

# William Cannell Boatbuilding, Inc.

American Boat House, Camden, Maine

[Home](#) || [Select Boats For Sale](#) || [Recommended Restoration Projects](#)  
[Current Project](#) || [Previous Projects](#) || [Cannell, Payne & Page](#) || [Contact Us](#)

## New York Yacht Club 30 designed by N. G. Herreshoff

The **New York Yacht Club 30** is one of the most famous designs of legendary yacht designer N. G. Herreshoff.

Thoroughbred racing machines known for their speed, weatherliness, and ability to carry sail, the NYYC 30s have the sleek lines and overhangs of a racing yacht whose purpose is to go fast--and fast they do go. With a waterline length of 30', it was the smallest of the Universal Rule-influenced one-design classes built for New York Yacht Club members. Yet, the NYYC 30 class was one of the best loved and most competitive, sailed by some of the country's finest helmsmen.



*Photo: M. Rosenfeld*

Today as the centennial jubilee celebration of the class approaches in 2005, the NYYC 30s are experiencing a revival, with several racing and more expected to be restored. William Cannell Boatbuilding is now restoring the NYYC 30 ORIOLE. We are making patterns for every construction and joinerwork member practical in order to reduce the time of construction as much as possible. Our construction method is that developed by the Herreshoff Manufacturing Company when it built the original fleet of NYYC 30s in 1905. Just as the Herreshoff Manufacturing Company did, we will build our NYYC 30s upside-down with a mold for every frame, in order to maximize efficiency of construction and minimize cost. In the case of more than one NYYC 30 being built at a time, there will be considerable savings of time and cost.

Construction Outline: We make every effort to reproduce the original Herreshoff details including a raised paneled interior fabricated according to the original Herreshoff plans.

The deck is canvas over planking, like the Herreshoff original. The Herreshoff NYYC 30 deck joinerwork, hatches, and trunk cabin are all reproduced. The original gaff rig is built and furnished with polished bronze hardware designed for the class by the Herreshoff Manufacturing Company.

1. In almost every case, we use the same materials as those used in the original NYYC 30s. However in 1905, the relationship between material costs and labor costs was very different than it is today. Today it makes sense to use the best and most enduring materials; whereas the Herreshoff Manufacturing Company often made use of steel or iron for fastening, we use bronze for fastening and bolts.
2. The backbone is white oak and the deadwood heart pine. The white-oak frames are steamed and bent over the molds and held in place pending the planks being fastened to them with bronze screws.
3. Much of the deck and interior joinerwork is built off the boat, from patterns. At the same time the backbone is being set up, we can fabricate the raised-paneled bulkheads, berths, and other members of the interior and the deck joinerwork. When appropriate, we will build the deck and interior joinerwork members for more than one boat at a time in order to save time. Although most original NYYC 30 interiors would probably have been painted white with varnished mahogany trim, it would also have been traditional to have varnished mahogany, cypress, or cedar. The Herreshoff Manufacturing Company often used cypress for interiors. Black walnut would look very elegant set off by some creamy white. Perhaps one might paint the bulkheads creamy white and have the fore and aft paneling, like the settee fronts, of varnished black walnut to make a very elegant interior.
4. The NYYC 30s are single planked of heart pine for the garboards and the broads up to beneath the turn of the bilge. The rest of the way up to the sheer the planking is double with heart pine or Douglas fir over Atlantic white (also called Southern or Juniper) cedar or cypress. The garboard seam and the single planking are caulked, but the double planking does not need to be. This double planking is one of the factors in the endurance of Herreshoff construction. The hull is also diagonally strapped with bronze. The sheer strakes were oak on the original boats, but the sheer strakes may also be of mahogany. With oak, one must use butt blocks, whereas with mahogany it is safe to have a glued scarf. The hull is faired while still upside-down on the molds. It is then turned over and installed on top of the lead ballast keel.
5. The decking is white-pine planking and will have already been milled out with a V-groove on the bottom face and a caulking seam in the upper edge. The V-groove underside is painted before installation. The deck planking is caulked and then canvas covered. The canvas is bedded with a canvas-bedding compound and then painted. The deck is installed over varnished sawn-oak deck beams. The deck has one set of bronze diagonal straps in the way of the mast partners.
6. The trunk cabin and the hatches will have been fabricated off the boat after the interior joinerwork and bulkheads so they will be ready to be installed as soon as the deck is on.

The deck joinerwork on the original NYYC 30s was mahogany.

7. The original spars were solid of Douglas fir. When the NYYC 30 LINNET was built, Mr. Herreshoff re-designed the NYYC 30 spars to be hollow. For this, he increased the diameter slightly and changed the material of the mast and boom to Washington (Sitka) spruce. We have an excellent source of old-growth Sitka spruce available in long lengths unusual to find today. The bowsprit is of heart pine.

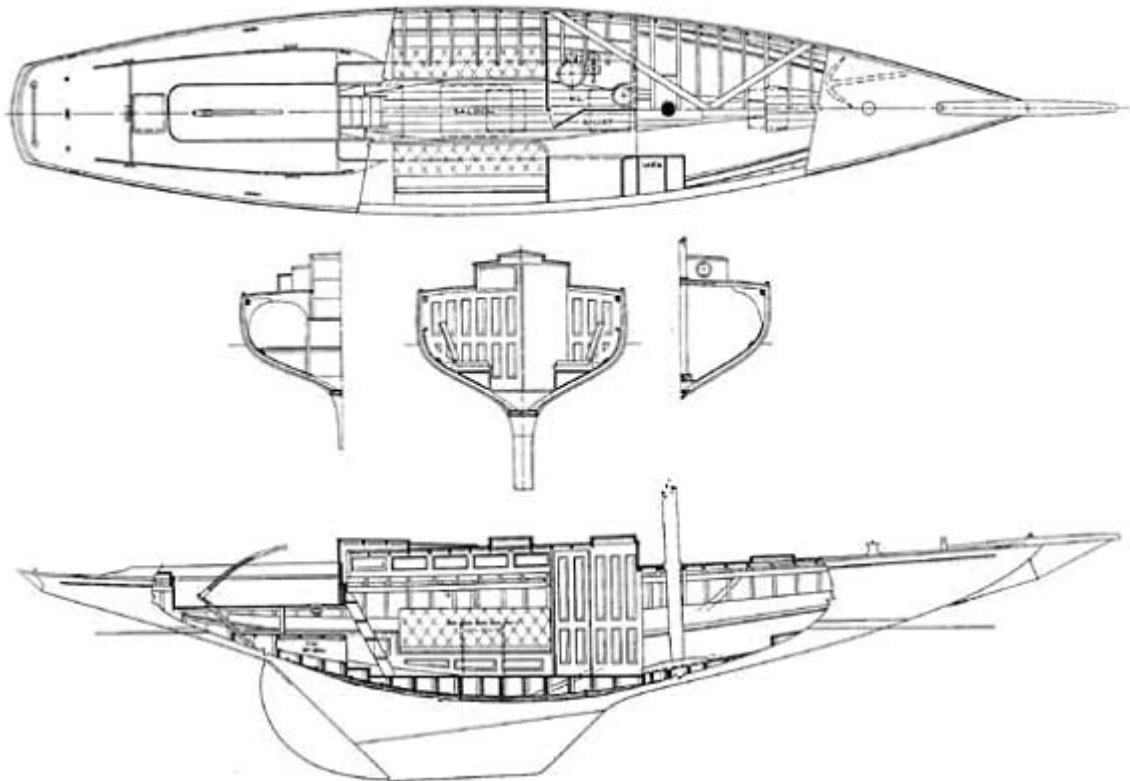
8. The engine should be a small light engine such as a Yanmar. The fuel reservoir is installed under one of the saloon settee seats.

9. The plumbing system is simple, with hand pumps in the head and galley and the water tank under the settee seat opposite the fuel tank.

10. The electrical system should be kept simple in such a classic yacht.

11. We use Epifanes varnish and Epifanes Nautiforte. The NYYC 30s traditionally had their hulls painted white. The canvas deck might be a light-gray or sand-color paint.

12. The deck and spar hardware, including the Herreshoff anchor windlass, is made in polished bronze from patterns from the Herreshoff drawings.

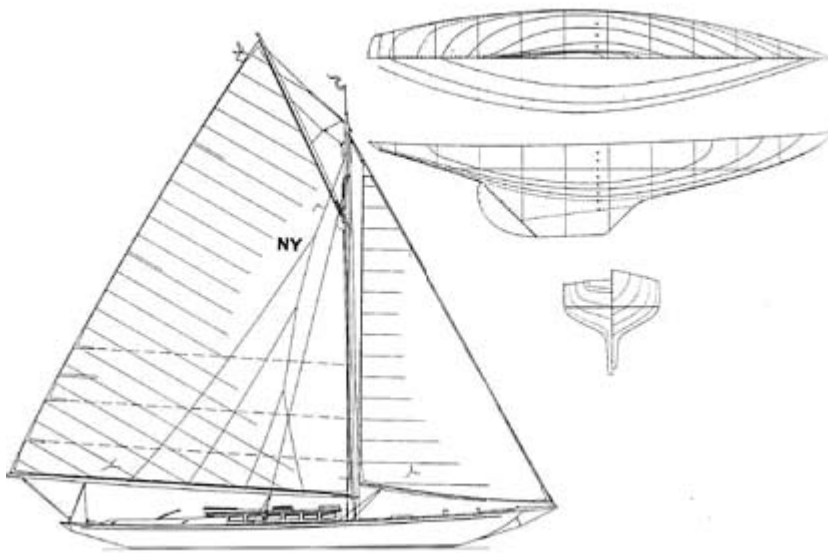


The Herreshoff NYYC 30 was one of the most cherished designs of the Golden Era of Yachting. Today the 30s still exist as a one-design racing class. With five NYYC 30s actively racing, the class is poised to experience a renaissance. As more people discover

the beauty and excitement in the adventure of owning and racing classic yachts, the Herreshoff NYYC 30s will both provide classic one-design racing and prove to be exceptionally fast and competitive against classic-yacht regatta fleets. With the class organization that is now forming, the NYYC 30s should function as a legendary one-design class as well today as they did in 1905. Our goal is to reproduce these fast, aesthetic masterpieces of N. G. Herreshoff's genius with their original details and to provide them at a reasonable cost.

William Cannell Boatbuilding brings considerable experience with Herreshoff construction methods to the construction of the Herreshoff NYYC 30s, having recently entirely rebuilt and restored the 59' LOD Herreshoff New York Yacht Club 40 MARILEE for a May 2001 launching.

Almost immediately after her post-restoration launching, MARILEE began collecting silver for her NYYC syndicate owners. At the America's Cup Jubilee in Cowes, MARILEE won the King's Cup, for first around the Isle of Wight by a classic or vintage yacht. She also won the Anniversary Cup for the Best Performance by a Yacht in the Around-the-Island Race. She had the best corrected time in the entire fleet. (In the other races at Cowes, MARILEE took a second in extremely heavy weather conditions even through she broke her boom and had a man overboard). She did not race the following day, while she repaired her boom, but took firsts in all the remaining races.



In the overall 2001 Prada Challenge for Classic Yachts (Porto Cervo, Monaco, Cannes and St. Tropez regattas), MARILEE tied the 120' Herreshoff schooner MARIETTE for first, but again lost the tiebreaker and received second place. The same was true for the International Classic Yacht Racing Association (ICYRA) overall prize for the season.

MARILEE's 2002 summer season in Europe brought further success with a First in Class at Antibes, a First in Class in Argentario, a First in Class and First Overall for all the Vintage Classes in Imperia, Second in Class in Cannes, and First in Class in St-Tropez. In April 2003, MARILEE won the Concourse d'Elegance at the Antigua Classic Yacht Regatta.

Please [E-mail Us A Note](#) or telephone us to discuss your specific classic boat interests.

---

[Home](#) || [Select Boats For Sale](#) || [Recommended Restoration Projects](#)  
[Current Project](#) || [Previous Projects](#) || [Cannell, Payne & Page](#) || [Contact Us](#)

---

***Wm. Cannell Boatbuilding Co., Inc.***

**American Boat House**

**15 Atlantic Avenue, P.O. Box 900**

**Camden, Maine 04843**

**Tel: 207-236-8500 or 207-236-2383**

**Fax: 207-236-2711**