



CHRONICLE

Thirty Chronicles

**The Collected Newsletters
of the
Herreshoff Marine Museum
Numbers 1 to 30 (1979 - 2001)**

Scans by the Herreshoff Marine Museum and Maynard Bray
OCR by Claas van der Linde
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VOLUME 1, NUMBER 1

HERRESHOFF MARINE MUSEUM

SPRING 1979

SPRITE RETURNS HOME TO BRISTOL

by Carlton J. Pinheiro

On April 3, 1979, Halsey C. Herreshoff and Carlton J. Pinheiro brought the Herreshoff catboat *SPRITE* to the Herreshoff Marine Museum from the Henry Ford Museum in Detroit, Michigan where it had been on display for almost fifty years. Built in 1859, the *SPRITE* is the second boat built by the famous brothers and the oldest Herreshoff boat known to exist. Because the great Cup Defenders which were built here were scrapped years ago, the *SPRITE* is probably the greatest single historical acquisition that the Museum could make. The vessel, which is in excellent condition, will be the focal point of a newly arranged display when the Museum opens in May for the 1979 season.

Although his first boat, the *METEOR*, had been a success, John B. Herreshoff, 19 and blind since the age of 14, decided to build a larger boat in the fall of 1859. The *SPRITE* was planned and modeled by young John and his father, Charles F. Herreshoff, in September, 1859. Nathanael G. Herreshoff, at the age of 11 ½, did all the drawings and figuring for the full sized moulds. He was later to call this . . . "the first of what became my life's work."

William Manchester, a local carpenter, who had a boatbuilding shop on Constitution Street near Thames, was engaged to help with the construction, and J. B. was superintendent. Unfortunately Manchester died of a heart attack just after he had started the keel and had the centerboard logs and posts ready to assemble. Mr. C. F. Herreshoff, understanding the shock of the two boys, consented to help build the boat. *SPRITE* was then moved to the "Old Tannery" on Hope Street near Burnside across from the family home.

The work proceeded slowly and carefully and only the best of materials were used. Thomas J. Thurston, another old boatbuilder assisted in construction, the famous old Bristol sailmaker Jonathan Alger made her sail, and Jonathan Waldron, the town's blacksmith, made forgings. Young N. G. Herreshoff did much of the drawing as work proceeded, but modestly noted, "John and my father did nearly the entire work and I helped a little between school hours."

SPRITE was launched on June 28, 1860. "She was rigged and tried just at dusk that day," stated Captain Nat in his Journal, noting that "John laid up all the running rigging etc. of cotton — spinning up cotton twine for the purpose."

The completion of *SPRITE* had been rushed in order that the boys might sail her to New York to see the *GREAT EASTERN* after her maiden voyage from Southampton, England. Many Americans, including the young Herreshoffs, were fascinated by this huge steel vessel, whose 693 feet could carry 4,000 passengers. (Twice as many as the *QUEEN MARY*.) Her 11,000 horsepower engines turned two fifty-eight foot paddle wheels and a twenty-four foot propeller, the largest any ship has ever carried. The six masts carried 6,500 yards of sail.

Late in July, 1860, young John B. and Nathanael G. Herreshoff, accompanied by Dr. George D'Marini, a local yachtsman, left Bristol in the *SPRITE* to view the *GREAT EASTERN* which had already docked in New York. Their father, Charles F., accompanied by his other sons, Lewis and James, and Henry Slocum as pilot, sailed the family catboat *JULIA* on this cruise. Pilot Slocum had



Sprite while on display at Henry Ford Museum at Dearborn.

been hired to guide both boats through the treacherous "Hell Gate" of the East River. *SPRITE* got there first with a delighted twelve year old Nat at the tiller and he steered through, leaving the disgruntled pilot astern.

Arriving in New York to view the four block long *GREAT EASTERN*, they joined other boats circling the iron monster. The Bristol boys had a grand time and spellbound young Nat described everything he could to his blind brother. (continued on page 2)

SPRITE

(continued from page 1)

Referring to this trip in a letter to the Ford Museum dated July 5, 1930, Captain Nat said that the voyage was "for the express purpose of seeing the GREAT EASTERN, and I had my first experience in navigation. The trip in going to New York was made in twenty-eight hours, and in returning twenty-seven hours, and no stop was made either way. Very good time for a twenty-foot boat to cover one hundred seventy-five miles. In the Fall of the same year, SPRITE won her first race easily and she won all she entered in later years.

As originally built, SPRITE did not have the outside lead ballast that is now on her keel. That was put on in 1891, as an experiment. Originally she was ballasted with about one-half ton of scrap iron stowed low down, under cabin and cockpit floors, and four hundred pounds of ballast to shift to windward when tacking, which was the custom in those days. This shifting ballast was partly fifty-six pound weights of iron and partly lead weights, all covered in canvas with strap handles, and painted.

I remember well how my back and arms would ache in steering her, and often in reaching my brother John had to assist me. In sailing to windward, my brother John could sail her as well as anyone, even without sight."

In 1866, the GREAT EASTERN would lay the first transatlantic cable and secure a place in history. Before the end of the century, however, she was scrapped. It is a great irony that the little wooden catboat SPRITE, built to carry some young Bristol boys on an adventure to view a great iron ship, has survived.

SPRITE was sailed in Narragansett Bay for many years and had an enviable record racing against larger boats built by established yards. Her racing record was a great advertisement when John B. established his boatyard in 1863. When his younger brother Nat joined him as partner in 1879, the team who had built the little SPRITE, was in business to make yachting history and to put Bristol, Rhode Island on the map.

Until 1929, SPRITE was owned by members of the Herreshoff family. She was then turned over to Henry Ford for display in his new Dearborn Museum. Now on loan from Dearborn, the SPRITE is 20'2" overall with 8'10" beam.

The trip to return her to Bristol was made in three days, with two days travel time and one day spent loading the SPRITE and viewing exhibits at the Henry Ford Museum and Greenfield Village. A trailer had been loaned by the Mystic Seaport Museum. East Bay residents who assisted with the acquisition and its placement here include Gus Sousa, John and Tony Arruda, Fred Dick, Seth B. Paull, John Velleca and Mrs. Dawne J. Pinheiro.

MR. THOMAS P. BRIGHTMAN

(1882-1978)

Thomas P. Brightman, associated with the Herreshoff Manufacturing Company for 43 years, passed away on December 25, 1978.

He was born December 6, 1882 in Bristol and educated in the local schools. After studying business at Bryant and Stratton in Providence, he came to work at the Herreshoff Manufacturing Company at the time of the Reliance's launching. He worked at the yard in many capacities, one of which was official Company photographer. Photographers had been excluded from the yard since the launching of the COLUMBIA in 1899, when a young lad was killed because of the explosion of an over enthusiastic photographers powder flash. Young Brightman, a photography enthusiast, began taking pictures at the yard on the sly. This came to J. B. Herreshoffs attention and he called Tom into his office. Brightman did not deny the photography and J. B. Herreshoff asked him to photograph his car which was then for sale. J. B. Herreshoff eventually furnished new photography equipment for \$400 and Tom Brightman used this for over 40 years.

After working in the Company office under his father-in-law, Mr. Young, Mr. Brightman became Plant Manager in the early 1920's succeeding Mr. Swan. During his tenure, R. F. Haffenreffer Sr. took over ownership of the Company. When his son, Carl Haffenreffer, became Manager about 1930, Tom Brightman assumed the position of Purchasing Agent and head of the stock room. He remained employed in this capacity until the Plant closed in 1946.

In 1933 Mr. Brightman went to Detroit with Sidney Herreshoff to deliver the catamaran Amaryllis to the Henry Ford Museum at Dearborn, Michigan. They visited the Chicago World's Fair on the way home.

In 1969, Mr. Brightman accompanied by Mr. Harry Town and Mr. Roswell Bosworth Sr. visited Washington, D.C. to see the NC-4 on exhibit at the Smithsonian Institution.

Mr. Brightman visited the Herreshoff Marine Museum a few days before the August 14, 1977 dedication of the Sidney Herreshoff Room. At this time, he answered questions and made comments about the exhibits. On that occasion the agile ninety-four year old Mr. Brightman, crawled under the sailboat Mist to inspect the underside. As well as attending the opening, he also attended the October 12, 1978 Westward program.

Tom Brightman loved yachting and thoroughly approved of the attempts of the Herreshoff Marine Museum to preserve the heritage which he had helped to develop. He leaves us with many fond memories.

S CLASS

by Halsey C. Herreshoff

1979 is the 60th anniversary of the conception of the Herreshoff S class. A commemorative race and celebration will be held in August sponsored by the Museum and the Narragansett Bay Herreshoff S class. Still the most significant one design racing class of the Bay, the S boats are acknowledged by their sailors as having elegant sailing characteristics in heavy or light weather.

A group from the Seawanaka Corinthian Yacht Club of Oyster Bay, N.Y. with Paul Hammond as spokesman approached Nathanael Herreshoff in the Fall of 1919 to request a class of boats to win in the open S class. Captain Nat carved the S boat half model in November 1919 and completed the design soon after. The first seven orders were accepted by the Herreshoff Manufacturing Company in December, and about fifteen boats were completed and delivered for the 1920 season.

28 feet over all, with moderate displacement, a high ballast ratio and large rig with a conspicuous curved mast, the Herreshoff S boat swept the open S class so that soon the term S became synonymous with the Herreshoff S boats. Racing classes in Maine, Marblehead, Rhode Island, Long Island Sound and the Chesapeake provided their sailors the very best of close one design competition. The shop built S boats until the start of World War II and they have turned up in many harbors including Honolulu, Hawaii.

Quite appropriately, Narragansett Bay is now the scene of the best S boat racing. This is because Alden Walls and his beautiful S NINA started off right after the War and influenced Russell Boss and many of his other friends to get S boats and race.

By 1960 there were 25 active boats with more than 20 on the starting line on numerous occasions. Many of the most active of our Bay sailors learned much about racing and gained great enjoyment in the S boats and today treasure S boat racing memories. Museum trustee Ike Merriman's father won the Bristol Yacht Club Regatta in the S class in 1930, Alden Wall's NINA in 1947 and my own COQUINA won in 1963.

Lightly constructed of cedar planking over steam bent oak frames with bronze strapped keels, the Herreshoff S boats seem to survive any number of competitive races in our summer sou'westers. This year's 60th anniversary is a significant event for the S boats, but we all expect them to keep racing for many years to come.

OLD JOCK DAVIDSON FALLS OVERBOARD

by Clarence DeWolf Herreshoff



Herreshoff S Boat

NC-4 ANNIVERSARY

by Carlton J. Pinheiro

Sixty years ago, an American plane, the NC-4, became the first to fly the Atlantic. Glenn H. Curtiss, inventor of the flying boat, had developed this plane for the U.S. Navy. The Curtiss plant subcontracted many of the components of the plane in order that the plane be completed to meet the Navy's construction deadline. The hull of the NC-4 was subcontracted to the Herreshoff Manufacturing Company.

The role of the Shop in the NC-4 saga began on December 31, 1917, when Ernest E. Alder, Superintendent of the Wood Department, was sent to the Curtiss plant on Long Island, New York to get the plans of a Navy flying boat. Accompanying Mr. Alder on the trip was his young son, Albert. After spending two days at the Curtiss plant, the Alders returned to Bristol with all the blueprints needed for hull construction. Albert Alder, now 78 and residing in Grand Island, New York, recollected recently that he worked on the hull in 1918 when he went to work at the Yard and also helped to load it on the railroad flatcar when it was shipped to New York.

Other NC-4 workers included Harry Town of the Wood Department, and the late Thomas P. Brightman. These two men had an opportunity to celebrate the fiftieth anniversary of the flight at the Smithsonian in May, 1969. Charlie Sylvester now living in Portsmouth, N.H., recalled that although he did not work on the hull, he had an opportunity to watch it under construction when he was on furlough in 1918. Ernest Alder recalled, "The hull was built in the small boat shop and the end of the building had to be taken out in order to get it out."

Among the men at the Herreshoff Manufacturing Company working on wood construction under Mr. Murray, was old Jock Davidson. Slow of speech with a faltering gait, you would think that he would not turn out much work.

A friend of Murray's who did not work at the yard once said to him, referring to Davidson: "Why don't you fire the old codger? You can't be getting much work out of him."

Murray told him that if ever he had to reduce his work force, Davidson would be among the last he would let go. As a spar maker he had no equal. With every measured stroke counting he could swing his adze for hours on end, while lesser men would have to stop for an occasional break. At the end of the day he had more work to show than others.

Soon after the turn of the century a small tow boat was built at Herreshoffs named FRIDAY (launched on Friday the thirteenth). She was the yard tug for several years and required two men to operate her.

Later on, all the yard towing was done by Sidney Herreshoff (Sid) using his power boat BUBBLE. He would be called from his drafting board for an hour or two to move a yacht, or perhaps the derrick-scow USEFUL, to another area. With years of experience he became an expert in boat handling and towing.

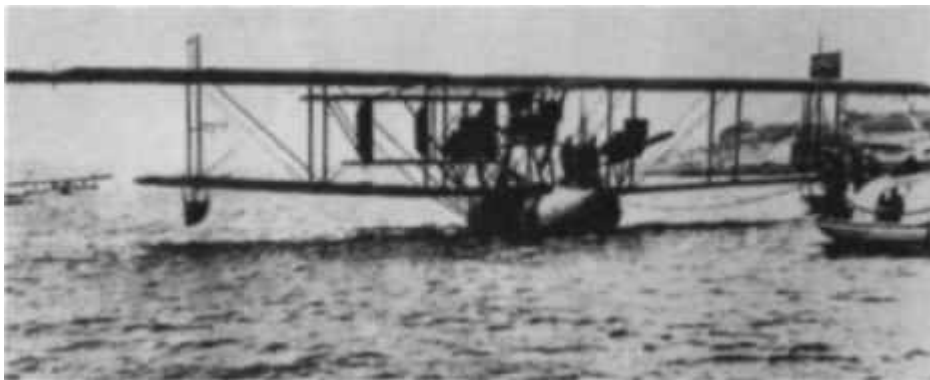
Once in late winter, before the Company's moorings buoys had been put out, a yacht was to be tied up to Captain Nat's private wharf, temporarily.

The yacht was taken in tow with Sid in the BUBBLE and old Jock Davidson aboard the yacht for handling lines. Going into Walker's Cove they swung around in a large circle, and then headed for the outer end of Captain Nat's pier. With the yacht carrying a knot or two of headway, Sid positioned the BUBBLE off to the southward, heading south, at about right angles to the yacht's course. There he stood-by slipping his clutch just enough to keep the slack out of the tow line. At the proper moment he would advance the throttle and swing the yacht's bow so as to pass close by the outer corner of the pier.

Now Sid was soft spoken — not one to bellow orders to the men and old Jock was too deaf to hear him if he had. This combination resulted in poor communications.

Seeing the yacht headed directly for the pier, Davidson hastened forward to fend off. Sid "gave her the gun" at the proper instant and the yacht's bow swung clear of the pier head as planned. Old Jock, however, was not prepared for this maneuver and when the bow was jerked out from under him, over he went. A fixed wharf ladder was close at hand, so that Mr. Davidson was only in the water a short time.

Old Jock was in his seventies and it was March, but he was so dedicated to his job that he could not be persuaded to go home and change. He worked the rest of the day in his wet clothing, but apparently suffered no ill effects from his experience.



NC-4 Lands in Lisbon

The double-planked mahogany hull of the NC-4 once bore a Herreshoff hull plate #341, but officials at the Smithsonian say it is missing. The biplane hull was 45 feet long and had a beam of 10 feet. The NC-4 had a 126 foot wingspan and was propelled by four Liberty engines at speeds of about 80 to 90 miles per hour. Its total length was 68 feet, 3 1/2 inches.

The flight from Trepassey Harbor, Newfoundland to Lisbon, Portugal, with stops at Fayal and Sao Miguel, Azores, took nineteen days. During the 3,322 mile trip, the NC-4 was in the air for 41 hours and 58 minutes. The Atlantic had been conquered by a plane whose hull had been built by men who were old hands at conquering the Atlantic.

MUSEUM REPORT — SPRING 1979

by Halsey C. Herreshoff

On the occasion of this first Newsletter it is gratifying to report to members of the Herreshoff Marine Museum that our organization advanced significantly over the last twelve months. Visitors to the displays at 18 Burnside Street have demonstrated consistent interest and enthusiasm. Significant acquisitions have been planned or consummated. A National Trust Grant has been received for restoration of the yacht *THANIA*. Membership solicitation has been well received resulting in more than 120 Charter Members, some individual and some families.

The trustees of the Herreshoff Marine Museum have elected a course of limited scope to collect and preserve boats, engines, fittings and illustrations entirely about the signal accomplishments of the Herreshoff Manufacturing Company and the remarkable men who steered its destiny in all the varied aspects of the work. The history of this totally Bristol enterprise of world-wide significance is being assembled on the original site close by Bristol Harbor.

The essence of any museum is its service to the community and to visitors in providing experiences significant in learning, interest, inspiration, and even joy. Both on special occasions and on the regular Wednesday and Sunday afternoons the almost universal appreciation of visitors provides satisfaction and inspiration for the work of building the Museum. All of us had rather expected this from the senior generation that lived with the latter days of the Company, but perhaps had not forecast the intense interest, sometimes awe, on the part of the young visitors, some of whom sail today. Visitors came from everywhere: all parts of the United States, Japan, Australia, Great Britain, France, and Germany, to name a few. Perhaps most important of all are the visitors from Bristol itself, the neighbors to the harborside that saw the creation of some of the world's finest and most fascinating yachts and craft.

The Museum trustees are always looking for significant additions of a size and scope that can and should be accommodated. During the past year numerous important items large and small have been gratefully accepted. These range from priceless old photographs from Miss Charlotte Young, to Herreshoff Fittings from Bill Liscomb, to a fine Herreshoff Anchor from Trustee Ike Merriman, to Captain Nat's personal rule donated by Tom Brightman, to the famous *SPRITE* detailed on the first page of this Newsletter. Other items are in the offering and we find that distribution of the Museum Brochure and publications such as this Newsletter suggest to potential donors the significance of what they may have.

The Herreshoff Marine Museum was honored to be recipient of one of the special

maritime grants awarded in September by the National Trust for Historic Preservation. This came about through the suggestion and help of member Pat Sheehan. The grant of \$3,000 and matching funds collected or to be donated are allocated to a thorough restoration of the yacht *THANIA*. This 60 foot Herreshoff power yacht was willed to the Museum in 1971 by Daniel A. Newhall. For a yacht of 73 years of age, the *THANIA* is in remarkably good condition but understandably needs considerable work. The grant and matching funds will support the project scheduled for completion in August 1979.

On October 12, 1978 the Museum hosted a party commemorating the record of *WESTWARD*, a 135 foot schooner built in 1910. This came about through the generosity of Drayton Cochran in loaning the log of his uncle, owner Alexander Cochran. Under the guidance of celebrated professional Captain Charlie Barr, the magnificent *WESTWARD* sailed the Atlantic to sweep races in Britain and off the continent. Carlton Pinheiro researched all this and presented a fascinating account illustrated with slides prepared by Paul and Fay Darling. This was a great occasion at the Museum, and a special exhibit detailing the *WESTWARD* record will remain on display at the Museum through June 1979.

The Trustees in guiding the gradual evolution of this Museum have long anticipated initiation of some sort of membership. In 1979 a single membership basis for individuals or families with dues of \$10.00 has been established. A letter sent by Museum Vice President Nathanael G. Herreshoff III was well received and we are told that the response of well over 50% is a remarkable performance for any such Museum solicitation. The cause of the Herreshoff Marine Museum has thus been immeasurably strengthened. Those conducting the day to day activities of the Museum will look to members for support, inspiration and the guidance of suggestions and recommendations, some of which have already been forthcoming in significant ways.

Gus Sousa, custodian of the 18 Burnside Street displays, continues his important role in the operation of the Museum. Carlton and Dawne Pinheiro increasingly provide essential support to the Museum, its functions, and in production of publications such as this Newsletter. Louise DeWolf, Secretary, and Becky Herreshoff, Treasurer, give as always stability, guidance and much needed push. All the Trustees demonstrate intense interest and provide skillful activity wherever needed. I believe they share with me optimism for the future in building the Herreshoff Marine Museum to a permanent, high quality record of the accomplishments of the Herreshoff Manufacturing Company in Bristol.



"Westward" winning at Cowes

TRUSTEES

Robert Spink Davis
 Louise H. DeWolf
 Clarence DeW. Herreshoff
 Halsey C. Herreshoff
 Halsey C. Herreshoff II
 Nathanael G. Herreshoff III
 Rebecca C Herreshoff
 Isaac B. Merriman, Jr.
 Harold Payson

INFORMATION

Address:

Herreshoff Marine Museum
 18 Burnside Street
 Bristol, Rhode Island

Mailing:

Post Office Box 450
 Bristol, Rhode Island 02809

Telephone:

401-253-6660

Hours:

1 to 4 p.m. Wednesday and Sunday from May through October

Admission Charge:

Free

Available:

Photographs, cards and books relating to the Herreshoff tradition are for sale during the regular Museum hours.

Membership:

Annual dues are \$10.00, tax deductible.

Yacht Owners:

A special registry of owners of Herreshoff Yachts among members and friends of the Museum is being compiled.

Tours:

Special guided showings to groups may be arranged with advance scheduling.

Special Programs Are Announced Periodically and Are Available to Interested Persons.



S CLASS ANNIVERSARY

by Halsey C. Herreshoff

A Memorable 60th Anniversary S Class race was held on Narragansett Bay August 18, 1979. The Museum was privileged to cosponsor this event with the Narragansett Bay Herreshoff S Class Association. Out of 21 Starters, Dave Swanson's SURPRISE was the winner of the Pardee Trophy donated by Alice DeWolf Pardee in Memory of her late husband, Frank Pardee, Jr.

The Herreshoff S Class sloops were designed 60 years ago in 1919 by Nathanael G. Herreshoff. Intended as fast boats to win in competition in the open S Class, the Herreshoff S Boats were so outstanding that they were built in large numbers and became extremely popular one design classes in Larchmont N.Y., Marblehead Massachusetts and in Narragansett Bay where their popularity continues unabated.

For this reason we organized a very successful 60th Birthday for the S Class. It was most fitting that former S boater Charlie Read brought his 56th ft. Herreshoff sloop BELISARIUS as the race committee boat. Overcast weather with a somewhat up and down breeze produced a particularly interesting seasaw battle for the lead such that the outcome was in question until nearly the end.

Following the race about two hundred S boaters and friends went to the Herreshoff Marine Museum for a very convivial gathering. This was followed by a dinner at the Bristol Yacht Club. Each participating skipper was awarded a half model of his S Boat, and in addition to the Pardee Trophy permanent prizes for 1st, 2nd and 3rd were presented by Mrs. Pardee and by the Museum.

It was a most memorable day, perhaps best summed up in a letter from Veteran S Boat Skipper Bob Hunt who wrote:

"You can well understand that it is not possible to put into words the joy and pleasure I have experienced over the years in sailing MUSKETEER. There is no other boat in my experience that can compare to the Herreshoff S.

The sixtieth anniversary race was just great. What a thrill to be on the line with twenty other S boats."



Herreshoff Manufacturing Company workmen in the Shop in 1945. Left to right: (front row) George Oliver, Bert Gladue, Bill Simmons, (back row) Harold Greene, Emil Klein, Bill Liscomb, Harold Carey.

WHO BUILT THE YACHTS?

by Alice DeWolf Pardee

While J. B. Herreshoff was entertaining J. P. Morgan with an eye to business, and Captain Nat was hidden away in his drafting room quietly designing, what were the workmen doing and thinking at the Herreshoff Manufacturing Company? Who better to tell us than Harold Greene, Harry Town and Bill Liscomb, who worked at the "Shop" — as it was called by everyone connected with it — for thirty, twenty-nine and thirty years respectively.

Bill's wife, Kathleen, can inform us about her father, Fred Hodgdon, who came to the Shop in 1896, walked across the street and around the corner to earn his livelihood for fifty years, and at age seventy-five, was with it when it closed in 1946. He was responsible for planking many important boats and was considered one of the Shop's top men. Also, in all those years he was never once late for work.

Harold Greene, who has always lived nearby, says his work was chiefly building S Boats, and he must have done a good job as after sixty years, they are still racing right here in Bristol Harbor. He was a skillful Cabinet Maker and worked also on the finish of the America's Cup Defenders. There were short periods when he was with other concerns, but when asked if he enjoyed the other jobs as much as the Shop, he replied firmly "No".

Harry Town joined the Shop in 1917, and arrived wearing knickers — the first day only — until the other men "set him straight". In 1937 he became foreman of wood construction, the department employing the greatest number of workmen, and he remained in that capacity until the Herreshoff Manufacturing Co. closed in 1946.

Harry spanned the great depression of the 1930s, when the anthracite coal mines were closing down and whole towns were going on the "dole"; one wonders that anyone was then buying yachts — or even small sailboats. But at least there was enough money left after the crash of 1929 to form Syndicates for Cup Defenders. The Shop built or outfitted several Defenders in the 1930s.

Occasionally, the men had to work all night, polishing the bronze hulls of the Defenders. This was because the J Boats were huge, drew up to eighteen feet, and it was necessary to haul up and launch at high tide. Since it was important to hold them as short a time as possible for servicing, they would be hauled one day on the high tide and were launched on the next day's tide.

Bill Liscomb arrived in 1929 by way of Kathleen. They were "keeping company" (today called "dating"). He was experienced in craftsmanship, and her father

(continued from page 1)

worked at the Shop. So he applied on a Friday, was told to come in Monday, and stayed for thirty years. As simple as that.

"The hours were long," says Bill, "and the pay not high; the bell that was in the cupola of one of the buildings" — and is now a treasure in the Marine Museum — "rang at 7 a.m. We were expected to be there and ready to work." Kathleen reminded him that when her father went to work in 1896, the hours were 7 a.m. to 6.

"We had an hour off for lunch," continued Bill, "and we got out at 5 p.m. Saturdays seven to noon. Overtime pay was the same as our hourly wage. There were no holidays or vacations with pay, but I never heard a complaint." You see, he added, "we had something that meant a lot to us — pride in our work and in the beautiful yachts we were producing. I would never have wanted to work anywhere else."

The workmen respected "Mr. Nat" and "Mr. Sid", as they always referred to them, but did not know them very well. They were usually just passing through the shops. Tom Brightman, their right hand man, however, was much in evidence."

There was a small house guarding the entrance to the two large waterfront shops, and during the day Herbert Carr was the watchman. He carried a "Billy Club" until the Government took over during the war when he was given a revolver.

In the sail loft, Bill Paine and Jane Nelle were making the sails, it being considered most unusual for a woman to be a sailmaker. Lack of space prevents mentioning all the other shops, foremen and workmen who were so important to the Shop.

It seems there was a Herreshoff Band, practicing Monday evenings in the Welfare Club House up the street, much to the delight of the neighbors who were getting free concerts. No one remembers seeing it march in the Fourth of July parade, so we assume it did not, or the rest of the workers would surely have been out there cheering.

And then there were the "Charlies":

Black Charlie (MacDonald) Blacksmith, who had a pronounced five o'clock shadow.

Pretty Charlie (also MacDonald) in woodwork, and had no five o'clock shadow and therefore prettier.

Little Charlie (Peterson) Rigger. Shorter than the others.

Charlie Copper (Rutrecht) He could shape the copper deck ventilators with a hammer — and do a beautiful job of it.

Charlie Sylvester (skilled wood worker)

In an outfit like this, with even a sense of humor, one gets the impression that the workers admired, respected and trusted J. B., Mr. Nat, and Mr. Sid, and felt a great loyalty to the Shop. Very apparently, everyone had the feeling of being part of an illustrious enterprise, where perfection of design and workmanship made Herreshoff yachts the tops in the world.

RECOLLECTIONS OF HERRESHOFF'S

by Irving M. Johnson

In my boyhood the words "Shipshape and Bristol fashion" had a very definite, universally known meaning. Perhaps it started in England, but for me it was connected with the Herreshoff family of Bristol, Rhode Island whose dedication and talents produced the finest and fastest sailing yachts of their era. To me this meant the improvement of thousands of details to complete a product known the world over for excellence.

I well remember the physical plant at Herreshoffs which included everything from sail making to the casting of bronze fittings with a minimum of parts purchased outside of Bristol. Every item was pure Herreshoff from an ordinary brass cleat, still a thing of beauty, on through those lovely white pine decks, every plank of which was sawn edge-grained. A work of art was the gluing up of those early hollow masts. Even the building sheds over the ways were pure Herreshoff originals in their manner of construction and bracing.

I spent some years at Herreshoffs fitting out and laying up vessels of which I was the professional captain. I have been proud of this association ever since and often brag how I always stayed with the Charlie Peterson family. He was the head rigger who not only taught me splicing in all its forms, but built up great appreciation for the Herreshoff family, particularly old Nat whom I remember in his later years. He would go out sailing alone under the watchful eyes of at least a hundred people, all making believe they weren't looking. Never have I seen a more efficient use of time and motion. In the rigging loft all work would stop.



Captain Irving Johnson, Skipper of the famous schooners, YANKEE, and Exy Johnson have sailed round the world 7 times. They cruised to Bristol in the second YANKEE on July 4, 1954, and Captain Johnson spent his 50th birthday studying Captain Nat Herreshoffs models with Sidney Herreshoff.

Charlie Peterson would point out details of old Nat's expertise and built up in me a real hero-worshipping young man not long off the farm.

Charlie was so dedicated to his profession that you either spliced properly or got out of his rigging loft. He just couldn't bear to see things improperly put together. Even though he was not a large man, nobody tangled with him as I have observed scores of times his ability to chin himself with the little finger of either hand.*

Those were the days of famous boats in Bristol such as RESOLUTE, QUEEN MAB, etc. Especially interesting to me was the badly beaten English SHAMROCK V, which in 1930 I helped to sail back to England after she lost the America's Cup contest to ENTERPRISE. With considerable luck this voyage was completed through the very eye of a hurricane which should have sunk this limber racing craft.

Before six one morning a Herreshoff watchman phoned me to say my boat had just broken her mooring chain. Running from Charlie's to the yard while still dressing, got me there in time to see her with the wind abeam (a miracle) way up the harbor, but not yet aground. I rowed like mad after her while Sidney Herreshoff in his beautiful launch BUBBLE arrived at the same time. No Herreshoff could stand aside even at six a.m. when a boat was in trouble.

Sidney's brother, Nat, was often my wrestling partner at the local YMCA, but showing off at the yard noon hour was even more fun. "Coconut John", a professional yacht captain, could climb hand over hand faster than anyone. Charlie Peterson's fingers were the best marlin spikes, but in those days I could pick up the front end of a Model T Ford with five men inside eating lunch and turn it around in the street.

I can't recall the names of many dedicated Herreshoff boat builders, riggers, sailmakers and so forth, but Tom Brightman was one of my favorite yard foremen. But I do well remember the spirit of the Herreshoff Yard: Do it right or don't do it at all. To me that meant "Shipshape and Bristol fashion".

*Editor's Footnote:

Bristolian Ellef Peterson, Charlie's son, has recounted an interesting anecdote concerning his father's strength. It seems a newly visiting yacht crewman once hustled into the rigging loft prepared to ridicule the legend of the man who could chin himself with one little finger. When Charlie showed him, the visitor scoffed "Oh, you can do that just because you're a light little guy." Charlie grunted "Is that so," dropped 2 five pound lead weights in his pockets, and chinned himself again with one little finger.

12 ½ FOOTER DONATED

William J. Strawbridge has donated the 12½ footer BULLDOG to the Herreshoff Museum. Mr. Strawbridge, a well-known yachtsman and syndicate manager of the successful AMERICA'S Cup defenses of INTREPID in 1967 and 1970, has long been a Herreshoff yacht enthusiast, having owned the "M" class sloop ISTALENA and the 12 meter MITENA, among others.

BULLDOG, more recently named HEF-FALUMP, was retired by Mr. Strawbridge in the fall of 1977 after winning the Davenport Hayward Race. This race is between boats of greatly varying size and is conducted with a staggered start. This victory was a fitting conclusion to BULLDOG'S successful racing career under Mr. Strawbridge since he acquired her from the original owner about 1938.

According to the Shop records, BULLDOG, hull #992, was contracted on December 1, 1925 and delivered in the spring of 1926 as one of six listed as "Larchmont Class." She carried the new leg o' mutton rig and was delivered to Henry L. Maxwell at a cost of \$1000. This class boat is 15'6" LOA, 12'6" LWL, 6'0" Beam, 2'6" draft, 1500 lbs., with a 750 lb. keel.

The 12½ footer class was started in the fall of 1914 when Robert Emmons of Monument Beach, Cape Cod asked N. G. Herreshoff to design and build a safe and seaworthy small boat for training youngsters on the waters of Buzzards Bay. The first group of 19 of the "Buzzards Bay Boys' Boats" sailed in the season of 1915 and became an immediate success. The hull numbers were #755 to #762. A number of these "first editions" are still actively sailing, and NETTLE (#762) is on exhibit at Mystic Seaport. These gaff-rigged "first editions" are easily distinguished by a rowing thwart and no seats forward.

A choice of leg o' mutton or gaff rig was offered in the mid 1920's. The gaff rig remained popular on the Cape, and Marconi fleets sprang up on Narragansett Bay, Marblehead, North East Harbor, and Fisher's Island. The class has been designated as Buzzards Bay Boys' Boat, 12½ WL "J & M", Buzzards Bay Class, Herreshoff 12½ Footer, Herreshoff, 12 Footers, H-12, Bullseye, Narragansett Bay Class, and Doughdish.

Starting on October 30, 1914, the Herreshoff Manufacturing Company built about 390 of these famous boats. Hull #1518, the last Herreshoff made 12½ was contracted on June 16, 1943. The famous oak trim was changed to mahogany about 1936, but the boats remained basically unchanged during almost three decades of construction. Prices varied from \$420 in 1914 to \$1000 in the 20's to about \$800 in the 30's to \$775 in the 40's.

by Carlton J. Pinheiro

THE "240" TRIP IN 1906

by A. Griswold Herreshoff

The trip in the "240" from Bristol, Rhode Island to Blue Hill, Maine in 1906 when I was 17 years old is described below:

The "240" was purchased by the C. P. Thomas family. C. P. Thomas was a friend of Carl Rockwell's. At that time she was an open launch, 30' long with two melon canvas covers.

Before I left, my father said to me that he wanted to speak to me in the other room and I thought that he would talk about navigation to Maine. Instead, he didn't speak to me about the boat trip, but cautioned me about speaking to people on the train trip back. I had to change trains in Boston and Providence.

We started from Bristol and went down the Sakonnet River to the ocean and Vineyard Sound to Hyannis Port where we anchored for the night. The Cape Cod Canal had not yet been built. Carl and C. P.'s younger brother went ashore to sleep. C. P. and I slept on the boat putting down some life preservers on the grating. I was forward and C. P. aft. The next morning because of fog we did not leave Hyannis Port until around 11 a.m. We went past Chatham inside of Monomoy and around the Cape to Provincetown.

As the "240" would cruise at about 14 miles per hour and it was early in the afternoon, we went across Massachusetts Bay, out of sight of land, to Marblehead. We arrived at Marblehead at dusk, and the first



The 30 ft. mahogany launch "240" was built by the Herreshoff Manufacturing Company in 1904. It is understood that her distinctive name derives from her being the 240th power boat built and from the fact that 2-40 was the record speed for a racing horse and cart to cover a mile. She was built to test a unique compound gasoline engine invented by N. G. H. for the purpose of gaining improved economy. This engine ran too hot, but Gid Herreshoff believes it could be made to work with modern materials. Perhaps it would be an important advance with today's emphasis on fuel saving. The "240" was run for a couple of years by members of the Herreshoff family until the delivery cruise described above. At that time she was fitted with a "Simplex" engine that Gid found very reliable. The "240" was donated to the Museum by Member Gordon B. MacPherson and is on display in a very good state of preservation.

thing I saw was breaking waves on the rocks south of Marblehead Neck. However, we backed out and went to Marblehead for the night and next day we went through Cape Ann Canal and tied up at the northern entrance. The next day we went to Portland, Maine in a light fog. The next morning we went through the Gulf of Maine out of sight of land, also in a light fog.

Blue Hill, where the elder Thomases had their home was inside of Mount Desert Island. We arrived in good shape at Blue Hill. After staying a day I returned by train.

MR. J. B., THOUGH BLIND, DIRECTS HIS CHAUFFEUR

by Clarence DeW. Herreshoff

For several years the Herreshoff Manufacturing Company bought most of its lumber from a firm in East Greenwich. Mr. Rufus Murray, foreman of wood construction, would go there and select each piece. Frequently Mr. John B. Herreshoff would go with him. Mr. J. B. would tap on a plank, and if he detected a flaw by the sound, it would be rejected. When the two men made the trip together, they would go in Mr. J. B.'s car driven by his chauffeur, Mr. Haines.

In those days hard surface roads were the exception rather than the rule. There was a variety of roads: sand, gravel, clay, oyster shell and just plain dust. When driven over each produced a different noise and vibration. This difference, though slight, could be detected by one whose remaining senses were sharpened by the loss of sight.

When driving to East Greenwich at that time, it was necessary to make an obscure right turn-off. If it was missed, one would end up at Warwick Point and then must retrace his route to the turn-off. Haines had missed it more than once.

Mr. Murray told of one of their trips to East Greenwich. They had passed through Providence. All was serene when Mr. J. B. suddenly exploded: "Haines! You fool, you are taking us down to Warwick Point again".

"Oh no sir", said Mr. Haines. "I am sure we are on the road to East Greenwich." Mr. J. B. withdrew his watch from his vest pocket and turning to Mr. Murray said, "Watch the time; in three minutes Senator Aldrich's tower will appear ahead on the left. It's only about a mile this side of Warwick Point."

Sure enough, at the specified time the tower appeared. It took a blind man to tell them they were on the wrong road.



Crew of FRANCE III and INTREPID carry the 1899 topmast of the Cup Defender COLUMBIA along the lawn at "Windfall" August 31, 1979.

Photo by Paul A. Darling

COLUMBIA'S TOPMAST RETURNS

by Halsey C. Herreshoff

The Herreshoff sloop COLUMBIA won the America's Cup in 1899 with part of her giant spread of canvas supported by a 65 ft. hollow Douglas fir topmast. Following its replacement before the Cup defense of 1901, this large spar was used for many years as a flagpole at Poppasquash Point in Bristol. Doug and Nancy MacLeod have now donated the Columbia topmast to the Museum, and it will be erected as a flagpole at the site of the shop where it was built 80 years ago.

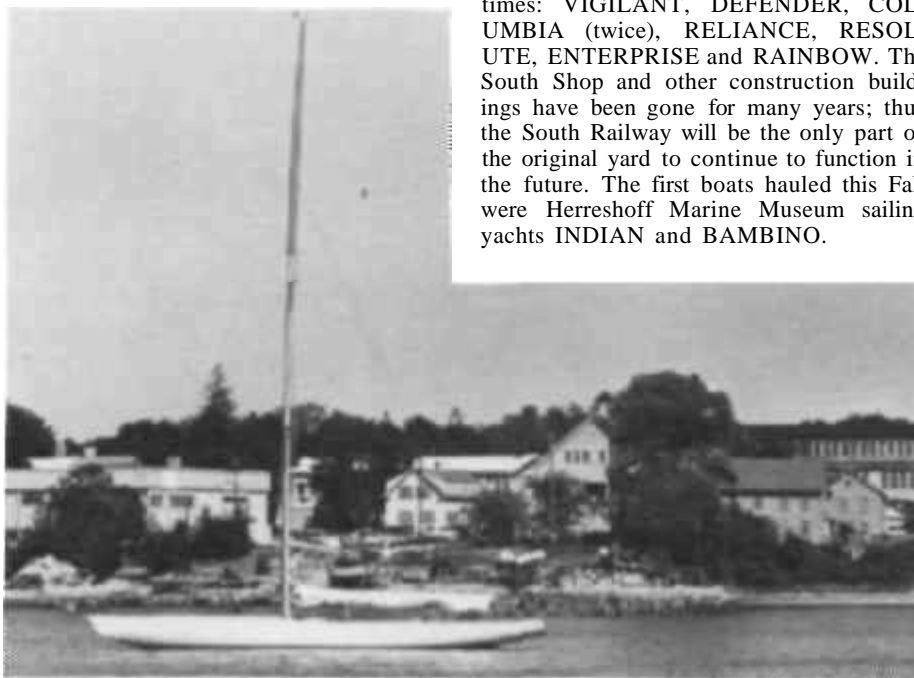
We all puzzled how to move this large spar the 1½ miles back to its location of origin. This was finally accomplished in a most spectacular way through the generosity of Baron Marcel Bich and the able crew of his potential Americas Cup Challenger, FRANCE III, and of her 1979 sparring mate, INTREPID. The occasion on August 31, 1979 was made especially memorable because Skipper Gerry Driscoll sailed his crew to Bristol aboard the two time Americas Cup Defender INTREPID. Nat Herreshoff observed that it was the first time in 42 years that the Herreshoff Shop anchorage was graced by an America's Cup Defender. INTREPID anchored in the wake of defenders RANGER, RAINBOW, ENTERPRISE, RESOLUTE, RELIANCE, COLUMBIA, DEFENDER AND VIGILANT.

Robin Fuger, Superintendent of the FRANCE III, took an advance crew to the MacLeod's estate WINDFALL to bind the mast with a complete covering of plastic sheeting.

The crew arrived at the MacLeods place aboard FRANCE III's tender, BAILLELA. Under the direction of Robin we all carried the mast down the hill to the pier and then carefully lowered it overboard. In perfect calm weather BAILLELA towed the COLUMBIA topmast slowly across Bristol Harbor. At the shore by the South Railway the INTREPID and FRANCE III crews again lifted the heavy spar to their shoulders.

We shall always remember the sight of some 40 brawny Americas Cup men reverently bearing this spar of an earlier America's Cup era; out the gate they went in an arc around Hope Street and back to the position where it will be repaired and erected in the Spring of 1980. This was done under the appreciative eye of Museum trustees, members, friends, and the motorists delayed on Hope Street, all punctuated by the eager barking of "King", the Museum watchdog.

After the crews visited the Museum exhibits, Kirsten Herreshoff with Carol and Wendy Boynton served a fine picnic cookout to the large crew of French and Americans. The Herreshoff Marine Museum is most grateful to the MacLeods, Baron Bich, Gerry Driscoll, Robin Fuger and all of the crew that so generously participated in this memorable occasion.



Cup Defender INTREPID moored off the Herreshoff Marine Museum on August 31, 1979 when the crews moved the Columbia mast. The South Marine Railway, then being renovated, shows behind INTREPID's stern.

Photo by Paul A. Darling

RAILWAY RESTORED

by Nathanael G. Herreshoff III

In the late summer of 1979 we have restored the south marine railway of the Herreshoff Manufacturing Company. The work involved the rebuilding of a 120 ft. section of the railway using reconditioned rails, ties and heavy beams. Fred Dick and Mike Muratori accomplished extensive diving work: jetting around the old pilings, bolting on new ties and securing the rail sections. John and Tony Arruda did the heavy construction ashore and also built a new winch house to contain revamped machinery.

The original railway was laid in the early 1880s. Because it did not reach to sufficient depth of water, the first Herreshoff Cup Defender, VIGILANT, was designed in 1893 to have a centerboard to extend her otherwise inadequate draft. In 1894 the railway was built out to a total distance of 320 ft. into Bristol Harbor to permit launching of the 1895 Cup boat, DEFENDER. Her launching was notable because she was stuck on the ways for a long period due to an errant bolt left during the work on the ways. Several times during this century maintenance work was accomplished on the South Ways, but it is believed that the 1979 rebuilding is the most extensive job done there for 85 years.

This railway is located out from the famous South Shop of the Herreshoff Manufacturing Company. Here were built and launched the most magnificent of the yachts built in Bristol including the 167 ft. schooner KATOURA in 1913 and yachts that defended the America's Cup eight times: VIGILANT, DEFENDER, COLUMBIA (twice), RELIANCE, RESOLUTE, ENTERPRISE and RAINBOW. The South Shop and other construction buildings have been gone for many years; thus the South Railway will be the only part of the original yard to continue to function in the future. The first boats hauled this Fall were Herreshoff Marine Museum sailing yachts INDIAN and BAMBINO.



VOL. 1, NO. 3

BRISTOL, RHODE ISLAND

SPRING 1980



AMARYLLIS II Sailing in Bristol Harbor, 1933

HERRESHOFF CATAMARANS — AMARYLLIS

by Carlton J. Pinheiro

AMARYLLIS II, a 1933 near replica of the revolutionary 33 ft. catamaran AMARYLLIS designed by Nathanael G. Herreshoff in 1876, has been placed on display at the Herreshoff Marine Museum under a loan from the Henry Ford Museum in Dearborn, Michigan.

Soon after her construction at the Shop, the original AMARYLLIS was sailed by Captain Nat 200 miles from Bristol to New York in the remarkable time of 14 hours. There he entered her in the Centennial Regatta and beat all comers with this radical sailing machine. The utter shock to the other contestants sailing much larger boats led to disqualification of the AMARYLLIS and the barring of catamarans from all conventional yacht races ever since that time!

In a magazine article about his catamarans written by Captain Nat in 1877, he tells of lying in wait off Poppasquash Point for the RICHARD BORDEN, the fastest Narragansett Bay steamer, pouncing on her, and passing her with great ease in TARANTELLA, a successor to AMARYLLIS. Reading this reminded Clarence Herreshoff of a yarn about another time when his father chased a steamer on Long Island Sound in AMARYLLIS. This bears on the unpleasant tendency of catamarans to bury

the bow of the lee hull when pressed hard under sail. Just as AMARYLLIS was about to pass, a gust of wind caused her to dip her bow deep into a sea. Her momentum was such that she planed under the water until the hulls temporarily disappeared and the crew were almost entirely immersed. The AMARYLLIS then stopped moving and the buoyant force of the water pushed her upward. Due to the steep trim angle, her rise to the surface caused her to back-up. Once above the water, AMARYLLIS quickly accelerated forward again. This near accident evoked a great cheer from the steamer passengers who misinterpreted it as a spectacular stunt.

Long after the original AMARYLLIS had become legend, A. Griswold Herreshoff persuaded K. T. Keller, President of the Chrysler Corporation, to order a near replica from the Herreshoff Manufacturing Company. Thus, AMARYLLIS II was constructed in 1933 under the supervision of A. Sidney DeW. Herreshoff who sailed her to a speed of 19.8 knots during her trials.

After several years of noteworthy sailing on Lake St. Clair, the AMARYLLIS II was retired to be displayed at the Henry Ford Museum in Dearborn, Michigan. As in the case of SPRITE, the Dearborn museum has now graciously consented to have the

(Continued on page 2)

ENTERPRISE

by Nathanael G. Herreshoff III

April 14 of this year marked the fiftieth anniversary of the launching of the Cup defender ENTERPRISE from the south shop of the Herreshoff Manufacturing Company.

She was designed by W. Starling Burgess for a syndicate headed by Harold S. Vanderbilt. Burgess was the son of Edward Burgess, the designer of three America's Cup defenders in the 1880's.

ENTERPRISE was the first of three J boats that defended the America's Cup. Her dimensions were length overall 120 ft. 9 inches; waterline length 80 feet; beam 22 ft. 1 inch; draft 14 ft. 6 inches; sail area 7583 square feet and height of mast from deck to hoist 152 feet 6 inches. The ENTERPRISE was built in Bristol under conditions of great secrecy. With numerous winches and considerable gear both above and below deck, she was very much a racing machine. Probably her most famous innovation was the "Park Avenue" boom, a wide-topped V-shaped spar which allowed control of the curve of the mainsail foot. She also had the first duraluminum mast in history. Mr. Vanderbilt, Mr. Burgess and members of her organization worked continually during the season making changes and adjustments until she won the America's Cup in the late summer of 1930.



J Class Yacht ENTERPRISE,
1930 America's Cup Defender

BELISARIUS AND CHARLES B. ROCKWELL

by Eleanor Rockwell Edelstein

Buckminster Fuller once said in an interview that sailing is the most peaceful of sports for, while a sailboat moves through the water like a plough across the earth, the hull leaves no scar nor does it change the ocean's surface.

Any introduction to a short piece on my recollections of my father, Charles B. Rockwell, and the BELISARIUS cannot avoid such sentiment for, after nautical historians consider her dimensions and study her logs, the most endearing thing about her is that she was a central part of CBR's family and our family's customs. Known to us affectionately as 'the Bella', she could be seen from our windows, first in Walker's Cove, where she could also be seen by her designer, Nathanael G. Herreshoff, and later moored off Point Pleasant Farm, where the first Herreshoff-designed boat had been launched. Graceful and seaworthy, the BELISARIUS was not only the culmination of NGH's extraordinary designing career but she was the ultimate mistress of my father's passion for sailing.

Surely each one of CBR's children have their own particular, and intimate, recollections of 'the Bella' and these stories shared were part of us: anecdotes about the Bermuda Races, in which all of my brothers crewed; other races in which CBR's "saltiest" friends, like Fred Thurber, Clifford Ashley, Jim Tillinghast, Arnie Gay, and many more crewed; a picture of my brother Charlie at the helm, outwitting a fog that turned back the Vinyard ferry boat in Woods Hole; Benny standing on the deck in rough weather, grinning; Paul padlocking a rented bicycle to a stay in Bermuda; the exhilaration of always arriving under full sail in such tricky anchorages as Hadley's Harbor or Edgartown; in fact, CBR used the BELISARIUS's engine as seldom as possible for his experience was with wind, not motors.

There are many who remember the day in January 1935 when the BELISARIUS was launched at the foot of Burnside Street, a day when ice covered harbour, dock and rigging. This did not deter CBR, and several other Bristolians including Jack DeWolf, Woody Polleys and Tave LeClair, from sliding on their backsides down the gangplank and setting out in below freezing temperatures on the BELISARIUS's maiden cruise. This was not to be a 'shake-down' sail around Hog Island, which would have been more than enough for even 'frost-biters', of which CBR was a founding member, but was a journey that would take boat and crew into the winter Atlantic, down the Chesapeake Bay, where the BELISARIUS was temporarily immobilized by ice off Norfolk, through the Inland Waterway, and finally across the Gulf Stream to her anchorage in Nassau.



Charles B. Rockwell at the helm of BELISARIUS

I believe this maiden journey was as much a test my father set for himself as he had set for the BELISARIUS. In subsequent years she met such challenges many times, surviving the great Hurricane of 1938, under sail in Bristol harbour, and the 1954 Hurricane "Carol" in Cutty Hunk, with my brother Charlie and Willie Carstens the only experienced sailors on board. Her return to Bristol on the day after "Carol" was triumphal, for she came up the Bay under full sail and serenely dropped anchor off Point Pleasant, where both CBR's dock and boathouse had been beaten into firewood along the beach.

CBR's respect for 'the Bella' was a lesson not lost on his family, for we knew that she was one of the loveliest, not to mention elegantly built, boats on the East Coast. Everything from her "Herreshoff green" paint to her teak decks and brass fittings was unique and it was up to us to be at our very best while on board.

I sailed with my father on the BELISARIUS as far south as the Bahamas, and as far north as Jonesport, Maine. In between we all went more times than I can count to Block Island, Cutty Hunk, Edgartown and Nantucket. For more than two decades, with the exception of the WW II years, when 'the Bella' served in the U.S. Coast Guard, she sailed with various members of the family and many friends on summer and fall week-ends all around the Bay, and I think we all felt as much at home on the water as we did on land.

(to be continued in next issue)

(continued from page 1)

catamaran displayed at the Herreshoff Marine Museum. Late in March of this year, Halsey C. Herreshoff and Carlton J. Pinheiro journeyed to Dearborn to return AMARYLLIS II to within a few feet of her birthplace. This exhibit will serve as a vivid display of the catamaran chapter of the Herreshoff story.

N. G. H. STOPS VIBRATION

by Clarence DeWolf Herreshoff

Rufus Murray, who later became foreman of wood construction at the Herreshoff Manufacturing Company, told of the following incident that occurred during completion of a Navy torpedo boat.

Mr. Murray was then temporarily living at a boarding house as were several workmen from the yard as well as some Chief Petty Officers (C.P.O.s) who would be assigned to the torpedo boat. At dinner each night there were heated discussions concerning the work at the yard. Mr. Murray listened to them with great interest.

Among the C.P.O.s was a Machinist Mate who would be in charge of the engine room after commissioning. A seasoned man with years of Navy experience, he was Navy oriented and had nothing but contempt for the Herreshoff Manufacturing Company in general and Captain Nat in particular. They did not do things here the way they did in the Navy!

When the machinery installation on the torpedo boat was completed, they ran the main engine briefly at dock-side. Excessive vibration developed and the cylinders rocked back and forth violently. At the table that evening the Machinist Mate gleefully reported this and expressed the opinion that it could probably never be corrected.

The next day Captain Nat had a half inch (sizes given are fictitious) tubular brace installed. It was carried from the upper part of one of the cylinders to some adjacent hull structure.

That evening the Machinist Mate could not contain himself. He said, "Have you heard what the crazy man with the whiskers (Capt. Nat) has done? He has had a little half inch tube installed and thinks that will stop the vibration of the engine. Why, any fool would know that it would take at least a two inch solid steel bar to hold that big engine. They are having the preliminary trial tomorrow. I want to be down below when they start that engine. What a laugh that will be! That little tube will crumple up like so much cardboard."

The following evening when the boarders gathered at the dining table they eagerly awaited the Machinist Mate's report on the torpedo boat trials. For some reason, the loud-mouthed Machinist Mate was strangely quiet and non-committal. When pressed for information concerning the engine vibration, he finally sheepishly conceded that the engine had stood as firm as a rock with barely a trace of vibration. Mr. Murray said that from that day on the Machinist Mate, not once, questioned Captain Nat's judgement.

Captain Nat had correctly diagnosed the difficulty. It was due to sympathetic vibration at certain speeds and if the movement was contained, little force would be exerted.

RECOLLECTIONS OF HERRESHOFF'S THE TENDER NATHANAEL

by Professor Evers Burtner

I was employed at the Herreshoff Manufacturing Company briefly, say one four week and one two week period. At those times my work mostly concerned stability of the yachts. Sidney Herreshoff was most helpful then and on my other visits, especially in finding quiet water for yacht measurement. My memories of contacts at the Yard are very pleasant.

Robert Tod, a loyal client of the Herreshoff Yard, had the 162 ft. schooner KATOURA built in 1914. Later an 85 ft. motor yacht of the same name was constructed. At that time Mr. Nystrom was manager. In August, after the peak of the yacht measuring season was over, he had this scribe compute weights and centers in a stability study of the Tod yacht.

At that time the Yard was extremely busy. Aside from normal orders, two America's Cup aspirants were under construction, the ENTERPRISE of Starling Burgess design and WEETAMOE designed by Clinton Crane.

Plans were developed in four different rooms. Sidney as Chief Engineer had his office with the plan files and blueprint machine. He was charged as well with supervision of a larger room detailing plans for construction in the Yard of yachts such as Mr. Tod's new boat. The third separate room gave privacy for draftsmen working on the WEETAMOE. In like manner, Burgess had his staff housed apart from all the others.

Clinton Crane, designer of WEETAMOE, wanted to know the stability characteristics of the Cup defender RESOLUTE. Thus, privately an inclining test under my supervision was carried out. This gave the location of the center of gravity. To complete the picture and give the righting moment at 10, 20, 30 and 40 degrees heel, an integrator borrowed from

the M.I.T. Department of Naval Architecture and Marine Engineering was used together with the large scale structural hull cross section tracings. As many may know, Nat Herreshoff worked direct from his carefully carved models to offset tables for actual construction. Thus, he did not need the typical line drawings which gave a means of taking offsets.

Pouring of WEETAMOE's lead keel was an interesting and impressive event very capably handled. Nat's use of long special lag screw bolts screwed into tapped holes, undoubtedly was an improvement over the old typical method. The latter used long screw studs driven in holes previously drilled in the lead. The lower ends entered cored cavities of the keel. Nuts there were screwed to the bolts after which molten lead was poured in the pockets.

Robert Tod enjoyed walking around the shops watching the progress made by the yard's craftsmen in constructing the components for his motor yacht. I believe decayed crushed bananas were used in part as a launching grease between the fixed and sliding ways for his motor yacht. On the day of her launch, the owner's guests, yard workmen and their families were invited to enjoy an excellent luncheon.

Thus, I have very agreeable memories of events connected with those fascinating days in Bristol at the Herreshoff Yard.

Editors note: Professor Evers Burtner taught for many years in the Department of Naval Architecture and Marine Engineering of the Massachusetts Institute of Technology. His keen interest in yachts led him to the position of chief measurer of racing yachts in Marblehead for a long period before and after World War II. He has written a most interesting booklet "Golden Age of Open Class Racing at Marblehead", obtainable from Peabody Museum, Salem.

by Waldo Howland

The 8' Herreshoff tender was built in 1927 for Mr. Harold Vanderbilt. She was designed of a length to fit over the skylight of the M boat PRESTIGE. In 1930 the J boat ENTERPRISE was built for Mr. Vanderbilt and a bigger wider tender was built for her so that the 8 footer became available.

Herby Jackson was Capt. aboard PRESTIGE in 1928 and his brother Martin was one of the crew. Then in 1929 Capt. Harry Cliff took over aboard PRESTIGE and then the ENTERPRISE. Capt. Harry is the one who told Martin Jackson about the dinghy being for sale and in 1932 Martin was working for my father, Llewellyn Howland, and the latter needed a small dinghy and bought the 8 footer.

The Howlands used "NATHANAEL" as we called her as a tender first for Father's 8 meter boat BALEK and later for my Norwegian Pilot boat ESCAPE. When Father built Concordia Yawl No. 1, we built a pram type tender that fitted over the skylight, and NATHANAEL was retired from routine work but was saved and kept in shape for special projects. She was one of the boats that was displayed at the first Mystic Seaport Meet for Traditional Small Craft.

While the NATHANAEL was tender for BALEK we puzzled the other Whalers Race contestants by stowing NATHANAEL in the cabin. Dinghys were required and we had one, but it could not be seen.

While tender for ESCAPE she became part of a situation that could have been a real tragedy. It was off Pasque Island. Martin and his wife were returning to ESCAPE after going ashore. NATHANAEL capsized and Martin made the desperate but only right decision. The wind and tide were blowing them away from ESCAPE, and Mrs. Jackson could not swim. He told her to hang on to the boat. He himself barely make it to shore, and then he had a long run over to Robinson's Hole. There he had the good luck to be taken aboard the work boat of the island caretaker; they finally got back to NATHANAEL to rescue Mrs. Jackson at about the time she was giving up.



Waldo Howland has donated to the Museum this very interesting small lap strake Herreshoff tender. To the left are shown three of the four generations that have enjoyed the tender NATHANAEL. Left to right: Waldo Howland, Charlie Howland and Tommy Howland.

INDIAN DONATED TO MUSEUM

by *George E. Lockwood*

It was with mixed feelings that I turned over the Herreshoff Bar Harbor 30 sloop, INDIAN, to the Herreshoff Marine Museum in late 1979. The INDIAN has been part of the Lockwood family life since we acquired her in 1951 following the loss of a sister ship in a November, 1950 hurricane.



Bar Harbor 30, INDIAN

It is quite difficult to describe the pleasure we received from always having the best looking boat in the harbor. I realize this is a subjective opinion, but after having the same thought expressed by dozens and dozens of people, it is hard not to believe it. Not only is the INDIAN particularly handsome, but she is also particularly fast. This is not so subjective; in the thirty years I owned her, I am sure I could count on my fingers the number of times a boat larger or smaller passed the INDIAN. On her final delivery sail from Boothbay Harbor to Cape Cod Canal, she covered the 150 miles in twenty-two hours. During my ownership, the INDIAN averaged pretty close to 100 days a year in the log, ranging from a low of eighty-five to a high of one hundred and twenty and cruised between the James River and the Bras d'Or Lakes. Her five cruises to the Chesapeake taught the Lockwood family to be one of the most skilled group of kedgeers. Perhaps this came from an unfor-

tunate predilection to take 8½ feet of draft through a place where the chart says 8 ft. 7 in.

Five children were raised on the INDIAN and all of them have become very devoted and skillful sailors. Three of them at present own their own cruising sail boats.

The history of the INDIAN, as far as my knowledge is concerned is somewhat fragmentary. Somewhere along about 1910 she was given to Walter K. Shaw, Jr. by his father as a wedding present.

About that time the class left Bar Harbor and moved to Marblehead, where it was raced actively. Mr. Shaw, Sr. who owned a sister ship, was a very active and avid experimenter with the new "Marconi" rig, so he and his son made various experimental changes to the rigs.

About the season of 1934, the INDIAN was bought by William J. Prescott who used her both as a day sailor and as a cruiser. I do not know who owned her during the war years except that the Graves Yard in Marblehead owned her for about a year before the end of the war. In the spring of 1945, she was bought by Mr. Gorton who kept her summers in the Connecticut River at Essex.

In November 1950 my Bar Harbor 30, ARIEL, was lost in a storm. Since I so much liked these boats and the way they perform, I immediately searched for another Bar Harbor 30 and wound up buying the INDIAN in April 1951. Now the wheel has come full circle and she has come back to where she was built seventy-eight years ago.

MEMORIES OF CAPTAIN NAT

by *Patty Munroe Catlow*

I have fond memories of the winter visits of Captain Nat Herreshoff and his wife, Ann, to "The Barnacle", our family homestead in Coconut Grove, Florida. My father, Commodore Ralph M. Munroe, originally met the Herreshoffs, J. B., Charles and Nat, when cruising to Bristol in 1882 and 1883.

Thus, a long standing acquaintanceship was renewed when Captain Nat's HELIANTHUS powered into Biscayne Bay and dropped anchor off my father's place in the fall of 1921. It was a most natural friendship as both Daddy and Captain Nat had designed many yachts and retained their natural keen interests in design and sailing. I well remember observing the two distinguished, bearded gentlemen in lively conversation over one or another technical point while strolling about the grounds of

"The Barnacle" or while sitting on the veranda over the boat house. In particular, they had numerous good natured arguments over the pros and cons of the balanced rudder.

Prior to the hurricane destruction of 1926, Captain Nat and Ann lived winters in a cottage close by the Barnacle waterfront. Here Captain Nat did his correspondence and some work and pursued his great hobby of building sailing models. When a model was completed and Ann had made the sails, Daddy and Captain Nat would go off in a skiff to sail the model on Biscayne Bay.

In the early 1920's Mr. Nat brought the 30 ft. sloop PLEASURE down from Bristol. Commodore Munroe built the 26 ft. SUNSET in the Barnacle boat house. Often these two boats sailed and cruised together.

Later in the 20's I was active in racing one of the Herreshoff 14 Class on Biscayne Bay; mine was number 10 of a class of about a dozen. Most of the races were over a course in the Bay off from the Barnacle. My father and Captain Nat watched through an excellent spyglass from the boathouse veranda. When I came ashore, they would good naturedly ask "What did you do that for?" or say "I noticed you did so and so at the second mark." Then they would proceed to explain the better way. What a training this provided! Probably it had a lot to do with my winning many races.

Later Captain Nat designed the sloop WATER LILY and brought her south for the winters of 1928 and 29. Frequently he loaned the WATER LILY to me for a sailing school that I conducted for young girls. Often Captain Nat came along on the trips. While one of us taught knots, the other would coach the girls at the tiller. Needless to say it was quite a thrill for some of the girls to be taught to sail by Captain Nat Herreshoff.

When the Herreshoffs stopped coming to Florida, Captain Nat gave me the WATER LILY. She no longer exists but it has been my pleasure to donate the WATER LILY's tender to the Herreshoff Marine Museum where she is on display.



Commodore Munroe and Captain Nat sailing the model yacht ROBIE on Biscayne Bay.



BRISTOL, R. I.

CHRONICLE NUMBER 4

FALL 1980

FREEDOM VISITS THE MUSEUM

The Herreshoff Marine Museum was privileged to host the 1980 America's Cup defender **FREEDOM** on September 14, 1980 — two days before commencement of her defense of the Cup against the challenge of **AUSTRALIA**. This auspicious occasion honoring the crews of **FREEDOM** and her trial horse **ENTERPRISE** was part of the celebration that day of the three hundredth anniversary of the founding of Bristol.

The two twelve meter yachts, accompanied by tenders **CHAPERONE** and **TAMAQUA**, sailed under spinnaker up Narragansett Bay from Newport to Bristol. On board with the crews were wives, girl friends, and leaders of the **ENTERPRISE/FREEDOM** Syndicate. Enroute, each took a turn at the wheel. Many Bristolians greeted the yachts upon their arrival, notably Jill Pardee with the tolling of her ship's bell and 12 meter veteran Stanley Livingston with a cannon salute from his porch.

Skipper Dennis Connor sailed **FREEDOM**, followed by **ENTERPRISE**, up Bristol Harbor whereupon the yachts smartly doused spinnakers and beat back under genoa jibs to the anchorage close by the site of the former Herreshoff Manufacturing Company. It was inspiring to see here in Bristol Harbor the paragon of modern twelve meter sailing yachts.

FREEDOM evoked memories of the passage there of her Cup Defender predecessors, **VIGILANT**, **DEFENDER**, **COLUMBIA**, **RELIANCE**, **RESOLUTE**, **ENTERPRISE**, **RAINBOW**, **RANGER**, **COURAGEOUS** and **INTREPID**, the latter of which had visited in 1979.

For many of the **ENTERPRISE/FREEDOM** family it was the first opportunity to visit the displays and nearby yachts in the collection of the museum. Out of fascination with the Herreshoff role in the tradition of the America's Cup, plus some urging by Dennis Connor, every member of the **FREEDOM** crew and many of the others present had previously become members of the museum. There seemed to be particular interest in the displays of the magnificent 1903 Cup defender **RELIANCE** and of the great variety of hull forms shown. Malin Burnham, skipper of **ENTERPRISE**, was fascinated by the "windmill boat" model that sails directly into the wind. He caused a successful demonstration to be conducted then and there in Bristol Harbor.

Marcia and Ros Bosworth of the Bristol Phoenix sponsored a fine luncheon provided by Ursula and Arthur Beauregard at their house adjacent to the Herreshoff Museum waterfront. Bristol Harbor kicked up a typical dusty southwester to properly punctuate this occasion when the Herreshoff Marine Museum hosted those special sailors who on the week following successfully defended the America's Cup.



Museum Vice President Nathanael G. Herreshoff III is obscured by the flag he is hoisting as Dawne J. Pinheiro, Sam Pinheiro and Rebecca C. Herreshoff observe.

Photo by Paul A. Darling



On the occasion of the visit of **FREEDOM and **ENTERPRISE** each crew member was presented a framed photograph of the 1903 Cup Defender **RELIANCE**. Scott Vogel receives his from Halsey C. Herreshoff, President of the Museum and Navigator of **FREEDOM**.**

Photo by Paul A. Darling

COLORS FLY FROM COLUMBIA'S TOPMAST

Visitors to the Herreshoff Marine Museum now enjoy seeing an impressive 18 foot flag flying from the 68 ft. flagpole that was the topmast of the 1899 Cup Defender, **COLUMBIA**.

Following its donation by Nancy and Doug MacLeod and delivery in 1979 by the crew of the America's Cup contender **FRANCE 3**, the historic wooden topmast was repaired and reconditioned in May 1980. With the assistance of a tall crane, Fred Dick and others of the museum crew erected it adjacent to the north railway on the museum waterfront.

The large flag was donated by the Bristol Chapter of the Daughters of the American Revolution at a dedication on Flag Day, *(continued on page 2)*

(continued from page 1)

June 14, 1980. Mrs. Dawne J. Pinheiro, Regent of the DAR Chapter, expressed the significance of the American flag in relation to our nation's historic institutions. Accepting the colors on behalf of the museum, Mrs. A. Sidney DeW. Herreshoff stressed the Bristol family ties of former boat builders at the Herreshoff Shop. This connection is exemplified by Miss Alice B. Almy, the senior DAR member present, and her late father, Albert S. Almy, head of the Carpenter Shop at the Herreshoff Manufacturing Company where he worked for over 25 years.

Following hoisting the flag, museum Vice President Nathanael G. Herreshoff III spoke of the history of the COLUMBIA topmast and its placement at the museum 81 years after its role in defending the America's Cup. Now the flag also is part of the America's Cup; it was aboard FREEDOM in the final Cup race of 1980 and flew triumphantly from her backstay at the conclusion of the 24th America's Cup defense.



America's Cup Defender FREEDOM flies the Herreshoff Marine Museum Flag on her return to Newport after successfully completing the 24th Cup Defense.

Providence Journal-Bulletin Photo

CHRONICLE

Herreshoff Marine Museum
Post Office Box 450
Bristol, Rhode Island 02809

Published Semi-annually



The MARJORIE moored in New York for the Admiral Dewey Celebration in 1899.

MARJORIE

by Alice Dewolf Pardee

There's nothing new about inflation. It was around in 1895 among steam yachts.

Nowadays, if a well-to-do Bristol, Rhode Island gentleman should invite a well-to-do friend and his family to come over for Sunday luncheon, he could expect them to arrive driving an energy-saving Toyota. Fifty years ago, the friend and family might have been driven over by a chauffeur in a Cadillac. But in 1895 Dr. Herbert Howe of Bristol sent his eighty-five foot steam yacht POLYANTHUS over to Narragansett to pick up the VanWickle family and bring them to visit the Howe Homestead on Bristol Ferry.

Augustus Stout VanWickle was a coal baron from Hazleton, Pennsylvania, who had married Bessie, the daughter of another coal baron named Ariovistas Pardee. (Small wonder that with names you could get your teeth into, the little boys felt compelled to amount to something).

Mr. VanWickle, accustomed as he was to fine horses and carriages and coming as he did from the mountains of Pennsylvania, was not familiar with yachting. He was immediately captivated. It evidently crossed his mind that his wife was due for a birthday in January, and that a yacht would make a splendid present.

Dr. Howe put him in touch with the boat designing and building Herreshoffs. J. B. Herreshoff at that time owned the EUGENIA, a seventy-two foot steam yacht build in 1893, smaller but comparable in design to the POLYANTHUS. Mr. VanWickle, figuring that it would be impossible for a new yacht to be built in time for his wife's thirty-sixth birthday, offered to buy the EUGENIA.

J. B. Herreshoff was an excellent business man. Not being particularly anxious to part with his yacht and recognizing that Mr. VanWickle was in a hurry, he held out for a large price.

She was duly presented on the birthday and re-named MARJORIE after the VanWickle's thirteen year old daughter.

During the negotiations with the Herreshoffs, Mr. VanWickle fell in love with Bristol. Since one could hardly moor a steam yacht in the coal regions of Pennsylvania, he bought waterfront property next to Dr. Howe's, upon which he built a mansion and developed the grounds into the estate now known as Blithewold. From then on the MARJORIE was moored off his own dock. Unfortunately, he died suddenly in June 1898, having had only two summers to enjoy the yacht.

The MARJORIE remained in possession of Mrs. VanWickle and in 1899 took part in the Admiral Dewey Celebration in New York — looking very handsome in Dress Ship, as may be seen in the photograph.

In 1900, she cruised around the Caribbean. Aboard for that trip were Mrs. VanWickle, her two daughters, her niece, and a Mr. William Leander McKee, a former business associate of Mr. VanWickle's. At the end of the cruise Mrs. VanWickle and Mr. McKee announced that they planned to be married.

Mr. McKee was more fond of sail than steam, and in 1902 the MARJORIE was sold to Mr. Joseph A. Vandergrist of Philadelphia. From 1905 to 1911, she was registered in the name of Henry W. Savage of New York. Diligent research has failed to reveal the subsequent history of MARJORIE, and the Museum would appreciate hearing from anyone who knows what became of her.

A fine half model of MARJORIE made by Sidney Herreshoff and presented to Marjorie VanWickle Lyon on her ninetieth birthday is at the Herreshoff Marine Museum in Bristol on loan from the Heritage Foundation of Rhode Island. MARJORIE will not be forgotten. What other yacht can lay claim to having been responsible for the birth of a beautiful estate and a happy marriage.

CAPTAIN NAT IGNORES A BIT OF HORSEPLAY

by Clarence DeW. Herreshoff

Rules governing the conduct of the workmen were posted in the Shop in the early days of the Herreshoff Manufacturing Company. A copy, now exhibited in the Herreshoff Marine Museum, gives visitors the idea that the Herreshoff Shop must have been an austere and prosaic place to work. Perhaps it was — who knows? Later however, in the hey-day of the company, this was not the case. At that time the management appears to have closed one eye to a bit of frivolity, fully appreciating the value of esprit-de-corps.

Mr. Charles Sylvester told this story. Charley worked many years in the small boat shop at Herreshoffs and had many happy memories of those years. The small boat shop was located at the west end of the main construction building between the north and south ways. It was partitioned from the rest of the building to control the temperature in winter and keep out the dust and noise of heavy construction. There was a large door at the east end and another door near the northwest corner.

A wide board, about the size of a small door, had been lying around the shop. One day, some of the men hung the board up high over the east doorway. One side of the board was supported by a couple of lines. A slip hitch at the end of a long line, a trip line, held up the other side. This line was carried overhead to a far corner of the room. The board was then heaped with sawdust.

The contrivance was designed to dump a load of sawdust on some unsuspecting workman entering the shop. One man would be stationed near the doorway to give a signal at the proper instant. Another would man the trip line at the far end of the room. On receiving the signal, he would yank the line, causing the board to tilt and dump the sawdust.

Once, a workman was seen walking toward the shop and the men took up their appointed stations. Just as the workman was about to enter the shop. Captain Nat was seen coming along several paces behind him. The signalman frantically motioned to "Lay off!" but the man on the trip line misinterpreted the signal and yanked the line showering the workman with sawdust.

When Captain Nat entered a few seconds later, he glanced first at the workman covered with sawdust, then up at the trip line and board still dangling overhead. He understood the situation instantly and without a word passed through the shop and out the other door.

J. B. HERRESHOFF

by Katherine DeWolf Pendlebury

What a pleasure the Herreshoff Marine museum has given me in asking for remembrances of my grandfather, John Brown Herreshoff, founder and president of the Herreshoff Manufacturing Company!

J. B. (as he was always called) was the grandson of Karl Friederich Herreshoff of Germany and Sarah Brown, daughter of John Brown of Providence shipping fame. Their son, Charles Frederick Herreshoff, married Julia Ann Lewis of the famous Boston shipping family. Little wonder then, that many of their nine children were drawn to affairs of the sea.

John, born in Bristol in 1841, had the misfortune of poor eye sight but early displayed indomitable ambition in business. At the age of six he grew vegetables for sale, at twelve he ran a successful rope walk, and in his mid teens J. B. began to build boats. Tragically, his eyesight failed completely at age 16; nevertheless, he continued construction of a new boat, METEOR, with the encouragement and help of his father and his brother, Nathanael Greene Herreshoff.

The success of this yacht led naturally to construction of boats on commission near the family homestead that still stands at 142 Hope Street in Bristol. As the business prospered, J. B. expanded into the former General Burnside Rifle Factory and to other structures on Burnside Street including the present site of the Herreshoff Marine Museum.

The shop built steam yachts, naval torpedo boats and sailing yachts including those that defended the America's Cup six times. All were designed by Nat Herreshoff who in 1878 became an equal partner in the Herreshoff Manufacturing Company.

As for what my grandfather was like — he was very kind and thoughtful to us, his grandchildren, both girls. Often we were his eyes on tours of inspection of the boat shops guiding his every step. He seemed to feel perfectly secure having us navigate him about the many obstacles, large and small.

With deepest sorrow we note the passing of Charlie Sylvester. Death came only weeks before this story went to print.

A native of South Bristol, Maine, Mr. Sylvester was a master boat builder at the Herreshoff Manufacturing Co. where he worked between 1912 and 1940.

In his later years, Charlie demonstrated, for the Mystic Marine Museum, the techniques used in building a Herreshoff lapstreak dingy. Because of this important contribution, the art of building high grade lapstreak dingies is now preserved for future generations by the Mystic Marine Museum.

When there was to be a launching, he always telephoned to be sure we would be present. He enjoyed taking us for rides by horse and carriage and later in automobiles, for which he had great fascination. He took us along on expeditions to places in Rhode Island to see (we always used the word "see") wood, metal items, or sailcloth for possible purchase by the works. Although he often demonstrated his keen business sense, he was ever courteous and friendly. His disposition was outgoing, relaxed and informal.

We children were often in his office, but understood we were to cause no commotion. We enjoyed meeting many visitors, some very eminent coming from New York or other far away places. As I walk now on Burnside Street, I often think of the famous men I saw on those modest office steps.



John Brown Herreshoff

I have many pleasant memories of my grandfather, a man of marked success, who much enjoyed life. An example is the contact we had with Mr. J. B.'s friend Mr. Riddle, who had been incapacitated by loss of both hearing and speaking abilities. Mr. Riddle often came to Bristol aboard the Herreshoff yacht ENAJ (Jane spelled backward). A member of the office force with pencil and fluttering slips of paper was the go-between in lively conversations between deaf Mr. Riddle and blind J. B.; the fascinating dialogue was much enjoyed by all including us young girls.

An episode told me some years later by a former member of the staff is also revealing. One day a large new machine was delivered outside of the building where it was to be placed. The men found it would not fit through the doorway. After considerable struggle they gave up and sent word of their dilemma to the office. Mr. J. B. was guided down and ran his cane along the edges of the machine to gauge its dimensions. After some friendly cussing, he said "turn it on its side and it will pass through." AND IT DID!

BELISARIUS AND CHARLES B. ROCKWELL

by Eleanor Rockwell Edelstein
(continued from Spring 1980 issue)

Among all the recollections which I could share, my own fondest ones are of three widely separated cruises. These are typical of those enjoyed by my father, Charles B. Rockwell, aboard BELISARIUS.

The first was her second cruise, in the late winter of 1935, which took us from Nassau to Whale Cay, Frazier's Hog Cay, the Berry Islands, and back to Nassau. In Frazier's Hog Cay there was one other cruising boat, belonging to Gordon Prince. A member of that crew was tattooed from neck to wrists and waist with the design of a cable-knit sweater. This seemed pretty silly in the tropics, but not as mysterious as a piano being ferried in a dory from the mail boat to what appeared to be a deserted island. Even CBR couldn't explain that. The most enchanting memory of that cruise, however, is of the native pilot sitting astride the BELISARIUS' scroiled bow, calling out water depths in fathoms. In between coral heads he recited passages from The Tempest in his rich Bahamian accent and, although at that time I knew little of Shakespeare, it was clearly poetry and a new dimension to the language of sailing.

The second memorable cruise was Down East as far as Jonesport. On board were CBR, Mother, my brothers Charles and Paul, my sister Martha, myself, and Captain Willy Carstens. It was the summer of 1940, the last time that so many of the family would be together on the BELISARIUS until after the war. The kaleidoscope of memories includes a plague of mosquitoes at Small's Point: a Huck Finn of a boy who rowed out with an offer to pilot us into the harbor (and CBR's refusal of the offer just as we bumped not too gently over a submerged rock); daily bathing (it could not be called swimming) with a bar of soap; rigging the Dyer Dink every evening so that we could inspect the cruising fleets in each harbor; eating lobsters on the deck; and having the lovely beach at Roque Island entirely to ourselves. In Blue Hill we climbed to the forest look-out. Coming down we picked blueberries, which we put in CBR's favorite white duck-cloth hat that one of us had borrowed. By the time we reached "the Bella", the hat had been stained purple, which matched CBR's expression and inspired one of his rare shows of temper. It was impressive to see hat and blueberries dumped unceremoniously into the harbor.

In some ways the most "educational" cruise I took on the BELISARIUS was in 1947 with CBR, his friend Clarke Freeman and Clarke's niece Peggy. We set off in bright sunshine but by noon were muffled in the thickest fog I had ever seen. Between Point Judith and New Harbor, Block Island my post was at the wheel, blindly

steering a compass course which CBR calmly dictated from the chart table below.

Then, at Shelter Island we joined the New York Yacht Club cruise and settled into the serious business of racing back to Block Island. The day had dawned hot and windless; the beautiful boats of the New York Yacht Club floated helplessly on the calm Sound, inches from the starting line. And then, silently and inexplicably, the BELISARIUS picked up a whisper of breeze and like a ghost she went through the fleet and across the line, leading her sisters all day to the finish, even after the wind picked up. I recall CBR merely smiling like the Cheshire Cat when asked how he had found that little breeze, and it is my suspicion that he himself did not know. It was just another moment that binds a yachtsman so faithfully to his boat.

A sailboat does not leave a mark on the ocean, as a plough does on the earth. But sailors like CBR, I'm sure, always wear the imprint of days spent on board a beloved boat. Those who built her in Bristol and those of us who sailed on the BELISARIUS and see her sailing again now on Narragansett Bay, share that special feeling about a very special boat.



BELISARIUS — built by Herreshoff Manufacturing Company 1935 LOA 56'2", LWL 40'0", Beam 14'0", Draft 5'8".

RESOLUTE

by Nathanael G. Herreshoff III

RESOLUTE, built in 1914, was the final America's Cup defender designed by Nathanael G. Herreshoff. The last of the gaff rigged defenders, she was much smaller than the 144 ft. RELIANCE of 1903. RESOLUTE's dimensions were LOA 106'4", LWL 74'11", beam 21'11", draft 13'9" and sail area 8775 sq. ft.

In the trials that summer RESOLUTE competed with VANITIE designed by William Gardner (who also designed the famous three masted schooner ATLANTIC) and DEFIANCE designed by M.I.T. Professor George Owen. RESOLUTE won the right to defend the cup. World War I broke out in August, 1914 while Sir Thomas Lipton's challenger SHAMROCK IV was enroute from England, and the races were cancelled.

In 1920, RESOLUTE again beat VANITIE in the trials. For the first time the Cup defender was captained by an amateur skipper, Charles Francis Adams, a descendent of two presidents and later Secretary of the Navy. For the last time, the Cup Races were held off Sandy Hook near New York. It was also the final time one boat had to give the other a time allowance; RESOLUTE, being the smaller of the two yachts, received 7 minutes 1 second for the 30 mile course. The challenger, SHAMROCK IV, was considered ugly and given little chance of success. She surprised everyone by winning the first two races. In the second of these races with RESOLUTE in the lead, a crewman lost the tail of the throat halyard, the mainsail slumped down and the American defender had to withdraw.

Since at that time, the America's Cup consisted of a five race series, RESOLUTE had to win three consecutive races. Her afterguard were frantic at the prospect of losing the Cup and called a lay day. A Newport based destroyer transported 72 year old Nat Herreshoff to New York during the night. He worked with the RESOLUTE crew the next day and went on board during the remaining races. RESOLUTE won the next three races (the last one by 19 minutes) to successfully defend the America's Cup after coming as close as ever to losing it.

During the 1920's, RESOLUTE continued her rivalry with VANITIE. This was the most famous competition which a Herreshoff yacht ever had with a boat built at another yard. Part of the time the two were rigged as schooners. In 1930, they were outfitted with marconi rigs and served as trial horses against the four new J Class yachts that were vying to be selected as Cup Defender. Finally VANITIE and RESOLUTE were laid up near one another at the north end of the Herreshoff Shop waterfront and were scrapped in 1938 and 1939 respectively.



BRISTOL, R. I.

SPRING 1981

Fishers Island 31-Footers' Reunion



Alan Bemis

This occasion began with the Bemis family planning a 50th birthday party for CIRRUS, their Fishers Island 31-Footer, now yawl rigged. This famous Herreshoff One Design Class was designed in the 1920's by A. Sidney DeW. Herreshoff as a development from the earlier Newport 29 Class. CIRRUS was launched August 28, 1930 as KELPIE for Henry L. Maxwell and was bought by the Bemises in January, 1935.

The celebration was scheduled for the afternoon and evening of July 11, 1980 at High Head, Brooklin, Maine for the convenience of guest boats, many of which would be in the area for a Cruising Club of America rendezvous set for Blue Hill, Maine the following day. We tried to locate and invite as many sister ships as possible and were most happy that three accepted and arrived, a small but very distinguished fleet:

SPINDRIFT #1059, built for Arthur Whitney, original name CHANCE — now owned by William Rich, Jr., and William Rich III of New York.

KESTREL #1061, built for Dudley Wolfe, original name KESTREL — now owned by Edmund Tarbell and David Tarbell.

TORCH #1153, built for Thomas W. Russell, original name SAVAGE — now owned by Talbot Baker, Jr. and Benjamin Baker.

CIRRUS #1157 built for Henry L. Maxwell, original name KELPIE — now owned by Alan C. Bemis.

All four of the 31-Footers have been modified extensively. They are fitted out for extended cruising as well as racing. CIRRUS' changes below decks have brought her measured waterline to 33.9 feet, and the other three have waterlines over 32 feet. Each of the four yachts has modified standing rigging and a higher jib hoist than the original design. CIRRUS, as a yawl, is the only one of the four still carrying her original mainmast. KESTREL has a masthead fore triangle and an aluminum spar rig designed by Ted Hood. The mast height is about the same as the original spar, but her fore triangle is considerably taller than any of the other three boats. TORCH carries a very tall wooden spar, but her jib luff appeared to be the shortest of the four. SPINDRIFT is in beautiful condition; her rig and hull have been much modified. The Bill Richs, father and son, are very accomplished ships carpenters and do all their own work on the boat. Toby and Ben Baker do much of their work also, but have not been at it as long as Bill Rich. Also, TORCH was in tough shape when they bought her; in another year or two she will be perfect. Like all Herreshoff owners, they both love their boat.

The plan was to start with a short boat-for-boat race which we hoped would be close and exciting. Sure enough, the old downeast fog rolled in July 10th and was still there with a light easterly on the 11th. All four boats rafted for a skippers' meeting at 1330. We had nothing but fog, zero wind, and long faces. Then at 1400 a head peered down the companionway with, "Hey you guys, the breeze has come up and the fog has lifted!" So off we went for an 8-mile leeward-windward race to the can buoy short of the Deer Island Bridge and return. This was a real race with a proper race committee, everybody truly competitive, and a fair size spectator fleet. Right after the finish the southeast breeze quit and the fog shut down again.

KESTREL with the biggest spinnaker and genoa walked away from the rest of us downwind and upwind. SPINDRIFT was not far behind, then CIRRUS, then TORCH. We figured the order of finish was the same as the order of the length of the jib luffs. All four put on a great show. None of the sailboats in the spectator fleet could keep up with us even using auxiliary power. A special treat for CIRRUS was having Eddie Maxwell and his son Wes on board. Eddie had raced CIRRUS quite a lot when she was KELPIE in the early 1930's.

After the race all four of us rafted on the High Head float with a big rum punch party at the head of the pier. CIRRUS received many fine birthday presents. All together we had over twenty boats in the cove, and about a hundred people arrived by car. The only unfortunate factor was the dismal fog. The rum punch dispelled it some but did not improve the photography. Nobody got a good photograph of the race start, but we do have good colored slides and prints of the 31's singly and in pairs and rafted at the float. A set of these will be available at the Museum.

Editor's Note: Alan C. Bemis, a Life Member of the Herreshoff Marine Museum, is a former Commodore of the Cruising Club of America. His care for and enjoyment of the Fisher's Island 31 Footer CIRRUS is legend. Alan is also a talented and famous raconteur of "Down East" humor.

Developments of Nathanael G. Herreshoff

A. Griswold Herreshoff

The agreement at the Herreshoff Manufacturing Company between Nathanael Greene Herreshoff, and his brother, John Brown Herreshoff was as follows. John was to do the finances and selling; my father was to do the designing, select materials, and oversee workmanship.

My father designed most of the buildings, marine railways, and docks; he either designed or selected the shop machinery. His designs included 7 torpedo boats, 6 America's Cup Defenders, Buzzards Bay 30's, the famous New York 30's, 40's, 50's and 70's, and schooners up to the WESTWARD and the 162 ft. KATOURA to say nothing of numerous steam yachts, steam launches, power boats, speed boats and sail boats galore. For a period of forty years, the American Navy Admirals would not have anything but a Herreshoff mahogany 30 foot steam barge. He designed three types of boilers of various sizes, four types of steam engines, and miscellaneous engines such as steering engines.

Their business was a good example of "the public beats a path to the best maker of a mousetrap".

In thinking back over the vessels and machinery produced at the Herreshoff Manufacturing Company, I believe that their merit and success came in large part from the inventions and developments of my father, Nathanael G. Herreshoff. In the jargon of today these would be considered in the categories of both fundamental research and applications technology. For, Captain Nat was constantly interested not only in naval architectural and engineering designs but in materials, strength, and processes.



Photo courtesy Mariner's Museum
Captain Nat Herreshoff with one of his sons and a workman on the pier at the shop.

Below is a listing of some of the developments my father brought out during his long career.

1. *Yacht time allowance tables calculated while he was a 17 year old freshman at the Massachusetts Institute of Technology. These tables continue to be used today, more than 115 years later.*

2. *Air dashpot for controlling the motion of valve gear on large Corliss steam engines.*

3. *Coil boiler with steam separator and superheater.*

4. *Power boat hull model testing dynamometer and technique. Nat Herreshoff made hull drag tests off the platform near the bow of his steam yacht.*

5. *Instrument to precisely measure offsets from half models made for hull designs.*

6. *Modern yacht form with cutaway profile for low wetted surface.*

7. *Wood and metal yacht construction form and method. N. G. H.'s scantling rules published in 1927 by the New York Yacht Club have been the bible for yacht hull construction.*

8. *First aluminum hull for an America's Cup Defender — the 1895 DEFENDER.*

9. *Longitudinal framing for hulls — first in the 1901 Cup Contender CONSTITUTION; this is the standard form of construction of modern steel ships.*

10. *Use of antimony as an alloy component in cast lead keels to provide stiffness and hardness.*

11. *First cross cut sails — on GLORIANA, in 1891 — this is the standard configuration for yacht sails today.*

12. *Design of fine pitch screw threads for strong light connections. These were similar to the bolts used now in aircraft and automobile construction.*

13. *Steel bulb angles for hull framing to provide more metal away from the hull skin for strength with light weight.*

14. *Fin keel — spade rudder combination. This was developed and used in many boats in the 1890's.*

15. *Boilers with three drums and curved tubes to accommodate unequal expansion.*

16. *"Telescoping" topmast housing — first used on COLUMBIA for the 1901 America's Cup defense.*

17. *Seven and fifteen strand wire rope for low stretch.*

18. *Short threaded wood screws to have full area for maximum shear strength at the faying surface of planks to frames.*

19. *Universal Measurement Rule for yachts with the basic premise that speed is proportional to the product of length and the square root of sail area divided by the cube root of displacement. This fundamental is employed in several yacht handicapping formulations of the 1980's.*

20. *First folding propeller and first "weedless" propeller.*



Engine of USS CUSHING, USN Seagoing Torpedo Boat No. 1.

21. *Refined cast frame slide valves on steam engines.*

22. *Concentric piston valves for the engine of the CUSHING, U.S.N. Seagoing Torpedo Boat Number 1.*

23. *Worm gear valve shifting mechanism for steam engines.*

24. *Poppet valves similar to those of present day automobile engines.*

25. *"Steeple" compound and triple steam engines with splash chamber lubrication.*

26. *Below deck winches — first aboard RELIANCE, 1903.*

27. *First aluminum spar — gaff on DEFENDER, 1895.*

28. *Sail slides and rolled sail tracks.*

29. *Wire to rope splice method.*

30. *First U.S. patent on catamaran sailboats including cast ball and hammered socket joints for independent pitching of the hulls.*

31. *The principal and application of centralization hull weights to reduce longitudinal weight moment of inertia to diminish hull pitching in waves.*

32. *Tacking downwind of yachts — first developed by N. G. H. on ice boats in the 1880s and used in America's Cup races since 1901.*

In addition to these, Nat Herreshoff initiated or refined designs of hollow cleats, strong holding anchors, "wineglass" hull forms, geared winches, and practically any element or fitting to do with yachts, naval torpedo boats, engines, and boilers.

In the early years, he patented new developments; later he did not much bother to do so. I recall the amusing incident of my father receiving a threatening letter in 1908 from Admiral Isherwood who first employed longitudinal framing in naval vessels. In answer to the Admiral's complaint about the Herreshoffs using his patented construction, Captain Nat just sent a 1901 article from "Scientific American" about the hull design of the CONSTITUTION; he never again heard from Admiral Isherwood.

Reminiscences of Herreshoffs

Chris E. Thorsen

My first view of Bristol was in 1922 when I signed on as Masthead Man of the schooner yacht QUEEN MAB. She had been laid up since the beginning of World War I; then, a mill owner from Boston had bought her. The Captain, John Christensen, better known as "Coconut John", hired the crew in Brooklyn. We came up to Rhode Island on the Fall River Line in the early spring, took the railroad to Bristol, and lodged with Charlie Petersen, who was then Herreshoff's boss rigger. I also met the previous rigging boss, Frank Chase.

The QUEEN MAB was stored outside the buildings, and there was lots of work to be done on her. I remember how hard we worked to clean the brass fittings — unnecessary work, some would say. Most of it could have been painted over, but those were the days of yachts with style, professional captains or sailing masters, and clean looking sailors. When a yacht was in commission, flags were hoisted at 8 a.m. sharp, and lowered at sundown. Now, mostly gone are the days of shiny brass fittings, holystoned white pine decks, and beautiful varnished spars and brightwork.

The Herreshoff Yard was equipped in every detail to manufacture whatever was needed to build a yacht or other vessel. There was no other yard like it.

Several other sailing yachts were being fitted out, and I met many interesting people. Gus Olsen was one of them; he was John Christensen's brother-in-law and was nicknamed "Sandpaper Gus." Gus was the Captain of one of the Herreshoff New York Forties. He had stayed in Bristol during the winter, scraping and sanding spars and blocks. When other crews came to Bristol in the spring to fit out their boats, there was a shortage of sandpaper. Captain Gus had used it all up, and that's how he got his nickname.

Coconut John and Sandpaper Gus were probably the most colorful of the professional captains. They were good sailors and knew every inch of their ships and how to handle the sails in a race. I wrote a poem about them:

"Coconut John" and "Sandpaper Gus",

Two famous men were they.

One day in old town Bristol,

Gus was heard to say -

'When you die, dear John,

When you close your weary eyes.

We'll call a special meeting of all the racing guys.
We'll put a Cup Defender upon your graveyard mound.

And set a brand new spinnaker to help you westward bound.

And when you meet St. Peter at the entrance to the gate.

You doff your brand new spinnaker. As you're entered on the slate.

The QUEEN MAB was the first yacht on which John Christensen served as captain, but he was a known personality in racing circles of the New York Yacht Club. He had attained some fame as mate with Charlie Barr on the large schooner INGOMAR. They had raced abroad defeating many famous yachts including the Kaiser's GERMANIA. During fitting out when men worked aloft with marlinespikes, shackles and blocks, Captain Christensen would stomp the deck, warning the men to watch out for their coconuts (pointing to the top of his head) should a marlinespike accidentally be dropped by one of the men aloft. It's how he got his nickname, we were told. After 1930 Captain John was a well known man in Bristol, as captain of large yachts, among them the Cup contender WEETA-MOE.

QUEEN MAB was the first American yacht to be rigged with a marconi (leg of mutton) sail on her mainmast. She was gaff rigged on the fore. Other sails were: Queen staysail, fisherman staysail, staysail, jib, number 1, 2, and 3 jib topsails and the number 3 generally called "the baby". Other sails used were different sizes of balloon jibs and spinnakers.

I remember the first sail I had on the QUEEN MAB. It was on a Sunday. The owner, Nat Ayer, his girlfriend, Mr. Nat Herreshoff himself, and a gentleman from Fall River were aboard. The sails were hoisted, and we stood across Bristol Harbor in a light southerly with the man from Fall River at the wheel. We were about half way across the bay when the helmsman called out to the captain, who together with Mr. Herreshoff and the owner was standing by the mainmast looking aloft checking the marconi rigging, "How is the water here, Captain?" The Captain, who seemed preoccupied in checking the rigging, called back to the helmsman: "Plenty of water here!" He had no more than said it when we struck bottom. This was a very embarrassing moment for Captain Christensen, but there wasn't much to do about it except to get the sails down in a hurry. A launch from the yard came out and took the owner and guests ashore. After about two hours the vessel floated off, and the launch towed us to our mooring. The Captain felt pretty bad about his blunder, but he was nevertheless secure in his job. He was foremost a smart racing man and during the summer proved it. Furthermore, he was well liked by Mr. Herreshoff, and that meant a lot.

Editor's note: Chris Thorsen and his wife Gertrude lived in Bristol for many years, and they became acquainted with Miss Alice B. Almy and Miss Charlotte Young. A renewal of correspondence in 1981 led to this article — thanks to Charlotte Young.



John Christensen going forward on the deck of the Herreshoff schooner WESTWARD when he was mate to Captain Charlie Barr.

J. B. Herreshoff's Cost Estimates

Clarence DeW. Herreshoff

In the business of building ships and yachts one of the most difficult and uncertain things that the contractor must cope with is estimating building costs. The large shipyards have found it necessary to establish estimating departments. Personnel in these departments compile cost data from earlier contracts and use them to estimate the cost of building a proposed ship. The estimates are seldom accurate.

Mr. J. B. though blind, had the uncanny ability of accurately estimating the cost of building a new yacht. The principal dimensions and preliminary specifications would be read to him and after some deliberation he would say what the cost of construction would be. Mr. J. B.'s accurate cost estimates contributed immensely to the financial success of the Herreshoff Manufacturing Company.

Once, the Herreshoff Manufacturing Company had an order to build several launches for the Navy Department. Construction was about to begin when the Navy decided that numerous, radical changes would be desirable. Mr. J. B. went on to Washington, accompanied by his wife, to review the proposed changes with the Navy. At the close of the conference, Mr. J. B. was asked how soon the Navy could be informed of the additional cost of the proposed changes.

It was assumed that upon Mr. J. B.'s return to Bristol, the modifications would be studied and a cost figure arrived at within perhaps a couple of weeks. To the amazement of the Navy personnel, Mr. J. B. said, "Give me a quiet room and I'll give you the figure in a couple of hours." And he did just that.

Recollections on the Herreshoff S Class



Arthur Knapp, Jr.

As I looked at the Fleet of some six or seven Herreshoff S Boats in Larchmont Harbor last summer, my mind wandered back many years to 1927 when I had a summer job tutoring the eight and ten year-old sons of the late John Taylor Arms, noted American etcher. This included racing with their father and the late John Rennell in an S boat named RUTH on weekends. I was twenty years of age, a senior at Princeton, and had been hired by Mr. Arms, himself Princeton class of 1910, to teach his boys sailing and the rudiments of racing. Young Johnny Arms went on to become a champ in his own right in the Star Class.

Racing the Herreshoff S boat was great fun; I enjoyed every minute of it, maybe because we won the Club Championship for the summer. At Larchmont Race Week it was arranged that I would race RUTH and have the two boys as crew as well as Lucie Bedford, a fine sailor in her own right who later married Briggs Cunningham and raced with him in various yachts. I am happy to report that after five or six days of hard racing, RUTH won the S Class Trophy for Race Week. Knapp, an attractive blonde, and two kids managed to beat the "cream" of the S Class from Oyster Bay and Seawanhaka. The trophy, a beautiful oval sterling silver vegetable dish, attractively engraved with the name of the donor, the late Captain E. P. Alker, sits in my trophy case, a treasured reminder from 54 years ago.

The S boats are lovely boats to sail and race; their design and hull form are still competitive; they do well against other more modern but similar-size classes; and they have lasted, lasted, lasted since the very early twenties. Their curved masts have stood up well; although those masts are a sailmaker's nightmare, the rig hasn't been changed one iota. It is interesting to note in passing that there is nothing really new under the sun, at least "sailing-wise", for the 1980 challenger in the America's Cup adopted the "bendy" mast to advantage.

The S Class has accepted parachute spinners, but the rest of the rig remains as originally laid down by Nat Herreshoff. True, they are using aluminum masts nowadays, but that is a definite "plus" and adds to the value as well as the charm of the S boat.

I've sailed and raced 'em all — from frostbite dinghies to the 135 foot J boats, but my heart and happy thoughts turn often to the Herreshoff S Class. They are lively, they steer *quick*, they *tack*, they stay *on course* when you let the tiller go and don't *dive* off one way or the other. After all these years the S boats are competitive with other classes their size. Nat designed a really great boat in the Herreshoff S.



ENDEAVOR II on the ways at Herreshoffs (without Maddie and Margot).

Ah Ignominy!

Maddie Flint

Wanna bet? Margot Tingley and I are the only two women in Bristol town to know, first hand, the condition of the under belly of the yacht ENDEAVOUR as she lay at the foot of the Herreshoff hauling ways on that sparkling summer's day so very long ago in 1937. A fish eye view (one might say); we could have counted her rivets if they hadn't been painted over and if we hadn't been too shook up to count. On the day of our public ignominy, Margot and I were floating about the bay in a sailing dinghy, alternately drifting and moving ahead in the light puffs. Wow, what a streak of luck! Thomas Sopworth's 'J' class yacht ENDEAVOUR, British contender for the America's Cup and a rhapsody in blue, lay in the slip. The next couple of puffs took us under the lee of the Herreshoff pier, when, natch, the fluky breeze was cut off dead, leaving us a toy boat in a bath tub. Well, then eerie things began to happen. We found ourselves moving closer and closer under the stern of ENDEAVOUR, which was moving forwards and upwards right out of the water — surprise, surprise, she was being hauled, and, for crying in the night, we were going along for the ride. Top side the crew had lined the rail and were shouting and waving their arms — I kid you not, one sailor had armed himself with a mop and another had a boat hook.

"You're English, what are they saying?" I asked Margot excitedly. "I don't know." she replied reasonably. Ask a foolish question . . . "Get the Hell away from my yacht!" Is the same in any language only it sounds more threatening yelled in Limey mixed with Swedish. We were causing such an unseemly disturbance 'Himself' leaned over the rail to ascertain what manner of marine parasite was trying to attach itself to his keel. The commotion had also attracted a group of curious on-lookers to the end of the pier, among them Pete Haffenreffer. Hugely amused by our ludicrous plight, Pete called down, I should say, called over because we were well up on the ways tucked neatly under the ENDEAVOUR'S transom. "Hey Maddie, it's gonna cost you and Margot a thousand dollars to haul". We were in no mood for light banter. Providentially at this juncture, the suction that had been holding our humble craft to the noble yacht broke, and we coasted back into the drink to the cheers of certain rude persons, ringing in our rosy little ears.

CHRONICLE

Published semi-annually by the Herreshoff Marine Museum, Post Office Box 450, Bristol, R. I. 02809. All rights reserved. Reproduction whole or in part without written permission is prohibited.
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 Art and Production: Joseph L. Boland, Jr.



BRISTOL, R. I.

CHRONICLE

NO. 6 — FALL 1981

Rendezvous '81

BAMBINO Sweeps Fleet in Classic Yacht Race

On August 22, 1981, the Herreshoff Marine Museum hosted **Rendezvous '81**, a memorable assemblage of 72 Herreshoff yachts with 475 members and guests. Not only was this the largest collection of Herreshoff boats that has ever returned home to the site of their construction, but was probably a larger number of such historic craft to ever assemble simultaneously in Bristol Harbor.

Blessed by a brisk southwest breeze, the **Rendezvous '81** Race Committee, led by Herb Farnum, conducted races in five classes. The A and B Classes were time allowance races under a modified Offsoundings rating system; two classically beautiful and well sailed yachts, John Lockwood's Newport 29 DOLPHIN and Paul Bates Buzzard Bay 25 ARIA, were the respective winners. The S class numbered 22, the largest fleet to start an S boat race for many years; John Migliaccio's WISTFUL was the winner. In a most competitive 12 ½ footer race Judy Newcomb's FROLIC won over the fleet of 18 boats. The Open Class was a collection of various Herreshoff designed boats not built at the Herreshoff Manufacturing Company. The Sidney Herreshoff designed ROGUE from Falmouth, Massachusetts was the winner.

Automobiles jammed Hope Street from Union to Walley Streets as townspeople and members witnessed the spectacle of the yachts sweeping by the mark close to the Museum pier at the mid point of a race twice around Hog Island. The One Design Classes streaked home in a squally spinnaker run. Races finished just offshore of the tent set up on the original site of the Herreshoff Manufacturing Company.

During the post race party ashore, all enjoyed the sight of the collection of remarkably well-kept yachts silhouetted against the setting sun. A fine roast beef dinner catered by Eliza's of Bristol was served from the tent and was enjoyed at tables set at the Museum's waterfront. Museum President Halsey C. Herreshoff presided over award of trophies to the winners. All yachts received participation keepsakes, framed annotated photos of the "Noble Trio", COLUMBIA, CONSTITUTION and RELIANCE, America's Cup yachts from the turn of the century. Participants and guests seemed to share a special feeling of complete satisfaction and pleasure in this rare event that is now a splendid memory.

The Herreshoff Marine Museum yacht BAMBINO won Class D and fleet honors in the September 5 Classic Yacht race sponsored by the Museum of Yachting at Newport. Second and third respectively were Herreshoff Newport 29's DOLPHIN and MISCHIEF in this annual race open to craft at least 25 years old. At the age of 77 the winning BAMBINO was nearly the oldest competing yacht.

BAMBINO was sailed by Halsey Herreshoff, Halsey Herreshoff II, Dave Driver, Ken Fish, Richard Husband, Jonathan Brooks, and Adam Albino. It was most gratifying for her crew to experience the outstanding windward performance of BAMBINO in a 20 knot northerly breeze over the course around Jamestown Island. Not only did BAMBINO win the overall prize for shortest corrected time, but also her elapsed time was faster than that of any Class D, C, or B yachts.

BAMBINO had been donated to the Museum in 1977 by Louis B. Off and was commissioned again in 1981 for participation in the Museum's **Rendezvous '81**.



MASHNEE, AQUILA, TORCH, KESTREL, and DOLPHIN beating out of Bristol Harbor after the start of the Class A Race

Photo by Paul A. Darling

Rendezvous '81 Race Results

Class A for the W. Butler Duncan Trophy

Pos.	Boat Name	Design	Owner's Name	Hailing Port
1	DOLPHIN	Newport 29	John Lockwood	Mattituck, N. Y.
2	KESTREL	Fisher Isl 31	Edmund Tarbell	New Castle, N. H.
3	BAMBINO	42 Ft. Sloop	Herreshoff Museum	Bristol, R. I.
4	TRIVIA	50 Ft. Sloop	Edward Fleming	Washington, D. C.
5	AQUILA	N. Y. 30	Amil Gargano	Douglaston, N. Y.
6	TORCH	Fisher Isl 31	Toby/Ben Baker	Wing Neck, Mass.
7	MASHNEE	Buz Bay 30	Ken Mahler	Mystic, Conn.
8	BELISARIUS	56' Yawl	Charles Read	Edgewood, R. I.
9	NAUTILUS	N. Y. 30	Bruce Morgan	West Palm Beach, Fla.
10	NEITH	54 Ft. Sloop	Douglas Hersani	Mystic, Conn.
11	CATSPAW	Buz Bay 30	John Woade	Norwalk, Conn.
12	MISCHIEF	Newport 29	Chris Wick	Old Saybrook, Conn.
13	TOPS	Fisher Isl 31	Topper Mack	Essex, Conn.

Class B for the A. Sidney DeW. Herreshoff Trophy

Pos.	Boat Name	Design	Owner's Name	Hailing Port
1	ARIA	Buz Bay 25	Paul Bates	Noank, Ct.
2	HORNET	FI 23	Jeffrey Silva	East Providence, R. I.
3	ENDEAVOR	15 Footer	Robert Keough	Jamestown, R. I.
4	GERALDINE	15 Footer	Charles Appleton	Westport, Mass.
5	WOODWINDS	15 Footer	Dean Wood	Barrington, R. I.
6	SUSAN ALICE	Fish	William Moody	Warwick, R. I.

Open Class for the Halsey & Edith Howe DeWolf Trophy

Pos.	Boat's Name	Design	Owner's Name	Hailing Port
1	ROGUE	Mod Npt 29	Michael Jackson	W. Falmouth, Mass.
2	HANAHOU	Marlin	Emily Harding	Jamestown, R. I.
3	ARIEL	Alerion 25	James Mitchell	Little Compton, R. I.
4	ALOUETTE	Br 29.9	Alfred Steel	Bristol, R. I.
5	CATSPAW	Golden Eye	Gil Low	Bristol, R. I.
6	SUNRISE	Rozinante	Fred Lockwood	New Rochelle, N. Y.
7	DOROTHY LEE	H-28	Robert Jay	Bristol, R. I.
8	ORIANA	Mod H-28	Frank Parties III	Bristol, R. I.
9	GEMINI	Bullseye	Ross Hallaway	Bristol, R. I.
10	VINO	Br22	Michael Persons	Bristol, R. I.
DNF	HARBOR POINT	Gauntlet	Paul Sanroma	Bristol, R. I.
DNF	SERENITY	Br. 29.9	Robert Martley	Newport, R. I.
DNF	SOLUTION	Br. 41	Ken Fish	Newport, R. I.

S Class for the Pardee Trophy

Pos.	Boat Name	Owner's Name
1	WISTFUL	John Migliaccio
2	SPRAY	Phil Lenz
3	MIC MAC	Arthur Cuddy
4	COQUINA	Herreshoff Museum
5	RAGTIME	Richard Steele
6	SURPRISE	Dave Swanson
7	MUSKETEER	Rick Conley
8	RESOLUTE	Roger Winiarski
9	AQUILA	Geoffrey Davis
10	OBSESSION	Joseph Monahan
11	PANDA	Dave Pierce
12	DILEMMA	Grafton Willey
13	NIMBUS	Carl Rossi
14	VANITIE	Tom Caruolo
15	WHISTLER	Jim Torinese
16	NINA	Edward Hardie
17	RIO	Carol Debuc
18	Oz	James Osborn
19	ARGUMENT	J. Grant Armstrong
DNF	LEYLA	Robert Debuc, Jr.
DNF	MISTY	Edward McGagney
DSQ	MAGIC	Ken Upham

12 1/2 Footer Class for the Windhill Trophy

Pos.	Boat Name	Owner's Name
1	FROLIC	Judy Newcomb
2	HUSTLER	Richard Holmes
3	KELPIE	Carlton Pinheiro
4	NINA	James Sargent
5	DAUNTLESS	Roger Boucher
6	SIGMA	Daniel Fairchild
7	SCOTCH MIST	Doug MacLeod
8	AQUAHOL	Jack Tynan
9	R I RED	DeWolf Fulton
10	PHANTOM	Stephen Millett
11	LADY JANE	Gerrit Sanford
12	TERN	Richard Pretar
13	POSEIDON	Joseph Gomes
14	RAMBLER	Karl Dennis
15	BARNACLE	Bill Barney
DNF	ANDIAMO	Kelly Parella
DNF	TARGET	Owen Brooks
DNS	PEEPER	Gladys Brightman

Photos by Paul A. Darling

Fred Lockwood's Rozinante SUNRISE and Charlie Read's 56 ft. BELISARIUS frame the large red, white, and blue tent, headquarters for Rendezvous '81.

Todd, Scott, and Dean Wood aboard their Herreshoff 15 Footer WOODWINDS.

Halsey Herreshoff presents to Judy Newcomb the Windhill Trophy for First Place in the Herreshoff 12 1/2 Footer Class.



VIGNETTES OF RENDEZVOUS '81

Stephen Milet sailed his 12 1/2 footer PHANTOM close under the stern of the Committee Boat just as the starting signal was fired. To his consternation, the blank wad from the cannon blasted a hole through the mainsail. Stephen's protest was disallowed on the basis that whatever disadvantage accrued to him in the race resulted indirectly from his achieving a precisely timed start.

Bruce Morgan's New York 30 NAUTILUS traveled all the way from West Palm Beach Florida, the furthest distance of any yacht participating in **Rendezvous '81**. Unfortunately the yacht broke her boom on the passage north. The Museum was able to give him a nearly perfectly fitting boom previously swapped with Ed Fleming's TRIVIA.

The longest travel of a Rendezvous skipper was that of Dr. Robin Tattersal who came up from Tortola B.V.I. to sail the Museum's yacht BAMBINO in the class A race.

The beautifully restored 54 ft. Herreshoff yacht NEITH journeyed to Bristol from Mystic, Connecticut. Having no engine, the NEITH was becalmed enroute Saturday morning. Most fortunately, Nick Nicholson took Douglas Hersant's yacht in tow, but the NEITH arrived for her race one half hour late. The Race Committee immediately delivered a circular on board and directed NEITH to start with an allowance for all but five minutes of her delay.

If anyone thought it was an Irish pennant dangling from the impeccable MASHNEE, it was, in fact, the means by which skipper Ken Mahler's swimming cat gets back aboard.

Twelve year old Tommy Mack and his pal, Peter Serbst, were heroes of **Rendezvous '81** participating in the rescue of Gladys Brightman's 12 1/2 footer, PEEPER. After PEEPER slipped her mooring, they helped Ralph Abercrombie tow her to safety. In the process of securing PEEPER to a piling, Tommy fell overboard. After a quick run home for dry clothes, Tommy came back to lend further valuable assistance.

While Ed Fleming was racing TRIVIA, his 85 foot mother ship MISTY slipped her mooring with only Mariana Fleming and Kathy Sneider aboard. They got the engines going and to the amazement of the TRIVIA crew followed the second lap of the Class A Race around Hog Island. The word is that the ladies, unsure of Bristol Harbor depths, decided the safe course was wherever TRIVIA could go.

John Migliaccio's S boat WISTFUL was one of several yachts readied and launched just for **Rendezvous '81**. WISTFUL's problem was that two weeks earlier she had sunk while under sail in a sudden night-time squall. The newly renovated WISTFUL won the S class race.

CAPTAIN NAT'S INTEREST IN THE WEATHER

by Clarence DeW. Herreshoff

Captain Nat Herreshoff had a life long interest in the weather. For more than forty years he made daily recordings of the local weather data and forwarded them to the Weather Bureau in Washington, without salary.

He developed an anemometer which used the wind pressure rather than the revolutions per minute of a small windmill. The wind velocity was indicated by a column of water in a long inclined glass tube mounted with an appropriate scale over the mantel in his drafting room.

He became an expert weather forecaster, and many had more confidence in his predictions than those in the daily paper. Friends of his, planning a picnic or a trip, would frequently ask him what the weather was going to be.

In his later years, Captain Nat spent several winters in Bermuda, making the trip by steamer. En route, he would sometimes amuse himself by determining the approximate wind velocity. His method was a novel graphic one, based on the known ship's speed and the wind direction. His equipment consisted of the back of an envelope, a pencil, and a folding pocket ruler. This ruler was beautifully made and Captain Nat always carried it with him. One foot in length, it folded down to three inches. There was a hinge in the center and one in each leg. The center hinge was tightly fitted and bound sufficiently to hold the legs in place after they were adjusted to any

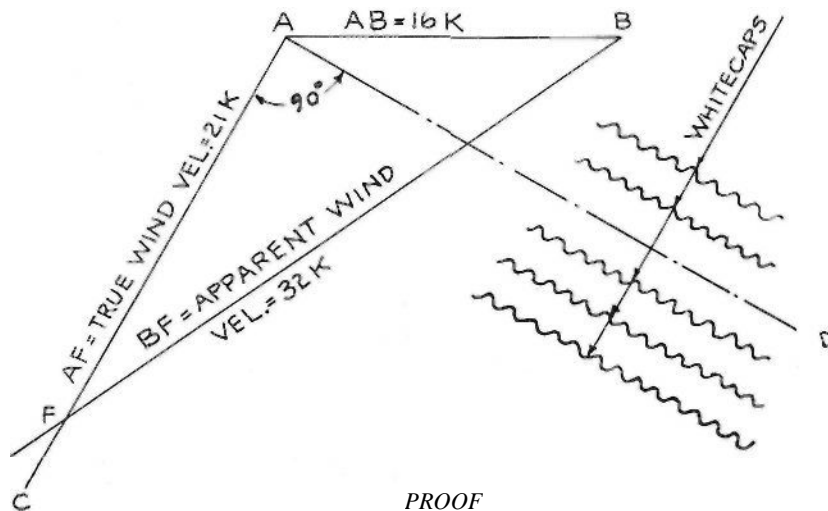
angular position. Because of this feature, it was possible to readily transfer to paper the angle between two parts of an apparatus.

To solve his wind problem, Capt. Nat first went to the ship's bulletin board to note the ship's speed posted there. Let's assume it was 16 knots (K). Using any convenient scale, such as 1/8 of an inch per K, he drew line AB 16 units long on the back of his envelope to indicate the ship's travel. This same scale of 1/8 inch per K, selected for the ship's speed, is used throughout the wind problem.

Captain Nat. then went out on the Main Deck and took a position on the lee side about amidships. Holding one leg of his ruler in line with the handrail, he adjusted the other leg to line up with the white caps. Ruler angle BAD was then transferred to paper. Next, perpendicular AC was erected from AD indicating the true wind direction with respect to the ship's heading.

Taking his ruler again Captain Nat aligned one leg with the handrail and adjusted the other leg to line up with the smoke plume. (Steamers in the coal burning era of that day almost always left a trail of smoke downwind). Ruler angle ABE was then transferred to paper; line BE indicates the apparent wind direction with respect to the ship's heading (wind direction over the deck).

Line AC is intersected by line BE at F. Scaling AF a true wind velocity of 21K is indicated. By scaling BF, an apparent wind velocity (velocity over the deck) of 32K is indicated.



Consider the ship is steaming from A to B, on a course 16 nautical miles long; the distance is covered in one hour's time. A particle of smoke leaves the stack at A, the beginning of the course, and drifts in the direction of the true wind. After the ship leaves position A, the same smoke particle must always be somewhere on line AC and always somewhere in the visible smoke plume. When the ship reaches B at the end of the course, the smoke plume lies along line BE. Since the smoke particle is now somewhere on both lines AC and BE, it must lie at their intersection F.

During the one hour period that the ship has been steaming from A to B, the smoke particle has been drifting from A to F, a distance of 21 miles, the true wind velocity is therefore 21 knots.

Line BF measures the distance that the same smoke particle has moved away from the ship in a one hour period. It scales 32K. Therefore, an apparent wind velocity of 32 knots is indicated.

COLUMBIA'S Great Race

written by Wilfrid O. White in 1899

I had the honor to receive an invitation from Mr. C. Oliver Iselin, managing owner of the new 1899 Cup Defender COLUMBIA, to be present on board during a race. This contest was against the 1895 DEFENDER over a course from Newport to Vineyard Haven, a distance of 37 miles. The race was held in conjunction with the annual cruise of the New York Yacht Club. Upon arrival aboard on August 10th our first instructions from Mr. Iselin were, "Look out for yourself and don't get overboard." I realized the gravity of the remark when I saw that there was nothing but a toerail along the side of the deck about 2 feet from the gunwale to keep anyone from falling or being washed overboard. In a few minutes, we had dropped the mooring and were running down channel under staysail, while the crew was hoisting the mainsail. In 10 minutes, it was set and the jib, which had been hoisted in stops, was broken out. We luffed up into the wind and headed for the starting line between the Commodore's flagship CORSAIR and the Brenton Reef Lightship.

By this time, there were fully 100 sail — schooners, yawls, and sloops from 30 feet to 100 feet — cruising about near the line waiting for the starting gun. It needed very skillful seamanship to handle a Cup Racer in such a crowded sheet of water, but Yankee skippers are very skillful, and no accidents occurred. A 20 knot breeze was blowing, and the seas were rolling very high — a dirty day for yachtsmen and not a "ladies day" by any means!

The VIGILANT, NAVAHOE, GLORIANA, and SYCE (single-stickers) were sent away all in a heap. Then came the schooners all together. The fact that all of them crossed the line within a minute after gunfire, and all to windward, speaks well for American helmsmen. Meanwhile, we were sailing around, and the DEFENDER was laid to about a mile from the line. As Captain Barr maneuvered COLUMBIA, he frequently "wore ship". When we got broadside to the wind, all hands would be ordered from the leeward to the windward side. Then, when she heeled over with all sheets flat, woe betide any man who was slow, as COLUMBIA'S lee deck would be under four to six feet of water. A man would stand a poor chance if caught in it.

Then a gybe and luff up into the wind called for the same performance, and we all had to be pretty agile to keep from slipping away to leeward. We were under mainsail, staysail, jib, and topsail, as much as we could stagger under with the lee rail continually buried in the sea.

The DEFENDER had up a jackyard sail when she came out of the harbor but had to take it in and send up her working topsail. Thus, both boats raced with the same sails.

The "jockeying" for the start now began. It kept all hands busy; now gybe — now tack — until at forty-five seconds before the starting time, both boats were hard to wind and well up the line. Ten seconds later, the DEFENDER bore away for the start. The COLUMBIA followed her. DEFENDER crossed 10 seconds after gunfire at 11:20, and the COLUMBIA 30 seconds later but to windward by about 200 feet and passing so close to the flagship that you could have touched her ensign with a short pole. Then, the race began in earnest. Both boats lifted to a close hauled course, the DEFENDER having the berth to leeward but ahead of COLUMBIA.

The sky was very black and wicked looking as the breeze increased to 25 knots. The COLUMBIA, having her heavy pine mast in, heeled terribly, much more so than the DEFENDER with her light metal mast.

The course for 17½ miles was a close reach, and for 15 miles the two boats stuck together as though they were lashed. The COLUMBIA could not get away from the old boat. They just raced side by side with lee rails buried. It was the greatest piece of racing ever witnessed here at any time. Then, the COLUMBIA gradually, bit by bit, forged ahead, and Captain Barr then began to bear down to leeward on the DEFENDER until we got so close to her that her owner sung out through the megaphone, "You're too close to us; if your mast goes it will come on top of us." It was a tense, exciting moment. Barr then got orders from Mr. Iselin not to get any closer; much to the satisfaction of the DEFENDER'S crew, who would have been in a bad position had our mast gone overboard. At 12:30 we were ahead enough for the DEFENDER to have attempted to cross our stern. Rain had begun to fall at 11:45, and so by this time we were all drenched. I was flat on the deck aft with the crew during all the race, appreciating it all too much to go below because of rain.

Upon reaching the Vineyard Sound Lightship, we eased sheets and set the baby jib topsail for the twenty mile stretch of smooth sea before us to the finishing line at Vineyard Haven. We drew away still more from the DEFENDER, who followed in our wake. By this time, we had passed half the yachts which had started ahead of us. It was computed that we logged 15 knots between two navigational lights, so you can imagine how we flew. The positions of the boats from this point to the Finish were comparatively the same. Half a mile from the Finish we had to round a shoal and reach to the line. There came the order, "Trim your mainsheet". With that, we all got onto it but could not start it, so we put on a watch tackle. Then, about twenty of us romped that sheet in hand over fist until it was like an iron bar. The great wonder to me, when I looked at the light rigging and

felt the boat strain as the breeze struck her, was that everything held.

We now encountered some very severe squalls, and she heeled over until we appeared to be hanging on the side of a wall. We crossed the line one minute fourteen seconds ahead of DEFENDER to win the greatest race of the day, having sailed in a gale with all sail set. However, if we had had to allow DEFENDER her usual time allowance, the race would have gone to her. The newspapers reported the race as being the best ever contested, better even than any Cup Race or any other race sailed this side of the Atlantic.

The COLUMBIA used a steel gaff and boom. A new steel mast is being made to replace the one lost in an accident. A light steel jackyard is also being made to save 250 pounds, which will be a great help to her stability. The steel mast, too, will be a great thing, saving one ton weight aloft. The topmast steps right inside of it so that when housed, it is lowered right down inside.

The halyards are of steel wire spliced onto manilla rope. When the sails are set, the wire rope takes all the strain, the manilla rope all coming down on deck. The fittings down below are of very light material: a cabin for Mr. and Mrs. Iselin, officers and men's quarters, and a galley. When the Cup Races are on, all this is removed and only the floor is left in place on which to make up sails. She is indeed a beautiful boat, being a perfect boat in style and performance. I am afraid the SHAMROCK will have a very hard fight to win the Cup.

To sail in a race in the most perfect boat of the day, and in the best race of the day, was a pleasure far above my expectations. Anyone who has raced in a 26 footer knows something of the pleasure and excitement of yacht racing, but they can form no idea of what it is to be on a boat one hundred thirty feet long with a crew of forty and all sail set in a gale. The throbbing, groaning, and straining of the light boat, the water rushing along the lee deck, the sails pulling like a thousand horses, and the general air of unrest onboard makes a charm that drives away all thoughts of danger and thrills one through and through until he loses himself in the boat and becomes part of it. This is the charm of real yachting!

The crew, numbering forty, are from Deer Island on the coast of Maine. They are quick, excellent sailors — a fine, sturdy, jovial set of fellows. Captain Charlie Barr is a Scotsman and is a fine helmsman. However, I rather pity him, for if he loses the Cup Races the Americans will be hard on him. Mr. Iselin has great faith in him and won't listen to any proposals of changing skippers.

When I left the COLUMBIA after the race, I realized then that the greatest yachting day of my life had passed away and that I had actually raced in an America's Cup Racer, fulfilling what had been my dream for years before.



CHRONICLE

BRISTOL, R. I.

NO. 7 — SPRING 1982

NAVETTE

by Rebecca C. Herreshoff

Yachts built at the Herreshoff Manufacturing Company have sailed to the far corners of the oceans; even today many are seen in quite unexpected environs. Never, however, have I been more surprised than upon viewing the 114 foot Herreshoff steam commuter NAVETTE tucked away in a remote canal of inland Florida. The years have taken their toll, but NAVETTE is still a magnificent reminder of earlier affluent times. We made a most interesting December visit aboard NAVETTE as guests of the Warren family in LaBelle, Florida.

NAVETTE (French for "shuttle") was built at the shop in 1917 for Mr. J. Pierpont Morgan. She is an elegant, lean craft built for speed. Her original power plant was a specially built pair of triple expansion steam engines using steam from a high capacity coal fired boiler. Mr. Morgan commuted daily from his Centre Island estate, through Long Island Sound and the East River to Wall Street.

With her high speed, easy motion, sumptuous dining salon, and aft elliptical cockpit, NAVETTE had to be the world's best way to commute to work. J. P. Morgan was proud of his yacht; the Warrens related a story concerning the fact that only once did another craft power pass the NAVETTE. Mr. Morgan was aghast and ordered his engineer to pile on all steam — NAVETTE accelerated and very soon swept past the offending yacht — in so doing NAVETTE's stern wave climbed aboard the other boat drenching her owner in the stern sheets.

Following her distinguished early career, NAVETTE was stored for a number of years at the Fife Shipyard in Hempstead, New York. In 1938, Paul Hammond, a good friend of the Herreshoffs, bought NAVETTE's steam engines with the idea of using them in a new boat.

At the same time the yacht including the boiler was purchased by Edward Christopher Warren, inventor of the Warren Steam Engine. Mr. Warren, himself a distinguished marine engineer, used NAVETTE as a test vehicle for his own

engines.

He and certain of his ten children lived aboard. Marjorie Warren, one of the sister's presently residing on the NAVETTE, recalls how during World War II they found themselves without a licensed engineer. At the urging of the steam inspectors who had witnessed her proficiency with engines, Marjorie Warren passed all the required exams to become the first female licensed chief steam engineer in the United States. Sister Dorothy, who also lives aboard now, became master of the NAVETTE.

While Marjorie and her brother George, (who presently lives by the NAVETTE) worked in an engineering firm, the NAVETTE lay at the World's Fair Marina in New York. Later, the Warrens and their yacht gradually moved south, spending time at St. Simon's Island and other places along the way. It seems that George and his sisters have been afloat most of their lives aboard various large Warren Yachts everywhere from British Columbia to Florida. Consequently, it did not seem to them at all strange to take their large impressive Herreshoff "launch" to the remote reaches of Lake Okeechobee — to LaBelle where they have enjoyed NAVETTE for the last 25 years.

NAVETTE's principal dimensions are: LOA 114' 2", LWL 106' 6", Beam 14' 3 1/4", and Draft 3' 6 1/2".

Being thus long and lean, she is able to be easily driven to high speed. Her light, but strong, Herreshoff construction was, of course, important to the performance of NAVETTE as was the refined design of her steam machinery.

With originally the crew quarters forward and a raised steering station amidships, much of the mid-length of NAVETTE was taken up by machinery spaces. The galley and dining salon were next aft and form part of the space in which the Warren sisters live today. Their sitting room and bedroom are under a shelter added over Mr. Morgan's large aft cockpit. Here the Warrens enjoy "all the comforts of home". A stove and cooking utensils, a writing desk, easy chairs, television and comfortable berths are located port and stbd. aft. It was very pleasant to observe the great pleasure that the Warrens derive from their prized old Herreshoff yacht, NAVETTE.



NAVETTE alongside the canal bank at LaBelle, Florida

Recollections of Herreshoffs

by Roderick Stephens, Jr.

My own recollections of the Herreshoff shops, thinking chronologically, would start with a very wonderful association with Rufus Murray when I worked under him at Nevins Yacht Yard at City Island between 1929 and 1933. Scarcely a day went by without my getting very sound instruction based on his long experience at the Herreshoff Manufacturing Company during its heyday.

Some time in the summer of '36, I got to know Tom Brightman, and one had only to know him to develop extreme respect and admiration. I'll never forget how effective he was in digging up hard to get replacement items after RANGER had lost her original mast when being towed down from Bath in the spring of '37. From Tom you could learn the virtue of keeping cool under pressure and holding extreme respect from those with whom you did business. We were fortunate enough to have Tom Brightman in our office in the post World War II period, and I never met anyone who knew Tom who didn't speak of him with the highest respect.

In the same period, '36 and '37, I had the first close contacts with Sidney Herreshoff, and I've always felt that his tremendous store of knowledge had been aided by the fact that he was one of the world's best listeners and his listening was only interrupted when he had something extremely pertinent to add to a conversation.

Sidney had a great deal to do with the design and fabrication of the Herreshoff sheet winches and was involved in the big coffee grinder which I believe first came out on RAINBOW in 1934. I was sailing on RAINBOW in 1936. Once when we were up at the yard, I asked Sidney if he didn't think the operation of the winch might actually be improved if instead of having to shift by using a foot pedal which was sometimes hard to operate, we modified it slightly so we merely cranked one way for high speed and the opposite way for low speed.

What I really expected was to be told quietly but clearly that it was really better the way it was, or that it would be very difficult to do what I had suggested, but the result was diametrically opposite. Sidney grunted a couple of times and said "sounds like a good scheme," and it was only a few hours later that the drive system had been slightly modified and the sometimes difficult foot pedals eliminated, and we did find that the winch was quicker and more effective by simply reversing direction to get the second speed. That's a lesson from Sidney which I try to remember.

It was midsummer in 1937 that Mr. Vanderbilt arranged for an evening meet-



Rod Stephen's tuning the rigging of the 1958 America's Cup Defender, COLUMBIA

ing with Capt. Nat, at which time I was to show movies, some of which I had taken at the trials in the America's Cup Match which was early in 1937.

The projector was set up in Capt. Nat's bedroom as at the time, his health made it difficult for him to be out of bed. As the movie was being shown. I was supposed to describe what was happening and show him some of the features of RANGER, but it was very soon apparent to me that he had only to take a quick peek at the films to get all the details and pretty soon, he was actually telling what was happening on the film and explaining the virtue or, on rare occasions, what might be wrong with what we were seeing. I can't think of any individual that I have met who made such a tremendous impression in so short a time. All of this has made it very easy for me to understand and appreciate how completely he deserves the unequalled reputation which he holds in the field of naval architecture and marine construction.

I had very brief contact with Nat's grandson, Halsey Herreshoff, when he was in our office in New York but it was during the first post war America's Cup Match when I

shared the forward deck of COLUMBIA with Halsey that I got to know him well and to see how aptly he was carrying on the wonderful tradition of the Herreshoff family. As is so often the case with people who really know what they are doing, I have never seen Halsey raise his voice — particularly including one time when we were on a fairly fast downwind spinnaker run and I was clearing things up around the mast prior to coming on the wind for the last beat and I was uncleating one of the headsail halyards for which I was going to substitute a messenger to save weight and windage on the windward leg. The only problem was that what I was uncleating was in fact the spinnaker halyard that we were sailing under but while Halsey didn't raise his voice, he didn't waste even a split second but just nicely said, "not that Rod, it's the spinnaker halyard". I have always thought since it would have been quite a sight to see us leading an important trial race when the spinnaker was just dropped down into the water and having to face up to the fact that I had been the one to let it go at the worst possible moment. Thanks again Halsey.

A RARE LETTER FROM CAPTAIN NAT

Written fifty years ago on March 6, 1932

Dear Mr. Foster,

In reply to your interesting letter of the second, perhaps it will be necessary to go back into the '60's to trace the development of SHADOW and GLORIANA. My father always advocated boats of good displacement. His own boats, built for his own pleasure, were all vessels of the heavily ballasted keel type (1834-1860). So, when my brother John began building, the larger ones were with more than the prevailing amount of displacement. I was, therefore, brought up in that type, and I can remember, in my early racing, we always would defeat the shallower type from "Up Sound" and New York as easily in light winds as in fresh ones. Our craft were (1864 to 67) KELPIE, VIOLET built in 1866 for Eben Denton, CLYTIE, and SADIE. The first was modeled by my father. VIOLET, by me in 1865, and CLYTIE, by me in 1866. SADIE, by my brother John in 1866.

SHADOW was from a study model I made in the pattern shop of the Corliss Steam Engine Company in 1870 while I was employed as draftsman, after leaving "Tech." My idea at the time was to shape the hull so the ballast would be lower, have the bilges practically out of water so as to get easy lines when the vessel is upright, and great beam that would give stability when heeled in a breeze. My brother, and also my father, were well-impressed with the model so, when John had an order to build a yacht for a New Bedford doctor, it was decided to use this study model.

At that time, the mention of placing ballast outside the hull was frowned upon, as it would surely make a vessel logy, and cause loss of rig if rough water is encountered. In 1875, still with Mr. Corliss, but ever thinking of sailing craft, I conceived the idea of making a double-hulled sailing boat, by which great stability could be obtained with little weight, and easy lines. To make the thing at all practical for a seaway, I devised a system of jointed connections between the hulls and intermediate structure that carried the rig, so the hulls could pitch and dive independently with but little restraint. These catamarans would sail very fast, and would make 20 m.p.h. on a close reach, also 8 m.p.h. dead to windward. For the actual sailing, I enjoyed these craft more than any I ever owned.

But in 1882, I wanted something to cruise in comfortably, and decided to build a cruising boat. Hearing of the English yachts being fitted with outside lead, I decided to try it on my cruiser, and designed CONSUELO, cat yawl rigged. She was 32' overall, 29' water line, 8'8" beam, and 5'6" draft, and had full headroom under a flush deck. All ballast was of lead, and outside [6 1/2 tons to 10 1/2 tons (net displacement)]. I

went the limit for a cruising boat, the first time. She had very comfortable accommodations and proved very fast, compared to boats of her day. She was even fast in light winds with a small sail spread of only 665 square feet, which she would carry when the average craft would come down to two or three reefs. In *underwater type* she was the forerunner of GLORIANA but *not* as to above water.

When Edward Burgess came back from studying under George L. Watson, he was all loaded up with the English cutter craze, and also with the mistaken idea that the only correct measurement for length was the water line, and through great misfortune, he induced the Massachusetts Bay Clubs to adopt that as the standard of sailing measurement, and to drop adding one-third of overhangs to water line as I had specified in the "Measurement and Time Allowance Rules" I devised for the Boston Yacht Club, in the winter of 1866-67, while a student at M. I. T. If the original B. Y. C. Rule had been adhered to, it would have stopped the extreme overhangs that infested the yachts of the '90's. However, in the late '80's, I was convinced moderate overhang at *both* ends was good and, in 1890, we built a couple of boats for Commodore E. D. Morgan with good healthy ends. Then, when asked to build a yacht for the then popular 46' class, I gave the design long overhangs, to take all possible benefit for speed on a water line of 46'. The lead was dropped much lower in proportion than in CONSUELO, in order to carry a big rig, and so GLORIANA proved a success. CONSUELO's particular fault was "hobby horsing" in a seaway. GLORIANA with her long ends was quite free from this, and would go over a sea without being much stopped.

In sailing on GLORIANA in the Summer of 1891, I worked out the plans of my first bulb-and-plate-keel boat, DILEMMA, and I built her that Fall just as an experiment. She proved very successful except that she was dull in light airs. We built about one hundred of that type in the decade following 1892.

In the early '80's — just after Edward Burgess married, he took a house at Popasquash, just across Bristol Harbor, for the Summer and, nearly every day, he would come over to look around and chat. I had just made a model to be an improvement of SHADOW, and he quite fell in love with it and, in coming in, would say, "I have come again to look at *the perfect model.*" The model is quite the type of PURITAN except that the stern is not carried out. I think, at this time, Ned Burgess had convinced himself of the folly of adhering to the English cutter type, and was quite ready to develop the compromise

type of which PURITAN and PAPOOSE were good examples.

I do not think my work in designing steam-propelled vessels had anything to do with the designing of sailing yachts except, perhaps, in the construction of hull, to get the required strength with the least weight.

Sincerely yours,
Nathanael G. Herreshoff

Chief Rigger Chace Buys A Hunting Dog

by Clarence DeW. Herreshoff

Frank Chace, chief rigger at Herreshoffs, used to do some hunting. He decided to buy a hunting dog, and it was going to be a good one. He searched available information on hunting dogs. It was months before he made his selection and ordered the dog. From then on, for weeks on end, he would brag about the fine hunting dog he was going to get.

Chace's rigging loft was in the upper part of the south construction shop and extended along the south side of the building. At the east end a door opened out, high up, on Hope Street. It was large enough to receive heavy material hoisted by tackle.

The dog was to be shipped to Bristol by rail. Mr. Earle of the Earle and Prew Express Company would pick it up at the depot and deliver it.

Mr. Rufus Murray was foreman of wood construction at the yard. He got a lot of work out of his men, not by "cracking the whip over their heads," but by keeping them in a good humor. Among practical jokers he was foremost.

It was summer time when the dog was due to arrive. There was little work on order at the yard, and Capt. Nat was off on a cruise. Everything was right for one of Murray's jokes.

Murray had the cabinet shop make a large, impressive crate from scrap wood. There happened to be a poor, little, homeless mutt roaming the streets at the time. It was adopted and put in the crate.

Mr. Earle, of the Express Company, was one of Mr. Murray's many friends. He agreed to deliver the little dog in the big crate to the rigging loft door at precisely five minutes before five on a certain day. On that day, word was passed through the shops that all hands should gather in front of the rigging loft door on Hope Street at ten minutes before five, the normal quitting time.

The crate arrived on time and was hauled up into Chace's door where it was opened. Instead of a tall, proud hunting dog, Chace found the little pooch trembling and almost lost in the far corner of the big enclosure.

After a good laugh, the men congratulated Chace on his dog and left for their homes.

The Herreshoff Manufacturing Company 100 Years Ago

The Herreshoff Manufacturing Company was an extremely busy place one hundred years ago. What was going on, the boats that were being built, and other news about the activities, is contained in an article in the Bristol Phoenix written by the editor of that time, Charles A. Greene, and sent to The Herreshoff Marine Museum CHRONICLE by the Scribe, Roswell S. Bosworth.

The Herreshoff Manufacturing Company is now having erected a large frame building adjoining the machine shop and boat works on Summer Street, the new building being as large or larger than the original building, where so many large and small craft have been constructed and such a variety of first-class machinery has been turned out. We visited the establishment and by the politeness of Mr. Charles F. Herreshoff were shown through the various departments of their busy shops.

Among the vessels now being built to order are: one steam yacht 60 feet in length by 9 feet in width for Dr. Holland, editor of Scribner's Monthly; another of the same size for Mr. Carver, a prominent broker of New York City; and still another of the same size for a Mr. Woodward, also of New York; also one steam yacht, 45 feet long and 9 feet wide, for Mr. A. Newbold Morris, of New York.

A most beautiful steam launch, 30 feet in length and 5 feet in width, nearly completed was receiving the final touches of the skilled workman. This vessel is for Mr. T. Lorillard, and is one of the finest and handsomest craft ever built in this or any other country. Her keel is of oak, the inside planking of cherry, and the outside from keel to upper works, deck, etc., all of polished mahogany. We noticed that this launch and the others mentioned were all put together with brass screws, no nails being used. The inside planking (or boarding) is put at an acute angle from the outside planking, making the vessel much firmer and less liable to be wrenched or twisted out of shape.

All of the yachts and the launch mentioned are, or will be fitted with Herreshoff compound engines, and safety coil boilers.

Two VERDETTE boats are being built, each 48 by 9 feet, for the British Government, both to be fitted with compound machinery and boilers similar to the others mentioned but with greater power. The yacht SADIE is being enlarged and rebuilt; she was formerly a sloop, but is now a schooner; her dimensions now are, length 64 feet; breadth 16 1/2 feet; she is owned by Mr. W. A. Cole of New York.

They now have, nearly completed, a

Air Sea Rescue Boats During World War II

by Donald E. Frankenhauser

During World War II the Herreshoff Manufacturing Company constructed vessels for the U. S. Army and Navy. One of the types was an air sea rescue boat 85' oa., 78'-10" wl, 20' beam, and 4'-8" draft.

The keel and frames were of oak and the hull was double planked mahogany. The decks and cabins were of marine plywood. Power was provided by two 1550 H.P. Packard marine gasoline engines. Each set worked thru a 2 to 1 reduction gear to drive a 32" x 32" bronze propeller at a maximum of 1800 R.P.M. A large rudder was set behind each propeller which gave the boat excellent response and easy handling in close quarters.

The boats service power was supplied by batteries or an auxiliary generator driven by the starboard auxiliary engine. Bilge tanks held 4,000 gallons of gasoline, 200 gallons of engine oil, and 400 gallons of potable water.

The boats carried a crew of 14: 1 Officer, 1 Chief Warrant Officer, 2 Warrant Of-

ficers, and 10 enlisted men. Quarters were provided in the forward and midships area. A First Aid Station was set in the stern cabin with 4 bunks. The controls and helm were set inside the main cabin and on the flying bridge. Protection was provided by 2-twin 50 caliber anti-aircraft mounts in turrets on either side of the flying bridge.

Most of the boats were assigned to the U. S. Navy and some were attached as U. S. Army Air Sea Rescue Boats. The boat on which I served as Skipper, the P-560 was assigned to the 14th Rescue Squadron of the 5th Air Force in the South Pacific. I am able to attest to the design and construction, for our boat went through three typhoons and many storms during my tour of duty. Many of the boats became available after World War II as surplus and some are still in use at this date. I know of four at Sheepshead Bay, N. Y., one at Tarpon Springs, Fla., and one on Lake Michigan. The original engines have been changed to smaller diesels and the upper structures have been changed or adapted for deep sea fishing use.



Air Sea Rescue Boat built by the Herreshoff Manufacturing Company 1943

compound engine and boiler for a yacht 80 feet long, belonging to Mr. Mark Hopkins, of Detroit, Michigan, where the machinery will be put in the yacht.

The steam yacht LEILA, 100 feet in length, built by the Herreshoffs about two years ago, has recently been sold to a club in Toledo, Ohio, where she will be forwarded about the first of May next.

The Company are building a number of engines and boilers for United States Navy launches, and are also constructing engines and boilers for running electrical light machines to be used by the United States Electric Lighting Company, of New York.

It is a specialty at this establishment to do nothing but first class work, to build no second-rate vessels. All the steam launches and yachts are finished up in the very best

workmanlike manner in cherry, mahogany and costly kinds of wood. The Company now has in its employ about one hundred men, on boats and machinery.

CHRONICLE

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Published Semi-Annually at Bristol, Rhode Island



CHRONICLE

BRISTOL, R. I.

NO. 8 — FALL 1982

Seven Brothers

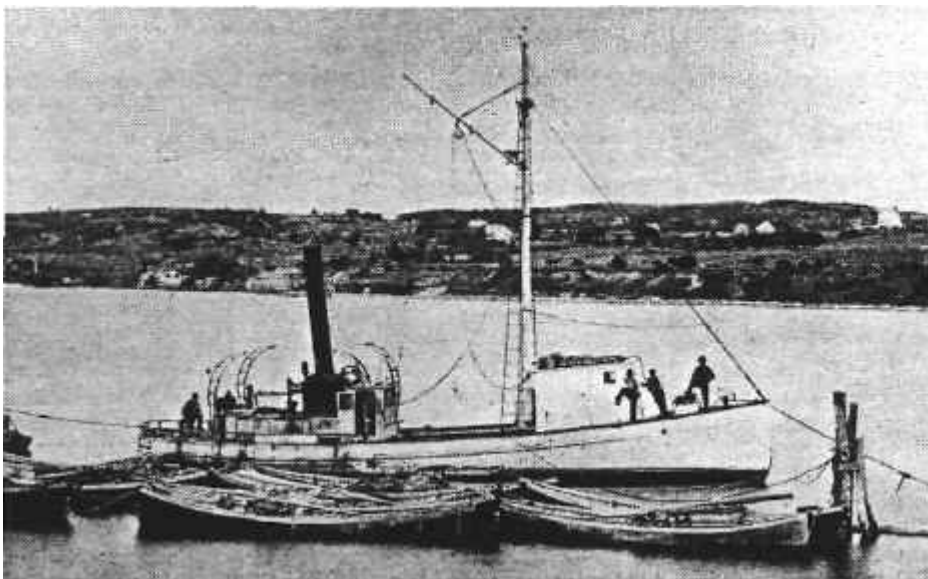
by Halsey C. Herreshoff

In 1870, the Herreshoff Manufacturing Company built the 65 ft. fishing steamer SEVEN BROTHERS. Among the numerous Herreshoff commercial, naval, and pleasure vessels of that era, the SEVEN BROTHERS was particularly significant. This Nathanael Herreshoff design is considered to be the first steam fishing vessel in the United States. She was the forerunner of a long line of "Pogy Boats" for the profitable menhaden fishing business.

She was built and named for the seven Church brothers who operated a fishing business coupled with piers and a fertilizer manufacturing plant at Common Fence Point at the head of the Sakonnet River. Since J.B. Herreshoff and N.G. Herreshoff and their brothers numbered seven, the fishing steamer was built by seven brothers for seven brothers. Coincidentally each of the families included a Nathanael and each of them used the unusual "ae1" spelling of the name. Each family ran a specialty marine business that excelled in its field. In each case after some fifty years of family operations, the respective businesses were sold out to New York interests and continued to operate with participation of family members into the 20th century.

Pogy fishing was the harvesting of the plentiful menhaden by spreading a vast net in proximity to the Pogy Boat. The net was deployed and closed by numerous rowed long boats towed to the fishing location by the mother ship. The SEVEN BROTHERS engaged in this profitable activity until about 1900. The trade continued for almost another 50 years; as a youth I observed the last years of menhaden fishing on Narragansett Bay. The Pogy Boats always looked of a particular type design, and that was similar to the SEVEN BROTHERS. This Herreshoff design was so totally suitable to the purpose that she was emulated for the best part of a century. Of the succeeding vessels the HMC built at least three: OSPRAY 72'6" in 1871, KING FISHER 72'6" in 1872, and WILLIAM SPICER 78' in 1874.

The well proportioned but rugged SEVEN BROTHERS was built of wood. Her boiler and engine were constructed by the yard. Pictures of the vessel reveal part of the boiler and a particularly long stack extending above the after house. Forward was a raised pilot house; Amidships was a large fishing hole; a tall mast and gaff were fitted for lifting nets or boats.



SEVEN BROTHERS, 1870 Herreshoff fishing steamer at Common Fence Point.



Paul Darling photo

TRIVIA heading to race.

Trivia & Banzai Win Races

Edward S. Fleming's 1904 yacht TRIVIA won the prestigious "Classic Yacht Race" at Newport on September 4, 1982. This followed a victory by John Hall's 1905 New York 30, BANZAI, in the Nantucket "Opera Cup Race" on August 8.

Both these events traditionally attract well restored old time yachts. The "Classic Yacht Race" is limited to entries at least 25 years old; the "Opera Cup" includes many vintage yachts. These two races are the best competitions available to old East Coast yachts. Sixty-eight boats competed in each of the races.

The "Opera Cup" was sailed over a Nantucket Sound triangle in clear, light weather. Boats hailing from Essex, Camden, Newport, Edgartown, and even Guadeloupe joined the Nantucketeers in a start on nearly glassy seas. The handsomely restored BANZAI with her shiny black hull and original gaff rig soon showed outstanding speed. She stepped out from all boats of her size, and even when the breeze freshened, hung on well to the speedy WHITEHAWK, a 92-foot ketch developed

(continued on page 2)

(continued from page 1)

from the L. Francis Herreshoff, TICONDEROGA, and the 73-foot ESCAPADE, 2nd and 3rd finishers on corrected time behind BANZAI.

The New York Yacht Club 30 Footers were a most prestigious and competitive one-design class in the early part of this century. 43 Feet long overall, with large sail area to displacement ratio, the 30's have always performed outstandingly. The well-kept BANZAI with good sails and skillful handling by owner Hall was thus a logical winner of the "Opera Cup."

TRIVIA, built in Bristol in 1902, was a unique Herreshoff yacht from the same model as the smaller BAMBINO, which won last year's "Classic Yacht Race" for the Herreshoff Marine Museum. BAMBINO did not compete this year, but part of the 1981 winning crew from BAMBINO, Halsey Herreshoff, Ken Fish, and Halsey Herreshoff II, were aboard TRIVIA with Dr Fleming for the 1982 race.

The 48-foot TRIVIA was originally a graduation present from his father to Harold S. Vanderbilt upon his completing prep school studies at Groton. TRIVIA had an illustrious racing record under the young Vanderbilt and successive owners and has continued to sail nearly every season to the present. This summer, the Herreshoff yard in Bristol accomplished an extensive refit of TRIVIA for Dr. Fleming in preparation for the race.

Not only did TRIVIA succeed in winning Class D and the *SAPPHO TROPHY* for the best corrected time in the fleet, she also had the distinction of being, at 80 years, the oldest competing yacht. An outstanding element in her success was the newest jib in the fleet, a mylar genoa jib cut down from the America's Cup Defender *FREEDOM*.

Starting on a close reach in a rail breeze from the northwest, TRIVIA soon took the lead in Class D and was never headed over the course around Conanicut Island. Catching two sharp wind shifts during the weather leg, TRIVIA rounded the second mark far in the lead. She then gained particularly outstandingly during the periods of strongest breeze as she reached around the island. Beating all but a few large A Class yachts on elapsed time, TRIVIA saved her time on the entire fleet by over three minutes.

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Larry Cronin photo

BANZAI, Herreshoff New York 30, winner of the 1982 OPERA CUP RACE.

Tingley Trophy Series

by Nathanael G. Herreshoff III

The Herreshoff Marine Museum sponsored a racing series of the Herreshoff S class fleet on August 21 and 22, 1982 in Bristol Harbor. Competition was for the *HARLEIGH V.S. TINGLEY PERPETUAL TROPHY* donated by Mrs. Tingley in honor of her late husband. This new annual competition in honor of Harleigh Tingley is most appropriate as he was a great friend of the class and enjoyed racing in S boats for many years.

Rick Steele in *RAGTIME* won the series with consistently good sailing in all four races. John Migliaccio's *WISTFUL* was second and Halsey Herreshoff sailing *COQUINA* was third.

Saturday's start was enhanced by a visit of America's Cup twelve meter yachts *FREEDOM* and *SPIRIT* to observe and

cheer on the contestants. Sailing in a shifty northerly breeze, the yachts changed the lead position numerous times. *COQUINA* won two races Saturday and *WISTFUL* the other.

Sunday's race in a strong smoky southwester was both the final of the series and also the *PARDEE TROPHY RACE*. Rick Steele's *RAGTIME* won and also clinched low point honors for the *TINGLEY TROPHY*.

Festivities and prize giving were hosted by the Richard Abrams, Brendan Smith and Carol Dubuc at "Love Rocks", the former home of Nathanael Greene Herreshoff. It was in this house 73 years ago that Captain Nat designed the illustrious S Class that is still going strong on the waters of Narragansett Bay and elsewhere. The *TINGLEY TROPHY* series will be an annual event.



Paul Darling photo

S Class start in the PARDEE TROPHY RACE of the HARLEIGH V.S. TINGLEY TROPHY SERIES.



Early days (about 1866) of the Herreshoff shop showing yacht construction in the old tannery, the Herreshoff house across Hope Street, and in the right background the famous octagon house that faces High Street.

Surroundings of Herreshoffs'

by Nathanael G. Herreshoff III

At the time of the founding of the Herreshoff Manufacturing Company in 1863, the surrounding area was largely open land. The village or town of Bristol was immediately to the north. South, the shore line looked quite different from today; it was subsequently filled in to form the land of lower Hope Street.

On the land side of Hope Street next to the boatyard stands the Herreshoff house, now owned by Norman Herreshoff, a grand-nephew of both John B. and Nat Herreshoff. The large family of Charles F. Herreshoff moved from Poppasquash across the harbor to this house in 1856. A photograph taken of Herreshoffs' about 1866 shows this house and the octagon house now owned by Mr. Ralph Kinder.

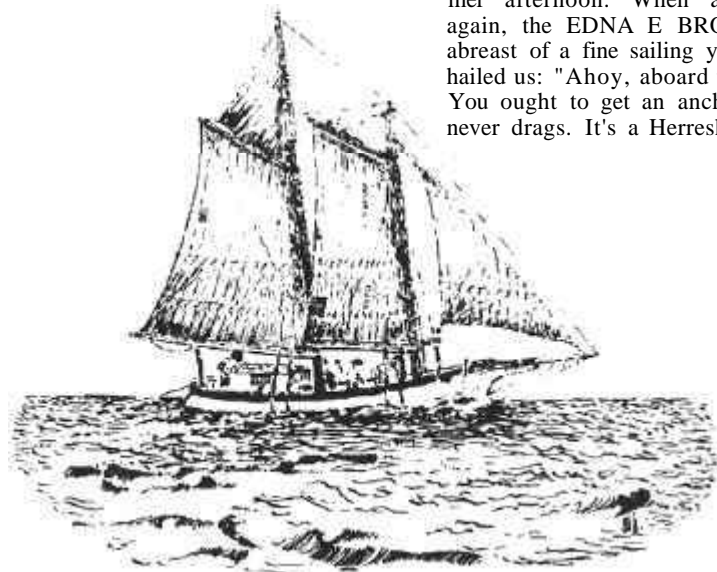
The part of the Herreshoff yard on the shore side of Hope Street had previously been a tannery. Part of the site of the yard east of Hope Street was used as a gun factory in the 1850's by General Ambrose Burnside of Civil War fame. In addition to his wartime notoriety the general is credited with the introduction of sideburns (the reverse of his name).

The land side of the Herreshoff works is bisected by Burnside Street. At the end of the street on High Street lies the large final residence of Mr. J.B. Herreshoff built in the 1880's.

South of the Herreshoff house and the surviving buildings of the yard, including the Museum building (whose plans were made by Clarence Herreshoff in 1917), lies the house owned by the Chesebrough family (Mrs. Caroline Chesebrough was Charles F. Herreshoffs daughter and sister to J.B. and Nat). The famous photograph of

Charles F. Herreshoff and his family was taken on the porch of this house in 1884. Next to this house lies a large stone mansion built by Augustus Bourne in the early 1870's. It was designed by the famous architect Renwick; I can think of no house which would remind one more of the site of a gothic novel.

At the foot of Walley Street on the shore side lies the "Love Rocks" which form the entrance to Walker's Cove. These rocks gave the name to Nathanael Herreshoffs house which still stands. The original part of the house was built in 1883 after Nat Herreshoffs marriage to Clara DeWolf.



Schooner EDNA E BROWN drawn by Clarence DeW. Herreshoff.

Some Swear by the Herreshoff Anchor

by Clarence DeW. Herreshoff

Some years ago, while working in New York, I used to skate at the Madson Square Rink. I met George Hard on the ice there, and we became close friends.

In the spring of 1935, George bought the EDNA E BROWN, an old coaster type small schooner in Essex, Connecticut. She did not have power installed, but was sold complete with a rocking chair for the comfort of the helmsman.

That summer, the schooner was recaulked in a yard at Port Jefferson. From there she started on a cruise to the outer end of Long Island. The ship's company consisted of George; his wife, Peg; Harleigh Tingley, a life long friend from my home town of Bristol; and myself. A few days before starting to cruise, George showed excellent forethought. He bought a couple hundred feet of manila line for possible use in an emergency.

One forenoon we put into Chachogue Harbor, an arm of little Peconic Bay. George's parents maintained a summer cottage there overlooking the harbor. The morning had been overcast with a misty southerly wind. Soon after our anchor was down, the wind shifted to the west and a violent squall broke. We immediately started to drag.

A fleet of yachts was moored to leeward of us, and we were greatly concerned over the damage that would result if the EDNA E BROWN were to crash her way through the fleet. Two of us jumped into our skiff and rowing out to windward secured one end of George's new line to a conveniently located dolphin. With the other end made fast to our schooner, her drag was checked.

The squall ended as suddenly as it had started, leaving in its wake a sparkling summer afternoon. When all was tranquil again, the EDNA E BROWN was riding abreast of a fine sailing yacht. Her owner hailed us: "Ahoy, aboard the old schooner. You ought to get an anchor like mine. It never drags. It's a Herreshoff anchor!"

CLARA

by Priscilla and Kerry Geraghty

CLARA was built in 1887 by Nathanael Herreshoff for his own pleasure and was named for his first wife, Clara DeWolf. Her design was somewhat similar to the English pilot cutters which were popular at the time. Her sail plan differed in that it was that of a sailing canoe. In a letter from his son, A. Sidney DeW. Herreshoff, she was mentioned as such: "... She is especially interesting to me because my father had her built for himself when I was one year old ... She was originally rigged as a cat yawl with the mainmast way forward so that it could not have shrouds. Both sails had full length battens. I believe he spent considerable time adjusting them to suit himself, and apparently he came to the conclusion that the advantages resulting from full length battens were not worth the time and work necessary to adjust them — he never designed a sail with them after that."

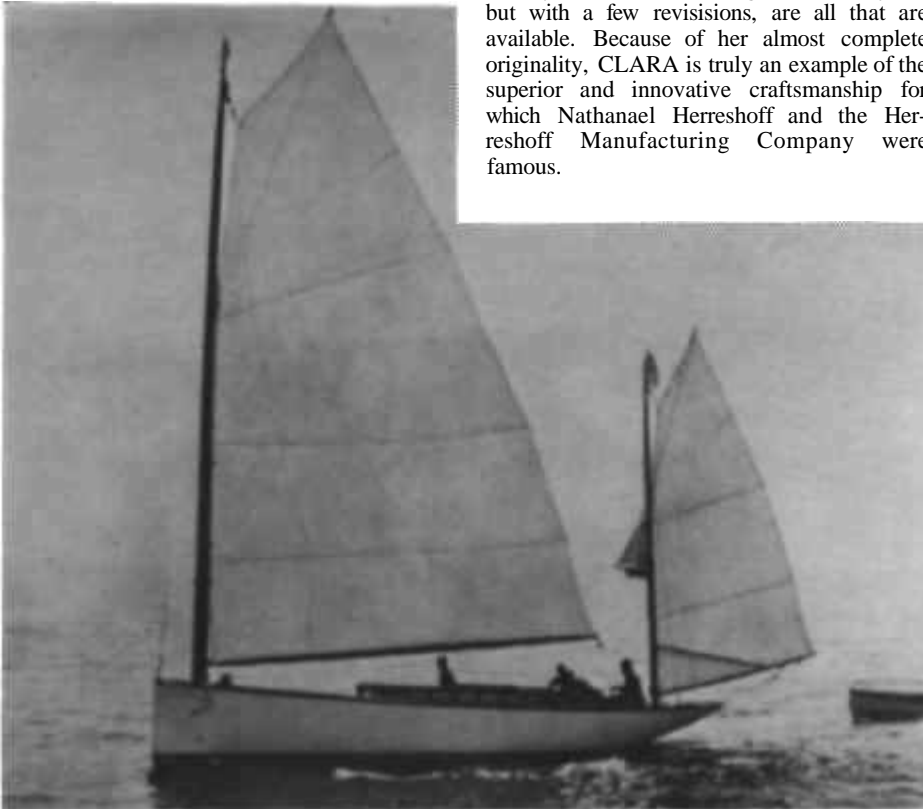
CLARA was used by Nathanael during the seasons of 1887, through 1890, then sold to someone unknown. Her history between the years of 1890 and 1902 is sketchy because no records were kept, but in 1902 the first *Lloyds Register of American Yachts* was published and included CLARA, official number 126750. Sometime between 1890 and 1904 she was rigged as a sloop purportedly by the Herreshoff Manufacturing Company. At that time, the trunk cabin was moved aft to allow

for the new mast and a doghouse.

In 1904 CLARA was owned by W. H. Browning of New York. Then in the 1908 volume of *Lloyds* she was registered to a Mr. D. Binkhorst also of New York. The next owners we have records on included from 1914 through 1919 a Mr. James R. Merrill of New Rochelle, New York, and from 1933 through 1938, a Mr. B. A. Barstow of City Island, New York. At this point, in the *Lloyds Register of American Yachts* she is referred to as a Cutter, with a sail area of 968 square feet.

The late Jack Wood, formerly sailing master at M.I.T., told us that Tom Brightman, who played an important role at the H.M.C., owned and sailed CLARA on Narragansett Bay between 1924 and 1930. Then, conjecture has it, that CLARA was freighted to the West Coast sometime during the late forties or early fifties by Capt. Eddie Fink. She was then purchased by Jerry Burns who in turn sold her to Ken Olsen, the gentleman from whom we acquired CLARA back in 1973.

At some point in her travels she was again rigged to that of a Marconi ketch; we are not sure when this happened. The mizzen mast is stepped forward of where the original mizzen was placed. The old step however, is still visible. Below decks, as far as can be determined, everything, except forward of the main bulkhead, is original. Her plans have been lost so that the only point of reference at hand is an old photograph of CLARA with Capt. Nat below, posing with a friend. That and the plans for PELICAN, a yacht built directly after CLARA using the same layout, but with a few revisions, are all that are available. Because of her almost complete originality, CLARA is truly an example of the superior and innovative craftsmanship for which Nathanael Herreshoff and the Herreshoff Manufacturing Company were famous.



CLARA with Captain Nat Herreshoff at the helm sailing in Bristol Harbour in the 1880's.

Bambino Remembered

by Chuck Carpenter

Watching BAMBINO'S pert transom grow ever smaller during the Classic Yacht Race at Newport in 1981, my wife and I recalled a trip aboard her in 1959 as guests and crew of her second owner, Louis Manley.

At that time, BAMBINO'S sparkling bright work, seamless topsides and below-decks joiner work were pretty much as when she was built in 1904. The changes that I recall being told of were the marconi rig (mainsail cut without roach or battens in deference to Mr. Manley's age and predilection for short handed sailing), the addition of a gasoline auxiliary, where once had been the port quarter berth, and the painting of some of her hardware and fittings.

Lou Manley, whose youth included a tour or two aboard the New York School ship ST. MARY and the rigorous life of a cadet on a square rigger, loved BAMBINO more than anything. This affection was shared by the crew at Nevin's yard on City Island where she berthed in summer and hauled out in winter.

Our cruise started at the Nevins yard, paused in Stamford to pick up my wife, and then proceeded to New London for a New York Yacht Club rendezvous. BAMBINO looked great (I can't find words to describe how superbly she sailed) but not great enough for Lou Manley who, because of failing health, expected this to be his last meeting with the NYYC fleet. All the metal that could be buffed, rubbed, cursed or caressed into a shine had to glisten before we joined the squadron.

With an inexhaustible supply of rags and polish, we set to. Actually, I managed to find several other chores, and my persevering wife did the bulk of the job - from binnacle (pretty easy) to capstan (some tough dings and dents), to blocks, to every unpainted piece on deck. When she'd polished some 124 pieces, she began to see merit in dado brown - but the job was done and acknowledged by an appreciative audience when we slithered like a dingy through the anchorage at New London. BAMBINO did look great!

That evening we were invited to dinner aboard a most impressive motorsailer and during the first course, as the evening fog rolled in, it was remembered that we'd not set BAMBINO'S anchor light. As the fog grew thicker, I started out in the dinghy and shortly learned that I was going around in circles and was likely to never find the boat. After some exertion my navigation improved, but BAMBINO was not to be found. Then, over my shoulder about twenty feet away I saw a flash. BAMBINO'S polished, jewel-like binnacle had reflected a stray beam of light. I'm sure there's a moral to fit here somewhere, but all I could think was, "Thank God for brass — well polished, of course, and Lou Manley's proud determination to have BAMBINO look her best for their last big party."

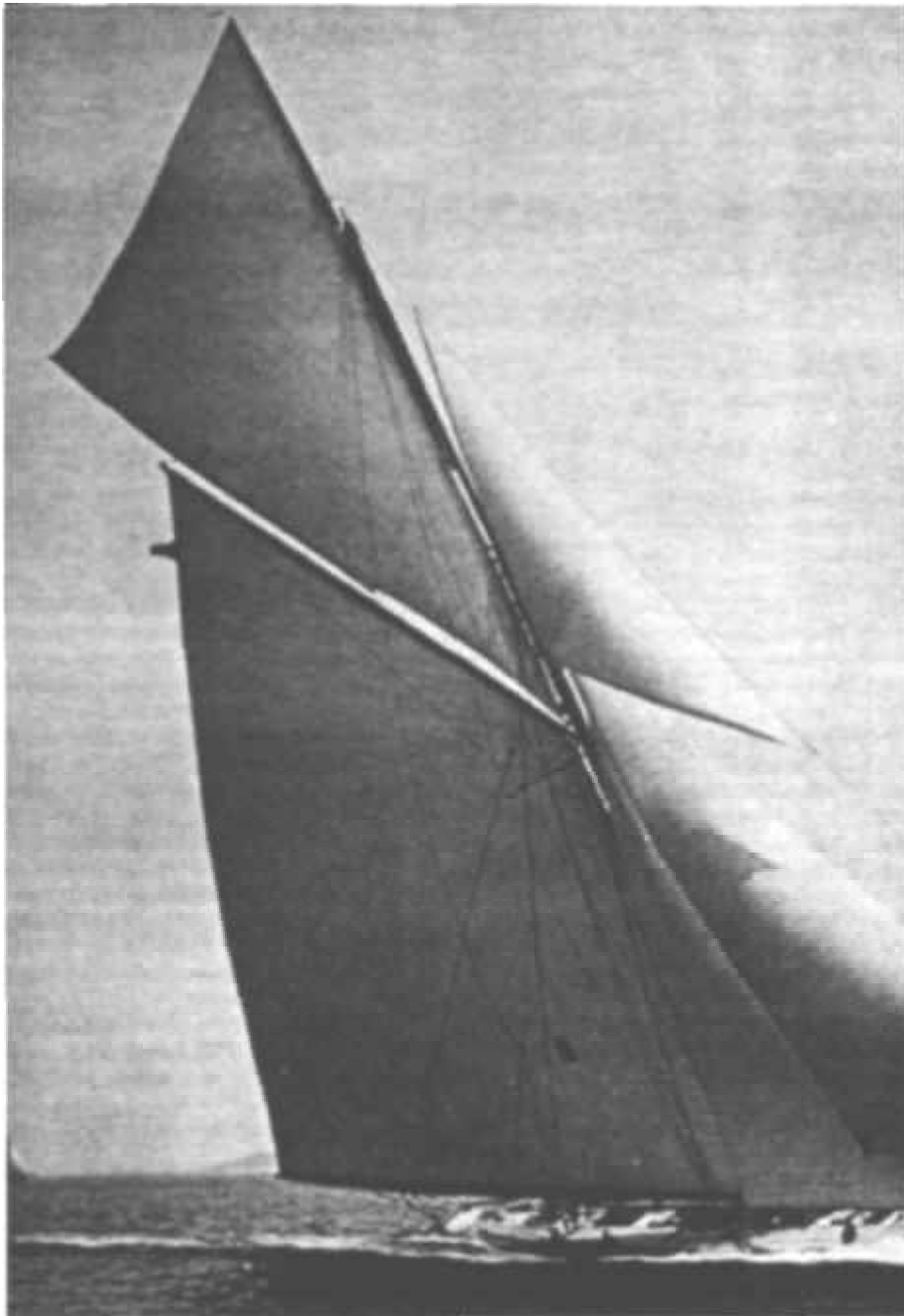


BRISTOL, R. I.

CHRONICLE

NO. 9 — SPRING 1983

RELIANCE — 80th Anniversary



by A. Griswold Herreshoff

The America's Cup year of 1983 marks the 80th anniversary of RELIANCE, the unique Herreshoff America's Cup Defender of 1903. She was the largest of the many yachts that my father, Nathanael G. Herreshoff, designed for defense of the Cup and was the largest single-sticker ever built.

Vivid is my memory of the striking appearance of the shiny white and bronze scow like hull of RELIANCE sitting atop her sleek 90 ton keel gripped by a narrow launching cradle on the morning of April 11, 1903. My father stood beneath the long overhanging stern with Mr. Brechin, foreman of the metal department and probably the most skillful hull plater in the world. Pa, not one to hand out compliments carelessly, remarked to Mr. Brechin that RELIANCE was a first rate plating job, the best he had seen. Brechin replied that the straight and totally fair shape of the yacht made forming and fastening her flush plating an easy proposition. It is significant that the perfect appearance of the hull was totally without benefit of fairing filler; in fact, RELIANCE had no bottom paint; preparing her for a race simply entailed a gang of 50 men polishing the bronze bottom plating to a high shine.

The previous winter it had been my practice, directly after school each afternoon, to go to the Shop and follow my father on his rounds to inspect all work in progress. In addition to the machine and boiler shops, the East Shop for small boat construction, and

continued page 4

RELIANCE, America's Cup Defender 1903

LOA: 144' 0" LWL 90' 0" BEAM 25' 10" DRAFT 19' 7" SAIL AREA 17,730 sq. ft. COMPLEMENT 66.
BOWSPRIT TO BOOM END: 201' 6" WATER TO RIG TOP 199' 6"

BIBELOT

by Hanns Stinnes of Uhlenhorstweg, Germany in 1973.

BIBELOT, Sonderboat, designed by Nat Herreshoff and built at the Herreshoff boatyard in Bristol, R.I. in 1910 came to Kiel in 1911 as one of the three boats of the US Team challenging the Kaiser Cup of the German-American Sailing Races, arranged between the Eastern Yacht Club in Marblehead and the Kaiserlicher Yacht Club in Kiel.

Skipper of BIBELOT was Charles Francis Adams, later Secretary of the Navy during the 20s. The US Team won the Cup without losing a race. BIBELOT was first of all every day at all winds. Her appearance was a phenomenal spectacle at that time.

The Kaiser was so enthused that he bought the boat immediately after the race and gave her to the KYS, which was the school of the Kaiserlicher Yacht Club. Following that time, she was sailed very hard every day by the youngsters, and though very hardly strained, she was by far the best boat of the class during many years and racing weeks in Kiel. It was reported that she was made especially for the Waters of the Kieler Bucht, which are similar to those of Buzzards Bay: "very short and choppy". Thus she had long forward overhangs to reach the oncoming sea and glide over. She was by far the fastest Sonderboat at all winds, as long as she sailed.

During a very stormy race in the beginning of the 20s, she was timed and measured on what we call a 3/4 wind leg at 12 knots, the crew placed on the rear deck to avoid the bow going under water, with full sails. Many designers tried to copy her. At least there have been a lot of boats looking like her but no one ever reached her performance. The absolute sensation was that she always has been by far the fastest boat at all winds. No special heavy weather boat ever beat her, if she was sailed by able yachtsmen.

The crew of the German 30 square meter boat GLUCKAUF, that came from Kiel and the Kaiserlicher Yacht Club was invited to visit Mr. Charles Adams, Secretary of the Navy in Washington in 1929. He remembered very well BIBELOT and his victory in 1911. He was very much astonished to hear that this pure racing boat was still alive in 1929 under such hard conditions as a school boat for youngsters. And she did a further 9 years until 1938!



VIDETTE BOATS

Reprinted from the *New York Sun* of Dec. 1881.

Within a few years past, the English naval authorities have deemed it advisable to adopt a new form, size, and style of steam vessel possessed of greater versatility of adaptation than any previously in the service. Boats were demanded to take the place of the small torpedo boats formerly used in such service but poorly adapted to it. To this new type of boat the title of "vidette" was applied.

Private builders were invited to compete for their construction. Of all who entered the competition the most successful was John Samuel White of Cowes, an experienced builder of torpedo boats. His vidette was capable of a speed of 13.3 knots.

John B. Herreshoff and Nathaniel G. Herreshoff, learning of the existing demand, made a proposal to the Admiralty to furnish vidette boats which should be superior not only in speed but in all other respects. They were informed that if they would present for trial in English waters two videttes of the same capacity as those built by John Samuel

White and capable of 14 knots, the boats would be purchased at a satisfactory price.

On the 16th of July last, the Messrs Herreshoffs two boats were landed in England and taken to Portsmouth for trial. In competition with them was a new boat by White, presumably the flower of his experience in this type of boat. The Herreshoff boats were each 48 feet in length, 9 feet beam, and 5 feet depth, the same as White's. But owing to the novel safety coil boilers, were much lighter. After a long series of trials the English judges pronounced in favor of the Herreshoff boats. They had made not simply the 14 knots required, but actually 15 1/2 knots, while White had been able to get only 12.6 out of his.

So thoroughly acceptable were the Herreshoff boats that they were promptly accepted, \$25,000 was paid for them, and a further order was given for two navy "pinnaces," smaller boats previously an especial feature of John Samuel White's construction. The two pinnaces or launches, as they are known in America, were dropped in English waters on Oct. 29.

They ran to Sheerness, a distance of 75

miles, with the Board of Examiners on board and trials were begun at once. As before, the competition was with White, with a new boat presumably the best he had been able to produce. The best speed he could make was 7.3 knots while to his astonishment and disgust the American boats easily made 9 1/4 knots. Further exhaustive tests were made the result of which was the complete triumph of the Herreshoff boats.

The English authorities were so pleased, that to accommodate Mr Herreshoff, who desired to return home in the GALLIA, all red tape was cut, the trials completed, the reports made and passed upon the acceptance ordered, and the money paid, \$5000 each, all this within the short space of ten days.

Having thus won his laurels, Mr Herreshoff returned home in the GALLIA, arriving here on the 29th and bringing with him an order for two pinnaces for the French navy similar to those supplied to England. In France it is expected that his boats will be an even greater surprise than in England, for the speed thus far attained there is even below the British.

The Buzzards Bay 30s

by Arliss Ryan and Eric Sponberg

The building of the one-design class of Buzzards Bay 30s in 1902 probably fell into the category of solid, routine work at the bustling Herreshoff Manufacturing Company. Eighty years later, the glory yachts are gone, but at least six of the Buzzards Bay 30s have survived.

Fourteen Buzzards Bay 30s were built. They were commissioned by a group of Eastern yachtsmen and the Beverly Yacht Club of Marion, Mass., and were center-boarders for the shallow waters of Buzzards Bay. The rating rule to which they were built was the Seawanhaka Rule, established in 1883 by the Seawanhaka Corinthian Yacht Club, and also known as the waterline and sail area rule in which the rating is equal to one half the sum of the hull length and the square root of sail area. To obtain a low rating, the waterline length was kept as short as possible while the overall length of the hull was extended to support the large gaff-rigged sail plans and to give more boat length for speed when heeled. The Buzzards Bay 30s, with their long overhangs, are typical of boats built to the Seawanhaka Rule.

But in February 1902, even as the Buzzards Bay 30s were being built, the New York Yacht Club called for a new rating rule. Boats built under the Seawanhaka Rule had become large and ungainly with little use beyond racing. The Universal Rule, adopted by 1904 and designed to produce more manageable boats, spelled a short racing career for the Buzzards Bay 30s. By 1906 the class disbanded, and the boats went their separate ways. Happily, the Buzzards Bay 30s were already more generously appointed than was usual for a Seawanhaka Rule boat, and they adapted easily to new roles as family cruisers.

The 1983 roll call of the Buzzards Bay 30s reveals six survivors: BARBION (originally YOUNG MISS), LARIKIN, MASHNEE, CATSPAW (originally QUAKERESS II), ARRIA, and ANITA. The first four are afloat and in fine shape. ARRIA is undergoing restoration, ANITA remodeling. It is an encouraging picture; these boats should be sailing for many years to come.

To be continued Fall 1983

CHRONICLE

Herreshoff Marine Museum
Post Office Box 450
Bristol, R.I. 02809
(401) 253-6660

Editor: Halsey C. Herreshoff
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Contributing Editor: Clarence DeWolf Herreshoff

Published Semi-Annually at Bristol, Rhode Island

RIVIERA

Reprinted from the Bristol Phoenix dated October 3, 1874.

In the *Phoenix* of April 25th and May 16th we published a lengthy but very interesting account of a regatta which took place on the river Nice in Italy, in which a small sail boat built on that river by our young townsman, Mr. Nathaniel G. Herreshoff, took the prize.

Mr. Herreshoff in company with his brother Lewis, left home in the spring of 1873 for the old world on an exploring expedition. Arriving in France and Italy, their native ingenuity and skill prompted them to build a sail boat, which they called the HELEN, and which fairly astonished the natives, both by its swiftness and the adventurous exploits of its owners in traversing those heretofore unexplored rivers.

After completing their visit, they set about to build a second boat, the RIVIERA, of still smaller dimensions and in which the two brothers embarked for home, cruising two hundred miles through the Mediterranean Sea, thence five hundred miles down the Rhine, thence to Amsterdam, by steamer and to England where they embarked for New York in the steamer RUSSIA and arrived on Sunday the 21st ult.

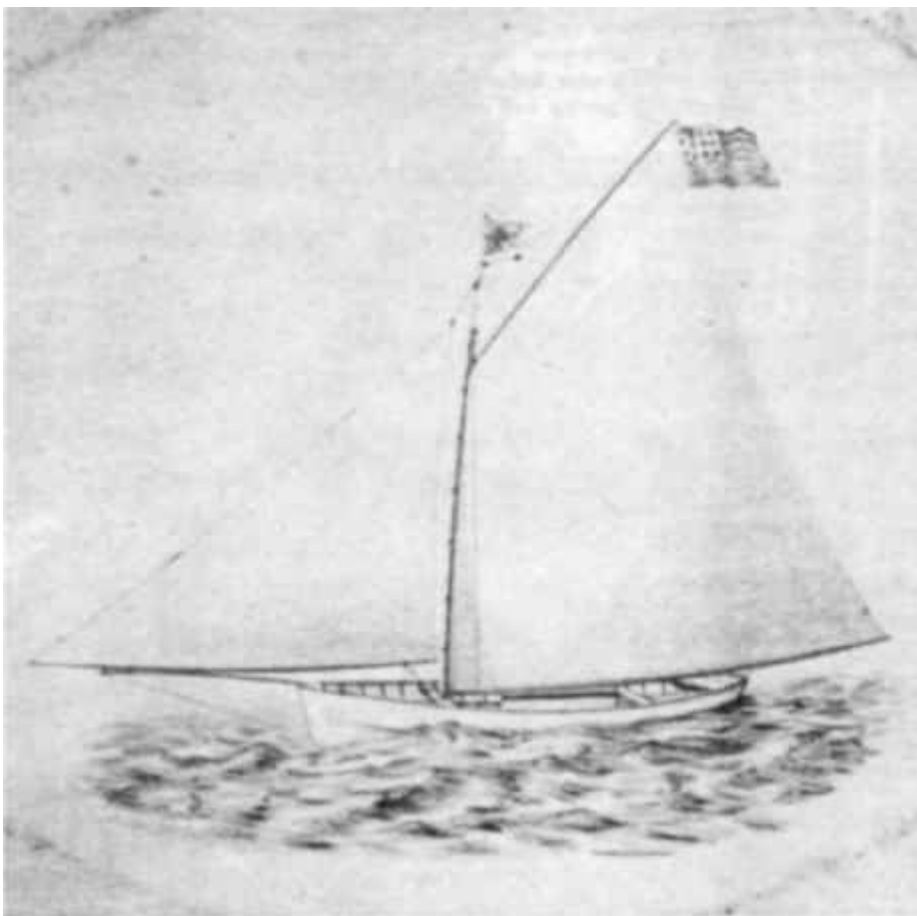
Mr. C. F. Herreshoff, the father of the young men, learning of their arrival in New York, and that they intended returning through the Sound in their boat, started on Wednesday morning to meet them. He was accompanied by other members of the family and friends. Messrs. James B. and John B. Herreshoff, accompanying the party in the steamer VISION, and meeting the RIVIERA about midway off Long Island Sound.

The meeting was a very happy one between father and sons, brothers and friends. The VISION took the RIVIERA in tow and the party turned for home where they arrived about midnight on Thursday.

The RIVIERA is sixteen feet in length, five feet three inches in width and weighs, with rods and rigging attached, three hundred pounds. She lies hauled upon the beach near Mr. Herreshoffs Yacht Yard, where she has been visited and examined by hundreds of people each day since her arrival.

EDITORS NOTE:

Commencing with the Fall 1983 Issue, The Chronicle will publish serially "The Log of RIVIERA" written by Nathanael Greene Herreshoff in 1874.



RIVIERA. — from a pencil drawing made by George Philips c. 1880.

Reliance

continued from page 1

the North Shop, a highlight was the daily inspection of RELIANCE as she took shape remarkably rapidly in the South Construction Shop. One afternoon, down inside the hull, Pa observed the painters at work coating the inside of the hull. He admonished them to thin and apply as little paint as possible. The light construction had to be kept light in every possible way. The America's Cup rule limited waterline length to 90 feet and RELIANCE would be just that with almost no inside trimming ballast.

Casting the ninety tons of lead for RELIANCE'S keel had been some job! A hollow wood mold was built on the railway cradle. The lead in 85 lb. pigs was brought into the shop by a horse drawn low gear in ten ton lots. Sample pigs were placed on a scale to determine the average weight.

Two melting pots of cast iron about four feet across were set up on temporary ovens. Ash lined wood gutters were arranged to carry the molten lead to the mold. On the casting day, the fires were lit early in the morning. An accounting of the number of pigs (about 2300) was kept from which the weight was figured.

While RELIANCE had an aft stateroom and toilet room, she was otherwise open below except for a canvas enclosed toilet space for the crew. There was just a wooden sole, winches, and sailing gear. Extra running rigging and sails were lashed to the framing on each side leaving well over 100

feet of interior hull open and clear, a most striking sight.

RELIANCE was the first yacht to have below deck winches — for two main halyards, two topsail halyards, jib halyards, etc. There were compact, powerful worm drive winches for the running backstays; operating procedure for these was interesting. After a tack or gybe the crew on deck would hook the running backstay to its tail and then give two sharp raps with a stick on the deck to signal the crew below to start cranking in the winch. Once the mate judged the running backstay sufficiently tight, he would rap once on the deck to signal completion of the operation.

RELIANCE'S huge mainsail was trimmed with a six part tackle which, given the great length of the boom, required a mainsheet about 1000 feet long! The line was taken up on a large diameter drum below decks wound in by three of the crew.

About a week after the launching, I along with my brothers Sid and Nat jr. (all of us teenagers) accompanied our father and the afterguard of RELIANCE on her trial trip. Captain Charlie Barr did not yet have his regular crew (that would eventually total 66 including Afterguard) so men from the Shop did the sail handling — including one who worked aloft.

It was an overcast, blustery day with a strong east wind. We swept between Bristol Ferry and Hog Island to Newport, out into the ocean, and to Block Island. The vast, open deck of RELIANCE was canvas covered and painted a buff color (as were the

spars) with a white waterway about 2 ¼ feet wide. There were no lifelines. RELIANCE was fitted with two steering wheels positioned fore and aft of the binnacle so that there was provision for up to four men to share the burden of steering the large sloop. RELIANCE proved no problem to control; either my father or Captain Barr could steer her easily even on the fast reach in the ocean.

On the way back from Block Island, the wind picked up to 20-25 knots. The log was put over to measure RELIANCE'S speed at 17½ knots (more than 20 miles per hour). Spectator power boats could not keep up with us.

After RELIANCE reentered Newport Harbor, the wind lightened in the lee of the land and it was practically flat calm in the Harbor. RELIANCE'S 200 ft. sailplan caught plenty of wind aloft; she "ghosted" at more than 10 knots over the practically flat water of the harbor to the amazement of those watching. Less than an hour later, RELIANCE'S sails were lowered near Poppasquash Point and she shot the final mile to her mooring at the Herreshoff Manufacturing Company.

The author, A. Griswold Herreshoff, was 14 years old at the trial of RELIANCE. Gid Herreshoff later attended M.I. T. and had a distinguished career in the automotive industry, becoming Chief Engineer for Development at Chrysler Corporation. He has been inducted into the prestigious Automobile Hall of Fame. Gid and Henrietta Herreshoff now live in Delray Beach, Florida.



Captain Charlie Barr steers RELIANCE to windward after the Herreshoff Yacht COLUMBIA in a 1903 Trial Race



BRISTOL, R. I.

CHRONICLE

NO. 10 — FALL 1983

'A Boy's Will Is The Wind's Will'

by Louise Henry DeWolf

In April 1868, my grandfather, John Brown Herreshoff launched the first steam yacht ever built in Bristol, Rhode Island. She was launched with all her machinery on board and with the steam up in the engine ready to go as soon as she floated in the water. She was a fine little steam yacht about 60 feet long and — but I'm getting ahead of my story!

My grandfather was born during a late — late snow storm, the 24th of April 1841 at Point Pleasant Farm on Poppasquash. The first sound he heard was the wild east wind blowing against the side of the old farm house bringing rain and sleet and snow. His first cry joined with the wind in a lusty howl. From that moment on the wind became his friend for the rest of his life. Almost as soon as he could walk, he ran through the meadow grass with the wind in his hair, down to the shore and dipped his feet in the water. He watched the boats sail in the harbor: square riggers some of them, schooners, racing sloops and the pretty little catboats so popular in these parts. He soon learned to swim and sail his toy boats. He was the fourth of nine children — seven boys and two girls. His older brothers could sail boats before he could. He longed to be able to sail his own boat and by trimming the sail, harness the wind to his will and with his hand on the tiller, steer the boat to wherever he wanted to go.

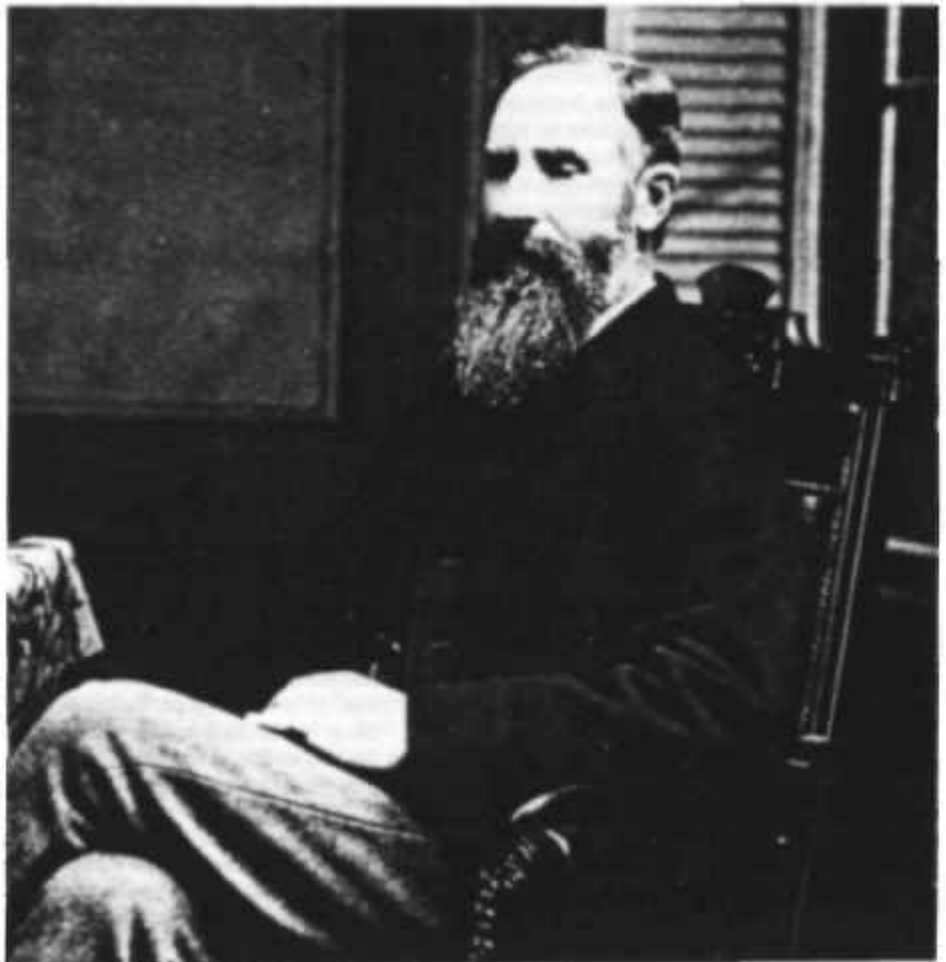
When he was about seven years old, a cataract formed on one eye, which impaired his sight, so the good eye had to do double duty. When he was a little older, he was allowed to lay out a small vegetable garden in a part of the onion field. He sold the produce in order to buy tools. At this early age he was learning to become a businessman. He was of a mechanical turn of mind and often visited the machine shop at the Namquit Mill and made friends with the machinist and the engineer. He carried his sled to them. They buffed the runners for him, so that he could be the fastest on the hills. By the time he was 12 or 13 years old, he had gathered together a large chest of tools. He had fitted out a good lathe with foot treadle power, and had become expert at turning out work.

When he was 14 years old he began to build his own boat. It was to be a jib and mainsail boat about 12 feet long and about 5 feet wide. He had made the model himself just as he had seen his father make the model for his boat the JULIA and the tiny TADPOLE which his older brother sailed. Their father encouraged the boys to make the things they wanted and set them a good example by making things himself. My grandfather was quick to learn about the things that interested him — how to take a piece of wood and fashion it into a useful article — how to take a piece of metal and make it do his will.

When Spring came, the little boat, the METEOR, was well along. My grandfather was looking forward to launching her, and to sailing her on the blue waters of the bay.

One day the accident happened! He was frolicking with his brothers and in some way a stick hit his good eye and he never saw again. For months he was a sorely bewildered boy. He sat still in the house for hours at a time — thinking — and thinking. Never to see the blue sky again! Never to see the white clouds! Never to see a full-rigged

(continued on page 2)



John Brown Herreshoff, 1841 - 1915

(continued from page 1)

ship come sweeping up the bay before a southwest wind!

That summer in the month of August (1856) the family — father and mother and nine children — moved across the harbor to a house in town, leaving the old farm house to the uncle and aunts.

The little unfinished METEOR was brought over also and placed in the "Old Tannery," a frame building on the shore in front of the house. My grandfather's chest of tools and his lathe were brought over and set up in the southwest room of the old summer kitchen, a detached building in the yard south of the house. Little by little my grandfather realized that he could visualize in his mind what the water looked like. He could feel the wind on his face and know its direction and speed. He learned to find his way about the house. He found his tools out in the workroom. His sense of touch was more acute than before and he had learned to work problems out in his mind. His desire to do things overcame his bewilderment. He wanted desperately to finish his boat and to feel the wind tugging at the sail. With his father's help and encouragement, he finished the METEOR and launched her in the end of April 1857. He was then 16 years old. He was so happy. His energy knew no bounds.

His active brain thought up other ways to make money in small enterprises. He set up a ropewalk in back of the house along the boundary fence. He could lay up cotton rope about 420 feet long. He sold rope for rigging. He also made a fine cotton cord and sold it for women's hoop skirts which were in fashion at that time. He made several skiffs for sale and so earned enough money to buy material for a larger boat to be called the SPRITE. He and his younger brother used the little METEOR to go on expeditions to collect the lumber. They went to a sawmill in Fall River to order cedar boards for the planking, to be delivered by the steamer, the BRADFORD DURFEE. My grandfather planned this all out in his head. His younger brother steered the boat and guided him when he needed help. They made a good team!

My grandfather made the model from which the SPRITE was built. In the meanwhile, his younger brother, by helping, was learning the art of boat building, which later on, was to become their life's work. They borrowed their older brother's larger catboat YANKEE to sail to Wickford to get more oak for the timbers. So it went! They hired some of the town's old-time boat builders to help them in the winter months. The SPRITE was about 20 feet long. She was launched on the 28th of June 1860, the same day the GREAT EASTERN arrived in New York from across the seas. The SPRITE is now in the Herreshoff Marine Museum.

The SPRITE'S first cruise was to New York to see the GREAT EASTERN in company with the boy's father in the JULIA. No one was allowed to go on board the ocean liner, but all "hands" had a good time. The two boats made the trip back home in about 27 hours.

The SPRITE won her first race on time allowance against the larger Providence River boats. She proved to be the fastest boat in Narragansett Bay of the small boats anywhere near her size.

One time the SPRITE with my grandfather and his younger brother on board was returning from a cruise in company with the PLANET, a 25-foot catboat owned and sailed by two Providence boys. They were nearly off Whale Rock, late in the afternoon, with the wind increasing, when a halyard broke on the PLANET and the mainsail came down in a tumble. The PLANET was at the mercy of the wind. There was no way of hoisting the sail as neither of the two boys on the PLANET could climb the mast. The SPRITE came to her rescue. My grandfather got aboard the PLANET and although the wind was blowing hard, he climbed way up to the masthead with the end of a rope in his hand and passed it through one of the masthead blocks, and came down with it safely. He then returned to the SPRITE. A feat that only an experienced sailor could accomplish!

After two years of constant sailing, my grandfather wanted a still larger boat. He built the KELPIE from his own model with his father's help. She was about 27 feet long. On a cruise around Cape Cod to Boston, they met another yachtsman who was so impressed with the beauty and speed of the KELPIE that he commissioned my grandfather to build a boat for him. This was named the QUI VIVE II. Thus it was that at the age of 22 he started in the boat building business. The "Old Tannery" was enlarged and more men were hired. Orders for more boats came in. He built four menhaden fishing boats for his oldest brother who had a fish oil business on Prudence Island. They were named PRUDENCE, PATIENCE, HOPE and FAITH.

In the summer of 1864 my grandfather acquired the old Burnside Rifle Factory on Summer Street (now called Burnside Street), and set up his machine shop there. When he was 25 years old he built the lovely little sloop the SADIE and several small sailboats for the boys of Boston's "North Shore" who became the "America's Cup" defending yachtsmen of the turn of the century. Then the ANNIE MOISE was launched. This is the beautiful little steamer I started to tell you about at the beginning of this story. She was made from my grandfather's model. I said she was the first steam yacht to be built in town, but she was by no means the last.

Still she was a milestone in my grandfather's career as a builder of boats, just as the little METEOR was a victory eleven years before. In the meanwhile his younger brother was going to school to learn modern, scientific methods and trying his hand at designing boats, but *that* is another story.

Years afterwards, my grandfather was asked what was the secret of his success. He answered that it was the settled policy of his company to simply do their work just as well as they possibly could and then leave the work to speak for itself. "Let the work show!"

As my grandfather grew older he still liked to sit in the wind and think, and work problems out in his head. He liked to hear people read to him at the end of the day. Of the poets, his favorite was Longfellow, and these lines are part of a favorite poem:

Often I think of the beautiful town
That is seated by the sea,
Often in thought go up and down
The pleasant streets of that dear old town,
And my youth comes back to me.
I remember the black wharves and the slips,
And the sea tides tossing free;
And the beauty and mystery of the ships,
And the magic of the sea.
And a verse of a lapland song
Is haunting my memory still:
"A boy's will is the wind's will.
And the thoughts of youth are long long thoughts."

My grandfather's name was . . . John Brown Herreshoff.

EDITORS NOTE:

Louise Henry DeWolf wrote this story about her grandfather, J. B. Herreshoff in 1968. The writing won first place in the contest that year of the short story club of Rhode Island. Miss DeWolf is a resident of Bristol, R.I. and is a hostess at the Herreshoff Marine Museum.

Editor

CHRONICLE

Herreshoff Marine Museum
Post Office Box 450
Bristol, R. I. 02809
(401) 253-6660

Editor: Halsey C. Herreshoff
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Published Semi-Annually at Bristol, Rhode Island

The Buzzards Bay 30s

by Arliss Ryan and Eric Sponberg

continued from spring 1983

BARBION, the first of the class is owned by Edward J. Madden in Eau Gallie, Florida. LARIKIN is in the Chesapeake where she cruises with owners Jim and Susie Earnhardt, their family and friends. ANITA's remodeling progresses at a yard on Long Island while across the Sound, in Norwalk, Conn., CATSPAW often sets out for a single-handed sail with her owner, John Woade.

MASHNEE and ARRIA have found particularly fitting homes. MASHNEE is moored at Mystic Seaport where, with cabin heater and utility hook-ups, she is a year-round live-aboard for Ken Mahler, Mystic's audio-visual supervisor. ARRIA was recently donated to Full Sea Inc., a non-profit marine historical and educational organization in Sea Cliff, New York. She is in good company; Full Sea is also restoring two other Herreshoff boats, a Bar Harbor 30 and a New York Yacht Club 30, among others.

There are a lot of reasons why a particular boat survives. Herreshoff boats are, of course, renowned for their strong design and quality workmanship. A special feature of the Buzzards Bay 30s (and other Herreshoff boats of the period) is diagonal metal strapping. Six heavy bronze straps crisscross the hull and deck on the inside of the planking, running from deck edge to keel on each side of the hull and across the deck in way of the mast. These bands overcome the tendency of a wooden boat with long overhangs to rack out of shape.

No doubt, a well-built, good-looking boat attracts appreciative owners. Moreover, a check of the ownership lists of the Buzzards Bay 30s reveals several instances of very long-term ownership. MASHNEE had just one owner from 1921 to 1953. Edward Madden has owned BARBION since 1947, almost half her life. CATSPAW had a twenty year period of single ownership between 1948 and 1968. These long periods of stable care probably contributed a good deal to the boats' longevity.

At one point, however, a too-devoted owner nearly cost CATSPAW all of her nine lives. While trying to sell the boat in 1968, Perry Smith became discouraged about CATPAW's future. No one, he thought, could keep up CATSPAW the way he had, the way she deserved to be maintained. He went so far as to obtain permission from the U.S. Coast Guard to scuttle CATSPAW to spare her a graceless demise. Fortunately, a buyer who met Mr. Smith's tough qualifications turned up in the nick of time, and CATSPAW was saved.

It would be unreasonable to expect any of the boats to have survived unchanged and, in

fact, their adaptability is another factor in their longevity. The most uniform modification is the rig. Five have been converted from gaff rig to marconi rig; four are yawls. Easier handling motivated the change. MASHNEE'S conversion from gaff rig to marconi sloop in 1944 has an extra point of interest. Her new solid mast came from an Oregon fir tree set roots up and turned down to a 61' spar. This was one of the first upside down masts built in the United States. The purpose was to put the oldest, densest, knot-free heartwood at the top of the mast where strength and stiffness are most essential. Unfortunately, this special mast was lost in 1956 when the boom broke a running backstay during a jibe. It was replaced with a glued box-section mast.

The rig modification aside, honors for the most original Buzzards Bay 30 would probably go to CATSPAW. She has practically all her original equipment and woodwork, an amazing state of affairs considering the accidents and wear that can befall a boat in just one season, let alone eighty. The only structural change to CATSPAW has been to fit her with a new coachroof. She has her original cabinhouse sides with the "trolley car" windows and her original winches and self-tending winch handles. John Woade can't help but be pleased with the "feeling" CATSPAW evokes.

If the other boats are less original, there are never-the-less many instances of faithful reconstruction. Naturally, in the course of eight decades, many repairs and replacements have been required. New decks, frames, hatches, a few new planks — where the old wood deteriorated, new wood was installed. A few pieces of original Herreshoff hardware remain; in other cases, owners have been able to obtain period pieces. A past owner of MASHNEE was particularly ingenious. While refastening the boat he decided to add lifelines. The tops and bases of the lifeline stanchions were formed by melting down and recasting the hundreds and hundreds of bronze screws he removed from the planks.

Modern materials and equipment have also found their way onto the boats. ARRIA, LARIKIN and BARBION have all made use of fiberglass. ARRIA and LARIKIN have new decks and coachroofs built with a fiberglass overlay while BARBION'S entire hull is sheathed with fiberglass. The purpose of fiberglassing BARBION was to protect the hull from teredos and to stabilize the planking against weather and sun. The project was carefully planned and executed. A sample strip below the waterline was tested for adhesion for a year. Then, after assuring its soundness, the hull was dried, refastened and all the floors were replaced before the epoxy resin and glass were applied. More than a dozen years later, the sheathing is still intact.

Other non-original features on the Buzzards Bay 30s are engines, stainless steel rigging, Dacron sails, plexiglass windows, nylon anchor rodes, and electronic depth sounders and radios. It is important to remember that these modern additions were introduced gradually; as repairs and replacements were called for, the owners chose from the materials of the day.

Of the existing boats, CATSPAW, ARRIA and LARIKIN have the most original interior. As designed by Nat Herreshoff, the layout consisted of two quarter berths, two settees with outboard pilot berths and a drop-leaf table, then through the main bulkhead to the galley on the starboard side and an enclosed head to port. In the forepeak were two pipe berths for extra crew.

CATSPAW and ARRIA have maintained the Herreshoff layout, and LARIKIN'S only change is a small sink console on the centerline in the galley and a single berth opposite. The original interior woodwork is butternut walnut. Mr. Woade discovered the walnut on CATSPAW just a few years ago because butternut walnut being a very dark wood, it had been painted over to brighten the interior. After due deliberation, Mr. Woade elected to stay with the paint. LARIKIN has gone for gleaming Honduras mahogany in her interior. With little imagination and the layout in mind, one can picture the Buzzards Bay 30s then and now.

While two of the Buzzards Bay 30s, CATSPAW and LARIKIN, seem to have enjoyed consistently good care throughout their careers, for others the eighty years have had both ups and downs. Consider the work done on ARRIA by a previous owner, William Ettich, in the 1960s: sister frames added, planks refastened, floor timbers doubled amidships, new lag screws fastened into the ballast, a new plywood deck covered with fiberglass, the house replaced with a solid mahogany replica, coachroof rebuilt with fiberglass covered plywood, carlins added with vertical reinforcing supports, and a 14-foot section of the keel plate replaced. At the time Mr. Ettich sold her in the 1970s, ARRIA must have been looking very nice indeed.

But just two years later ARRIA sank at the dock in a Port Washington marina. Ice displacement of the propeller shaft fittings was the suspected cause. She was raised, breaking the rudder, one gudgeon, and both pintles in the process, and towed to the nearby yard where she sat for almost four years. The cockpit well rotted out, as did the bulwark. An admirer took one of the broadstrake splines as a souvenir. The bungs fell out. The sun, rain, snow and ice worked on her through the seasons.

To be continued Spring 1984

The Log of the Riviera

Written by Nathanael G. Herreshoff

Nice France — Spring 1874

The RIVIERA was built in Nice France, at the Corner of Rue de France and Rue St. Phillips. She was particularly designed for a trip along the Mediterranean coast, through the rivers and canals of France and Belgium, to England.

Description: Length overall 4.89 meters — on water line 4.50, width 1.55, depth 58 cm and width of stern 1.09. Her model is peculiar, having an angular bilge deadrise of 3 ½" per foot decreasing from bow to stern. The top streaks are 42 cm wide and are flared sufficiently to give her a true sheer with perfectly straight edges to the streaks. These top streaks are 8 mm thick of white Norway pine and the bottom is 6 to 7 mm thick of same wood planked fore and aft with battened seams. Frames are of Mulberry moulded 4 cm and sided 12 mm. Centerboard 1.45 m long. Flooring 1 cm thick of Swiss pine.

She is sloop rigged or can be converted to una rig. The mast is 7 ¾ cm diameter and 5.40 m long of Swiss pine. Length of main sail on foot 5 m, on the luff 3.60, on the head 3.60. Bowsprit outboard 2.25 m. The jib has a boom and is 4.50 m on foot and on leech 3.60 m.

The weight of hull when new with centre board hung 113.4 kilos. Mast, sails, rigging, rudder 26.6 kilos. Estimate of weight of boat as fitted out for the trip including passengers was 361 kilos total.

Notes — Written by N.G.H. in March 1932

In reading over RIVIERA'S Log, that was written 58 years ago, I am adding a few notes from memory.

Before building RIVIERA, I had built a small sailing dory, L'ONDA, in the same carpenter's shop on Rue St. Phillips. She was 4.0 m (12'10") long, 1.08 m (44") wide at sheer, 78 cm (29") wide at chine, 44 cm (17 ½ ") deep and had a little deadrise. L'ONDA was shipped home from Marseilles. The importing charges were so unreasonable at the bonded warehouse in N. Y. I abandoned the boat.

When RIVIERA was finished, she was placed in an orange orchard near the Feighira's house, and I painted her myself while the sail and rigging was being made. I cut out the sails on the upper floor of the Feighira's house that was unoccupied and had Mrs. Eaton's seamstress sew them up as with L'ONDA'S sails earlier. RIVIERA was initially constructed to make a cruise eastward along the Italian coast, but this cruise was given up because of information that section of the coast was infested with brigands making it unsafe for us. Also, there was not time. After launching RIVIERA the latter part of June we made a few very pleasant day trips.

L'ONDA had been finished and launched April 6, 1874. HELEN of modified SHARPIE model was built by Cousin Charles Eaton and Louis, in the winter before I arrived in Nice. She was about 17 ft. long of moderate beam and of sharp lines, having centreboard and leg-o-mutton sail. HELEN was steered by a sweep fixed in a rowlock by a horizontal pin passing thru, a very good arrangement.

For the race at Cannes on 12th April, L'ONDA'S sail was fitted as a mizzen. A few days before the race we sailed both boats to Cannes. The morning of the 12th was very cold with a snowstorm at Cannes, but it soon cleared off and the sun warmed us up. During the race there was a light wind and Helen went three times around the course to finish when the native boats had gone but twice around, so easily won.

I had many interesting sails about Nice & Ville France in the interval before RIVIERA was finished and once we took both boats and a Rob Roy canoe belonging to Mr. Mahaney in a drag well up the river Var and descended to the sea. We had a moderately fresh breeze ahead and I got along to clear shoals and obstructions much better in L'ONDA rowing than did either HELEN or the Rob Roy canoe with paddle.

We had an exciting time in shooting the rapids at the beach that ran into a heavy surf. L'ONDA went first shipping but little water; then HELEN with the canoe in tow (with apron battened over



Nathanael Greene Herreshoff 1848 - 1938

cockpit). HELEN was partly filled and the canoe upside down. But I made a poor landing at Nice and got a dunking.

Log

July 14th, 1874, Tuesday — We are engaged all the morning till 9 o'clock in getting our baggage ready and sending it to the shore to which we were accompanied by all the household: Mrs. Eaton and children, Mr. & Mrs. Feighira and children, nurses, servants, etc.

After taking leave we started at 9:35 AM. CYE and LH in the RIVIERA and NGH in L'ONDA for the westward in a light south wind. With all sail set, and bunting flying. We exchanged parting signals until our friends were out of sight.

Arrived off the Point of Antibes at 1:30. L'ONDA 14 minutes astern. Wind S.S.W. pleasant little breeze. Arrived at Cannes at 3:30.

Finding no purchaser for L'ONDA, we started out again. Wind very light and anchored near the station of Trayers. We pitched the tent and slept on the shore on sea weed. Everything was comfortable excepting mosquitoes which most devoured us.

Wednesday, 15th — Started at sunrise, quite calm. Rowed to the point of the Esterel where we stopped to get something to eat, after which we started again. Wind light S.E. Stopped at Agary. Got underway once more for St. Raphael, wind quite fresh S.S.W. After dinner at the Hotel de France, tried to find a purchaser for L'ONDA. Our landlord tried her and capsized her in less than 3 minutes, greatly to the amusement of all the spectators. Finding no purchaser there, we sent her to Marseille by the railroad for 6 francs. At 6:30 we took leave of Charley Eaton who returned to Nice. We then prepared ourselves for the next day, first by grubbing up, and second by a good shore sleep.

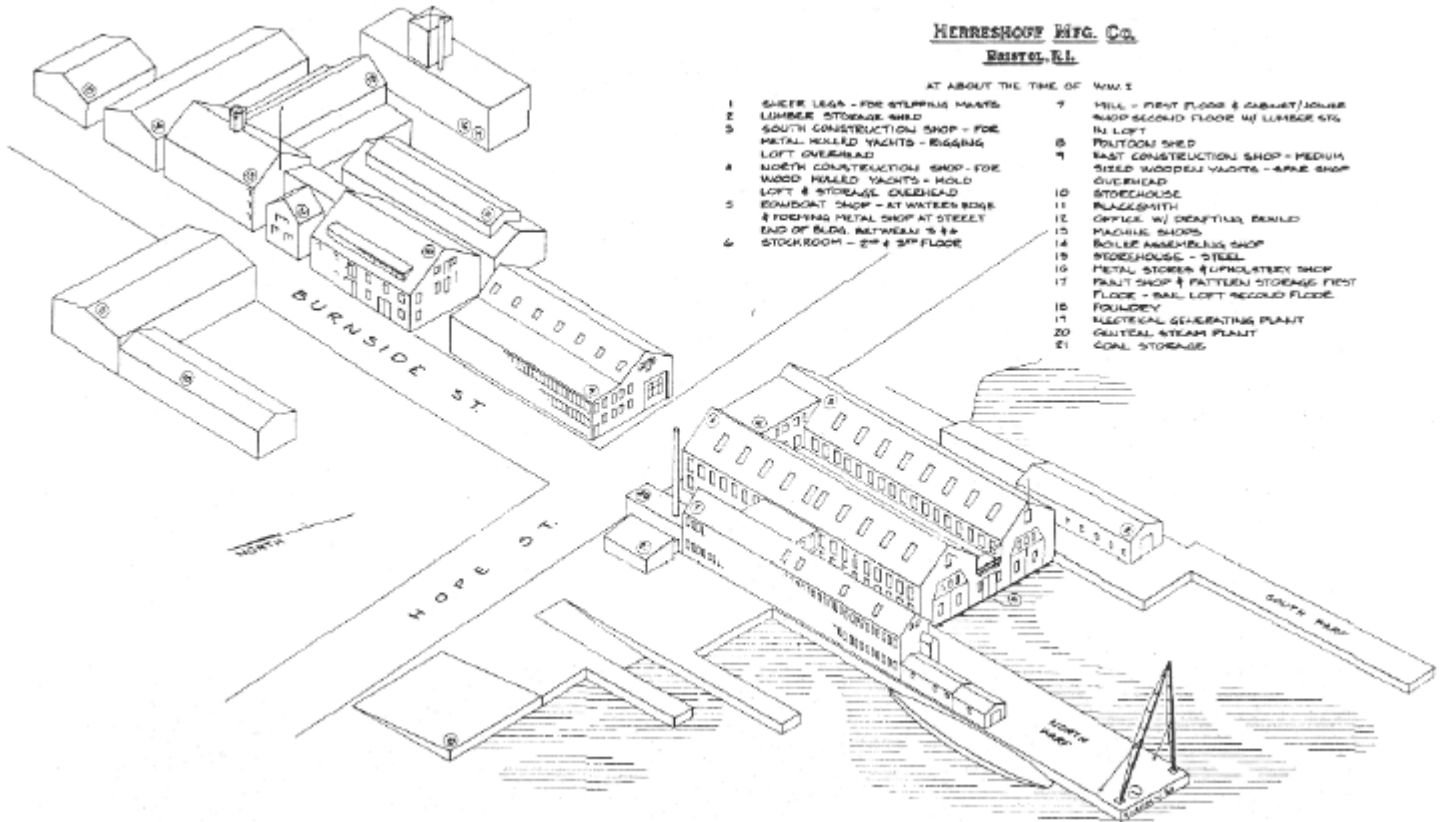
(To be continued Spring 1984)



CHRONICLE

BRISTOL, R. I.

NO. 11 — SPRING 1984



The Herreshoff Shop

by A. Griswold Herreshoff

In the early 1900s the facilities and work force of the Herreshoff Manufacturing Company were at their peak. The principal yachts were constructed in the North & South Shops along the shore of Bristol Harbor. Activity in the other buildings produced components.

North of the North Shop was the boiler room and the watchman's shanty. Next was the sawmill with machinery run by steam power transmitted through wide flat leather belts. Above, Mr. Childs presided over the building of joinery for the yachts. Paneled bulkheads were made here with extra dimensions to be trimmed when later fitted to the hull.

A driveway led to the north wharf at the end of which were 65 ft. tall sheer legs for lifting masts into boats; a steam engine drove the winch for this operation. Large wooden masts were made right on the pier. Foreman Bill Davidson was famous for his precise skill with a broad axe or adz for shaping the masts. Later, steel masts were also built on the pier. Rivets were inserted and backed from inside for

pounding over on the outside. A small boy with cotton in his ears worked inside; he had a line tied round him in case he couldn't get out on his own.

The North Shop was a building of about 150 ft. length. At its east end was a steam box for bending frames. In this shop were built wooden boats up to about 60 ft. waterline length, set up and planked bottom side up. The shop had two travelling cranes to lift and move boats. The planked hulls were turned over quickly and simply by the overhead cranes hauling and slacking lines wound round the hulls. The North Shop had greased ways leading into the harbor.

A passageway between the north and south buildings had a driveway under it leading to a 150 ft. passage between the buildings. Within the connecting building were a steam engine, rollers, punches and sheers for forming plates. As teenagers my brothers Sid and Nat and I worked here with Mr. Brechin and his 3 or 4 regular men. Forming the plates took a good eye, skill and coordination. Brechin was like a symphony conductor gesturing and instructing as the heavy plates were manipulated through the machinery.

At the water end between the main shops was the small boat

(continued on page 2)

(continued from page 1)

building. During construction of my father's ALERION there in 1912, Charlie Sylvester was a boy just beginning his long and distinguished career at the shop.

The South Shop is where the finest large yachts were built right on the steel railway leading 300 ft into Bristol Harbor to a depth of more than 20 ft. A steam driven drum controlled the wire rope to the cradle. There was a gallery along the south side of the shop with a stock room and often planks onto the deck of vessels under construction. When the longest boats, such as the 175 ft. torpedo boats were built here, the South Shop was temporarily extended to the west.

To the south was a carriage way. Rufus Murray, head of the wood shop, carted in lumber here to store and season it for three years close by the water's edge.

Across the way up Burnside Street was the office (only identified by a small sign saying simply "office"). Upon entering, one was greeted by Mr. Young; J. B. Herreshoff with a secretary and stenographer occupied the central room. Above was the drafting room. Today, it is interesting to recall the method for making blue prints, often my job. The print paper was exposed on the roof of the building to sun light for three to five minutes.

Next door, the main building having galleries on three sides housed various activities including the pattern shop and tool crib. Downstairs were millers, presses and lathes for driving propeller shafts, etc. for machining.

East of that building was the boiler shop headed by Mr. Brightman (father of Tom Brightman who worked at the shop from 1899 until 1946). Here were manufactured coil boilers and later the three drum boilers, originally developed by Yarrow and perfected by N. G. Herreshoff. N. G. H's curved tubes provided for right angle entry into the drums and good allowance for thermal expansion. Other items including the formed sail tracks and slides were provided in the boiler shop. A rack of piping divided the shop.

Part of the other side was the domain of "Charlie Copper" who hammered away all day long. Starting with sheets of copper or bronze 5 ft. by 1 1/2 ft., he formed beautiful curved ventilators and other handsomely proportioned items for the yachts. Charlie Copper's skills were legendary. Understandably, the incessant noise of his

hammering made Charlie hard of hearing in his older age.

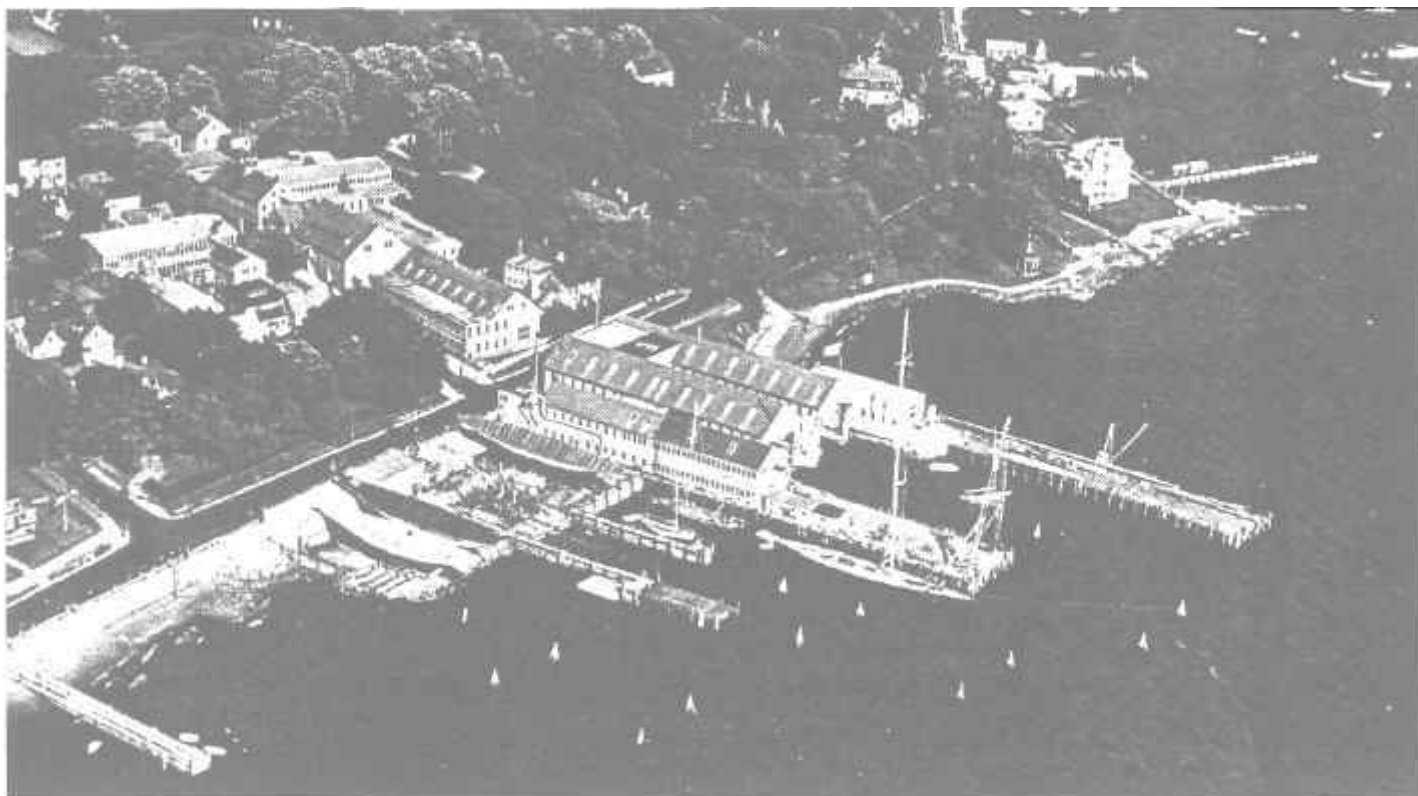
To the southwest was "Charlie Black's" blacksmith shop. A long gas fired boiler heated the steel framing stock. The frames were bent to shape on a massive cast iron plate with square holes into which steel pegs were fitted to establish the shape. The steam hammer was used for bending and forming. Such was the control that "Charlie Black" exercised over the steam hammer that it was said he could crush a watch crystal without hurting the works of the watch.

Beyond a driveway in back of the main building was a storage building. It is notable that all the new buildings were designed by Captain Nat and were constructed by the shop men during slack seasons. This is true also of the "new storehouse" (building 10) which today houses the Herreshoff Marine Museum.

On the north side of the street was a two story building which housed the sail loft on its second floor. Asa Hathaway and his crew spread and cut the canvas on the large floor. Of course, in those days, sails were made of cotton duck, the dimensions of which changed with moisture. Thus, Mr. Hathaway kept large rolls of canvas in the space well in advance of use to establish consistent moisture content. Downstairs was the paint shop and space for storing patterns.

This space also led to the foundry. Here were cast lead, iron and bronze including the beautifully proportioned hollow Herreshoff cleats. Small engine cylinders were cast here but the largest elsewhere. There was a steel cupola for making steel out of iron. Next were stables for horses, low gears, etc. for transport of materials bought or large components produced.

Interesting is the fact that in this small area including Captain Nat Herreshoffs Model Room a block away, practically every element of a yacht or boat was produced from scratch. It was all organized in a simple and straightforward way for work to proceed with industry and dedication by all involved. Many appreciate the quality of the product; interesting also is the dispatch with which it was all accomplished. For example, a sketch in the drafting room, a white pine pattern and its bronze casting could all be produced during one single day. Thus, could the 144 ft. LOA Cup Defender Reliance be designed in December of 1902 for launching April 20, 1903.



The Buzzards Bay 30s

by Arliss Ryan and Eric Sponberg

continued from fall 1983

Two of the Buzzards Bay 30s have had close calls with hurricanes, and they might not be with us today if not for watchful eyes and an unusual amount of luck. In the early fifties near Mt. Vernon, Virginia, BARBION'S chain fouled on a stray mooring during hurricane Dora. As the water rose to seven feet above high tide, succeeding waves carried the boat and both her fouled anchors back into the woods. During the eye, Mr. Madden managed to board BARBION, raise sail and slip the chain. When the wind returned, he sailed back out into the Potomac River, treetops passing the rail either side. Mr. Madden spent the entire night sailing up and down the river waiting for the wind to die.

In the second case, MASHNEE was on her own for forty hours during a hurricane in Long Island Sound in 1944. She was moored to a 400 lb. mushroom anchor with 68' of heavy chain and 26' of 3" hawser attached to a steel wire pennant. The 90+ mph winds carried boat and complete mooring four miles down the Sound, miraculously avoiding rocks, reefs, buoys and other boats along the way. The storm claimed a number of other yachts in the area, but MASHNEE was found 200 yards offshore, a little worse for wear, but intact and afloat.

MASHNEE may also claim a place in the record books. Until the Buzzards Bay 30s, genoa jibs (at that time called lapping jibs) had been used only for reaching and running. But the year MASHNEE was built, R.W. Emmons, her owner, experimented with carrying her genoa jib close hauled; L. Francis Herreshoff cites this as the first instance in American yachting.

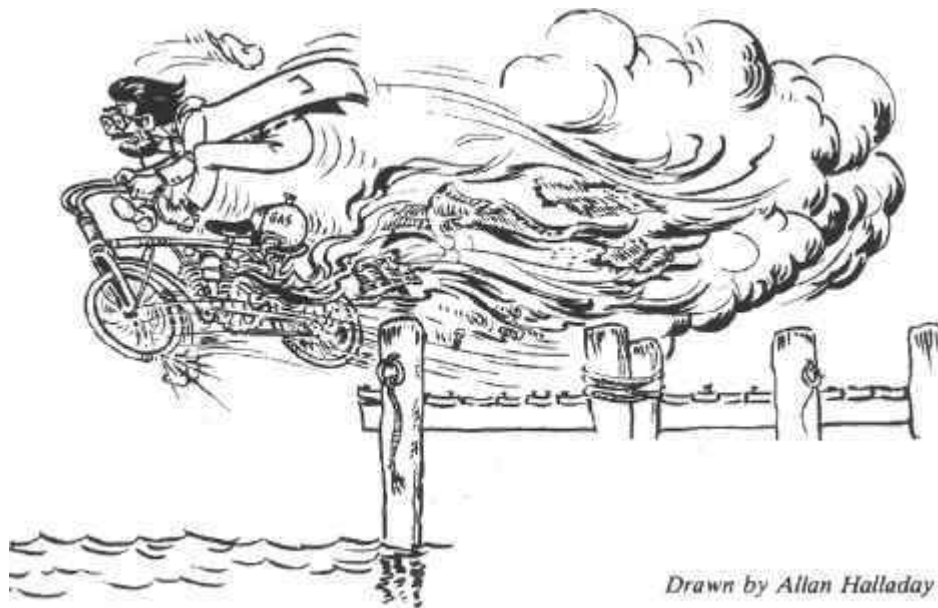
These days, as more people become aware of and appreciate the craftsmanship and beauty of historical yachts, more boats are likely to endure. Owners are finding themselves the center of attention. Photographs of Edward Madden's BARBION have appeared in Florida publications and her portrait graces several public places. Jim Earnhardt was promoted to design a brochure on LARIKIN which he passes out

to interested parties. Now the Baskin Robbins Ice Cream Company has arranged to use LARIKIN as a public relations vehicle for specific events on the Chesapeake Bay. LARIKIN will fly a new set of sails with the Baskins Robbins logo and colors on these occasions.

Is the Buzzards Bay 30 an ordinary boat that has become remarkable for surviving so long? To an extent, yes. Although the present owners agree that the Buzzards Bay 30 is a fast sailer, still competitive in informal racing, none of the boats has an illustrious race record. They have not undertaken any lengthy or unusual cruises, nor is there any unique or revolutionary feature of the design. As examples of workmanship they are as good as any Herreshoff boat (and that is saying a lot), but may not have inspired the extra loving touches that went into a GLORIANA or VIGILANT.

The present group of owners are of the devoted breed. How many owners would, like Ken Mahler of MASHNEE spend an hour every morning polishing the brass? For John Woade, owning CATSPAWE has been a learning experience. Initially unfamiliar with maintaining a wood boat, he has acquired both the practical know-how and a sense of historical perspective through his involvement with CATSPAWE. Of BARBION, Edward Madden says, "It is and has been one of my life's most cherished and satisfying possessions."

Jim Earnhardt of LARIKIN summed it up. "I know of nothing in life that is of value that doesn't take and deserve lots of attention. LARIKIN is no exception and a fine example of the workmanship and design capabilities of our forefathers. I'm proud to own her and help preserve some of maritime history."



Drawn by Allan Halladay

James Herreshoff Catches Fire

The older brother of J. B. Herreshoff and N. G. Herreshoff, James, was a skillful and inventive engineer. In 1872 he built an experimental power bicycle driven by a hot air engine. It was an ingenious affair in which the engine and fire box made up the frame. This was the first self-propelled vehicle to run on the roads of Rhode Island (though, of course, there had been steam driven coaches in England years earlier). James' motorcycle was built before the safety, or low-wheeled bicycle came in to use and no doubt took considerable nerve to ride the first time.

The hot air engine was directly connected to the rear of the twenty-eight inch wheels. In that day, hot air engines were well thought of as being relatively simple and safe. In its simplest form as on James' motorcycle a charcoal flame heated air in the cylinder mounted directly over the fire. Expansion of the air provided the motive power, but there was no way of controlling speed. In fact, the vehicle would not stop until the charcoal fuel was consumed.

James made his runs in the "infernal machine" in the early mornings when the roads were clear of horse drawn traffic. One cool morning, to enhance efficiency of the machine, James wrapped the cylinder with insulation comprised of old newspapers. At the height of the run when quite a high speed was attained running south on Hope Street, the newsprint caught fire beneath James' seat. With his customary quickness of mind, James swerved off the road, out on the shop pier and off into the water to save himself.

CHRONICLE

Herreshoff Marine Museum
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Published Semi-Annually at Bristol, Rhode Island

The Log of the Riviera

Written by Nathanael G. Herreshoff in 1874

continued from fall 1983

Thursday, 16th — Started at 5:30, fresh land breeze which lasted about two hours — then, calm and light S.W. wind. Off Cape Camarat at 10:30 where we made a "Una" of her. Layed to and dined at 2 o'clock off Cape Cavalaire with a single reef in the mainsail. Wind fresh from ahead and sea quite rough. The large splinter on the mast opened and we were obliged to douse sail and wrap the mast.

Got under way with all sail, (wind now more moderate S.W.) and had trials with fish boats and a coaster and beat them shamefully. Had a heavy squall from the north, settled away and ran in under the head of the mainsail to the lee of Cape Negril. There, we put in a double reef. Soon after, it becoming pleasant, we hoisted all sail and continued on. Rounded Cape Benet at sunset. With the wind calm we rowed along the shore and found a nice little harbor with a fine sand beach where we hauled out the boat and slept beside her on the shore. Run of 40 miles.

Friday 17. — Under way at 5:50 with light head wind. Beat the whole distance to Toulon with one reef in the mainsail and jib. Arrived at 2 pm and went up into the town for dinner and provisions. Finding no good place to leave the boat, we got underway at 7 pm and anchored on the flats at the west part of the harbor. Slept on board. Run 27 miles.

Saturday 18th. — Off at 6 o'clock and rowed down to the sea and there took a light breeze to eastward and S.E. Passing the Cape at about 9 o'clock, we had a pleasant breeze from S.W. Afterward, it became light with heavy clouds and dark from the North. Arrived a La Ciotat at 2 pm. We dined and visited the shipyard and machine shops of the Maritime Company, the largest thing of the sort in France. We saw large boiler and engine work. There were five large steamers and one on her beam ends in the dry dock where she had fallen over a few hours before we arrived — a bad accident killing several men and injuring the ship. We left at 4:30 p.m. We found a light S.W. and westerly wind. Located by the chart a snug little harbor in the rocks where we anchored about 8 in the evening and slept aboard. Sailed 28 miles.

Sunday 19. — Under way at 6 am. Light air S.E. and E. Passed many large steamers going East. A small breeze sprung up at noon from the South. Arrived at Marseilles at 2 p.m. and sailed up and down the old harbor. Found a place and man to keep the boat. Went ashore and put up at the Hotel Marseilles. In the evening took a walk around the city. Sailed 17 miles.

Monday 20th. — Hunted up the agent and arranged about L'ONDA. Got provisions and started. Sailed through the Basin Joliette. Left for the Westward at 1 o'clock, with fine fresh breeze from the South. Off Corromine Light at 4:10 p.m. Arrived at Bois at 5:19 p.m. — distance 25 ½ miles. Took a pass through the canal to Aries which cost two sues. Then, started at once with a light fair wind til 8:45 p.m. Distance about 12 km. Anchored in the middle of the channel and slept on board. In the night we had much thunder and lightning, rain, and mosquitoes.

Tuesday 21st. — Turned out at five o'clock. Wind N.W. straight down the canal. We beat for an hour and a half. The wind came too strong and we hitched up to the rushes. At one o'clock, we gave our line to a little steamer that was passing and arrived at Aries at 4:30 p.m. Went up the river a little way above the railway bridge and turned in for the night. At eleven had a squall down the river and had to pull up anchor and move down the river to a lee.

Wednesday 22nd. — Our inquiries about towing up the river were unsatisfactory so we concluded to send the boat by rail as far as Belfort. Unrigged and shipped her by train. We left ourselves in the same train and arrived at Valance at 7:30.

Thursday 23rd. — Left for Lyon at 8 where we arrived at 12:30. Stopped at Hotel Collet. Went to see silk making in the afternoon.

Friday 24th — Started at 7 a.m. in a steamer up the "Loame" to Chalon. She was a very droll steamer, 230 ft long and 14 ft wide of

iron. Arrived at Chalon in 10 hours — distance 136 km. Went by train to Dole in 2 ¼ hours.

Saturday 25th — Took train at 8 and arrived at Belfort at 12:30. Found the place was not on the canal as we expected — through an error in reading the map. So we shipped her on again to Montreaux Veaux, the highest point of the canal located 12 km. distance. There we stayed overnight.

Sunday 26th — Got the boat into the canal and washed her out. She had come through undamaged but very dirty. Fresh breeze N.W. — started down the canal at 9:30 a.m. Arrived Illfort at 7 in the evening. Distance 22 miles. We had passed many bridges where the mast was taken out and descended 32 locks of about 10 ft. fall each.

Monday 27th — Off at 7 a.m. with a light breeze. Passed 9 more locks and 12 bridges. Muhlhussen at noon. Passed in to the canal for Huningue at 2 p.m. Found very strong current against us. So we got out a line and towed her through walking. Arrived at Kemfis at 7 in the evening where we stopped for the night. Sailed and towed this day 35 km.

Tuesday 28th — Raining. Got underway at 8 a.m. still walking. Passed four locks ascending with bridges. Passed out into the Rhine at 3 in the afternoon. Left the boat at the stern of one of the bridge boats, bound up the river at the rate of 8 miles per hour. Distance this day 20 km.

Wednesday 29th — A.M. went to Basle by train. Afternoon raining.

Thursday 30th — Disagreeable rainy day. Cast off at 7:40 in the morning. Rowed at easy rate for 5 hours. Stopped for dinner. Passed seven bridges and arrived at Kehl Near Strasbourg in 9 ¼ hours running time. Distance 125 km, or 78 miles. Hauled out the boat and left the things with the Damister.

Friday 31st — Went to Strasbourg. Saw the sights, got letters.

Saturday Aug 1st, 1874 — Got a new oar for the boat. Went to Strasbourg and cashed drafts. Saw sights.

Sunday 2nd — Left Kehl at 8 - 9 in the morning with a flood in the river. A meter higher than usual. Made 26 ½ km. in two hours. Got up the sail. Light head winds. With rowing and sailing arrived at Speyer at 5:50 in the evening. 62 miles. Saw the cathedral.

Monday 3rd — Cast off at 5 a.m. Light wind ahead. Passed Mannheim at 8. Stopped at Worms at 10:30. Saw the cathedral and other sights there. Got underway at 1 p.m. Strong breeze W.S.W. Put in double reef. Rain and squall at 5 and another much heavier at 7. Took refuge in one of the mills. Afterwards stopped at Nackenheim. Hauled the boat out and carried all the things to the hotel. Distance sailed 60 miles.

Tuesday 4th — Off at 5:30. Pleasant weather and light head wind induced by the current. Stopped at Mainz from 7 to 9 a.m. Saw the cathedral and other sights. Southwest wind during the morning and quite warm. Passed Bingen at about 1 o'clock where the interesting portion of the Rhine begins. Very strong current and surface of the river broken with rocks and rips. Passed the Lorelei at 6 p.m. and stopped at a little village, Oberlahnstein, 3 miles above Koblenz. Distance sailed 68 miles.

Wednesday 5th — Off at 5:30 a.m. Light southerly wind. Stopped at Koblenz from 6 to 9 a.m. and walked around the streets. Started with all sail. Strong wind west. Sprung the mast badly — the first flaw. Put in double reef and afterwards shifted the mast aft and stayed it up, the break getting worse and worse. About 2 p.m. stopped at a sawmill and got a stick for a new mast and afterwards stopped at Bonn leaving boat and things at the bath house. Distance sailed 48 miles.

Thursday 6th — Got the new mast underway in making. Meanwhile walked around the city. Started with heavy wind from the N.W. Double reef and afterwards reduced to the peak of the mainsail only. Arrived at Koln at sunset. Left the boat at a boat builders. Distance sailed 18 miles.

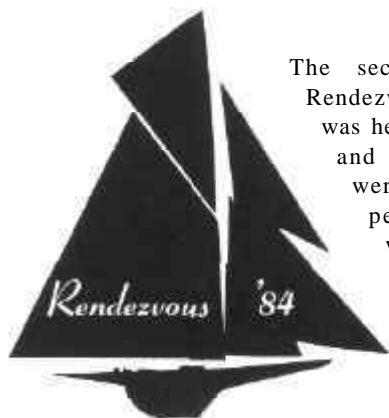
To be continued Fall 1984



CHRONICLE

BRISTOL, R. I.

NO. 12 — FALL 1984



The second museum sponsored Rendezvous of Herreshoff yachts was held in Bristol on August 25 and 26, 1984. In attendance were 71 yachts and 450 people. **Rendezvous '84** was blessed with warm, fair weather with a brisk northerly wind Saturday and a moderate southwest sea breeze on Sunday.

Many of the visiting yachts and sailors arrived on Friday evening, the 24th. They and Bristol townspeople enjoyed the sunset spectacle of BELISARIUS, NEITH, MASHNEE, DOLPHIN, TORCH and many other Herreshoff yachts moored off the museum pier.

Under the flag bedecked tents, a Friday evening program of films was well attended despite a violent summer thunder and lightning storm. Snug within the tent, all enjoyed Ken Mahler's program of films on restoration of New York 30 yachts and on the America's Cup Races.

Saturday morning, Museum President Halsey Herreshoff and Race Committee Chairman Carlton Pinheiro presided over a Captain's meeting. Attending were skippers and crews of visiting yachts in seven classes. Those in the A and B Classes ranged from Van Brown's, beautifully restored 54 ft. sloop NEITH to Dean Wood's totally original 1897 15-footer WOODWINDS. Our old favorites, the Herreshoff S Class were in attendance twenty strong. There were many local 12 1/2-footers and a great group of Bullseyes

trailed down from the North Shore of Massachusetts. The "Open" classes were Herreshoff designed yachts not built at the H.M.C.

Carlton with his Race Committee of Nathanael G. Herreshoff III, Gussy Sousa, and Dave Jansen started the races from the launch BUBBLE II, built by Sid Herreshoff about 40 years ago.

The larger classes sailed twice around Hog Island sweeping by the Museum Pier to the turning mark and again at the finish. Parked cars lined Hope Street for more than a quarter of a mile as Bristolians and visitors enjoyed the spectacle of the races.

Ashore, the bakemaster from Francis Farms heated the rocks and rock weed to roast a magnificent traditional New England clambake. Seating for all 450 in attendance was provided under the tents on a balmy evening.

At the Awards Ceremony, all were charmed by John Streeter's accounts from the Herreshoff Legend. Presented were handsome silver trophies topped by the W. Butler Duncan Prize originally won by CONSTITUTION in 1901 and donated to the Museum in 1981 by Mrs. Clarke Freeman, Jr. Special awards of RELIANCE prints were presented to the most senior skipper, Phil Lenz of the S Boat SPRAY and to the most junior skipper, Sam Tingley sailing Halsey Herreshoffs boat STREAKER.

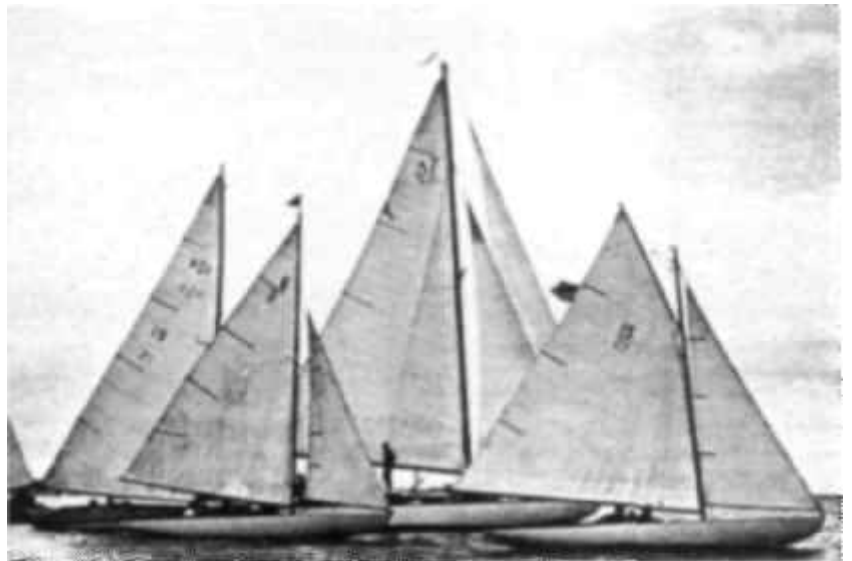
Sunday's program featured a Seventieth Anniversary Match Race between two of the famous Newport 29 Class yachts, John Lockwood's DOLPHIN and Chris Wick's MISCHIEF. Also, A, B, S, and 12 1/2 footer classes competed for the silver in a typically beautiful Narragansett Bay sou'wester.

RENDEZVOUS '84 was deemed a great success by all participants and spectators. Not only was it great fun, but this special summer weekend provided a focus and new impetus for the mission of the Herreshoff Marine Museum. All look forward to a future Herreshoff Rendezvous.



Paul Bates' Buzzards Bay 25 ARIA sails into the scene of Rendezvous '84

Photo by Paul A. Darling



RENDEZVOUS '84 WINNERS

SATURDAY, AUGUST 25, 1984

Class A for the W. Butler Duncan Trophy

Pos.	Boat Name	Design	Owner's Name
1	KESTREL	Fisher Isl 31	Edmund Tarbell
2	DOLPHIN	Newport 29	John Lockwood
3	NEITH	54 Ft. Sloop	Van Brown

Class B for the A. Sidney DeW. Herreshoff Trophy

1	PRINCESS	Fisher Isl 23	Seville Simonds
2	WOODWINDS	15 Footer	Dean M. Wood
3	ARIA	Buzzard Bay 25	Paul Bates

Class Open A

1	ROGUE	Mod Npt 29	Michael Jackson
2	STREAKER	Mod Sonder	Samuel Tingley
3	ALARIA	LFH Nereia	David Reid

Class Open B

1	HARBOUR POINT	CC Gauntlet	Paul Sanroma
2	HANAHOU	CC Marlin	Howard Harding
3	GALIEB	CC Marlin	Conrad Ostrowski

S Class		12 1/2 Footer		Bullseye	
RAGTIME	Steele	FROLIC	Newcomb	DREAM DAYS	Nutting
ARGUMENT	Manchester	SIGMA	Fairchild	GANNET	Runkle
PANDA	Pierce	TERN	Pretat	LIZA	Tuttle

SUNDAY, AUGUST 26, 1984

Newport 29s 70th Anniversary Match Race

1	DOLPHIN	John Lockwood
2	MISCHIEF	Chris Wick

Class A

1	STREAKER	Mod Sonder	Samuel Tingley
2	AKBAR	Mod Npt 29	Owen Brooks
3	ALARIA	LFH Nereia	David Reid

Class B

1	PRINCESS	Fisher Isl 23	Seville Simonds
2	GERALDINE	15 Footer	Charlie Appleton
3	GALIEB	CC Marlin	Conrad Ostrowski

S Class

S Class		12 1/2 Footer Class	
SPRAY	Phil Lenz	LADY JANE	Garret Sanford
WISTFUL	John Migliaccio	TERN	Richard Pretat
RAGTIME	Rick Steele	RHODE ISLAND RED	DeWolf Fulton

Photos left from top to bottom:

NEITH
BUBBLE II
Clambake

Photo below:

LEYLA / MASHNEE
GERALDINE / WOODWINDS

Photos by Paul A. Darling

The Novara

by Carlton J. Pinheiro

In the years before the First World War, America's love affair with the automobile resulted in the manufacture of many motor cars by small companies in areas far removed from Detroit. Among the young set there was a desire for speed and sleek looks in auto design. A. Sidney DeWolf Herreshoff (1886-1977), a yacht designer working under his father, Nathanael G. Herreshoff, had an idea in mind for a commercially built sports car. His design eventually became the NOVARA.

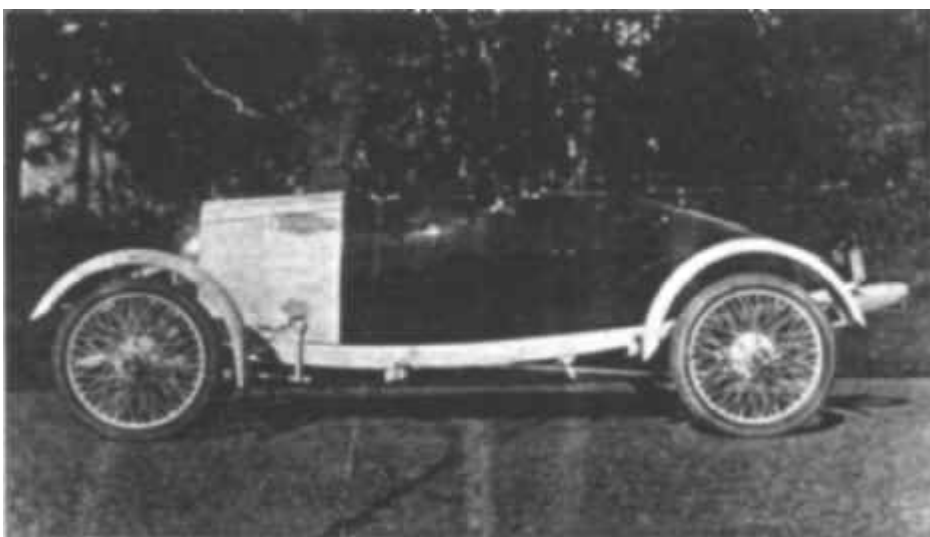
Once off the drawing board, the NOVARA was constructed in the summer and fall of 1916 in the Herreshoff East Shop at the corner of Hope and Burnside Streets in Bristol, Rhode Island. The famous company had devoted itself to the perfection of streamline design in yacht construction and that knowledge was applied in the building of the NOVARA. The result was a car that was first rate in appearance.

Sid Herreshoff had two aims in his design — light weight and exceptional acceleration. By minimizing wind resistance and concentrating on road balance, high speeds were expected. The sales brochure guaranteed "50 miles per hour on second gear and over 70 miles per hour on high gear." At approximately 1500 pounds it offered "25 to 32 miles per gallon of gasoline" and "up to 10,000 miles per tire at usual road speeds." (A good claim in the days of notoriously poor casings.)

Sid Herreshoff formed a partnership with Gorham N. Thurber, who was associated with the Isotta Fraschini Motors Company, 2 West 57th Street, New York. The price of the special design sports car was \$2,750.00 f.o.b. Bristol. Considering that a Ford runabout was selling for about \$345.00 at this time, the NOVARA customer was paying a good deal for the car's "unexcelled comfort, extraordinary acceleration, and responsiveness."

The Herreshoff boat building skill was evident in the double planked construction of the body. The workers in the East Shop planked it with 5/32" cedar on the inside and 5/32" mahogany on the outside. These planks were fastened to 5/8" square oak frame ribs. Hardware and fastenings were either brass or copper. The body side sills were bolted to a Herreshoff made nickel steel frame which was curved to correspond to the lower curve of the body. The exterior body finish was natural mahogany with many coats of the best spar varnish.

The NOVARA engine was a special high-speed, four cylinder racing engine with enclosed overhead valves supplied by the Scripps-Booth Company. The cylinder bore was 3 inches, with a piston stroke of 4-1/4 inches. Bosch supplied the ignition, starting and lighting systems. A Zenith horizontal carburetor was employed and the axles and



The 1916 Herreshoff Automobile NOVARA

steering gear were from the Scripps-Booth Company.

The exceptional road balance was secured by a low center of gravity, a wheelbase of 110 inches, and a springing system which employed semi-elliptics in front and a full cantilever design in the rear. The mud guards, which could be removed in five minutes for racing, were made of hammered steel. Houk wire wheels were standard equipment and the position of the spare was a typical Herreshoff treatment. The NOVARA carried its spare wheel and tire under its rear boat tail section. This not only offered less wind resistance but the protruding tire served as a bumper.

The racy and appealing radiator shell was of polished copper and all other parts except the body were white. Bullet shaped headlamps with copper rims nestled low on

each side of the radiator. A low and gracefully curved removable windshield graced its sleek cowl and a trap door gave access to a fairly large baggage compartment in the rear boat tail.

The construction of the NOVARA took place in the summer and fall of 1916 with the intent of marketing it as a 1917 model. The single car produced, intended for the hell-bent-for-leather driving set, never went into production beyond the original model for a number of reasons. Chief of these was that the young men for whom the car was intended were joining the doughboys "over there." The dynamic "one-off" NOVARA was driven by Sid Herreshoff and others for a number of years and eventually wound up on the New England auto racing circuit in the dirt track days of the "Roaring Twenties."



A. Sidney DeW. Herreshoff (1886-1977) designer of the NOVARA at the helm of THANIA 1976.

Photo by Paul A. Darling.

The Log of the Riviera

Written by Nathanael G. Herreshoff in 1874

Continued from Spring 1983

Friday, August 7th — Visited the cathedral (Köln) and museum and walked around the streets. Started at 1 pm with light southwest wind. Passed Düsseldorf at 6 pm and stopped at sunset. Distance sailed 45 miles.

Saturday 8th — Started at 4:40 am. Fresh breeze southwest. Passed Wesel at 9 am. Stopped at Emerich at 11:30 for dinner. Got underway at once with all sail, having had in a double reef for the last hour. Registered the boat at the German outpost and put in a single reef. Detained by the rain and a squall at the Dutch customs. Started at 3:30 am with double reef and afterwards reduced to just the peak of the mainsail. Wind dead ahead and raining. Stopped at Nijmegen at sunset. Left the boat at the bath house. Distance sailed about 70 miles.

Sunday 9th — Started at 7 am. Wind strong from ahead — sailing with double reef. Raining. Soon reduced to the peak of the mainsail. Stopped at 10 am at Dreten for refuge. Carried all the things up to the hotel. Distance sailed about 12 miles.

Monday 10th — Still raining and blowing hard from the west. Started at 10:30 am with double reef. Frequent squalls with rain all day. Stopped at Gorinchem leaving boat at a bath house. Distance sailed 30 miles.

Tuesday 11th — Wind still blowing heavy from the westward with rain. At 9:30 am, obliged to stop and make a lee as it was blowing too hard to proceed. At 12, hitched onto a steam barge. Found it very rough and very wet. Cast off three miles from Rotterdam as the Barge was going to Amsterdam. We rowed to Rotterdam and passed inside the city at 4 pm. Hunted up steamer for London. Took passage in the Aurora, an iron vessel about 250 ft. long and very old laden with cheese and hogs. Distance performed this day about 25 miles. In the evening, walked about the city in a state of damp disgust. The steamer started about 10 pm.

Notes from memory written March 1932 by N.G.H. Regarding the continuation of the August 1874 trip:

After the steamer Aurora left and got to the North Sea, she ran into stormy weather with very strong westerly winds, which held us back nearly a day in arriving at London. The passenger space on the vessel was aft on the main deck. As the deck all through the waist of the vessel was crammed full of hogs that were more or less seasick like ourselves, the odors were anything but pleasant. The only passengers beside ourselves were two brothers by the name of Fischell, who we made acquaintance with the later part of the trip after getting in smoother water. We found them very nice young men who were returning from a vacation on the continent. They lived in the northerly part of London with their parents. Upon our asking them about a place to board for a while, they directed us to their Aunt's who lived near them. There we were made very comfortable during the three weeks we stayed in London. We were invited to the Fischell home for Sunday evening dinners. Some years later one of the Fischell young men visited us in Bristol.

After the Aurora arrived at London, she docked a short distance below the Tower Bridge where we got RIVIERA afloat and rowed up the Thames to a boat keeper's stand nearly opposite the Houses of Parliament and put her in the boat keeper's charge: We made a few trips in RIVIERA under sail while at London, once going down the Thames with the ebb and coming back with the flood. I do not now remember the distance, but it was quite a long way and we sailed in a light breeze all that day.

Another time, we went up the Thames with the latter part of the flood using all an afternoon and went up a little beyond Cheswick.

While in London, we went about a good deal to see the sights. Our stay was prolonged about a week longer than planned by not receiv-

ing a remittance from home. After it came, I bought some books including the three great volumes of Scott-Russell on Naval Architecture, and some drawing instruments, and had made a pocket rule having logarithmic slides.

RIVIERA was shipped by rail to Liverpool about the middle of our stay in London. When we arrived in Liverpool, we had her put afloat and we rowed out to our steamship, CITY OF BRUSSELS, of Inman Line in our own boat. RIVIERA was taken on board and placed over one of the deck houses upside down and lashed.

We left in late afternoon of September 10th in good weather. THE CITY OF BRUSSELS formerly held the record for crossing the Atlantic. She had just come from drydock for a general overhaul and evidently she was being pushed. We had head wind and a little rough after passing Ireland — then good moderate weather with a little fog at the banks.

We arrived in New York in about 8 ½ days and came very nearly to equaling her record passage. The ship had a two cylinder horizontal engine of large diameter and short stroke, and I have forgotten if with oscillating cylinders or trunk pistons. However, they pounded terribly during the latter part of the voyage which I was informed was usual.

At New York on September 27, we had RIVIERA put afloat with our dunnage and sailed away for home, just as a customs officer saw us from the deck and called for us to come back, but we DIDN'T. We had light airs and fair tide in the East River and passed our line to a tow bound east. Had light south wind after casting off at Flushing and anchored at dark in Glen Cove. We slept on board uncomfortably in the cold of a land fog. Underway early in the morning of September 25 with light westerly wind and very fine weather. Sailed all day most of the time "wing and wing" and arrived at Clinton, Conn., at dark. Went to the hotel and had a good sleep.

September 24 — Underway with light airs, nearly calm and proceeded eastward with fair tide. Off Thatcher's Reef, we saw several little puffs of smoke to the eastward and presently made out a little steamer which proved to be VISION built by John and having James' first practical coil boiler and a single 3 ½ x 7 engine designed by me. She was about 40 ft. long and 4 ½ ft. beam, was going west about ½ mile south of us. We signaled with our coats and she came to us. Lewis and I went on board with James and John and they took RIVIERA in tow heading east. In Fisher's Island Sound, we met JULIA with my father and Mr. Henry Brownell on board. They, too, had started to meet us the day before and passed the night at Stonington. Lewis went on JULIA and we all headed for Bristol. VISION with RIVIERA in tow arrived at dusk and JULIA in the late evening of the 24th with a moderate southwest wind.

The following winter (1874-5) was I think the coldest and hardest I ever experienced. I was at the Corliss Engine Co. and boarded in Providence. The latter part of the winter, I had built a light ice boat on which I placed the jib and mainsail rig of RIVIERA and sailed several times on the harbor. She was a light weather boat and then very fast. Later and in other winters, my brother James and others used her.

For several years I used RIVIERA weekends in cold weather with a leg-o-mutton sail and in summer cat rigged with her old mainsail and occasionally with full rig.

CHRONICLE

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Published Semi-Annually at Bristol Rhode Island



CHRONICLE

BRISTOL, R. I.

NO. 13 — SPRING 1985

Three Important Yachts Join the Collection

Wee Winn

By

Halsey C. Herreshoff II

WEE WINN, a remarkable 1892 twenty-four ft. Herreshoff fin-keeled sloop has been donated to the museum by Jonathan Janson of London and of Bemby in the Isle of Wight, England.

In October 1984, I visited the Alan Coombs' Yacht Yard on the Isle of Wight to secure arrangements for the crating and shipping of WEE WINN. After her transport by ship, WEE WINN was trucked from New York to Bristol by Fred Dick and myself.

The hull of WEE WINN though approaching one hundred years of age is in remarkably fine condition as a consequence of Mr. Jansen's careful maintenance and preservation of the yacht.

WEE WINN, hull #425, originally ordered by Blair Cochran of Biddeford, England was designed by Captain Nat Herreshoff to fit "The One-Half Rater Class" of English small centerboarders and fin keelers. She was sailed by Miss Winnifred Sutton in the 1892 season on the Solent, winning twenty first flags and one second in twenty-one races. Over WEE WINN'S long racing career, she proved herself the decisive champion of the Solent.

WEE WINN is the subject of admiring description by famous English naval architect Uffa Fox. He sailed the boat many times, and was presumably thus influenced for his own excellent small boat designs.

Still sporting her original builder's plate but minus her bronze fin-keel, she presents a magnificent profile. WEE WINN'S dimensions are: LWL 16'4", LOA 23'9", beam 4'6", and depth 3'. She is a fine example of Herreshoff light weight construction of the early 1890s. This acquisition is particularly significant not only because of the yacht's long and colorful racing career but because WEE WINN is the only fin-keeler on display at the Herreshoff Marine Museum.

Torch

TORCH, a fine Herreshoff Fisher's Island 31 footer, has been donated to the museum by Toby & Ben Baker.

TORCH (original named SAVAGE) is Herreshoff Hull #1153. Her principal dimensions are: 44 ft LOA, 31 ft LWL, 10' 7" Beam and 6'1" draft. The FI 31s were designed by A. Sidney DeWolf Herreshoff in the early 1930. They raced as a one design class, principally out of Fisher's Island both before and after World War II.

The Talbot Baker family has sailed the yacht for many seasons mostly out of Marion Massachusetts. They participated in both of the museum's Rendezvous regattas in 1981 and in 1984. TORCH was also a participant in many of the Newport "Classic Yacht Races".

Both Toby and Ben Baker are life members of the Herreshoff Marine Museum. They recognize the importance of preserving the remaining good examples of the design and construction of boats like the TORCH.



The Baker Family aboard TORCH in Bristol

Woodwinds

By

Carlton J. Pinheiro

A highlight of the awards presentation ceremony at Rendezvous '84 was the presentation of the Herreshoff 15 WOODWINDS to the Museum. This superb example of the one-design H-15 class was donated by Dean Wood of Barrington, R.I.

WOODWINDS, originally named HOPE, hull number 513, was built in 1898 and is presumed to be the oldest surviving example of the Buzzards Bay 15 class. It was the first "Newport version" of that class, built on the molds of 503 (the first of the class) but with "lead down 6 inches." Only eight of these Newport deep Keel/centerboarders were built and HOPE is the only yacht which seems to have survived, making this acquisition historically significant.

This famous class of boats originated from N.G. Herreshoffs fin-keelers. It is generally acknowledged that this class first appeared in 1898. The drawings are dated 1898 and the design is listed in shop records dated 1898. L. Francis Herreshoff believed the design may have been conceived as early as 1896, however. This class originated with a request from R.W. Emmons of the Beverly Yacht Club in Marion, Mass. for a fleet of 15' knockabouts for sailing in Buzzards Bay. There seem to have been 11 boats listed in the class between 1898 and 1899 with Emmons as Manager. These boats, referred to as the E class by the Beverly Yacht Club but more popularly known as Herreshoff 15's, were sold originally for \$666.66. Some 86 of these 15's were eventually contracted for over the years and although they are one-design craft, there seems to have been some experimentation. In the early 1920's, a Marconi-rigged version (the 880 series) was popular with the Watch Hill Yacht Club and some boats have a deeper draft than others. Many owners are aware of slight differences among their boats.

The 15's are 24'6" L.O.A., 15'2. W.L., 6'9" Beam, 2'6" Draft (board up), 5'6"

continued on page 3

Reminiscences of A. Griswold Herreshoff

Editor's Note:

During recent conversations with Gid Herreshoff in Defray Beach, Florida, he provided the following accounts about facets of the Herreshoff tradition.

CATAMARANS

My father, N. G. Herreshoff, built his first catamaran, AMARYLLIS in 1873 when he was 25 years old. It was, I believe, the first catamaran sail boat in America. U.S. patent office records still in existence include N. G. H's patent application for the catamaran concept including a small demonstration model.

Pa was then living in Providence, employed by the Corliss Engine Company as a draftsman and designer.

His interest in the twin hulled sailboat had previously led him to construct a working model with hulls of paper and shellac. This was fitted with an "A" frame double wooden mast supported on each of the hulls. A single gaff sail was suspended between. There was an automatic steering linkage controlled from a gull feather vane at the top of the mast. Thus, Pa could set a chosen apparent wind angle and the model would sail on the set course. This model now 112 years old exists in good condition at the Museum.

This model like future full size catamarans had a very high sail area to displacement ratio with ample stability owing to the wide spread between the hulls. The model sailed fast and well, thus becoming the prototype for the 30 ft AMARYLLIS.

However, the "A" frame mast was structurally inadequate in the full size boat and was replaced with a single mast supported by a truss system from the hulls. Another very interesting feature (later shown to be unnecessary) in my father's catamarans was provision to allow the two hulls to move in a seaway independently in pitch. This was accomplished by cast ball and socket joints at connections (steel balls in cast bronze sockets)

AMARYLLIS was a spectacular success. She so beat an entire New York Yacht Club fleet in a race that the club promptly banned such craft from its races and has done so ever since.

As a boy of ten, in 1900, I became very interested in the speed potential of catamarans. So my father constructed for me a 30" triangular hull section catamaran model of 1/8" cedar or redwood sewn at the joints. This model was fitted with a kite sail providing lift as well as forward thrust. The model sailed faster than I could row, and in a fresh breeze would jump from wave to wave. This performance achieved in large part by the lift on the sail is similar to the spectacular performance of wind surfers developed some 70 years later.

My enthusiasm for catamarans led to another interesting project in 1933. I was at Chrysler Corp. and persuaded K.T. Keller of Chrysler to order from the Herreshoff Manufacturing Company a new replica of the original catamaran, AMARYLLIS, built 60 years before that time. My brother Sidney made the drawings and supervised construction of the boat. He and Tom Brightman hauled AMARYLLIS on a trailer to Grosse Point in September 1933 where we sailed her on Lake St. Clair for several years with great pleasure.

THE SHOP OFFICE

J.B. Herreshoffs office was at 20 Burnside Street (just east of the building presently housing the Herreshoff Marine Museum). The large front room with a railing was occupied by Mr. Young (later by Tom Brightman); here visitors applied and much of the business was done. Behind this, the middle room was for a secretary. J.B. Herreshoff, president of the HMM, all used a private room on the sunny south side of the building. These rooms exist today much as originally, and I understand they will be put back in service for the museum and its recast activities.

TACKING DOWN WIND

NGH invented the now common practice of tacking down wind. He did this in early schooners particularly to uncover greater sail area from the blanketing of one sail by another. Between the tacking down wind and his detailed knowledge of the tidal current changes around Narragansett Bay, Captain Nat could usually bring his schooner in first whether or not she was the fastest boat on the course. Tacking down wind is now a standard practice.

KEEL SHAPES

N.G.H. shaped his early fin keel bulbs with a round bottom. Later, he concluded that a flat bottomed keel would present greater resistance to sideways slip in the water. (It is interesting to note that decades later a similar development process occurred in America's Cup Twelve Meter boats away from veed keels to square bottoms and finally to wings, a further extension of the reasoning).

Thus, most H.M.C. boats had square section keels with just a small radius at the corner and, of course, a fully rounded toe. While this choice was made for reasons of hydrodynamics and to keep the weight low, it also benefitted the handling of the boats on the ways of the shop. With a slight rake to the bottom flat of the keel, a yacht could be easily landed on the hauling cradle. An extreme example of this was the launching of the cup defender VIGILANT. With her wide keel and low center of gravity, she set stably on the launching cradle with NO poppets. Lookers on were amazed at the launching in this fashion with no hull support. Later, my father admitted that while his calculations showed this to be safe, even he was a bit nervous during the launching — which occurred without a hitch. I noticed he never again did launch boats without poppets.

ANCHORS:

The famous Herreshoff Anchor is typified by wide flukes, a long shank and a demountable perpendicular stock. It enjoys a well deserved approbation for holding in weeds, sand, mud or on a rocky bottom. My father developed the anchors by an interesting process. The first anchors were set on a shore at a time of low tide and the rode was hitched to a team of oxen (this was, of course, long become tractors or trucks were in existence). Pa watched the tipping of the anchor, its initial digging in, and its setting under the strain of the beasts. He then redesigned the proportions, with particular emphasis on the flukes. Their angle turns out to be very critical. Then, there were further tests to revise or confirm the design.

Then, Captain Nat, who did all his design work with thorough slide rule calculations, developed a sequence of sizes for adequate strength through the range. Then, in practice, it was found that the large anchors bent while the small ones did not. This is evidently because a big anchor digs to deep solid bottom and locks in for the strain of a large boat, thus stressing itself more than calculated by straight geometric modeling. Consequently, the sizes were recalculated upping the scantlings to the 3/2 power of the size.

The resulting tabulation set the dimensions of these magnificent anchors and the numerous commercial copies made.

Also, my father told me that when he first took his power yacht HELIANTHUS to Florida, he had to dredge his way through several places. This was done by anchoring the boat to two Herreshoff Anchors and running the yachts propeller at high speed to blast away the blocking shoal. He noticed that the 40 pound anchor held better than the 60 pound anchor because the fluke angle was more correct. This demonstrated the extreme importance of accuracy in fabrication of the anchors.

ROCKS

My father used his centerboard sailboats to scout for rocks, notably in Usher's Cove and off the Bristol Ferry. Then, he sailed amongst them in keel boats. He seemed able to easily remember exactly the position of the large boulders underwater. Years later, he would run his 96 ft. steam yacht ROAMER at full speed over a range inside the large submerged rock at the southwest corner of Bristol Ferry.

Woodwinds

By
Carlton J. Pinheiro

continued from page 1

Draft (board down) with approximately 2800 lbs. displacement. The lead shoe, secured to the keel and deadwood, makes up the outside ballast of about 1000 pounds. With the exception of the 1922 Watch Hill type, the 15's are gaff-headed sloops.

On the last day of August 1984, I had the opportunity to sail on WOODWINDS with Dean Wood, Capt. Harold Payson and his grand-daughter Lavinia. The 15 footer proved to be a magnificent sailer and we beat out of Bristol Harbor in a moderate south-westerly breeze, tacking with ease toward Prudence Island. On every point of sail she proved to be a stable boat with an easy motion, giving the feeling of being much larger than she is. It was a nostalgic sail for Capt. Payson who has had a warm spot for 15's since he first sailed EAGLET, one of the early versions, in 1926. A leisurely luncheon was enjoyed sailing downwind and we had time to compliment her long, low, lovely lines and fine condition.

During the sail, Dean Wood absorbed us all with the remarkable tale of the restoration. Wood first saw HOPE in a derelict condition off the Rhode Island Yacht Club when he was sailing as crew on the S-boat OBSESSION in the 1970's. Although Mac Cuddy's sailing class pumped her out occasionally, HOPE eventually went to the bottom at the end of the season. Wood investigated ownership, bought the boat and had her raised only to discover that she had tangled on her mooring chain which was what was holding her on the bottom. When finally raised, he saw that the chain had cut through the rudder and was starting to work through the hull planking. The restoration became a family affair involving Wood, his wife and three sons, Todd, Scott, and Stephen. WOODWINDS was enjoyed by the family for many years and was regularly sailed in Bristol Yacht Club Wednesday night races and on weekends. Skipped by Dean Wood, she was a participant in Rendezvous '81 and '84.

The Herreshoff Marine Museum proudly displays this fully functioning 15, in virtually original condition, as a classic example of Herreshoff design and construction of the turn of the century. Harold Payson summed up our feelings exactly when he commented as we picked up the mooring off the shop pier — "She is an absolute delight!"



Herreshoff 12½ Footer

written by

A. Sidney DeWolf Herreshoff
in 1974

While managing the campaign for RESOLUTE during the trials in the summer of 1914, Robert W. Emmons got my father (Nathanael G. Herreshoff) to design a small ballasted, sloop rigged boat that would be suitable for teaching small boys how to sail and to become familiar with the characteristics of the type of larger boat to which they would later graduate.

Mr. Emmons had a summer home on Toby's Island at the head of Buzzards Bay. He had several friends from the vicinity of Boston who also had summer homes at the head of the bay. Thus, there were plenty of children who could make good use of such a boat there. At first, the class was known as "Buzzards Bay Boys Boats".

The order for the first fleet of these boats was received by the Herreshoff Manufacturing Company in the autumn of 1914. The first boat was ROBIN, H.M.C. Building No. 744 built for Stuart Duncan at the price of \$420.00. There were 19 boats in the first fleet with building numbers running consecutively to No. 762.

Although these boats have very ample stability afforded by heavy fixed ballast, it is possible to swamp them on account of the large open cockpit. For this reason a large airtight compartment was provided by a watertight bulkhead just forward of the mast. The theory was that although the boat would be out of trim when swamped, she would stay afloat long enough to be towed ashore. This proved to be true at first, but after the boats aged, the airtight compartments became unreliable and a few boats were lost. As an additional precaution, the side seats consisted of four buoyant cedar boards which would float free to serve as life preservers. Many years later, once styrofoam became available, it has been used to give the old boats sufficient floatation.

Of course, originally the gaff rig was used, and still is in use on Buzzards Bay. However, in the early twenties, there was a call for jib headed "marconi" mainsails. Several boats were provided with masts extending to about the height of the peak of a gaff rig. The "leg o mutten" mainsail used the original boom and the original jib was continued.

Shortly before World War II, a fleet of 12½ footers was built for Fisher's Island. Although built on the same molds, these boats differed from the original by having a short after deck on a level with the sheer and with the tiller raised above this level. This gave more stowage aft. There was no bulkhead so the space forward of the mast was available. Floatation was provided by copper tanks under the side seats. Also, my father suggested moving the coamings in-



A. Sidney DeWolf Herreshoff sailing the first 12½ footer #744 ROBIN off the shop in the fall of 1914

board to provide a wider side deck and thus reduce the likelihood of swamping.

Following the war, after the Herreshoff Manufacturing Company went out of business, the Quincy Adams Yacht Yard built 12½ footers on the original molds and from the Herreshoff drawings. Later this privilege was turned over to the Cape Code Shipbuilder Company. They provided the standard wood 12½ footers until changing to fiberglass construction. At that time, I was commissioned to convert the design to fiberglass and make any improvements I saw fit. The same hull form and ballast was used as with the wooden boats. The cockpit and coamings were very similar to those of the Fisher's Island Class, but a raised cabin deck was provided at the forward end of the cockpit. Floatation was provided by a large built in compartment under the cockpit door so that, with the cockpit flooded, the boat floats on an even keel with considerable buoyancy and stability.

A. Sidney DeW. Herreshoff
May 12, 1974



Captain Nat and Friday the Thirteenth

by Carlton J. Pinheiro

The Herreshoff Manufacturing Company built two Cup Defenders designed by N. G. Herreshoff for the 1983 races. COLONIA, the first built, was a keel boat. VIGILANT, the second, was a deep centerboard built of Tobin bronze plates, the first large yacht on which this material was used. Three trial races were conducted and VIGILANT, sponsored by a New York syndicate with C. Oliver Iselin as head, was chosen as the defender. VIGILANT was 124 feet long over all, 86 feet on the waterline, with a 26 feet 3 inches beam, a 14 feet draft, with a hollow bronze centerboard of about 2 1/2 tons working through a slot in the lead keel increasing this draft to 24 feet when on the wind.

Captain William Hansen, chosen to skipper VIGILANT, was not accustomed to the sloop rig although he was an outstanding helmsman on schooners. During the second trial race, Mr. Iselin decided to replace him at the helm. After an animated discussion with the afterguard, Iselin came to N. G. Herreshoff and asked him to take the wheel. This was not a hasty decision as the designer had taken the wheel in earlier sailing and was familiar with handling the vessel. Capt. Nat quickly brought VIGILANT to the front at the first mark and won easily. He steered her in all races after this.

VIGILANT met Lord Dunraven's British challenger, VALKYRIE II, on October 7 and crossed the finish line well ahead of the English cutter. Captain Cranfield, a professional English captain, was given his first opportunity to study a shapely Herreshoff stern. The second race also found the black English cutter beaten by VIGILANT in the waters off Sandy Hook.

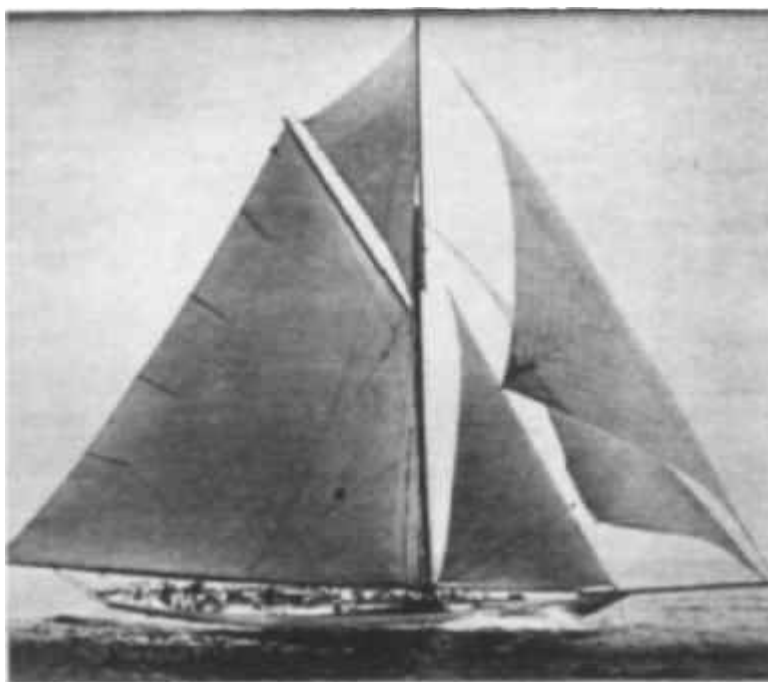
The third and final race was sailed on Friday, October 13. Superstitious sailors expected anything and indeed they might. The first thing that happened was the stiff breeze. Anticipating trouble, both vessels tucked a reef in the mainsails after VIGILANT'S throat halyard blocks were carried away before the start. The start was postponed as both vessels were having difficulty; VALKYRIE busy reefing and VIGILANT with centerboard problems. Prior to the start, Mr. Iselin called to the centerboard man to give her 9 feet of centerboard. He disregarded Iselin's further instructions to not allow any slack chain but lowered the amount for 9 feet. At first the centerboard would not go down due to the strong wind pressure at the time. Momentarily, the centerboard went down with enough momentum to break the Yale and Town Patent Safety Winch.

A member of the afterguard, W. Butler Duncan, wig-wagged the Race Committee for a 15 minute postponement. A tackle was rigged to get the centerboard up to its mark as the centerboard man had said that it had gone by. A fathom of chain was hauled in and still the centerboard man said that the mark had not yet come. As the 15 minutes were up, a decision was made to start as the board was. Capt. Nat knew something was amiss when he began falling off from

VALKYRIE'S course in going to windward. Much distressed with his yacht not feeling right on her helm, Capt. Nat, after rounding the windward mark, ordered the tackle rigged again to haul the centerboard up. It was then discovered that VIGILANT had sailed the windward course with only 1 foot of centerboard!

The run back in heavy air was spectacular. VALKYRIE blew out two spinnakers and a balloon jib-topsail was set with no attempt to shake out the mainsail. Off the wind, VIGILANT'S spinnaker, sent up in stops, was broken out and sheeted home. Friday the 13th manifested itself again when VIGILANT'S jib-topsail fouled in hoisting and a man had to be sent aloft to clear it. Then followed

some remarkable sail work as a crewman with a lifeline from the masthead was sent along the boom to cut the reef points. A man at the topmast head lashed the working topsail, cleared the halyard and another man at the gaff end did the same with the topsail sheet. With the working topsail in place, the mainsail was shaken out and a small club topsail hoisted. This remarkable setting of sails was superintended by Mr. Iselin with Hansen, the mates, and crew carrying out his orders. VIGILANT sailed by VALKYRIE and won the race by 2 minutes and 13 seconds, a remarkable win considering that she had lost about 10 minutes in windward work because the centerboard was not down. Her designer was not at the wheel when VIGILANT victoriously crossed the finish line. Capt. Nat asked Hansen to take the wheel



VIGILANT — 1893 America's Cup Defender

when about a mile from the finish saying that he was "very tired and wet." Perhaps the strain of having four men aloft in half a gale when the least slip of the helmsman would have jeopardized their lives did in part result in this decision, but Mr. Nat's usual modesty probably prevented him from receiving the great fanfare due him at the finish of the memorable race of Friday the 13th. 8/15/84

Note: *The author's source for this story is a series of handwritten notes by N.G.H. (These notes probably written in 1935.)*

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Published Semi-Annually at Bristol Rhode Island



BRISTOL, R. I.

CHRONICLE

NO. 14 — FALL 1986

Herreshoff Employees' Reunion

On Saturday, August 17, 1985, the Herreshoff Marine Museum honored 34 of its former employees with a clambake on the site of the old waterfront shops. The search for the employees was conducted through newspaper ads and leads given by those who had already been contacted. Many employees gathered in the afternoon in the East Room of the Museum where a special World War II exhibit had been prepared especially for the reunion, as many of the workers present had been employed during the war years. Halsey C. Herreshoff, Capt. Nat's grandson, and his mother, Mrs. Sidney Herreshoff, were on hand to greet Museum members and the Shop workers. Employees interviewed agreed that the Shop was a wonderful place to work and they lamented its closing in 1946. After much story swapping and reminiscing, everyone adjourned to the waterfront to watch Wilson Luther operate the 1893 Herreshoff steam engine and also to visit BELISARIUS, built in 1935, which was at the south pier.

Many of the workers present were second and, in some cases, third generation employees. Carl W. Haffenreffer, Vice-President and General Manager of the Herreshoff Manufacturing Company, Godfrey Goff, and Earl Rounds arrived wearing their war-time identification badges. Some men wore their sterling PT boat tie bars, awarded to them during the war contract years. Walter Munro, a long-time employee, proudly wore a miniature gold PT boat with a ruby in its center, the badge of the Herreshoff "Old-Timer." Cliff Weaver displayed his glass-encased PT. boat model built to exact scale. Lucy and Phil Lenz, both employed at the shop, chatted with Marion West Ward, Carl Haffenreffer's secretary. Words like RAINBOW, VARA, ARA, WEETAMOE, ENTERPRISE and BUBBLE were used familiarly by the workers.

During the clambake, the Bristol Senior Citizens' Chorus enter-
(continued on page 2)



Former Herreshoff employees attending reunion, August 17, 1985. Left to right (standing): Daniel G. Knowlton, Marcius P. Joly, Briggs Easterbrooks, Philip C. Lenz, Hervey E. Green, Godfrey Goff, Robert T. Manchester, Peter Mogayzel, Frank Pickering, Charles E. Pray, George S. Barker, Philippe J. Drapeau, Walter H. Munro, Earl Rounds, Marion West Ward, Harold Tucker, Nathaniel A. Gladding, Edward Kaiser, Carl W. Haffenreffer, Knute Berg, (kneeling): William J. McCarthy, Robert Harrower, John Roderick, Jr., George Mayhew, Clifford W. Weaver, J. Arthur Dore, H. Sterling Crowley, William Vargas, Joseph J. Sousa.

(continued from page 1)

tained with old favorites. At the conclusion of the singing, Halsey C. Herreshoff presented the group with a framed print of the RELIANCE for the Senior Center.

After the clambake, enjoyed by 180 Museum members and former employees, the program was turned over to Halsey C. Herreshoff, Museum President, who introduced Charles and Helen Read, owners of BELISARIUS, which had been on exhibit during the day. The Reads conducted a speaking program commemorating the 50th anniversary of their famous yawl, one of the last designs of Capt. N.G. Herreshoff. Members of the Rockwell family, original owners of the "BELLA," participated in this part of the program which included the cutting and serving of a large BELISARIUS 50th birthday cake.

Former employees were then introduced by Carlton J. Pinheiro, Museum Curator, who highlighted each worker's career at the Shop. Halsey C. Herreshoff then presented each employee with a plaque.

Employees Attending Reunion 8/17/85

George S. Barker	1941-42	APc and PT builder
Knute Berg	1935-43	2nd generation employee; sparmaker and planker
H. Sterling Crowley	1928-37	Worked on Cup Defenders
J. Arthur Dore	1941-43	PT and Minesweeper builder
Philippe J. Drapeau	1944-45	2nd generation employee during World War II
Briggs Easterbrooks	1941-43	PT and APc builder
Walter Ginalski	1938-39	Carpenter
Nathaniel A. Gladding	1934	Worked on RAINBOW
Godfrey Goff	1941-43	"PT Goff"; PT and APc builder
Hervey E. Green	1935-38	12 1/2' builder and spar man
Raymond Gruenwald	1943-45	Helped close shop; purchasing agent
Carl W. Haffenreffer	1936-45	General Manager
Robert Narrower	1940-42	British Vosper PT and Minesweepers
Marcus P. Joly	1941	Minesweepers; Worked with Fred Hodgdon
Edward Kaiser	1941-43	Minesweepers
Daniel G. Knowlton	1944	Carpenter's helper on World War II Vessels
Lucy T. Lenz	1940's	Office worker
Philip C. Lenz	1941-45	Test Pilot; PT and Air Sea Rescue
Robert T. Manchester	1934	RAINBOW painter
George Mayhew	1937-42	2nd generation employee; PT and Minesweeper
William J. McCarthy	1936	RAINBOW and ENTERRPRISE worker
Dr. Peter Mogayzel	1941-42	Sideplanker - Minesweepers
Walter H. Munro	1926-45	2nd generation; Worked in many jobs
Michael F. Pellegrino	1942	Rocco Migliorri's son-in-law; PT & APc worker
Frank Pickering	1940-42	APc plumber - "Head Man"
Charles E. Pray	1938-43	Worked in many jobs
John Roderick, Jr.	1941-43	Stock room North Shop
Earl Rounds	1942-43	Office boy
Leonard P. Sanford	1933 on	Paint crew - RAINBOW
Joseph J. Sousa	1942-43	Minesweepers - North Shop
Harold Tucker	1940's	Installed engine beds - Air Rescue Boats
William Vargas	1943	PT Carpenter's helper
Marion West Ward	1942-43	Office secretary to Carl Haffenreffer
Clifford W. Weaver	1941-44	2nd generation; PT boat builder

1937 J-Boat Memories

by George Bourcier

(George Bourcier, now a resident of St. Petersburg, Florida, worked at the Herreshoff Manufacturing Company from 1936 to 1946 — Editor)

On the trip from England for the 1937 America's Cup Races, the English yacht towing the ENDEAVOUR II ran into a fierce storm. The yacht's captain had to abandon the tow and set ENDEAVOUR II free to avoid damage and to insure the safety of both vessels. The captain was severely criticized in some quarters for this, but as a seaman he had no choice. He stood by until the seas abated, then he resumed the tow to Bristol. The ENDEAVOUR II had suffered a broken boom and the Herreshoff Manu-

facturing Company was commissioned to construct a new one. I was in the group constructing a new boom under the watchful eye of Mr. T.O.M. Sopwith. By working feverishly, we made the boom in record time.

I made varied sorties out to the ENDEAVOUR II and did various odds and ends for the Captain, or the man I presumed was the Captain. I did not know him personally, but as I boarded the yacht I asked for the Captain and was escorted below to a short, stocky, venerable man introduced as Captain John. I also met Commodore Harold S. Vanderbilt, owner and skipper of the 1937 Cup Defender RANGER.

I was told to ready RANGER'S cradle as she was going to be hauled out. Once hauled, as time was of the essence, the management was worried about the time-consuming operation of building a scaffold around her.

1986 Museum Summer Events

by Lianne C. Oberg

The Herreshoff Marine Museum's 1986 summer season was filled with activity, beginning with the Museum's participation in the famous Bristol Fourth of July parade. The Museum took part in the parade with a float, which included a re-creation of the Herreshoff Shop as it appeared in the 1930's, and the newly-restored PAPOOSE, a 12 1/2 footer built in 1930 (Hull #1173) which was donated to the Museum in 1985 by Mr. and Mrs. Robert Rulon-Miller.



Herreshoff Marine Museum float in the 1986 Bristol Fourth of July parade. Left to right: J.C. Belleman, Carlton J. Pinheiro, Michael J. Pesare, and Nathanael G. Herreshoff, III.

On August 5-6, 1986, the Herreshoff Marine Museum was honored to host the Indian Harbor (Greenwich, CT) and Larchmont (NY) Yacht Clubs during their annual summer cruise. Over fifty visiting yachts graced Bristol Harbor, and our guests enjoyed tours of the Museum, neighboring Bristol attractions, and a clambake/dance on the Herreshoff waterfront.

The Herreshoff Marine Museum's Annual Clambake was held on Saturday, August 9 on the waterfront. Over 175 members and friends gathered to enjoy a delicious bake prepared by the staff of Francis Farm, followed by a special program paying tribute to the America's Cup Races.

Carlton J. Pinheiro, Museum Curator, gave a slide presentation highlighting the Herreshoff role in the America's Cup from 1893 through the J-Boat Era. Halsey C. Herreshoff, Museum President, then gave some insight into the current 12-meter preparations for the upcoming battle "Down Under."

Harry Town and Tom Ashton delegated that job to me. Harry Town said, "Give George a free hand and get out of his way or you will be put out of commission in the rush." I scaffolded and planked her in 2 3/4 hours using the poppets for staging supports. Of course, I didn't do it alone as I had plenty of help. After fairing and painting of the hull, RANGER was returned to the water. I remember that Rod Stephens was in her crew. Needless to say, she kept the Cup.

Mr. Sopwith said he lost because our boat was far superior to his, but Mr. Vanderbilt said such was not altogether true. He said if Mr. Sopwith wanted to trade boats and they each had a few trial runs, he would beat Mr. Sopwith with his own boat against the RANGER. Mr. Vanderbilt felt he had a superior crew and not necessarily the better boat.

Nat Gladding Reminisces. . .

Nathaniel Gladding was born in Bristol, RI, seventy-one years ago. Among his ancestors was another Nathaniel Gladding, master of the brig AMERICA, who sailed to many foreign ports from this town.

At present, Nat and his wife are retired aboard a 34' sloop. They sail between here, the Bahamas, and Key West.

INTERVIEW:

Nat, you are a former employee of the Herreshoff Manufacturing Company. When did you work there?

It was during the Depression of the 1930's. I'd been a student at Brown University, but couldn't afford to continue there. A neighbor, Mr. Ernest Alder, encouraged me to apply at Herreshoffs, and I was hired as a helper. Although times were bad, an America's Cup Defender, RAINBOW, was to be built there. I was excited to be part of it all.

What did a helper do?

I was fortunate to be assigned to several different crews and thus got quite a view of the process of building a Cup Defender. My first assignment was working with the group that obtained sand from Mt. Hope. It was used in making the mold of RAINBOW'S keel.

After the keel was poured, what did you do next?

Shortly after this, I was assigned to the yard gang where I worked with Bill Cook and others. It was during this period that I became acquainted with Mr. Sidney Herreshoff. I often went along with him on the BUBBLE when there were towing jobs to be done.

I assume that the "BUBBLE" refers to a boat. Can you describe it?

It was a 25' 10" boat with an inboard engine. The boat belonged to Mr. Herreshoff, and I assume he designed it. Although he used it to do various company jobs, it was usually kept near his home. One special feature was the way he had it rigged for towing. He had the tow line attached to two cleats that were placed well forward of the stern. Thus the size of any boat he towed would not affect the balance of the BUBBLE.

What was it like to work with Mr. Sidney Herreshoff?

Well, everyone who has been in his company knows how reserved he was. He gave directions precisely and in very few words. Then he expected those directions to be followed exactly—nothing else. When a job was being done, he did not speak, but gave pre-arranged hand signals. I soon became ac-

customed to this. It was a good way to work. He never became excited, so I never did. I never felt any stress, because I learned at once that he knew exactly what he was doing. Sometimes others were affected differently, however.

Can you give an example of this?

There was one special time that I will always remember. It was after the RAINBOW had been completed. The ENDEAVOUR, the British challenger, had arrived in Bristol after being towed across the Atlantic Ocean by a large motor vessel. The ENDEAVOUR was at a shop mooring in the harbor off from the Herreshoff Company docks.

Shortly after the arrival of the ENDEAVOUR, Mr. Sidney Herreshoff and I went out on the BUBBLE to tow the ENDEAVOUR into the north dock. Mr. Herreshoff explained to me exactly what he was going to do in order to accomplish this job. His instructions were: "We will go up to the bow of the ENDEAVOUR. You will ask them to cast off their mooring lines and take our tow line. We will then tow them in bow first, portside to, into the north dock. When we are about three boat lengths from the dock, release the tow line. I will turn the BUBBLE and come up to their stern. You will pass the tow line to a seaman who should be stationed there."

When we came up to the ENDEAVOUR, I repeated Mr. Herreshoff's instructions to the first mate. He exploded! "Are you bloody Americans crazy!!! Do you expect that little #%!\$& of a boat to pull this big boat into that dock?"

I answered "Yes, sir. This boat will do the job. Incidentally, that is Mr. Herreshoff at the controls."

So, with a frown and a shrug, he ordered the mooring line released and took out tow line.

What did Mr. Herreshoff have to say about this?

Not a word. Of course, he had heard this exchange, and I think he gave them a faster tow than he would have under normal circumstances. So when we were at the given point, he merely raised his index finger and I signalled the ENDEAVOUR. They dropped the tow line, which I quickly brought in. Meanwhile, Mr. Herreshoff spun the BUBBLE around and I passed the tow line to a seaman at the stern. The ENDEAVOUR was brought to a stop by the BUBBLE right at the dock. Lines were passed up and there she was — in as smoothly as could be.

I'm sure it must have been a surprise to the first mate, wasn't it?

True. After Mr. Herreshoff let me off at the north dock, the first mate called to me and invited me aboard. His first question was, "Where is that Mr. Herreshoff? I want to invite him aboard, too." I pointed to the harbor where he and the BUBBLE were already on their way home.

The crew all expressed their amazement at the neat job done by Mr. Herreshoff and the BUBBLE with no talking, no shouted orders, just a simple hand signal.

I guess they were used to something different, don't you agree?

Probably so. Incidentally, they treated me to a rum and ale. After that, Mr. Alder suggested that perhaps I should eat my lunch early that day.

It sounds as if you really enjoyed your year at Herreshoffs. What did you learn that has helped you in later years?

Of course, I learned many things, but of most importance was discovering from Mr. Sidney Herreshoff that instructions should always be given clearly and concisely, well in advance of any maneuver. Then when the maneuver is taking place, hand signals that are well understood should be used. In this way, I believe I have avoided stressful times afloat. I had a very good role model.



Sid Herreshoff aboard BUBBLE in Bristol Harbor south of Captain Nat Herreshoff's home, "Love Rocks," in 1912.

Herreshoff Manufacturing Company Advertises with STILETTO

by Carlton J. Pinheiro

One of the unusual aspects of the business end of the Herreshoff Manufacturing Company in the years before 1924 was that there was little, if any, advertising done. The reputation of the company was based on the standard of excellence established by its yachts. During the decade before the 1890's, the high-speed steam yacht STILETTO made the Herreshoff boat building brothers famous as a result of her race with the fast Hudson River steamboat, MARY POWELL. The MARY POWELL was considered the fastest vessel in the world in 1885. "The Peerless Mary", a side-wheel steamer about three hundred feet long, had beaten a variety of fast steamers and had become legendary.

In Bristol, the Herreshoff brothers had decided to speculate on a fast, long, low, slim steam yacht. Designed by N.G. Herreshoff, STILETTO (Power Hull #118) was built in 1885 with an overall length of 94 feet and a beam of 11 feet. She was fitted with a Herreshoff Patent Safety Boiler and a 12" X 21" X 12" engine. On completion, she made an eight hour trial run going at a speed of twenty-six and a half miles an hour. She lived up to her name; she cut the water like a stiletto blade.

On June 9, 1885, the STILETTO arrived at the MARY POWELL dock near Twenty-Second Street on the Hudson. Word had already leaked out as to why the Bristol boat was there. Next day, spectators were on the shore and on the MARY POWELL for the great race. The crowds could not help but admire the STILETTO, with her lower topsides painted black and her upper topsides a gleaming white emphasizing her tapering shape. Her raked funnel and masts added to her racy appearance. The New York *Morning Mercury* reported that on board were the brothers, James Brown Herreshoff, John Brown Herreshoff, the blind founder and president of the company, Nathanael G. Herreshoff, designer, J.B. Francis Herreshoff, and their father, Charles Frederick Herreshoff. Some family friends and some men from the Shop rounded out the crew.

During the race, STILETTO shot ahead of the MARY POWELL, crossed her bow and then slowed, allowing the side-wheeler to pass. Many thought that STILETTO'S boiler had burst; however, she lunged forth again, this time without pausing, steamed around the MARY POWELL, passed her again and reached Sing Sing well ahead. Tradition has it that after the race J.B. Herreshoff, the blind head of the company, went below to speak to the engineer, a Shop employee. "You have done nobly, Gray," he said simply. Gray, unable to have seen the race being below, recalled the incident many years later and remarked that those works from "Mr. J.B." had meant a great deal to him.



Cigar box cover lithograph depicting the famous race between the STILETTO and the MARY POWELL.

The New York papers recorded the race on their front pages. Everyone talked about the fast Herreshoff steamer. One enterprising cigar manufacturer even named his cigars STILETTO, with a colored lithograph of the racing vessels on the box cover. The Herreshoffs didn't need to advertise, others had done it for them. Among those who noted the performance was the U.S. Navy, who had already bought LIGHTNING, the first torpedo boat, from the Bristol yard.

In 1887, STILETTO was sold to the Navy and converted at the Bristol Shop into the first torpedo boat to fire a "free" or self-propelled torpedo from a tube. On May 7, 1888, STILETTO was accepted by the Secretary of the Navy and on May 19 left Bristol for naval service. U.S.S. STILETTO remained in service for 35 years and was attached to the Torpedo Station at Newport, RI until she was decommissioned a few years after World War I.

Museum Report - Fall 1986

The past year has brought about some significant developments in the growth of the Herreshoff Marine Museum — developments which will have great impact on the Museum's future plans for its much anticipated move to larger, more secure quarters.

In 1985 the Museum was the recipient of a bequest from the estate of the late Isaac B. Merriman, Jr. of Maine and Key Largo, Florida. Mr. Merriman was a charter member of the Museum and a member of the Board of Trustees until his death in November, 1983 at the age of 80. An avid sailor and owner of many important Herreshoff boats, "Ike" was an enthusiastic supporter of the Museum, and will be greatly missed. Through his bequest, the Museum was able to purchase seven buildings which now form the Herreshoff Marine Complex.

Realizing that a long-term development strategy must be planned and imple-

mented, the Board of Trustees appointed a Director of Development. On July 1, 1986, Lianne C. Oberg joined the staff of the Museum and will be responsible for all fundraising for the Museum, through memberships, corporate and foundation giving. The annual membership drive will take place in November, and our goal is to increase our current membership of 435 to 700 for the 1987 season.

CHRONICLE

Herreshoff Marine Museum
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Published Semi Annually at Bristol, Rhode Island



BRISTOL, R. I.

CHRONICLE

NO. 15 — SPRING 1987

Museum Acquires *Merry Thought*

by Michael J. Pesare

In December, 1986, MERRY THOUGHT, a racing catboat, was donated to the Herreshoff Marine Museum by Edward G. Haack and Wilma Haack-Fowler in memory of their brother, the late Dr. Walter Sigmund Haack.

MERRY THOUGHT, hull number 428, was built by the Herreshoff Manufacturing Company in 1892 for Dr. John P. Crozer, a Philadelphian who summered in Toms River, NJ. She was designed by N.G. Herreshoff primarily for the Toms River Cup Races.

MERRY THOUGHT is a fine example of the type of craft that developed on Barnegat Bay around the turn of the century. In contrast to the typical New England catboats, she has considerably lower freeboard, lower bow, shorter waterline and underhung rudder. Her dimensions are: LOA 33', LWL 25', beam 11', and draft 2'3".

MERRY THOUGHT carried half of her ballast inside her bilge in the form of lead blocks stowed in canvas bags with handles. When racing to windward, these 40-50 lb. bags were shifted by a crew member as needed. This method of keeping the boat in trim developed from the more crude "sand-baggers."

Dr. Crozer took delivery of MERRY THOUGHT in the spring of 1892 with an option for two different rigs. She raced with her massive cat rig, and also had the ability to carry a lighter sparrer sloop rig with lighter sails.

In September, 1893, MERRY THOUGHT captured the famous Toms River Cup in convincing fashion. This race, from the mouth of Toms River to Forked River and back, was originally conceived as a competition between local working baymen. Custom built, finely engineered yachts like MERRY THOUGHT, however, soon rendered the local working craft obsolete. MERRY THOUGHT went on to win many more races and became something of a legend in the Toms River area.

In 1943, Dr. Haack learned of the old MERRY THOUGHT and purchased her for a mere \$700. She had been drying out in an old boat shed in Tuckerton, NJ, for well over a decade. After swelling up in the Tuckerton Creek for the two remaining years of World War II, MERRY THOUGHT was given an extensive restoration. By the late 1950's, MERRY THOUGHT'S original open cockpit had been replaced by a cabin house.

For over 40 years, Dr. Haack lovingly sailed and occasionally raced his boat. In 1981 MERRY THOUGHT triumphed in the annual Old Boat Regatta sponsored by the Toms River Seaport Society. She participated again in 1984.

The Herreshoff Marine Museum is privileged to have acquired MERRY THOUGHT. As she approaches her 100th year, she stands as a proud reminder of the outstanding design and construction techniques of the Herreshoff Manufacturing Company, and of a bygone era of American yacht racing.



MERRY THOUGHT, shown sailing sloop-rigged, c. 1943

Fall '86 — Spring '87 Activities

by Lianne C. Oberg

On October 18, 1986, sixty Museum members and guests enjoyed a day cruise on the BILL OF RIGHTS, an authentic replica of an 1856 gaff-rigged, top-sail schooner. After boarding the majestic 125' vessel in Newport, the group braved the chilly October winds and set sail for Bristol. Members were able to get hands-on experience as they took turns at the helm and hoisted sails.

At the end of the day, a reception and birthday party for Captain Joe Davis was held at the Museum. We hope the BILL OF RIGHTS cruise will become an annual event for the Museum.

On December 4-6, a unique collection of

turn-of-the-century marine photography was exhibited at the Museum. The photographs were from a collection of original glass negatives recently acquired from the estate of Louise Henry DeWolf, granddaughter of J.B. Herreshoff. The photos were taken by Katherine Kilton Herreshoff DeWolf, Miss DeWolf's mother. Included in the exhibit were photographs of COLUMBIA, CONSTITUTION and DEFENDER.

On February 15, 1987, nearly 200 members and guests enjoyed a delicious brunch at the Sheraton-Islander in Newport, and relived the thrill of the America's Cup Races as Museum President Halsey C. Her-

reshoff presented "An Update from Down Under," a slide presentation and lecture. Also participating was Henry Childers, a Rhode Island native who served as a crew member aboard STARS & STRIPES.

May 9 marked the Museum's first Volunteer Day. Twenty-three members spent the day polishing brass, working on mailings, clearing the waterfront, sanding BAMBINO and doing various other vital tasks. The results were impressive — the Museum has never looked so good! The day ended with a cookout and a movie, and all who attended felt that it was a most productive day. Thanks to all of you who participated!



L. Oberg photo

Member Jeffrey Silva cleans up the waterfront on volunteer day, 5/9/87.



L. Oberg photo

Museum members enjoy a cruise on the BILL OF RIGHTS 10/18/86.

Museum Acquires NAVETTE Steam Engine

by Lianne C. Oberg

The triple-expansion Herreshoff steam engine originally designed and built for the 114' power boat NAVETTE returned home to the Herreshoff Marine Museum on May 8. The engine was donated to the Museum by Webb Institute of Naval Architecture, Glen Cove, NY, and represents a significant addition to the Museum's collection of Herreshoff steam engines.

NAVETTE was built at the Herreshoff Manufacturing Company in 1917 for Mr. J. Pierpont Morgan. Her dimensions were: LOA 114' 2", LWL 106' 6", Beam 14' 3 1/4", and Draft 3' 6 1/2". Mr. Morgan used the boat to make the daily commute from his Centre Island estate, through Long Island Sound and the East River, to Wall Street.

NAVETTE was powered by a specially built pair of triple expansion steam engines which used steam from a high-capacity, coal-fired boiler. The engines were purchased in

1938 by Mr. Paul Hammond, a good friend of the Herreshoffs, and later donated to Webb Institute.

According to Mr. Conrad H. Milster, President of the New York Technological Society, the engine designs of Nathanael Herreshoff "stressed minimum weight per horsepower, and resulted in many unusual features not found in conventional engines. Their connecting rods, made of two extremely thin rectangular bars, were almost a signature of the firm. Extremely large steam passages in the cylinder blocks and the oversized receiver connections, doubled to carry steam from both the top and bottom of the valve chests to the next stage, all helped contribute to their success by reducing steam flow friction to a minimum."

The NAVETTE steam engine is in superb condition, and was operational until its departure from Webb Institute.

Museum Report Spring 1987

At the April 4 meeting of the Herreshoff Marine Museum Steering Committee, Mr. Edward F. Rosenthal of West Hartford, CT, was welcomed as a new member. Mr. Rosenthal, a partner in the law firm of Goodman, Rosenthal & McKenna, is an avid Bullseye sailor and an ardent supporter of the Herreshoff Marine Museum. In January of this year, he organized the Connecticut Friends of the Herreshoff Marine Museum, and plans to hold an annual Museum-sponsored event in the Hartford area. We look forward to working with Ed on the Museum's development plans.

During the past six months, the Museum has been running an extensive membership campaign. The 1986 membership totaled 432 individuals. As of June 1, 1987, we have 615 members, and are well on the way to our goal of 700 members for 1987. Please help us by telling your friends about the many benefits of being a Herreshoff Marine Museum member.

NOW THEN and SAY WHEN

by Halsey C. Herreshoff

One hundred years ago the Herreshoff Manufacturing Company produced the most advanced power yachts of the time. Captain Nat Herreshoff designed every detail of the light weight steam machinery and of the steel or composite hull structure. The high sustained speed of these craft was unmatched in the United States.

One of the most remarkable vessels was NOW THEN, built in 1887 for Norman L. Munro, a New York publisher. This 88' power yacht was fitted with a quadruple expansion steam engine similar to the 5-cylinder engine of the U.S.S. CUSHING, sea going torpedo boat #1, built the previous year. These engines had a stroke of 15" with cylinders ranging in diameter from 11" to 22 1/2". The last two cylinders combined for the fourth stage of steam expansion. The design of this elaborate engine included a number of firsts, including placement of valves and valve gear to the side of cylinders rather than between. This scheme later became the norm for steam engines, and for all internal combustion engines to this day.

The CUSHING engine had such great power for a yacht of "only" 88' length that NOW THEN's design provided opportunity for hull innovation. Departing from the conventional narrow vee stern which allows a highly powered boat to "squat," Captain

Nat designed a wide, flat stern for NOW THEN, producing an efficient, flat-running hull which was powered to a speed length ratio of nearly three!

NOW THEN made a run from Newport, RI, to 24th Street, New York — a distance of one hundred and seventy miles — in seven hours and four minutes, an average of over 24 miles per hour. One hundred years later, how many private yachts can do this in total comfort? Not many! Mr. Munro was so proud of NOW THEN that he issued a challenge for a race against any American steam yacht without time allowance, but received no takers.

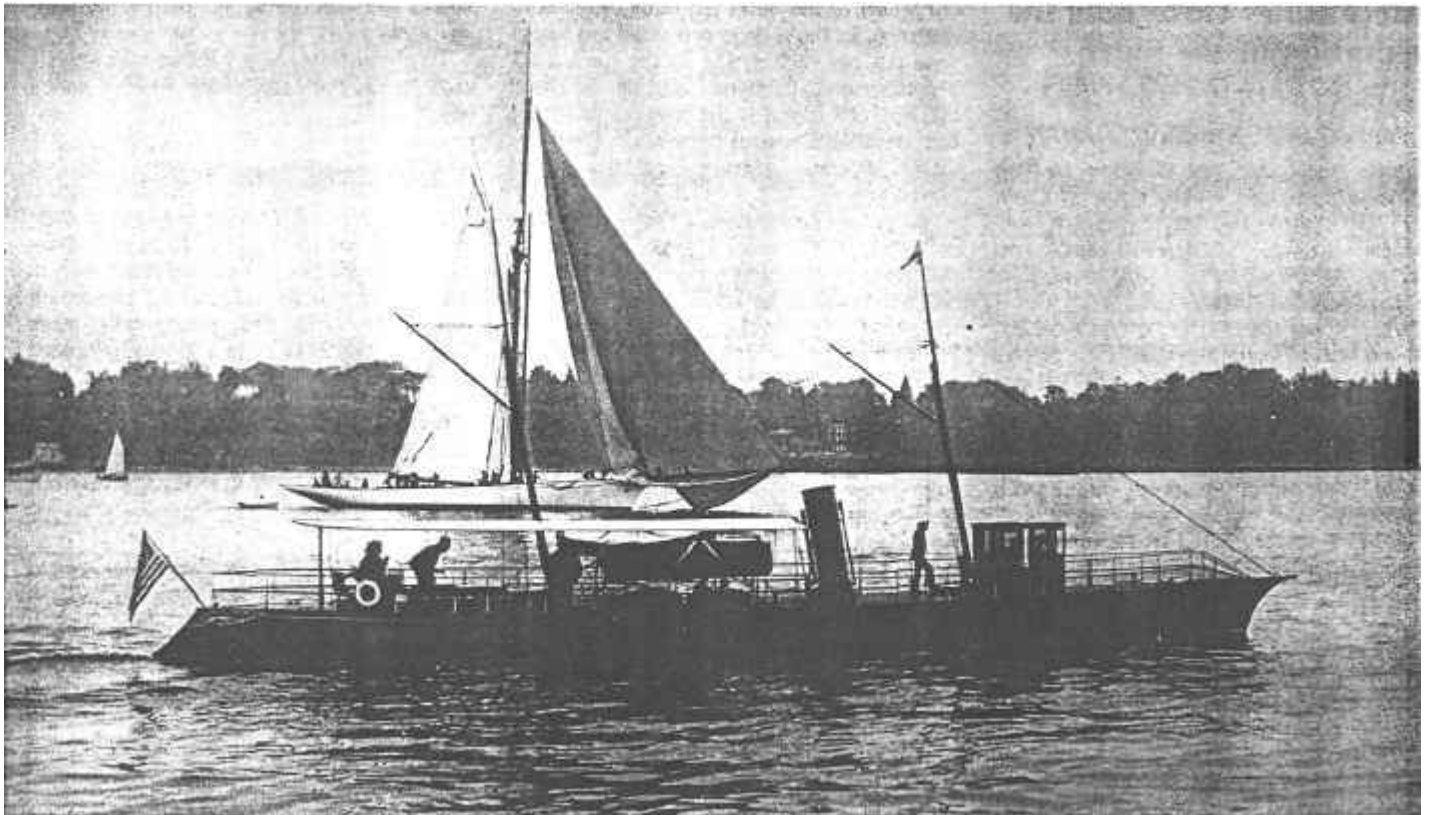
Another innovation, later much copied, was NOW THEN's rakish reverse angle transom, terminating in a sharp horizontal line with her flat stern. One day Captain Nat's wife Clara and some other ladies sat in deck chairs in NOW THEN's aft cockpit when she backed from the shop pier into a southwest chop. A wave dashed up the reverse transom, drenching the ladies. Captain Nat never again designed a reverse transom boat.

For 1888, Norman Munro got Captain Nat to enlarge the underwater form of NOW THEN to produce the 138' yacht SAY WHEN. The reverse transom was eliminated in favor of a substantial overhanging tran-

som.

Again, the CUSHING model 5-cylinder engine was used, but interestingly in this longer yacht little more speed was attained than in NOW THEN. A sad incident occurred aboard SAY WHEN that altered Captain Nat Herreshoff's career, likely driving him to greater activity in sailing yacht design. While getting up steam before a trial trip, SAY WHEN suffered a ruptured boiler tube. The fire door was open at the time, and the fireman stoking the boiler was fatally asphyxiated by the steam and fire suddenly thrown into the boiler room. At the inquest, Captain Nat was held responsible principally because it is alleged that he had cranked down on the boiler's safety valve the previous day. Captain Nat lost his steam engineer's license for life and had to run boilers and engines along with another licensed engineer from then on.

For all this misfortune, SAY WHEN was a most successful steam yacht, giving her owner much pleasure. Except for train travel, there was no mode of transportation 100 years ago faster than a high powered steam yacht. Quiet, with minimal vibration, boats such as NOW THEN and SAY WHEN were altogether some of the finest conveyances of all times.



NOW THEN, high speed Herreshoff steam yacht built in 1887 for Norman L. Munro. LOA 88', Powered by quadruple expansion engine.

J.B. Herreshoff In Early Auto Advertising

by Carlton J. Pinheiro

John B. Herreshoff, the founder of the Herreshoff Manufacturing Company, was an automobile enthusiast during the early years of the century, when the motor car was still a novelty. He loved to ride in open cars, often at considerable speed. Mr. J.B.'s car was driven by his chauffeur, Haines. On one of these trips he was even able to guide Haines after a wrong turn had been made. Though blind, he was able to sense direction by the feel of the heat of the sun on his face.

In those days when the motor car was in its infancy, auto manufacturers sometimes used photos of important people in their advertising. The picture shows J.B. Herreshoff in the rear tonneau of a Compound Light Touring Car. The president of the firm of great Cup Defender builders would certainly provide great prestige in an ad. The Compound is a Model 4 of 1906 vintage and was rated at 12-15 horsepower. It sold for \$1,400 and was manufactured by the E.H.V. Co. of Middletown, CT.

Mr. J.B.'s taste ultimately went to powerful cars like the 70 horsepower Stevens-Duryea, of which he had three different body styles at one time, and a beautiful 1911 Premier of 60 horsepower. Even though these cars were considered marvels of engineering, J.B. always undertook to improve them with good results.

These improvements involved lengthening

Safety Rules Governing the Operation of the Skiff KINGFISHER

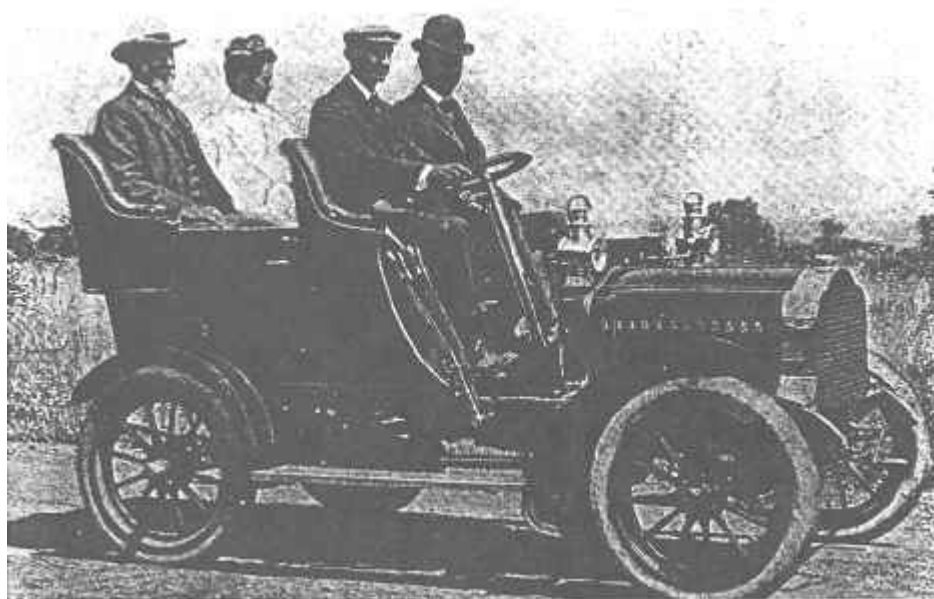
by Clarence DeW. Herreshoff, 11/21/77

Editor's Note: The late Clarence DeWolf Herreshoff was the youngest son of Capt. Nat Herreshoff. He was a regular contributor to the "Chronicle" during his lifetime. We are proud to resume printing his writings posthumously.

When it was time for my oldest brothers, Sid and Nat, to learn to sail, each was given a new nine-foot sailing skiff, the SNIPE and KINGFISHER. Later they graduated to larger boats and the skiffs were handed down to their younger brothers. Eventually I became the proud owner of the KINGFISHER.

Before I was permitted to go out rowing alone in the KINGFISHER, I had to demonstrate that I could swim. Before I could sail alone, I had to capsize the KINGFISHER, right her and bail her out. In starting to bail out one of these skiffs, a certain technique was necessary. You had to lie down so that your body floated and did not add load to the skiff. Otherwise, water would come in over the rail as fast as it was bailed.

My sailing the first summer was normally restricted to Walker's Cove and bounded on the west by a line drawn from the head of



J.B. Herreshoff (far left), President of the Herreshoff Mfg. Co., in his Compound Light Touring Car.

the chassis, redesigning and changing the location of the springs, and rebuilding the bodies as well as mechanical improvements. His "remodeled" cars were the talk of

our wharf to the outer red buoy at the cove entrance. In those days two small red buoys were put out each spring by the Herreshoff Manufacturing Company outside the rocks off Walker's Island at the cove entrance. On fine days with special permission from my father, I could venture out into Bristol Harbor.

To get his permission, I first had to find my father. On summer afternoons, I can recall going to the boat yard and first asking the watchman if he knew where my father was. On being told that he was seen headed for such and such a shop, I would take up the trail from there. On finding him, I would wait near by until he finished a discussion with one of his foremen. When, at last, I put the question to him, he would generally look to the western sky before giving his consent.

One morning I took the KINGFISHER out for a sail. The south-west wind had breezed up earlier than usual that day. Sitting out on the windward rail, I got the seat of my pants wet with spray. On returning, I lay down on the far end of the lawn, face down, to let the sun dry me off. Just then my father was seen walking down the gravel path to the wharf. On seeing me, he headed my way. I knew full well that my father would not stand for any idleness, and I braced myself for a "dressing down."

When he asked, "What are you doing?" I respectfully explained that I got my seat wet

Bristol and always drew an audience of youthful admirers, whether speeding on Bristol roads or parked on the town's elm-shaded streets.

sailing and was drying off before our mid-day meal.

To my surprise, all my father said was, "I used to do the same thing when I was a boy."

Volunteers Needed

The Herreshoff Marine Museum is seeking volunteers to staff the Museum during the 1987 season. If you are interested in working one or two afternoons per month from 1:00 - 4:00 PM, please call Lianne Oberg at 253-5000. Help is especially needed on weekends.

Help is also needed in the Museum office doing clerical work, answering the telephone, and updating computer records. Hours are flexible. If interested, please call Lianne at 253-5000.

CHRONICLE

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Published Sent; Annually at Bristol, Rhode Island



CHRONICLE

BRISTOL, R. I.

NO. 16 — FALL 1987

Rendezvous '87

On August 28, 29, and 30, Museum members and friends came from far and near to participate in Rendezvous '87, the third Museum-sponsored reunion of Herreshoff yachts.

Despite stormy weather on Friday and Saturday morning, 59 yachts and over 400 people attended the weekend races and festivities.

Many of the visiting yachts and sailors arrived on Friday evening, the 28th. A welcoming cocktail party was held under the tent on the waterfront, followed by a film on Captain Irving Johnson's adventures sailing around the world.

Saturday morning's weather was nothing short of horrendous! After enjoying a summer of nearly perfect weather, the drought came to an end in Bristol County with torrential downpours, threatening to cancel the afternoon races. Herreshoff sailors are a hearty breed, however, and vowed to sail, no matter what. The sky began to clear by late morning, and at 11:30 the enthusiastic skippers and crews gathered under the tent for the Captain's meeting, presided over by Race Committee Chairman Leeds Mitchell, Jr., of Barrington, President of the RI International Sailing Association, and Halsey C. Herreshoff, Museum President.

This year's races included five classes of yachts designed and built at the Herreshoff Mfg. Co., and an Open Class for Herreshoff designed yachts not built at the Shop.

Included in Class A were two New York 40's — MARILEE, owned by Alvin Bicker of Port Jefferson, NY, and RUGOSA, owned by Halsey Herreshoff; two New York 30's — AMORITA, owned by Jed Pearsall of Mt. Laurel, NJ, and ANEMONE, owned by the Herreshoff Marine Museum; and NEITH, a beautifully restored 54' sloop owned by Jack Brown of Mystic, CT.

Class B included several Fish Class boats, a Watch Hill H-15, and a Buzzards Bay 15.

Open Class entries ranged from TORE HUND, a modified Buzzards Bay 25 owned by Lloyd Bergeson of Norwell, MA, to GALIEB, a Cape Cod Marlin owned by Conrad Ostrowski of Rumford, RI.

The S Class, always a favorite, had 19 entries, and both the 12 1/2 Footer Class and the Bullseye Class were strongly represented.

At 1:00 PM, Leeds Mitchell and his Race Committee of Carlton Pinheiro, Fred and Karen Dick, and Lianne Oberg, started the races from the launch BUBBLE, built by the late A. Sidney DeW. Herreshoff over forty years ago.

Northeast winds gusting at up to 20 knots made for an exciting afternoon of racing. Despite the brisk weather, spectators lined Hope Street and the Museum waterfront area to witness the boats crossing the finish line.

Following the races, the energetic staff of Francis Farm served a delicious traditional New England clambake to 404 hungry guests.

The evening culminated with an awards presentation to first and second place winners in each class, as well as several special awards.



Jed Pearsall's AMORITA, NY 30 #9, built in 1905, sailing in Rendezvous '87, August 29, 1987

John Woade, of NYC, received the Katherine H. DeW. Pendlebury Trophy for the oldest Herreshoff Mfg. Co. yacht participating in the Rendezvous. His Buzzards Bay 30, CATSPA, was built in 1902. Liu Chi, a 25 year old lawyer from mainland China, was recognized for having traveled the longest distance to attend the Rendezvous. Chi was a crew member aboard John Migliaccio's S-Boat WISTFUL.

All participating yachts received keepsakes, matted photographs of CLARA, Nat Herreshoffs 1887 cat yawl.

Sunday's program featured races for all classes, with the larger boats finishing in Newport, north of Fort Adams. Despite a picture-perfect day with brilliant sunshine, light wind conditions made it necessary to call the races for the 12 1/2 Footer and Bullseye Classes.

All who attended Rendezvous '87 agreed that it was the perfect way to end a beautiful summer. We are already looking forward to Rendezvous '90, which will be bigger and better than ever.



Class A yachts rounding the first mark



NEITH, a 54' sloop built in 1907



MARILEE, NY 40 built in 1926

RENDEZVOUS '87 WINNERS

SATURDAY, AUGUST 29, 1987

Pos.	Boat Name	Design	Skipper
Class A for the W. Butler Duncan Trophy			
1	DOLPHIN	Newport 29	John Lockwood
2	ANEMONE	New York 30	Barrett Holby
3	AMORITA	New York 30	Jed Pearsall
Class B for the A. Sidney DeW. Herreshoff Memorial Trophy			
1	PIXIE	H-15 Watch Hill	Andy Giblin
2	SEA ROBIN	Fish Class	Nicholas Long
3	POMPANO	Fish Class	Ray Warner
S Class for the Harleigh V.S. Tingley Perpetual Trophy			
1	WISTFUL	S Class	John Migliaccio
2	RAGTIME	S Class	Richard Steele
3	ARGUMENT	S Class	Scott Manchester
Open Class for the Isaac B. Merriman, Jr. Memorial Trophy			
1	STREAKER	Mod Sonder	Sam Tingley
2	WINGS	Cat Ketch 31	Irving Sheldon
3	NAIAD	Mod BB 25	William Underwood
12 1/2 Footer Class for the Frank Pardee, Jr. Trophy			
1	POPPY	12 1/2 Footer	S. & H. Crouchley
2	PHANTOM	12 1/2 Footer	Steve Millett
3	SIGMA	12 1/2 Footer	Daniel Fairchild
Bullseye Class for the E.L. Goodwin Perpetual Trophy			
1	GANNETT	Bullseye	James Runkle
2	QUERIDA	Bullseye	David Burnham
3	BEAVER II	Bullseye	Emily Wick

SUNDAY, AUGUST 30, 1987

Class A & B Combined			
1	PRINCESS	Fishers Island 23	Seville Simonds
2	PIXIE	H-15 Watch Hill	Andy Giblin
S Class			
1	LADY LUCK	S Class	Peter Hallock
2	LEYLA	S Class	Robert Dubuc
Open Class			
1	TORE HUND	Mod BB 25	Lloyd Bergeson
2	NAIAD	Mod BB 25	William Underwood

Museum Report — Fall 1987

The 1987 season at the Herreshoff Marine Museum has been a busy and successful one. Thanks to our many committed members who volunteered their time as Museum guides, we were able to expand the Museum's hours from two days per week to six days per week. As a result, close to 3,000 visitors enjoyed the Museum between May and October 31.

During the month of August, the Museum hosted the Edgartown Yacht Club and the Cruising Club of America during their annual summer cruises. Of course, RENDEZVOUS '87 was the highlight of the season, and all who attended left with many warm memories of the event.

Mr. Townsend Hornor, of Osterville, MA, a member of the Museum's Steering Committee, was elected in August to serve on the Board of Trustees. "Townie," who is Chairman of the Sea Education Association, a Trustee of Woods Hole Oceanographic In-

stitution, and a member of the Curatorial Committee of Mystic Seaport, is also a director and consultant to many other corporations. We look forward to working with Townie, and welcome him to the Board.

Although the Museum closed its doors for the year on October 31, much activity continues in the development office. Membership renewals and solicitations will take place in November, and we hope that you will respond generously. Your continued support is what keeps the Herreshoff Marine Museum alive!

Finally, the Herreshoff Marine Museum dedicates this issue of the "Chronicle" to Captain Harold Payson, Jr., a long-time friend and member of the Board of Trustees, who died on September 9, 1987. Captain Payson provided guidance, counsel, and inspiration to the Museum over the years. He will be sadly missed.

Uncle John (Mr. J. B.) Orders A New Leather Belt for the Saw Mill

by Clarence DeW. Herreshoff, 11/7/77

Mr. Murray (foreman of wood construction) told this narrative. All dimensions given are fictitious.

At the Herreshoff Mfg. Co., the wood working machines in the saw mill and cabinet shop were powered by a single steam engine using extensive shafting and belting. In these days, it would be more practical to provide individual electric motors to drive each machine.

Once when the shop was unusually busy, the main belt transmitting power from the engine to all machines broke, idling 20 men or more. Mr. Murray phoned the office immediately and said he would call back as soon as he could determine the length of new belting that should be ordered.

Mr. J.B. was greatly disturbed, and on Mr. Sheldon's arm hastened to the saw mill some 100 yards away. (J.B. Herreshoff was blind. Ed. note). On his arrival, the conversation went something like this:

Mr. J.B. to Mr. Murray, "What's the diameter of the big pulley?"

Mr. Murray, "42 inches, Sir."

Mr. J.B., "And the small one?"

Mr. Murray, "18 inches, Sir."

Mr. J.B., "What's the distance between centers?"



J.B. Herreshoff on "EUGENIA"

Mr. Murray, "62 and one half inches, Sir."

Mr. J.B. pondered a minute and said, "Sheldon, when we get back to the office, you will phone an order for 18' 9" of belting."

Mr. Murray was "taken aback." How could such an intricate problem be immediately solved mentally? If Mr. J.B.'s

length was too small, the situation was serious.

Mr. Murray explained to me that the belt passed thru a slot in the floor, and that it was difficult to work a steel tape thru the slot and around the pulleys. He thought he should check Mr. J.B.'s figure as soon as possible. When he finally got the tape in place, he found that Mr. J.B. had about 3" to spare.

1899 COLUMBIA Victory Celebration

The following excerpts have been taken from the diary of Mr. A. L. Johnston of Bristol, RI. The diary was donated to the HMM by Sanford Town, a grand nephew of Mr. Johnston. It provides some insights relating to an ordinary citizen's interest in a local boat competing in the 1899 America's Cup Races. The pride of the town is also very evident, as well as a notation of a short speech given by the usually taciturn Nat Herreshoff. This was probably the only speech Capt. Nat ever made to a local group, and is probably an indication of his being very moved by the admiration of the well-wishers.

Some of the material in this diary conflicts with the reminiscences of L. Francis Herreshoff on page 210 of his biography, Capt. Nat Herreshoff, published in 1953.

Carlton J. Pinheiro, 10/28/87

Saturday, June 10, 1899 - The Columbia launched successfully from the south shop at 8:20 P.M. Two photographers from Providence tried to take a flashlight of the boat and the powder exploded, killing Napoleon San Souci and injuring many others quite seriously.

Sunday, June 25 - Rained nearly all day. The Columbia sailed on her maiden trip down the bay.

Wednesday, July 19 - The Columbia at Bristol for repairs.

Wednesday, August 2 - The Columbia's mast was broken while racing with the Defender at Newport.

Monday, October 2, 1899 - Mr. Wardwell went to New York to see the races between the Columbia and Shamrock.

Tuesday, October 3 - First race between the Columbia and Shamrock. The wind was so light they could not finish within the time limit.

Thursday, October 5, 1899 - The race between the Shamrock and Columbia had to be postponed because there was no wind.

Monday, October 16, 1899 - After seven unsuccessful attempts, the Columbia and Shamrock at last succeeded in sailing the first of the series of races for the America's Cup. Columbia won by 10 minutes.

Friday, October 20, 1899 - Columbia won

the third straight victory in the races with the Shamrock. Bristol celebrated the victory in the evening in great style. Large bonfires were made all around the town and the Rubber Works whistle (and others) blew for a long time and also the church bells were rung. Crowds went around the streets making lots of noise and fireworks were very plentiful.

Saturday, October 21, 1899 - Continued the celebration from last night. The Hedley-Livsey band from Providence arrived on the seven o'clock train, and marched to the Opera House where about 200 of the Herreshoffs workmen formed in line and they marched down Hope St. amid a shower of fireworks, lots of noise and a big crowd on both sides. At J.B. Herreshoffs house on High St. they made a stop, and after a loud demonstration they continued on to Nat Herreshoffs. Here, there was more noise, fireworks and cheering, and Nat made a short speech in the doorway. They counter-marched to the corner of State and Hope Streets where the band rendered a number of selections near a large bonfire.

Reminiscences on the Fiftieth Anniversary of the Last J-Boat Races for the America's Cup

by Nathanael G. Herreshoff III

During the first ten years of my life, I was very conscious of the J-Boats, since I was living amidst the continuous activity at the "shop" centering around my father, Sidney Herreshoff. My home at 125 Hope Street on the waterfront in Bristol was just a block south of the Herreshoff Manufacturing Company, where my father was a naval architect in the drafting room. My grandfather, "Capt. Nat" Herreshoff, was living next door in his home, "Love Rocks"; he was 89 years old at the time of the 1937 Cup Races.

During these years, I spent much time in and around the "shop." I watched as the boats were being worked on and was able upon occasion to go aboard them. Once in 1936, at the age of five, I climbed up a ladder to go aboard the RAINBOW as she was getting a midsummer refit after being hauled out.

My first memory of the J-Boats is of watching the launching of the RAINBOW from the South Shop on May 15, 1934, just about a month after my third birthday. Although it was a rainy day, a sizeable crowd was there.

A few months later on the morning of August 8, I went with my parents and guests on my father's launch, the BUBBLE, to meet the blue-hulled British challenger ENDEAVOUR coming up Narragansett Bay. She was being towed by Mr. Sopwith's motor yacht VITA. ENDEAVOUR, rigged as a yawl, had made the crossing from Gosport, England, under tow in 16 days.

I recall that in 1935 the 1930 Cup Defender ENTERPRISE, which was stored next to the North Shop, was scrapped. Much of her gear and that of the RAINBOW in 1934 was used on RANGER in 1937.

I remember one evening late in the 1936 season watching from my living room window the RAINBOW sailing down Narragansett Bay into the setting sun. My grandfather, Captain Halsey Chase, told me that she was going away to be scrapped. This made me very sad, because I have always felt that the RAINBOW was the most beautiful boat ever involved in the America's Cup Races. As it turned out, the RAINBOW was saved to sail another season in the 1937 trials under the ownership of Chandler Hovey. Also, she sailed with other J-Boats several seasons during the 1930's in which there were no cup defenses.

In the Spring of 1937, we heard that RANGER's mast had broken on her trip down from the Bath Iron Works, where she had been built. The repairs were made at the Herreshoff Manufacturing Company. The Shop was very busy in taking care of the needs of the RANGER, ENDEAVOUR and ENDEAVOUR II.

On separate occasions we had two famous luncheon guests at our home during the 1937 season. One was Harold Vanderbilt, yachtsman and inventor of contract bridge, who skippered the 1930, 1934 and 1937 American Cup Defenders. The other guest was designer Olin Stephens' brother, Rod, of the RANGER crew. I did not meet Rod again until about thirty years later, when my brother, Halsey, sailed with him.

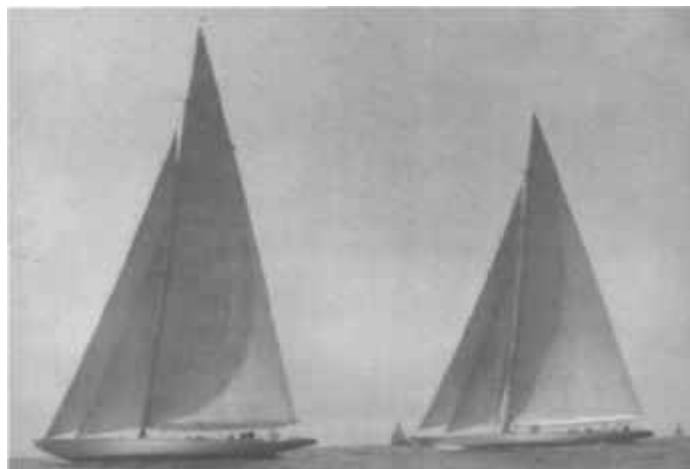
After the 1937 races, some of the J-Boats and their predecessors were stored at the Herreshoff yard. The RESOLUTE and the VANITIE (which had been built at the Lawley's Yard) were stored where the residence of Mr. Arthur Bearegard now stands. These boats were great rivals from 1914 to the mid-1930's. On the other side of the ways stood RANGER and WEETAMOE — next to the North Shop. All had housing covering the decks.

Between 1938 and 1941, all of these stored J-Boats were scrapped. My brother Halsey, my friends and I spent much time watching these sad events. We observed the removal of gear and the use of acetylene torches to cut up the metal of the hulls and the huge lead keels. The boats were broken up in the following order: WEETAMOE, RESOLUTE, VANITIE, and RANGER.

It is my belief that most of the people involved in the 12-meter racing for the America's Cup since 1958 and the general public have



The launching of RAINBOW, May 15, 1934



RANGER and RAINBOW

little or no idea of the size and magnificence of the J-Boats, and what was involved in racing them. The recent appearance of the 1930 challenger SHAMROCK V in Newport gives some idea of the size of these boats. The recent proposal by a New Zealand group to go to a larger boat for the Cup Races has been of great interest to me.

1. On the same morning in a dense fog, the Nantucket lightship was hit by the White Star Liner OLYMPIC and sunk with the loss of seven crew members.

CHRONICLE

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Published Semi-Annually at Bristol, Rhode Island



CHRONICLE

BRISTOL, R. I.

No. 17 - 1988

Herreshoff Catamarans

The decision of the Sail America Syndicate to defend the America's Cup with a catamaran has once again brought these controversial craft to the center of much attention.

Catamarans were part of the Herreshoff tradition as early as 1875 when N.G. Herreshoff, then employed by the George H. Corliss Company of Providence, designed his first catamaran, AMARYLLIS and had it built by his brother, John Brown Herreshoff, at the Bristol yard. Although certainly not the inventor of the catamaran, N.G. Herreshoff patented and popularized this craft, ultimately building seven of them. He evolved the idea of connecting the hulls flexibly with ball and socket joints so arranged to allow the hulls to pitch freely longitudinally. The pontoon hulls were placed proportionally well apart and the mast and car situated between the hulls on spring cross struts. A jib and gaff-headed main-sail rig was used with a long bowsprit. The Herreshoff catamaran, AMARYLLIS II, a replica from the old drawings, was built in 1933 and was officially timed at 19.8 knots over a measured mile course in a moderate breeze. Now the only existing Herreshoff catamaran, she is at the Herreshoff Marine Museum on loan from the Henry Ford Museum.

The following article appeared in *The Spirit of the Times*, a popular 19th century sporting and recreation magazine on November 24, 1877. Although N.G. Herreshoff was credited as the author, he revealed to yachting historian W.P. Stephens in a letter dated July 9, 1936. . . "The story of the cruise of the TARANTELLA to Hyde Park-on-Hudson was not by me but by my brother Lewis to which he improperly attached my name. He was fond of writing but I am not. "Although blind, Lewis regularly accompanied NGH on his boats and often contributed articles to yachting publications.

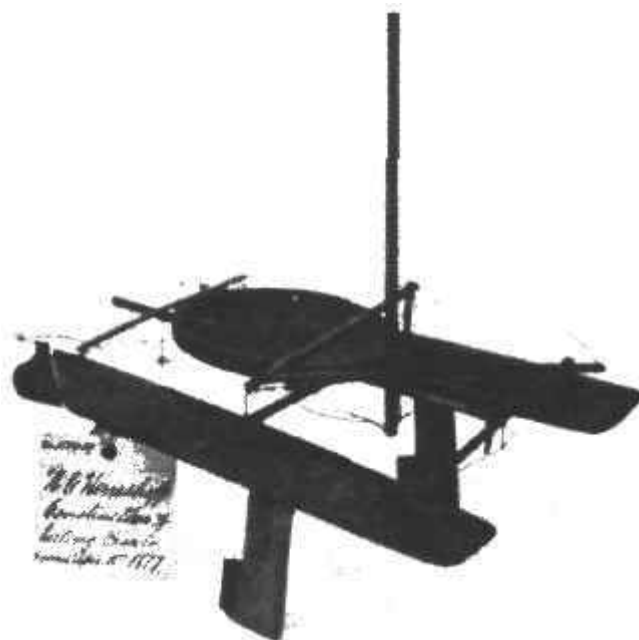
Editor

Catamaran Chronicle: Narration, Refutation, and Description

Bristol, R. I. November 10, 1877

The day of our starting (July 26) was most pleasant and propitious. The high winds of the early summer had subsided into those pleasant breezes which the yachtsmen love best, and the fogs and rains of June were swallowed up by that invisible softness of the air, which makes a sojourn by the sea so delightful and so sought for. 'Tis our custom, when starting on a cruise, to race down the bay with the JULIA, a cat-rigged boat whose speed is always taken as a standard, and thus we can detect any error in trim that otherwise might escape us. The one that beats the JULIA is set down as all right.

In this case the wind was fresh from the south, and a beat dead to windward was the consequence. The four-mile point was reached by the catamaran in 43 minutes; the JULIA was then one mile astern. She turned back disgusted and we went on contented. And now let me hasten to put right the minds of many people, and particularly the yachting reporter of *The Spirit of The Times*, on the subject of windward sailing by the catamaran.



U.S. patent office model of the Herreshoff Catamaran #189459. April 10, 1877

It is true that the enormous disparity of speed between the catamaran and an ordinarily built boat is most noticeable when sailing with the wind a little abaft of beam. Sailing to windward is a paradox at best, and a small amount thus gained is a greater triumph than much greater distances gained in the headlong, freewind sailing. Windward sailing is not a weak point of the catamaran. I can, with a good whole sail breeze, beat to windward faster, by a mile an hour at least, than any sailing vessel afloat, or I can beat the WM. R. BROWN, the WM. T. LEE, the SUSIE S, DARE DEVIL, or any other boat of that class that can be named, one-quarter, or five miles to their four, under the conditions before mentioned. I'm not making an idle, empty boast. I know well of what I am writing. I have sailed every class of vessel, from the small cat-boat up to the first-class yacht, and their performances are individually familiar to me. And further, if the owners of the boats whose names I have mentioned, want to be practically convinced of this, that is, of the speed of the windward sailing of the catamaran, the best way for them is to try it on. I shall be only too happy to do so anywhere and at any time.

Our first night we anchored in Newport Harbor, and, hoisting our tent, made ourselves as comfortable as could be. The tent is pitched under the boom, which is hoisted well up overhead, and the whole of the car, which is 16' long by 8 1/2' wide, is covered by it. Under it there is plenty of room for several to sit or stand protected from wind or rain. Our preparations for sleeping were short and simple. Our beds of blankets were made, and the air cushions, on which we sat by day, we dreamed on by night.

(continued on page 4)

The Fiftieth Anniversary of The Passing of Captain Nat

by Nathanael Greene Herreshoff III

June 2, 1988 marked the fiftieth anniversary of the death of my grandfather, Nathanael Greene Herreshoff. I am the third person in my family named after him, the other two being Nathanael G. Herreshoff, Jr. who died in 1926 and his daughter, Natalie Warren Herreshoff who still lives in Bristol.

We lived next door to my grandfather on Hope Street in Bristol during the last seven years of his life. Our household was composed of my parents, Sidney and Rebecca Herreshoff, my brother Halsey, and for six months of the year my maternal grandfather, Captain Halsey Chase, who was originally from Prudence Island and long associated with the Bristol-Prudence ferry boats.

"Love Rocks", was occupied by Captain Nat, my stepgrandmother, Grandma Ann, my Aunt Agnes and a live-in maid.

We often called on my grandfather in his parlor where he would usually be sitting in an armchair placed next to the window to view the harbor. In the early 1930's, Grampa visited our house occasionally. I would often see him walking in the yard or going for an afternoon drive with my grandmother. I remember Thanksgiving and Christmas dinners with my grandfather and our many relatives sitting at a long table. Also, I recall once visiting him in his workrooms on the third floor as he was working on a boat model wearing a work smock.

To me Captain Nat appeared to be a formid-



Tribute to Captain Nat by Frank Lanning published in the Providence Evening Bulletin of June 6, 1938

able individual and it was understood that I was to make no noise or disturbance in his presence. In his later years, my grandfather was most congenial, particularly with younger people who were interested in sailing.

Captain Nat was always well dressed and

wore a beard from the time he was a teenager. He had brown hair, a red beard and greenish brown eyes. From about a year before his death, my grandfather was confined to his bedroom. From that bedroom he continued to work on projects and with the aid of a mirror took pleasure in following the activity at the Shop. I remember calling on him when he told me, while standing in the middle of the room in his night clothes, that he was learning to walk again.

On March 18, 1938 Nat Herreshoff celebrated his ninetieth birthday. On June 2, 1938, I learned from my parents that my grandfather had passed away. Shortly after his death, a caricature tribute by Frank Lanning appeared in the Providence Evening Bulletin showing my grandfather and a Cup Defender sailing into the sunset.

My grandfather was probably fortunate to have missed the famous hurricane of September 21, 1938 and the widespread damage it wrought.

In later years, I received a jackknife left to me by my grandfather with a letter written in 1937 which detailed how my grandfather had received the knife in 1853 at the age of five from General Nathanael Greene's son, Dr. Nathanael Greene who was a close friend of my great-grandfather, Charles Frederick Herreshoff. My grandfather cherished this knife all his life and so shall I.

Museum Report

The Herreshoff Marine Museum hosted two special events for members and friends in recent months and those who attended enthusiastically took advantage of the opportunity to share stories and to discuss the exciting future of the Museum.

On December 8, 1987, E.L. Goodwin, former president of Cape Cod Shipbuilding Company and steam engineer addressed 50 members and friends at the Museum. Surrounded by brightly polished Herreshoff steam engines of the Museum's collection, Les recounted his days as a steam engineer and the crowd received an informative and entertaining lesson on the proper operation of a steam engine.

On February 28, 1988, over 100 members and guests attended the Museum's annual meeting and brunch at the Sheraton Islander in Newport, Rhode Island. After the business of the annual meeting was completed, Lloyd Berge-

son presented the Museum with the transom section of his New York Thirty, COCKATOO II. Unfortunately, she was lost in a North Atlantic storm in 1979. The transom, which many racing sailors have viewed, will be displayed at the Museum this season. Halsey C. Herreshoff and Benjamin Mendlowitz then presented "The Herreshoff Tradition: Then and Now" which was a tremendously enjoyable talk and slide presentation on the history of the Herreshoff Manufacturing Company and the three Museum-sponsored Rendezvous events.

As we approach the 1988 Museum season, we are working hard on our plan to relocate the entire collection including most of the large yachts from the waterfront, smaller boats and artifacts now in storage, and the 18 Burnside Street contents to the larger building at 7 Burnside Street. We are planning a special event where these exciting plans will be presented in greater detail. Your support continues to be a vital component of our plans.



E. L. Goodwin addressing museum members, December 8, 1987

Fishers Island 12 1/2 Footer: A Restoration

by Michael J. Pesare

In July, 1986, I acquired a small reminder of the great Herreshoff tradition of boatbuilding with the purchase of a Fishers Island 12 1/2 footer — Hull number 1502, built in 1939.

The Fishers Island or "Improved Model" was introduced in 1939. A small fleet was built for racing in the very tidal and rough waters of Fishers Island Sound off the Connecticut coast. Herreshoff Manufacturing Company literature also refers to this model as the Long Island Sound Bullseye.

A. Sidney DeW. Herreshoff incorporated a number of new features into the time honored 12 1/2 footer design at his father, N.G. Herreshoff's earlier suggestion. The new features included: A raised afterdeck with the tiller coming over rather than through the transom, coamings moved inboard slightly, copper flotation tanks under the seats which eliminated the need for watertight bulkheads fore and aft, and a special, hollow spruce spar. Many of these features were designed to make this small boat safer for the youngsters that would be sailing them. This model would be less apt to swamp and sink in rough waters as the earlier boats occasionally did.

The improved model was successful at least to the degree that nearly ten years later, Sidney Herreshoff used the Fishers Island model as a basis for the fiberglass Bullseye which he developed for the Cape Cod Shipbuilding Company. The forty year old Bullseye design remains very popular to this day.

As with many wooden boats approaching 50 years of age, my 12 1/2 footer was in need of extensive repairs. In fact, most every aspect of the boat needed varying degrees of work.

From July, 1986 to August, 1987, I spent over 500 hours restoring this classic. I installed a new mast, boom, jib club, rigging, many new ribs, deck, deck beams, deck canvas, floor, bulkheads, and some trim pieces. Repairs were made to the transom, rudder, keel deadwood, seats, and copper flotation tanks. The boat was almost completely refastened.

Every effort was made to bring this Herreshoff product back to near original condition. Original wood was retained where possible. Rotted or damaged wood was carefully measured and duplicated. Tradition even influenced the color scheme chosen. N.G. Herreshoff's favored scheme of white topsides, green bottom with no bootstripe, and buff decks and floor was used.

Credit must be given to E.L. and Gordon Goodwin of the Cape Cod Shipbuilding Company who both generously offered their time, advice, and most importantly, Sidney Herreshoff's original drawings of the Fishers Island model.

The restoration of my Fishers Island 12 1/2 footer allowed me to gain a first hand appreciation for the finely engineered construction features pioneered by the Herreshoff Manufacturing Company. With loving care, this 12 1/2 footer is ready for another 50 years of sailing.



Lee Lee, Herreshoff 12 1/2 footer #1502 racing in Rendezvous '87 in Bristol Harbor

Herreshoff Construction

by Halsey C. Herreshoff

Part 1

The Herreshoff legend is a unique legacy to who all who are devotees of boating and its lore. We admire the drive and skill of J.B. Herreshoff, founder and president of the Herreshoff manufacturing Company. We marvel at the genius of N.G. Herreshoff from whose fertile mind emanated the progression of magnificent designs. Perhaps too seldom do we recognize the virtues of engineering and construction, key elements of Herreshoff yacht successes.

Outstanding boats, sail or power, must be strong with light weight. Nothing matches the exhilaration of steering to windward a proper yacht with stability for sail power and light weight for easy passage through the water. Lightness and low center of gravity are obtainable only through superior engineering and construction.

The Herreshoff brothers, when barely teenagers designed and constructed their own craft. Nat Herreshoff honed his MIT engineering training by designing lightweight steam machinery and numerous successful racing sailboats both of which required good propor-

tions and weight economy.

The Herreshoffs were always thinking and dared bold innovations, building on the previous season's experiences. Now, more than forty years after the closing of the company, craft still sailing attest to the strength and durability of Herreshoff construction.

One might list the important elements as follows:

- 1) Thorough engineering
- 2) Attention to detail
- 3) Economy of weights
- 4) Proper selection of all materials
- 5) First grade, well seasoned woods
- 6) Accurate fit of components
- 7) Extensive and carefully planned fastenings
- 8) Diagonal strapping
- 9) Tight decking and joints
- 10) Flexibility without hard stress concentrations
- 11) Superior workmanship
- 12) Provision for ventilation of all areas

The Museum will publish subsequent articles which will detail examples of the way in which these goals were achieved.



New York 40's Marilee #955 and Rugosa II #983 under construction at the Herreshoff Manufacturing Company

Brother Nat

by Clarence DeW. Herreshoff 3/28/79

Brother Nat was the daring one among Captain Nat's children. He must have known what he was about as he never had a serious accident, with all his tricks and escapades. Bearing this in mind, it would not seem right to accuse him of being foolhardy.

On 4th of July he marched in the "Antiques and Horribles Parade" in a red devil's costume complete with a tail. At the end of the tail was a diamond-shaped wooden piece. A small hole was drilled up through its center to receive a sparkler.

Nat carried a bottle of kerosene with him and every block or two he would take a mouthful. Holding his tail end up in front of him, with a lighted sparkler inserted, he blew out his mouthful of kerosene. With a roar it ignited in a terrifying, hot, four foot flame.

The DeWolf Inn once stood along the waterfront north of Church Street in Bristol with a light pier in front of it. The Inn had been closed for several years but was reopened for a couple of summer seasons about 1912. One summer during this period an informal water carnival was held in front of the Inn with diving, swimming races, and canoe tilting.

The principal feature of the carnival was a skit that Nat put on for the entertainment of the spectators. Two accomplices, each in a separate

skiff, assisted him. One skiff was positioned eight or ten feet off the end of the DeWolf Inn pier; the other, some thirty feet beyond that.

Nat was not in sight but when all was ready, he held the DeWolf Inn door ajar and, from within, signaled his men. Each carried out his assignment.

The one just off the pier head emptied a can of gasoline on the water and tossing a lighted match, ignited it. He then quickly moved his skiff to a safe distance.

The other, some thirty feet beyond, capsized his skiff, carefully trapping as much air under it as possible. He then swam away from the skiff.

Nat then emerged. Over his bathing suit he wore an old wash dress loaned by his sister Agnes. Impersonating a demented female, he ran out along the pier at top speed and dove into the flaming gasoline. The "demented female" was never seen again.

Passing through the flame, Nat swam under water and came up under the overturned skiff. Subsisting on the trapped air under the skiff, he removed his sister's dress and after some minutes, swam out under water surfacing some distance away.

Catamarans

(continued from page 1)

Camping out in a catamaran is pleasanter than one would think. The tent affords such perfect shelter, and the floor of the car is so broad and flat, that it seems more like a little house on the land than a veritable flying machine. In the midst of our sleeping, a fresh northeaster came whistling in the rigging overhead. We aroused a little, only to give her more cable, which she took with great promptness. A fair wind induces an early starting, and, at six next morning, we were off, with a fresh breeze from the north and the sky slightly overcast. The run from the Torpedo Station to Fort Adams was made in true catamaran style; thought I, were there only a straight course to New York, we would get there in ten hours. But, at the Fort Wharf, turning before the wind, everything became calm and quiet.

If, in a catamaran, you are sorely pressed by wind or wave, turn her bow to leeward. There you will find comfort and consolation, so light she is, and presents so little resistance, that the wind blows her along like a bubble floating in the air. We laid to off Point Judith, at seven, for breakfast, after which reinforcement we continued with the wind gradually dying. When off the Connecticut River we decided to steer for the Long Island shore. We had not gone far on that course when the wind hauled back to east and commenced blowing. Now, with the wind east in Long Island Sound, and blowing a single-reef breeze, it does not take long to kick up a sea, especially with an ebb tide. At least it did not that day, and soon the TARANTELLA commenced to race, lifted, and borne on the crest of a wave, she should shoot forward with incredible speed. We settled away on the peak halyards and made, in effect, a leg-of-mutton sail from the mainsail. This made a very easy rig, and one particularly adapted for off-wind sailing.

And now, whilst we are flying along, with the waves lifting and breaking high under the after tie-beam, let us overhaul another of the alleged failings of the catamaran, to wit: their tendency to turn over endwise or pitchpole. Now, the center of effort of the sails of the TARANTELLA is 14'6" above the waterline. With the wind abaft of beam, the tendency to bury the bows of the hull is quite obvious. This desire to bury forward is corrected, in a measure, first by having more than an ordinarily large jib, which, on account of its inclined position, lifts strongly that part of the boat. Then the midship link, at which point is imparted most of the press of the sails upon the leeward boat, is so placed in relation to the displacement of the hulls that the downward push (to which the force of the wind on the sails is resolved) presses more toward the stern, so the leeward boat always keeps in good fore-and-aft trim. The trouble then lies only in the lifting of the stern of the windward hull.

Of course, if you lift the stern of the boat, and thus make the bow bury itself, the effect is just the same, and just as unpleasant as when the bow sinks for want of buoyancy with the trim of the stern where it should be.

Building the catamaran high in the bows cannot remedy this fault in the least degree; the only thing to be done is to take care of the stern, and the bow will take care of itself. Having stationary ballast will keep the stern down, but this is against my principles. I want to have everything about the boat as light as can possibly be; so when the stem of the TARANTELLA looks light, my companion sits on it, and says it is one of the best seats on the whole boat. It is almost always dry, and one gets there a real sense of the speed with which she tears along.

At 6 p.m., we drew near Port Jefferson, which I have always found a pleasant halfway stopping-place. The tide was nearly out, and a strong current setting in against us from the harbor. But in a catamaran nobody cares about those little places where the tide runs swiftly, and where you are mounting a little hill; the sails are so large, compared with the whole weight, that I really believe the TARANTELLA would climb the side of a mountain, if her elements would only arrange itself in the position of one. The proportion of superficial area of the sails to the weight of the whole boat complete is one square foot for each 4 lbs. of water displaced. In a raceboat, say, 25' long, with a large rig and ballast to carry it, the proportion is 1' of canvas to 8 lbs. of water displaced. In a first-class yacht, such as the IDLER, the proportion is 1' to 28 lbs. of displacement. Why shouldn't the catamaran sail with such power? But what seems wonderful is that they should carry it so long and so well. The TARANTELLA will carry her sails, and carry them as well and safely as any fairly rigged yacht afloat. But their masters are apt to err in carrying sail beyond all reason. The sense of safety makes them reckless.

(To be continued next issue)

CHRONICLE

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Published at Bristol, Rhode Island



CHRONICLE

BRISTOL, R. I.

No. 18 - SPRING 1989

Thomas P. Brightman Recollections

In October of 1977, Museum Photographer Paul A. Darling interviewed Thomas P. Brightman about his days at the Herreshoff Manufacturing Company. Nearly twelve years later, this taped interview has been submitted to the CHRONICLE for publication.

Tom Brightman worked at the Herreshoff Manufacturing Company for over 45 years, beginning in 1901 on the day of the launching of the America's Cup yacht CONSTITUTION and finishing up when the company closed its doors in 1946. He worked in a variety of capacities including plant manager and official shop photographer.

As shop photographer, Tom Brightman took thousands of photographs of the products of the Herreshoff Manufacturing Company. His subjects ranged from the smallest dinghies to the grand America's Cup defenders, both under construction and in their element. Museum Curator, Carlton J. Pinheiro and Maynard Bray of WoodenBoat Magazine will include many of the best photographs from the Brightman Collection in a book that they are currently co-authoring on the Herreshoff Manufacturing Company.

For over 25 years, Mr. Brightman lovingly maintained and sailed his old catyawl, ALICE, out of Bristol Harbor. She had been built many years before in 1889 for Charles F. Herreshoff. ALICE has recently been donated to the Museum.

Editor

Getting Started

"I was at Bryant and Stratton (Providence-based business school), casting about for a job in the spring of 1901, and got a chance to work for the Herreshoffs. They offered me six dollars a week, not knowing that I would have been glad to go to work for nothing at the boatyard. After the first week, they gave me nine dollars and from then on I had no fault to find with the pay. I began in the office as a cost clerk, and part of my job was to accompany Mr. John B. Herreshoff, the blind brother of Nathanael around the shop. From the start, they were both "Mr. John" and "Mr. Nat". They were awfully good to me. As long as I did my work, they gave me the run of the shops and I was young and eager to see how things were done. I put some time in almost every department of the place before I was through. I'd pitch in whenever they were shorthanded or when any work was being done that was interesting, and there was never any question about my spending time in any part of the place. It was very, very interesting.

It just happened that the day I started in, they launched the Cup candidate CONSTITUTION. She was (later) defeated by COLUMBIA which defended the America's Cup in 1899 and again in 1901. I remember that the morning that the papers announced that COLUMBIA had been chosen to defend the second time, Mr. John came into the office and said to Mr. Nat that they decided to use COLUMBIA again, and if they lost the Cup, what were they going to do. Without hesitation, Mr. Nat said, "Well, we can take the CONSTITUTION and go get it back." He was firmly of the opinion that CONSTITUTION was the better boat, but she didn't have the organization behind her. Charlie Barr was the skipper of COLUMBIA."



Henry Luther and Tom Brightman reminisce at the dedication of the Museum's 18 Burnside Street exhibit room in August, 1977

The Herreshoff Manufacturing Company

"I had a wonderful chance to learn about boatbuilding. That yard was unique in that it was the most nearly complete yard in the country. It had its own designing/drafting division. In fact, as long as Mr. Nat was in sole charge, they didn't build anything that anybody else designed. The yard had its own foundry and they made all their own castings: iron, bronze and aluminum. They had their own forge shop, they had power hammers, machine shop, boiler shop and pipe fitters, a whole sail loft, complete paint shop and electrical division. Of course they had a carpenter shop, a metal-working shop, steel workers, riggers, upholsterers. This was primarily because Mr. Nat designed everything that they used. They didn't just go to the catalog to buy fittings, they had to make them. Also, they were out in the "country" (Bristol) where it wasn't easy to reach out and pick up stuff that might be available elsewhere. So, they just designed and made up everything that they used. For instance, for the Navy torpedo boats that they built in the early days — the Navy just outlined what they wanted and all the detail and the design was Mr. Herreshoffs. He designed not only the engines and boilers, but the condensers and me pumps, steering mechanism and deck fittings, Everything on them he designed and built in his shop."

His First Camera

"You know, it's a curious thing — a blind man bought me my first (good) camera. When the shop launched the COLUMBIA in 1899, it was in the evening and the photographer was using flash powder and his whole supply of powder went off and it killed a boy. After that, I'll tell you, photographers had no license to go anywhere near the place.

Catamaran Chronicle:

Narration, Refutation, and Description

(continued from #17-1988)

July 28 was one of those perfectly dead, quiet days that I have often experienced at the head of Long Island Sound. It was particularly so this day, and a decent day's work could not be made, not even in a catamaran. We anchored in Cow Bay in the early evening, pitched our tent in a sullen rain, and consoled ourselves with the idea that we were better there than in a worse place. The 29th was a little better, and we found ourselves at Hell Gate, at 10 a.m., with the lightest and most untrustworthy of breezes from SE, and the tide half flood. However, we put her to it, and by good luck, and that ability of hers to go upstairs, we got through, and finally anchored in Gowanus Basin.

On the morning of the 30th, there was a fresh breeze from the north, and we commenced the ascent of the Hudson. I kept a sharp lookout, expecting every moment to see Captain Meigs in his METEOR, and I thought then, as I have often since, what has become of him?

In *The Spirit* of May 26, Mr. Meigs has much to say about the comparative merits of the flexible joint system, used in the connection of my catamaran, and the rigid or partly rigid plan that he pursues. For illustration, he makes use of a most happy simile, which, I think, serves my purpose better than it does his. 'Twas that of two drunken brothers wending their way through the streets, arm-in-arm. So long as they keep walking on a smooth, level plain, their connections are undisturbed, but if, in their erratic course, one of them would step off the curbstone into the gutter, the other one, if he undertook to keep his brother on the same plane as himself, would find it very irksome, and after several repetitions of that sort of thing, I think they would be glad to part company.

But the laws of nature, which Mr. Meigs talks about, have made most admirable provisions for this emergency. She has placed in the shoulder of each brother a perfect ball-and-socket joint, which allows one to raise himself over an obstacle, or sink into a depression, without disturbing their union, or the laying out of any strength on either side, which would tend at last to make the bond tiresome and injurious. In the afternoon, as we were near the head of Haverstraw Bay, there came a squall from the eastward, and a peeler, too. We furled the jib, and settled away a little on the peak of the mainsail. The catamarans seem to possess a remarkable ability to steer well under any disposition

of sail. I have beat them to windward, coming about surely every time with the jib alone, or with nothing but the mainsail. With mainsail at double or three reefs, they always work well; but what seems oddest of all, I have worked



AMARYLLIS II sailing trials — 1933

the TARANTELLA under the storm-jib alone, a little sail containing only a hundred square feet. With it I could beat to windward, and come into stays every time. When the wind and rain had ceased, and the great black clouds with their thunder had rolled away to leeward, I discovered two catamarans a short distance ahead, and on coming up with them, I found my first-born, the AMARYLLIS, and the CARRIE, a smaller one. We sailed along in company for several miles; and as we approached the old Donderberg, there came yet another squall from the same direction. There was more wind than in the first, but as for the rainfall, it defied all description. There fell nearer whole water than I've ever seen either before or since. An obstruction in the scupper of the car caused the water to collect with such rapidity that I think it must have filled it, had it not been cleared.

The TARANTELLA and AMARYLLIS stayed near Peekskill that night, and the CARRIE elsewhere, for we saw nothing of her after the squall.

The next day commenced with a calm and an ebb tide, so the navigation of the Hudson became rather tedious. The beautiful scenery of the Highlands, however, fully compensated for the lack of wind and our consequent slow progress. Farther on, toward West Point, a fresh breeze sprung from the north, and the rest of the trip was made most pleasantly. As for the regatta next day, nothing here need be said, for it has been most fully described. I can only

regret it was not a dead to windward and leeward race. In that event, the minds of many reporters would have been put to rest, in respect to the TARANTELLA, in comparison with the other racing boats.

On the morning of August 2, we started on our homeward trip and found the sailing on the Hudson just as treacherous as ever as far as the old Donderberg. A fine breeze from the eastward, and backing to the northeast, made the rest of the trip to South Brooklyn very short; for, as we neared New York, the breeze became unwarrantably fresh, and with all jib, and the mainsail partly settled away, we flew along at more than steamboat speed. Now and then a more than usually strong flaw would strike her, upon which her bows would be lifted in air, like the taking flight of a great bird who was uncertain which to make her favorite element, the sea or sky. Once comfortable at anchor at the Gowanus

Basin, and sitting quietly under our tent, we talked of the folly of many people who make an effort to combine the catamaran and the cabin yacht.

In my opinion, the catamaran is a perfectly distinct variety of vessel, having its own peculiarities and characteristics, and any attempt to cross it with the old form of yacht results only in a mongrel production having none of the advantages that make the catamaran so attractive, and retaining all the bad qualities of the single-hulled yacht, with unwieldiness and ugliness combined.

The catamaran should be preserved always in its pure form. 'Tis a light, airy, fantastic machine for flying and floating, and if one attempts to inflict a cabin on her, all the lightness is lost, and I feel sure that such a craft will prove in every respect unsatisfactory. At least it shall always be my aim to develop the characteristics that belong purely to the catamaran, and make the gap between it and the old craft wider and wider.

I have demonstrated, at least to my own mind, that cruising in the catamaran is both pleasant and practicable. To those who are truly in love with aquatic sports, the tent affords sufficient shelter; and if anyone wants a cabin, it is clear in my mind he doesn't want a catamaran.

The outlook on the next morning (the fourth) was most promising, and we started at six on

(continued on next page)

the front of the fresh northwest breeze. Then commenced a most magnificent day's sailing. Off every point we were greeted with flaws that would send us flying at such a pace as to almost annihilate distance. Points ten or fifteen miles ahead were made and passed in an incredibly short time, but, after all, it was not a day to make continuous fast time. The wind was so unsteady, and our speed, consequently, so variable, that the fastest time made between any two points was seven miles in 28 minutes. We ran from Stratford Light to Faulkner's Island at the rate of thirteen miles an hour.

After passing the Connecticut River, the wind hauled more toward the west and became much lighter, so our hopes of reaching home that night almost failed us, but again between Watch Hill and Point Judith, fresh flaws favored us, and we turned into our home sailing ground at four in the afternoon.

The sail up Narragansett Bay was most lovely; though its banks were not as high and as boldly beautiful as those of the Hudson. The islands, now alight with the glow of the declining sun, had a peaceful beauty of their own. As is common here in summer, the northwest breeze departs with the sun, and that evening at eight o'clock it fell a perfect calm, leaving us a provoking 100 yards from our landing; however, the day's sail, though it closed in ignominy, was a great triumph. A 140-mile run in 14 hours, or in easy daylight in the summer season, was enough to suit anyone's fancy: at least I was fully contented.

I have made lately several trials of windward speed in the TARANTELLA,

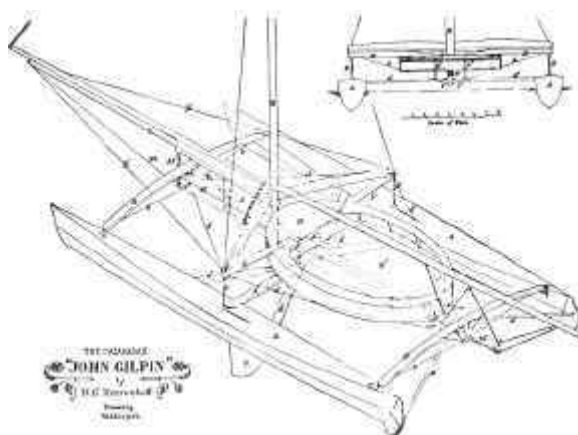
the best of which was a beat to Newport from Bristol, a distance of 13 miles. The wind was so nearly ahead that the sum of the length of the port tacks was $7\frac{3}{4}$ miles, whilst that of the starboard was $8\frac{1}{4}$ miles. The run was made in 1 hour 53 minutes. The tide was fair. From this and several other similar trials, I have rated the maximum speed of the TARANTELLA, dead to windward, at $6\frac{1}{2}$ miles an hour. Of her speed, in free wind sailing, the fastest I have actually measured was 18 miles an hour, though on one other occasion I am positive of sailing over 22 miles an hour. It was at the first striking of a squall, and the water was nearly dead smooth. Unfortunately, I was not near any point where I could take time. These extreme speeds

are by no means made every day in the week. In our average summer winds, say, about three-fourths of a whole sail breeze, the catamaran, sailing free, will go 15 or 16 miles an hour.

As the season advanced, and the winds became stronger, I had several opportunities of trying the TARANTELLA under shortened sail. With a three-reefed mainsail and storm-jib, I made as fast time in smooth water as under any condition. With a double-reefed mainsail alone, she worked admirably to windward. But what seemed to me most surprising was that, under shortened sail, she would make remarkably good time, even faster than the common style of yachts, and that in breezes when all sail might be carried.

One day, late in September, the wind in force and direction chanced right for me to race with the RICHARD BORDEN, our fastest bay steamer. I lay in wait for her as she was making her daily trip to Providence and pounced upon her off Papoosesquaw Point. I passed her with the greatest ease, and at Rocky Point I was a full half-mile ahead, notwithstanding the breeze, which over the last part of the course became quite moderate. The distance sailed was $4\frac{1}{2}$ miles. In regard to next season, and what it may bring forth in the further development of the catamaran, I do not at this moment see where I should change the construction and arrangement of the catamarans that I have built this year.

I have always in view improvement, and to that end have devised a new rig, which I shall try on my next catamaran.



Yachting historian W.P. Stephens' drawing of the 1877 Herreshoff catamaran JOHN GILPIN

Museum Report

During the summer season of 1988, the Herreshoff Marine Museum hosted a number of waterfront clambakes for members and visiting yachtsmen alike.

The Riverside Yacht Club of Riverside, CT visited on July 27, 1988 as part of their Centennial Celebration Cruise. Over 150 guests arrived on about 40 yachts. Guided tours of the Museum were given and an old-fashioned New England clambake was served in the evening.

Approximately 40 members of the Hyannis Yacht Club sailed in from Cape Cod on August 9, 1988 as part of their summer cruise. They also enjoyed a guided tour of the Museum and a clambake on our waterfront.

The Museum held its annual clambake for members and friends on July 31, 1988. All who attended received an exciting description of the bold plans of the Museum for an enlarged space at 7 Burnside Street.

The Museum's full schedule of events for 1989 began on March 12 with our annual

brunch and meeting at the Sheraton Islander in Newport, RI. Over 125 members and guests enjoyed a fascinating look at the Museum's diverse collection as shared in a slide presentation of rare photographs by Halsey C. Herreshoff, Carlton J. Pinheiro and Michael J. Pesare. The donation of the historic 1889 catyawl ALICE was announced and her donor, Frank A. Posluszny of Cos Cob, CT presented a brief slide lecture of his rescue and ownership of her.

As the summer season approaches, we invite all members and friends to participate in the three very special events which are planned. They include the formal dedication of the Isaac B. Merriman Building/A. Sidney DeW. Herreshoff Exhibit Hall, a $12\frac{1}{2}$ Footer Symposium for owners and enthusiasts, and Commemorative Class Races/Clambake.

For more information on these events, please contact the Museum Office at (401) 253-5000.



ALICE in Bristol Harbor c. 1900

(continued from page 1)

I hadn't been working there (HMCo.) very long before I took some pictures of sailboats on file with a little 3-A folding camera. John Herreshoff called me into his office and said, "Thomas, I hear you take pictures." My heart sank — I thought I was about to be fired! But I admitted it. "There's a fellow, he went on, who has one of our launches and he's interested in trading it for an automobile that I've got, but first he'd like to see a picture of it. Do you suppose you could take a picture of it?" I said, "You betcha". On the basis of this, they made the trade.

Mr. John (later) added. "I've been thinking it might be a good idea to get some pictures of the boats we build." I agreed with him and he asked, "Do you have the right kind of equipment to do it?" I said, "No, I've only got a cheap little hand camera," and he asked what I'd need and what it would cost. I picked the 5" x 7" Press Graflex outfit, which cost \$400, quite a lot of money in those days. He replied, "Whew- but go ahead and get it." I got the Graflex and the equipment that goes with it, including the 12-magazine plate holders, using glass plates. I'll tell you, that thing, loaded with 12 plates, was something when you got out in a rowboat and every motion you swerved, you were lucky if you didn't go overboard.

Well, I lugged that thing for about forty years. I traded it finally, getting a 3 1/4" x 4 1/4" Speed Graphic, and later, during World War II, I got the company to buy a 4" x 5" Speed Graphic. I took a great many pictures for the Herreshoff Manufacturing Company."

Mr. Nat's Engineering Ability

"I remember something that impressed me. Our chief draftsman was a Dane, middle-aged, a very clever fellow. They were designing a new model steam engine and there was a question about the shape and dimensions of its connecting rod. There was quite a discussion but Mr. Nat just grabbed a sheet of paper, and freehand, drew the connecting rod in plane and elevation, and he said, "Why don't you check that out for dimensions." The next day I happened to be in the drafting room when they were discussing it. The Dane had made calculations for stress and weight, made a proper drawing of a connecting rod, compared the two, and you could hardly tell them apart. He (Mr. Nat) had the mechanical ability to estimate pretty nearly correct the first time."

Mr. Nat's Sailing Ability

"He (N.G. Herreshoff) would have been good at anything that required coordination and judgement. It was a pleasure to see him handle a boat. One thing that I remember in particular was the day he tried out the 80-foot waterline steel schooner VAGRANT that he built for Harold Vanderbilt. There was a fresh, clear northeaster when he took her down the bay. When he came back, he elected to come into the wharf under sail, and you know — he rounded up into the wind by the buoy in the middle of the harbor and then headed for the berth on the south side of the North Wharf. At times I would think he was going too fast and wouldn't make it, and would poke that bowsprit right through the door of the Shop. But when she stopped, all we had to do was pass the lines down — he was right there alongside the wharf. And that was a new boat that he'd never handled before."

Resolute/America's Cup - 1920

"When the RESOLUTE won the defense of the America's Cup in 1920, she lost the first two races of the best-of-five series. In the first race, that Scandinavian crew, in their excitement, had raised the main throat halyard by hand, so tight, that when they set the other end of it up on the winch, there was only a part of a turn of wire on the drum. That was secured by being stuck through a hole in the drum with a lump of lead stuck on the end of it. It was expected to be secured by two or three turns on the drum - ample security. At the first mark, when they went on the wind and slacked away the sheet, it put so much strain on the halyard, it pulled the lead all the way into the wire and they dropped their mainsail. That lost the race.

In the second race, they were so confident they could outsail the other fellow, that they committed the unpardonable sin of not staying between him and the next mark, and he (SHAMROCK IV) went wind-hunting, found some, and beat them by about fifteen minutes.

Well, they had to win three straight, and they were pretty nervous, so they asked the old man (N.G. Herreshoff) to come over and sail with

them. They arranged for a (Navy) destroyer to come up from Newport to pick him up and take him over to Sandy Hook.

They won the next three races all right and at night they had a victory celebration dinner on the big steamer with a big crowd."

Captain Charlie Barr

"They (Mr. Nat and Charlie Barr) had the greatest respect for each other's ability. They got along very well together, but they weren't above needling each other once in awhile in a friendly way. For instance, Mr. Nat invited Barr to go out with him to try out a new Buzzards Bay 24-footer which was one of those extreme overhang boats - 24 feet on the waterline and 35 feet or more overall, with a very sharp keel and a spade rudder. They just got out from the dock with a fresh southwest wind blowing, when the breeze caught their jib. Charlie Barr was forward by the halyards alongside the mast and the forward part of the boat just went out from under him and knocked him in the water. Mr. Nat, at the helm, knew of course, what was going to happen but Charlie didn't. They had the highest regard for each other."

Charles Francis Adams

"I liked to try out boats on the weekends and summer evenings, and I remember one time, Charles Francis Adams took over as Treasurer (of the HMCo.) during World War I. Our regular treasurer, Robert W. Emmons, of Boston went into the service and Mr. Adams was pinch hitting for him. I was very fortunate to know him as he was quite a character. He was Treasurer of Harvard and was president of one of the big banks of Boston. He was also probably the best amateur yacht racing skipper in the country. He sailed RESOLUTE and YANKEE...it was a pleasure to see him sail a race boat. I had the fortune to be with him one day when he was sailing the RESOLUTE (1920 America's Cup winner). He sailed her just as he would his little R-Class boat. He'd get ready to come about and he'd say, "Ready about, hard alee," and he'd put the helm down like the Scandinavians do, they (crew) saw to it that they had their jib sheets and back stays (tended), and if they didn't, by any chance, he could talk to them in a language they understood and respected. He'd swear like a pirate!"

12 1/2 Footers

"You've been in the Model Room. You look at all sorts of different shapes; they're all good ones and it makes you think that it doesn't make any difference what shape you use, but it isn't so. Almost all of his (Mr. Nat's) boats were good ones of their kind. I, of course, think of the sailboats first and I think one of the greatest boats they ever built was their little 12 1/2 that was designed for young people to learn how to sail. Right away, there was criticism that they were no good for teaching young people because no matter what they (the youngsters) did, they couldn't get them to not perform well."

New York Thirty Class - 1905

"That was a famous class. We built 18 of them. Mr. Nat gave me the job of picking out the equipment for the boats. The contract said they'd be equipped for cruising. Mr. Nat said, "You make a list of what we ought to put aboard listing cooking utensils, dishes, linen, etc." I typed it up, gave it to him and he read the whole of it. He started to turn away, but looked back and said, "But you know, the way these boats will be used, a corkscrew and a can-opener will probably be ample."

CHRONICLE

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Published at Bristol, Rhode Island



CHRONICLE

BRISTOL, R. I.

No. 19 - FALL 1989

Fishers Island 23 Footer

Hornet

by Halsey C. Herreshoff

John W. Wendler of London, England has donated the Herreshoff Fishers Island 23 Footer HORNET to the Museum. At the beginning of September, Mr. and Mrs. Wendler along with Halsey Herreshoff sailed HORNET from her Jamestown mooring to the Museum anchorage in Bristol.

HORNET is a handsome example of one of the most striking one-design classes produced by the Herreshoff Manufacturing Company. Being 23 feet on the waterline and 34 feet overall and having a streamlined trunk cabin, these low, slim yachts shared classic lines with a style of modernity when they first sailed in the early 1930s. HORNET and her sisterships were built light for one-design racing performance. Framing is the normal Herreshoff steam bent white oak; planking is Honduras mahogany finished bright. The beautiful appearance of varnished topsides on HORNET has been maintained to a remarkably fine degree over some 50 years of sailing.

The Herreshoff Fishers Island 23s (often called H-23s) were designed by A. Sidney DeWolf Herreshoff in response to a request by residents of Fishers Island, New York for a sprightly one-design class. Of the 14 yachts built on a modified production line at the HMC., the bulk were delivered in the spring of 1932. Before the hurricane of 1938, the H-23s were a notable, highly competitive racing class in Eastern Long Island Sound. With reduced numbers, racing continued after World War II for many years.

Sid Herreshoff, himself, shared with the owners particular enthusiasm for these special boats of beautiful proportion and fine sailing qualities.

HORNET is missing her hull plate but is believed to have been built in the late 1930s as she has Weldwood plywood decking in lieu of the previous planked decking.

HORNET participated in the 1981 Herreshoff Rendezvous under the ownership of Jeffrey Silva of East Providence.



Fishers Island 23 Footer with beautifully varnished topsides

Jack Wendler summers on Block Island and enjoyed sailing HORNET there for several seasons. It is a credit to him and all previous owners that this gem of a yacht is so nearly original and looks so fine especially with her gleaming varnished topsides. HORNET is a striking addition to the Museum's "Hall of Boats".

Fleet Delivery

by Francis W. Cole, Jr.

Fred Cole of Haydenville, MA, a good friend of the Museum, writes for us the following first hand account of the earliest adventures of the famous Fishers Island 23 Class.

My father commissioned H-23 number 1, (HMC. #1212), painted her light blue, and named her TRONDA for reasons which have remained a mystery to this day. This was the early summer of 1932 and some rosy optimists were hopefully and forlornly predicting a trend up in the economy, but my father predicted a trend downward, hence maybe, TRONDA.

About a dozen Fishers Island yachtsmen gathered at Bristol to sail perhaps six of the new boats from there to Fishers Island. The plan, or Father's and my plan, was to start very early in the morning and sail from Bristol to Fishers Island in one day. This was a dreamy plan born out of golden optimism and inexperience. Father had done almost no sailing but I had sailed a lot in Bullseyes, but with no cruising. The other boat captains were more experienced.

Instead of starting at dawn, however, what with the usual last minute snafus, the flotilla did not clear the harbor until afternoon, and so spent the night, after a good sail down the bay, at Point Judith. We had provisioned TRONDA very sparsely, expecting a day sail, with only two chocolate bars, and no sleeping bags. The sounds of joy and laughter from the other fleet members still echo in my ears after almost fifty four years. The other captains included Tommy "Whistlebritches" Russell (KATY-DID), Charlie Goodwin, and Commodore Frank Haines (MARIETTE). Anyway, TRONDA got underway the next morning at daybreak and arrived at Fishers Island early in the afternoon.

PADICK, owned by Everitt Dickinson was "the fastest boat in the fleet" or so I claimed in refusing to admit that he might be a better sailor. She was painted bright red.

I am delighted to know that the H-23's designer, Sidney Herreshoff was as fond of the boats.

Museum Report

The 1989 season at the Herreshoff Marine Museum was filled with numerous unique and special events culminating in the long awaited move to the 7 Burnside Street building.

On July 12, 1989 a group of 75 yachtsmen from the Pequot Yacht Club of Southport, CT raced over from Wickford for a guided tour of the Museum later followed by a delightful clambake on the waterfront. The Museum hosted a Herreshoff 12 1/2 Footer Symposium on July 30, 1989 to celebrate the 75th anniversary of this popular and enduring design. Over 135 12 1/2 footer aficionados garnered in the 7 Burnside Street building for a day long series of lectures on such topics as origins of the design, reflection; on their construction, restoration, and reminiscences from various fleet representatives. Ballentine's Boat Shop brought a fully restored 1938 12 1/2 footer which was lovingly admired by the group.

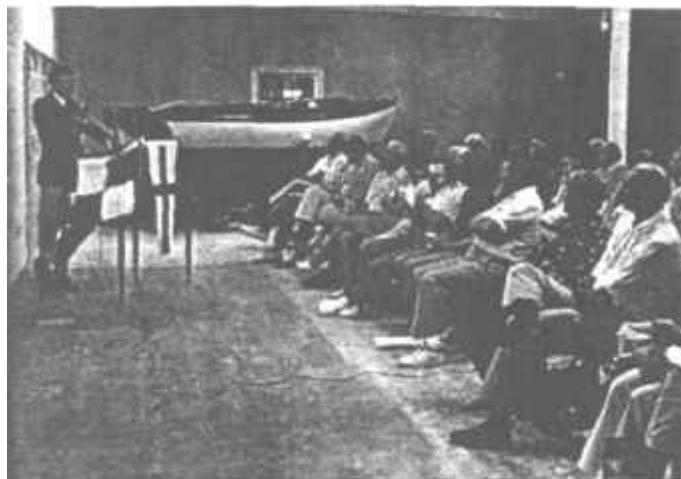
The Annual Summer Clambake was augmented by Commemorative Class Races for the S Class and 12 1/2 Footer Class on August 26, 1989. Over 13 S boats participated in a competitive race to celebrate the 70th anniversary of the design. Scott Manchester's ARGUMENT won by a wide margin over John Migliaccio's WISTFUL. As we have come to expect from the S fleet, the racing was close and tactics were crucial particularly in the light and shifty northerly winds.

Nine 12 1/2 footers participated in one of the most competitive races in recent years. POPPY owned by Sandy and Heather Crouchley, continued her winning ways started in Rendezvous 87 by handily winning the race over James Goff's ZEPHYR. The remaining boats were closely grouped at the finish. Activity for the 12 1/2 footers increased this year with the rejuvenation of the Narragansett Bay Herreshoff 12 1/2 Footer Association. Over 200 members and friends attended the evening's clambake and awards ceremony on the waterfront. This was a festive celebration of two outstanding one-design classes and a prelude to the Museum's fourth Rendezvous in 1990.

The Museum hosted the S Class Nationals on September 30 - 31, 1989. A large fleet representing Narragansett Bay and Long Island Sound competed and the racing was followed by a catered reception in the "Hall of Boats".

On October 14, 1989 over 200 members and friends attended a preview of the Museum's new quarters at 7 Burnside Street which will be dedicated in memory of Isaac B. Merriman in the spring. This occasion also marked the release of "Herreshoff of Bristol", a photographic history of the Herreshoff Manufacturing Company. Authors Maynard Bray and Carlton J. Pinheiro were on hand to personally sign copies of this outstanding new book. Jonathan Wilson of Wooden Boat Publications, the book's publisher, and Sherry Streeter, the book's designer, were also in attendance. The publication of "Herreshoff of Bristol" and the magnificent new display at 7 Burnside Street gave a renewed appreciation for the unique Herreshoff story to all who attended.

As we look ahead to 1990, there is much to look forward to including the official Museum Dedication in June and Rendezvous 90, a special gathering of Herreshoff yachts, in August.



Paul A. Darling

Halsey C. Herreshoff at 12 1/2 Footer Symposium — July 31, 1989



Paul A. Darling

Maynard Bray and Carlton Pinheiro sign copies of "Herreshoff of Bristol" at Member's Preview - October 14, 1989

S CLASS - 70TH ANNIVERSARY RACE
12 1/2 FOOTER - 75TH ANNIVERSARY RACE
AUGUST 26, 1989

Pos.	Boat Name	Owner
S Class		
1	ARGUMENT	Scott Manchester
2	WISTFUL	John Migliaccio
3	SWALLOW	Frank McCaffrey
12 1/2 Footer Class		
1	POPPY	John D. Crouchley, III
2	ZEPHYR	James C. Goff
3	REMORA	Stanley Livingston, Jr.



S Class Start — 70th Anniversary Regatta August 26, 1989

Fish Class Sloop Donated

Michael J. Pesare

In August, 1989 the Herreshoff Fish Class sloop DOLPHIN was donated to the Museum by Frederick M. Heald of Bristol. Mr. Heald passed away only weeks after the donation.

The Fish Class was introduced at Oyster Bay, New York in 1916 when 23 boats were delivered to members of the Seawanhaka Corinthian Yacht Club, each named for a different species of fish. Their principle dimensions are: LOA 20'9", LWL 16', beam 7'1", ballast 1,400 lbs. and sail area of 270 square feet.

The inception of this class can be traced back to August, 1914 when a member of the Seawanhaka Corinthian Yacht Club suggested that the club consider adopting a new one-design class to replace their Clinton Crane designed sloops. The Crane 15-footers, designed in 1903, were long ended, lightly built boats quite similar to the Herreshoff Buzzards Bay 15 footers/E boats. Having raced hard and often over the previous 11 years they were beginning to show their age.

A One-Design Class Committee was formed to solicit designs from this country's leading yacht designers. Proposals were submitted by John G. Alden, B.B. Crowninshield, William Gardner, Nathanael G. Herreshoff and others.

In October, 1914 the Committee decided that a Herreshoff design similar to that of SADIE (HMCo. #732) would be best for the needs of the club. SADIE was a full keeled improvement of N.G. Herreshoffs own ALERION III of 1912, built for former SCYC commodore E.C. Benedict in 1914. Due primarily to a downturn in the economy, the response to this proposed new design was not as strong as expected and the Committee decided to postpone its decision

for another season. A number of members ordered an inexpensive centerboard sloop known as the Nut Class possibly as a short term substitute.

Finally, in January, 1916, the Committee decided to proceed with the Herreshoff proposal. The resulting design was an expansion of the Buzzards Bay Boys Boat/12 ½ footer using the same half model. The expansion was 13 to 10 longitudinally and 12 to 10 transversely.

SCYC commodore Daniel Bacon headed the selection committee and having just purchased one of the smaller 12 ½ footers, may have had an influence in the decision to use this design as the basis for the Fish boats. A March, 1916 article in Rudder Magazine stated: "After long and careful deliberation, the special committee of the SCYC selected the design submitted by Herreshoff for their new one-design class. The boats are intended to be comfortable to sail in, of the knockabout type, in which seaworthiness and safety are looked to more than racing speed."

At the end of the first season, the club printed an informative flyer describing the Fish boats hoping to attract more orders. In it, they even offered: "to have a sailing master on hand to instruct those wishing to learn how to sail the boats." Their promotion produced only three more orders.

About 40 Fish Class sloops were built at the Herreshoff Company between 1916 and 1925. In 1925, a fleet of 7 boats, all named after popular cartoon characters, was delivered to members of the newly organized Warwick Country Club at Warwick Neck, RI. These boats carried the increasingly popular marconi

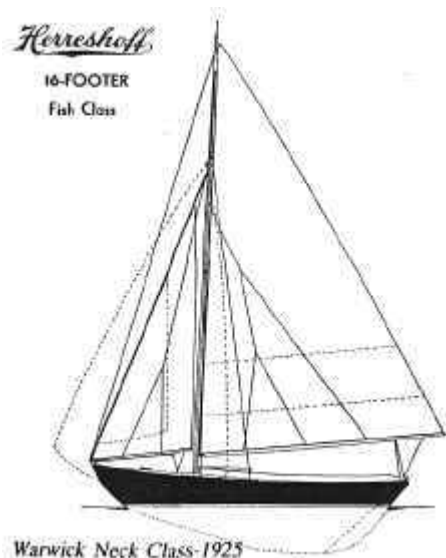
rig. The Warwick Neck Class was sold to a group in Cold Spring Harbor, NY when their owners moved up to the Burgess designed Atlantic sloops. In 1926, part of the original Seawanhaka fleet went to Mattapoisett where they were actively raced until the 1938 hurricane decimated the fleet.

In 1936-39, the Herreshoff Company built about 6 of the Sidney Herreshoff modified Fish boats known as the Marlin Auxiliary Cruisers. The original cabin house was slightly enlarged to allow for more cruising accommodations. The boats were planked with mahogany rather than the original cedar and the trim was teak. The Marlins were equipped with a small 2 ½ hp. auxiliary engine.

The Herreshoff Marine Museum received a fine example of the Marlin Auxiliary Cruiser from John Bumstead in 1977 and we are most grateful to now have an example of the earlier Fish Class.

While little is now known of her early history, DOLPHIN is believed to be one of the 1916 Seawanhaka fleet. She came to Narragansett Bay about 1954 and for many years she gave considerable pleasure to the late Philip Green and his family, sailing out of the Barrington River. His daughter, Joan Bartram, vividly remembers the enjoyable daysails in DOLPHIN including an annual fall sail around Prudence Island. She recalls that DOLPHIN was comfortable and had a good turn of speed on all points of sail. Mr. Green never carried more than a long sweep for those rare occasions when the wind would not carry DOLPHIN along.

Awaiting restoration, DOLPHIN is now on display in the Museum's "Hall of Boats."



Marlin Auxiliary Cruiser being launched for delivery c. 1939

An Interesting Letter from Mr. Herreshoff

March 6, 1932

The following letter was written by Nathanael G. Herreshoff to Charles H.W. Foster, author of the *Eastern Yacht Club Ditty Box (1870-1900)*. Foster published the letter in his book adding much to this valuable historical overview of the Marblehead-based club's first 35 years.

The design characteristics of American yachts underwent a dramatic change in the later part of the 19th century. Two of this country's most gifted designers, N.G. Herreshoff and Edward Burgess, both contributed greatly to the successful amalgamation of the deep, narrow British cutter and the shallow American centerboarder in the resulting "compromise model".

Thus, Foster wrote to Herreshoff hoping to solicit his comments on this evolution of American yacht design. Capt. Nat, then 83 years of age and retired after an amazingly long and fruitful career, responded to Foster with a very revealing series of letters. One of these letters, dated March 6, 1932 has been reprinted here as it traces the origins of two landmark designs, SHADOW (1870) and GLORIANA (1891).

A recently published new history of the *Eastern Yacht Club (1870-1985)* authored by Joseph E. Garland, includes additional correspondence between Foster and Herreshoff in which NGH touches upon such subjects as the preservation of the schooner AMERICA (subsequently destroyed in Annapolis) and the merits of the yawl rig for moderate sized cruising vessels.

—Editor

Dear Mr. Foster,

In reply to your interesting letter of the second, perhaps it will be necessary to go back into the '60's to trace the development of SHADOW and GLORIANA. My father always advocated boats of good displacement. His own boats, built for his own pleasure, were all vessels of the heavily ballasted keel type (1834-1860). So, when my brother John began building, the larger ones were with more than the prevailing amount of displacement. I was, therefore, brought up in that type, and I can remember, in my early racing, we always would defeat the shallower type from "Up Sound" and New York as easily in light winds as in fresh ones. Our craft were (1864 to 67) KELPIE, VIOLET built in 1866 for Eben Denton, CLYTIE, and SADIE. The first was modeled by my father. VIOLET, by me in 1865, and CLYTIE, by me in 1866. SADIE, by my brother John in 1866.

SHADOW was from a study model I made in the pattern shop of the Corliss Steam Engine Company in 1870 while I was employed as draftsman, after leaving "Tech." My idea at the time was to shape the hull so the ballast would be lower, have the bilges practically out of the water so as to get easy lines when the vessel is upright, and great beam that would give stability when keeled in a breeze. My brother, and also my father, were well-impressed with the model so, when John had an order to build a yacht for a New Bedford doctor, it was decided to use this study model.

At that time, the mention of placing ballast outside the hull was frowned upon, as it would surely make a vessel logy, and cause loss of rig if rough water is encountered. In 1875, still with Mr. Corliss, but ever thinking of sailing craft, I conceived the idea of making a double-hulled sailing boat, by which great stability could be obtained with little weight, and easy lines (AMARYLLIS). To make the thing at all practical for the seaway, I devised a system of jointed connections between the hulls and intermediate structure that carried the rig, so the hulls could pitch and dive independently with but little restraint. These catamarans would sail very fast, and would make 20 m.p.h. on a close reach, also 8 m.p.h. dead to windward. For the actual sailing, I enjoyed these craft more than any I ever owned.

But, in 1882, I wanted something to cruise in comfortably, and decided to build a cruising boat. Hearing of the English yachts being fitted with outside lead, I decided to try it on my cruiser, and designed CONSUELO, cat yawl rigged. She was 32' overall, 29' water line, 8' 8" beam, and 5' 6" draft, and had full headroom under a flush deck. All ballast was

of lead, and outside [6 ½ tons to 10 ½ tons (net) displacement]. I went to the limit for a cruising boat, the first time. She had very comfortable accommodations and proved very fast, compared to boats of her day. She was even fast in the light winds with a small sail spread of only 665 square feet, which she would carry when the average craft would come down to two or three reefs. In *underwater type* she was the forerunner of GLORIANA but not as to above water.

When Edward Burgess came back from studying under George L. Watson, he was all loaded up with the English cutter craze, and also with the mistaken idea that the only correct measurement for length was the water line, and through great misfortune, he induced the Massachusetts Bay Clubs to adopt that as the standard of sailing measurement, and to drop adding one-third of overhangs to water line as I had specified in the "Measurement and Time Allowance Rules" I devised for the Boston Yacht Club, in the winter of 1866-67, while a student at M.I.T. If the original B.Y.C. Rule had been adhered to, it would have stopped the extreme overhangs that infested the yachts of the '90's. However, in the late '80's, I was convinced moderate overhangs at both ends was good and, in 1890, we built a couple of boats for Commodore E.D. Morgan with good healthy ends. Then, when asked to build a yacht for the then popular 46' class, I gave the design long overhangs, to take all possible benefit for speed on a water line of 46'. The lead was dropped much lower in proportion than in CONSUELO in order to carry a big rig, and so GLORIANA proved a success. CONSUELO'S particular fault was "hobby horsing" in a seaway. GLORIANA with her long ends was quite free from this, and would go over a sea without being much stopped.

In sailing on GLORIANA in the summer of 1891, I worked out the plans of my first bulb-and-plate-keel boat DILEMMA, and I built her that Fall just as an experiment. She proved very successful except that she was dull in light airs. We built about one hundred of that type in the decade following 1892.

In the early '80's — just after Edward Burgess married, he took a house at Popasquash, just across Bristol Harbor, for the Summer and, nearly every day, he would come over to look around and chat. I had just made a model to be an improvement of SHADOW, and he quite fell in love with it and, in coming in, would say. "I have come again to look at *the perfect model*." The model is quite the type of PURITAN except that the stern is not carried out. I think, at this time, Ned Burgess had convinced himself of the folly of adhering to the English cutter type, and was quite ready to develop the compromise type of which PURITAN and PAPOOSE were good examples.

I do not think my work in designing steam-propelled vessels had anything to do with the designing of sailing yachts except, perhaps, in the construction of hull, to get the required strength with the least weight.

Sincerely yours,
Nathanael G. Herreshoff

CHRONICLE

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Contributing Editors, Halsey C. Herreshoff
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Published at Bristol, Rhode Island

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CHRONICLE

BRISTOL, R. I.

No. 20 - 1990

Rendezvous '90

Members and friends of the Herreshoff Marine Museum had much to celebrate at Rendezvous '90 which was held on August 17, 18 and 19. 50 yachts and 400 people attended this fourth Museum-sponsored reunion and it was a festive celebration of an impressive new museum facility and of the yachts which brought fame to the Herreshoff Manufacturing Company.

The weekend's activities commenced on Friday evening with an exhibition of watercolor paintings by Alastair D. Houston of Glasgow, Scotland. Alastair is an emerging young artist and his portraits of Herreshoff yachts drew the admiration of all in attendance.

Saturday morning brought bright sunshine and a steadily building sou'west breeze. An ideal Narragansett Bay sailing day was in store! After Race Committee Chairman Leeds Mitchell, Jr. welcomed everyone and conducted the Captain's meeting, participants eagerly got their boats underway and converged at the starting area.

CORSAIR, the 30' 1925 starboard launch to J.P. Morgan's 304' CORSAIR III, was on hand with her owner, Fred Bisset of Darien, CT, at the helm. Dressed in formal yachting attire, Fred graciously carried a group of photographers and guests out to view the racing fleet.

This year's racing included four classes of yachts designed and built by the Herreshoff Manufacturing Company, an Open Class for Herreshoff designed yachts not built at the Shop, and a Cape Cod Bullseye Class.

A special start was given to the Fish Class this year as an early commemoration of the 75th anniversary of this design. The Fish, a 1916 enlargement of the 12 1/2 footer class, is experiencing a resurgence of interest and 8 boats participated.

Class A included AMORITA, a 1905 New York 30 which is well maintained and sailed by owner Jed Pearsall of Newport of Newport, RI; BAGATELLE, a beautifully preserved 1914 Buzzards Bay 25 owned by John Hall of Watch Hill, RI; SPINDRIFT, a 1927 Fishers Island 31 recently completely restored for owner Bill Rich, Jr. of Orient, NY; MISCHIEF, a 1914 Newport 29 owned by Chris Wick of Old Saybrook, CT; and BELISARIUS, a 56' cruising yawl owned by Charles Read of Edgewood, RI.

Class B entries included WORRY, a Watch Hill 15 footer; LAZY JACK, a Buzzards Bay 15 footer; and PRINCESS, a Fishers Island 23 footer.

Open Class entries included STREAKER, a modified 1912 Sonder Class design built in 1980; NAIAD, a Buzzards Bay 25 replica; and two Alerion Class sloops.

Strong Narragansett Bay S and 12 1/2 Footer Class participation was evident and the resurging 12 1/2 Class produced the largest number of finishers.

Boisterous winds, gusting to 22 knots, made these Herreshoff classics come alive and it was exciting to watch the 56' BELISARIUS, flying her mizzen staysail, jockey for position with AMORITA, a 43' New York 30, as a dwarfed 12 1/2 footer searched for room in the starting area.

Following the races, the Francis Farm staff served a traditional New England clambake to 375 hardy sailors and guests. This was followed by a presentation of awards to the first three finishers in each class, as well as a special award for the oldest participating yacht.

Continued on page 2



Fred Bisset and son, John, take Halsey Herreshoff to the races aboard CORSAIR during Rendezvous '90



Geoffrey Davis and Georgina MacDonald skillfully sail their 12 1/2 footer POOKA to victory

Rendezvous '90 Results

Saturday, August 18, 1990

One Design Classes

Pos.	Boat Name	Design	Skipper
Class A for the W. Butler Duncan Trophy			
1	AMORITA	New York 30	Jed Pearsall
2	BAGATELLE	Buzzards Bay 25	John Hall
3	SPINDRIFT	Fishers Island 31	William Rich
4	MISCHIEF	Newport 29	Christopher Wick
5	BELISARIUS	56' Yawl	Charles Read

Class B for the A. Sidney DeW. Herreshoff Trophy

1	WORRY	15-Footer	Andy Giblin
2	PRINCESS	Fishers Island 23	Seville Simonds
3	LAZY JACK	15-Footer	Phoebe Dunn

Open Class for the Isaac B. Merriman, Jr. Trophy

1	STREAKER	Mod. Sonder	Fred Tingley
2	NAIAD	BB25 Replica	William Underwood
3	WOODWINDS	Alerion Class	Dean Wood
4	FINN	Alerion Class	Thomas Bishop
5	WINGS	H 31 Cat Ketch	Irving Sheldon
6	ALOUETTE	Bristol 29.9	Alfred Steel

Pos.	Boat Name	Skipper
S Class for the Harleigh V.S. Tingley Perpetual Trophy		
1	WISTFUL	John Migliaccio
2	LADY LUCK	Peter Hallock
3	SWALLOW	Frank McCaffrey
4	WHISTLER	James Meyer
5	SURPRISE	Fred Roy
6	FETISH	Dana Dolan
7	SHONA	Robert Hutchinson
WD	TEA TICKET	Will MacLean
DNF	ARGUMENT	Scott Manchester

12½ Footer Class for the Frank Pardee, Jr. Trophy

1	POOKA	Geoffrey Davis
2	LEE LEE	Michael Pesare
3	POPPY	Sandy Crouchley
4	SHRIMP	Matthew Boyle
5	RI RED II	DeWolf Fulton
6	LACEY	Raymond Zickl
7	NO NAME	William Beardsley
8	PHANTOM	Stephen Millet, Jr.
9	ZEPHYR	James Goff

Bullseye Class for the E.L. Goodwin Perpetual Trophy

1	GANNET	James Runkle
2	BEAVER II	Emily Wick
3	OSPREY	James Thompson
4	WHISPER II	Conrad Lavigne
5	QUERIDA	David Burnham

Fish / Marlin Class

1	GALIEB	Conrad Ostrowski
2	TEA CUP	Rick Meyer
3	MISCHIEF	Kim Clark
4	DERVISH	Geoffrey Warner
5	BLUE FISH	David Pugh
6	SEA ROBIN	Nicholas Long
7	POMPANO	Raynor Warner
8	HANAHO	Howard Harding

Sunday, August 19, 1990

S Class

1	LADY LUCK	Peter Hallock
2	SWALLOW	Frank McCaffrey
3	TEA TICKET	Will MacLean

Continued from page 1

Bro and Lee "Phoebe" Dunn of Seckonk, MA received the Katherine H. DeW. Pendlebury award for the oldest participating Herreshoff yacht. LAZY JACK, their Buzzards Bay 15 footer built about 1899, had been lovingly preserved by Robert Buffinton until his death in 1988. Now, daughter Phoebe and her husband Bro are carrying on the torch.

Sunday's racing was curtailed by a stormy cold front which passed through bringing gusty northeast winds. Four S boats braved the poor conditions and raced under the lee of Poppasquash Point.

Most other guests took this opportunity to inspect the new exhibits at 7 Burnside Street. Many families spent a leisurely afternoon watching videos and recounting the exciting racing of the previous day.

Everyone agreed that Rendezvous '90 was a great success and the new Museum provides a most appropriate focal point for such gatherings. We look forward to future Herreshoff reunions.



BELISARIUS, 1935 yawl owned by Charlie Read, running downwind to the finish

In Memoriam

Katherine H. DeW. Pendlebury (1897-1990)

Katherine Herreshoff DeW. Pendlebury passed away on March 31, 1990 at age 93. She was the widow of Joseph Pendlebury, originally of England.

Katherine Pendlebury was born in Bristol, RI in 1897. She was the daughter of Lewis DeWolf and Katherine (Herreshoff) DeWolf. She was the granddaughter of John Brown Herreshoff, founder of the Herreshoff Manufacturing Company.

Growing up near the HMCo., Katherine and her younger sister, Louise H. DeWolf often accompanied their grandfather, J.B. to work and witnessed numerous historic yacht launchings.

After graduating from Wellesley College and the Massachusetts Institute of Technology, Katherine worked as an architect/engineer. She also travelled extensively and lived in Italy, England, South Africa and elsewhere. She had a lifelong interest in Classical Greek and Roman Culture and the Italian Renaissance.

Katherine served as a Trustee of the Herreshoff Marine Museum. In 1986, she donated an elegant 12' rowing dinghy named GEM to the Museum. GEM was built by the HMCo. in 1885 and was given by her grandfather, J.B. to her mother as a 15th birthday present. GEM is the oldest dinghy in the Museum's collection.

Katherine's mother, Katherine Kilton Herreshoff DeWolf, was an avid photographer and took thousands of photographs at the turn of the century, many from GEM. A sampling of these photographs is now on display at the Museum and form an important chronicle of the HMCo. during this period.

As the Museum relocated to new quarters at 7 Burnside Street, Katherine was a constant source of advice and support. She had great enthusiasm for the mission of the Herreshoff Marine Museum.

Norman Francis Herreshoff (1903-1990)

Norman Francis Herreshoff passed away on August 16, 1990 at age 87. He was the husband of Freida Herreshoff.

Born in Brooklyn, NY, Norman Herreshoff was a son of Francis Lee and Mildred Herreshoff. His grandfather, John Brown Francis Herreshoff, was a world-renowned chemist/metallurgist and was the recipient of the first Perkins Medal for research in chemistry. Norman was also the grandnephew of John Brown and Nathanael Greene Herreshoff, principals of the Herreshoff Manufacturing Company.

After graduating from the Massachusetts Institute of Technology, Norman was self-employed as an architect/designer.

In 1937, he designed his own house, one of the few International Style houses in Rhode Island. Norman also designed A. Sidney DeW. Herreshoff's house and the former Bristol Yacht Club in Bristol. Norman had a great interest in early American furniture and decorative art.

In 1926, Norman inherited the Herreshoff Homestead on Hope Street. His great grandparents, Charles and Julia Herreshoff and their nine children, moved to the house from Point Pleasant Farm at Poppasquash Point in 1856. The children spent their formative years here and were encouraged to pursue special interests in travel, music, chemistry, woodworking, and boating. John Brown Herreshoff, the fourth child of Charles and Julia, founded the Herreshoff Manufacturing Company at this site in 1863.

For years, Norman maintained the Homestead as a private museum. He has bequeathed the house to the Herreshoff Marine Museum enabling us to fully convey the story of a gifted generation of Herreshoffs and the early beginnings of the Herreshoff Manufacturing Company.

Harry Town (1901-1990)

Harry Town passed away on August 28, 1990 at age 89. He was employed at the Herreshoff Manufacturing Company from 1917 to the company's closing in 1945.

Mr. Town was a master boatbuilder and he served as foreman of the wooden boatbuilding shops for eight years. He participated in the building of a full range of Herreshoff boats from dinghies and one-design class boats up to America's Cup defenders. He is perhaps best remembered for his work in building the Herreshoff 12 ½ footers which were the most popular product of the HMCo.

In 1918, Harry Town contributed to the building of the NC-4, the first plane to fly the Atlantic. The double-planked mahogany hull of this historic "flying boat" was built in the small boat shop of the HMCo.

After the Herreshoff Manufacturing Company closed in 1945, Harry Town established his own boatyard in Tiverton, RI, operating there until the 1954 hurricane destroyed his shop. Later, he moved to one of the original HMCo. buildings, operating as the Herreshoff Yacht Yard.

In 1959, Harry Town sold his business to Pearson Yachts and worked for Pearson in the prototype department until his retirement in 1967.

Harry Town possessed the skill and sense of perfection that enabled the Herreshoff Manufacturing Company to achieve a worldwide reputation in boatbuilding. His memory lives on in Herreshoff craft still afloat and those on display at the Museum.

New York Yacht Club Cruise Visits Museum

150 yachts and over 600 sailors, participating in the Annual Cruise of the New York Yacht Club, visited Bristol and the Herreshoff Marine Museum on August 1-3, 1990. For many, this opportunity to visit the site which saw the building of numerous NYYC - sponsored racing yachts, and America's Cup defenders, was the highlight of the Cruise.

This was the first time in the cruise's 145 year history, that the NYYC fleet visited Bristol, RI. The eight day cruise, commencing at Harbor Court, the club's Newport station, sailed to Block Island, Stonington, CT and various harbors within Narragansett Bay.

A layday was scheduled in Bristol and the Museum welcomed cruise participants to the new 7 Burnside Street exhibits with guided tours and other special activities including a yacht design symposium, S Class racing and a catered dinner.



The New York Yacht Club Fleet in Bristol, RI

Construction, Launching and Trials of the U.S.S. Cushing

"A Most Creditable Addition to the Navy"

by Carlton J. Pinheiro

In the final three decades of the 19th century, a number of steam driven torpedo boats were designed and built at the Herreshoff Manufacturing Company for the Navies of the United States, Great Britain, Russia, Chile and Peru. Refinements in hull design and revolutionary engineering developments in steam engines and boilers, made these Herreshoff vessels among the best of their day. In 1876, the U.S. Navy's first torpedo boat, LIGHTNING, was built at Herreshoffs. In 1887, the Navy acquired Herreshoff's fast 1885 steam yacht STILETTO and had the Shop convert her to a torpedo boat with a single torpedo tube built into her bow just above the waterline. STILETTO became the first U.S. Navy Torpedo Boat to fire a self-propelled torpedo.

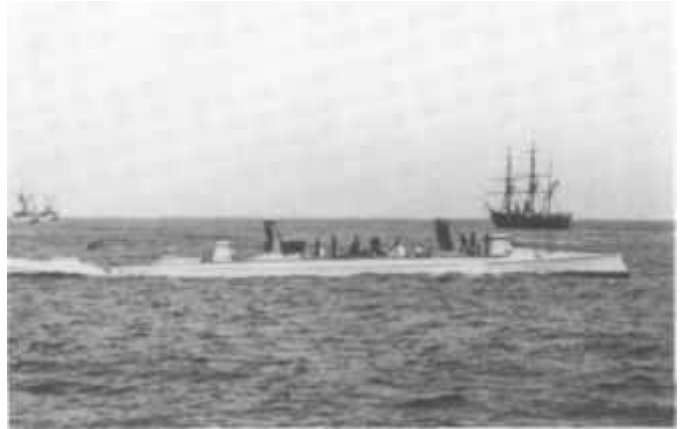
It was not unusual, considering the Navy's knowledge of Herreshoff boats, for the U.S. Navy contract for its first "sea-going" torpedo boat to go to the Herreshoff Manufacturing Company of Bristol, RI. Designed by Nathanael G. Herreshoff and built in the South Construction Shop in 1889 and 1890, "Seagoing Torpedo Boat No. 1" was probably the first steel vessel built in the building that would ultimately see the construction of the Herreshoff Cup Defenders.

The vessel was 138' overall, had a 15' beam, and a draft of 10'. Although designed with the traditional late 19th century naval slanted back profile, as was probably specified by the government contract, her crowned or turtle shaped deck was typical Nat Herreshoff. Both VAMOOSE and JAVELIN, non-military yachts, had this feature. A conning tower was placed forward and according to the naval report, "When the roofs of the conning tower were raised, the air was deflected above the head of the man at the wheel; and even at the highest speed, against the wind, a person standing on the platform of the conning tower, was able to look in any direction and would not feel wind pressure."

During the construction, her steel framing, deckbeams, and bulkheads were electrogalvanized for longer life in salt water. Her two smoke stacks were set apart with the machinery in between. This machinery consisted of two Herreshoff five cylinder quadruple expansion engines. (Five cylinders of 11 1/2", 16", 22 1/2", 22 1/2", 22 1/2" in diameter, by 15" stoke, each working through reciprocating pistons and rods to five cranks beneath.) These engines developed 2,000 horsepower at 400 rpm and were the type used on the yachts BALLYMENA, SAY WHEN and VAMOOSE. Two Herreshoff-built boilers which developed 250 lbs. of steam pressure were fired by coal. Her two manganese bronze propellers were 51" in diameter. She carried a standard Herreshoff anchor in chocks on her foredeck, an interesting departure from the traditional navy anchor.

As the "U.S. Navy Torpedo Boat No. 1" was nearing completion in the South Construction Shop, plans were being made for the official launching on January 22, 1890. The new vessel was to be named the U.S.S. CUSHING. Because of bad weather, the launching was postponed one day. Miss Katherine Kilton Herreshoff, the nineteen year old daughter of John B. Herreshoff, President of the Herreshoff Manufacturing Company, christened the new torpedo boat on the morning of January 23, 1890. As a souvenir of this important occasion, she kept the neck of the champagne bottle with its red, white and blue ribbons. (This artifact is on display in the A. Sidney DeW. Herreshoff Room of the Museum.) On the afternoon of the launching day, CUSHING's engines were tried at the dock.

The official trials of the U.S.S. CUSHING began on March 10, 1890 and continued until March 25, 1890. The Secretary of the Navy, B.F. Tracy, appointed Commander Theodore F. Jewell of the Newport Torpedo Station and Naval War College senior member of the trial board. Assisting him were Commander John S. Newell, Lieutenant Thomas C. McLean, Engineer Stacy Potts, and Assistant Naval Constructor Joseph J. Woodward, U.S.N. The trials began with the removal of all movable articles from the boat in order that an examination could be conducted of the hull, machinery and fittings. According to the official report, "After the boat was stripped of all movable weights and fittings, a careful examination of the hull showed first class workmanship throughout."



CUSHING: U.S. Navy Seagoing Torpedo Boat Number 1 in 1890

Maneuvering trials were conducted in Narragansett Bay on March 12, 1890 and these were most satisfactory. The first speed trial ran for 1 3/4 hours in the bay again. This particular excursion was mainly to drill the men for later trials. The second speed trial was held on March 24 and lasted for 3 1/4 hours. CUSHING achieved a speed of 22.5 knots with the steam pressure at 245 lbs. During the trial she used 3,446 lbs. of coal per hour. On March 25, a 3 hour run around Block Island was conducted at a mean speed of 22.52 knots. The coal bunker was filled to its capacity of 9 tons of Pocahontas Bituminous and some Cross Creek Anthracite coal. She carried 1 ton of water for her boilers. On March 27, another run off Point Judith, with the boat deeply loaded, lasted for 4 1/2 hours. For the trials, in addition to the officers, the 8 man crew was distributed as follows: 2 men at the throttle valves and oiling the forward part of the engines, 1 man tending the oil and the feed pumps, 2 men in the forward fire room and 2 men in the aft fire room. Under actual naval conditions the entire crew of the U.S.S. CUSHING would be 24 persons. Her armaments consisted of 2 tubes and 2 torpedoes under the decking, 2 spare torpedoes under the floor, and 2 torpedoes and guns on deck between the funnels.

The final paragraph of the official trial report to the Secretary of the Navy is a tribute to the design of N.G. Herreshoff and the craftsmanship of the Shop employees. "In conclusion, the Board desires to express its opinion that, notwithstanding the fact that this boat is the first of its class built in this country, it compares favorably with the best results obtained abroad after years of experience with similar work; that the speed is satisfactory, and is not obtained by sacrificing either strength or durability; and finally that the excellent construction of the hull and machinery, its desirable maneuvering qualities, its stability and seaworthiness, make the CUSHING a most creditable addition to the Navy."

CHRONICLE

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Published at Bristol, Rhode Island

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CHRONICLE

BRISTOL, R. I.

No. 21 — 1991

GLORIANA ALONE IN HER CLASS

by Carlton J. Pinheiro
Written to mark the
centennial of GLORIANA,
1891-1991

In 1891, N. G. Herreshoff, showing complete disregard for convention, cut a model which not only revolutionized the yachting scene, but placed the designer at the head of his profession. In GLORIANA, the Wizard of Bristol eliminated the conventional "clipper bow" and "fore-foot" which had long been thought essential. The racing success of GLORIANA rendered archaic the conventional designs of Burgess, Gardner, Smith, Watson, and Fife.

When the New York Yacht Club established the 46 Footer Class for 1891, Royal Phelps Carroll, a young yachtsman, was advised by Herreshoff customer E. D. Morgan, Jr. to go to Bristol for a boat. The contract was made, the design completed, and work was about to begin when Mr. Carroll, who was about to be married, decided that he could not afford the yacht. He was released from the contract and the design was put aside. On February 27, 1891, Mr. Morgan visited the Herreshoff Shop, and after seeing the model made for Carroll and studying the plans, assumed the contract himself. Word soon spread among the yachting fraternity that the new Herreshoff yacht had a radical bow. The skeptics shook their heads, but "Ally" Morgan paid them no heed. He was Vice-Commodore of the New York Yacht Club, and owned a number of yachts ranging from a catboat to a steam yacht of 200 feet. Herreshoff had recently built him a 27 foot steam yacht, and the famous cat-yawls PELICAN (which he gave to his brother-in-law, Percy F. Moran) and GANNET in 1890.



GLORIANA
HMCo. #411-1891

Revolutionary in Design and Construction

The New York Times interviewed N. G. Herreshoff, who said, "We have been keeping this thing pretty quiet, but I suppose we shall have to let you see it now." The *Times* reporter, accompanied by the designer, was taken to the "southerly building shed" where "a most unusual sight met his eye." He reported that. "It is no exaggeration to say that this Herreshoff boat will attract attention next summer, for her form above water is very unlike that of the other 46-Footers now building. On a waterline length of less than 46 feet, the new boat is within an inch or two of 70 feet over all. This is about eight feet longer on deck than her competitors will be. This enormous overhang of 24 feet is gained

By late March, the newspapers, prying for information on the Herreshoff keel yacht, received this reply from the company: "We have entered into contract with a New York gentleman to build a cutter of the 46 Foot Class, having a waterline length of about 45 feet 3 inches, beam 13 feet, draft of water 10 feet 2 inches, and of 38 ½ tons displacement. The yacht is designed for a good cruising craft as well as racing in coming regattas. It is to have a main saloon with folding berths, two staterooms and roomy forecabin and galley. Cabin and staterooms to be very commodious, and finished in butternut. The construction is to be composite with double planking, and is to be fitted with a cockpit. It is the intention to have the yacht ready for the early regattas during the coming season."

By early April, the mystery, compounded by articles in the press, had intensified. It was reported that the craft was to have a "large and curious sail plan," and that "her over-all length was something tremendous." Finally, on April 8, a reporter for

Fish Class 75th Anniversary Regatta

by Michael J. Pesare

While Hurricane Bob worked its way up the Eastern seaboard, the Herreshoff Fish Class celebrated its 75th Anniversary at the Herreshoff Marine Museum. The timeless virtues of these classic daysailers were reaffirmed as nine wooden Fish boats and three fiberglass Petrels gathered at the Museum for two days of racing, commraderie, and an old fashioned New England clambake.

Suiting the seaworthy Fish design, fresh sou'westerly breezes ranging from 15 to 25 knots were the order during the weekend of racing and there was plenty of Narragansett Bay chop to add to the excitement.

Fish owner and class organizer, Rick Meyer of Norwell, MA and the Museum began planning this event about one year ago, after an unusually large number of Fish boats turned out for the Museum's Rendezvous '90. It was clear that this small class was experiencing a resurgence of interest. In order to encourage skippers to bring their boats to Bristol from distant ports, a series of events was planned including a race from Bristol to Newport and a special start in the Museum of Yachting's Classic Yacht Regatta. Moorings and other support were provided to make the visit as enjoyable as possible.

Fully 5 of the 9 wooden Fish present are believed to be of the first group delivered to the Seawanhaka Corinthian Yacht Club in 1916. All nine have received considerable restoration in the past few years.

In the race series, MISCHIEF, a cold-molded replica of a Fish, built by Stuart Levi using the original lead keel and fittings from a derelict Fish, dominated. She was gamely sailed by Steve and Kim Clark of Warren, RI. In the Petrel Class, DUCK SOUP, owned by Robert Young of Newport, RI was the winner. The Petrel is a near exact replica of

the Fish Class developed by Justin Camarata of Noank, CT. Camarata, who recently sold the company to Robert Champlain, still owns a Petrel and competed in the weekend events. He was very pleased with the Petrel turnout and predicts an increase in Petrel Class activity in the coming years.

Continued on Page 3

FISH CLASS PARTICIPANTS

Boat Name	Year	Built	Owner	Home Port
AUNT EPPY	1925		William Mills	Stonington, CT
BLUE FISH	1916		Milton Merl	Noank, CT
DERVISH	1947		Geoffrey Warner	Wickford, RI
HERRING	1916		Will MacDonald	Stonington, CT
			Rosalind Schell	
MISCHIEF	1984		Steve and Kim Clark	Warren, RI
POMPANO	1916		Raynor Warner	Quisset, MA
SEA ROBIN	1916		Nicholas T. Long / Jaan Whitehead	Little Compton, RI
SHARK	1916		David Smith	Noank, CT
TEA CUP	1919		Richard Meyer	Scituate, MA

HERRESHOFF REGATTA PRIZE AWARDS

August 17 & 18, 1991

FISH CLASS

Pos.	Boat Name	Owner
1	MISCHIEF	Steve and Kim Clark
2	BLUE FISH	Milton Merl
3	SKA ROBIN	Nicholas T. Long / Jaan Whitehead

PETREL CLASS

Pos.	Boat Name	Owner
	DUCK SOUP	Robert Young

S CLASS

Pos.	Boat Name	Owner
1	OSPREY	Michael McCaffrey
2	LADY LADY	Peter Hallock
3	ARGUMENT	Scott Manchester

12 1/2 FOOTER CLASS

Pos.	Boat Name	Owner
1	NUT HATCH	Chip Lumb
2	POOKA	Geoffrey Davis
3	SHRIMP	Matthew Boyle

12 1/2 FOOTER JUNIOR SKIPPERS RACE

Pos.	Boat Name	Junior Skipper
1	NUT HATCH	Jonathan Goff
2	LFH LEE	Jessica Rosenfeld
3	ZEPHYR	Sarah Goff
4	POOKA	Angus Davit
5	BEEPER	John Bisset
6	RI RED II	Halsey Fulton
7	SHRIMP	Matthew Kane



MISCHIEF, BLUE FISH and TEA CUP at the Start



Series Winner. MISCHIEF, sailed by Steve and Kim Clark

Photos by Paul A. Darling

In Memoriam — Rebecca C. Herreshoff

by Nathanael G. Herreshoff III



Rebecca Chase "Becky" Herreshoff passed away at her home in Bristol, Rhode Island on June 3, 1991 at the age of 96 ½ years. Her home faces Bristol Harbor and Narragansett Bay with Prudence Island in the distance, places which were so much a part of her life.

Rebecca Herreshoff and her husband, A. Sidney DeW. Herreshoff founded the Herreshoff Marine Museum in 1971 and she was a Trustee until her death. Becky provided constant guidance to the Museum and was instrumental in its development. For many years, she was on hand to greet and talk with the many visitors.

Rebecca Herreshoff was born on Prudence Island, the daughter of the late Captain Halsey Chase and Lizzie Kelly Studley. She was the twin sister of the late Mrs. Rachel Chase Boynton.

Boats and the water played an important role in Becky's life. During her youth, her father established ferry service from Prudence Island to Bristol. She often accompanied her father on board the ferry boat HARVEST and later she

became the first woman in New England to hold a pilot's license to operate commercial passenger vessels.

In 1936, Becky founded a girl scout mariner troop in Bristol so that young women could experience the satisfaction of seagoing life. She regularly led groups on board Captain Irving Johnson's famous schooner, YANKEE.

Becky Herreshoff was an avid sailor and yacht racer in all sorts of boats. She particularly enjoyed frostbite dinghy racing along with her husband Sidney and her son Halsey. In 1938, she acquired the hurricane damaged 12 ½ footer MINX which Mr. Herreshoff then restored in the family workshop. Then, Becky taught her sons Nat and Halsey to sail on board the MINX, and they had many racing successes together in Narragansett Bay. Becky's sailing accomplishments and contributions to the sport were recognized by award of honorary life membership in the Bristol Yacht Club.

From the 1930s to the 1970s, Sidney and Becky regularly cruised from Maine to Florida in their powerboats LANG SYNE, CONSUELO, and THANIA. They often took family and friends on excursions in Narragansett Bay.

Rebecca Herreshoff was a woman of action, and she often directed her energies towards helping others. In 1941, she headed a relief drive for the people of Bristol, England during the blitz. She made a public radio broadcast to England from New York City in May, 1941. During World War II, she organized a women's auxiliary motor corps to transport patients to area hospitals.

Becky was a pioneer in her involvement in environmental issues. In the late 1940s, she worked with then Governor John O. Pastore, to save Prudence Island from a proposed cattle hoof and mouth disease laboratory. Beginning in the 1950s, she was active in anti-litter activities in Bristol.

With a love for the water, Becky was an accomplished swimmer. She appeared as a stand-in diver for actress Agnes Ayres in a 1920s silent film. A feat that she was particularly proud of was her ability to stand on her husband Sidney's shoulders while they aquaplaned. Without use of support ropes, this was a great feat of balance, much more difficult than waterskiing.

In the 1970s, she played a Russian Countess in a segment of the Masterpiece Theater TV Series, "Adams Chronicles".

Rebecca Herreshoffs life was filled with unique accomplishments. We are indebted to her for having the foresight and conviction that led to establishment of the Herreshoff Marine Museum and its growth to the present day. She is sadly missed and will be fondly remembered.



Sid & Becky Aquaplaning

Continued from Page 2

In addition to Fish Class racing, there was also racing for the Narragansett Bay S and 12 ½ Footer Classes. The 12 ½ Footer class sponsored a Junior Skippers Race for those 16 years old and younger. Jonathan Goff, sailing with Chip Lumb aboard NUT HATCH took first while his sister, Sarah Goff, on ZEPHYR took third. Second place finisher was Jessica Rosenfeld sailing with her uncle, Mike Pesare, aboard LEE LEE. Seven skippers participated and it was a wonderful addition to the weekend racing. The Class will sponsor more youth events in future years.

The adult 12 ½ racing series was won by NUT HATCH owned by Chip Lumb of Bristol, RI. NUT HATCH is the last 12 ½ footer delivered from the Herreshoff Manufacturing Company in 1943.

The S Class had a particularly strong turnout with 13 boats competing. Michael McCaffrey's newly restored OSPREY won the series with Peter Hallock's LADY LUCK taking second.

LADY LUCK suffered bad luck on Sunday morning when she parted her mooring and washed upon a small beach north of the Museum's waterfront. Quick action by her skipper and crew floated LADY LUCK off the beach as the tide came in and she went on to race that day. Luckily, she was unharmed by the ordeal.

Fred Bisset's beautiful 30' Herreshoff launch, CORSAIR was on hand and she looked spectacular after recent restoration work. CORSAIR shuttled a group of spectators and photographers out to view the races.

On Saturday evening, 175 Museum members and guests were served a delicious clambake under the waterfront tent. The evening's program was devoted to recognizing the Fish Class Anniversary. A number of former Fish boat owners were in attendance.

After opening remarks by Museum President, Halsey C. Herreshoff, Class organizer. Rick Meyer introduced each current and former Fish/Petrel owner and each had a chance to

relate his/her experience with the Class. The strong affinity between Herreshoff boat owners/former owners and their boats was evident.

A special 75th Anniversary keepsake of a mounted photo of N. G. Herreshoff, the boat's designer, sailing a Fish boat c. 1920 was presented to each Fish/Petrel owner. Awards were presented in each class.

Following the racing and events on Sunday, boat owners scurried to secure their boats as Hurricane Bob approached with alarming speed. By noon on Monday the great storm had arrived. Luckily, the track of the storm was such that the east passage of Narragansett Bay was spared major damage.

All participants departed from Bristol with pleasant memories of an exciting weekend of racing and, fortunately, of eluding a major hurricane. Future Herreshoff yacht gatherings at the Museum will include another Rendezvous and the 75th Anniversary of the S Class to be celebrated in 1994.

Continued from Page 1

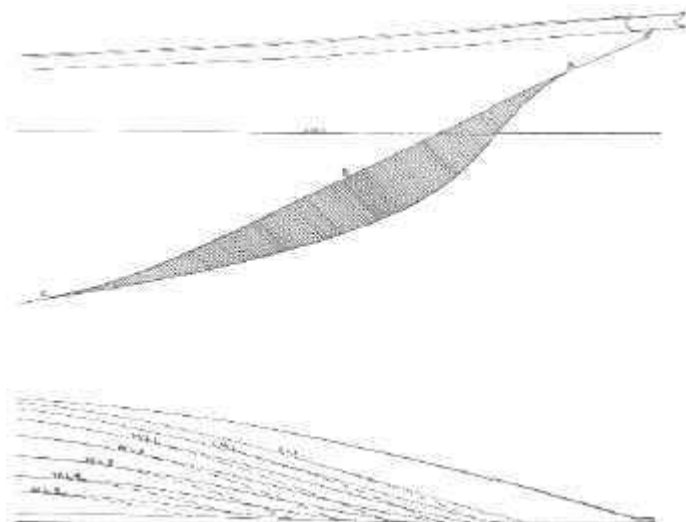
by an increase partly at each end, but mostly forward." He reported that the yacht's unusual form forward and overhangs were different from the other designs and that the Herreshoffs could not be accused of imitating anybody in their design, and "if they are right, the others are all wrong, and vice versa." When the *Times* man expressed some concern at the "hard curves of the load water line," Mr. Nat replied. "That makes very little difference. The water doesn't go that way. Look at the diagonals." With this explanation, it was easy for the journalist to see the principle upon which the boat was designed. The diagonals showed beautiful easy curves, and it was the effort to make these lines easy which produced the hard looking water line. Although the other designers did not agree, Mr. Nat believed that most of the water displaced goes under the boat, and not around the sides, so that he made the lines easy, with the idea that this regulates the course of the displaced water.

With regard to her construction, N.G. Herreshoff said. "She carries about 23 1/2 tons of ballast. Her frames, as you see, are of steel from stemhead to taffrail, and of course, all the deck beams are 16 inches apart on centers. Her planking is all hard pine, 1 3/8 inches in thickness. The lower courses are single, but about three-fourths of the planking is double, both layers being laid fore and aft, the inner course being one-half inch and the other seven-eighths inch. All the fastenings are copper. Two diagonal plates on each side, extending from deck to keel, strengthen the construction, tying the frames together and doing away with the bilge stringers. One of these starts in the wake of the rigging and the other just forward of the runner plates. Wide steel plates radiate from the partners at the mast and extend diagonally to the rail, strengthening the deck to hold the great strains at the mast. Steel knees tie the frames and the deck beams together, and steel floor timbers secure each pair of frames at the keel, with a strengthening piece running well up the side. Along the frame the deck planking will be white pine about one and one-quarter inches thick, covered with canvas to prevent any possible leakage."

With regard to questions on the sail plan, the designer responded, "As I remember it now, the mast is 59 feet over all. We have gone in for a lower rig than the others and perhaps stretched out longer fore and aft. I am told that some of the new Forty-Six Footers have the mast placed forward at a point one-third the water-line length from the stem. If this is true, our mast is further aft than theirs. Our foretopsail will be long on the foot, but not as long a distance between the mast and overhang, as the gammon will not go out clear to the end. Still it will be a broad foresail and a small jib compared with the others as we shall have a short bowsprit. Our sails will be low in the hoist, but what we lack there we shall make up in the topsails. From what I learn, I should place our boat as somewhere between the extremes of the new ones in power. I figured her sail plans roughly by the New York rule, and as I remember, it came somewhere near 3,900 square feet."

Sometime between April 9 and 13, the new boat was named GLORIANA, a name equated with Queen Elizabeth I, the heroine of Edmund Spenser's sixteenth century poem. "The Faerie Queene." Although there was a yacht named GLORIANA in the British yachting registry, there was none on this side of the Atlantic, and the name was indeed appropriate as this vessel marked a new and glorious era in yachting.

For her launching, the Herreshoff Manufacturing Company built new ways, as GLORIANA was the first deep draft vessel built at the Shop. After her four trial sails were completed, GLORIANA sailed to New York in time for the June races and was raced during the season by E. D. Morgan and N. G. Herreshoff. Newspaper accounts recorded her victories with the following headlines: "Herreshoff Beats Burgess — The GLORIANA Walks Away from the MINEOLA," "GLORIANA First of the Forty-Sixers," "GLORIANA Makes a New Record — Vice-Commodore Morgan's Yacht Leads the Fleet in the New York Club's Annual Regatta," "The GLORIANA Again — A Splendid Victory in Rough Weather," — GLORIANA — Swift As Light," "GLORIANA in a Seaway — The Herreshoff 46-Footer Yacht Wins Another Race," "Four Straight — GLORIANA Still Leads the Fleet of Racers," "JESSICA in Second — Place The GLORIANA Wins." "Mr Morgan's Yacht Has No Close Competition," "Burgess' Latest Boat Left Far in the Rear," "Alone in Her Class — The GLORIANA Proves an Easy Winner."



The Evolution of GLORIANA: The conventional clipper bow, as designed by Watson, Fife, Burgess and Gary Smith prior to 1891, is shown by the line outside the shaded portion, and by the full lines in the half-breadth plan. The bow of GLORIANA is represented by the line A, B, C and the broken lines in the half-breadth plan. The shaded portion, cut away, represents unnecessary forefoot and detrimental wetted surface.

In *Representative American Yachts*, George A. Stewart reported, "For the racing season of 1891, nine 46-Footers were built, five from Burgess designs, and one each from the drafting boards of Herreshoff, Paine, Fife, and Wintringham. Of all this fleet, GLORIANA was easily the best. She closed the season with the remarkable record of eight first prizes without a defeat."

With this fantastic journalistic publicity, the demand for Herreshoff sailing craft increased in the half dozen years following 1891. Prior to the GLORIANA, the Herreshoff Manufacturing Company had built about 175 boats, of which only about 45 were sail boats. With the exception of some schooners, most of these were under 33 feet at the waterline.

After GLORIANA's success in the 46-Footer Class, the Herreshoffs built WASP in 1892, NAVAHOE, COLONIA, and VIGILANT in 1893, NIAGARA and ISOLDE in 1894, and DEFENDER in 1895. In addition to these large yachts, the company built about 74 smaller sailboats, certainly riding on the success of GLORIANA. As Mr. Morgan once said, "She not only did what was expected of her, but she revolutionized yacht designing."

CHRONICLE

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Published at Bristol, Rhode Island

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CHRONICLE

BRISTOL, R. I.

No. 22 — 1992

Rebecca Chase Herreshoff Library Dedicated

Charles G. Moody yachting library donated

On Saturday, August 1, a new library was dedicated at the Herreshoff Marine Museum. The library, located within the museum's 7 Burnside Street building is named in honor of Rebecca Chase Herreshoff who co-founded the museum with her husband, A. Sidney DeW. Herreshoff in 1971.

About 100 members and guests participated in the program. Museum President Halsey C. Herreshoff officiated along with Nathanael G. Herreshoff III, both sons of Mrs. Herreshoff. Speakers included Nat's son, Halsey C. Herreshoff II and Carlton J. Pinheiro, Museum Curator.

After the library dedication, a dinner was held in the Hall of Boats. Tables were arranged around the museum's collection of turn-of-the-century yachts. Following the dinner, guest speaker Thomas A. Whidden, President of North Sails and tactician of Dennis Conner's STARS AND STRIPES, gave an account of the 1992 America's Cup races and provided insight into the future of this competition.

The Rebecca Chase Herreshoff Library including a conference/research room is an important addition to the museum. With a capacity of approximately 12,000 volumes as well as magazines, manuscripts and other reference material it will be a valuable resource.

Three days after the dedication ceremony, the museum was profoundly fortunate to receive donation of the yachting library of the late Charles G. Moody, by his widow Madeline F. Moody of Washington, DC.

Mr. Moody passed away in 1988 at the age of 86. Over a period of forty years he built an impressive yachting library. The donated Moody Collection consists of over 500 books, most dating back to the Herreshoff era, full collections of Yachting and Rudder magazines and other memorabilia.

Charles G. Moody, an MIT-trained naval architect and marine



Photo by Todd Wood

Flanking a portrait of Herreshoff Marine Museum co-founder Rebecca Chase Herreshoff at the August 1st Library Dedication are (left to right) Halsey C. Herreshoff; Sidney Gilbert, great-great grandson of Capt. Nat Herreshoff; Kirsten Herreshoff; Nathanael G. Herreshoff III and Halsey C. Herreshoff II

engineer, worked at the Naval Ship Research and Development Center (David Taylor Model Basin) in Washington, DC. He was considered a ship canal authority for his work related to the Panama Canal and proposed sea level canal.

Mr. Moody had a lifelong passion for sailing and was an accomplished racing yachtsman. Beginning in the 1930s, he raced at Marblehead, MA as a member of the Eastern Yacht Club. In his Class R yacht MARY, he amassed a winning record in the Open Class Racing Series. He also owned a Herreshoff Class B frostbite dinghy which he purchased from the HMCo. in 1934. This dinghy, named ANKLE DEEP continues to be sailed by Moody's son.

We are indebted to the Moody family for preserving Charles Moody's library and for donating this fine collection to the Rebecca Chase Herreshoff Library at the Herreshoff Marine Museum.

SADIE and ALERION III

by Michael J. Pesare

SADIE, a near sistership of Nathanael G. Herreshoff's personal daysailer ALERION III (1912), has been acquired by the Herreshoff Marine Museum from the Chesapeake Bay Maritime Museum of St. Michael's, Maryland. SADIE is a significant addition to the collection as she represents a family of related designs which are derived from ALERION III. These designs are among the most beautiful and widely admired creations of the Herreshoff Manufacturing Company.

To fully appreciate the significance of SADIE, it is instructive to review the origins and history of ALERION III. In the winter of 1910/11, N.G. Herreshoff travelled to Bermuda for a brief respite from the New England winter and a busy boatbuilding yard. He shipped along OLEANDER, a small keel/centerboard sloop. After experiencing the notoriously strong and gusty Bermuda winter winds, he determined that OLEANDER was too small and tender. The following July, NGH made the half model of ALERION III. She too was a keel/centerboarder but possessed a distinctly different hull shape. NGH gave ALERION generous beam on deck, but much less beam at the waterline. He also utilized a gentle sweeping sheerline. Perhaps her most distinguishing feature, her hollow bow, gave ALERION a subtle beauty and refinement. ALERION's dimensions were: LOA: 26", LWL: 21'9", BEAM: 7'6 1/2". DRAFT: 2'5".

ALERION (HMCo. #718) was constructed in about three months by a highly skilled crew in the small boat shop of the Herreshoff Manufacturing Company. The small boat shop was situated between the large North and South Construction Shops on the waterfront. ALERION was designed to be an easily handled daysailer and she proved to be quite seaworthy and fast. NGH circumnavigated Bermuda in her and his son, L. Francis Herreshoff once wrote, "She is one of the fastest boats of her size ever produced; not only is she a very fine seaboard, but she is extremely fast for such a shallow draft boat, is always easy to handle and comfortable to be on." NGH kept ALERION in Tuckers Town on Castle Harbor in Bermuda and stored her, when not there, in a rented storehouse which he fitted with a railway and cradle. ALERION was sailed by NGH in Bermuda for part of each winter until about 1916,

In 1920, ALERION was shipped back to Bristol and NGH continued to sail her each summer. In 1924, he replaced her original gaff rig with a sliding gunter rig, influenced by the simple and efficient Bermudian rigs which he had observed in Bermuda. NGH enjoyed leisurely daysails in ALERION, often reaching over to Greenwich Cove on the west side of Narragansett Bay. A fainting spell while sailing on board ALERION in 1928, caused him to give up sailing alone and she was sold to fellow Bristolian Charles B. Rockwell. ALERION remained in Narragansett Bay for 34 years under various owners. Isaac B. Merriman, Jr., her last private owner, donated her to Mystic Seaport Museum in 1964. She was subsequently restored and put on display.

Reflecting many years later, NGH wrote that his ALERION "became quite the ideal to native (Bermudian) pilots and boatmen." She also, no doubt, much pleased her designer as he utilized her general shape for many later designs.

In March, 1914, SADIE (HMCo. #732) was ordered and this gave NGH an opportunity to make small refinements to ALERION's design. After sailing ALERION for a season, NGH found her to be tender and thus added about 670 pounds of internal lead bal-



SADIE sailing in the Chesapeake Bay in 1975

last. He also noted that ALERION could be wet in choppy conditions. In SADIE, NGH sought to correct these minor shortcomings. SADIE was given more ballast externally and 4" more beam on deck, adding more flair to her topsides thus drawing her bow out 6". This made SADIE stiffer and drier than ALERION.

SADIE was commissioned by Elias Cornelius Benedict, a successful Wall Street investor and former Seawanhaka Corinthian Yacht Club Commodore. Benedict took up yachting late in life and preferred the elegance and comfort of steam yachting. Described as the "genial old tar" of the Seawanhaka Corinthian Yacht Club, he was, however, an enthusiastic supporter of small boat racing. Often, his grand 201' ONEIDA served as committee boat for SCYC regattas.

Unfortunately, Benedict fell ill in 1919 and died shortly thereafter. James Greenway of Cos Cob, CT purchased SADIE from the Benedict estate in 1920 and for the next 53 years, he and his family actively sailed and cruised along the New England coast. SADIE was often winter stored at the Concordia Company in South Dartmouth, MA. In 1973, Greenway donated SADIE to the Chesapeake Bay Maritime Museum and they commenced a full restoration of the boat to her former strength. With the restoration substantially complete, the Board of Directors of the Chesapeake Bay Maritime Museum, decided that SADIE would receive wider appreciation as part of the newly expanded Herreshoff Marine Museum. SADIE was shipped back to Bristol, the site of her building 78 years ago, and she is now located in the museum's Hall of Boats.

L. Francis Herreshoff said of ALERION, "she was as well built and fitted out a small yacht as it has been my lot to see." Combining seaworthiness, speed, and exquisite beauty, ALERION and SADIE will remain an inspiration to sailors for many years to come.

The Sonder Boat BIBELOT II: Reviving a Class

by Benjamin A.G. Fuller

Imagine a lean, low, mean hull shape: a shape that looks like it should be flying, not sailing, when out of the water. Imagine a sailing version of a vintage 30's 175 mph board track racing car; a super-charged Miller or Dusenbergs: fast, functional and hard. It is what you get when you go back to 1910 when Nathanael G. Herreshoff designed and built a boat to the German Sonder Class Rule used for German-American competition in the years before World War I. His creation, BIBELOT, was shipped to Germany as part of a three boat team in 1911, and under Charles Francis Adams was so successful that she was bought by Kaiser Wilhelm and was raced in the waters around Kiel until the 1930s. Virtually unbeatable, she became a legend in German yachting and her light displacement form profoundly influenced German design. She was lost in the Kiel bombing of World War II.

The German Sonderklasse was an 1899 development class rule, created for those looking for an affordable yet prestigious boat capable of holding its own at the major German regatta in Kiel. It limited measured sail area to 550 sq. ft. and used a formula in which the waterline length, the extreme beam, and extreme draft added to 32 feet. Displacement without crew was to be not less than 4,035 lbs. It was a rule that controlled all of the other major speed producing factors, yet allowed a great deal of latitude. Besides dimensions, the rule called for single skin hulls, called out the deck construction scantlings, and disallowed leeboards or centerboards. It also set a price limit on the boat.

BIBELOT measured 19'4" on the water, extreme beam of 7'5", draft of 5'3", with an overall length of 38'2" and a displacement of slightly more than 4,000 pounds. Her construction featured full length longitudinal bulkheads, and bronze trusses to support the loads of shrouds and mast.

BIBELOT was the third Sonder that Herreshoff built for 1910. Capt Nat Herreshoff had designed and built a pair of narrow, shallow boats for the first series of German-American races held in 1906. They were beaten by wider more scow



Photo by John W. England III

BIBELOT II sailing off the wind on her builder's trials in Penobscot Bay

like boats designed by E.A. Boardman and William Gardner. The German boats, designed for the heavier weather of Kiel, were beaten handily by the Eastern Yacht Club skippers in boats better suited for light Marblehead summer airs. In 1907, the Germans reciprocated, thrashing the overconfident Americans. The next match, held in 1909, was again an American triumph. It seemed that each country was unbeatable in its own conditions. American trials for the 1911 races were held in Buzzards Bay in conditions similar to Kiel. And it was for these conditions that BIBELOT was designed.

In the United States interest in the type died by the end of World War I. A few Sonders hung on into the 1930s and Sonder sightings were reported in the 1960s. But the light displacement bulb-keelers were not long lived in comparison to the more moderate small classes like S boats and 12 1/2 Footers. Seemingly, in the United States, these turn-of-the-century racing machines were to be relegated only to photographs and history. In Germany, Sonders hung on, most moving to the mountain lakes in Bavaria and Austria where light air, smooth water unruffled by high speed motor boats (illegal

there!) allowed them to stay sailing.

In July, 1992, The Artisans School of Rockport, Maine launched a modern reproduction of BIBELOT. BIBELOT II was commissioned by Dr. Roman Hummelt of Munich, Germany. She will be raced on the lakes near Munich and in Austria where there are a number of these classics left. She sports a modern gaff rig designed by Austrian sailmaker and Olympic sailor Hubert Raudaschl. Her fully battened main together with her jib give her a measured sail area of 550 square feet (over 650 with the genoa) and a spinnaker of about 1,000 square feet. The class has liberalized their traditional rule to permit hollow spars and marconi rigs but allows only gaff rigged boats the efficiency of full battens. The rule also requires single skin wooden construction, in this case mahogany planking edge glued and glued and riveted to laminated mahogany frames.

Performance? On her trials in Penobscot Bay with an untuned rig, BIBELOT II exceeded 13 knots without spinnaker on a 20 knot day. At the Eggemoggin Reach Wooden Boat Race, also on a dusty day, she was catching the J-boat SHAMROCK V boat for boat downwind when she caught a lobster pot and damaged her rudder. As it was, she managed to finish only 8 minutes out of first on corrected time. What is really impressive is her light air speed: In smooth water to windward at two knots when you could barely see the wind on the water, to windward at 4 knots in 10 knots of air and a lumpy sea. How she'll do against the old but modernized Sonders on the high lakes of the Alps, we'll see next season.

BIBELOT II is achieving one purpose: she has led to a second order and a reawakening of interest in a special class of boats.

Benjamin A.G. Fuller, formerly Curator at Mystic Seaport Museum is in charge of program planning, publications and teaching at The Artisans School (formerly known as the Rockport Apprenticeship) in Maine.

Captain Nat and the New Model A Ford

A story as told to Museum Curator, Carlton J. Pinheiro by Daniel F. Mahoney, Sr.

In 1928, America impatiently awaited the appearance of the Improved Ford, the successor of the famous Model T. The ubiquitous Model T had been in production from the fall of 1908 to 1927 with over 15 million cars sold. By 1928, the three pedal planetary transmission was considered archaic in the highly competitive automotive field and Chevrolet was beginning to outsell Ford. Ford's answer was the Model A and dealer showrooms were thronged with prospective customers



Agnes M. Herreshoff (1884-1965), daughter of N.G. Herreshoff, with the new Model A Ford at 6 Walley Street in the summer of 1928

when the first models appeared. Henry Ford had "made a lady out of Lizzie" and the public approved. One of the interested public was the famous 80 year old designer, Nathanael G. Herreshoff, of "Love Rocks", 6 Walley Street, Bristol, RI.

The Bristol Ford agency was located near the Silver Creek Bridge at the northeastern end of Bristol Harbor. One morning, Capt. Nat, driven there by Mrs. Herreshoff, appeared on the showroom floor to inspect the new Model A Fords. His arrival caused a stir among the sales staff — Bristol's most famous citizen in their showroom! Mrs. Ann Herreshoff walked around the demonstration car with her husband and then stood to one side as Mr. Borges, the salesman, went over the mechanical features of the car that he thought would be important to Capt. Nat. The four-wheel brakes, sliding gear transmission, water pump, safety glass windshield were all features that the Model T lacked.

Daniel F. Mahoney, the parts manager, seeing that Mrs. Herreshoff was standing alone, ventured from behind his counter, and stood beside her to converse. They both listened to the salesman extoll the wonderful mechanical features of the Model A, but when cowl vents were mentioned, they noticed that the old gentleman was particularly interested. As her husband inspected the vents, Mrs. Herreshoff whispered in Dan Mahoney's ear, "That's sold the car. Mr. Nat always complains that his feet get too warm in a car. I just know he'll buy it now."

Although Nat Herreshoff had owned and driven a number of electric cars, and had a great interest in driving a Stanley Steamer, he did not drive gasoline cars after having had a bad experience working on a "gasolene" motor with his son Sidney. At that time, there had been a fire and he had burned his hands. He did not object to being a passenger and he was driven by his wife, Ann, or his daughter, Agnes M. Herreshoff, who resided with her father and stepmother at Love Rocks. As a passenger in the front seat, Capt. Nat's feet would be over the exhaust pipe area, and that was

the reason for his complaint of warm feet.

Eventually, the discussion on the showroom floor led to a Ford Tudor model being chosen. The elated salesman was to draw up the necessary papers and appear at Love Rocks, the Herreshoff residence, in the afternoon. After the papers had been prepared, Mr. Borges, the salesman, began to have second thoughts about facing his venerable customer. The reason for his anxiety was that, in those days, the Motor Company's application

required the customer to declare his annual income. John Borges knew the temperament of Mr. Nat as a very private person. As he drove to the Walley Street residence, he anguished about Mr. Nat's reaction to a question concerning his personal finances. The salesman was admitted into Love Rocks, turned the papers over to the elderly designer and nervously waited while Capt Nat filled them out at his desk. The papers were returned to him after being completed with the designer's taciturn, "Thank you for calling."

Good manners prevented the salesman from looking at the papers in the presence of the customer, but John Borges could not wait to return to the agency to read what had been written in response to the dreaded question. After travelling a respectable distance on Hope Street, he parked his car and opened the application. Next to the question relating to his annual income, Capt. Nat had penned his answer -- "More than a dollar a year."

CHRONICLE

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Published at Bristol, Rhode Island

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BRISTOL, R.I.

CHRONICLE

No. 23 - 1994

The Buzzards Bay 25s

The Beverly Yacht Club and Buzzards Bay - 1914

By David Cheever

This brief account of an outstanding effort which never fully flowered is peppered with "ifs" and "might have beens." It is offered as a matter of historical record.

Herreshoff was already the outstanding designer-builder name to conjure with when our story starts in 1914. The Beverly Yacht Club started north of Boston close by Marblehead in 1872 featuring small boat racing. Its move to Buzzards Bay was clearly motivated by the fine sou'westers most summer afternoons produced. The calm and fickle breezes in Massachusetts Bay could not compare to the robust breezes south of the Cape.

By 1914 where the story begins, the Beverly Yacht Club had been through various phases which included catboats, knockabouts and sloops before waking up to the fact that the greatest good for the greatest number could be achieved by several one-design classes which thus avoided the financial pitfalls of overdesigning and overbuilding. After all, it was a rare boat that had a first class racing record after more than four or five years of stiff competition in an open class.

The famous Herreshoff 15 footer started the ball rolling in 1899 with credits to Herreshoff genius plus helpful arranging from Emmons, Parkinson and Stackpole. Tradition always had it that the 15 footers had a little of the COLUMBIA (1899/1901 America's Cup defender) in their lines and the same applied to the 18 footers. Both classes were characterized by long ends which gave them speed and bearing when heeled over in a thrash to windward. To be truthful this characteristic was not an unmixed blessing because both classes took a punishing beating in the stiff chop involved in a "stiff sou'wester." Crews were limited to three in these two classes.

By 1914 it became evident that long ended small yachts must have changes made because of drooping ends, or hogging, and a tendency to leak when unduly punished.



*A rare early photo of a Buzzards Bay 25
Courtesy: Rosenfeld Collection -Mystic Seaport Museum, Inc.*

Captain Nat had the answer in his plans. It involved short ends, more freeboard, plus moderate draft for Buzzards Bay conditions. Robert Emmons had been looking for the ideal adolescent adapted small racing boat, the result was the tremendously successful 12 Footers which stand as a class alone after 80 years! Its success was in the sou'wester chop, the prodding by Emmons, and the genius that was Herreshoff.

The stage was set for an enlarged one-design class which would fill the needs of mature crews. The resulting class, known as the 25' Herreshoff Special Class, measured length overall: 32 feet, waterline: 25 feet, beam: 8 feet 6 inches, draft: 3 feet without centerboard, outside fixed ballast 3,000 pounds, sail area not over 550 square feet.

It is worth taking a look for a moment at the 18 footer previously referred to. They looked for all the world like an enlarged 15 footer but were 29 feet overall, 8 feet 1 inch beam, draft 3 feet without centerboard, outside fixed ballast 2,000 pounds, 470 square feet sail area.

It will be quickly noted that the 25 footer with sweet forward lines coupled with short forward overhang made for a much more seaworthy vessel than the long overhang of former one-design classes.

The Herreshoff Special Class

D0	VITESSA	Gale Stone
D1	WHITE CAP	Wm. Amory
D3	MINK	Howard Stockton, Jr.
D7	BAGATELLE	F.L. and G.B. Dabney
D9	TARANTULA	W.H. Langshaw

These boats raced for four seasons. The seasonal championships are as follows: 1914 MINK, 1915 BAGATELLE, 1916 MINK, 1917 to 1920 no racing and 1920 MINK.

The 1914 season was distinguished by a unique incident

Continued from page 1

which points up the "ifs" and "might have beens" referred to at the beginning of article.

The date in question was August 1, 1914 and the facts were related to me by fine old Robert Stone who came to be a close friend in Dedham in the 1970s. On the day in question the judges for the race were D.P. Robinson and Howard Stockton, Jr. Their report reads "wind - whole sail southwest, changing to a very heavy N.W. squall; then whole sail southwest." There were four classes racing in different directions in the upper reaches of the Bay. In the 25' Herreshoff Special Class were MINK, BAGATELLE, VITESSA and WHITECAP. These four were closely bunched and were having their hands full for they were carrying whole sail in a reef breeze. There were three in VITESSA's crew. Two of the men were members of the Stone family and the third was a professional boatman who worked for the family. Bob Stone was about 14 at the time and was left ashore because three strong men were needed. With no warning the lowering sky became black. The wind shifted almost 180 degrees and all hell broke loose. Strangely enough the Twenty Fives found themselves in the middle of a twister. The rain came in blinding sheets and sails were doused on the run. There was no time to secure the crotch, the boom cranked down over the cuddy and the gaff followed it. The crewman, knowing that there was no time to pass stops, jumped up on the gaff and boom with mainsail between and lying on his stomach wrapped his arms and legs around the mainsail trying to hold it down. Bob Stone was told that owing to the twister action the two spars were blown upwards on the mast leaving the struggling man in a perilous position. The whole episode took less time than it takes to write about it.

The rest of the crew got the spars on deck again and the crewman was unhurt. The VITESSA was half full of water and it took some time to clear her for the Twenty Fives were not made with self bailing cockpits. This was in the interest of keeping the crew weight down low and on the assumption that the new design was so stiff that the vessel wouldn't ship water and it wasn't assumed that she would be caught in a miniature hurricane! Right here it should be noted that the twister was narrow and localized. The other classes were shaken up but unharmed and only one other boat withdrew.

This mishap could not have come at a worse time for the fledgling Twenty Fives: the middle of the first season of a new one design with everyone watching from the porch of the brand new Clubhouse. It involved people who were skilled, substantial members and whose judgement was looked up to. Herreshoff never built another boat for this particular class and the pendulum started to swing to self bailing cockpits. Not completely though because the noble S Class which appeared in 1919 was a deep cockpit design and one which has given great satisfaction in spite of the curved mast which made reefing a complicated safety measure.

The old Twenty Fives were going their unheralded way and even today four of the five are in existence and in good hands. The only missing boat is TARANTULA which disappeared from the Beverly Yacht Club book in the 1920s. Many of us would like to find her and hopefully in original condition!

If it weren't for the "ifs" and "might have beens" the class would be appealing today. Daysailing is becoming more and more popular again while short cruises are a complicated procedure.

ARIA Donated to the Museum

In 1992, Paul Bates of Noank, CT donated his Buzzards Bay 25, ARIA (ex. WHITECAP - HMCo. #738) to the museum. Paul had owned ARIA for 22 years and during this time, lovingly maintained and sailed her. He participated in such events as the Herreshoff Rendezvous and Classic Yacht Regattas. She was, however, beginning to show her 80 years and needed a fair amount of structural rebuilding. Wishing to preserve as much of the original construction as possible for future generations Paul Bates donated her to the museum for display and research.

Shortly thereafter, the museum commissioned the restoration shop of McClave, Philbrick and Giblin to remove old restoration components and return her to an original 1914 configuration. The final element was to give her a fresh coat of paint in the traditional Herreshoff color scheme of green bottom, white topsides and buff deck.

In June, 1993 ARIA returned to Bristol looking as good as she did on launching day in 1914. Within the museum's Hall of Boats ARIA continues to provide inspiration to other Buzzards Bay 25 owners and all Herreshoff admirers.

We are grateful to Paul Bates for his devotion to a special boat and desire to preserve a unique example of our yachting heritage.

In Quest of a Classic

By David Gill

I first became aware of the N. G. Herreshoff designed Buzzards Bay 25 Class while perusing an old copy of WoodenBoat Magazine. A photo of ARIA appeared in conjunction with a report on one of the Classic Yacht regattas. I was intrigued with her beautiful bow, graceful sheerline and low freeboard. A telephone call to Michael Pesare at the Herreshoff Marine Museum provided more information on the class and heightened my enthusiasm for the design. Subsequently, I learned that my good friend and marina neighbor Sam Jones of Saybrook, CT had owned MINK, one of the original boats, for many years. His praise of the design further increased my desire to become involved with the class.

Additional research indicated that a replica Buzzards Bay 25 had been built in 1982 by the Concordia Company and was moored in Westport, MA. I contacted the owner William "Woody" Underwood who graciously offered to take me out on her. NAIAD proved to be a delight to sail, even exceeding my high expectations. She was fast and dry in the dusty Buzzards Bay conditions of that day, and comfortable to sail, with her huge, deep cockpit. Her self-tending jib made her easy to tack and she flew on a reach. I was fascinated by the simplicity of the rig, and the absence of any winches, and the graceful proportions of her lines. What a contrast to the ugly fiberglass "chlorox bottle" sailboats with unwieldy headsails I had been weaned on.

At this juncture, I made the decision that I wanted to own one of these exciting boats. Woody Underwood had no desire to part with NAIAD. Next I contacted Lloyd Bergeson who owned a BB25 inspired boat named TORE HUND. He informed me that a sale of his boat was out of the question. Of the four original boats from 1914 still intact, Maynard Bray planned to restore his ANITA in the near future. MINK was

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Museum acquires BELISARIUS: The grand, old yawl returns to her Bristol birthplace

By Carlton J. Pinheiro (1/93)

Through the generous donation of Charles O. Read of Edgewood, RI, and his sister Mrs. Ruth Palmer of Mason's Island, CT, the Herreshoff Marine Museum has acquired the cruising yawl BELISARIUS. This final large yacht design of Nathanael G. Herreshoff is of special significance. Designed in 1934, BELISARIUS is the culmination of 75 years of experience in yacht design by the 87 year old NGH.

In the summer of 1934, NGH asked his friend and neighbor, Charles B. Rockwell, Jr., to call at "Love Rocks," NGH's home. "Carl" Rockwell, a Bristol textile manufacturer, was an avid yachtsman, who had owned a number of Herreshoff designs, including ALERION III, once the personal yacht of NGH. Capt. Nat began the conversation by first stating that he felt like a foster parent to Carl, and that he had heard that Rockwell was without a boat that season, and wondered if he would care to see the latest model up in the third floor workroom. The model was exactly what Rockwell had been dreaming about, a cruising yacht with beam enough to stand up in rough weather, and shallow enough for cruising in the Bahamas.

Once the model was agreed upon, the two men sat down to discuss details. The yacht would have a concave stem profile with a scroll, and a hollow forward deckline to take the place of a bowsprit, giving the appearance of the 1890's bows of GLORIANA, PELICAN, and GANNET. Because she would be sailed winters in the warm, worm-infested waters of the South, she was to have a bronze watertight centerboard box with all frame and web members fastened to a bronze plate the length of the keel. Her hull was to be double planked, in the Herreshoff way, of mahogany and long leaf yellow pine, diagonally strapped between the planking and the frames with galvanized steel. The decks were to be of teak, and she was to be yawl rigged. At the conclusion of this discussion, Capt. Nat said, "We have agreed on the sails and all the details of my last model, which I have wanted to be built for an ideal cruising boat. I will make the entire designs and give them to you as a present." Carl Rockwell readily accepted.

The new yacht was assigned hull #1266. (Her original manufacturer's bronze hull plate is still displayed in the



BELISARIUS running off the wind under a full press of canvas

companionway.) The Shop yacht listing carried her specifications: LOA 56' 2", LWL 40'0", B 14'0", D 5'8" (board raised). Mr. Rockwell named the yacht for an early American square-rigged merchant man, BELISARIUS. An 1805 picture of this ship was placed in the salon of the yacht by Rockwell and can still be seen there. The square rigger had been designed by the designer of the USS CONSTITUTION, and the original BELISARIUS was reputed to be one of the fastest merchant ships of her time. Belisarius, from whom she took her name, was a legendary Byzantine general.

The paint scheme chosen (and maintained to this day) was white bottom, black boot-top, and green topsides. This unusual green was referred to as "Herreshoff green" by the Rockwells, and "Nathanael Green (e)" by the Reads.

BELISARIUS was built by the Herreshoff Manufacturing Company in record time, and launched on January 19, 1935. Her launching was followed by one of the heaviest snow storms in years. Despite the snow, her masts were stepped on the 20th, her rigging completed on the 21st, sails bent on and a brief trial sail on the 22nd, provisions were put aboard on the 23rd, and with the temperature hovering below zero, and the gang-plank slippery with ice, the crew slid aboard on their backsides on the 24th.

On the morning of the 25th, with snow-covered decks and ice in the rigging, BELISARIUS set sail on her maiden cruise to the Bahamas. Some of the crew, including Bristolians Jack DeWolf, Tave Le Clair, and Woody Polleys, busied themselves adjusting the compass on the way to Newport. After stopping at Block Island to relieve the rigging of ice, they continued at sea for three days with temperatures below zero. Although temporarily immobilized by ice off Norfolk, Virginia, they eventually entered the Inland Waterway and made passage across the Gulf Stream to Nassau. On the way, the crew completed the interior painting.

That summer, she won her first race, an overnight Whalers' Race from New Bedford. In 1936, in accordance with NGH's instructions, BELISARIUS was deepened some 9" at the sternpost and rudder for better balance. In the 1936 Bermuda Race, she finished in the middle of the fleet in Class A. Over the years, the Rockwells cruised the "BELLA" from the

Continued from page 3

Exumas to Nova Scotia. She has raced twice to Bermuda, participated in countless offshore races, and has been the winner many times.

BELISARIUS was one of only two boats to ride out the great hurricane of September 21, 1938, in Bristol Harbor. The storm destroyed the Bristol waterfront.

In 1942, BELISARIUS was requisitioned by the United States Coast Guard for anti-submarine patrol. Her familiar green topsides were painted battleship gray, and she had CCR 2533 placed near her bow. In 1942 and 1943, she was kept at Martha's Vineyard, and off the Isle of Shoals in 1943 and 1944. After the war, she was returned to her original appearance and purpose.

In Hurricane Carol of 1954, Carl Rockwell's son and Bill Carstens rode out the storm under two anchors and power at Cuttyhunk. BELISARIUS was one of only three sailboats to survive out of about forty in the harbor. In later years, Capt. William Carstens, who crewed on the J-Boats in the 1930's, was in charge. Carl Rockwell sold his yacht in 1958, saying, "I decided to sell her while she and I were still on good terms."

Since that time, she has had only three owners: Stanley Woodward, who took her to Majorca, Spain and cruised her in the Mediterranean for a number of years, Martha Rockwell Millett, Carl's daughter, who sailed her out of Tortola in the Virgin Islands, and Charlie Read.

When Charlie first saw BELISARIUS, he was not yet 20 years old, but it was love at first sight. His dream of owning this yacht finally came true in 1974 in Florida, when he and his late wife Helen bought the green-hulled dream boat. Bringing the classic yacht back to Narragansett Bay fulfilled the dream. During their ownership, the Reads regularly cruised from Maine to the Bahamas and the Exumas. They regularly participated in Herreshoff Marine Museum Rendezvous, Mystic Seaport Museum Classic Yacht Parades, and Museum of Yachting Classic Yacht Regattas. In recent years, BELIS-

Continued from page 2

ARIA had been donated to the Herreshoff Marine Museum by Paul Bates, where she is now on display. BAGATELLE, owned by John Hall, was not for sale.

Consequently, my only recourse was to have a new boat built to the original design. After consulting several boatbuilders, I chose Steve and Joel White of the Brooklin Boatyard in Maine to construct a Buzzards Bay 25 using the cold-molded method. They became so enthused with the project that they decided to build a second boat on speculation. My bet is that after Joel sails the boat she will remain permanently on his own mooring in Center Harbor!

The MIT Museum/Hart Nautical Collection provided a copy of the original plans and the only modification to my boat will be to enlarge the cabin by moving the main bulkhead two frames (17") aft like Woody Underwood did with NAIAD.

She will have the original gaff rig, identical sail area, sitka spruce spars, no winches, no engine, and her displacement will be the same as the original boats. Accommodations will include a simple two berth arrangement, a portapotti (on orders from my wife) and oil lamps below. Her cockpit remains very large and comfortable enough for my

ARIUS has returned to her Bristol home mooring, and has graced the place of her birth, the Herreshoff Wharf, where Charlie is always ready to welcome visitors and graciously provides weekend sails.

Charlie Read is well recognized as a yachtsman and offshore racer. Since age six, he has raced Beetle Cats, Indians, S-Boats, and SORC yachts.

BELISARIUS is the visible symbol of the combination of magnificent craftsmanship and meticulous care by a succession of owners. Each spring, Charlie erases the effects of time, sun, weather, and salt water on the fifty-eight year old classic yacht.

BELISARIUS comes to the museum in mostly original condition. Her mainmast was replaced some years ago, and Charlie and his two sons carefully replaced the transom about ten years ago. Charlie's attention to historic preservation is evident throughout the yacht. For convenience, however, the Reads added a microwave oven and a refrigerator to the galley, and rightly so, for who can forget Helen's BELISARIUS cookies?

Through every ownership, the "BELLA" became a central part of each family, and now she passes to the ownership of a larger museum family, this graceful and seaworthy yacht will certainly be the nucleus of the "floating" Herreshoff Marine Museum. We will all benefit from being members of BELISARIUS' extended family.

In 1980, writing an article about her father, Charles B. Rockwell, and BELISARIUS, Eleanor Rockwell Edelstein concluded, "A sailboat does not leave a mark on the ocean, as a plough does on the earth. But sailors like C.B. Rockwell, I'm sure, always wear the imprint of the days spent on a beloved boat. Those who built her in Bristol and those of us who sailed on the BELISARIUS and see her sailing again now in Narragansett Bay, share that special feeling about a special boat."

Newfoundland dog. Construction is scheduled to begin in July and I hope to launch her for sea trials in early November. Home port for WIZARD OF BRISTOL will be Niantic, CT.

CHRONICLE

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Published at Bristol, Rhode Island

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BRISTOL, R.I.

CHRONICLE

No. 24 - 1995

The Lively Launching of DEFENDER - 1895

By Carlton J. Pinheiro

DEFENDER, N.G. Herreshoffs first Cup yacht to have a deep keel and no centerboard, had a draft of nineteen and a half feet. This made it necessary to deepen the launching ways at the Herreshoff Manufacturing Company. Dredging began for the new ways on May 15, 1895. By June 19, divers began clearing the older portion of the railway of marine growth. Incredibly, the laying of the new section of the ways did not begin until the day before the launching! At 4 A.M. on Friday, June 28, Captain Terry of Fall River began the job of laying the new portion of the ways with N.G. Herreshoff superintending. The work was completed by night. All was in readiness for the launching at noon the next day.

Early on Saturday, June 29, spectators and members of the press began to assemble outside the construction shops on Hope Street. Early arrival would insure a coveted spot on the wharf to view the launching. Vendors did a brisk business selling pins and souvenirs made from the aluminum scraps of DEFENDER'S topsides. By noon, every possible space was occupied by eager spectators. Positioning themselves for the best view, many had crawled up on the small building and to the tops of the masts and derricks. Cameras were not allowed on the piers, but near the launching ways, dinghies fairly bristled with professional photographers and amateur "Kodakers."

The first sound of the men hammering at the cradle blocks was heard at exactly 12:45 P.M., and after nine minutes, the work was done. As DEFENDER made her first movement, Mrs. C. Oliver Iselin, with a small hammer, broke the champagne bottle suspended from the bow and said, "I christen you DEFENDER."

The ribbons with which the bottle was wound prevented pieces from falling on the heads of the spectators below. The yacht rushed down the ways to the sounds of cheers, steam whistles, and the booming of guns.

The launching appeared to be a success until DEFENDER came to a stop part way down the ways. Captain Nat immediately gave orders for three tugs nearby to tow the yacht off. They fastened on, but tugged in vain. Then William K. Vanderbilt's steam yacht CONQUEROR'S lines were fastened to the cradle, but the strain pulled the cleats from her deck. The matter was found to be more serious than was originally thought and, as the tide was falling, nothing more could be done that day. The powerful tug RIGHT ARM of New Bedford arrived late at night to be on hand and ready at high tide the next day to succeed where the others had failed.

At high tide, about 2:30 in the afternoon, on Sunday, June

30, the RIGHT ARM was fastened to DEFENDER'S launching cradle with two strong hawsers. The tug's anchor was placed out in the harbor and the winch pulling on the anchor was started simultaneously with the tug's propeller. The anchor was pulled in on the first trial and after it was reset the second pull snapped the hawsers. DEFENDER remained stuck on the ways and, as the hour was late, work stopped until high tide the next day.

On Monday, the first of July, at the next high tide between one and two o'clock A.M., RIGHT ARM pulled on the cradle with no success. Divers could find nothing wrong with the ways, so Capt Nat resolved to implement the most extreme measures at the afternoon high tide. At three o'clock P.M. Captain Davis of the tug fastened his stem hawsers to the cradle and backed up nearly to the stem of the DEFENDER. The slack



stem hawser lines were supported by an empty skiff. The tug shot forward with a full head of steam. The hawsers came taut applying a sudden impact to the cradle. Initially this had no result. *The New York Times* reported the event. "It's no use," sang out Capt. Davis on the tug to Nat Herreshoff, who was in a boat nearby, but hardly were the words out of his mouth than something snapped under the DEFENDER, and she began to yield to the tremendous pull upon her.

The undamaged DEFENDER came free amid cheers from the gathered crowd. After inspecting the cradle which *The New York Times* compared to "a bunch of firecrackers," it was discovered that several bolts from the ways had penetrated the

The Dunraven Affair - The Fiasco of 1895

By Carlton J. Pinheiro

THE CONTESTANTS

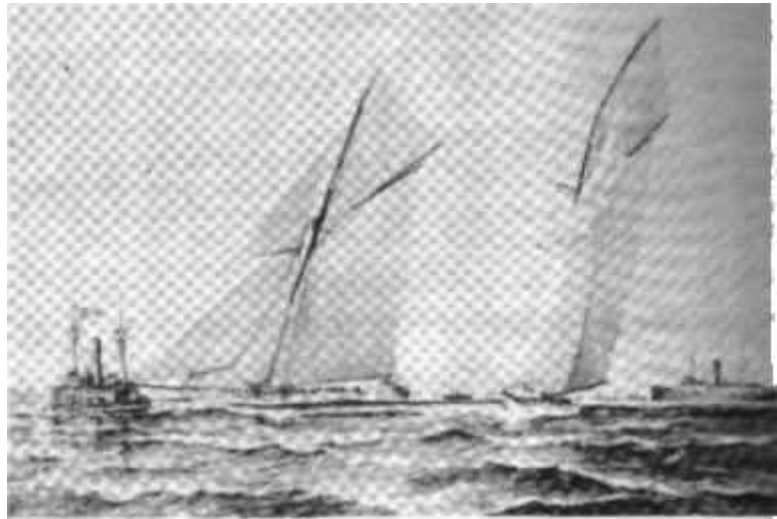
The International Yacht Races for the America's Cup were held in September, 1895. The challenger, VALKYRIE III, designed by George L. Watson, was in charge of the Earl of Dunraven, representing Britain's Royal Yacht Squadron. Constructed of wood over steel frames, VALKYRIE was skippered by sailing master Captain William Cranfield, assisted by Captain Edward Sycamore. The defending New York Yacht Club syndicate was headed by C. Oliver Iselin, along with William K. Vanderbilt and E.D. Morgan. DEFENDER'S sailing master was Captain "Hank" Haff. Departing from the custom of having Scandinavian crews, Haff selected a crew of Deer Isle, Maine fishermen. Much patriotic enthusiasm surrounded the choice of this All-American crew. What was remarkable about the Herreshoff yacht was the application of new materials in her construction. She was a combination of innovation, light weight, and strength; a Herreshoff trademark. Her bottom plating was manganese bronze, expensive but strong, with steel frames and aluminum top plating to save weight. Although Herreshoff knew that aluminum was not durable, he was "sure of it for a season at least." Little was known about aluminum at that time, other than it was light and comparatively strong, but little or no research had been carried out as to how it would react in salt water in the presence of other metals. As a result, DEFENDER ultimately suffered the effects of galvanic corrosion or electrolysis. Although criticized by period writers as being structurally weak, especially in the area of the mast step, N.G. Herreshoff maintained that she was strong. The problem with the mast step was caused, he later wrote, by a period of personal "sickness (*Author's note: typhoid fever*) and absence from inspection." The foreman had left out about 2/3 of the rivets intended in the mast step. This was corrected early in the season."

THE FIRST RACE

Racing began on September 7th. This first day's racing offered the only real contest of the series, starting from the Scotland Lightship outside New York Harbor, 15 miles to windward and return. Interest in the races presented a starting area lined by excursion steamers and small yachts, preventing the contestants from maneuvering freely. The first race was held in a moderate breeze, and the narrower DEFENDER made better going, winning the race by nine minutes. After this race, Lord Dunraven took the first step in what was to evolve into a sequence of controversies. He claimed that DEFENDER had had more ballast put aboard in the evening after she had been officially measured, giving her the advantage of a longer water line. Dunraven also complained about the crowding of the spectator fleet, asserting that VALKYRIE had been seriously bothered by it. DEFENDER was measured the next afternoon and no material discrepancy was found between the two measurements. What Dunraven thought was that the adding of ballast was actually the restowing of original ballast, unwisely conducted at night. The New York Yacht Club took steps to try to keep the course clear for the next race.

THE SECOND RACE AND THE FAMOUS FOUL

The second race was sailed on September 10th on a triangular course, ten miles per leg. As the boats were preparing for the start through the crowded spectator fleet, the blundering steamer YORKTOWN separated the two contestants as they approached the line. When they converged, VALKYRIE bore down on DEFENDER to avoid a premature start. Captain Nat, aboard DEFENDER, recounted the incident in notes written in 1936. "*The incident of VALKYRIE bearing down on us, as we saw it on DEFENDER, was to bluff us off our course, for there*



After the foul between VALKYRIE III and DEFENDER

*was plenty of room between VALKYRIE and the right hand mark to tack or make any change of course. When it was seen VALKYRIE was bearing down on us, Mr. Iselin called to Haff in no uncertain voice to 'Hold your course,' and immediately roared to VALKYRIE, 'We are holding our course, at which they began to luff. For a moment, it appeared as if there would be a grand smash up, but [we] just cleared that and VALKYRIE having more way on — due to having been running more free and not sheeted down so flat — ran slowly ahead, first having her main boom right over our heads. Then some eyebolt on VALKYRIE's boom hung on to our topmast shroud and drew it out ahead and to windward, until the spreader end broke. The jar to the wire rope freed it from the eyebolt, and our topmast, with club topsail and jib topsail set on it, caused the unsupported mast to go over to leeward and badly sprung it. We got on a port tack as soon as we could after crossing the line and the mates, under my direction, had two men hoisted aloft using topmast and spinnaker halyards, and lashed the starboard topmast shroud to the side of the broken spreader, as near the outer end as possible. There was range enough on the topmast shroud turnbuckle to nearly allow for the shortened spreader, and the race was completed by going very easily while on starboard tack. Let it be well understood Mr. C.O. Iselin was in full charge and gave all executive orders, and not "Hank" Haff, as Stone likes to chronicle (Herbert L. Stone, *The America's Cup Races*, 1930 edition). Haff was a wonderfully good helmsman in centerboard boats of the type*

Memories of the World War II Era at Herreshoffs

By Malcolm H. Grinnell

I took my first breath of good Bristol air on December 10, 1916. I think there must have been a boatbuilding virus in it, or perhaps I caught it passing Herreshoffs yacht yards on one of my family's Sunday afternoon walks from our home at the corner of Hope and Franklin Streets to the Bristol Ferry. Although we moved to East Providence when I was seven, I already knew that when I became old enough, I wanted to work at the Herreshoff Manufacturing Company.

We often returned to Bristol, especially for the Fourth of July, and I always enjoyed seeing the boatyard, the beautiful J boats, and smelling the aroma of wood and pine tar. When I graduated from high school, I inquired about employment and was told they were not hiring, as the apprentice program was full. I marked time at another job until I saw a Herreshoff ad in the *Providence Sunday Journal*. My wife, baby, and I drove to Bristol and I had an interview with Jack Garrity of the personnel department. He told me he would hire me, and if I was good enough, he would give me a ten cent raise in two weeks. True to his word, I got the raise.

I worked for John "Scotty" Millar, Hull Construction Supervisor, a man for whom it was a pleasure to work. If one had a problem, Scotty would do his utmost to solve it. He was fair to the men, and you knew where you stood with him. Scotty put me in a planking crew on APc's, (103' U.S.N. Troop Transports) in charge of Manuel Cardoza. When I became better acquainted with Manny, he told me that Ambrose LeLois, my great uncle, broke him in when he first came to the yard.

Manuel Cardoza was a proud man, who made sure the work was done correctly. He was quick to praise if the job was well done, and he would bring Scotty's attention to it. When his daughter's name was chosen to christen a boat, he hung a piece of pipe in his yard and had her practice breaking bottles filled with water. That was the best christening I have ever seen. One day, he took me aside and he told me that Doug Sawyer needed another man, and he was sending me to work with him. Manny said, "I hate to lose you, but it's a chance for you to learn more. Don't make me ashamed of you."

I worked with Doug Sawyer on Vosper and later installing deck beams in APc's. Later, a man was needed to work with George Mathinos installing engine beds, stuffing boxes and shafts in APc's. Napoleon "Nappie" Patenaude, an old-time Herreshoff employee, was in charge of this work, and I found myself getting along fine with George, even learning a few words of his native Greek which helped in our relationship. While working on these APc Coastal Transports, I had the opportunity to witness the legendary uncanny ability of Sidney Herreshoff. The Navy wanted generators installed in the APc's, and Sidney, the consulting engineer, was called in to inspect the boat on which I was working. He advised what should be done in the engine room, and as he was leaving, he overheard a discussion regarding where the exhaust would be. Sidney put a finger on the planking and said, "The exhaust will come out here." When the hole was

bored from inside it came out right where he said it would.

The engines that went into the APc's weighed ten tons. A yard in Warren, R.I. was also building APc's and when they wanted engines installed their boats had to be towed to Newport, RI. because their facilities couldn't handle the weight problem. Sidney eliminated that at Herreshoffs by designing a tripod made from three large granite blocks and three masts. The three granite blocks were set in the ground at angles specified by Sidney, and metal rings were fastened to the top surface with the inside of the rings the diameter of the masts. The bottoms of the masts were cut at ninety degrees and when the crane lifted them into place, they fit perfectly. The engines were lifted with the tripod, the boat was lowered on the ways, and the engine lowered into the engine room, while we guided it into place. With all that weight over our heads, no one doubted our trust in Sidney.

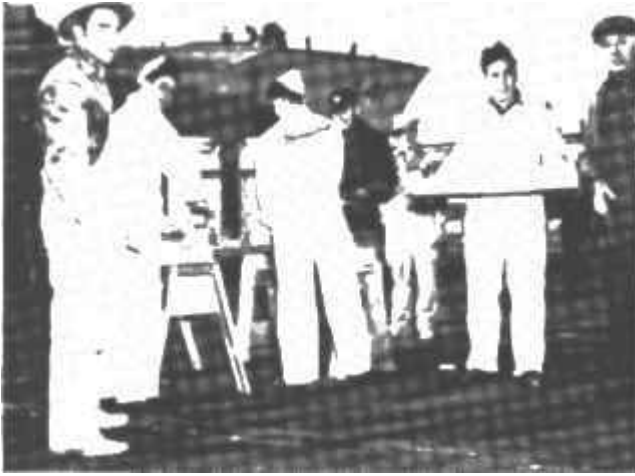
After the last APc was completed (22 were built), I went back to work on the Vosper Motor Torpedo Boats (PT's), as a new contract was being started. I worked on the frame tables, setting up and planking. My foreman was Herb Luther, a man



A production line of Air-Sea Rescue boats at the Lower Yard, Walker's Cove - 1944. Eight 85' Army Rescue vessels and thirty-six 63' Army / Navy Rescue vessels were built here. A truck crane is installing Hall-Scott engines. In the upper left background is the tripod designed by Sidney Herreshoff, used to install 10 ton APc engines.

who had sailed the seven seas, designed small boats, and built them. I worked under him until I was teamed up with Ralph Kent, installing shaft logs, struts, and shafts in the 71' Vosper and the 85' U.S.A.A.F. Aircraft Rescue Boats. Ralph and I were working in a Vosper engine room that winter, and to keep warm, he had brought in the bottom unit of an electric coffee pot and plugged it in. "Scotty" Millar came in wearing a knee length sheepskin coat. He sat down and was talking to us when

MEMORIES - Continued from page 3



Coffee service at the Cove Lower Yard - April 7, 1944. Coffee was served to the workers close to their work stations. A nearly completed PT boat can be seen in the background.

we smelled smoke. Too late, we realized that he had sat on the heating unit and had burned a hole in his coat. The next day, he came in with a shortened coat trimmed with pinking shears.

I am glad to have had the opportunity of working at Herreshoffs and learning boatbuilding from people who had so many years of experience and demanded only the finest of workmanship. I remember an APc being run out of the shed ready for launching, and seeing some ripples in the planking when it got into the sunlight. A scaffold was immediately erected, and the sanders had to resand the area for repainting. That made a lasting impression on me as to what the name Herreshoff meant on a boat. The many labor saving devices developed at the yard never ceased to amaze me. There was a mechanism called the guillotine that would, with forms, bend six frames at once for the aircraft rescue boats. A scaffold, named the Jack Garrity Skyway, was suspended from the roof trusses around six PT boats. When a boat was completed, the scaffold was raised, the boat skidded out, and the scaffold was lowered and ready for another boat to be set up.

It is difficult to express the feelings of working in this historic yard, especially the building sheds at the upper yard. One could sense the presence of Nat and John Herreshoff and that feeling provided inspiration to do the best work one was capable of doing. I never worked for a company that took better care of their help. We worked five ten hour days, were paid for fifty-five hours, and had the weekend off. In cold weather, coffee was served on the job, first thing in the morning, and again late in the afternoon. Inexpensive, hot meals were served at noontime. One chose what he wanted for lunch at the ten o'clock coffee break and the meal was delivered at twelve noon.

It was sad to see the work at the yard come to an end. When I got my last paycheck, a representative of the Laing Company was in the personnel office, hiring Herreshoff employees for joinerwork in the ships being built at Walsh-Kaiser Shipyard in Providence. I went there, and worked at a variety of boat building jobs, including my own building concern, until I retired in 1982. I shall continue to satisfy my love for the craft by building boat models at my home in Vero Beach, Florida.

LAUNCHING - Continued from page 1

cradle. The Bristol Phoenix reported that the bolts "had penetrated the cradle from beneath to the distance to an inch and a half, and the bottom of the cradle was ploughed and slivered by the wrench in pulling them loose."

DEFENDER was immediately towed to the north pier, where preparations began to step her mast. The big spar was towed around Walker's Cove and at six in the evening was swung up by the shears and lowered into place. Rigging began immediately and DEFENDER was ready for trial the first of the following week.

DUNRAVEN — Continued from page 2

he was brought up in. While abroad in VIGILANT (England, 1894), he sailed her well in stiff wind to windward but no match to the English crew. Otherwise, he simply murdered DEFENDER in sailing to windward and Carter (English skipper) had BRITANNIA on his weather bow in every start." DEFENDER hoisted a protest flag, immediately after the incident, indicating they believed it was a foul and not an accident. Dunraven never acknowledged the damage, and in a most unsportsmanlike way, sailed on. Despite her jury rig, DEFENDER crossed the line only 2 minutes and 18 seconds behind VALKYRIE, losing by only 47 seconds when her time allowance was granted. Using photographic evidence, the sailing committee upheld the protest, and the race was given to DEFENDER on a foul. Iselin, in a very sportsmanlike mariner offered to sail the race over, but Dunraven refused.

THE THIRD RACE

On September 12, with Dunraven complaining that he would not race if the spectator fleet crowded the race course, the third race was held. DEFENDER appeared with a new topmast and a large club topsail set. Oddly, VALKYRIE approached the starting area without her topsail set. At the start, DEFENDER was over first, followed closely by the challenger. As the line was cleared, VALKYRIE returned to her mooring. DEFENDER, alone, sailed the 30 mile course and thus was the winner of the ninth challenge for the America's Cup. The newspapers assailed Dunraven's lack of sportsmanship and this made an unpleasant end to the series. However, this was not the end, for when Lord Dunraven returned to England, he renewed his criticism regarding ballast. The New York Yacht Club conducted a lengthy investigation involving testimony from witnesses, crew members, N.G. Herreshoff, and others. Even Dunraven came to New York to make his statements. When the investigation was complete, Iselin was cleared and DEFENDER vindicated. It, nonetheless, left an unpleasantness, and the 1895 race has historically been referred to as a "fiasco."

CHRONICLE

Herreshoff Marine Museum,
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Published at Bristol, Rhode Island.

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CHRONICLE

BRISTOL, R.I.

No. 25 - 1996

Herreshoff Rendezvous '96

By Michael J. Pesare

During the last weekend in August, the Herreshoff Marine Museum celebrated the special partnership it shares with owners of Herreshoff yachts. Rendezvous '96, the museum's sixth triennial reunion, brought a magnificent variety of 53 Herreshoff yachts and two America's Cup 12 meters and their owners together in Bristol, Rhode Island.

On Friday evening, the museum's Board of Trustees hosted a dinner reception for museum founders and yacht donors in celebration of the museum's 25th anniversary.

The following morning, a slow moving cold front worked its way eastward as sailors gathered for the skippers meeting. Torrential rains and strong winds buffeted the museum tent keeping most sailors under cover. Fortunately, the weather gradually improved to allow for racing.

Race Committee Chairs, Peter and Marshall Lawson of Atlantic Race Management, did a superb job establishing courses for all classes that allowed them to finish at approximately the same time. A light northerly breeze filled in rendering this a day for close attention to detail and tactics.

One particularly competitive yacht was a narrow, long, low racer that was certainly a newcomer to the classic yacht racing scene in the Northeast. PUFFIN, the 1927 R Class yacht, was shipped to Bristol by truck from her home waters of Cleveland, Ohio. PUFFIN regularly competes as part of the Lake Erie R Class Fleet, racing quite competitively every week of the sailing season. PUFFIN's owner, Kenneth Gilbert, decided to return PUFFIN to her saltwater birthplace.

This year, the larger Herreshoff boats were particularly well represented. Class A featured yachts such as the grand old New York 40 sisterships MARILEE, owned by Alvin Bicker; RUGOSA, owned by Halsey C. Herreshoff; and the oldest yacht in the regatta, the New York 30 AMORITA, owned by Jed Pearsall. Two Fishers Island 31 Footers were present, SPINDRIFT, an important focus for three generations of the



Credit: J.H. Peterson, Marine Photographics

PUFFIN, the 1927 Herreshoff R boat from Cleveland, Ohio, sails to windward on her way to victory in Herreshoff Rendezvous '96.

Rich family and LOTUS, sailed from Newport News, VA by owners James Taylor and Mike Gilliam. NEITH, owned by Jack Brown, was on hand once again setting a high standard for Herreshoff restorations.

The three remaining Newport 29 Class boats, DOLPHIN, owned by the Lockwood family; MISCHIEF, owned by Chris Wick and the recently restored TEASER, owned by Benjamin Baker raced together as a one design class for the first time in decades.

Class B featured the museum's recently restored 1914 sloop, SADIE and a wooden Watch Hill 15, WORRY, owned by Andrew Giblin.

The Open Class was filled with a variety of Herreshoff designs not built by the HMCo. Headlining the Open Class were L. Francis Herreshoffs celebrated 1936 ketch TICONDEROGA, owned by L. Scott Frantz and a newly built sistership RADIANCE, owned by Stanley Bishoprick of Seattle, Washington. Also in this class were two stunning reproductions of N.G. Herreshoffs favorite design, the Buzzards Bay 25. Both HIGH COTTON, owned by David Gill, and TOMAHAWK, owned by B. Wharton, carried Herreshoffs original gaff rig sail plan. ROGUE, owned by Seville Simonds, competed after an extensive restoration and original owner Daniel Morrell sailed on board.

Herreshoff Rendezvous - continued from page 1

Two fiberglass Watch Hill 15 yachts participated in Rendezvous '96 for the first time. Fleet member Richard Holliday organized their participation to build enthusiasm for the event within their fleet and also to create awareness for the Watch Hill 15s.

Interest in the nearly century old Herreshoff 15 racing classes, in wood and fiberglass, was particularly high. Larry and Darla Gillen trailered their newly constructed H15 from Kansas City, Missouri. David Corcoran of Bullhouse Boatworks arrived with a Newport 15 reproduction that he recently built.

As always, Herreshoff one design classes were strong with sixteen S Class boats, seven 12 1/2 Footers and two Fish Class yachts entered.

Ninety Herreshoff enthusiasts were given a unique opportunity to view Herreshoff yachts from three chartered vessels. A highlight for many was the meticulously restored 1921 motoryacht PAM that carried 24 guests for an afternoon in the style of the Victorian era.

After a full day of racing on Saturday, 387 museum members and guests gathered under the waterfront tent for a popular New England Clambake served by third generation bakermaster, Robert Pare.

Sunday morning brought bright sunshine and a steady southwesterly breeze. Our race committee, operating on board museum volunteer Margo Wolf's DRY FLY, established a starting line in the center of Bristol Harbor. Larger Herreshoff yachts were sent on a course that finished in front of Fort Adams in Newport after a fresh beat to windward.

One designs classes raced in Bristol and four Herreshoff 12 1/2 Footers raced a Junior Skipper Series. Youth sailors, age 16 and under, skippered their boats with either adults or youngsters as crew.

Herreshoff Rendezvous have become a very popular gathering for all who admire the Herreshoff tradition. Owner Kenneth Gilbert perhaps best captured the emotion of this event in saying, "To be around so many wonderful people who all care for their fabulous Herreshoff yachts was great. To actually see and feel some of the unbelievably meticulous care and effort that is expended upon some of the boats was unreal. Just sailing with these people and their boats made for a special time that will be remembered forever."

At the Saturday evening Awards Ceremony, Museum President Halsey Herreshoff stated that due to increasing popularity of this event, the next Rendezvous will be held on August 29-31, 1998, after an interval of only two years.

Herreshoff Rendezvous '96 Race Results

Saturday, August 24, 1996

Pos	Boat Name	Class/type	Owner
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Class A for the W. Butler Duncan Trophy

1.	PUFFIN	R Class	Kenneth Gilbert
2.	AMORITA	New York 30	Jed Pearsall
3.	NEITH	Cutler	Jack Brown

Class B for the A. Sidney DeW. Herreshoff Trophy

1.	WORRY	Watch Hill 15	Andrew Giblin
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Open Class for the Isaac B. Merriman, Jr. Trophy

1.	ROGUE	Newport 29 mod.	Seville Simonds
2.	HITTOOTS	WH15 (glass)	Scott Schneider
3.	TOMAHAWK	BB25 rep.	B. Wharton

One Design Classes

Pos	Boat Name	Owner
-----	-----------	-------

S Class for the Harleigh V.S. Tingley Trophy

1.	EAGLET	Brian P. Kelly
2.	OSPREY	Michael McCaffrey
3.	OLIVE	Jay Arnold

Fish Class

1.	NAHMA	H. Howard Knox
2.	ANCHOVY	Museum of Yachting

12 1/2 Footer Class for the Frank Pardee, Jr. Trophy

1.	POOKA	Whitney Boucher
2.	POPPY	John D. Crouchley
3.	FISH HAWK	Shuwen Williams/Andrew MacKeith

12 Meter Class for Sadie Trophy

1.	FURY	Paul Campbell
2.	FIDDLER	Alfred Van Liew

Sunday, August 25, 1996

Pos	Boat Name	Class /Type	Owner
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Bristol to Newport

1.	AMORITA	New York 30	Jed Pearsall
2.	TICONDEROGA	LFH Ketch	L. Scott Frantz.
3.	PUFFIN	R Class	Kenneth Gilbert
4.	MISCHIEF	Newport 29	Christopher Wick
	RUGOSA	New York 40	Halsey C. Herreshoff

One Design Classes

Pos	Boat Name	Owner
-----	-----------	-------

S Class

1.	OSPREY	Michael McCaffrey
2.	DIRIGO	Peter Wilhelm
3.	OLIVE	Jay Arnold

12 1/2 Footer Class Junior Skippers Series

1.	POOKA	Charlie Enright (age 11)
2.	RI RED	Halsey T. Fulton (age 13)
3.	FISH HAWK	Daisy C. MacKeith (age 13)

12 Meter Class

1.	FURY	Paul Campbell
2.	FIDDLER	Alfred Van Liew



Credit: Denise Drapeau, Green Flash

The 12 1/2 Footer RI RED with skipper Halsey Fulton together with brother Reed and father Frank as crew.

The Restoration of CLARA

By Halsey C. Herreshoff

A particularly fascinating restoration project underway at the museum concerns the 110 year old cat yawl CLARA.

Designed by Captain Nathanael G. Herreshoff in 1886 and named for his wife, Clara, this yacht represents unique advances in the art and science of yacht design and construction. She is one of the first American sailboats to have 100% outside ballast (even such refined racers as America's Cup defenders still had much ballast located inside the hull). CLARA was one of the first yachts in America to have planking affixed by brass screws, replacing previous trunnels, nails, or rivets. Her fascinating cat yawl rig was the first for a boat of her size and type to have full length battened sails (sailing in 1887!)

Eventually, Captain Nat was credited with engineering the finest wood hull construction in the world. His NYYC "Rules for Construction of Yachts" became the gospel. While CLARA's efficient construction was but a step on the way to development of Captain Nat's ultimate ideas, this vessel is a particularly interesting step. Steam bent frames are practically square and deep floors, also white oak, are beefed up in way of the substantial lead keel. Particularly notable are beautiful cast iron angle knees joining frames to deck beams. While for most of his boats in subsequent years, N.G. Herreshoff substituted a substantial clamp for this element of construction, the knees of CLARA have served her well for more than a century, maintaining structure and shape.

A significant incident in the life of the yacht CLARA is that because Captain Nat sailed E.D. Morgan from Bristol to Newport, Morgan took over ownership of GLORIANA in 1891, and he became one of the greatest customers of



the Herreshoff Manufacturing Company.

Many years ago, my father, Sidney Herreshoff, called to my attention the design half model, drawings and a picture of CLARA. Both he and I were delighted when I sailed aboard CLARA in the 1950s when I was a naval officer at Long Beach, California. In 1973, this truly classic Herreshoff yacht was purchased by Kerry Geraghty. I sailed her again, this time out of Kerry's home port of San Diego.

Then Kerry, a skilled and energetic boat builder, moved CLARA to his boat yard for a needed "one hundred year overhaul." Progress was made toward restoration in repairs to frames and some frame sistering plus refastening and partial replanking. Then, the Geraghty family relocated to Florida.

Rather than leaving the yacht CLARA out in the broiling San Diego sun, Kerry donated her to the Herreshoff Marine Museum. Thus, in 1990, CLARA was driven from California to Bristol, Rhode Island.

Even in an incomplete and unfinished condition, CLARA was a star attraction in the Hall of Boats for many years. She is not only the third oldest boat in our collection of 51, but she represents a central element of the history that this museum represents. She was Captain Nat's personal yacht on which his children sailed, and she was a vital step in his rise to the top of his profession.

We derive great satisfaction from the restoration project underway in Bristol, skillfully executed here by Kerry Geraghty, donor of CLARA. Once additional funding is procured we hope to return her to original condition during 1997.

CLARA Restoration Update

The objective is to restore CLARA to original form and appearance while preserving as much of the yacht's 'original fabric as possible.

Kerry Geraghty has replaced 80% of the steam bent white oak frames and in this process has corrected some detailed lapses of shape. About all of the inner cedar planking was found in fine condition and is retained. Most outside planking including the sheerstrake are now replaced with fine new Port Orford cedar. Much of the single bottom planking had been replaced in California during the 1980s.

All the backbone and keel are original. The lead keel has been refastened and eventually it will be fitted with new strapping. The deck edge cast metal knees are in perfect

condition and have been refastened.

Just now, work has stopped for funding reasons. When resumed, the next step will be replacement of deck beams and deck planking, reconstruction of a proper deck house and hatches, plus a new cockpit and coamings. The original interior bulkheads and other items exist in reasonably good shape and they will be refitted.

The final step will be construction of spars, rigging, chainplates and sails just as originally designed and constructed.

It will be a huge satisfaction, particularly for Kerry Geraghty, to again sail CLARA on Bristol Harbor and Narragansett Bay.

ZARA (ex-CANVASBACK) Returns to Bristol

By Jonathon Pacheco

The striking black hull of the 60 foot Herreshoff motor yacht ZARA gained the approval of all who witnessed her homecoming journey from Rockport, Maine to Bristol, Rhode Island this October. The yacht, donated to the Independence Seaport Museum by Frederick Hard, found its way to the Herreshoff Museum four years ago, but had remained in the town of Camden until preparations could be made to deliver her to Bristol.

ZARA was christened CANVASBACK in 1909. She was built on the extended molds of SARAH WEBB, a 50 foot power yacht designed by Captain Nat. The 60 foot THANIA, part of the Museum's collection, bears notable similarity to ZARA's hull, and was thought to be a sistership. THANIA, however, was a reduction of the mold for MARY AND JERSEY LILY, a sixty five foot power yacht. CANVASBACK was ordered by F. G. Bourne, grandfather of Frederick Hard. Drawing 3 feet, she carried a 40 horsepower engine that powered her 59' 11" foot long 10' 8" wide body through the water at approximately 7 knots. That she could attain such speed with this sort of power is a tribute to the efficient design of her hull.

Rockport Marine prepared ZARA for her homecoming after four years in dry storage. Her gleaming brightwork and black hull held court over the picture postcard harbor on the perfect autumn day Halsey Herreshoff, Andy Tyska and I chose to begin our trip. ZARA is well set up with ample cabin space,



ZARA - HMCo. #268 hauled out after her return to Bristol, RI

four berths, two heads, a well equipped galley, and a roomy center cockpit. A smaller cockpit behind the aft cabin has a frame for a canvas awning. Her steering wheel turns horizontally and features the throttle and a manual spark advance on the steering column.

ZARA's 200hp gasoline engine easily powers her at a cruising speed of 10.3 knots. Zara's hull shape is such that she parts the water like a blade. The well-known naval architect Phil Bolger noticed this as we slid through the Annisquam Canal. He came aboard with eyes wide and, after a thorough inspection, announced his approval. Mr. Bolger followed us to the end of the canal, where we opened her up. He stood with his arms in the air as we left his craft in our wake.

Buzzard's Bay had a 3 to 4 foot chop in store for us, but ZARA handled it quite well. Her long narrow shape and low center of gravity made for a ride without pounding or lurching. Soon we rounded Sakonnet Point and powered her up the Sakonnet River, home to the Herreshoff pier at Bristol for what might be the first time since she was built here in 1909.

On her homecoming, ZARA made admirers of all who saw her. She received countless compliments along with not a few cheers and standing ovations. She will, no doubt, be a proper ambassador for the Herreshoff Marine Museum in all her journeys. Her unanimous appeal is a testimony to the enduring design and craftsmanship of the Herreshoff Manufacturing Company.

Rendezvous '96

Slicing the waves, urged by the wind,
fiercely competitive under blue skies or squalls,
over the Bay sail the Herreshoff boats,
gems of design and of ship's carpentry
and instruments of the mariners' skills.
Long may the mariners practice their skills!
Long may the spectators joy in those skills
and the shape of the hulls and the stretch of the sails!
Ah, Narragansett, you were bedecked today.
You wore a tiara of sails in the Bay.
The boats coursed before the Museum.
The Museum houses wooden offerings
to the sea and the spirit of sailing.
In it repose old boats worked on
with muscle, heart and mind, restored
with care moved only by hand.
Those who maintain the Museum follow
a high calling.
It's an Enterprise, Vigilant, Valiant and Resolute.
The Muses of the sea are pleased and amused
at how the Curators perform.

David Sprague Herreshoff
August 25, 1996

CHRONICLE

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Published in Bristol, Rhode Island
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CHRONICLE

BRISTOL, R.I.

No. 26 — Fall 1997

NGH's PLEASURE Donated

Museum Acquires Yacht From Captain Nat's Sunset Years

By Maynard Bray and Carlton Pinheiro



Credit: Pattie Munroe Catlow

PLEASURE rigged as a sloop, running downwind off Coconut Grove, Florida in 1925. Seated far right at the tiller is Nat Herreshoff, to his left is Commodore Ralph M. Munroe. HMCo. #907 LOA: 30'0". LWL: 24'6", Beam: 8'4", Draft: 2'6"

In September, 1997, Robert Yaro, his wife Susan, and his brother William Yaro donated Captain Nat Herreshoff's personal yacht PLEASURE to the Herreshoff Museum.

Captain Nat renewed his acquaintance with Commodore Ralph Middleton Munroe in the fall of 1921, when he and Mrs. Herreshoff, aboard his power cruiser HELIANTHUS III, dropped anchor off the Munroe homestead, "The Barnacle," in Coconut Grove, Florida. During subsequent winters, the Herreshoffs were invited to live on the Munroe property at the waterfront cottage, "Fair Haven." The Munroe-Herreshoff friendship was wonderfully natural. Both men were boat designers, members of the same generation, and had a keen interest in sailing.

Like NGH's previous day boat ALERION (finished in 1913), his 30-foot PLEASURE was an outside-ballasted centerboarder. Built in the fall of 1924, she was used by NGH in Florida during the two winter seasons that followed 1925-26 and 1926-27.

Commodore Munroe was well known for his sensible and seaworthy shallow-draft cruising boats, and it may well have been his influence that helped shape PLEASURE'S model. NGH claimed that her leaner bow, in contrast to ALERION's full deck line, made PLEASURE a better seaboard, and one that indeed lived up to her name. In his attempt to secure shallow draft and yet retain the desired weight of ballast, NGH designed PLEASURE'S lead keel to encompass the centerboard trunk bedlogs and stub floor timbers all in a single casting. As a secondary benefit, this construction eliminated the usual wooden keel timber from the middle part of the boat.

PLEASURE'S original mainmast was hollow and lightly stayed, with no spreaders. NGH claimed that it bent just enough in a breeze to flatten the sail, while in light weather the sail enjoyed the fullness afforded by a straight mast. The running backstays (required because a long-boomed rig like this allows no permanent backstay) led to the deck only a few feet aft of

Herreshoff Name and Origins

An excerpt from a letter to the Providence Journal by Halsey C. Herreshoff

On March 26th, the Providence Journal published a letter from a Florida gentleman that rather well stated how to pronounce the name Herreshoff, for the family well known for its boat building in Bristol. Then, the April 20 edition of the Providence Journal contained a letter to the editor by Julia Melone of Cranston concerning the pronunciation of our family name and some reference to the Herreshoffs who produced the great yachts built in Bristol. With respect for the lady, I must say that while part of her first point is correct (but incomplete), her second point is quite wrong. I welcome the opportunity to contribute to the history by providing the following points of correction:

Herreshoff name and origins: Like many Americans, our family derives its name from Germany. The first of the family to arrive at these shores was Karl Friedrich Herreshoff in 1787. His move to our state of Rhode Island was occasioned by his 1801 marriage to Sarah Brown, daughter of John Brown of Providence.

Quoting from my brother Nat, the German scholar of the family, "Linguistically and etymologically, the German name Herreshoff appears to have the following derivation:

Herr	/	es	/hoff
Mr., Lord, Master		Genitive ending	(Royal) court,
Sir, Gentleman			farm, courtyard

To summarize, the name means Lord's court or residence. In modern German, the name would be properly spelled:

Herr / n /hoff to use the now correct genitive ending for Herr."



It is quite true that the prevailing pronunciation is phonetically Herr-es-choff. However, we Herreshoffs assert that the correct pronunciation sounds like Herr-is-off, without any gratuitous supply of the nonexistent c before hoff.

Just why the name is generally mispronounced is not clear. An example of the problem is the experience some years ago of my late uncle Clarence Herreshoff when he was employed as an engineer at the Bureau of Ships in Washington. He placed a call to an Admiral in the Pentagon and stated that it was Clarence Herr-es-off calling. The Admiral grumbled "Who?" and got my uncle to repeat his name twice: Herr-es-off. Then a light seemed to go on in the Admiral's mind; he said "Oh, you mean Herr-es-choff and proceeded with business. Clarence said that, from that time forward, he did not much bother trying to correct people. I hope more Rhode Island friends of the Herreshoff Marine Museum will now say Herr-es-off. Anyway, we shall keep trying.

Inset - Karl F. Herreshoff (1763-1819) at the age of forty-seven, from a miniature painted by Edward Greene Malborne

PLEASURE - continued from page 1

the mast so that both backstays could be left untended when sailing close hauled.

In 1925, PLEASURE had first appeared as a simply rigged Marconi sloop, but for her second season in 1926, NGH shortened the boom and added a sliding gunter mizzen, converting her to a yawl. A strut held the mizzen boom from lifting and eased the strain on the sheet. PLEASURE was rigged with lazyjacks on all three of her sails so that NGH could lower them without having to climb on deck. For the same reason, all of the sheets and halyards lead to the cockpit.

PLEASURE was fitted with a canvas cockpit awning supported on vertical wooden poles set into coaming-mounted sockets and stiffened across its top by transverse, sewn-in battens. The awning could be used while under sail as well as at anchor; it folded away for storage.

PLEASURE was built right after NGH disposed of his third HELIANTHUS and only a few months after the Haffenreffer purchase of the Herreshoff Manufacturing Company. It has been rumored that PLEASURE was a gift from the Haffenreffers, but in correspondence, NGH indicated

otherwise, and lamented the fact that he sold her for one-fourth of what she cost him. She was shipped on a 42' railway car from Bristol and launched at Miami, Florida, on January 24, 1925. From there she was towed to Coconut Grove. In 1927, when sailing a boat this big became too much for him (NGH was then nearly eighty), he shipped PLEASURE back to New York, where she was purchased by W. Starling Burgess and his partner, Linton Rigg.

PLEASURE'S present condition is remarkable for its originality and is a tribute to the care taken by the Yaros, her owners of many years. In addition to her original fittings, PLEASURE still has the mirror mounted inside the cabin, which was used by Captain Nat as a rear view mirror when racing with Commodore Munroe. PLEASURE was, according to Vincent Gilpin's *The Commodore's Story*, "much too spry" for Commodore Munroe's heavier cruising boats, and eventually resulted in Munroe designing and building SUNSET, a 26 foot sloop, to meet PLEASURE on more competitive ground. Although she will not sail again, the yacht is scheduled for a cosmetic restoration before exhibit in the 1998 season.

NEITH Sails Into Her 10th Decade

By Van Brown - reprinted from the Herreshoff Rendezvous '96 Race Program



Credit: Paul A. Darling

NEITH racing during Herreshoff Rendezvous '87.

NEITH - LOD: 53'0", Beam: 10'6", Draft: 8'0" - Built in 1907 as hull 665, sail number 123, NEITH started life as a gentleman's weekender, intended for Nathanael Herreshoffs personal doctor. Her life has been rich and full. She sailed to Europe in 1919, only to be blown back by storms. Her rig was changed from cutter to yawl and the next year she made it... to much fanfare. She was given a hero's welcome in England, film coverage, and four consecutive articles in *Yachting Magazine*. It was very unusual for a "small boat" to cross the Atlantic in those days.

She led a very colorful life racing and cruising in England and Scotland, but was very slow in all but a gale with her short rig. Charles Nicholson, much to his later annoyance, convinced her owner to try a new rig, just beyond the experimental stages, called a Marconi rig.

It worked, and that same graceful rig with its distinctive Nicholson masthead, supported only by jumper struts, still stands in her. Nicholson told of a race where he outsmarted all other competitors and emerged from a squall ahead of all the fleet except, "for damned NEITH, who was, as always, right there, close behind me."

She has had few owners, all interesting. There are stories about trans-Atlantic races and all-girl cruises to South Africa. Along the way, her bowsprit was bobbed and then removed all together.

She was always quick and always loved, but time took its toll. She was laid up in Scotland to rot, until four American students found her and bought her to cruise around the ports of Europe. Never having sailed, they used the help of a *Sea Scout* manual and a sixteen year old boy to learn to sail this powerful hull.

They did not know about mast wedges and thought the mast had shrunk. They did not understand tides, did not have a light book, and never had a sextant until a freighter captain, who could not live with his conscience otherwise, gave them one to cross the Atlantic.

Saved once, she returned home to the U.S. The boys sailed her to Marblehead, and talked their way into The Castle, the home of Francis Herreshoff, no mean feat in itself. He had watched them enter the harbor and told them that NEITH was the first boat on which his father would let him work.

Times change, and NEITH was becoming a tired boat. She was sold, and through a misunderstanding, left unattended in the Connecticut River. There she sank. NEITH remained a charmed boat. The sadness of her plight caused a group to form the Museum of Yachting, so that this would not happen to other great yachts. It also caused Elizabeth Hersant to take a huge risk on this pitiful hulk and purchase it for restoration.

Elizabeth and Doug Hersant made the great leap of faith to save this beautiful boat. They poured all they had into renewing and restoring her hull, decks, covering boards and king plank. They sailed her, unpowered, for a glorious summer and participated in the Herreshoff Rendezvous of 1981.

But times continue to change, and the Hersants could not go on. NEITH was abandoned again, though not by choice.

Once again, this incredible boat refused to die. Those who loved her kept bringing me to look at this decrepit looking hulk. NEITH was dirty, empty and derelict. I, like most people, lacked the vision to see what she could become. Finally, my father, Jack Brown, decided that we should bring her back, "equal to" when Nathanael Herreshoff sent her down the ways.

NEITH's restoration was never easy or simple, but we had

NEITH - continued on page 4

NEITH - continued from page 3

the help of the best craftsmen in the world. The men and women who worked on her believed in excellence, personal pride of craftsmanship, efficiency and, above all else, this 1907 Herreshoff cutter, NEITH.

We had the constant help and support of the Herreshoff Marine Museum, Mystic Seaport Museum, the Museum of Yachting and the people who love these classic boats.

In addition to the fine work done by the Hersants, NEITH received a new interior identical to her original furnishings. Hidden beneath the paint, varnish and raised panels are modern plumbing, electrics, engine and electronics. She has all new deck houses and furniture. Her rigging and tackle are new. Barlow, now gone, made special all bronze winches for her. All her blocks are lignum vitae. She has her unusual flat yellow pine bowsprit. It's been shortened — just a little. Life is short enough.

Her hull is fir (exterior) and cypress (interior) above the waterline and yellow pine below. Her ceiling is cypress. Her interior furniture is cypress and varnished Honduran mahogany with a varnished cypress bulkhead. The sole is teak. Her frames and beams are white oak. Her deck beams are original. Her covering boards and king plank are varnished teak. Her deck furniture is varnished Honduran Mahogany. Her spars are spruce.

Recently, NEITH was reframed, refastened, given new tanks and new floor to frame bolts. Her mast step was redone, to spread the load of her powerful rig. NEITH is ready for her continuing life.

She races throughout New England and collects silver, not only against other classics, but modern racing boats as well. She continues to receive awards in recognition of the depth of her restoration and continuing care.

NEITH has been the subject of a televised documentary and in several other documentaries about the Herreshoff Marine Museum, Herreshoff yachts, and classic yachts in general. She was in the movie "Mystic Pizza." She has been the "cover girl and centerfold" in several yachting publications and has appeared in many articles. She has even been reported on and shown in Forbes magazine, a magazine not noted for its yachting coverage. NEITH has been the backdrop for numerous catalogue photo shoots as well as ads in Wooden Boat and the New York Times. We even have had wedding pictures on board. Every year, NEITH is used to support several charities. We try to keep classic yachts in the public eye.

It is one of our goals to prove that a classic can be raced and cruised hard and still look beautiful.

I would like to express my personal gratitude to all of you who have worked on NEITH to give her back her life. I would like to thank the crew who keep her the beauty that she is, and who protect NEITH and my family on the sea. I am grateful to my family who give this yacht the time she deserves.

There is no way that I can ever give enough thanks to Frances and Jack Brown, NEITH's owners, protectors and sponsors, who make this all possible. Without their faith, this boat would not be here.

And finally, I want to thank the spirit and soul of NEITH. The richness of life, experience, and the connection to the time stream of history you give us is beyond price. We love you.

Uncle Jimmy in the 9 Foot Skiff

By Clarence DeWolf Herreshoff 6/29/77

When Uncle Jimmy visited Bristol in his later years, he liked to borrow one of our 9 foot skiffs, frequently, he would row across Bristol Harbor to the old Herreshoff Homestead and gather a bag of apples from the trees there. These skiffs were small and many persons half his years would think twice before starting off across the harbor in one.

One fine morning, when Uncle Jimmy was about to embark, my father and Ann (Mrs. Ann Roebuck Herreshoff) accompanied him to the waterfront. On pulling away from the float-stage, he rested on his oars a minute. With a twinkle in his eye and that long white beard of his, he said to my father, "Nat, in these days of automobiles and airplanes, the only safe place for a Herreshoff is in a boat."



James Brown Herreshoff (1834 - 1930). The eldest of N.G. and J.B.'s brothers, James is credited with a number of interesting inventions. From a photo taken in the 1920s by Norman F. Herreshoff.

CHRONICLE

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Published in Bristol, Rhode Island
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CHRONICLE

BRISTOL, RI

No. 27 - FALL 1998

DILEMMA Returns to Bristol

Now on exhibit in Museum's Hall of Boats

By Carlton J. Pinheiro



Photo by Carlton Pinheiro

DILEMMA arriving at the Herreshoff Marine Museum April, 1999

A RADICAL DEPARTURE from the racing yachts of her lime, DILEMMA, the first successful fin keel yacht built in this country, was placed on exhibition in the Hall of Boats late this spring, on loan from The Mariners' Museum in Newport News, Virginia. DILEMMA is part of the "New for the Nineties" exhibit featuring the Herreshoff Museum's other fin keelers WEE WINN and JILT.

Designed by Nathanael G. Herreshoff for himself, DILEMMA (HMCo. #412) was built and launched in the autumn of 1891. Her designer recollected in 1934, "DILEMMA was about thirty-eight feet overall, twenty-seven feet waterline, and seven feet wide, with a rather large and heavy iron fin keel that had angle irons riveted to [thc] upper edge [and] was held by vertical bolts that passed up through [thc] floor timbers and sister keelsons. At the lower edge, there was a fish shaped lead of heavy weight cast over it. [Thc] rig was simple jib and mainsail. She proved very satisfactory and fast except in light airs, when [her] speed was not remarkable. I re-rigged DILEMMA and sold her in the fall [1892] to Gouverneur Kortwright." In 1894, DILEMMA came into the possession of the Fish brothers, Edmund and Latham B., of Greenport, Long Island, and they

successfully raced her for about ten years and always had with them Captain Norman Leery, a noted sailor. Terry always kept the yacht in the best condition for racing. One winter, after DILEMMA had been smashed up in a severe autumn gale, Captain Terry rebuilt her in the Fish boathouse.

About 1927, Miss Julia Fish, a sister of Bert and Eddie Fish, had presented DILEMMA to Mortimer Buckner of Fishers Island. In 1937, Clifford D. Mallory, yachting enthusiast, historian, and preservationist learned that DILEMMA was on the shore front of Buckner's Fishers Island residence. Mallory informed Buckner that The Mariner's Museum specialized in preserving vessels of importance. Mr. Buckner was agreeable to donating DILEMMA to the Museum providing the idea had Miss Fish's approval. She was contacted and consented to the donation.

In the summer of 1938, Mallory and Captain Roger Williams, vice-president of the Mariners' Museum, inspected DILEMMA at Fishers Island. They discovered that her hull needed paint, but her seams were closed and she appeared to be sound and capable of floating without any repairs. The men accepted Mr. Buckner's offer to present the

*One winter after
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- *DILEMMA Returns to Bristol*
- *The Restoration of DILEMMA*
- *Uncle Jimmy Falls Through the Ice*
- *BELISARIUS in Hurricane Carol*

The 1940 Restoration of the Yacht DILEMMA

By Tom Morgan

I FIRST SAW DILEMMA in the fall of 1940 about two years after her arrival at the Newport News Shipyard. After unloading, she was placed at the west end of the Reduction Gear Machine Shop, an area away from the normal activities of the yard and an ideal, somewhat secluded spot, to be revitalized.

Our group, all local small boat sailors of the lower James River, and close friends, consisted of the writer, Bill Osborne, Dick Osborne, Jimmy Nicholson, and Jack Maclay. We attended the Apprentice School of the Shipyard and worked on the DILEMMA in our spare time.

We had long entertained the ambitious idea of jointly buying a large boat to race, a notion that all young sailors aspire to. I think it was Bill Osborne, a worker in the adjacent Reduction Gear Shop, who called our attention to the DILEMMA and suggested that we look into buying it.

We had no knowledge of the DILEMMA'S important background but learned that Captain Roger Williams had obtained her for the Mariners' Museum. When we contacted Captain Williams, he detailed the DILEMMA'S historic significance and his plans to have her restored and put on display in the Museum. He suggested that if we would do the restoration work, with the

The offer was a rare opportunity for amateur sailors and we readily accepted

DILEMMA - continued from page 1

boat to the Museum. Arrangements were made to float her and tow her to the west side of the harbor and from there to New London and New York. DILEMMA was difficult to tow, as the fin keel and rudder had been removed. At New York, the yacht was loaded on a tramp vessel and delivered to The Mariners' Museum at Newport News. All of this was completed before the great hurricane of September 21, 1938. If DILEMMA had not been removed, she probably would have been destroyed by the storm.

When the Museum needed to replace the original keel and rudder, Mrs. Nathanael G. Herreshoff, Capt. Nat's widow, and Sidney Herreshoff, Capt. Nat's son, both became very interested and were able to provide the original drawings. These drawings were used in DILEMMA'S restoration. Mr. Buckner was in possession of a short bowsprit, mast boom, and gaff and these went to the Museum with the yacht. DILEMMA was eventually moved to the Newport News Shipbuilding and Dry Dock Company and was reconditioned by apprentices beginning in the fall of 1940. (The restoration is described by Tom Morgan, one of the apprentices, in this issue.) In 1973, a complete restoration of DILEMMA was undertaken at the Mariner's Museum under the direction of the Curator of the Small Craft Collection, C.H. Hancock. This included the removal of a protective fiberglass deck covering, replacement of all defective hull and deck planks, complete caulking of the deck and hull planking, sanding, painting and varnishing. The spars were stripped, sanded and varnished.

DILEMMA - continued on page 4

yard furnishing the materials, he would turn her custody over to us to sail, as much as we cared, before turning her over to the Museum. The offer was a rare opportunity for amateur sailors and we readily accepted.

Apparently, since no effort had been made to reconstruct the DILEMMA following her arrival at the yard, he took advantage of our inquiry to make his offer. It was a fortunate agreement because it would have been a futile venture for us, considering the expense involved, to undertake the project alone.

The yard assigned a charge number to the project for the purpose of requisitioning materials and sundry supplies: however, much of this was done on a gratuity basis. The news of the project seemed to have spread around the yard beforehand, as good cooperation was extended to us by the yard's personnel.

A new profile drawing, drafted from the original Herreshoff drawings was prepared by Jack L. Stevens of the Hull Technical Department. Stevens also prepared a detailed drawing for the fabrication and attachment of the new keel which was constructed of mild steel plate

Perhaps the most critical and demanding part of the restoration was making the new keel and attaching it to the hull. Using templates, the keel plate and angle bars were laid off in the Anglesmith Shed.

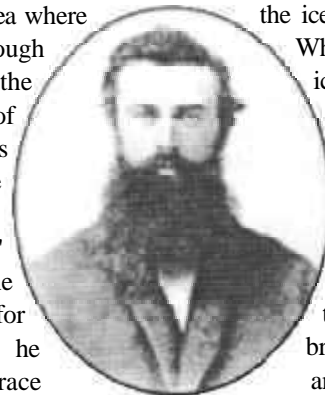
RESTORATION - continued on page 3

UNCLE JIMMY FALLS THROUGH THE ICE

By Clarence DeWolf Herreshoff

AT AN EARLIER TIME it would have been proper to have kept this narrative confidential. Now, however, with both persons involved long dead, there seems no harm in relating it.

One winter evening, in his younger days, Uncle Jimmy took a young lady skating on Bristol harbor. Unknowingly, they came to an area where the ice was thin and both broke through. When they attempted to get up on the ice, it kept breaking in front of them. The situation was serious and the girlfriend said, "We can never get to die here in each other's arms." Uncle Jimmy thought he had a better idea and that was for them both to live, Ungallantly, he broke away from the girl's embrace and with difficulty got onto the ice. Laying on his stomach to distribute the weight, he maneuvered over the area of thin ice without breaking through again and reached shore. There he found a long tree branch and returned it to the area of treacherous ice. At the edge of firm ice he held out one end of the branch and directed the other to the young lady. She grasped it and was pulled to safety.



James Brown Herreshoff
(1834-1930)
as a young man

RESTORATION - continued from page 2

The fabrication and riveting was supervised by my father, who was the foreman in charge of the shed. When this operation was completed, we laid off the keel bolt holes on the angle bars for drilling. Then the assembly was hot-dipped galvanized in the large tanks of the Galvanizing Shop.

Patterns of the lead ballast were made in the Pattern Shop and the two halves were cast in the foundry. They were bolted to the keel with three 3/4" diameter galvanized bolts. The completed assembly was blocked upright and the DILEMMA was lifted and lowered over the keel by the yard's crane. To our great relief and satisfaction, every bolt hole lined up perfectly. The total weight, including the lead casting is 5380 lbs.

While the keel was being fabricated in the Anglesmith Shed, we replaced the midship section of the longitudinal keel bolt stringers, which had been cut when the original keel was removed. These stringers fit over the floors and extended well beyond the ends of the keel to distribute the enormous weight of the keel. They also incorporated the mast step and absorbed axial loads of the mast.

Again, wood batten templates were made to duplicate the exact length and shape to fit the new sections in place. They were joined to the original section with 1/4" thick galvanized splice plates. Also, two lifting pad weldments were fabricated and installed over the stringers connected by four keel bolts each to facilitate lifting the boat with a wire rope sling.

Keel bolts, having diameters to suit the original holes, were installed and set up tight. With this accomplished, our work was focused on the brass diagonal strapping between the frames and hull planking. This strapping was a technique used by Herreshoff to provide lightweight strengthening to the hull, particularly at the high stress area around the shroud chain plates. The strapping was secured with brass screws which had corroded and become loose. We rescued the strapping using larger diameter screws where this could be done; however, some of the screws were inaccessible.

The cedar hull planking was still in remarkably good condition: however, there were five or six broken ribs that needed to be repaired. A steam box was devised to facilitate bending new ribs that were placed along side the fractured ribs and secured. Also, a few of the deck beams were repaired in the same manner. In general, these repairs were minor and quickly accomplished.

A new bobstay fitting for the stem was made from details shown on Jack Stevens' drawing. Whereas, the drawing called for casting, Jack Maclay machined it from bronze bar stock. It was installed, recessed in the stem, with flush head bolts to secure it.

The spade rudder, which had been removed at Fishers Island was installed and secured with the original rudder post retaining rig. The original bowsprit was installed along with the new bobstay and turnbuckle.

Work progressed steadily during the winter months of 1940 and, beginning with spring, the final stage of cleaning, sanding and painting started, as well as refinishing the spars.

After the keel was painted and anti-fouling applied, the DILEMMA was moved to the yard's waterfront for rigging. Skipper Larsen, my boyhood hero of the North Beach, who worked on the yard's rigging loft, fitted the DILEMMA with new standing rigging. I can remember him making splices in the wire and rope stays and serving them with marlin, a practice seldom used today. Skipper Larsen, who years later was to become vice-president of the shipyard, rigged my first sailboat and also Spencer Plumber's.

When the standing rigging was completed, the DILEMMA, all spic and span, was re-launched July 19, 1941, and towed to a mooring off the Hampton Yacht Club in Hampton Creek. There the running rigging and beautiful new blocks, furnished by W.H. McMillan and Sons, were installed. Ratsey & Laphorn furnished new sails from Jack Stevens' drawing. The mainsail was a high peak gaff rig, with a long overhanging boom and the jib was full hoist self tacking with a club that extended

beyond the end of the bowsprit. The jib luff was wire rope (no hanks) which

*I dropped below deck on my haunches
and worked my way forward looking for
leaks*

provided a tight leading edge when needed.

I remember, probably our first sail, when Jimmy Nicholson and I took the DILEMMA out for a picture taking spin in Hampton Roads. It was a calm, light air day, but the wind filled her sails and she demonstrated the speed for which she was famous half a century before.

Mr. E.P. Griffin, the yard's photographer, took several pictures that displayed the DILEMMA'S powerful rig. During this outing, we passed close by some watermen in a workboat. They were surprised to see DILEMMA glide smoothly along and asked if there was a motor propelling her. With a puff of wind, she would heel slightly, then straighten up, smoothly accelerating ahead, something we hadn't experienced in our centerboard boats.

On another occasion, that turned out to be the DILEMMA'S last sail, we were sailing in a stiff autumn breeze on the James to take her to a winter anchorage in Deep Creek, located near our neighborhood. The wind was blowing straight down the river which meant a beat of about five miles to Deep Creek. It was late afternoon and the sun was close to the horizon. Sailing along at a good clip, we began to notice a small accumulation of water in the bilge. We were puzzled at this, because there was no spray coming over the sides. To investigate, I dropped below deck on my haunches and worked my way forward looking for leaks. I didn't see any and as I turned to return to the cockpit, my eyes swept the windward side just as a puff hit, and at that moment I saw a glint of sunlight through the hull seams near the chain plate. Under the strain of puffs the seams were opening just enough to let the spray of water outside seep in. I think it was right then that we realized that the DILEMMA had reached true museum piece status!

The BELISARIUS In Hurricane Carol

By Barbara H. Rockwell
[BELISARIUS H.M.C. #1266 (1936) L.O.A. 56' 2"]

ON AUGUST 30, 1954, my husband Charlie and I, Captain Willie Carstens, and two guests, enjoyed a pleasant, brisk sail on the BELISARIUS, from Provincetown to Cuttyhunk. In Cuttyhunk it was peaceful early evening, with birds begging for scraps as they paddled on calm water, lit by a lovely sunset.

At breakfast the next morning, Charlie looked at the barometer, as he always did when aboard, and could hardly believe what it said. Then on the radio we heard "the hurricane is over Montauk, going north northeast at 40 miles an hour, with wind speed of 120 miles an hour". Our guests and I hastily cleared up below. Charles and Willie worked rapidly on deck, securing, putting out two anchors in bridle and keeping the engine running.

And then it struck. Looking up from the hatch I saw the air inundated with spray. It seemed a world of nothing but wind and water gone mad, a wind that soon began a shrill, metallic, whining scream in the rigging, an astonishing, ominous sound Willie said to me, "THIS is a hurricane".

Charlie jumped overboard to prevent the dingy from being caught in the propeller. Willie grabbed him by the hair and hauled him aboard just before the solid little boat somersaulted like a leaf across the water. Other objects of various kinds flew through the air. When the Coast Guard station broke up, its planks, with menacing nails protruding, came close and had to be fended off. The anchor chain of the boat next to us broke and, with her owner and his dog sitting on deck, she swept out of the harbor. (When the wind turned around, she returned.) In a house on a hill refugees took shelter. As they sat there, the roof blew off. Throughout the havoc, the BELISARIUS rode out the storm, one of only two boats to remain afloat. Also, through it all, there was only a rather gentle, circular motion below deck. I felt quite safe because I trusted this strong, superb boat and the two fine sailors in charge of her.

When the wind calmed and the sun came out and birds returned, it seemed that the violence of a short while ago may have been imagination, except for the evidence everywhere. Not long thereafter, we left for home. The ocean swells were large,

RESTORATION - continued from page 3

Apart from the fact that the DILEMMA had survived for fifty years, we certainly didn't want to jeopardize her safety. So after wintering in Deep Creek, she was towed back to the yard, lifted from the water and transported to the Museum, where she is blessed with an institution fully aware of her special nature.

There, she was placed on permanent display as a joint memorial to the designing genius of Nathanael G. Herreshoff and the yachting enthusiasm of Clifford O. Mallory and Captain Roger Williams, who were the persons responsible for the preservation of this historical craft.

It was a fascinating experience for those of us who had a part in the notable achievement of her restoration. Indeed, she is our sweetheart too!



Full rowboat from the BELISARIUS

the hurricane's effect on the sea and sky, on the entire atmosphere, very telling. It was a feeling of recovery after disaster. There was not another boat in sight on that ocean: we had it all to ourselves, except for the Coast Guard, once. They asked how we were and offered us cigarettes. And as we neared land, all along the shores, we saw that familiar structures and landmarks were simply gone. It was a landscape totally changed. Houses, piers, boats, trees, were all in shambles or had disappeared. At Point Pleasant Farm on Poppasquash, our destination, the dock and boathouse were no longer there. We had been unable to call, so a most anxious time was over for those waiting for us. When they saw us coming up the bay. The great bell at the house rang in welcome. Without our dinghy, there was no way to get ashore, so Mel and Eleanor Edelstein, with great effort, launched the row boat, still on the beach, and Charlie's father rowed out to meet us. The BELISARIUS was home, with only a single scratch on her, a tiny memento of Hurricane Carol's fury

DILEMMA - continued from page 2

In 1974, the DILEMMA was moved into The Small Craft-Building at The Mariners' Museum. The mast was stepped and the rigging was completed. The loan of DILEMMA was the result of efforts carried out by members of the staff of Mariner's Museum including Maynard Bray, Guest Watercraft Curator, Claudia Pennington, Director of the Museum, Karen Shackelford, Registrar, Chandi Singer, Research Assistance and Small Craft Representative, Halsey Herreshoff, Carlton Pinheiro, and Christopher Trobridge all worked on this loan for the Herreshoff Marine Museum.

CHRONICLE.

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Published in Bristol, Rhode Island



BRISTOL, RI.

CHRONICLE

No. 28-FALL 1999

COLUMBIA'S LAUNCHING ACCOMPANIED BY SHOCKING ACCIDENT

by Carlton J. Pinheiro

Evening Launching at Bristol

The defender COLUMBIA was launched on Saturday evening, June 10, 1899, at 8:13 P.M. from the Herreshoff Mfg. Co.'s South Construction Shop amid the discharge of yacht cannons, the sounding of whistles and horns, cheers of thousands of spectators, and the frequent "pouff" of the photographers' flash light powder.

Pickpockets Among Spectators

Bristol Chief of Police Hoard unlocked the gates at the North Wharf at 7:45 PM for the thousands of spectators who had gathered along Hope Street. As had been anticipated, quite a number of pickpockets had been at work among the crowd prior to the opening of the gates. Although Bristol Police Captain Morrissey, in plain clothes, had been detailed to be on the lookout for members of the light fingered gentry, and had hustled a number of suspicious characters away from the scene, a number of people were relieved of their wallets. One of those unfortunate victims was none other than the blind president of the company, John B. Herreshoff. He was standing near the entrance to the South Shop about 7 PM, surrounded by friends, when he felt a hand in his outside coat pocket. Although he immediately asked who had touched his coat, the thief had escaped along with Mr. Herreshoff's pocketbook which contained \$200.

Christening and Launching

The launching was held on a perfect June evening under clear and starlit skies. This was the first time that the Herreshoffs had chosen an evening launch, not for security, but because the announcement of the date had been given to the press and invited guests sometime earlier by J. B. Herreshoff. The COLUMBIA'S tender, the steamer ST. MICHAELS, was moored at the end of the South Wharf with calcium lights, operated by Bristol photographer L. L. Anderstrom, aimed at the doorway of the South Shop. Near the end of the North Wharf, the steam yacht CORSAIR, owned by COLUMBIA'S owner J. P. Morgan, had, on board, a large contingent of photographers with their large cameras and flash light apparatus. At 8:13 PM a cry went up, "Here she comes," and the stern of COLUMBIA could be seen near the outer doors. At that moment, Mrs. C. Oliver Iselin, wife of COLUMBIA'S managing owner, broke a bottle of American champagne on the yacht's stem saying, "I christen thee COLUMBIA." In an effort to prevent the problems that had

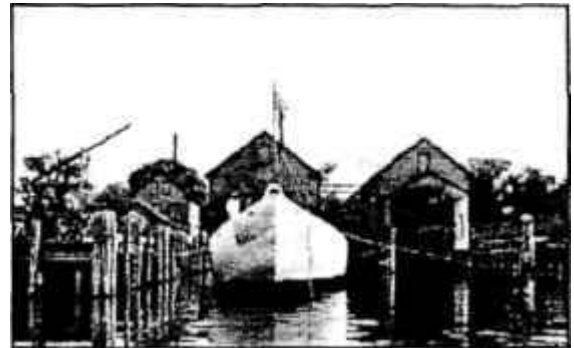


Photo: C.E. Bolles

COLUMBIA at North Wharf morning after launching.

occurred with DEFENDER'S launching in 1895, the Herreshoffs had eliminated the greased ways. Instead, a new steel cradle which ran on iron wheels was used on the marine railway which had been built the previous fall. The cradle which held COLUMBIA was controlled by a cable attached to a steam windlass inside the South Shop. The launching was so controlled by the windlass that it was a full five minutes after the stem appeared that the keel met the water, and ten minutes before COLUMBIA floated. When the stern cleared the South Shop doors, one of her crew placed the American yachting ensign at the stern. When the midship section appeared, the private signals of J. P. Morgan and C. Oliver Iselin were flown from a short jury mast. At the bow was the burgee of the New York Yacht Club. As soon as COLUMBIA was fully out of the shop, someone on the ST. MICHAELS shouted "three cheers for COLUMBIA," which were heartily given. When the figure of Capt. Nat Herreshoff was seen among the crew and shop workmen on deck, a guest on the South wharf proposed "three cheers for Nat Herreshoff." These also were given with great enthusiasm and the designer doffed his hat as an acknowledgement.

The relatively slow launching afforded the spectators and photographers ample opportunity to see how COLUMBIA looked. Secrecy had been maintained since the lead keel was poured on January 24, 1899. The evening launching was all the more theatrical with the calcium lighting, the discharge of guns and the blowing of whistles and horns from the many boats gathered nearby, the cheers of the thousands of spectators, and the frequent "pouffs" of the photographers' flash light powder. After the cradle was drawn back, COLUMBIA was turned around and tied to the North Wharf. This America's

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Cup Defender was 131 feet overall, 89 feet eight inches on the waterline, twenty-four inches beam, and had a nineteen feet nine inches draft. COLUMBIA carried about ninety tons of lead in her keel and her original Oregon pine mast, later replaced by a steel one, was about one hundred and seventy feet tall. Her deck was of white pine and her topsides were painted white. She was about seven inches longer overall than DEFENDER, the previous Cup Defender of 1895, had nearly a foot more beam, and about eight inches more draft. As with both VIGILANT of 1893 and DEFENDER, the new boat's bottom was plated with bronze; but steel, rather than the aluminum of DEFENDER, was used on the topsides.

Shocking Accident Incidental to Launching

During the launching of COLUMBIA, a terrible accident occurred. One boy was killed; five other boys and three adults were seriously injured. The accident was in no way connected with the boat or the builders, but was caused by the explosion of flash light powder used by a photographer taking a picture of the Cup Defender as she moved out of the South Shop.

The boy who was killed was eleven year old Napoleon San Souci of Hope Street. Other youths injured were twelve year old George Balfour, eleven year old Luke Callan, eleven year old Willie Siddall, ten year old George Belmore, and ten year old Isadore Shermika. Several adults were injured including John Walsh, John O'Neil, and Walter Dawson, a Providence photographer's assistant. Other persons with less serious injuries were not attended by physicians but returned to their homes for treatment. The fatal accident occurred at the North Wharf coal tramway, where a number of boys and men had climbed to get a good view of the boat. The spot was also chosen by Photographer Mills of Thomas Mills & Son of Providence to take a flashlight photograph of the launching. His three assistants were located there with two cameras and lighting apparatus. As the Cup Defender came into view, one of the assistants blew a horn as a signal for those nearby to shut their eyes against the bright light of the flashlight. The flash was followed by a deafening explosion that not only shook the wharf, but also lifted many people off their feet. Women fainted and were helped away and many spectators were temporarily blinded and deafened.

Most people who were not in the vicinity of the North Wharf had no inkling of the disaster, as the Torpedo Boat CUSHING was stationed near the wharf and most people suspected that the report was from one of her guns. The noise of the spectator fleet caused the crowd to regard the explosion as part of the intended celebration.

It took more than five minutes before it was known that a serious accident had occurred. Police Officers Dwyer and Munro pushed their way through the crowd to help carry out the victims. The San Souci boy was found at the bottom of the coal pocket where he had fallen after being thrown from the tramway by the explosion. His legs were badly cut and his skull was crushed, but he was still alive when he was taken to the boiler house and attended by Dr. Lake, a guest at the launching. There was no possible chance for the boy's survival, and although everything possible was done for him, he ceased to breathe some twenty

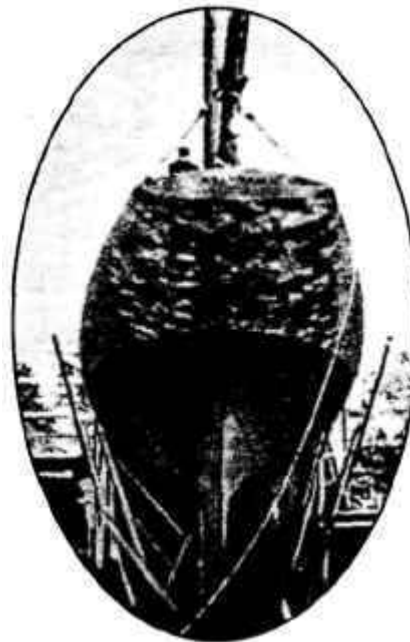


Photo: Prov. Journal

COLUMBIA on the South Shop ways

minutes after the explosion. Other town physicians were sent for, including Dr. Hasbrouck, Dr. Seigel, and Dr. Merriman. Immediately after the death of the young San Souci, Medical Examiner Williams gave Undertaker Tobin permission to remove the body. Mr. Tobin's undertaker wagon transported the body to the San Souci residence opposite the G. A. R. Hall on Hope Street. The boy's father was employed as a carpenter at the Herreshoff works and was on the COLUMBIA'S deck during the launch and had no knowledge of the accident until much later.

Although the cause of the flashlight explosion was not known, in the opinion of photography experts, the mixture of chlorate of potash and magnesium could sometimes be explosive and was known to have been the cause of fatal accidents. A huge black cloud of smoke was observed drifting from the scene of the explosion afterward, and this was not generally the case with flashlights, only a puff and a bright flash. A thorough investigation was conducted.

AMERICA'S CUP RACES - OCTOBER 1899

by Carlton J. Pinheiro

In the summer of 1898, the New York Yacht Club received a challenge for the America's Cup from the Royal Ulster Yacht Club of Ireland. The challenging member was one Sir Thomas Lipton, a man with exceptional credentials in merchandising, but with no reputation in yachting. Lipton would eventually endear himself to the yachting public with his five consecutive SHAMROCK challenges. His first SHAMROCK was designed by William Fife and was reputed to have cost about a half million dollars, which was about twice as much as COLUMBIA'S cost. The races were scheduled to begin on October 3,

Continued on page 4

BRISTOL CELEBRATES COLUMBIA'S VICTORY

by Carlton J. Pinheiro

CELEBRATION MOST EXCITING PART OF RACES DEMONSTRATION OF FIREWORKS AND PARADE

Bristol has long had a well earned reputation as a patriotic old town with the ability to successfully celebrate holidays and national achievements with particular enthusiasm. When news of COLUMBIA'S third victory over SHAMROCK reached Bristol on Friday afternoon, October 20, 1899, flags were flown all over town, shop whistles were blown, and school and church bells were rung to insure that the population was aware of the joyous news. The Cup was safe!

A celebration was planned for the next day, Saturday, October 21, and a popular subscription was started at all the manufacturing establishments with the general citizenry contributing as well. By Saturday afternoon, a sufficient sum had been subscribed to insure a great program. A street parade was formulated with an invitation to the Hedley-Livsey Band of Providence. All of the townspeople were invited to participate and fireworks were planned along the line of march.

At 7:30 P.M., the band arrived on the train and marched from the station at the foot of Franklin Street to the Opera House on Bradford Street where they played patriotic tunes while the parade was being formed. Soon the streets were thronged with people. At 8 P.M., several hundred of the Herreshoff employees arrived at the scene, headed by a drum corps. Many of the men carried brooms and dusters signifying that COLUMBIA had not only swept the seas, but dusted them as well! From Bradford Street, the group marched to Hope and turned south through the main part of town. The streets and sidewalks were thronged with enthusiastic crowds for several blocks. As the parade moved down Hope Street, as far as the eye could see, fireworks were being ignited, while the explosion of guns, revolvers, and the use of anything that could make a noise created a din that had not been heard in the quaint old town for some time. At the corner of Hope and State Streets, a squad of Company C, Light Infantry saluted the procession with several volleys of musketry. The parade route was decorated with flags and bunting usually reserved for the Fourth of July. The chimes of trinity Church, ringing out patriotic airs, were almost drowned out with the noise of rejoicing.

At the head of the Herreshoff workmen was a banner, supported by two brooms, carried by Everett LeB. Church and Willard Kenny of the painters' division. Painted on it were COLUMBIA and SHAMROCK, with the latter on a long stern chase. Over COLUMBIA were the words: "COLUMBIA, the Gem of the Ocean." Over SHAMROCK were the words: "Next Time." The procession turned left at Union Street and continued on to High Street to the home of John B. Herreshoff at the head of Burnside Street. Several thousand people gathered there where the band played "Columbia, the Gem of the Ocean," "The Star Spangled Banner," and "America." When J. B. Herreshoff appeared on the small veranda over the portico of the entrance, surrounded by his wife and family, three rousing cheers were given with a display of fireworks. Mr. Herreshoff removed his hat and waved to the crowd. He then sent out boxes of cigars

that were promptly distributed to the men in line.

The procession moved south to the Ferry Road and on to Griswold Avenue where the Nat Herreshoff family was in residence at "The Farm." The venerable 1798 A. Sidney DeWolff farm and homestead was a legacy of Mrs. Herreshoff and was used by the family during summer and early fall. The old house was completely illuminated and in the upper windows young Sidney, Nathanael, and Agnes waved to the crowd. As the marchers entered the grounds, Nat Herreshoff, with a beaming smile, was seen standing in the doorway. The band played, not only "Columbia, the Gem of the Ocean," but also in honor of the great designer, "Hail to the Chief." This was the signal for a brilliant and prolonged fireworks display and when the band played "The Star Spangled Banner," Capt. Nat raised his youngest son Clarence onto his shoulders. Clarence, dressed in a sailor suit with COLUMBIA on his hat band, took great delight in the activity and waved a small American flag.

NGH'S SPEECH "THE MOST AMAZING THING OF THE WHOLE CONTEST"

Although Capt. Nat is generally characterized as a man of retiring disposition and a number of current writers enjoy making a point of his taciturnity, he clearly was not of this temperament with his family and his friends, and he relished this spontaneous display of his workers and townspeople. The scene at "The Farm" was not only recorded in the press, but also in the diary of Algernon L. Johnston, Museum Volunteer Sandy Town's uncle. This moving scene of the world famed yachtsman and his youngest son standing in the doorway resulted in a rousing three cheers and many of Capt. Nat's friends came forward to shake his hand. There were calls for a speech, which most present did not expect, as NGH had never before spoken in public, but unexpectedly Herreshoff responded, "I wish to thank you, my fellow townsmen, for this very kind demonstration. It is a real pleasure to me and I assure you, I appreciate it." These twenty-seven words were spoken in such a low tone that only those in the front of the crowd could hear. A journalist recorded the words for posterity. Capt. Nat's brother Lewis, recounting the event in a letter to a friend, commented, "...he actually came out and made a bit of a speech which was about the most amazing thing of the whole contest."

After the speech, Company C, under the command of Capt. Callan, fired some volleys, the band continued its serenade, and the procession reformed and marched back to town where the band boarded the train for Providence. Many townspeople kept up the celebration until midnight. *Continued on Page 4*



Photo: N.G. Herreshoff, Jr.

"The Farm" Griswold Ave., Bristol, RI

CUP FOR COLUMBIA'S DESIGNER AT CHRISTMAS

As a token of their esteem and as a tribute to the design of the COLUMBIA, the employees of the Herreshoff Manufacturing Company presented Nat Herreshoff with a handsome loving cup of solid silver as a Christmas surprise. The workmen organized a committee headed by George Owen, Jr., Alpheus A. Packard, and William H. Sanford to circulate among the various departments and solicit subscriptions for the cup. The idea was popular with the workmen from the first and they contributed generously toward the purchase of the cup produced by the Gorham Mfg. Co. of Providence. The cup was presented to Capt. Nat on Friday, December 22, 1899, during the noon hour. All the Herreshoff employees gathered in the South Shop at 12:45 P.M. when NGH was escorted into the shop by William Sanford under the pretense of inspecting some work. Boiler Shop foreman Benjamin H. Wood made an appropriate speech during the presentation. Nat Herreshoff, taken entirely by surprise, was much moved by the expression of good will from the employees. He spoke a few words of appreciation for the gift and for the spirit which prompted it.

The solid silver three-handled cup is twelve inches high, including its ebony base. It was engraved with the presentation: "Nathaniel Greene Herreshoff, as a token of good will from the employees of the Herreshoff Manufacturing Company, December 25, 1899." Also engraved were the names and years of the significant vessels of NGH's design.

Captain Nat Herreshoff always thought highly of this cup and in his will made a specific bequest of it to his daughter Miss Agnes Mueller Herreshoff.

Races continued from page 2 but the weather was not cooperative. Because of fog and light air, the yachts started on the 3rd, 5th, and 7th, but didn't finish. They were also prevented from starting on the 10th, 12th, 13th, and 14th. During these races, it appeared that both boats were equally matched. The first completed race was on a hazy October 16 in the less than spectacular conditions of a ten knot breeze. On the next day, the yachts met again in a good breeze, but SHAMROCK'S topsail collapsed, and according to the rules of the day, COLUMBIA had to complete the course alone. On the 18th, there was another inconclusive race, with COLUMBIA leading by 1 ¼ miles when time expired. The final race was held on October 20 with a spanking 20 knot northerly wind on a 30 mile course, 15 miles to leeward and return. COLUMBIA out-pointed and out-footed SHAMROCK and won easily. It was the finest racing of the series according to the yachting writers of the time. Before Sir Thomas returned home, he announced that he would challenge again.



" O, Columbia the Gem of the Ocean"



Photo: K.K.H. DeWolf

COLUMBIA HMCo #499 fitting out for trials

Herreshoff Anniversary Regatta
1999 Race Results

Saturday, August 28, 1999:

Pos.	Boat Name	Class/Type	Owner
1	WORRY	15	Andy Giblin
2	EMMA	15	Jed Pearsall
3	SADIE		Halsey Herreshoff
1	MISCHIEF	Fish	William Slinko
2	ANCHOVY	Fish	Jim Cassidy
1	MIC MAC	S	Mac Cuddy
2	SURPRISE	S	Fred Roy
3	FIREFLY	S	John Barker
1	RI RED	12 ½	Chip Lumb/Fulton
2	ZEPHYR	12 ½	Jim/Jon Goff
3	POPPY	12 ½	J. D. Crouchley

Sunday, August 29, 1999

1	SURPRISE	S	Fred Roy
2	MIC MAC	S	Mac Cuddy
3	FIREFLY	S	John Barker
1	EAGLET	15	Robin Tattersall
2	LAZY JACK	15	Bob Buffinton
3	ECHO	15	Sue Maxwell-Lewis

CHRONICLE

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CHRONICLE

BRISTOL, R.I.

No. 29 - WINTER 2001

CARLTON J. PINHEIRO

In Memoriam

The passing on July 23, 2000 of our beloved curator, Carlton J. Pinheiro, leaves us an irreplaceable void. In his many years as part-time curator, followed by marvelous years of full-time devotion to the Herreshoff Marine Museum, Carlton accomplished much more than can be fully appreciated.

He was the unquestioned authority on historical facts, the precise and diligent master of the Museum's Collection, and above all the magnificent face of this institution. Always friendly, ever helpful, Carlton was generous to anyone who sought help or showed interest at the Museum.

Carlton was much more than that. He inspired devotion, precision and care about the Collection, the activities of the Museum, and service to our Museum visitors. This had great impact upon members, volunteers, and visitors from around the world. Always the perfect gentleman, intelligent, eager for life, and possessing a special sense of humor, Carlton meant a great deal to me personally at the Museum. I was proud to share work and adventures with him.

From early childhood, Carlton, a Bristol boy, had a fascina-



Carlton was a good friend, passionate about many of life's offerings, and with a particular passion for things Herreshoff. That's how I made his acquaintance more than 20 years ago. Being a Bristol native, his interest lay with the local Herreshoff history and people, while mine centered on the technical aspects of the boats themselves. We complemented each other perfectly and, coincidentally, discovered that we each had a son named Nathanael.

Carlton's modesty tended to keep his name from being as widely recognized as it should have been, but to those who knew him, he was pure gold: an eagle scout, a URI graduate, a fondly remembered high-school teacher of literature, a father of two fine sons, a wonderful lecturer with wit and wisdom, and restorer of prize-winning antique

tion for things Herreshoff. He studied the Herreshoff Manufacturing Company, its great yachts, and the methods of Captain Nat and J.B. Herreshoff. Carlton collected Herreshoff artifacts, even furniture formerly at Captain Nat's house "Love Rocks", as well as many items that he donated or displayed at the Museum.

Carlton's lectures were legendary. Exact, precise, innovative, and laced with humor or irony, Carlton always had his audience sitting on the edge of their seats. As he would sometime adopt the role of Captain Nat to enhance readings or dialogue, we marveled at the similarities of modest manner and conservative hirsute appearance. Many remarked, how with age, Carlton's appearance grew even more like Captain Nat's. This was not quite coincidental. Carlton greatly admired Captain Nat and enjoyed appearing more and more like him.

Lianne Pinheiro and Carlton's sons, Nat (Nathanael) and Sam, have the pleasure of very special memories as they mourn Carlton's passing. The following testament to Carl's life by yachting authority and colleague Maynard Bray is especially touching.

By Halsey C. Herreshoff

autos. As Curator of the Herreshoff Marine Museum, he wrote fine articles for the *HMM Chronicle* and most important to WB readers, co-authored with me the book *Herreshoff of Bristol*. It's no exaggeration to say that without Carlton's help and insight, that book would have come out severely lacking, if at all.

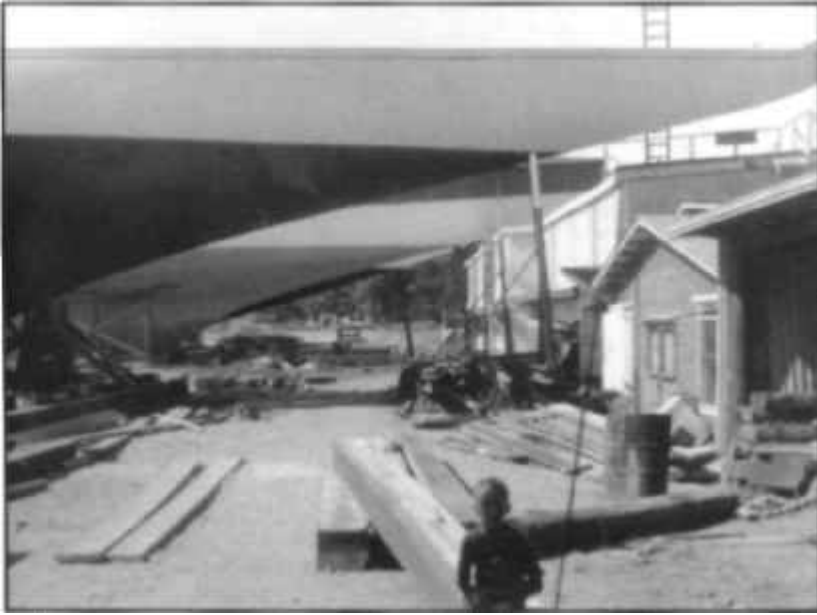
I'll miss Carlton, and so will many others — especially his wife Lianne who loved him and gave him such wonderful companionship and comfort right up until the end; and, of course Halsey Herreshoff, with whom Carlton worked so closely to help build and operate The Herreshoff Marine Museum.

By Maynard Bray

Reprinted from the Editor's page of WoodenBoat

ALONG PEACOCK ALLEY — THE MIGHTY J-BOATS

By Nathanael Greene Herreshoff, III



Nat Herreshoff III, September 9, 1937 sitting in front of America's Cup winner RANGER with the VANITIE and RESOLUTE in background.

In the history of the America's Cup, the J-Boat era began in 1930, the year before I was born. Two potential cup defenders were built that year by the Herreshoff Manufacturing Company, ENTERPRISE designed by Stalling Burgess, son of Edward Burgess, and WEETAMOE designed by Clinton Crane. Two additional cup contenders were built at Lawley's yard in Boston, YANKEE designed by Frank Paine and WHIRLWIND designed by my uncle L. Francis Herreshoff, son of Captain Nat. Two earlier cup boats, RESOLUTE and VANITIE, were used that year as trial horses to determine which contender would defend the Cup. ENTERPRISE was the winner. It is interesting to note that the 1930 Cup races were held for the first time off Newport, and Sir Thomas Lipton challenged for the fifth and final time in SHAMROCK V and then proceeded to lose to ENTERPRISE.

My grandfather, Captain Halsey Chase, took me to the launching of RAINBOW on May 15, 1934, a foggy, rainy day. In the very crowded south shop Mrs. Gertrude Vanderbilt christened this famous yacht. On the same morning, the Nantucket Light Ship, in a similar fog, was rammed and sunk by the ocean liner OLYMPIC.

Several months later, on the morning of August 8th, I went with my parents, Sid and Becky Herreshoff, and some guests on my father's launch, BUBBLE, to meet the blue-hulled British challenger, ENDEAVOUR, coming up Narragansett Bay. She was under tow by T. O. M. Sopwith's motor yacht, VITA. The ENDEAVOUR, rigged as a yawl, had made

the crossing from Gosport, England under tow in sixteen days. I did not attend any of the cup races that year but remember hearing about them from my parents who were spectators.

In 1935, I recall seeing the 1930 winner, ENTERPRISE, being scrapped at the yard. Much of her gear was then used on both RAINBOW and RANGER. Both RAINBOW and WEETAMOE were raced in the 1936 season. I can remember climbing up a long ladder to board RAINBOW while she was hauled for maintenance. I also remember an evening after the season was over seeing RAINBOW going down the bay on her way to Bath, Maine to have her gear transferred to the new cup defender, RANGER.

In the spring of 1937, RANGER arrived at the Herreshoff yard after much of her mast had broken off on the way to Bristol. The RAINBOW returned, painted gray under new ownership, to be refurbished using some of WEETAMOE's gear. ENDEAVOUR I and ENDEAVOUR II were also at the yard being tuned up after their ocean crossings.

On separate occasions during the 1937 season we had two famous luncheon guests at our home. One was Harold Vanderbilt, skipper of the three America's Cup defenders during the J-Boat era. The other was designer Olin Stephens' brother, Rod, serving as one of the RANGER's crew.

That season we went out of Newport in BUBBLE several times to watch a few of the Cup races. After the season, a number of these Cup boats were lined along Hope Street one after another. This section of Hope Street came to be known as "Peacock Alley" in honor of these beautiful, famous racers. Going from north to south, these magnificent yachts were in the following order (listed with the dates they were scrapped): RESOLUTE (1938), VANITIE (1939), RANGER (1941) and WEETAMOE (1938). As noted, the dismantling of these fine boats began in 1938, and the America's Cup J-Boat days passed into memory.



The ENTERPRISE, WEETAMOE and RAINBOW along Peacock Alley

THE RELIANCE COIN

By Halsey C. Herreshoff

The Rhode Island State Quarter features the America's Cup defender RELIANCE and the celebrated Claiborne Pell Bridge joining the city of Newport with Jamestown Island. Both yacht and bridge are dynamic symbols of Rhode Island. Known as the Ocean State, Rhode Island provides an especially fine environment for its residents because of Narragansett Bay and the Atlantic Ocean.

Rhode Island's long history includes many "firsts", especially technological advances. For three centuries prosperous mills, ocean trade in its own ships, factories making steam machinery, mechanical instrumentation and jewelry, this smallest of states in the USA has always been preeminent.

An outstanding component of this success was the Herreshoff Manufacturing Company of Bristol, builders of the world's fastest yachts for more than fifty years spanning the end of the nineteenth century and the beginning of the twentieth. Great schooners, fast steam-powered craft, the US Navy's first torpedo boats and winning sailing yachts brought unrivaled fame to the Herreshoffs of Bristol. They prevailed by dominating the field for designing and building wonderful yachts that won the America's Cup eight consecutive times from 1893 to 1934.

The greatest of the Herreshoff America's Cup successes was



the 1903 RELIANCE, the yacht featured on the 2001 Rhode Island quarter. RELIANCE was a giant sailboat of unprecedented technical boldness. Ninety feet on the waterline, one hundred forty-four feet on deck with a one hundred ton lead keel, this yacht had the largest sail plan ever set on a single mast. Her 16,700 square feet of working sail extended 199 feet 6 inches above the water and 201 feet 6 inches from the tip of the bowsprit to the end of her main boom. Captain Charlie Barr led a total of seventy-two afterguard and crew in triumphant racing victories of this most classic Herreshoff yacht.

Thus RELIANCE stands as the epitome of Rhode Island's distinguished record of innovation, technology, construction and success in the building of ships, yachts, and boats, an industry still at the cutting edge.

While RELIANCE is representative of Rhode Island on the water, the Claiborne Pell Bridge symbolizes Rhode Island's transportation ability over the water. When Governor Lincoln Almond conducted a voter contest to select the winning design for the Rhode Island State Quarter, the hands-down winner was RELIANCE with the Pell Bridge created by Dan Carr. This choice would have been particularly gratifying to Rhode Island's late Senator, John Chafee, who initiated in the U.S. Senate the concept of State Quarters. All of us in Rhode Island are very proud of this selection.

THE BOYS OF 1940 ON THE BAY

By Sheldon Whitehouse

Picture a gray and foggy day at the end of the summer of 1940. OSPREY, a Herreshoff S class sailboat, slips quietly through a still and muted Newport harbor. She is leaving her summer mooring for the boatyard where she would be wintered. One brother is at Osprey's helm, another is at the wheel of the family car, driving around to pick him up at the boatyard. For each, this is a bittersweet ceremony of the end of summer and return to school.

For the brothers, OSPREY gave freedom from the social demands of Newport — the dressing up, the trite adult conversation, the regimented days — and a glorious relief from their disciplined schooling. On her, the sunny Bay was theirs to command, their choices were their own to make, and they had no one to answer to but the wind and the sea. They sailed her fast and well, winning many of the races they entered. In modern parlance, the Whitehouse boys and Osprey were "big dogs" on the bay.

The Osprey was a lovely boat, swift in quiet air, and agile. She carried a small jib that rode on a boom and a traveler, and a huge mainsail that filled the sky below a curved-back wooden mast. She had the lovely sweeping coamings the Herreshoff yard was known for. When Charlie and George Whitehouse left Osprey at the boatyard at the end of that summer of 1940, I don't know what they foresaw, but Charlie was 18 and George was 17, and the Germans were in Paris and the Battle of Britain was raging.

Both boys volunteered for Naval Aviation, and both trained at Pensacola to be Navy pilots. Both were sent as young aviators to the Pacific Theater to fly high-powered fighter planes and dive-bombers. Both flew bravely and well, but only one came home. My Uncle George's plane was shot down over Legaspi in the Philippines, and the last of him his squadron mates saw was his plane spiraling down into the island. A memorial stone to George rests now in a Portsmouth churchyard, and his name is engraved on a plaque in front of Newport City Hall. That's it. My father went to the island after the war, but found nothing to bring home.

Osprey was sold during the war by my grandfather to a family whose younger children raced her, and then she was sold again and lost to our knowledge. The war, and then college, and a career in government and a young family swept my father along their currents. He never owned a sailboat again.

A few years ago, a man named Michael McCaffrey spotted the remains of an S class Herreshoff in a boatyard in Taunton. He and a friend bought her practically as junk, but it was a providential purchase. Michael's brother is the best restorer of Herreshoff S class boats in the world, and Michael had plans for this battered hulk. They went to work, carefully rebuilding, repairing and replacing, and also researching, to see who she was. She was OSPREY.

Continued page 4

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This summer, my father returned to Newport and, after an interval of 60 years, set foot again on the deck of his and his brother's boyhood boat. She had been well restored. He noticed a few differences — fancy modern sails replaced the canvas he knew, new jam cleats had been installed — but he knew her. My father is a fit man, and strong, from the dozens of hours he spends every week in the saddle, but he is nonetheless an old man. The interval between when he bounded off OSPREY as a youth at summer's end, and when he stepped rather more carefully back on her five dozen summers later struck me hard. So much had happened.

He met my mother and married her and raised a family; he served his country with distinction and courage in conflicts and troubles all around the world; he became a valiant and renowned defender of the landscape that he loves in Virginia. He remarried, adding stepchildren and step-grandchildren to a burgeoning crop of sons and daughters-in-law and grandchildren. But the most important event in that time was the one that separated him from OSPREY — World War II.

As I sat recently at the dedication of the new Veterans Memorial at the veterans' cemetery in Exeter, I looked out at many men of his generation — men who as boys had literally saved the world from



tyranny. The price was high (read Stephen Ambrose, if you don't know). And the boys were so young, jumping off summer sailboats, and out from behind plows, and away from city stickball games, to fight and die. Now, even the survivors of that great conflict are leaving us, as the great tide of life sweeps that generation into its dying years. For me, a boyhood boat helped make that connection come alive, and for that, I am eternally indebted to Mike McCaffrey and the International Yacht Restoration School in Newport. They made a moment of magic for my family, and reopened a book to a long-turned and near-forgotten page.

That page haunts me with a question: What can we possibly ask of ourselves, we who are now grown men and women, to match what was asked of those boys of 1940.

*Reprinted from the Providence Journal October 10, 2000.
Sheldon Whitehouse is Rhode Island's Attorney General*

RENDEZVOUS 2000

By Halsey C. Herreshoff

Held last August in honor of the late Carlton J. Pinheiro, RENDEZVOUS 2000 was a great experience for Herreshoff yacht owners, sailors, members and guests. Forty-eight yachts competed in five races, and three hundred attended the evening clambake at the Museum waterfront.

First held in 1981 and continued at three-year intervals, Herreshoff Marine Museum Rendezvous events now occur each even numbered year during the final weekend in August. These events provide the best venue for Herreshoff yacht aficionados to meet. They showcase wonderful restored yachts competing in their element on Narragansett Bay, just off the site of the former Herreshoff Manufacturing Company where these historic yachts were built.

Racing took place in two classes of handicapped rated yachts plus an "open class" of Herreshoff designed boats built elsewhere in recent times. One-design racing featured S Boats, 15 footers, Fish class and Herreshoff 12 1/2s. A fine summer southwester provided the desired racing conditions. With typical special skill, Pete Lawson and his race committee provided challenging courses. These were organized so that the yachts, large and small, ran in to finish off the Museum Pier in close sequence, providing a grand sight for those on shore.

We list here the race winners who received appropriate trophies as part of the evening program in the tent.

Winners were:

Class A (larger Herreshoff yachts) AMORITA, Jed Pearsall
Class B (smaller Herreshoff boats) TOMAHAWK, B. Wharton
Newport 29 DOLPHIN, Howard Knox
Open Class Herreshoff designed STREAKER, Jon Goff
S Class LADY LUCK, Pete Hallock
12 1/2 ft. Class FROLIC, Judy Newcomb Gross

Prior to the presentations, Bake-master Bob Pare served up his delicious clambake.

After this successful Herreshoff Museum Rendezvous, I hope you mark your calendar for RENDEZVOUS 2002 to be held at the end of August next year to share in this special weekend.

CHRONICLE

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CHRONICLE

BRISTOL, R.I.

No. 30 - FALL 2001

2001 - Year of Anniversaries



The America's Cup Jubilee Regatta celebrated the 150th anniversary of the schooner AMERICA'S victory in the competition for the trophy, subsequently labeled the America's Cup, now the world's oldest and most prestigious sporting trophy. Featured in the Jubilee celebration was the Museum's Ninth Annual America's Cup Hall of Fame Induction Ceremony at the Royal Yacht Squadron in Cowes, England.

COLUMBIA, designed by Nathanael Greene Herreshoff and built by the Herreshoff Manufacturing Company, twice successfully defended the Cup, the first of only three Cup yachts to achieve that distinction.

This issue of the CHRONICLE, dedicated to both anniversaries, features AMERICA in the first historic regatta and COLUMBIA in the 1901 Cup contest while Board of Trustees member Fred Bisset offers a glimpse of Jubilee week. More about the Induction Ceremonies and RUGOSA's crossing to Cowes will appear in the next issue of SHIPSHAPE.

THE SCHOONER YACHT AMERICA 150 YEARS AGO

By John Palmeri, Curator

Commodore Lord Wilton made yachting history in the spring of 1851 by establishing a race around the Isle of Wight, open to yachts of all nations, under sailing rules of the Royal Yacht Squadron. He invited the New York Yacht Club to participate.

A syndicate formed by John Cox Stevens, the New York Yacht Club's Commodore, accepted the invitation. William H. Brown, a New York shipbuilder just beginning his career, offered in a Nov. 1850 letter to build a yacht for the syndicate "of not less than 140 tons... the model, plan and rigging to be entirely at my discretion... to be a strong seagoing vessel and rigged for ocean sailing." A price of \$30,000. was to be paid only if trials proved her faster than any boat in the U.S. or, if sent to England to match race, faster than any vessel of equal size built there.

AMERICA, designed by George Steers, William Brown's foreman, was the result of that letter. She was a schooner of conventional wood construction — 101 feet, 9 inches long, with a 23 foot beam displacing 132 tons. She displayed a graceful clipper bow; there was a pronounced rake to her two masts, and all her sails were laced.

In the celebrated race on August 22, 1851, AMERICA won "hands down" and brought to the New York Yacht Club the trophy we now know as the America's Cup.

Stevens soon sold AMERICA. She was raced with some success as CAMILLA, neglected and bought for junk in 1859 by a shipbuilder, reconditioned and re-sold. During the Civil War she was operated as

*The Following is excerpted from L. Francis Herreshoff's
"The Wizard of Bristol"*

100 YEARS AGO — COLUMBIA vs. SHAMROCK II

In the fall of 1900 Sir Thomas Lipton again challenged for the cup. Soon after, a syndicate headed by August Belmont and including Oliver H. Payne, EG. Bourne, James Stillman, and Henry Walters ordered a new cup boat from the Herreshoff Company. This yacht, named CONSTITUTION, was one of Captain Nat's best designs and the first yacht, or, for that matter, vessel, that was built with the so-called longitudinal form of construction, which means she had her frames running fore and aft. This longitudinal framing is supported by deep web frames which hold the vessel in perfect shape as far as her sections are concerned. This is the lightest known system of framing — today steamers and airplane fuselages are constructed this way.

While the public and all writers of that time thought Captain Nat made a failure in CONSTITUTION because COLUMBIA was chosen to defend the cup in 1901, Captain Nat always thought Constitution the best of his large cup boats.

COLUMBIA that year had the almost unbeatable combination of J.P. Morgan and E.D. Morgan for owners, E. D. Morgan as manager, with Charlie Barr for captain, and a remarkably well-trained crew, many of whom had been with him on COLUMBIA in the previous cup races.

During the season COLUMBIA and CONSTITUTION raced

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a blockade-runner for the Confederacy. Stories conflict as to whether or not she was sailed under English colors as a means to disguise the fact she was serving the Confederacy. Whatever her role, she was chased by a gunboat up the St. John's River, Fl., scuttled and sunk.

Raised by the Union and given heavier rigging, she served the Union as a blockader. Later she became a Naval Academy training ship under her original name, AMERICA.

General B.F. Butler purchased her, reconverted her to a yacht with rigging closely matching the original design, and was sailing her in Boston waters by 1893. About 1918, once again a somewhat dingy hulk, she was rescued by yachtsmen from Marblehead's Eastern Yacht Club. With help from a score of other clubs, her hull was restored and she was donated to the U.S. Naval Academy in 1921. There her underbody was coppered, her topsides strengthened, and she was again rigged as she had been seventy years earlier when she won the Cup.



AMERICA remained at Annapolis as a yachting shrine until 1946. At that time, she was destroyed when snow collapsed the roof of her storage shed. As a result, many Annapolis homes display remnants of the AMERICA, and visitors to the America's Cup Hall of Fame can view a small section of her keel mounted under protective glass.

Among the Museum's Historic Files, the following was found:

Columbia to her Crew

By Thos. Fleming Day

In me behold the victress breed,
 Within whose form is wrought
 The subtle grace, the matchless speed
 That men for years have sought.
 In every strake of curving side,
 In spar, and sail, and stay,
 I am a Queen — hath ocean's tide
 Borne swifter to the fray?

Twice hath the line from which I sprung
 Brought wind-won honors home;
 Twice hath the name been cut among
 The victors of the foam.
 Far fleeter, far, than she who gave
 The priceless cup to thee
 Am I, the wing-swift of the wave.
 The courser of the sea.

Torn laurels of the mortal field,
 Rent trophies of the flood —
 The flag and blade that foemen yield
 Are foul with brothers' blood.
 But this, the chaplet of our skill.
 Bears no defiling stain.
 Proud handsel of the strength and will
 That triumphs on the main!

In thirty fights the wind hath swept
 Our sails to victory:
 For fifty years our flag hath kept
 This trophy of the sea;
 Is there among your boasted spoils
 A sword, or flag, or gun
 That 'round the nations heart so coils
 As coils this cup we won?

Then look ye well to rope and spar,
 To draught and sit of sail,
 Let no neglect nor error mar
 The morrow's racing tale.
 From buckling boom, from topmast lean,
 From truck to deck below.
 Clothe me as ye would clothe a queen
 Who arms to meet her foe.

For there beyond the sandy drift.
 In all her gear complete,
 See on the long sea measures lift
 The pick of Briton's fleet,
 Tall, lithe and full of buoyant grace.
 Her decks aflush with men.
 She waits. Be quick! I go to race
 To save the cup again.

THE JUBILEE - COWES

By Fred Bisset

Having the opportunity to crew with Halsey Herreshoff on RUGOSA during the America's Cup Jubilee Regatta in Cowes was for me a highlight of my sailing life. Winning our race on that Friday and sailing past the Royal Yacht Squadron with our sixteen "bow-tied" crew cheering "Hip Hip Hooray" to the club, dipping our ensign and seeing the Squadron dip theirs in return was simply awesome. Then we all raced back (no pun intended) to dress for the evening in our black formal wear and greeted all who arrived. Two hundred eighty-five friends from the U.S., France, and other UK locations streamed into the club for the Ninth Annual America's Cup Hall of Fame Induction Ceremony.

An extraordinary cast of sailing luminaries from all parts of the world enjoyed a lovely reception on a stunningly sunny evening in the Royal Yacht Squadron's beautiful new pavilion. It was followed by a wonderful meal provided by the Squadron's staff who were totally fantastic for the evening's celebration, as they were each day I had the pleasure of being at the club.

The formalities began with Halsey as Master of Ceremonies, a role in which he is an artist. The audience was most pleased to hear about the Hall of Fame former inductees, a number of whom were present like Sir James Hardy, Ted Hood, Bill Ficker, John Bertram, Tom Schnackenberg and Olin Stephens to name a few, and to be introduced to the three newest inductees: they are, The Earl of Wilton of UK sailing fame, Henry Sturgis Morgan, former Commodore of the New York Yacht Club, and Buddy Melges. Each man to be inducted was represented by a key member of his family or syndicate. These people had several meaningful comments to share with the audience describing the selectee's contributions to the world of America's Cup sailing and demonstrating why he too was qualified to become a member of such a prestigious fraternity.

Maldwin Drummond spoke of The Earl of Wilton's enormous contributions to founding Cup competition, and John Morgan spoke



Surrounding Halsey are the 17 crew members of RUGOSA; Dr. Robin Tattersall, Lizanne Backe, Chris Oliver, Jack Kelly, Michael Donnelly, Fred Bisset, David Chatham, Marshal Lawson, Van Tingley Jay Wilson, Jon Goff, Pete Lawson, Jim Goff, Ben Sanders, Sloane Damiano, Randy Tyson and Clive Oliver.

with warmth and special insight about sailing with his father, Henry, and moved the audience with his clear affection, respect and love of this father who contributed so much to the America's Cup growth and post war history. Of course, Hall of Famer Bill Koch spoke enthusiastically and insightfully of his sometimes volatile relationship with Buddy Melges, who truly belongs in the America's Cup Hall of Fame. To top off the celebration, Buddy himself spoke as the only living 2001 inductee and recalled his many moments as Bill Koch's team leader as they defended the Cup with AMERICA 3.

The America's Cup Hall of Fame celebration in Bristol, Rhode Island, is always a delight. Holding the event from time to time in significant sailing venues such as Auckland, during the 2000 cup competitions and then, this year, in Cowes, surrounded by marvelous yachts and marvelous people, is an incomparable experience. This year's regatta was simply the best world class sailing event with all its traditions intact.

I, for one, feel privileged to have raced on RUGOSA, part of a first class crew who taught me a lot, and to have played a small role that evening along with RUGOSA crew members Lizanne Backe, Ben Sanders, James Russell, Nick Jeffries from our co-hosts Camper-Nicholson International, and of course, Halsey doing an exemplary job, as we welcomed our guests. What an event!

It's a real pleasure, whenever I have the opportunity, to reminisce about the Jubilee, the Induction Ceremony, and the races at Cowes. RUGOSA's FIRST OVERALL and FIRST in DIVISION just can't be beat. It was delightful to see the name Herreshoff continue to represent winning America's Cup boats. MARILEE, MARIETTE, and TICONDEROGA, also at Cowes, helped burnish the Herreshoff reputation as they too competed successfully in the Regatta, and I, for one, look forward to many more such occasions.



RUGOSA's crew with Jubilee trophies for winning the Vintage Class. Left to right; Jack Kelly, Ben Sanders, Jay Wilson, Halsey Herreshoff, Jon Goff, Davy Chatham, Chris Oliver and Shane Damiano.

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together twenty-two times but only eighteen of the races were finished within the time limit, and each yacht won nine times. Because CONSTITUTION had done poorly in the last of the season, the cup defense committee decided to choose COLUMBIA as the most dependable yacht, in which case they were quite right, but undoubtedly if the whole crew and afterguard of the two yachts had exchanged at the beginning of the season, things would have been quite different.

In the middle of the season both COLUMBIA and CONSTITUTION ordered new mainsails from the Herreshoff Company, but they could make only one of the large sails at a time, and because there was no other sail loft at that time that could make a suitable cross-cut sail of that size, the brothers J.B. and N.G. Herreshoff had an embarrassing decision to make. On the one hand naturally Captain Nat favored making the sail for his new boat CONSTITUTION, and on the other hand he did not want to turn down his old friend, E.D. Morgan. Also it was not tactful to disappoint J.P. Morgan, but the sail or sails were made for CONSTITUTION notwithstanding, and partly as a result of this J.P. a few years after sponsored Ratsey to open a loft in this country.

W. Butler Duncan had persuaded the Herreshoffs to make CONSTITUTION'S new sails of heavier sailcloth than the first suit and they proved too heavy and dead making her go poorly in the last of the season. The strangest and most unfortunate part of it was that COLUMBIA, when she sailed in the final cup races against SHAMROCK II, had only old stretched-out sails, and she nearly lost the last race as a result of this for on this day, there was a dry, light northerly wind and the head of COLUMBIA'S sail had stretched out longer than the gaff. Captain Charlie Barr and the sail maker from Bristol, Mr. Hathaway, were up very early that morning and had seized the peak of COLUMBIA'S sail as far out on the gaff as was possible, while, I believe, at the throat they puckered or made a fold in the headrope.

SHAMROCK II was considered a very fast boat and a remarkably good design which is no wonder as she was designed by George Watson who was the best designer in Europe, if not the world, and if Captain Nat did usually beat him with racing sailboats, Watson was supreme with the large steam yachts. The two yachts were rated nearly the same with SHAMROCK allowing COLUMBIA less than a minute over a thirty mile course.

The first race was started on September 26, 1901 but called off on account of lack of wind with COLUMBIA about a mile in the lead. The second attempt was made on September 28 in a moderate breeze of approximately ten or twelve knots and smooth sea with the course a windward and leeward one. The two yachts went over the line almost together, SHAMROCK having a lead of only two seconds for Charlie Barr had now met his match and could not fool with SHAMROCK as he had with CONSTITUTION. The beat to the windward mark was extremely close and exciting with SHAMROCK rounding the weather mark forty-one seconds ahead, but much to the surprise of everyone COLUMBIA passed her rival on the run to the finish and beat her thirty-five seconds boat-for-boat, thus winning without time allowance one of the most interesting races for spectators ever sailed. Another attempt was made on October 1, but the race was called off for lack of wind.

On October 3 they were sent over a triangular course in a breeze of twelve or more knots at the start, and for some reason COLUMBIA



COLUMBIA defeats SHAMROCK II

made a very bad start, being one minute and thirty-four seconds behind SHAMROCK II, but during the first two legs of the course COLUMBIA gained slightly so that at the second she was only forty-two seconds behind. On the last leg, which was to windward in a good breeze of fifteen or more knots, Charlie Barr and COLUMBIA did some remarkably good sailing so that COLUMBIA crossed the finish line one minute and eighteen seconds ahead of SHAMROCK.

The next and last race was a windward and leeward one in a moderate offshore breeze, the first leg being to leeward so that both yachts hung back at the start each hoping to blanket her rival on the first part of the run, but SHAMROCK went slightly the best to leeward and rounded the mark forty-nine seconds ahead. The beat back to the finish line in a dying breeze was extremely close and as they approached the finish line the two yachts were actually lapped making the closest finish perhaps that had ever been witnessed in the larger classes over a long course. SHAMROCK was two seconds ahead boat-for-boat, but as she had to allow COLUMBIA forty-three seconds, the latter won by forty-one seconds, taking three straight races in the closest contested match that had ever been held for the America's Cup.

CHRONICLE

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