.

We are proud that many of the able officers and men now serving with the YMS fleets throughout the world, first learned the ways of the sea at the helms of Herreshoff pleasure craft.



Herreshoff

SHIPYARD
BRISTOL, RHODE ISLAND



• *Sweeping the Seas* •



Herreshoff-built APc Coastal Cargo and Transports have proven equal to so many varied tasks, in so many different waters, that they are truly the U. S. Navy's "Jack of All Trades" . . . rugged ships for rugged duty.

Motor Torpedo Boats, Aircraft Rescue Boats, Minesweepers and Coastal Transports . . . 100 Fighting Ships, to date, have been built by Herreshoff for the World's greatest two-ocean Navy.



Herreshoff

SHIPYARD
BRISTOL, RHODE ISLAND



JACK OF ALL TRADES
APc COASTAL CARGO TRANSPORT
BUILT FOR THE U.S. NAVY
BY HERRESHOFF - BRISTOL, RHODE ISLAND

DUGAN

• "Jack of All Trades" •



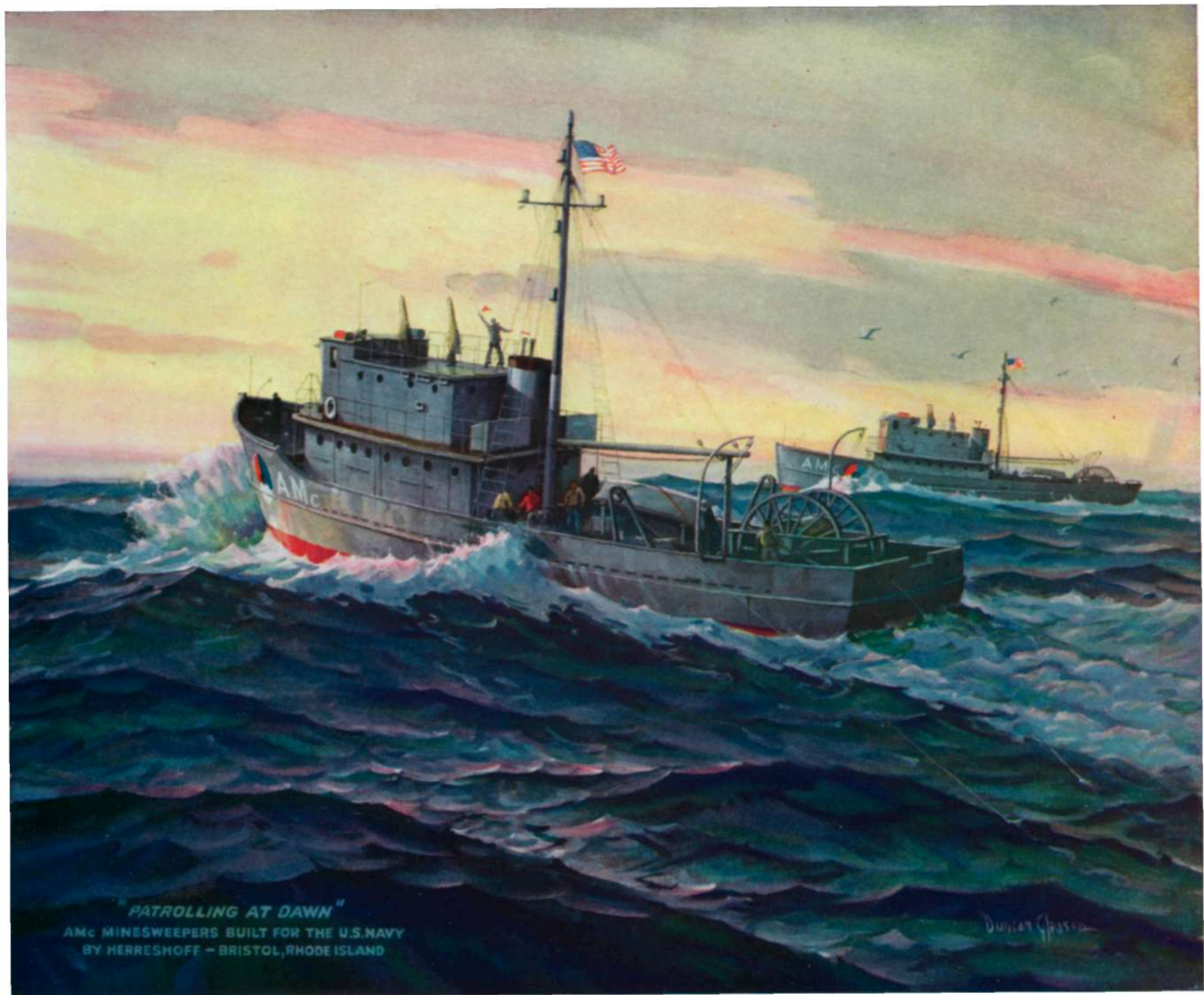
Calling for real stamina in both men and ships, these Herreshoff-built AMc Minesweepers have performed a job of vital importance in clearing the way to victory.

These Minesweepers, as well as Coastal Transports, Aircraft Rescue Boats and Motor Torpedo Boats (PTs) . . . 100 Herreshoff-built ships in all . . . have each had a share in proving to the World that America will preserve its freedom and be on deck at the dawn of a lasting Peace.



Herreshoff

SHIPYARD
BRISTOL, RHODE ISLAND



"PATROLLING AT DAWN"

AMc MINESWEEPERS BUILT FOR THE U.S. NAVY
BY HERRESHOFF - BRISTOL, RHODE ISLAND

Duncan Glasgow

• *Patrolling at Dawn* •

High-speed Fighting Craft of Yesterday

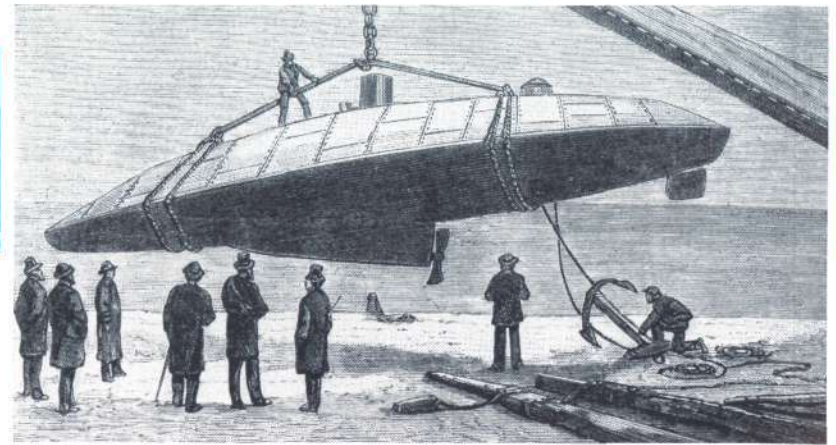
(1880 - 1900)

Pioneered by Herreshoff

*W*e picture here, from the Herreshoff archives, a few examples of early steam-driven Torpedo Boats, designed and built in Bristol by Herreshoff for the Navies of the United States, Great Britain, Russia and other countries.

Herreshoff pioneered, not only in the creation and refinement of hull design, but also in the development of steam boilers and engines which made these ships among the speediest of their day.

Today, in Bristol, our research and engineering staff, experimenting with new materials and methods, are carrying forward in the tradition which has earned international renown for Herreshoff.



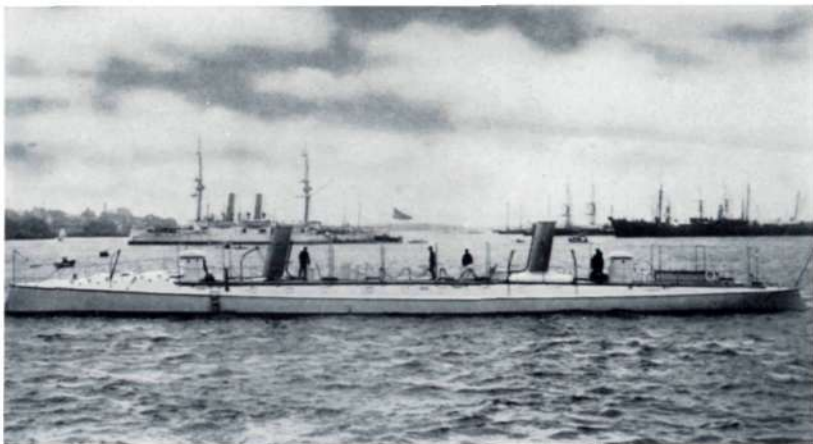
EARLY HERRESHOFF TORPEDO BOAT
(RAM-TYPE) — 1879

In 1879 and 1880 Herreshoff designed and built four small Motor Torpedo Boats: one for the British Admiralty, one for the Russian Government and two for the Chilean Government. These boats each carried a ram-type torpedo both forward and aft, and had a flush turtle deck with only the smokestack protruding above it. Our illustration, from an old woodcut, clearly indicates the character of this early craft.



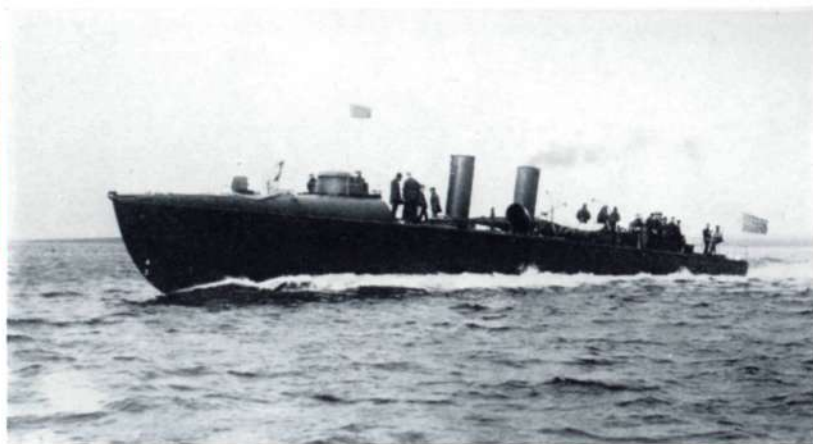
U. S. S. STILETTO — 1885

The Stiletto was originally designed and built by Herreshoff in 1885, as a fast flush-deck steam yacht. She outran the best of her day, including the famous Hudson River Steamer, Mary Powell. The Stiletto was purchased by the U. S. Navy in 1887 and converted by Herreshoff to a Torpedo Boat with a single torpedo tube built into her bow just above the waterline. She is believed to have been the first Government-owned Torpedo Boat to fire a free torpedo. The Stiletto was 94' overall and powered by a Herreshoff compound steam engine, developing a speed of 21 knots.



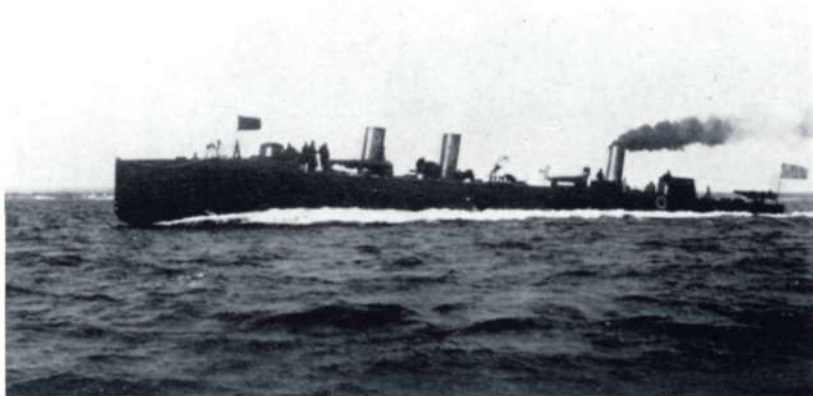
U. S. S. CUSHING—1890

The U. S. S. Cushing, designed and built by Herreshoff in 1890, was of steel construction, 138' overall, 15' beam with a draft of 5' 4". She carried a ram-type torpedo both bow and stern and was equipped with two Herreshoff-built five-cylinder quadruple expansion engines and two Herreshoff-built steam boilers. Her power plant developed about 2000 h.p., providing the Cushing with a speed of 22 knots.



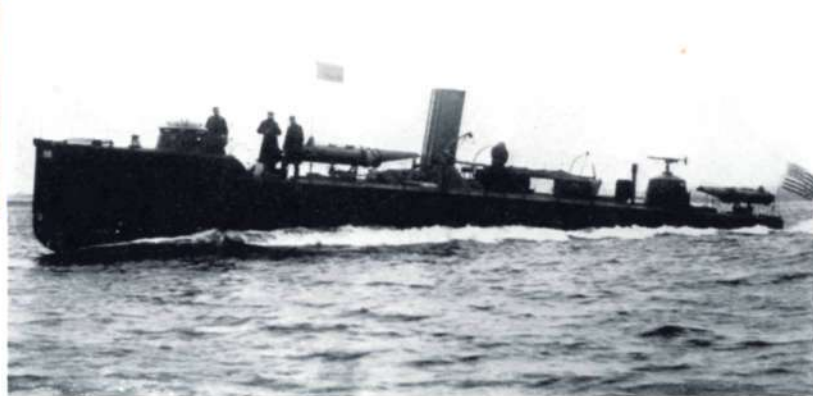
U. S. S. MORRIS—1897

The U. S. S. Morris, designed and built by Herreshoff in 1897, was of steel construction, 140' overall, 15' 6" beam with a draft of 5' 9". She had an overhanging bow and stern and turtle deck forward of the conning tower. She was equipped with two triple expansion engines and two Herreshoff-designed special three-drum-type boilers. With this equipment of 2000 h.p., the U. S. S. Morris developed a speed of 24 knots, using a 56" propeller.



U. S. S. DUPONT AND PORTER—1896

The U. S. S. DuPont and Porter, designed and built by Herreshoff in 1896, were of steel construction, 175' 6" overall, 17' 6" beam and 6' 9" draft. Designed with plumb stem, turtle deck forward of conning tower, and flat aft, these ships mounted torpedo tubes on deck and were distinguished by three smokestacks. The propelling equipment consisted of two Herreshoff four-cylinder triple expansion engines and three Herreshoff steam boilers. This equipment developed 4000 h.p., resulting in a speed of 28 knots.



U. S. S. TOLBOT AND GWIN—1897

The U. S. S. Tolbot and Gwin, designed and built by Herreshoff in 1897, were of steel construction, 100' overall, 12' 6" beam and 5' 3" draft. They were designed with a plumb stem and stern and flat raised deck forward of the conning tower. The torpedo tubes were mounted on deck. Their power equipment consisted of one triple expansion engine, identical with that installed in the larger ship, U. S. S. Morris. With 1000 h.p., using a 55" propeller, these ships developed a speed of 21 knots.

THE COLOR PRINTS IN THIS BOOKLET

— were reproduced from six original paintings made for Herreshoff by Duncan Gleason, California artist, who is now serving in the United States Coast Guard Auxiliary.

Duncan Gleason studied art at the University of Southern California, Mark Hopkins Institute of Art, San Francisco, Chicago Art Institute and Art Students League, New York. He is a thorough student of seamanship and navigation, having sailed on every type of sailing vessel, including square-riggers.

His paintings have been exhibited at the National Academy, Architectural League, New York Water Color Society, Chicago Art Institute and Los Angeles Art Museum.