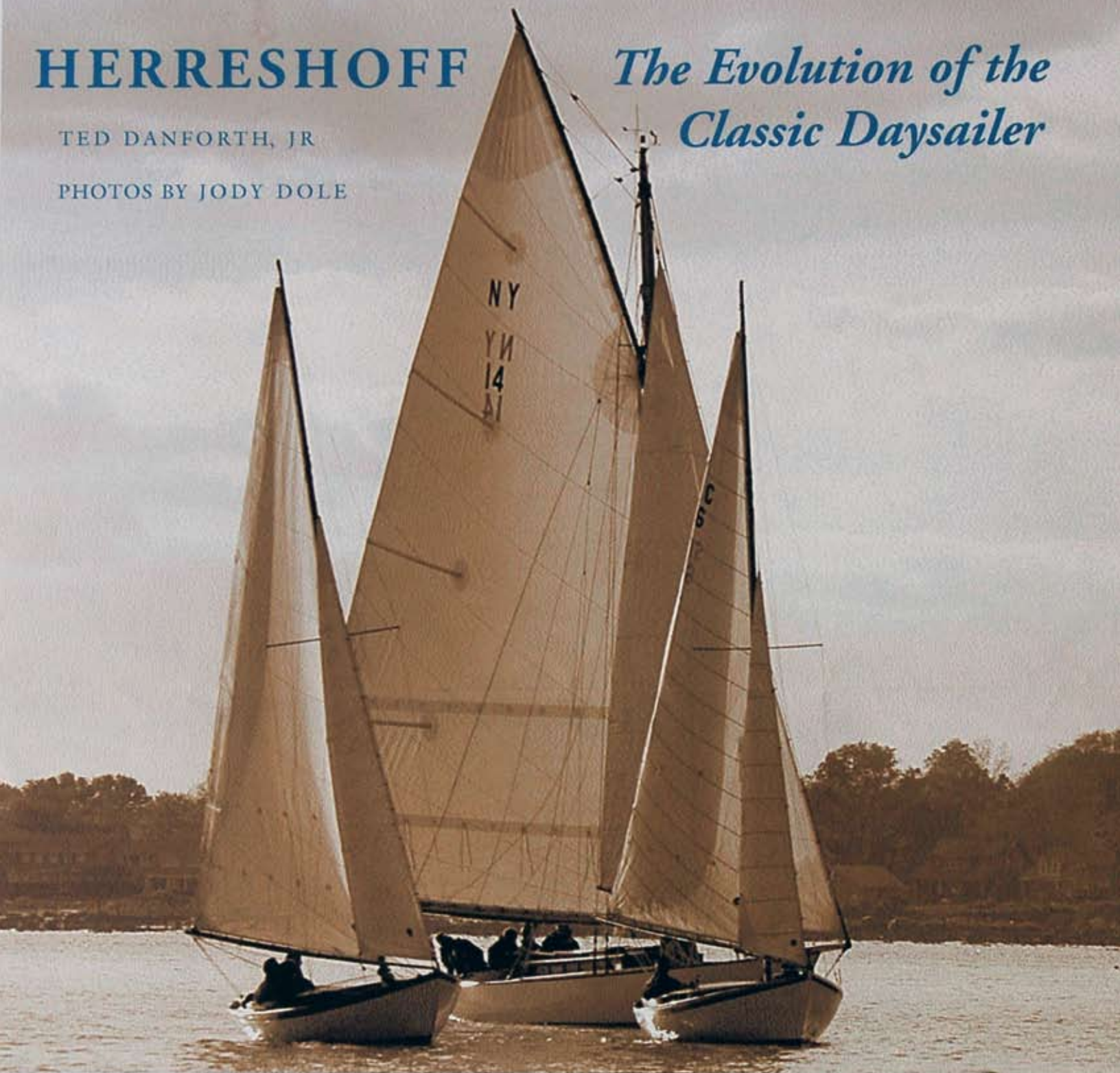


HERRESHOFF

TED DANFORTH, JR

PHOTOS BY JODY DOLE

The Evolution of the Classic Daysailer



Two Fish boats, *Shad* and *Shark* (foreground) and a New York 30, *Cara Mia*

IT WAS 1914, and the lights were going out all over Europe, but in the sheds of the Herreshoff Manufacturing Company in Bristol, Rhode Island, they were blazing.

The keels of both Nat Herreshoff's largest and smallest sailing ships touched the water of Narragansett Bay in that fateful year. The largest sailing vessel ever built at Bristol, the schooner *Katoura*—which at 162 feet on deck filled the South Construction shop in all directions—was launched at the beginning of April. Three weeks later, Nat's last Cup boat, *Resolute*, ran down the ways of the North Construction Shop and would have defended against another one of Thomas Lipton's *Shamrocks* that August had not a world war intervened.

But "unsung and unheralded," the first of the now ubiquitous Herreshoff 12-1/2s also touched the water of the Bay later that year—as did the Newport 29 and the Buzzards Bay 25. Apart from one or two schooners, only remnants now remain of the great boats that Nat and his blind brother J.B. built in their heyday between 1890 and 1920. Many of their smaller craft, however, are still going strong today.

And even though we tend to think of Nat as the creator of the great sailing yachts that epitomize that gilded age, he himself preferred to sail these small racer/cruisers. The first patentee of a catamaran (1877), late in life he wrote to W.P. Stephens, "For actual sailing, I preferred these craft more than any other I have ever owned." Sixteen years before his

first Cup victory in 1892 with *Vigilant*, he was "protested and subsequently ruled out" of the open Centennial Regatta off of the NYYC's Staten Island Station when his first cat *Amaryllis* won her class by twenty minutes. This well-publicized victory, however, started a catamaran craze.

He owned many small boats—and the production of the HMCo was dominated by small-boat building, towards which their methods were geared. A quick glance down the pages of their "Construction Record: Sailing Vessels" (published by The MIT Museum) will show that for every *Katoura* or *Resolute*, *Enterprise* or *Weetamoe*, there are hundreds of 12-1/2s, Fish- and S-class boats, particularly after 1914. The largest of them all, the giant *Reliance*, at

over 200 feet from "bowsprit cap to clew outhaul" and with almost 17,000 square feet of sail, was really a dinghy blown up to enormous proportions.

The second boat Nat and his brother built was the 20-foot catboat *Sprite*. The two young men started working on her with their father as a family project in 1859. She was built from Nat's half-model which he shaped at the age of eleven and a half years of age. Launched the following spring, the two brothers sailed her to New York in company with their father to see Isambard Kingdom Brunel's awesome steamship *Great Eastern*. Nat sailed his last boat, a 20-foot sloop named *Water Lily*, in Florida well into the Thirties.

Seventy years of Herreshoff boat-building are alive today in the Herreshoff Maritime Museum in Bristol, RI, where *Sprite* can still be seen. Brought together by Nat's grandson Halsey, a fine designer and sailor in his own right, the collections include several of Nat's smaller boats, the half-models from which they were made, as well as many other photographs and artifacts.

Many smaller boats still sailing

And still sailing their home waters all along the Atlantic coast are many of the smaller Herreshoffs—restored and maintained by passionate aficionados—and one would have to sail a lot further downeast before one will find the likes of the area around Mystic, Connecticut, for interest in wooden boats in general and Herreshoffs in particular. With the Mystic Seaport Museum as its nexus and anchor, the area is rife with men and women for whom Herreshoffs are the *ne plus ultra*—the Bugattis of wooden boats—men and women who have dedicated their lives to the restoration, maintenance, and enjoyment of these classics.

Preserved in the Small Boat Shed at the Seaport, is Nat's own *Alerion* of 1913. He built this 26' keel/center-board sloop for the shallow waters of Bermuda, where he was then spending his winters. Like *Stiletto*, the record-breaking steamer that made the name Herreshoff famous in the 1870s, or *Gloriana* with her famous cutaway forefoot, *Alerion*—with her hollow bow—is one of his most important designs. An adaptation of a Bermuda sailing dinghy, she was the precursor of the three other

small boats built in that *annus mirabilis* of 1914: the 12-1/2s, the Newport 29s, and the Buzzards Bay 25s. Like the Kaaba stone at Mecca, she is there in Mystic as the touchstone for all this Herreshoff activity.

On either side of Mystic lie the once salty towns of Stonington, home to the last commercial fishing fleet in Connecticut, and Noank, where there may be more boats than people, and across the state line in Rhode Island is Watch Hill, still home to the Watch Hill 15s. And across the rock-strewn, tide-swept waters of Fishers Island Sound lies the island for which both the Fishers Island 31, a later design (1930) that stems from the hollow-bowed *Alerion*, and the Fishers Island 23 were both named. Also sailing these waters are two of the famous and long-lived New York 30s of 1905, now staging a comeback as a class. These are Jed Pearsall's *Amorita* and Alfred Slanetz's *Cara Mia*. Another well-known local Herreshoff is Jack and Van Brown's *Neith*, a 53-foot sloop of 1907, on which a number of the boat-builders in the area either worked or crewed at one time or other.

It has been a pleasure to get to know the remarkable community of Herreshoff fans in the area—boat-builders and owners alike—especially the extremely helpful and knowledgeable Paul Bates, a bearded citizen of Noank. On a cold day last November he took photographer Jody Dole and the author out for an extraordinary afternoon of photography off Noank. We had a pretty fair sampling of the Herreshoffs still sailing, a synoptic view illustrating the evolution of the modern classic daysailer.

The New York 30s (43'6"—30'—8'10"—6'3"), 1905

The author had the privilege of sailing aboard *Cara Mia*, recently restored by Bill Taylor and Dave Snediker of Pawcatuck.

The New York 30 is a good example of the old design where the goal was, in Nat's words, to get "the biggest boat possible for the waterline length," narrow and deep with long overhangs and big rigs requiring a professional aboard. Raced on Long Island Sound from 1905 into the Fifties, the "popularity and longevity" of the NY30 is "astounding," according to wooden-boat expert Maynard Bray.

The first committee meeting to create a new one-design class took place on October 6, 1904. The sea-trial of the first boat took place on January 4, 1905, with Capt. Nat and the committee chairman aboard in very light air and with a little ice forming. Three

1980. Five are still sailing and racing. Two others in this country are *Nautilus* in Coecles Harbor, Shelter Island, and *Bonzai* in Vineyard Haven. There is a fifth boat, *Linnet*, in Italy, recently restored by the Nardi yard who have restored two other famous American



Cara Mia sailing close-hauled on starboard tack

months is an astonishingly short time to create a class that is now approaching its centennial. In the words of L. Francis Herreshoff, "Those were the days when men knew how to do things, and they did them."

Out of a total of eighteen NY30s, fourteen could be accounted for in

yachts, *Dorada* and *Stormy Weather*. She belongs to Prada's Patrizio Bertelli. In the 2002 Rendezvous of the Herreshoff Museum in Bristol, *Cara Mia* won "Most Authentic"—no easy thing for, as Halsey Herreshoff says, "We're not big on awards."

It is claimed that you never need to reef a Thirty, no matter how hard it blows. A heavy ballast ratio makes them very stiff. It has to be admitted, however, that with a big low-aspect mainsail they do carry a bit of weather helm. According to Dave Kiremidjian, who was responsible for rescuing several of the NY30s for his Full Sea, Inc. in the early 1970s, Nat lengthened their bowsprits in a partly successful attempt to counter this flaw.

Rowing ashore as night was falling I got a glimpse of that bow silhouetted against the dark water, and from that low angle she was a vivid reminder of the great Cup defenders of the 1890's and 1900's.



Paul Bates

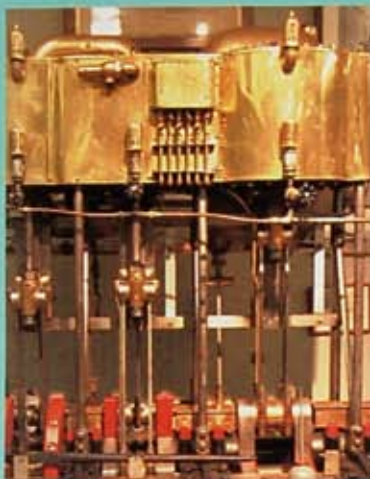


Cara Mia with owner, Alfred Slanetz, the author, and afterguard

HERRESHOFF MARINE MUSEUM

THE construction shops are gone from the waterfront, but, in a new building on the grounds of the former plant, Nat's grandson Halsey has brought together—with the help of many generous donors—an amazing collection of boats, photographs, books, and artifacts. Nat's workshop and model room, have been installed on the second floor.

Here can be seen such boats as *Sprite*, the catboat Nat and his brother sailed to New York in 1860; *Clara*, the cat-yawl that he took E. D. Morgan sailing on in 1890; *Dilemma*, his first fin-keeler (1890); *Amaryllis II*, a later version of his first catamaran (1877); *Torch*, a Fishers Island 31; *Homet*, a bright-hulled Fishers Island 23; *Aria*, Paul Bates's Buzzards Bay 25; *Trivia*, Harold "Mike" Vanderbilt's first Herreshoff of 1902; and Nat's last design, the auxiliary cruiser *Belisarius*.



One of *Navette*'s two engines.



Halsey Herreshoff, on the deck of *Torch*, a Fisher's Island 31

The Buzzards Bay 25s (32'—25'—8'9"—3'), 1914

Bruce Avery brought out *Bagatelle*, one of the four Buzzards Bay 25s of 1914. Andy Giblin, together with partners Ed McClave, a noted technical expert, and Ben Philbrick, began her restoration in 1999. McClave, Philbrick, & Giblin

(MPG—or locally just "Ed, Ben and Andy") have restored a number of the Herreshoffs in the area, including Jed Pearsall's NY30 *Amorita*, as well as another Buzzards Bay 25, *Aria*, for the Museum in Bristol. Paul Bates, who used to own *Aria* (ex-*White Cap*), told us that *Bagatelle* has *Aria*'s rig, which was originally *Mink*'s, another of the

four original boats. The fourth, *Vitessa*, used to belong to Maynard Bray who once headed the ship preservation team at the Seaport. A fifth, *Tarantula* (1915), was lost. The Buzzards Bay 25s are "sleeker versions" of *Alerion*, according to Bray. Nat's son Sidney claimed that this was his father's favorite model.

Their performance in a sudden squall in their first season—observed from the porch of the Beverly Yacht Club who commissioned them—may have discouraged further orders. The deficit has been made up by many reproductions: proof positive of the success of her ninety-year-old design.

The Newport 29s (36'—29'—10'4"—5'), 1914

McClave, Philbrick, & Giblin have also restored the two local exemplars of the Newport 29, considered to be one of Capt. Nat's best all-around designs and a harbinger of the modern racer/cruiser.

Howie Knox's *Dolphin*, was restored in 2000. Chris Wick's *Mischief* was restored in 2002-2003. Both boats had complete hull rebuilds. In the case of *Mischief*, the interior was rebuilt, fol-

lowing the original plans at MIT, by Jeff Hall of North Stonington, whose wife's family, the Lockwoods, used to own *Dolphin* and who campaigned her winningly from the Forties until recently when Howie and his family took her over.

Originally a gaff-rigger, *Mischief* was converted in 1929 to her present seven-eighths rig. At some point, she acquired a Concordia tiller. In her recent rebuild—"the first in ninety years," says Chris Wick—MPG installed bronze tie-rods between the maststep and the chainplates, diagonal bronze strapping of the hull, and "pork chops," as they call them, for their shape: 5/8" bronze



Ben Philbrick



Bagatelle, a Buzzards Bay 25



Mischief, a Newport 29, outside the McClave, Philbrick and Giblin shop



Half-models with Nathanael Herreshoff's lathe and tools



The original moulds for the 12-1/2s

Here also, for instance, are the moulds for the 12¹/₂s, stacked in a corner, and one of the quadruple-expansion steam engines from Jack Morgan's commuter *Navette* (1917). Also here is *Emerald*, the 1917 gasoline launch for Seawanhaka, being restored with the help of a number of members at the club led by Larry Glenn.

This year the museum is celebrating the 100th anniversary of *Reliance's* victory. She is now featured on the Rhode Island state quarter.



Princess, a Fishers Island 23, sailing her home waters

sandwiching at the critical floor-to-frame connection.

Mischief was built for Hugh Auchincloss, then 17 years old, as a gift from his mother, and was named after the America's Cup defender of 1881 which the family owned after her racing career ended. Only three Newport 29s were

built in 1914, *Dolphin*, *Mischief*, and *Comet*, the last for Cornelius Vanderbilt, which had an extra 7" added to the stern for a more pleasing overhang. She was lost in the '38 hurricane.

Paul Bates told us a story of Sidney Herreshoff clapping a little piece of wood to the half-model of *Alerion*, a keel/cen-



Emerald, Seawanhaka's gasoline launch of 1917, with three 12-1/2s



Clara (1887), who started it all, refastened



Torch, a Fishers Island 31 with her original interior

terboarder, and saying, "This is how you make a Newport 29," a pure keel boat. He also, of course, increased the scale by about one third.

In 1926 a fourth boat, *Paddy*, was built, for another Vanderbilt (William H.). Now *Tiana*, she is sailing in Cape Cod waters. She belongs to Ben Baker whose family owned *Torch*, the beautifully-restored Fishers Island 31 now in the Museum in Bristol. This later boat is a "worthy grown-up sister" of the Newport 29. Paul Bates told us another good story about how when the order was received for the first of what were to eventually be the Fishers Island 31s, Sidney telephoned his father, then spending the winter in Florida, for advice. The answer was, "Stretch the Newport 29."

Mischief, then sailing out of Padanarum was an "influential example—during [Waldo Howland's] upbringing," and she is one of the inspirations, through the Fishers Island 31s with their longer overhangs, of the Concordia yawl. Half the fleet of 31s, originally designed with a galley and berth for a paid hand forward, were reconfigured with the galley aft and two guest bunks forward—a "then new, but now conventional, cabin arrangement," wrote Waldo in his account of the origin of the classic yacht.

As I finish this article *Mischief* is back on her mooring now alongside my Concordia.

The Fishers Island 23s (34'-23"-7'-4"6"), 1932

Ted Monahan, the owner/chef of Woody's restaurant in Narragansett, RI, and his wife, Kim, brought out one

of the very few remaining Fishers Island 23s their *Princess*. In spite of the biting air, this hardy soul sailed her in his shorts—thinking, wishing, willing it to be still summer. Designed by Sidney Herreshoff in the early Thirties with an underwater shape not unlike an S-boat, the 23s were ordered to replace the 31s at Fishers. MPG recently finished another 23, *Rose* (ex-*Buza*), and she is will be sailing out of Osterville on the Cape.

The "Fish-class" boats (20'9"-16'-7"1"-3'1"), 1916

Sailing with us in November were two Fish-class boats. Originally built for the Seawanhaka Corinthian Yacht Club in 1916, there were twenty-two boats in the first batch, and they sold for \$875 each. They are enlarged versions of the 12-1/2s and were originally gaff-rigged. All were named for a different species of fish.

Shark, one of those original Seawanhaka boats, first belonged to J.P. "Jack" Morgan, Jr. and now belongs to Jim McGuire of Noank, who kindly brought her out for us.

Steve Kingsland, who maintains the moorings in Stonington Harbor, brought out his *Shad*. He spent 17 years rebuilding her in one of the sheds of Dodson Boatyard where he works. Some twenty of these later boats were built, and—according to Ed McClave—about the same number of all the Fish-class boats may still be sailing. He adds, "It is becoming hard to find a restorable one."

The 12-1/2s (15'10"-12'6"-5'10"-2'6"), 1914

I grew up sailing out of West Harbor on Fishers in the "Bullseyes" built by the

Cape Cod Shipbuilding Company, in Wareham, Massachusetts. These are a fiberglass version of the original Herreshoff-built 12-1/2s, designed by Sidney with an ugly molded bubble of a forecuddy and an aluminum Marconi rig.

How many young people have learned to sail on these amazing little boats in their several iterations—and with their confusing multiplicity of names—must remain unknown. Certainly our name must be legion. Up and down the Atlantic coast, from St.

model that worked, he would play several different variations and obligatos on that theme.

In 1911 Nat had the yard build the 23' sloop *Oleander* for his own use in Bermuda. He sailed her that winter, but with her low and narrow bow she proved too wet for the shallow waters and gusty winds there. So, in 1912, he had the *Alerion* built. Her measurements are 26'-21'9"-7'7"-2'6". With a wide deckline forward, curving inward quickly to form a water line with



Robin, the first 12 1/2, with Charley Sylvester aboard

Johns in the Virgins to Maine, in practically every harbor, you will find at least one or two of these small boats that seem much bigger than their not even sixteen feet, with big open cockpits and high coamings to keep the water out, as the side decks are narrow. A good heavy keel, weighing 750 pounds, makes them very stable, and the signature Herreshoff concave bow is just about one of the prettiest things on the water. The late Joel White, who designed a centerboard version, called them the "best small boat" ever built: "handsome from all angles."

I certainly would agree with that. One summer, when I was a boy at Fishers Island, we sailed the whole fleet of Bullseyes across the Sound over to Noank for an overnighter, sleeping on board under boom tents. That night, we all went swimming around the boats—the best way to appreciate a boat's lines (not that we were in the water for that reason!)—and, from that low angle, I remember being struck by the beauty of the stern, the bow, and the sheer that connected them.

The Birth of a Beauty

Beautiful boats—unlike beautiful women—do not spring full blown from the brow of Zeus or a half-shell, but slowly evolve by trial—and even in Nat's case—error. But once he had a

considerable hollow, it seems that he shaped her after a Bermuda dinghy named *Contest*, now in the Bermuda Maritime Museum. It was Waldo Howland who first noticed the resemblance to this "fitted" dinghy, a type that evolved from work-boats "fitted out" for racing and rigged with jib-headed, or "Bermudan," mains. Modern fitted dinghies are still racing hard in Hamilton Harbor to this day.

On Nat's return to Bristol he began to adopt *Alerion's* model (#718) to a number of her successors: first the Newport 29s, *Dolphin* and *Mischief* (November 1913), then the Buzzards Bay 25s, *Mink*, *Vitessa*, and *Bagatelle* (March 1914), then the lapstrake day-sailor *Katoura Jr.* (October 5, 1914), and finally the 12-1/2s (October 30, 1914), the first of which was named the *Robin* (#744). She was built by Charlie Sylvester, whose first job at the yard had been on the *Alerion*. He was later to have charge of and to personally build many of them. Young Sidney took her for her "sea trials" in December of 1914

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Shark, one of the original "Fish-Class" sloops built for Seawanhaka Corinthian

BY TED DANFORTH, JR.

APART FROM the little 12-1/2s, the name "Herreshoff" is mostly associated today with the Great Age of Yachting, and conjures up images of enormous sloops with huge overhangs sailing under clouds of white canvas—top-sails, flying jibs, ballooning spinners—and crewed by as many as seventy men; images of Newport in its heyday, with wealthy sportsmen in the afterguards and captains of industry standing off on their steam yachts; images of Cup racing off Sandy Hook in 1890s and 1900s with enormous spectator fleets encumbering the course—but all of this glory started with a relatively small boat, the 29' cat-yawl *Clara* that Nat built for himself in 1887.

If he had not, in the summer of 1890, taken the wealthy yachtman Edwin Denison (E.D.) Morgan for a sail on *Clara*, he and his brother J.B. might well have just continued building the light and fast steam yachts for which they were already well-known without ever venturing into sail on the grand scale. Nat had the beginning of a brilliant career in steam in 1878 when he joined his blind brother J.B. in his struggling boat-building business in their native Bristol, and together they prospered in steam yachts.

Morgan was so impressed with *Clara* that he ordered two of like model for himself—he didn't believe in doing things by halves—and from these two came the breakthrough *Gloriana*, which, with Capt. Nat at the helm, swept the 1891 season in the 46-foot class. (It was then he earned his honorific "Capt. Nat.") From *Gloriana* came a second 46-footer, *Wasp*, with her radical cut-away forefoot and bulb keel, and from her came the commission in 1892 for both *Vigilant* and *Colonia*, the first Cup boats that Capt. Nat was to design and build.

The striking success of Morgan's *Gloriana* together with the premature death in 1891 of Edward Burgess opened the field to Capt. Nat. From the success of *Vigilant* in 1893 against Lord Dunraven's *Valkyrie II* came the commissions for *Defender* (1895), *Columbia* (1899), *Constitution* (1901), the monster *Reliance* (1903), the largest sailing machine ever built, and finally *Resolute* (1920), Capt. Nat's last Cup boat—but not the last that his yard was to build, for in the Thirties three of the great J-boats were also built at Bristol. But all of this started, as I said, with the little *Clara* of 1887, now being restored.

He hated being called the "Wizard of Bristol," or the "greatest," as he is called in these days of a Herreshoff cult wave. He knew that there were many designers of his time who were just as gifted. G.L. Watson certainly gave him a run for his money. But,

with the exception of Nicholson in England, they did not have at their command a fully-integrated yard staffed by talented craftsmen with whom they had worked for thirty years and run by a brother who could cost out in his head a million-dollar yacht that he would never see and take the measure of a man with the shake of his hand.

Nat thought with his hands, working not on a drafting board but with half-models which his yard executed full-size. He worked in the very material, directly. Even late in life, without any commissions, he continued to model boats. He never stopped working; work for him was all the joy he knew. Unable to leave his bed in the last years of his life, he had a mirror rigged so he could watch the progress on the J-boats building in the yard a two-minute walk from his house.

He experimented with outside ballast, fin-keelers, bulb-keelers, and catamarans; he invented the cross-cut sail, the sail slide and track; he devised the Universal Rule which promoted far "healthier," less "freakish" designs; he manufactured the most beautiful yacht fittings ever made and devised the innovative gear that was re-used from Cup defender to Cup defender. He invented the modern yacht.

Boats were instinct with his life: he began building them—with his brother—at the age of nine. He certainly would fit Michelangelo's definition of genius: in that his hands—or his yard's—could create what his mind could conceive.

It takes money....

As with vast churches, it takes money to build big boats, and Nat's boats would never have been built but for a group of very wealthy men who were led to play pope and prince to this Michelangelo in the days before the income tax, the Great War, and the Great Depression. The list of the owners of Herreshoff yachts, big and small, reads like the Social Register for the year 1910. When it came to boats—as with houses—these men didn't mess around. But at heart they were just a bunch of guys playing on the water with some really big boats.

The biggest of them all, I suppose, was J.P. Morgan who could bail the U.S. Government out of a jam as masterfully as he could put together a syndicate to defend the *America's* Cup. He had supreme confidence in

the winning combination of Capt. Nat as designer, Oliver Iselin as manager, and Charlie Barr as skipper. Charley had raced against the Prince of Wales and Kaiser Wilhelm, and known many of the remarkable men of that time, but he thought that Mr Morgan was much the largest calibre of them all. "There; there's a man for you!" he was wont to exclaim.

Iselin had raced sandbaggers on Long Island Sound, where gentlemen scrapped with oystermen and where you had to "fight your way for each foot of the course, and even after you had won you had to fight again to get your prize," and he knew the value of what we nowadays call "rail meat." *Vigilant* was built wide on deck to gain stability by using a huge crew of three score and twenty men.

Charley Barr's first command was the English boat *Minerva* in the 46-foot class in 1889, when the cry of the American yachtman was, "Anything to beat *Minerva*!" The answered prayer was *Gloriana*. The first

Herreshoff yacht Charley commanded was the *Wasp* in 1892, and from then on he skippered Herreshoffs almost exclusively. In 1893 he took Nat's first steel boat *Navahoe* to Europe. Hoping for a trans-Atlantic

record, he cleared land and was driving her hard in a dense fog when he ran right into the Nantucket Lightship and sprung the mast. He skippered the *America's* Cup yachts *Defender* in 1895, *Columbia* in 1899 and 1901, and *Reliance* in 1903. "Mr Morgan and I defended the Cup in 1901 for a very reasonable amount of money," was his brag.

In 1904 Charley took Morton Plant's *Ingomar* (127') across to race in England and Germany. Plant was one of Nat's best customers. In mid-life he sold the railroad and steamship line he had inherited from his father and netted, it was said, some forty million; and you could do a lot with forty million in those days. His summer "cottage" can still be seen overlooking Fishers Island Sound, in Groton, where it now serves as the Avery Point Campus of the University of Connecticut. In 1911, the same year Nat built his second schooner *Elena* (136'), he traded his Fifth Avenue mansion to Cartier's for a pearl necklace that his wife had her eye on; and it's still the Cartier building today. Morton Plant's telephone order for *Elena* has become part of Herreshoff

lore. "Plant (calling after a good dinner): Is this N.G. Herreshoff? Capt. Nat: Yes, I think so. Plant: I want a *** schooner for Class B, and I want her to be **** good. Capt. Nat: Humph, all right. Click."

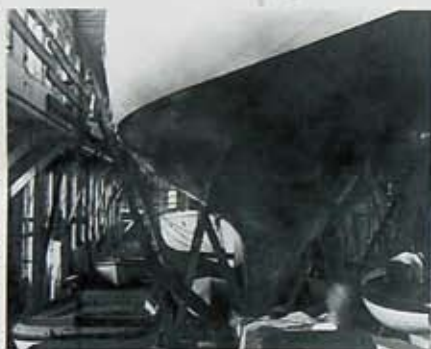
In 1909 when Charley Barr was skipper of R. W. ("Bob") Emmons's *Avenger*, L. Francis spent a week on board listening to tales of racing *Navahoe* and *Ingomar* in Europe. One day a young man arrived alongside on a steam launch and asked permission to come aboard: a "very pleasant young gentleman," remembered L. Francis who graciously did the honors, showing him everything "aloft and below." The next day Charley received a telegram from Mr. Emmons. "Have you ever heard of an Alexander Cochran?" Charley asked L. Francis. "No. Why?"—"Well, he's bought the *Avenger*, that's why. We're to expect him tomorrow."

The new owner turned out to be the "pleasant young gentleman" of the other day, and the next year (1910)—after listening to Charley's tales while sailing with him on *Avenger*—he was to have the distinction of spending more money on boats than anyone. When Cochran told Barr he thought it might be handy to have a schooner like Morton Plant's *Ingomar*, Charley said. "If that's what you want all you will have to do is run up to Bristol and tell N.G. Herreshoff you want a yacht for that purpose and be sure not to tell him how to design her for if you do he probably will not take the order. You may have to show him some credentials for he doesn't like to design a large yacht unless he thinks the owner can afford it."

Barr—who was to take the resultant *Westward* to Europe in 1912 and who died later that year—knew what he was talking about. After racing against *Ingomar*, Kaiser Wilhelm got it into his head to order a boat from Herreshoff's. Nat and the Emperor of All the Germans got as far as some preliminaries, but when His Imperial Highness presumed to suggest a shallower draft than Capt. Nat thought appropriate for the amount of sail a yacht carried in those days, Nat refused to build his boat.

In the Thirties with the Cup races moved to nearby Newport, Herreshoff serviced and stored the J-boats during and between races, and finally had the melancholy task of breaking them up. The metal from their hulls was needed for the war effort.

The last boat built at Bristol by the Herreshoff Manufacturing Company was a Fishers Island 31, finished in February of 1946 for Robert Bavie, who was another famous yachtman of another generation, but that is another story.



Resolute's keel and 12-1/2s, winter 1914-15