

DOLPHIN

How can a boat built in 1914 that carries such an old-fashioned rig keep on winning race after race after race? It's an often-asked question about *Dolphin*, and the answer goes something like this: you take a basically good design, keep the boat outfitted with the best sails money can buy, outfit her with winches big enough to handle them and — most important of all — make sure you sail her flawlessly. The flawless sailing part takes lots of practice; but the Lockwood family has campaigned *Dolphin* through two generations (since 1944 to be exact). They have come to know their boat, their home waters, and the racing game extremely well.

Performance aside, the Newport 29s are just plain good boats. In all, Herreshoff built four of them, three in 1914 and one more in 1926. A hurricane wrecked one; three still sail. These boats are striking to look at with their hollow bows and graceful transoms, and other virtues include moderate draft, reasonable roominess below and remarkable speed under sail. The hull shape is directly from *Alerion*'s half model, with the scale changed and a full keel added. It would be hard to imagine a better all-round sailing yacht.

Despite *Dolphin*'s record of being sailed so hard in hundreds of races, she has never required major repair; wisdom in caring for her has made such work unnecessary. There is justifiable fear of her planking drying out, and if this were allowed to happen annually, as it does with many carvel-planked wooden boats, it would loosen fastenings and generally weaken the hull. The Lockwood family's procedure has been to keep the boat in the water most of the year, hauling her out only in the coldest months.

Surprisingly, the Newport 29s were not double-planked or given any metal-strap-ping, probably because of their inherently strong hull shape. Rigging loads, even under the marconi sailplans they all carry now, are not great: the beam is ample and gives a wide spread to the shrouds, while the forestay tension is deliberately eased except when racing. And, of course, the headsails are of moderate size to begin with.

— Maynard Bray

Beating briskly to windward, *Dolphin* shows her celebrated speed.

LOA: 35'6"
LWL: 30'0"
Beam: 10'6"
Draft: 5'4"
Sail Area: 687 sq. ft.
Built: 1914
Owner: John Lockwood
Home Port: New Suffolk,
 Long Island, NY

