CABLE ADDRESS
DEMANDER - BOSTON

REPRESENTATIVES AT ALL
CUSTOMS PORTS IN THE U. S. A.
AND AT ALL FOREIGN PORTS

STONE & DOWNER CO.

ESTABLISHED 1840 INCORPORATED 1892

CUSTOM HOUSE BROKERS · FOREIGN FREIGHT BROKERS AND FORWARDERS · DRAWBACK AGENTS

FEDERAL MARITIME BOARD
FREIGHT FORWARDER REGISTRATION NO. 43

131 STATE STREET, BOSTON 9, MASS.

IN REPLY PLEASE REFER TO CAG

Messrs. L. F. Herreshoff
The Castle
Marblehead, Mass.

December 27, 1950

Gentlemen:

We have received advice from Thomas Meadows & Co., Ltd., our Liverpool, England, correspondents, that they are forwarding to us for your account, on the SS "Newfoundland," expected January 2nd, 1 Bale of Yacht Sails, shipped by Ratsey & Lapthorn, Ltd. of Cowes, Isle of Wight.

We would appreciate your instructions for delivery when duties have been paid and Customs release obtained.

Yours very truly,

STONE & DOWNER CO.

C. A. Gardner

Vice President

CAG:MS

January 4, 1951.

Messrs. Stone and Downer Company,
131 State Street,
Boston, 9, Mass.

Mr. C. A. Gardner.

Dear Sir:

In regard to your letter to me about a bale of yacht sails directed to me from Ratsey and Lapthorn, if you will inform me what the next move is, or how much the duty is, I will take the matter up with you at once.

Yours very truly,

January 4, 1951.

Mr. J. V. Santry,
200 Madison Avenue,
New York, N. Y.

Dear Joe:

I have had a reply from Ratsey about the order for sails for PLEIONE, a copy of which is enclosed, and the principal matters that we must take up are--

1. Whether we shall pay him more for the increase in the size of the lapping jib.

2. 44' as noted on the drawing is correct for the leach of the main staysail.

3. I think that cotton would be far the best for the main topmast staysail as Ratsey says, but nylon was suggested by Arthur.

4. We must decide soon whether to use one of his headboards or to have the headboard removed from the present sail and shipped over.

5. I should think you would not want reefs in either the mainsail or main staysail because PLEIONE's sails are now much cut up and much reduced in area.

6. As for the slides, if you think you have some it would be better to use those that do fit even if they have to be sewed on here.

Please let me know your decidion as soon as convenient.

Yours very truly,

Enclosure.

January 4, 1951.

Mr. T. Chris Ratsey,
Messrs. Ratsey & Lapthorn, Ltd.,
Cowes, I. W. England.

Dear Mr. Ratsey:

I have your letter of the 29th and must take some of these matters up with Mr. Santry and will let you know at once what his decisions are.

Enclosed please find a letter that was inadvertently sent with your letter to me.

With reference to the No. 4 sail, you are correct, it should be 44' as shown on the plan.

Yours very truly,

THE RUDDER
OFFICE OF THE EDITOR
9 MURRAY STREET
NEW YORK 7, N.Y.

December 29, 1950

Dear Skipper:

Your ad is getting a little tired. By that I mean that after the many impressions, the cut is losing its sharpness.

I wonder if you care to make up a new one for me as soon as possible. I am very anxious that your card show up well.

It may interest you to know that I have been elected to membership at the New York Yacht Club.

Your Bob

January 4, 1951.

Dear Boris:

Thank you very much for your letter of the 29th. I will try to draw a new card before long, but have been extraordinarily busy with many small matters.

I am very much pleased that you have been admitted to the New York Yacht Club and think it is a very great honor, and I cannot tell you how glad I am for you.

I am sorry to say we are late with the manuscript but hope to send it off to you in a few days.

Yours very truly,

January 4, 1951.

Dear Mr. Jenks:

I want to tell you how much I appreciated your letter: not only for the pleasure of hearing from you but so I could tell several of our friends who often inquire for you, including Captain Chambers and Miss Jordan.

I have not heard any later word from Captain Allard than you speak of, but I will keep my eyes peeled in the English magazines and if I see anything I will let you know. After missing seeing him last fall I wrote him a long letter but it was returned to me as he had sailed from Boston before it was delivered. If you ever get his later address I will try again.

I was glad to hear some more about Bill Thurber, and although I had known his brother, Fred, better they were both Bristol boys of about my age. Captain Morton certainly was a great card, and you had some pretty good times in those days.

As for the Christmas card, it is a photograph of a French etching made about 1830 and shows an American privateer in a French port. It may possibly be the YANKEE of Bristol in the war of 1812.

With the very best wishes for your happiness, sucess and health in this new year,

Very sincerely,

CABLE ADDRESS - "LATHROP"

TELEPHONE - MYSTIC 89

THE LATHROP ENGINE CO.
MANUFACTURERS OF
Lathrop
MARINE ENGINES
MYSTIC, CONN. U.S.A.

December 27, 1950

Mr. L. Francis Herreshoff
Marblehead, Mass.

Dear Mr. Herreshoff:

Our exhibit at the New York Motor Boat Show next month will be in the same location, Block N on the mezzanine floor, and we hope you will use the enclosed tickets for a visit to our booth. Factory representatives will be in attendance at all times and will be glad to see you.

If you are not able to use the tickets, we would appreciate their return.

Very truly yours,

THE LATHROP ENGINE CO.

Walter F. Lathrop

President

WFL:P
Encls.(2)

January 4, 1951.

Mr. Walter F. Lathrop,
Lathrop Engine Company,
Mystic, Conn.

Dear Mr. Lathrop:

I want to thank you very much indeed for sending me the two tickets, but as I do not intend to go to the show I am returning them enclosed.

Best of luck for the new year, and if you get out any new pamphlets be sure to send me one.

Very truly yours,

Enclosures.

CABLE ADDRESS-"LATHROP"

TELEPHONE-MYSTIC 89

THE LATHROP ENGINE CO.
MANUFACTURERS OF
Lathrop
MARINE ENGINES
MYSTIC, CONN. U.S.A.

December 26, 1951

Mr. L. Francis Herreshoff
The Castle
Marblehead, Mass.

Dear Mr. Herreshoff:

This year the National Motor Boat Show will be held January 11-19 at Grand Central Palace, New York City, and, as usual, our exhibit will be in Section N on the mezzanine floor. We hope that you will plan on using our booth as headquarters while at the Show.

Enclosed herewith are two complimentary tickets. If by any chance you do not have any use for the tickets, kindly return them, as they are redeemable.

Sending you the Season's Greetings and hoping we may see you at the Show, we are

Very truly yours,

THE LATHROP ENGINE CO.

Walter F. Lathrop

President

WFL:P
Encls.

January 5, 1951.

Mr. Walter F. Lathrop, President
Lathrop Engine Company,
Mystic, Conn.

Dear Mr. Lathrop:

Thank you very much for the two tickets to the Motor Boat Show. As I shall be unable to leave Marblehead at that time I am returning the two tickets to you.

Wishing you all success in the new year, I am

Yours very truly,

Enclosures.

TELEGRAMS:
"NICHOLSONS, GOSPORT."

ESTABLISHED 1782.

TELEPHONE 8146.

CAMPER & NICHOLSONS, LTD.

· DIRECTORS ·
C.E.NICHOLSON, (Chairman) | C.A.NICHOLSON.
A.W.NICHOLSON. | F.E. BLAKE.
J.W.NICHOLSON. | A.N. BLAKE.
H.P. WHITE.

SHIP BUILDERS & ENGINEERS

GOSPORT,
AND AT SOUTHAMPTON.

YOUR REF.

OUR REF. CEN/NR

21st December, 1950.

L. Francis Herreshoff, Esq.,
The Castle,
MARBLEHEAD, Mass., U.S.A.

Dear Herreshoff,

I thank you for your letter of November 21st.

I am very sorry that you cannot send the offsets of the yachts of which you are so kindly letting us have the lines. I should very much have liked to save you the trouble of drawing them out, but I realise how complicated it is and it would be difficult for us to understand the offsets.

Rasmussen is an old friend of ours. We used to compete before the war with 8-metres for Krupp's Son, and during the war he was designing "E" boats and I was designing Motor Gun Boats. Good friends in peace time, but enemies at war.

The R.T.Y.C. very much appreciate the lines you last sent us. We are getting on very well in the Club with my ambition of getting all the Challengers and Defenders of the Old Cup, of which, by the way, next year is the centenary celebration and no doubt we shall have lots of foreign yachts competing with us.

Thanking you again.

Yours very sincerely,

C. E. Nicholson

January 8, 1951.

Dear Nicholson:

Thank you very much for your letter of the 21st of December. I had met Mr. Rasmussen also in peace times in connection with the 30-square metre boats that raced over here, and I liked him very much indeed. I suppose you know he is a Dane by birth, and I hope we can all be good friends in the future.

It is interesting that the next year will be the hundredth anniversary of the first race for the America's cup, but I feel sure there will be no American yachts of any size in commission to race in England.

Today I am sending under separate cover the lines of VIGILANT, COLUMBIA and RESOLUTE. I am sorry that I did not complete these before, but I had to do them in my spare time. In re-drawing these lines I have made a few notes which you will find enclosed.

With my kind regards to you,

Very sincerely yours,

Mr. C. E. Nicholson,
Gosport, England.

Enclosure.

Notes on Cup Defenders by L. Francis Herreshoff to Mr. C.E.Nicholson January 1951.

I do not like the model of VIGILANT but we must remember she was designed at the request of Mr. Iselin to be sailed as a sand-bagger with a large crew to secure stiffness. She raced with a crew of seventy aboard against VALKYRIE and apparently was fast under those conditions, but when she raced in England with a small crew she was not so fast. Also her long keel and small rudder put her at a great disadvantage in short tacking and maneuvering. After her centerboard had stuck so that it could not be lowered BRITANNIA could beat her regularly. In my opinion BRITANNIA was a much better and handsomer model but VIGILANT did show bursts of speed at times just the same. She is also an example of the transition between the wide American yacht with shifting ballast and the narrower English keel yachts, and is sometimes spoken of over here as the compromise type.

NAVAHOE, COLONIA and VIGILANT were only 12'6" draft as built as that was all the draft that could be handled by the Herreshoff Company at that time, but VIGILANT was later hauled out and had a slab of lead 9" deep added to the bottom of her keel.

NAVAHOE and COLONIA were plated with steel, but VIGILANT was, I believe, the first bronze plated yacht built anywhere. NAVAHOE had a solid iron plate centerboard: COLONIA no centerboard, while VIGILANT had a built-up bronze centerboard afterward heavily ballasted, and which always gave more or less trouble.

DEFENDER's model, which was very advanced for her time, was the result of Captain Nat's experience with the fin keelers, and no doubt much influenced by his experiences in racing aboard VIGILANT in England. She certainly should have turned much quicker than VIGILANT. The Herreshoff Company had had new ways built and the depth around the wharves increased by dredging so that her draft was about 19' 3" -- quite a change from VIGILANT.

DEFENDER had aluminum topsides and aluminum deck beams: she seemed to carry a large sail area well in spite of her small beam. She had the first cross-cut sails used on a large yacht and apparently in her first race with VALKYRIE III went to windward well in the slight chop and light wind which prevented VALKYRIE from pointing high. It is too bad they did not have more races for there may have been a time when VALKYRIE would have done better.

COLUMBIA, of course, was merely a development and improvement on DEFENDER. She was well handled by Charlie Barr and was the first of the defenders to have a steel mast. Although she carried away her mast once she was a good and structurally strong yacht for by this time Captain Nat had had much experience with this type of yacht. There is no doubt that COLUMBIA was an all around good yacht and was the last one to have a pine deck and complete interior built in to her.

RELIANCE, of course, was a big freak and modeled somewhat at the request of Mr. Iselin who was very much impressed with the smaller yachts of that time being real scows. My father never liked her model but the general public liked her and for some reason or other she was a very successful boat and won every race she started in but one that she dropped out of because of having trouble with her topmast. RELIANCE was very scientifically designed structurally and had a great many winches below deck; I should think at least fifteen of her crew were stationed below deck.

As for RESOLUTE, I also do not like her model very much and she seems to be somewhat of a swing back to VIGILANT. My father often said that he hoped she would be used as a cruising yawl instead of being junked the way some of the previous cup boats were. So it is possible that he designed her some to be a good cruiser instead of an out-and-out racer. When VANITIE came out that rated higher, the cup committee requested that RESOLUTE's rating be increased so they gave her more sail which increased the rating but made her less apt to beat VANITIE on time allowance.

SHIELDS & COMPANY
44 WALL STREET
NEW YORK

January 4, 1951

Mr. L. Francis Hirreshoff
The Castle
Crocker Park
Marblehead, Mass.

Dear Mr. Hirreshoff,

My boy is very interested in old steam yachts. I am anxious to procure some book that would contain pictures of yachts from 1900 on to the end of the steam yacht era. If you can suggest any book that would be interesting for him to have, I would greatly appreciate your writing me.

We continue to enjoy your RUDDER articles immensely.

Best regards.

Sincerely,

Cornelius Shields

January 8, 1951.

Mr. Cornelius Shields,
44 Wall Street,
New York, N. Y.

Dear Mr. Shields:

It was nice to hear from you with your letter of the 4th.

I am sorry to say that I do not know of any book that is principally about the steam yachts, but I do think that if someone collected photographs of the many steam yachts what were in use both in England and over here and wrote something about them it would be very desirable.

If I hear of anything later on I will let you know, but I do not think there is any such book.

Yours very truly,

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SHIP BUILDERS & ENGINEERS

YOUR REF.

OUR REF. JWN/VC

CONTROLLED FOR ESSENTIAL WORK.

GOSPORT,
AND AT SOUTHAMPTON.

2nd. January 1951.

L. Francis Herreshoff, Esq.,
The Castle,
MARBLEHEAD, Massachusetts.

Dear Mr. Herreshoff,

Thank you so much for your kind letter of 21st. inst., and I am glad to state that generally throughout the Christmas holiday my father has been pretty fit but inevitably his condition is bound to fluctuate.

I believe I am right in stating that when your father was confined to his bed that it was round about 1930 as I seem to remember that he said he would like to see my father and that Mr. Vanderbilt arranged their meeting.

If, as I believe, my memory is correct my father afterwards told me that they sat together quite quietly and just held each other by the hand.

I also remember the tremendous pleasure this little visit gave to my father as we hope it did to Mr. Herreshoff.

We so much appreciate your kind good wishes which we heartily reciprocate for 1951.

As a matter of fact we have had pretty shocking weather this side with snow, sleet, and drizzle off and on for about a fortnight and there does not appear to be any break in these conditions just yet. I have children who are fond of riding and of course the hard ground has prevented them enjoying that part of their holidays, and again the snow has been too poor for toboganning and I would class it as the typical brand of British slush.

Yours very sincerely,

John W. Nicholson.

PTO

January 8, 1951.

Dear Mr. Nicholsons:

I will remember how fondly my father was when he talked of his Charter boat. What a great sailor he was.

Thank you very much for your letter of the second. It was in the year 1927 that my father raced with Harold Vanderbilt. My father was in bed at that time and during ninety years he did not have a day of illness. The last part of his life he was very feeble. I was surprised to hear that the "Resolute" was a little heavy and so well sailed by Charles Francis Adams.

With best regards and good luck to the Ree-on-Solent Yacht Club,

Yours very truly,

Mr. John V. Nicholson,
Camper and Nicholsons, Ltd.,
Gosport, England.

MC 16.40

JOSEPH V. SANTRY
200 Madison Avenue
New York 16

January 5, 1951

Mr. L. Francis Herreshoff
The Castle
Marblehead, Mass.

Dear Francis,

I have written Ratsey direct today in order to save time and enclose copy herewith.

My replies are pretty much in accordance with the answers you give to Ratsey's letter although I have suggested one reef in the mainsail for the reason that when cruising, particularly when Mrs. Santry is aboard, I may want to shorten sail on certain occasions. As far as the headboard is concerned - how about your making another one for me? I would prefer not to remove the one from the present sail unless you are so situated that you could not make a new one in time.

I have asked the Captain to drop in and see you and perhaps you will want him to remove the present headboard so you may use it for a pattern. I expect to continue to use the old sail under certain conditions and therefore I must have two headboards.

I may get over to Marblehead some time in the near future and will make a point of seeing you when I do.

Sincerely,

Joe

cc Mr. A. J. Santry, Jr

January 10, 1951.

Dear Joe:

Thank you for your letter of the fifth enclosing copy of letter to Ratsey.

The captain has taken the headboard off PLEIONE's sail and I am going to do a little work on it and send it to Ratsey in a few days. And then I am going to make a duplicate of it to put back on the old sail which the captain feels he will want to use.

Very truly yours,

Mr. J. V. Santry,
200 Madison Avenue,
New York, 16, N. Y.

January 5, 1951

Air Mail

Ratsey & Lapthorn
Isle of Wight
Cowes, England

Dear Sirs,

Mr. Francis Herreshoff has forwarded me a copy of your letter of December 29th and in order to save time I am answering it direct and quoting the answers he has given to your questions, together with suggestions of my own.

1) If there should be an extra charge for the lapping jib I will be quite willing to pay it.

2) 44' as noted on the drawing is correct for the leach of the main staysail. * (see P.S)

3) I accept your recommendation that the main topmast staysail should be made of cotton.

4) We will send over the headboard as the one on the present sail has been most satisfactory.

5) I would like you to provide reef points for a single reef on the mainsail so that when the sail is reefed the headboard on the mainsail will hoist to a point just below the upper spreader where the main staysail stay is attached to the mainmast. My recollection is that the clothes in the old mainsail was 18" wide. What are you proposing for the new sail? It is my opinion that they should not exceed this dimension. It is not necessary for you to provide reef earings for the sail will be reefed only under storm conditions.

6) It will not be necessary to make any provision for a reef in the main staysail.

7) You should provide the slides for the head and foot of the main sail, the foot of the main staysail and the hoist of the main topmast staysail. We will advise you later as to the size.

Sincerely yours,

PS In my letter Dec 27 I inquired as to width of clothes in this sail. It does not seem to me that this should be more than 16" wide preferably narrower.

January 15, 1951.

Dear Victor,

I want to thank you very much indeed for your New Year's good wishes, and I certainly return them to you a thousand fold.

I was sorry to hear that you were in bed and I think it is a remarkable thing that my doctor says I can do anything that I want to, but I don't want to do anything and am extremely lazy, while you want to do everything and your doctor says you can't. This certainly is an unfortunate thing, and if you only had some of my laziness and contentment and I had a little of your ambition and energy perhaps we would both be better off.

But I believe it would be possible for you to relax and move around slowly, and never get excited at all, and have a very good and pleasant time sketching and drawing and thinking about things that are not too exciting.

Armstrong was here the other day and he also has to slow down and I believe cannot sail the decked sailing canoes any more. It is a pity indeed that your boat was smashed, but perhaps it is the Lord's way of taking temptation out of your reach.

Do try to mind the doctor and stay quiet, and have a good time. With your abilities to draw and with your imagination you can make a good life for yourself even tho' it may not be just the kind you now think you want.

With all my best wishes for your quick recovery, and contentment

Very faithfully yours

January 15, 1951.

Dear Bevil:

I am ashamed of the length of time since I wrote you last, but I have been busy with one hundred and one foolish things. I have three small lathes in my home and all sorts of carpenter tools and modelmaking tools, besides the drawing and writing that I never seem to keep up with. I do most of my own house work -- cooking and gardening -- and there are two white French poodles which have to be exercised. My home, as seen from the eastward, looks like the enclosed photograph, and I keep hoping that you will get over here and come to see it for there is in it quite a collection of marine etchings done by Cook, Moses, Bougean, and others, all about 125 years old. Many of my friends and I think no one showed action at sea better than your father did, and the drawings in all of his books give me great delight as well as causing many discussions among my foreign sailor friends. Your drawings, too, are with these other great masters, and I mean to have them bound in book form to preserve them and make them handy to show to my friends who collect prints and drawings.

The other day I was lucky to acquire a book called "Yachting", published by John B. Day of London and apparently in 1877. It is illustrated with twelve full page colored lithographs by T. G. Dutton who was the best marine lithographer of the time, or perhaps all time. The lithographs themselves are 7 1/4" x 11" and, while I do not admire them as much as some of the marine etchings of around 1800, still, as you know, colored lithographs with their three or four stones which must register perfectly were very difficult to make, and there is almost no one making them today.

It is very depressing to me that there are so few careful marine artists today, and I thank you for the work you are doing, for not only is it carefully drawn but it shows the knowledge you have acquired in actually observing the last of the small sailing types. Just how you and your father acquired the technique of expressing motion and action will always be a mystery to me. As you know there have been several painters who did waves and the sea very well, but somehow or other they

could not draw or paint a sailing vessel in her element, but to do it in black and white with only lines, as you have, seems to me a wonderful achievement.

We have had a very mild winter over here so far with only one snow storm of any consequence, and here, (rather out in the country), the snow makes an agreeable change of scene. But I expect we shall all be looking forward to spring and the activity of painting and putting yachts in commission.

I fear that the next few years will only allow very small yachts and that we shall not be able to send anything but small fry over to the races at Cowes in the Hundredth Anniversary of the first race for the Queen's Cup, afterward called the America's Cup. Nevertheless I have been in communication lately with Mr. Charles E. Nicholson and Ratsey at Cowes so feel somewhat in contact with British yachting. And I receive most of the British yachting magazines, and lately saw a picture of a motor launch designed by your brother which I liked very well, but it seems almost everyone at present is making launches shorter than is best for efficiency so that their fuel consumption is too great to be practical, and they all seem too short and wide to go well in a sea way.

I hope you are having pleasant weather over there and will have the urge to keep your drawing pen and pencil busy.

The next book, (for your information), that the editor of THE RUDDER wants me to write will be called The Compleat Cruiser, and will be patterned somewhat after Walton's The Complest Angler where the art is discussed between various persons, as you know, and thus it will be possible to express various opinions with some pleasant controversy. The book, of course, will be about very small cruisers and I hope we can persuade you to make some of the illustrations, which would very much enhance the book, for you have the feeling for the thing as well as the ability to draw boats appealingly.

With all my best wishes for the coming year for you and yours, I am

Very faithfully yours,

January 15, 1951.

Dear Virginia:

Perhaps you will think I am a robber to charge $25.00 for a toy, but the little corner cupboard took a long time to make for it had many separate pieces.

I received a letter from little Bethany saying that she and the dolls liked the cabinet and the china.

Yours very truly,

Mrs. Frank C. Paine,
Greenways,
Wayland, Mass.

Enclosure.

January 15, 1951.

Mrs. Frank C. Paine,
Wayland,

For making cupboard $25.00

January 15, 1951.

Dear Boris:

After the Motor Boat Show is over do you think you could get a New York Yacht Club Year Book for me? Any year after 1938 will be all right, and if you have this year's book and want to lend it to me until you come to call on me next that will be all right.

If you want to get an extra book from Miss Stephens I shall be glad to pay for it.

I hope you are having a successful week at the show and that your efforts there will bear good fruit.

Very truly yours,

CABLE ADDRESS
DEMANDER - BOSTON

REPRESENTATIVES AT ALL
CUSTOMS PORTS IN THE U. S. A.
AND AT ALL FOREIGN PORTS

STONE & DOWNER CO.

ESTABLISHED 1840 INCORPORATED 1892

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FEDERAL MARITIME BOARD
FREIGHT FORWARDER REGISTRATION NO. 43

131 STATE STREET, BOSTON 9, MASS.

IN REPLY PLEASE REFER TO CAG

Mr. L. Francis Herreshoff
The Castle
Marblehead, Mass.

January 5, 1951

Dear Sir:

In reply to your letter of January 4th regarding your shipment of yacht sails from Ratsey & Lapthorn.

We willarrange Duty Paid procedure and forward to you at Marblehead, as soon as Customs examination will have been completed.

You will receive from our Accounting Dept., invoice covering duty and charges.

Yours very truly,

STONE & DOWNER CO.

C A Gardner

Vice President

CAG:MS

January 18, 1951.

Mr. C. A. Gardner,
Messrs. Stone & Downer Company,
131 State Street,
Boston, 9, Mass.

Dear Sir:

Enclosed please find my check for $171.57 for duty and charges in connection with a shipment of yacht sails from Ratsey at Cowes.

From your letter of the fifth I understand that you will ship these direct to me here upon receipt of this check.

May I ask that you send me the enclosed account sheet receipted?

Yours very truly,

Enclosures.

MC No. 10

January 22, 1951.

Dear Uffa:

Thank you for your cable: it is very nice to hear that you are starting a new book.

At the present I cannot think of anything very interesting that I could contribute in the way of a design for I have designed hardly anything for the last four or five years.

With best wishes,

Very truly yours,

Mr. Uffa Fox,
Cowes, I.W.

TELEGRAMS:
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TELEPHONE 8146.

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H. P. WHITE.

SHIP BUILDERS & ENGINEERS

GOSPORT,
AND AT SOUTHAMPTON.

YOUR REF.

OUR REF. JWN/VC

CONTROLLED FOR ESSENTIAL WORK.

16th. January 1951.

L. Francis Herreshoff, Esq.,
The Castle,
MARBLEHEAD, Mass.

Dear Mr. Herreshoff,

Just a line to acknowledge safe receipt of the two further blue prints of the Lines you have so kindly sent us of "VIGILANT" and "RESOLUTE" which you have so very kindly prepared from the original Offsets.

I will advise my father of their arrival and tell him that we are having them re-drawn to the larger scale so that the half models can be put in hand, and I have no doubt that father will be writing to thank you personally in due course.

He decided to go to Town last Friday and stay the night at the Royal Thames Yacht Club, and I was fortunate to be able to arrange for a friend to occupy an adjacent room to look after him, and my brother and chauffeur took him there and returned him home safely. When they went up they took the last two models and I must tell you that I feel sure you would approve of their quality and finish.

Of the two just received I of course am most interested in studying "RESOLUTE" as although I did not race in "SHAMROCK IV" I was a keen spectator and did what little I could to assist my father, and at that time he, my mother, my sister, and I were Sir Thomas' guests on the steam yacht "VICTORIA" which he chartered for that series having lost "ERIN" in the first World War.

I am not sure whether my father has ever said so but I feel I should like to tell you how extremely grateful are the members of the Model Committee and in fact all those who will enjoy looking at these models, are to you for your great kindness.

Yours sincerely,

John W. Nicholson.

January 22, 1951.

Mr. John W. Nicholson,
Messrs. Camper and Nicholsons, Ltd.,
Gosport, England.

Dear Mr. Nicholson:

I received your letter of the sixteenth and note that you say you received two sets of lines. If I remember correctly I sent VIGILANT, COLUMBIA, and RESOLUTE, so if you have not received COLUMBIA I will have another blueprint of her made. In other words my father designed five cup defenders, but as COLUMBIA defended the cup twice he designed boats that defended the cup six times.

I am surprised to hear that the models of DEFIANCE and RELIANCE were finished, and am much pleased that your father was able to go up to the club with them. It has been a great pleasure to me to make up these lines for the Royal Thames Yacht Club and anything that I can do to help English yachting will be a great pleasure to me, and only partly pay for the pleasant time that I had in visiting England in 1921.

Very sincerely yours,

January 24, 1951.

Mr. T. C. Ratsey,
Messrs. Ratsey & Lapthorn, Ltd.,
Cowes, England.

Dear Mr. Ratsey:

I am very much chagrined to find that I have not paid you before this for the BOUNTY sails, but they have just arrived here, and while I have not seen them I think they came through undamaged, but of course we shall not be able to tell what they look like until they are set.

Enclosed please find drafts on The Royal Bank of Canada at Nassau for L/156. 15, and Brookline Trust Company for L 127. 9. 6.

I hope you are all straightened out with the sails for PLEIONE.

Yours very truly,

2 enclosures.

January 25, 1951.

Mr. Edward Dane,
Room 2406, 200 Berkeley Street,
Boston, 16, Mass.

Dear Mr. Dane:

The BOUNTY's sails have arrived and are stored at Graves', and I think that the enclosed bills complete all of the charges.

Yours very truly,

Enclosure.

THE RUDDER
OFFICE OF THE EDITOR
9 MURRAY STREET
NEW YORK 7, N.Y.

January 23, 1951

Dear Skipper:

Thank you for your letter of January 15th and I am sorry to be so slow in answering but during the Boat Show we work day and night and correspondence gets unanswered.

I don't know if you have any use for a club membership but, if you think you would like to become a member, I will be delighted to sponsor you and get the proper seconders. I am mailing you the Year Book and suggest that in case you are interested, you mark in it the people you know and I could then approach them if you decide to go ahead with this.

You can keep the Year Book as long as you wish. I will get the new one sometime in May and between now and then I may have to refer to this one so when it has served your purpose, you might mail it back to me.

The Boat Show was very good to us. We received many compliments on the new copy and the new type and this expressed itself in increased subscriptions.

Your,

Bob

January 30, 1951.

Dear Boris:

Thank you very much for the use of the club book which I am sending back to you as soon as the streets are less treacherous to walk on. I wanted to use it to check up the number of times that Captain Nat had won the Astor and King's Cup and am now all through with it.

I am not interested in becoming a member of the New York Yacht Club, but will talk it over with you when you next call. I certainly think it will be very useful to you to be a memeber as I think you no doubt you will be able to get to the club often, and I am glad they have elected you to membership.

We expect to send you within a few days the last chapter of N. G. H. and the yachts he built, and I think this will finish up the part that you will publish in THE RUDDER, but Mrs. Bolster and I are working up a list of boats that were built by the Herreshoff Company which I think should be included in the book when it is printed.

Very sincerely,

SAILMAKERS

TELEGRAPHIC ADDRESS
"SAILS." COWES,
TELEPHONE NOS. 1 & 420

CONTRACTORS TO ADMIRALTY, AIR MINISTRY AND MINISTRY OF SUPPLY

ALSO AT
GOSPORT AND NEW YORK

ALL ALTERATIONS TO
RACING SAILS CHARGED FOR

ESTABLISHED 1790

Ratsey & Lapthorn, Ltd.

Cowes, I.W.

February 1st 1951

L.Francis Herreshoff,Esq,
The Castle,
Marblehead, Mass.,
U.S.America.

Dear Mr.Herreshoff,

Thank you for your letter of January 24th, which has been put before me on my return from a long weekend partly on business, partly on pleasure. My Secretary is dealing with the matter of the currency and the two cheques, which you have sent. We have to be so careful these days as the Bank of England - quite rightly - insist on our Currency Regulations being adhered to, so you will be hearing from him separately.

Everything is quite clear now as regards the sails for "PLEIONE", but there are just two points we would like to be absolutely certain about.

Firstly, the throat fitting and height of mast above the deck on the foremast for the balloon main topmast staysail. This may seem a minor detail, but a few inches adrift one way or the other may affect the set of the sail. I am enclosing a sketch showing the dimensioms I require.

Secondly, regarding the main staysail. ~~You will~~ We notice from the blue print that the boom is fitted

February 6, 1951.

Mr. T. Chris Ratsey,
Messrs. Ratsey & Lapthorn, Ltd.,
Cowes, Isle of Wight.

Dear Mr. Ratsey:

Thank you for your letter of the first.

1. PLEIONE has a sheave in her foremast head that takes a single parted wire halyard that will pull the shackle which goes into the throat of the main topmast staysail right snug into the bee hole. This sheave is very near the head of the mainmast so that the distance above the main deck where the throat will be secured is exactly 53' 6" above the deck.

2. As for the main staysail, I think it would be advisable to have a lace line on the lower part for, while there is a clew outhaul that can be slacked up on the main staysail boom, I think it would be a convenience to have a lace line on the lower third of the sail.

Yours very truly,

February 1st, 1951

with an outhaul slide. Does this mean that the sail will be slackened in on the foot when it is lowered, or would you like me to fit a lacing jackstay for the lower third of the sail, so that it can be lowered down easily? I hope you understand what I mean. All other details are perfectly clear.

With kind regards,

I am,

Yours very truly,

T. Chris Ratsey.

TCR/VMR

EDWARD DANE
200 Berkeley St., Rm. 2406
Boston 16, Massachusetts

January 30, 1951

Mr. L. Francis Herreshoff,
The Castle,
Marblehead, Mass.

Dear Mr. Herreshoff:

I am glad to hear the new sails have arrived from England and I trust they show good workmanship.

I am enclosing my check to your order in the amount of $182.88, covering the additional charges on this end as listed on your bill of January 25, 1951.

Thank you for your good offices in getting these sails for me.

Sincerely,

Edward Dane

Enclosure.

February 7, 1951.

Mr. Edward Dane,
200 Berkeley Street,
Boston, 16, Mass.

Dear Mr. Dane:

Thank you very much for your check.

I thought the business of the BOUNTY's sails was all settled, but I received a letter from English Ratsey saying that while he has received the checks there may be a small adjustment one way or the other to suit the Bank of England.

Yours very truly,

February 12, 1951.

Dear Boris:

I hope you can come up soon and will let me know approximately when because Mrs. Goodhue of the Harbor Inn wants to speak to you about running some ads in THE RUDDER.

As for the letter from Gerald White, you might answer it something as follows:

The speed of the PIQUANT was taken by her builders at the time of her builders' trials, and if you question anything about them you might get into communication with them. In the article Mr. Herreshoff particularly states that the fuel consumption at 18½ S.M.P.H. has not been measured but at the cruising speed of 15 S.M.P.H it was carefully measured. Mr. Herreshoff only states that the horse power at that speed was under sixty: he does not say how much under, but as it takes quite a lot of power to increase the speed between 15 and 18½ S.M.P.H. it is, I believe, possible to get the economies mentioned, and I will say that I understand the fuel consumption was gauged as follows:

The PIQUANT has a filler pipe which comes up to the deck outside her coaming. She filled her tank until it ran over at Marblehead and then ran to Portland in a quite straight line on a calm day. When at Portland the tank was refilled to overflowing again and the amount of gasoline required to do this was done by a commercial gas meter which had been certified as tested and read in gallons and tenths of gallons. While Mr. Herreshoff did not give me the distance run or the fuel consumed I have no doubt that the figures of Mr. Strawbridge and Mr. Herreshoff are correct.

You must understand that there are no tables or formulas which can be applied to the PIQUANT's performance because we have never had a boat of her light weight and narrow beam powered with engines working through reduction gears, and few if any launches have had as nice struts, rudder, etc., as PIQUANT.

I do not think the article about PIQUANT gives the layman a false impression, as you say, or that it implies that all modern designs are worthless. Rather I think PIQUANT was designed to run economically, and does. Other power boats of late years have generally been designed with little thought of fuel economy. and may, for that reason, be much poorer than is generally supposed.

Mr. Herreshoff contends that a long, narrow boat will go through the water with far less power than a wide, short one with a large stern. Perhaps he is right. He does not claim, like so many other designers, that he has developed a new form of underwater shape, but if he has pointed out that the usual launch of today is too wide and heavy to drive easily perhaps he has done us all a good turn.

If you have any doubts about the performance of the PIQUANT you might get in touch with Mr. Herreshoff personally. I have known Mr. Herreshoff quite well for a number of years and know he is held in high regard by the leaders in his profession. There is no reason why he should try to deceive any one, and I am sure he has no desire to do so. If I had thought any part of the article was questionable I would not have printed it.

Yours very truly,

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"NICHOLSONS, GOSPORT."

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TELEPHONE 8146.

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SHIP BUILDERS & ENGINEERS

GOSPORT,
AND AT SOUTHAMPTON.

YOUR REF.

OUR REF. CEN/NR

30th ~~22nd~~ January, 1951.

L. Francis Herreshoff, Esq.,
The Castle,
MARBLEHEAD, Mass.

Dear Herreshoff,

Many thanks for your letter of the 8th inst. and for so kindly telling me you are sending the further very interesting lines of "VIGILANT", "COLUMBIA" and "RESOLUTE".

"RESOLUTE", which raced against my "SHAMROCK IV", was, as you say, not so fast as she might have been but your respected father, as you told me, built her as a cruising yacht in construction. At that time I remember he was far from well.

A good many of my American friends thought "SHAMROVK IV" ought to have won that race. It would have been a triumph for me, at the age of only 30 years, to have beaten your father and won the old Cup for Lipton at first shot. Many people thought the cause really was Sir William Burton, an amateur skipper, having lost touch through working in an office throughout the war.

That was of course very much the same case with "ENDEAVOUR" in 1934, when Sopwith was in no condition at all for racing because of the good time he and his wife had had, having stayed with the Commodore of the New York Yacht Club for a month before the races. Of course it was just what Mrs. Sopwith loved. He was so ill that, asking her at breakfast on the day of the last race, she said that he had had a very bad night and We let him sleep until we were within twenty minutes sail of the Brenton Reef lightship. No sort of condition compared with Harold Vanderbilt's "DEFENDER", where he had a doctor and a physical trainer in charge of his crew.

You are very kindly helping us splendidly with our collection of models of defenders, for which our Club is very much indebted to you.

I am hoping that you will come over to our Festival Regattas this year, when it being the anniversary of the old America's Cup given by Queen Victoria a hundred years ago, there will be good racing and we hope many American and other foreign yachts will visit us.

I shall be very glad to put you up as an honarary mamber of the Royal Thames Yacht Club in London, and give you some sailing in my little fast cruiser. I am giving her a good deal more sail area and a little more draft of water, which should be a great improvement, but of course she is much too small for the Britannia Cup, which our King George VI is giving this year to take the place of the old America's Cup.

Yours sincerely,

Nicholson.

February 12, 1931.

Dear Nicholson:

It certainly has been a great pleasure to make up the lines of the cup defenders for you.

It is more than kind of you to ask me to visit you and stay at the Royal Thames Yacht Club, but I am afraid that I shall not be able to get to England next summer. If I do get over some following year I certainly will call on you, but as I am a very quiet man of late years I probably would stay down at Joe Hennen's Inn and visit Cowes, Haling and a few places like that very quietly.

With kindest regards, and with much appreciation for your offer of hospitality,

Sincerely yours,

Mr. C. E. Nicholson,
Gosport, England.

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YOUR REF.

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CONTROLLED FOR ESSENTIAL WORK.

GOSPORT,
AND AT SOUTHAMPTON.

5th. January 1951.

L. Francis Herreshoff, Esq.,
The Castle,
MARBLEHEAD, Mass.

Dear Mr. Herreshoff,

Thank you so much for your letter of 18th. inst., and I find I inadvertently excluded the Lines of the 18ft. Lee-on-the-Solent Seagull One Design when we sent you the last Sail Plan and Arrangement. This I enclose herewith with compliments as I know you will enjoy vetting them.

I am delighted to know that you agree that this boat is on the right lines for the location in question, and agree with you that these ghastly "hip baths" do not make really good wholesome family boats for cruising and picnics in addition to fairly good racing performance. It is amusing how these specialist dinghy classes have developed since the war and of course with high taxation the intense interest in small boats is to be understood.

We also designed a slightly modified 18ft. boat for the newly formed Poole Harbour Yacht Club, of which the Lines are enclosed, and I gave them a little more stability with a harder midship section and modified the sheer and the ends as the Poole Club thought that they would like their boats slightly different to the Lee Ones. I regard the Poole boats as a modest improvement on the Lee boats and gave them this little added stability for sailing in more open waters in Bournemouth Bay with increased rake of transom for sea work etc., and they are of carvel Mahogany construction whereas the Lee boats were of Silver Spruce clencher construction which was all we could get just after the war with materials extremely short.

This new Poole Club is quite the finest Club in the country as it has beautiful facilities including its own little harbour off the main deep water channel adjacent to the Club, and the amenities including squash courts and most forms of recreation are second to none, and if you happen to have been there you may remember there is a very beautiful prospect from Salterns Way, Lilliput, where the Club is situated on the east side of the harbour with a commanding view right across towards

the Isle of Purbeck and Corfe Castle.

The latest news from that Club is that they are toying with the idea of putting fin keels on their boats, which I personally feel is a mistake in such a lovely estuary where a centreboard is essential for ditch crawling. I am therefore having a wood fin with 224lbs. of lead put on to the next boat we are building to try it out and the only great advantage I can see is that the centreboard case is dispensed with but a good rowing thwart will of course be fitted to stiffen up the boat, and if I can remember I must try and tell you how it works out.

AT BRISTOL

I remember in 1930 seeing several excellent types of stock sailing yachts being built on a rotating cradle which seemed a most excellent way of tackling the job, and I also remember a delightful little knockabout children's boat with a raking transom, Swedish type rudder blade with tiller through the transom, which I thought was one of the cleverest small boats ever conceived.

I believe Starling Burgess had one of these for playing around in and I have noticed one of them several years lately sailing about in the Hamble River and it still has its sheer strake moulded in the celebrated Herreshoff manner.

I am passing your letter on to Joe Hannen who will be so delighted to see it, and by the way, we are having a dinner at the Southern Yacht Club at Southampton next week for members of what we call the 'Q' Class which is a Handicap Class mainly consisting of old Six Metres and embracing some of the later and larger off shore racing owners, and I believe Joe is replying for the guests which should be amusing. He has not changed very much since you met him except that he has aged a bit; we keep our little boats on the foreshore at Lee hard by his Inn and apart from still being the best sailor in the Club, of which he is Commodore, he spends many hours around these boats and helping all and sundry.

With kind regards.

Yours sincerely,

John Alexander

February 12, 1951.

Mr. John W. Nicholson,
Messrs. Camper & Nicholson, Ltd.,
Gosport, England.

Dear Mr. Nicholson:

Thank you very much for your letter about the Lee-on-Solent dinghies: I do think they are wonderfully fine boats and I think I would prefer the ones with the slack bilge where people are used to hiking out.

It is strange that the Poole Harbor people want fine k cls or heavy center boards on their boats, but it must be because they do not haul them out, and of course in that case doing away with the centerboard is a slight advantage, but personally I think dinghies that are kept in the water are so logy that they are not much fun to sail. To my eye the bows on both these boats are perfect for sailing in rough water. I was very interested to hear about the new Poole Club and think it must be wonderful.

The little 12½' sail boats that you saw building at Bristol were originally designed for children in Buzzards Bay, but they became very popular for grown-ups as they were handy boats to get under way easily, and remarkably good sea boats. I think there were something around five hundred of them built altogether and they have been spread more or less all over the world. They generally last well with good care, and the one that you saw in Hamble River may be quite old.

I have just received a card from Joe Hannen and hope, if I ever get to England again, that I can visit Lee-on-Solent and Haling Harbor and those other interesting regions nearby.

Yours very truly,

February 12, 1951.

Dear Billy:

The lumber is not in the way, so don't worry about that. The table has been all straightened out and was about two days' work.

I will try to help you much more the next time, and as a matter of fact am now gluing up the end pieces, but I do find it very confusing but will try to do the best I can.

If you are not able to finish the canoe off I will finish her off for you later on but I do not say that I will have her done before warm weather. Probably in time to ship up north with the So-and-So.

Armstrong's address is

Rolf Armstrong,
1 West 67th Street
New York, N. Y.

and I think it would be a good idea to get in touch with him soon.

Oxner has the So-and-So most all sandpapered and I think she will be varnished in a few days.

Shall be glad to see you whenever you can come.

Sincerely yours,

SAILMAKERS

TELEGRAPHIC ADDRESS:
"SAILS." COWES.
TELEPHONE Nos. 1 & 420

CONTRACTORS TO ADMIRALTY, AIR MINISTRY AND MINISTRY OF SUPPLY

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ALL ALTERATIONS TO
RACING SAILS CHARGED FOR

Ratsey & Lapthorn, Ltd.

Cowes, I.W. February 20th 1951

L.F.Herreshoff,Esq,
The Castle,
Marblehead, Mass.,
U.S.America.

Dear Mr.Herreshoff,

I thank you for your letter of February 6th.

Everything is quite clear now regarding the main staysail and the balloon maintopmast staysail.

Before finally finishing the spinaker, which is to be made to the C.C.A.Rule, in order to avoid any possibility of a mistake, I would be grateful if you would check our figures. We make the length of the maximum stays to be 57.95', and the maximum width allowed in the Rules 53.1'. It is not our practise to fit a headboard in spinakers, we find they are nothing but a nuisance, and tend to foul the jib stay, and does not in any way add to the efficiency of the sail. We take it that this sail is to be made to the C.C.A. Racing Rule, i.e. the maximum sizes, and can be sheeted right out round the jib stay, and right aft onto the main boom if required?

With kind regards,

I am,

Yours very sincerely,

T. C. Rae

TCR/VMR

February 23, 1951.

Mr. T. C. Ratsey,
Messrs. Ratsey and Lapthorn, Ltd.,
Cowes, I.W. England.

Dear Mr. Ratsey:

I have your letter of February 20, and I am glad that everything is straightened out in your mind excepting some details of the spinnaker.

In regard to this I would say that your figures seem to be correct, and I also believe a spinnaker is better without a boom.

The sail will be made to the C. C. A. racing rules and will be carried at times sheeted around the jib stay and head stay, and sometimes sheeted to the main boom, but of course sheeted in various ways according to the conditions.

Yours very truly,

MC 76.90

Ratsey & Lapthorn, Ltd.
Cowes

February 23, 1951

Further to our letter of the 1st February we have now had a reply from the Bank regarding the two cheques which you so kindly sent with your letter of the 24th of January.

You will recall that one cheque, for L127/9/6d was drawn on the Brookline Trust Co. (an American Account) whereas the amount of L156/15/- was drawn on the Royal Bank of Canada, Nassau, and it is this schque which we are now advised is not in order for shipments to the U.S.A. With reference to this cheque on Nassau, drawn by Mr. Erickson, the following is a copy of the memorandum from the bank in regard to the Draft -

> I write to inform you that the Bank of England regret that they are unable to allow proceeds of the draft for L156/15/- to be utilised in part settlement for the yacht sails exported to the United States of America, unless furnished with bankers confirmation that the Bahama Exchange Control Authorities regard the funds in questio as available for transfer to the United Staes of America. If such confirmation ca not be obtained your customers sho ld press for payment by the approved method, viz Sterling from an American Account or U.S.Dollars"

From this memo you will note that there are two alternatives, a) obtaining confirmation from Nassau that the funds in question a e available for transfer to the U.S.A. or, b) that we refund to you the L156/15/- (equal in British Sterling to L155/3/8d) and for you to send us another draft from an AMERICAN Account.

We are extremely sorry to have to put you to all this trouble, but we feel sure you will appreciate that we have to comply with the Exchange Control Authorities.

We are,
Yours faithfully
for Ratsey & Lapthorn Ltd.

/s/ F. A. Davis
Secretary.

February 28, 1951.

Mr. Edward Dane,
200 Berkeley Street,
Boston, 16, Mass.

Dear Mr. Dane:

Apparently the Old Lady of Threadneedle Street does not like the color of the money we sent her, as I suggested might be so in my previous letter to you.

Enclosed please find letter from Ratsey on the subject which, you being a financier, can understand much better than I.

Yours very truly,

Enclosure.

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February 23, 1951

Mr. L. Francis Herreshoff
The Castle
Marblehead, Mass

My dear Mr. Herreshoff:

We have been asked by Mr. Fox, the owner of the good ship "Vixen" to make a model of her so he may present it to the Seawanhaka-Corinthian Yacht Club. I wonder if you would be kind enough to let us have the lines so that we may make this model.

I still look back on my trip to Marblehead with Bill Strawbridge's launch as one of the most pleasant and enlightening cruises I have ever made. I haven't seen Bill since but I hope that the boat is working out as well as we all expected she would. You are certainly to be congratulated for the fine job you did on her. Were I in the power boat market, I don't think there is any question but what an exact duplicate of "Piquant" would make me a very happy power boat sailor.

As you probably know, we are back doing some work for the Navy now which, although is not as much fun as yacht building, is undoubtedly more secure.

I know it is hard to pry you loose from Marblehead but if you should get down this way, please stop in and see us.

Best personal regards.

Sincerely,

George Luft

GRS/bk

February 28, 1951.

Mr. George Swift,
Luders Marine Construction Company,
Stamford, Connecticut.

Dear Mr. Swift:

In a few days I will send you a blueprint of the lines of the VISEN, ex PERSEPHONE.

PIQUANT performed very remarkably all summer, and Mr. Strawbridge was very much impressed with her seaworthiness and very noteworthy economy. He did not remember exactly but he thought he only filled the tank four times during the summer, but that may have allowed him to go two thousand miles.

The only thing about her that worries both him and me a little is that she has developed a few little bumps in the planking as if the inner planking had swelled between the longitudinal frames in some places and pushed the outer planking out so that she is not as fair as she was originally. This is something that interests me a great deal for all the sail boats that I have had built with this construction have stayed perfectly fair. These swellings have reduced a little during the winter while the boat has been laid up.

I am glad you have some Navy work and if I am ever down that way I shall certainly give myself the pleasure of dropping in to see you.

Yours very truly,

Staff, ComAirLant
Naval Air Station,
Norfolk, Va.

23 February, 1951.

Dear Mr. Herreshoff,

Herewith some prints of my effort on Commodore Munroe's UTILIS. I am not too sure of it's accuracy as the only source was the sketch in Rudder, 1898. However it was fun to do and I have been most interested in this craft as she seems to be a type and size that a lot of us could use - and a handiness of rig that is sadly missing from the present scene.

This completes my drawing of three of the Commodores round bilged craft, undertaken for my own information and instruction. I have gotten a lot out of it - but as usual find there is even more to be found out.

A yarn in connection with your Piquant, the most interesting article on her being a widely discussed feature of last months Rudder. I finally convinced myself that I has to go to Key West and make an inspection and spent Sunday and Monday morning with Tom Langan, the builder of my Sharpie, Sara Reid, and now retired and living on the bay there. He has a Gibbs sea skiff and happily putts about the bay exploring. We went in her over to Gar Woods place to get a close up look at his catamaran monster. On returning we found Mr. Merriman at Tommys dock in his Herreshoff sloop, I forget her name, but understand that she is more or less an enlarged Alerion. At any rate she is a beautiful job and I was most happy to spend the remainder of my time in Miami sitting on board talking boats. Mr Merriman sr. was there for a visit, I understand that he now owns Alerion. The talk turned to a boat for Tommy, something we had discussed at lenght the night before. I feel from looking over his location and use for a boat that a launch somewhat on the lines of Piquant would suit his needs, though prehaps a bit larger than necessary. Langan would like to have a more able boat, but balked at Piquants size. It so happened that during the time I was seperated from my boat gear last summer I amused myself in sketching on a launch that was basically designed to carry a three passenger seat like a coupe, with a shelter cabin and enclosed engine room added. A steady speed of ten knots was considered sufficient and about 36' length should do it. Due to a most harrowing experience I had in San Francisco Bay due to a sprayed windshield at night the cockpit specifies one of your venturi type shields. Langan had expressed himself as being interested so now I find myself in the launch design business, something I know nothing about. Incidentally, in discussing the characteristics of long launches Langan told of the first

canoe and am sure you will get more fun out of that kind of craft than any other.

Yours very truly,

February 28, 1951.

Captain R. P. Beebe, U.S.N.,
Staff. Com Air Lant
Naval Air Station,
Norfolk Virginia.

Dear Captain Beebe:

Thank you very much for the drawings of the UTILIT which I very much appreciate having on file. Personally I think almost all of Commodore Munroe's boats were homely, and maybe the little PRESTO was the only one that had some art about her. I am not saying these boats were not useful, but I am just saying that their beauty does not appeal to me. Also I think the Commodore's boats were very much exaggerated because they were compared to other boats that were in Florida at that time that probably were almost no good at all, whereas if these boats had been up north among the highly developed yachts of that time I do not think they would have been considered much. However, the Commodore certainly was a remarkable man and in his old age was a great friend of my father.

I am glad that the article about PIQUANT interested you, and it was nice that you could meet Mr. Merriman and his son on their yacht. Mr. Merriman does own ALERION and has had her all refinished so that I understand she is just about as good as new. He has owned many yachts that were designed by my father that ranged all the way from a New York Yacht Club 50-footer down to dinghies.

You ask if I ever have heard about a tragedy of a long, narrow launch rolling over when she was drawn under a bridge. That I never have heard of, but I would say off hand that the length compared to the beam of the boat would not have any particular effect of her rolling over under these conditions, but the height of a launch and her superstructure above water compared to her beam would have a very important effect on capsizing her if drawn under a bridge. Thus most all modern launches that are very high, although they are short, would be more susceptible to this particular accident, which, however, practically never happens.

I was glad to hear that you are progressing with the experiments with the double paddle

Marine tragedy he could remember when as a small boy he saw a party in what he described as a remarkably long and narrow launch - as compared to the more robust local types, swept against a bridge abutment in a river and roll over and sink. He remembered this particularly as the local types could be caught thus and get away with it. I wonder if you have ever heard of anything similar.

Well, at any rate, the assembled company was unanimous that Piquant was a most remarkable boat and it was with great reluctance that I had to leave and get in my plane to fly down the Keys. Though it was interesting to again fly over the country so entertainingly described by the Commodore in his book.

I appreciate your remarks about the canoes. I feel that a square seamed type covered with one layer of fibre glass would have a lot of advantages but I will have to wait to try that till I get through with the paper experiments, which I might say, are not going well. Though I think I am now on the right track.

Very truly,

R.P. Beebe

R.P. Beebe.
Capt, USN

February 28, 1951.

Mr. Walter F. Lathrop,
Lathrop Engine Company,
Mystic, Conn.

Dear Mr. Lathrop:

Did you see the article in the February issue of RUDDER describing the launch PIQUANT that had two of your LH-4 engines?

The owner wanted me to write you and inquire if you had any sort of rubber mountings for these engines for PIQUANT as the engine beds are so rigidly attached to the hull that there is quite a sharp vibration at times. There are some speeds, however, where vibration is very little.

On the whole the engines are most satisfactory and, as you can tell by the article, their economy is something remarkable.

I don't suppose there is any way of telling approximately the horse power at 1700 revolutions for I imagine it would depend on how much the throttle was opened.

Yours very truly,

Rstssey & Lapthorn

February 26

Our bank have today received further information regarding the cheque drawn on the Royal Bank of Canada, and it will accordingly not be necessary for you to take any action following our lettee of the 23rd February.

The Royal Bank of Canada has written to our bank to the effect that their making payment in Sterling was an oversight and should have been made in U.S.Dollars. They are sending a further remittance with the request that we return the earlier cheque.

We are sorry to have troubled you but it would appear that Mr. A. W. Erickson Jnr. has straightened out the matter with the Royal Bank of Canada.

F.A.D
Secretary

March 5, 1951.

Mr. Edward Dane,
200 Berkeley Street,
Boston, 16, Mass.

Dear Mr. Dane:

Enclosed please find a letter dated February 26 from Ratsey and Lapthorn which seems to clear up this whole question of remittance for the sails.

Sorry it turned out to be a bother.

Very truly yours,

Enclosure.

March 5, 1951.

My dear Admiral:

Thank you for the certificate of Honorary commodore of the International Multi-Hulled Boat Racing Association received through the secretary, Mr. Ed Brady.

I hope that with the promise of spring in the offing you will feel the renewed vigor that always seems to come with that season. This time of the year everybody seems to feel low - the long winter has dragged on and the weekends have been so unpleasant, but buds are swelling on the bushes and trees and the bulbs have pushed good shoots up through the ground, so I hope you, too, are feeling that life holds some promise of renewed pleasure.

With my best wishes to you,

Very sincerely,

Telephone GReenwich 8-2620

HATHAWAY, REISER & RAYMOND
Incorporated
Sailmakers
CUSTOM MADE SAILS SINCE 1890
RIVER ROAD
COS COB, CONNECTICUT

March 1, 1951

Mr. Francis Herreshoff
Marblehead, Mass.

Dear Mr. Herreshoff:

We have an order to make a mainsail and jib for a H-28 sloop.

If you designed the rig for that particular sloop, would you be kind enough to send us a sail plan of that boat?

Thanking you, we remain

Very truly yours,

HATHAWAY, REISER & RAYMOND, INC.

Alden M. Reiser, President

Alden M Reiser

AMR:MFG.

2

March 5, 1951.

Mr. Alden M. Reiser,
River Road,
Cos Cob, Conn.

Dear Mr. Reiser:

Referring to your request in your letter of the first, I am enclosing blueprint of the sail plan for sloop rigged H-28.

Yours very truly,

Enclosures.

March 8, 1951.

Messrs. Finn and Company,
2850 Eighth Avenue,
New York, 30, N. Y.

Dear Sirs:

The Lathrop Company has referred me to you for rubber mountings for an LM-4 motor, and I am enclosing dimensions of this motor.

We have two of these motors in a launch at present, but at certain speeds the vibration is a little annoying and the owner of the launch wants me to investigate the matter of putting on rubber mountings, so if you have anything on that subject please let me know.

Yours very truly,

March 12, 1951.

Dear Billy:

I was glad to hear from you from Florida, and am also glad to say that I did not get the flu at all and have been feeling fine all the time.

The canoe is all glued up and I am about to cut down the shear now on the two halves which will be an awkward job to lay off and cut down because the halves will be difficult to hold while I am doing this operation.

Enclosed you will find a bill for Graves sawing out the wood, the doctor's bill and the bill for medicine. Later Mrs. Bolster has a telephone charge for you in connection with cancellation and new reservations of Pullman accomodations.

I hope you had no ill after effects and that you are enjoying a pleasant time in the south.

Very sincerely yours

THE RUDDER
OFFICE OF THE EDITOR
9 MURRAY STREET
NEW YORK 7, N.Y.

March 6, 1951

Dear Skipper,

The yacht, America, won her first cup match on August 22, 1851. This August will be the one hundredth anniversary.

I am having a painting of the America prepared by Beechel which will appear on the cover of the August issue. Now I wonder if you would care to write a short article on this boat for me. I have in mind two pages at the most.

Let me know if I can count of this.

Your,

B

March 12, 1951.

Dear Boris:

I shall be very glad to write an article about the AMERICA, and will start on it right off so that it will be done on time. I wish I could have more than two pages for the article and some illustrations, but I will write it and you can do what you please with it later.

I will answer Mr. Dustan who has inquired about BARRACUDA.

Hope to see you before long.

Very sincerely,

March issue of RUDDER not yet received.

T.R. FINN & COMPANY INC.

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MAIN OFFICE & PLANT
•
333 JACKSON AVENUE
BRONX 54, N. Y.
CYpress 2-4192

March 13, 1951

The Castle
Marblehead, Mass.

Attn: Mr. L. Francis Herreshoff

Subj: Rubber Mountings for Marine Engines

Dear Mr. Herreshoff:

Thank you for your letter of March 8th, 1951.

These mountings can be obtained from :

Perkins Marine Lamp & Hardware Corp.
157 Snediker Ave.
Brooklyn 7, New York

The Perkins Company keep these as a stock item and can take care of your requirements immediately.

Yours very truly,
T. R. FINN & COMPANY, INC.

T.R Finn
T. R. Finn

TRF/ab

March 16, 1951.

Perkins Marine Lamp and Hardware Co.,
157 Snediker Avenue,
Brooklyn, 7, N. Y.

Dear Sirs:

Enclosed please find a dimension drawing of a Lathrop LH-4 engine.

We have two of these engines in a twin screw launch and would like to inquire the cost of Finn rubber mountings. So please quote me the cost of two sets of rubber mountings of the proper size.

Yours very truly,

1 enclosure.

March 16, 1951.

Mr. T. C. Ratsey,
Messrs. Ratsey & Lapthorn, Inc.,
Cowes, I.W., England.

Dear Mr. Ratsey:

Mr. Santry, the owner of PLEIONE, now wants an estimate on the main topmast staysail of the size and shape shown on the enclosed sketch.

We should like to have estimate on the cost of this sail at once, and it may be best to send the estimate direct to Mr. J. V. Santry at his office, 200 Madison Avenue, New York, N. Y.

This sail would only be carried in light and moderate weather, winds, we will say under twelve miles an hour, so for that reason could be quite light, but as they do hope to carry it when close hauled it should not be so light and springy that it will not remain flat.

Yours very truly,

Enclosure.

March 19, 1951.

Dear Mrs. Warington-Smyth,

I, of course, was very much grieved to hear of Bevil's death, and I very much appreciate his book that you sent me and which I am reading at the present time with a great deal of pleasure.

This will always be treasured by me as a happy memory of an acquaintance with Bevil whom I always wanted to meet and know better, and I have always held the hope that he would be able to get to America again and that I should have the great pleasure of having him here at my home.

There is so little that anyone can offer you in the way of consolation except to remind you that you were privileged in having such a talented husband, and the happy memories of him that so many people must hold should be a source of great comfort and pride to you.

With all kind wishes to you in your troubled time, believe me

Most sincerely yours,

DIKE & SANBORN

GEORGE P. DIKE
ROBERT S. SANBORN

73 TREMONT STREET

BOSTON 8, MASS.

PATENTS AND TRADE-MARKS

TELEPHONE CAPITOL 7-7370

March 16, 1951

L. Francis Herreshoff, Esq.
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

Re: D7076 - Internal Combustion Engine

I am sending under separate cover the original and also a white photostatic copy of your drawings for the above case. Because of my own pressure of work, I turned this case over to Mr. Dike in order to get it done more quickly and he is well along. He has taken a great deal of interest, and we are working together on the claims. I will also go over the entire case very carefully so that you will get the benefit of our combined ideas. I am sending a copy of the drawings together with a copy of this letter to Mr. Paine.

I should like to make a date with you and Mr. Paine to go over the first draft of the case perhaps some time next week, and I shall get in touch with you when we are ready.

Very truly yours,

Dike & Sanborn

By Robert S. Sanborn

RSS:w

C/C Mr. Paine

March 22, 1951.

Mr. Robert S. Sanborn,
73 Tremont Street,
Boston, 8, Mass.

Dear Mr. Sanborn:

I received the original drawing O.K., but there was no photostat enclosed, and I do not need one.

I hope it will be convenient to meet you at Mr. Paine's house on Wednesday next, the 28th, if confirmed by Mr. Paine.

Yours very truly,

NAVAL ARCHITECT. YACHT AND COMMERCIAL DESIGNING PLANS. SPECIFICATIONS. SUPERVISION

M. MacNAUGHT

60 CHAPIN ROAD

BARRINGTON. RHODE ISLAND March.20 _ 51.

TEL. WARREN 1180

DAMAGE SURVEY REPORT

Dear Francis.

Enclose clipping from the Warren paper, showing that one more of the old guard, have taken up moorings for another harbour, which leaves three more that worked around the same time I started three or four years ahead of them. I do not remember if I told you just how I started, your dad was walking with Mr. Morgan to the shop when he reached the gait I ask him for A chance in the small boat dept if possible. he told me to report to Mr. Almy next monday, I started right than, I had A letter from A Mr. almy no relation. stating that I had been with him for several years, he than was sixty five years old and had worked for Mr. John Herreshoff but they did not get along , he was A very religious type and one the greatest boat builders in the country, building about all of the whale boats in New Bedford for fourty years. T he year that I started was the summer when the wasp came out, from that on I was steadyily employed except at vacation times.Dan Cog-sall started the next winter when the Navaho was built. This taks care of all remaining crew.

Enclose A verse from one of Wallace Nutting clock books, which I think of often.

Kindes regards.

PS. We have nine boston terriers and they all want to try this machine so I did not do any to well on the typing job.

M. MacNaught

March 26, 1951.

Dear Mac:

I was very pleased to get your letter but sorry indeed to hear of the death of Ernest Alder. Thank you for sending me the clipping.

I did not realize before that you had started with the company so early. Apparently you started the year that I was one year old, but I think I remember you from the time that I was about five, and I remember well when Eanest Alder came there -- I think it must have been about 1896. Of course I remember the row boat shop when it was up side of Pitts' paint shop.

The Almy that you spoke of as having worked with may have been a distant relation of the Mr. Almy that was the boss at Bristol for that Mr. Almy came from somewhere around Tiverton which, of course, is not very far from New Bedford and I believe it was a very big family.

Don't you think the clipping from the Warren paper is a little off in some statments? Ernest lived in East Greenwich for some years and must have learned something about the boat business there before he came to Bristol.

We must take off our hats to Dan Cogsall for hercertainly is an active man now. Fifty years ago he looked to my young eyes as being older than you and Ernest.

I was interested to hear that you have some Boston terriers around you, and I almost always have two French poodles under my feet.

I am hoping that you will get up to call on me again now that the weather is good.

With best wishes to you, and thanks for keeping me posted, I am

Sincerely yours,

March 30, 1951.

Dear Charles:

I want to tell you how much I have enjoyed, and how much I have appreciated, the fine article you wrote about your father for the March issue of YACHTING. Mr. Harry Maxwell, who has owned so many fine yachts, wrote me that he had great pleasure in reading it.

I was out at Frank Paine's house a few days ago and he spoke ot the enjoyment he had in reading the article, and I know a great many people will save this particular issue for it certainly is an historical document of value, and I only regret that it was not longer.

Yours very truly,

Mr. Charles P. Burgess,
7007 Glenbrook Road,
Bethesda, Maryland.

L. E. PERKINS, PRES. & GEN. MGR.
WM. J. MURPHY, VICE-PRES. AND GEN. SALES MGR.
MARVIN S. PERKINS, SECY.
N. LIPPMAN, TREAS.

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CABLE ADDRESS "PERKO" NEW YORK

March 21, 1951

L.Francis Herreshoff,
The Castle,
Marblehead, Mass.

Dear Sir:

In reply to your letter of March 16th regarding the rubber Engine Mountings for the two Lathrop LH 4 Engines, it is rather difficult for us to quote you on the proper size rubber mountings as we do not know whether you want these engine mountings with the retaining plates or without the retaining plate, also the length of the mounting or the length of the space in which this mounting is to be placed, and we are therefore enclosing a catalog page describing these rubber engine mountings in the various lengths and have also inserted in red the new list prices of these.

At the present time we have all of the various lengths in stock, which of course are subject to prior sale, and after our present stock has been depleted delivery will be rather uncertain as due to present day restrictions material is becoming rather difficult to obtain.

Hoping the enclosed catalog page will be of assistance to you in determining your requirements, we remain.

Yours truly,

PERKINS MARINE LAMP & HDWE CORP.

E. E. Mayer

E. E. Mayer

EEM:ns

March 30, 1951.

Mr. E. E. Mayer,
Perkins Marine Lamp and Hardware Corp.,
1943 Pitkin Avenue,
Brooklyn, 7, N. Y.

Dear Sir:

Referring to your letter of March 21.

We have decided to order the rubber bearings through the Lathrop Engine Company, believing that they will select the proper size better than I can.

Yours very truly,

March 30, 1951.

Mr. Walter F. Lathrop,
Lathrop Engine Company,
Mystic, Connecticut.

Dear Mr. Lathrop:

How do you like this article?

We have had some difficulty in ordering the rubber bearings for the launch PIQUANTE: the manufacturers referred me to Perkins Marine Lamp and Hardware Company, who are their distributors, and they do not know what size to use. So I would appreciate it very much if you would purchase the plates for me, and we can pay you before hand, if you so desire.

For information -- the two engines they are to go with are LH-4's with a two to one reduction gear, and I should think there would be eight bearings needed.

Yours very truly,

Stoughton Bell
Charles F. Dutch
Arthur J. Santry
Arthur F. Ray
Edwin W. Stanley
Richard Bancroft
Harold E. Stevens
A. John Serino
William B. Sleigh, Jr.
Arthur J. Santry, Jr.

Putnam, Bell, Dutch & Santry
60 STATE STREET
Boston 9, Massachusetts

TELEPHONE HUBBARD 2-5885
CABLE ADDRESS "PUTTENHAM"

March 28, 1951

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

You will remember that when I saw you last Saturday, I spoke of a spinaker for Mr. Thomas H. Shepard's yacht "IRONDEQUOIT". Yesterday, his nephew called me regarding such a sail and I told him that I would ask you to write Ratsey about it.

They want a quotation for Nylon but if that material is not available, then the best spinaker cloth. The spinaker is to be made to the limits of the Cruising Club rule. The measurements necessary to compute the maximum width and the length of the luffs follow:

Base of fore triangle - J - 24.8 feet;
Mast above deck - P - 69.6
(She has a masthead rig).

In addition to the quotation, they are interested in when the sail could be completed and ready for shipment. A copy of Ratsey's reply to you should go to Mr. Thomas H. Shepard, 89 Rawson Road, Brookline, Mass.

Perhaps I will get down to Marblehead this week-end and, if so, will drop in and see you.

Arthur

AJS,jr/pr

March 30, 1951.

Mr. Arthur J. Santry, Jr.,
60 State Street,
Boston, 9, Mass.

Dear Arthur:

I have your two letters and have sent today for Ratsey's estimate on the spinnaker for Mr. Shepard.

I have changed the dimensions of the spinnaker pole to be 29.5' from the center of the mast to the end of the fitting.

Yours very truly,

March 30, 1951.

Mr. T. C. Ratsey,
Messrs. Ratsey & Lapthorn, Ltd.,
Cowes, I.W.

Dear Mr. Ratsey:

I should like to have you quote on a spinnaker of the maximum size to fit the Cruising Club of America rule for a boat that has a base or J, 24.8'; hoist or P, 69.6'. This sail to be either nylon or a suitable material picked out by you.

We should appreciate a reply by air mail including an approximate date of delivery on this sail.

I have received copy of your estimate for a new main topmast staysail for PLEIONE and expect to hear from Mr. Santry about it in a few days.

The reason I spoke of the length of the leach on the main staysail on PLEIONE was that on the pencil tracing you sent me it was drawn 43' instead of 44', but now, as you say, it is all clear.

Yours very truly,

April 2, 1951.

Dear Billy:

Several things have come up lately that I have had to spend some time on so the progress of the double paddle canoe has been very slow, and it has occurred to me that it would be better for me to let you have my present two kayaks with their whole outfits to use this summer and than I could take my time and hack on the new boat whenever I had an opportunity.

We have ordered the rubber bearings for the motors and I have talked the matter over with Elmer so that he is straightened out in his mind, and I have the two propellers here which I expect to cut down soon.

I hope you have beenhaving a good time and did not have any ill effects from the grippe.

Very sincerely,

Mr. Strawbridge:

The telephone charrges for cancelling and making new reservations came to $.58 including the taxes. It was necessary to make three calls due to the fact that the Pullman Company in the South Station decided not to handle reservations.

JOSEPH V. SANTRY
200 Madison Avenue
New York 16

March 30, 1951

Mr. L. Francis Herreshoff
The Castle
Marblehead, Mass.

Dear Francis,

I received a quotation from Ratsey on the topsail. In talking with my nephew he said he had discussed the matter with you. Do you think there is any possibility of carrying a sail like this to windward in light weather? I am undecided as to whether I should order it but young Arthur is so keen abut giving the Pleione a "go" this summer that I may take a chance if you believe the sail could be used to any advantage. I don't suppose that the Pleione would be very close winded with such a sail but she never was very close winded in a light chance and perhaps she would foot enough faster with such a sail to make it worth while, although I probably ought to have my head examined for thinking of ordering such a sail in these days.

If it were not for the fact that the New York Yacht Club was coming to Marblehead this summer I would not think of it and under present conditions I realize it is going to be very difficult and expensive to operate the Pleione this summer and if the situation becomes worse than it is I may decide not to put her in commission.

Have you done anything about her rudder? You recall you were going to discuss the repairs with Graves. I wish you would do this in any event. Also have you made the fitting you had in mind to give her better flow over the strut and propeller and did you receive the alluminum plate for the headboard that they reported to me was shipped to you?

I have talked with you at different times about installing a speed indicator and if I recall correctly it is your opinion that none of them were accurate. I realize this but I notice that most of the cruising racing boats use them and perhaps they have some advantage in at least indicating relative speeds. You advised me that a log,

made in England, I believe, was a much better proposition. Will you give me the name and also let me know if it can be purchased here?

I am hoping to get a chance to go over to Marblehead some time soon and I will look you up when I do.

As ever,

GENERAL PARTNERS
T. STOCKTON MATTHEWS
EDWARD K. DUNN
GEORGE D. LIST
HARRISON GARRETT
RALPH L. DEGROFF
WILLIAM J. MINSCH
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PHILADELPHIA-BALTIMORE STOCK EXCHANGE

115 BROADWAY
NEW YORK 6, NEW YORK

March 30, 1951.

My dear Mr. Herreshoff:

Now that your history of the life and times of the late "Captain Nat" Herreshoff is apparently finished, I want to tell you how very much I have enjoyed it. Maybe it is because I am growing old, but in my opinion one trouble with yachting today is that the younger generation do not give sufficient thought to the history of their chosen sport. They all appear to think that there is nothing to be learned from a history of the past or from a study of the development of the sailing yacht during the last seventy-five years. While I hope I am not getting to be an "old codger," in my younger days it was different - then the budding yachtsman was keenly interested in the design and performance of the vessels which had been built before his time.

It was my good fortune to meet "Captain Nat" on several occasions thirty to forty years ago. While, as you intimate, his attitude in replying to questions from young (and ignorant) yachtsmen was not particularly conciliatory, nobody could talk to him for five minutes without realizing he was in the presence of a very great man. I shall always cherish his memory.

I hope that in the near future your collected articles will reappear in book form, as I particularly desire a copy for my library.

Very sincerely yours,

H S Smith

L. Francis Harreshoff, Esq.,
The Castle,
Marblehead, Mass.

April 2, 1951.

Dear Mr. Smith:

I want to thank you very much indeed for your kind note of appreciation of the writings that have been appearing in THE RUDDER.

It is deplorable that most of the young ones today d o not care much for the history of yachting, but this may be because other histories have become out of style during this age of communism, etc. But I think if the average worker knew more about the history of the past he would be more pleased to speak of our country as a republic and not a democracy.

I certainly would not think you are becoming an old codger simply because you have common sense, and believe that in a few years there will be a time when our type of individual will be more appreciated than at present.

I was glad to hear that you had met Captain Nat at times in the past and had an opportunity to see how short spoken he was, but in the very last of his life he became quite a good deal more talkative. I have felt that Boris does not think very much of this series of articles, and he is going to have some other company present them in book form, but I am quite sure they will come out in a book somehow or other, and I believe they will sell well because many libraries will want to purchase them as well as the descendants of the thousands of people who have owned Herreshoff yachts.

Thanking you again for your kind words,

Very sincerely,

Mr. H. S. Smith,
115 Broadway,
New York, 6, N. Y.

MC 16.40

Rolf Armstrong
1 W. 67 Street
N. Y. C.

March 30, 1951.

Mr. L. Francis Herreshoff
2 Crocker Park
Marblehead, Mass.

Dear Skipper:

The enclosed is self-explanatory. So much time has passed without a reply from Mr. Strawbridge that I am wondering if he is away and not yet in receipt of my letter, or, if possibly the letter went astray.

The development that I outlined in my letter to him is a bit of "truth that is stranger than fiction" - actually a coincidence that one would not dare to write in fiction for fear of it seeming too imaginative.

I do hope Mr. Strawbridge looks with favor on my request to buy the boat back as, finally, after all those years of owning her, I will have at my friend's waterfront home on Balboa Island an opportunity to have the sailing in her to which I long looked forward.

I suggested in a penned postscript on Mr. Strawbridge's letter that perhaps he might like to build a duplicate of her, incorporating any changes that you, after your years of sailing her, might wish to suggest or possibly changes that would make her more applicable to his use. I am sure Mr. Strawbridge is more able financially to build a new SO and SO than I; otherwise I would not have had the temerity to make the suggestion.

I feel sure your breadth of understanding will cause you to look with sympathy on the predicament I inadvertently found myself in and from which I am trying to extradite myself, not by having returned Mr. Strawbridge's check with the embarrassment that would have resulted all around, but by a man to man explanation accompanied by an offer to buy the boat back at twice the price.

Looking forward to seeing you before long,

I am

Sincerely,

P.S.

I have just finished reading your last installment of Capt. Nat's amazing life. I am sure your thousands of readers will regret, as I do, that this absorbing story has finally come to an end. I think your biography was written in rare good taste, skipper, a perfect blending of facts, narrative, and sentiment. Capt Nat was really the Michael Angelo of yacht designers.

letter returned enclosed from Mr. A. to Mr. Straw.

April 6, 1951.

Dear Rolf:

I am very sorry indeed that there has been some misunderstanding or dissatisfaction over the sale of the So-and-So, but when you were here in early January you asked me to sell her for you, and it so happened that Mr. Strawbridge visited me a few days later. When I showed him the boat he was very anxious to purchase her because he has another dinghy of exactly the same size of his own design at Northeast Harbor, where he spends his summers, and he very much wants the So-and-So to race against that dinghy for he has three children who like to go on the water. So I telegraphed you at once and confirmed it in my letter of January 15, 1951, so we, of course, thought the sale was satisfactory to both parties. On that basis we went ahead with the work of having So-and-So all refinished. Although I was sorry to miss you when you called here, I got your note and took it for granted that as you left the battens you thought the sale was consummated.

Of course I am very sorry that you are disappointed, but I do think that where you have so many small boats, and most of them are more suitable for landing on the beach than the So-and-So (because of her sharp fore foot and because one cannot readily get out of her forward) some of your other boats would be much more satisfactory and agreeable.

Mr. Strawbridge, while he appreciates your position and feelings, says definitely that he does not want to sell the dinghy back to you.

I certainly am pleased and flattered that you have liked the writings about Captain Nat for it has been very hard for me to make them interesting where almost between every line I have had to look up and quote dimensions and dates and other facts. So making the whole book accurate in data was much harder than the writing.

Regretting that this unhappy situation has arisen, I am

Very sincerely,

Mr. Rolf Armstrong.

April 9, 1951.

Wilcox, Crittendon & Co., Inc.,
Middletown, Conn.

Dear Sirs:

We should like to order

2 3 5/16" Sprockets, 1" bore
3 ft. 5/8" Brass Roller Chain

Similar to good furnished last year on your invoice #18672, April 13, 1950.

Yours truly,

April 12, 1951.

Mr. T. C. Ratsey,
Messrs. Ratsey & Lapthorn, Ltd.,
Cowes, I.W. England.

Dear Mr. Ratsey:

Please accept this as the order for spinnaker made under the Crusing Club of America's rule for the IRONDEQUOIT II for Mr. Shepard of Boston.

We want you to be sure that we expect the spinnaker to be made of nylon and delivered within six weeks for the racing here will start soon after. Price to be $280.

Yours very truly,

April 12, 1951.

Dear Mr. Frank:

I want to tell you how much pleasure I had visiting you yesterday.

Enclosed is a copy of a letter I am sending to Mr. Hjorth today.

I am sorry to have to tell you that Charles Burgess died suddently on March 16. I have just received a note from his wife: I had written Charles to tell him how much I had enjoyed his article on his father that appeared in YACHTING.

Yours very truly,

MC No. 90

From Ratsey, April 9th 1951

to L.F.H.

We have again to write you regarding the payment made for sails supplied for the "Bounty", as referred to in our letters of the 23rd and 26th February.

You will recall that theamount was paid by two cheques, one drawn on Brookline Trust Co. from an American Account and the balance of £ 156/15/-was drawn on the Royal Bank of Canada in Nassau, and which was not accepted by the Bank of England for payment against a delivery made to the U.S.A.

Our Bank, the Westminster Bank Ltd, got in touch with the Royal Bank of Canada and received intimation that they would arrange to make payment in U.S. Dollars, we are now advised by our Bank that no such remittance has been received and it would appear that the Royal Bank of Canada are still in a quandry.

Will you please endeavour to settle this matter, bearing in mind that the Bank of England will only accept payment from an American Account for deliveries made to the U.S.A.

We are very sorry to have to trouble you in this matter but the regulations are still very strict.

We are
Yours faithfully

/s/ F. A. Davies (?)
Secy

April 16, 1951.

Mr. Edward Dane,
200 Berkeley Street,
Boston, 16, Mass.

Dear Mr. Dane:

Enclosed is a letter that I have just received from Ratsey that explains itself.

I am sorry for these banking peculiarities, but you are probably hardened to them.

Yours very truly,

Enclosure.

THE RUDDER
OFFICE OF THE EDITOR
9 MURRAY STREET
NEW YORK 7, N.Y.

April 11, 1951

Dear Skipper,

Enclosed is a royalty statement covering the period as indicated on it and our check in the amount of $562.70 representing payment in full.

A quick glance at the statement shows that the H28 is still the most popular boat of all.

Your,

Bob

April 16, 1951.

Dear Boris:

I received your letter of the eleventh which enclosed a statement of the commissions and royalties for the year, but not the check that the letter noted was also enclosed. I thought I should let you know at once -- not that I am in a hurry to get the check but in case there was some slip-up along the line.

I also received your letter with an enclosure from a commander in the British Admiralty about a set of H-28 plans.

I don't know whether or not I told you that Bevil Warington-Smyth died last month. What has happened to the sketches of his that I sent you. Perhaps if you are not going to use them now it might be as well to send them along to me some time.

Very sincerely,

April 20, 1951.

Dear Mr. White:

I cannot tell you how pleased I am that you and Nelson have approved the biography of my father, for you both must realize how much research and checking is necessary to get dates and dimensions that are accurate. It was also quite a job to get together approximately twoo hundred illustrations although it would have been easy to get many more illustrations that were not of the most interesting boats.

Several let ers of appreciation of the articles have come in from people, and particularly nice letters from Henry Maxwell who now lives at Greenwich and who has owned so many Herreshoff boats of various sizes, but I feel that a letter of approval from you carries so much authority that I am greatly heartened. As you say I deserve a rest after completing this work and I shall not have anything in THE RUDDER for several months, but in August I expect to have an article about the AMERICA for that will be the hundredth anniversary of her winning of the Queen's Cup.

I was sorry indeed to hear that you have had a series of sicknesses, but do hope

MC 16.40

we shall soon have nice spring weather that will make you feel lively again.

There has been no word from Sidney lately although I hear of him and his family through my sister, Agnes, but I think Sidney is continuing with plans and arrangements for the fireproof house although I don't believe he has broken ground yet.

Mr. Leonardi is well but he does not think very much of the biography of Captain Nat, and I believe he will make arrangements to turn over the publication of the book to Sheridan House who, I am sure, will print it all right. I think Mr. Leonardi disliked having so many illustrations and he has said before that was what made the Commonsense of Yacht Design so expensive, but I do not know why one publisher can print them cheaper than another.

I thought that was a nice photograph of the AIDA that I shoed in the last chapter, and I wanted to get it near the end of the book so as to linger in peoples' memories. I wish it had been printed larger but all of the illustrations for the book were very much cut down compared to the books such as Uffa Fox and others are printingtoday. AIDA certainly was one of Captain Nat's last perfect boats, and I personally never liked the Belisarius.

It was most surprising to learn of the death of Captain Monsell as I had thought he was comparatively young and hale and hearty. I never had known him well but had always heard that he was a most pleasant man who loved outdoor life.

April 20, 1951.

Mr. White -2-

It has been a very pleasant winter here and I have enjoyed myself - busy working on half a dozen different things, all the way from metal work in the lathe, and various kinds of wood work, to designing and writing.

It is always one of my great pleasures to find a letter from you in the daily mail, and your encouragement has been a pillar to me often. Please pass along my kindest regards to Nelson, and I trust you will all have a happy summer with the AIDA.

Very sincerely,

April 20, 1951.

Dear Mr. Frank:

As always I enjoyed my day with you last Wednesday, and I certainly was surprised and delighted with the fine work that Tammie and Pohlson are doing on the launch. It really is the best workmanship that I have seen for years, and perhaps as good as I have ever seen.

Right now I am writing you to say that I have two or three engagements at the first of the week, and I found in trying to draw up the oscillating crank shaft that it is going to take me some time, so I shall not have anything interesting by next Wednesday and thought in that case it would be just as well not to go out to see you and thus save both of us from wasting good working time. On the other hand if there is something that you want to see me for, like having some word from Mr. Swasey, I can get away.

So, if it is all right with you, I shall plan to come out a week from Wednesday which I think will be May 2. In the meantime I am going to get an opinion from Mr. Jack Cunningham which I shall attempt to do by letter, but I may persuade him to come down to call on me. Maybe also you will have the Hjorth things by that time.

Very sincerely,

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
CAMBRIDGE, MASSACHUSETTS

DIRECTOR OF LIBRARIES

April 14, 1951

Mr. Francis Herreshoff
Marblehead, Massachusetts

Dear Mr. Herreshoff:

I don't know when an afternoon passed as rapidly and pleasantly as that we spent in your company in Marblehead on Monday last. I am sure that I speak for Professor Beckwith and Captain Chadwick in saying that all too infrequent interludes of this type contribute a great deal to our enjoyment in the work which we are doing at M.I.T. Thanks to your suggestions the Yachting Show which we are planning will be infinitely better than it could have been otherwise and we will hope to be in touch with you from time to time as the story develops.

I promised to send you the title of the book by Culver. It is entitled "Contemporary Scale Models of Vessels of the 17th Century", by Henry B. Culver, and was printed in New York in 1926. It contains fifty excellent plates, in large part selected from the Rogers Collection. The subtitle reads "Being a Collection of Illustrations of Authentic Productions of the Modelmakers Art of That Period Gathered From Many Sources; Together With Brief Descriptions and Identifications Thereof Where Possible. Prepared For the Ship Model Society." The plates are excellent and if you have not seen the volume, we have a copy at Tech. and I have a personal copy here at home. Incidentally, at one time I made 8 x 10" photographic plates of the complete Chapman Architectura Mercatoria Navalis and if any of the drawings or plans are of particular interest to you, please let me know and I can have prints made quite easily, as we do have a good photographic laboratory in the Charles Hayden Memorial Library. You are also welcome, if you care to do so, to send along any bibliographical queries which our resources might cover and I hope that you will come and see the new library on an early occasion. In fact, if you are to be in Cambridge any time in the near or even distant future, please let me know and I will be pleased to have you as my guest for lunch.

If Rudder does not bring out your complete book, please let me know the publisher and date of publication. I can assure you of the sale of at least two copies; one, or possibly two, for M.I.T.; and a personal copy.

Sincerely,

V.D. Tate

Vernon D. Tate
Director of Libraries

VDT:flf

April 20, 1951.

My dear Doctor Tate:

It was nice of you to say that you and Professor Beckwith and Captan Chadwick enjoyed your afternoon here for I don't know when I have had a more pleasant call from anyone. I am sorry we did not get to talking about the history of yachting sooner, but I do hope you can make another visit before you get started on the yachting exhibition.

I have got together some photographs which I will either send to you or give to you when you call. Quite a number are small photographs that were taken about 1870 of some of the early boats, and I think you can have them copied and enlarged, but I do want to be careful with the originals.

Thank you for the name of Culver's book about models, and I also want to thank you for offering to show me Chapman's Architectura Navalis which I should enjoy seeing. I have a German reproduction of this book which came out in about 1930, but whether or not it has all of the cuts I do not know for Chapman seems to haee brought out two or three different books.

I do hope that Captain Chadwick can bring you down again, and let me assure you that if I get to Cambridge I shall certainly give myself the pleasure of coming to see you.

Very sincerely yours,

Vernon D. Tate, Director of Libraries,
Massachusetts Institute of Technology,
Cambridge, Mass.

April 29/51.

Dearest Commodore!

April 30, 1951.

Dear Admiral:

Thank you very much for your kind letter of the twentieth. I cannot tell you how pleased I am that the doctor has given you such a good verdict, and I do hope that you will follow his advice, particularly in taking it easy, as I have always told you. As far as the coffee is concerned -- I have not had a cup of coffee for five or six years simply because I don't care for it, and prefer tea.

I certainly enjoyed your wonderful description of the colors on the Sound, and remember very well when I used to cruise there many years ago. When it is clear it seems extraordinarily clear on the Sound, and things in the distance sparkle and reflect the light from a long distance off. The weather here today is also beautifully clear: yesterday the thermometer was up to 70° out doors. The grass is very green and the flowers are blooming, and the world seems very beautiful.

I understand that friend Armstrong also has been told to take it easy, and his doctor has advised him to sell his racing canoes that have a sliding seat. But the doctor has not told me not to do anything because I don't do anything.

With all good wishes to you.

Very sincerely,

Terribly sorry — left delaying my sailing — but your kind letter — but this was because I was awaiting the Bulletin from Famous prof. Raisbeck & Carver & Dr. Dennis Vlospital who finally said — after 3 hours of X-Raying, listening, analisis, that I had cholesterol, Salt, Fats — take it easy — but not overdoing yourself, no salt — no coffee (1 cup a day — plenty) — no strong tea, no Fats — no lifting pianos — (Boats too!) — but go — and sail !!!!!! Hurray !!!! — Of course —

MC 76.40

don't hoist sails yourself —
unless you have a winch — but
steering — why not!
So — the whole thing is — after
9 weeks in bed — and 5 times —
at the "edge" — of, going "there" — and
or staying here.
Now — even I think — to rig ranger (26')
lost — as my "champion" T22 — you
know — was gone — on the negligence of
our "harbor police"! — week before the
hurricane — Nov. last.
Ofcourse — this is — beatiful thinking —
but — the Sound is blue... with darker
blue — streaks over — cat's paws — ....
Why can't we live forever? ...
To enjoy these magnificent colors of ocean,
these clouds, sunsets, white sails over
the blues of water...
So it is — dearest Commodore. As you
see — part of letter was done yesterday —
part this morning, which is different from
yesterday — glomier — no sun, raw air —
and — I do not feel to happy to day rather..
Wishing you — best of health — and to have it —
do not use SALT, fats, starches — and hoping —
to see you — once more — yours devoted VICTOR

May 3, 1951.

Mr. Robert Sanborn,
Messrs. Dike, Porter and Sanborn,
350 Tremont Building,
Boston, 8, Mass.

Dear Mr. Sanborn:

I visited Mr. Paine at Wayland yesterday and we both looked over the various drawings of patents that you sent which showed variable speed friction drives, and, while we think that the swinging friction wheel working against annular grooves is not patentable, we are of the opinion that our method of swinging the friction wheels is so much more practical and simple than the other patented ones that this feature alone would be desirable to try to have patented.

We think this principally because the other devices shown were so complicated that they would be too difficult to manufacture and therefore of no commercial value. Besides that, the amount of friction surface that some of the other arrangements allow is too small in our opinion to be practical.

So, if we can get a patent on a centrally located screw that swings four arms that swing the friction wheels I think we should like to do so. But I don't want you to do anything about this until I have written another description of the adjusting device and had it approved by Mr. Paine, and also get his definite approval which I will try to do on Wednesday, May 9.

Yours very truly,

cy. Mr. Paine.

patent No. 2,086,491 appears to be the closest form to Mr. Herreshoff's control mechanism for changing the angularity of the driving disks to accomplish speed changes. However, Mr. Herreshoff's structure for accomplishing this appears to be different from that shown in the patents.

In general, my opinion is that Mr. Herreshoff's disclosure does not show much, if anything, of patentable value over what is shown in the enclosed patents, even though his structure may be much better and simpler from an engineering viewpoint. However, I shall, of course, be glad to discuss these matter if you wish after you and Mr. Herreshoff have had a chance to analyze the art in detail.

I am sending this subject matter to you in Wayland in the hope that you will have it during Mr. Herreshoff's next visit.

Very truly yours,
Dike & Sanborn

RSS:w

By_____

c/c Mr. Herreshoff

May 7, 1951.

Dear Boris:

I have looked over the copy of the letter that Beebe wrote describing his double ended launch, and think she is the right beam length ratio for her speed, and is a nice looking hull, but I do not thinkthis type of boat should have a mast. If she did have a mast and sail she should have a keel and outside ballast.

In other words I don' thinkthe PIQUANT's shape is at all suitable for a motor sailer for when sailing alone the speed is very slow, and it seems foolish to carry outside ballast on a boat planned mostly for driving easy.

I had a pleasant call from Mr. Davin and he has sent me two books that his company has published, but I have not heard any more fromhim since his visit.

Very sincerely,

Inclosures.

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
CAMBRIDGE, MASSACHUSETTS

DIRECTOR OF LIBRARIES

May 10, 1951

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

The yachting show apparently cannot be scheduled before the fall term so that it would appear that we will have ample opportunity to prepare for it. I have shared the contents of your letter of April 20 with Captain Chadwick and with Professor Beckwith, and we all agree that our visit to Marblehead was immensely instructive and completely enjoyable. We will hope to repeat it in the not too far distant future.

With respect to the photographs we would be very glad to have them and will make copy negatives and then return the originals to you. I suppose that this had better wait until after the end of the current term when perhaps we can come up to Marblehead and get them. We will take particular care of the originals.

Culver's book is interesting, primarily for the plates which are excellent, and if you have the German planograph edition of Chapman you have a replica of the original work in which, to my knowledge, all of his drawings were reproduced. My own set of negatives are 8 x 10" in size and were made from the original elephant folio volume of engravings. The only advantage that they would offer over your German edition would be the ability to select a particular subject and enlarge it to a more useable scale. When you are next in New York you might like to look at a manuscript copy of Chapman that is in the Rare Book Room of the New York Public Library. It is a tracing apparently made by a French naval officer around 1800. Chapman did write at least four books, most of them treatises on ship construction and operation. He was a very interesting man, the son I believe of an English shipwright who migrated to Sweden. Someone told me that most of his manuscripts and many other plans that were never reproduced have been preserved in Sweden. Speaking of such things I found the other day a copy of Hall's Shipbuilding Industry in the United States which was published as a part of the 1880 census. I understand that two or three of Hall's original notebooks turned up several years ago and are in the Peabody Museum in Salem. I could go on but this letter is much too long already. Thank you for your help and a most interesting time. I look forward to the opportunity of seeing you again soon.

Sincerely yours,

Vernon D. Tate

Vernon D. Tate
Director of Libraries

vdt/jl

May 15, 1951.

My dear Doctor Tate:

Thank you very much for your most interesting letter of the tenth. The next time you are down I will show you what old books I have about shipping and ship building. Most of them are books of etchings which I have been collecting for a long time.

I have gotten together quite a number of photographs and other things that had to do with the life of Nathanael G. Herreshoff, and I shall be greatly pleased to see you and Captain Chadwick and Professor Beckwith at any time, and so will hold the material here in anticipation of the pleasure of a visit from some or all of you.

Speaking about Chapman's books, I have seen one or two of the original ones, and during my time there have been at least a dozen of them for sale at Alfred F. Paine, 113 East 55th Street, New York City but they have generally been priced at about $450. One of these books was here at Marblehead until a few years ago.

Lately I have been getting together some material about the yacht AMERICA which won the America's Cup one hundred years ago on August 22. On this August there will be an article in THE RUDDER written by me, and an exhibition at the State Street Trust Company in Boston with five or six pictures that I have loaned them. I think you ought to do something in commemoration of the AMERICA on the occasion of her hundredth anniversary.

Yours very truly,

Dr. Vernon D. Tate, Director of Libraries,
Massachusetts Institute of Technology,
Cambridge, Mass.

May 15, 1951.

Dear Boris:

Enclosed are twenty sheets of writing pertaining to AMERICA on her hundredth anniversary, plus six illustrations.

PLEASE be extra careful of the photograph of TICONDEROGA, making sure that it is not all marked up with lines, or smootched, as I value that very highly. And I am going to ask you to see that it is send back with this same heavy board for extra protection that I am sending it with.

The lines for the small TIOGA had to be sent rolled under separate cover, but they are going right along in this same post.

Very truly yours,

26 enclosures.

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
CAMBRIDGE, MASSACHUSETTS

DIRECTOR OF LIBRARIES

May 18, 1951

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

I enjoyed your letter of May 15 and have shared it with Professor Beckwith. I do not expect to see Captain Chadwick until later but will discuss it with him then. We certainly appreciate your kindness in bringing together the material pertaining to the life of Nathanael G. Herreshoff and would like to visit Marblehead again not only to borrow the material but also for the pleasure of talking further with you about this and other projects.

It so happens, however, that we are at the moment finishing up the school year. This means theses, commencement and all of the, to the faculty, bothersome and time consuming details of graduation. Commencement is June 8, and I wonder if shortly thereafter perhaps the following week we could arrange to come up and see you.

I was much interested in your comments on the yacht AMERICA and believe that something should be done at M.I.T. to commemorate the event. I shall read your article in Rudder and will make a point of seeing the State Street Trust Company exhibition. Professor Beckwith informs me that the St. Botolph Club is also planning an exhibition and have asked M.I.T. for material. We can probably spare them some things, but I hope that we can do a good job ourselves.

Sincerely yours,

V. D. Tate

Vernon D. Tate
Director of Libraries

vdt/jl

May 23, 1951.

Dr. Vernon D. Tate,
Director of Libraries,
Massachusetts Institute of Technology,
Cambridge, Mass.

Dear Doctor Tate:

I shall be very glad to see you and Professor Beckwith, too, any time after your commencement flurry is over, which I understand will be about June 8.

Usually I am here all of the time, but to be sure, if you will drop me a line a day or so in advance, I shall be glad to make my plans accordingly.

Yours very truly,

May 23, 1951.

Mr. Edward Dane,
200 Berkeley Street,
Boston, 16, Mass.

Dear Mr. Dane:

I have often wondered, as time went on, if you would some day be interested in a yacht bigger than BOUNTY but basically as good. I speak of this at this time only because if you had plans prepared you could act at once when the war scare is over. Besides, my friend, Henry Rasmussen of Bremen has been making reasonable prices lately and does not seem to have difficulty in getting materials.

Rasmussen did a very good job in building the ketch LANDFALL from my designs, and a yacht with special fittings can be built better in Germany at the present time than most anywhere else.

However, if you were interested in preliminary drawings of a yacht that was an improvement on BOUNTY I should be glad to make you some sketches free of charge. As you know BOUNTY's original cost was much less than other comparative yachts of her time, and I believe she will outlive most of them, and for years to come will retain a high sales price. I believe I can do this again.

Yours very truly,

May 28, 1951.

Dear Joe:

I think this completes the work on the PLEIONE, and I am glad to say that we finished the fairing pieces for the propeller in plenty of time and the captain has given them a cost or two of paint.

Yours very truly,

Enclosure.

Mr. J. V. Santry,
200 Madison Avenue,
New York, N. Y.

MC No. 40

June 4, 1951.

Captain Guy Chadwick,
Massachusetts Institute of Technology,
Cambridge, Mass.

My dear Captain Chadwick:

I am sorry so much time has gone by since you have been down to call, but I suppose you are very busy fitting out your yacht.

It happens that I need the construction plan of the VENTURA, auxiliary sloop, 60'7" OA. 45' W.L., 14' beam. I would consider it a great favor if you could secure this for me and, of course, I shall be glad to pay any necessary expense.

Looking forward to your next visit.

Yours very truly,

MC 16.40

INTERNATIONAL MULTI-HULLED
BOAT RACING ASSOCIATION

VICTOR TCHETCHET, ~~Sec. Pro-Tem.~~
KINGS POINT, L. I., NEW YORK

Dearest Skipper
and Commodore!

What do you think
about this - maybe
you can write - if you
have time - few words about
this matter?

With best wishes -

Yours ~~Fo~~ ever
Victor

June 8, 1951.

Dear Victor:

I want to thank you very much for sending me MOTOR BOATING with the very interesting article by you called "Putting the Mast to Work".

This article I have read with a great deal of interest, and appreciate the kind words you had to say about me. But I think if you had read some of the articles that I wrote in The Commonsense of Yacht Design that showed how and why the wind at the forward part of a sail moves forward, you would realize that the shape of the mast is not very important. If the sail is down and the boat lying at anchor, then the stream line shape mast has some advantages. Perhaps you have noticed that the very forward part of a bird's wing has some short angles in it and is not stream lined, and while I do not think that all things in nature are perfect, I do think the survival of the fittest often comes close to doing things the right way.

Trusting that you are continuing to take care of yourself and progress in health, I am

Very sincerely yours,

FRANK C. PAINE
185 DEVONSHIRE STREET
BOSTON 10, MASSACHUSETTS

June 5, 1951

Mr. Francis Herreshoff,
The Castle,
Marblehead, Massachusetts.

Dear Francis:

I do not know whether or not Mr. Sanborn sent you copies of the enclosed, therefore I am forwarding these to you in the event that they are the only copies.

Hoping to see you soon, I am

Sincerely,

Frank C. Paine

Frank C. Paine

FCP:p
Encs.

June 8, 1951.

Dear Mr. Frank:

Thank you for sending the patent papers. I did not have these with Sanborn's letter and so his letter did not mean much.

It is now quite evident that the wobble crank shaft was patented years ago and the patent has run out, so it looks to me as if our only chance is to try to patent a combination of an opposed piston engine combined with the wobble crank shaft.

I am making up a drawing of this, and also progressing very slowly with the variable speed transmission because I have had a number of hurry-up jobs to do lately; and perhaps this is fortunate where you have been so busy with the wedding.

Looking forward to seeing you,

Very sincerely,

Mr. Frank C. Paine,
185 Devonshire Street,
Boston, 10, Mass.

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
DEPARTMENT OF NAVAL ARCHITECTURE
AND MARINE ENGINEERING
CAMBRIDGE 39, MASS.

Room 5-328
June 13, 1951

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

Your letter of 4 June 1951 has been received by Captain Guy Chadwick, but due to the fact that his Naval duties require that he be in Portsmouth, New Hampshire, for the next several weeks, he has asked me to take care of your request.

On searching through the Herreshoff files, I could not find a yacht that fulfills all the requirements of your detailed description. There is a Ventura of slightly greater O.A. dimensions and a Venture of lesser dimensions.

Enclosed is a photostat of structural plan of the Ventura, but on the keel near frame #24 there is a note which refers to the Venture. The boat is not an auxiliary as you stated, but it may be that the motor was added later.

It is so confused at this moment that I am sending along this photostat, and if it is not the drawing which you desire, would you please give us additional information which will enable us to locate the right one.

Yours very truly,

W. W. Robertson

W. W. Robertson

Encl.

June 16, 1951.

Mr. E. F. Robertson,
Room 5-328,
Massachusetts Institute of Technology,
Cambridge, 39, Mass.

Dear Mr. Robertson:

I was sorry to hear that Captain Chadwick has been away, but in the meantime the photostat that you sent me was the construction plan of one of the New York Yacht Club 50-footers which had the same name, VENTURA, and was owned by the same man, Mr. George Baker.

The construction plan that I want is of the VENTURA that was built in 1922 and was an auxiliary sloop with centerboard, 60'7" O.A., 45' W.L., Beam 14', draft 4'. This boat was built for a cruiser in southern waters.

Regretting the bother that I have put you to, and thanking you very much for your kindness, I am

Yours very truly,

June 22, 1951.

Mr. John M. Garber,
1 Walker St Place,
Cambridge, 38, Mass.

Dear Sir:

I have made a drawing of a double-ended sloop 30' long to sleep four people. This drawing can be photostated and sent to you, if you prefer, but in case there are to be some changes made it would be easier to do them before making tracings or photostats, so if it is convenient for you I should like to have you come over and look at the drawing.

Yours very truly,

June 22, 1951.

Mr. Thomas H. Shepard,
201 Devonshire Street,
Boston, Mass.

Dear Sir:

Ratsey shipped the spinnaker from Liverpool on the 20th. It was dispatched to their shipping agnet, Thomas Meadows and Company, Ltd., and will come on board the steamer NOVA SCOTIA direct to Boston.

So you may have to be ready to pay L252 for the sail, plus the duty and shipping expenses which I expect to receive in a day or two from Meadows.

The price of the sail is L280, but as Ratsey cannot pay money out of England we will pay him a sum minus the discount and after everything is all settled you can pay me my commission, which will amount to L28.

You understand that if you had ordered the sail direct or through any other agents the price of the sail would have been L280, but your paying me the commission simply is because Ratsey otherwise cannot pay me.

Yours very truly,

June 22, 1951.

Dear Billy:

I received your letter a few days ago and went right down and told Oxner to get the boat ready for the 30th. Since then they have painted the bottom and taken off the cover. The engines were put in some time ago on the rubber mountings.

I looked at the bilges under the berth bottoms and decided that on account of there being a tank in the way that it was just as well not to paint under the forward one, but they have painted under the after one.

The controls are finished and I have given them to Elmer, and I believe he will have them all connected up correctly when you get here, but it will mean removing the stove and insulation that was on the forward bulkhead. I am sorry you did not get up to show us exactly how you wanted these controls. At first I made them with handles 1' long, but afterwards reduced them to 3".

Sorry to say I have not done anything on the kayak since you were here excepting getting down until I reached the glue, and then I became very much discouraged as the glue dulled the tools so rapidly. Also I have had many other important things to do that prevented me from working on her. The first time I get a chance I will do some more. This glue is the toughest proposition that I ever tackled in my life for I cannot work with dull tools and sometimes the glue will actually dull the tool in a few seconds.

Enclosed is a bill for the controls and a few odds and ends.

Shall be glad to see you when you come up for the boat.

Sincerely yours,

Enclosure.

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
DEPARTMENT OF NAVAL ARCHITECTURE
AND MARINE ENGINEERING
CAMBRIDGE 39, MASS.

June 21, 1951

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

Enclosed is photostat of the right Ventura. There will be no charge for this courtesy, but we would like to have back the photostat of the 50 meter Ventura which was sent by mistake.

Sorry for the delay.

Yours very truly,

W. W. Robertson

W. W. Robertson

Encl.

June 25, 1951.

Mr. W. W. Robertson,
Department of Naval Architecture,
Massachusetts Institute of Technology,
Cambridge, 39k Mass.

Dear Mr. Robertson:

I cannot thank you enough for getting the photostat of VENTURA, and I will send you the negative of the 50' VENTURA in a few days, but I am taking advantage of this opportunity to have a positive print made from it.

I hope you can call on me down her some time, and please give my regards to Captain Chadwick, Dr. Tate and Professor Beckwith.

Yours very truly,

June 24, 1951

Dear Mr. Herreshoff,

Thank you for your note. I am ashamed that I did not write you first, as I had meant to do. We have been very busy and will not be able to come to Marblehead until after July 5 when John must hand in his thesis. We hope you will be in Marblehead then. Perhaps we should call before we come to make sure it will be convenient for you to see us.

We are looking forward to the visit with pleasure and excitement.

Sincerely,

Amey Garber

June 28, 1951.

Mr. John H. Garber,
1 Walker ~~Place~~, Street Place
Cambridge, 38, Mass.

Dear Sir:

I shall be here during July, and will be very glad to see you. If you can drop me a note a day or two before you plan to come, letting me know about the time you will be here, etc., it will make it easy for me to plan definitely not to be out somewhere around town when you come.

Yours very truly,

THE RUDDER
OFFICE OF THE EDITOR
9 MURRAY STREET
NEW YORK 7, N.Y.

June 22, 1951

Dear Skipper:

Since you are interested in Man-O-War Cay, I have asked a good friend of mine, Walter Chur, to stop in on his way to Maine and show you some pictures of the island and their boatbuilding activities.

Mr. and Mrs. Chur settled on Man-O-War following my suggestion about three years ago. They built a home and have lived there ever since. I think they can give you accurate and good information, and I hope you will ask any questions you wish as Mr. Chur is a good friend of mine and a very faithful reader of your writings.

Bob

June 28, 1951.

Dear Boris:

Thank you for your letter of the 22d, and your kind thought in asking Mr. Chur to drop in: I shall be glad to see him.

Of course you must not think that I am seriously thinking of going to Man-o'-War Cay but only get pleasure and entertainment in talking about the ideal life there.

Just recently I read the article in YACHTING that Mr. Stone wrote about my father, and it seems remarkable that YACHTING published this so-similar article. I should be interested to know what your reactions are.

Very sincerely,

June 29, 1951.

Messrs. Stone and Downer Company,
131 State Street,
Boston, 9, Mass.

Dear Sirs:

We have recently received word from Ratsey & Lapthorn, Ltd., that a parcel of sails was sent on the Nova Scotia addressed to me, via Thomas Meadows & Co.

As these sails are very late in coming, and in fact will be useless for their purpose unless received promptly, I wish to request that you notify Mr. T. H. Shepard of 31 Milk Street, Boston, --Telephone Li. 2 8600 -- as soon as the boat docks as he is anxious to send to the pier for the sails.

This will save several days' delay for if you notify me and I have to let Mr. Shepard know the better part of a week will be gone, and Mr. Shepard needs these sails.

Appreciating your courtesy in this matter, I am

Yours very truly,

Copy to Mr. Shepard.

April 23, 1951.

Mr. Thomas H. Shepard,
201 Devonshire Street,
Boston, Mass.

Dear Sir:

Enclosed is a letter just received from Ratsey which is self explanatory.

Yours very truly,

(Enc)

July 2, 1951.

Mr. Frank C. Paine,
Greenways,
Wayland, Mass.

Dear Mr. Frank:

Enclosed please find a drawing together with a description of the numbers on the drawing: also a letter to Mr. Sanborn. If you approve of these I wish you would sign your name on the lower right hand corner of the drawing and sign the letter and forward both.

I have tried to make the drawing as plain as I can and still have it of the patent office type. Of course many parts are not proportioned correctly or drawn the best way for easy manufacture or assembly: the drawing is merely to show the scheme of the thing so that it could be easily understood. With a little more study and by changing the position of crank pin centers it may be possible to make the oscilating disk so it will not need a counter balance.

How is the aluminum connecting rod engine coming along?

Very sincerely,

L. Francis Herreshoff
Marblehead, Mass.
July 2, 1951.

NUMBERED DESCRIPTION
of the
SIX CYLINDER, TWO CYCLE OPPOSED PISTON ENGINE.

1. Central crank shaft connecting the oscillating disk crank shafts and thus relieving the cylinder block and crank cases from all tensional strains caused by the explosion at the power stroke.

2. Eccentric section of crank shaft keyed and pinned to 1.

3. Tail shafts of cast steel with counterbalance cast on.

4. Disk of crank shaft with roller thrust bearing and holes for six crank pins.

5. Gimbal ring to prevent 4 from revolving.

6. Radial crank pins of hollow steel. Two are extended to act as inner gimbal pins as shown. These pins are locked in place by the cross crank pins.

7. Goose necks or toggle joints between connecting rods and radial crank pins.

8. Connecting rods with split crank pin end to fit over 7.

9. Globular crank cases which can be quite light as the crank shaft takes all of the tension explosive strains.

10. Casing for gear drive to scavenging pump and other rotating parts such as ejector, circulating water pump, etc.

11. Scavenging air pump drive shaft.

12. Casing of rotary air pump of the two-rotor type. Rotors not shown.

13. Air passage to inlet manifold. Air manifold encircles all cylinders as shown.

14. Air inlet ports cut on angle to cause incoming air to turbinate in cylinders.

15. Fuel injection nozzles on outside of all cylinders.

16. Exhaust ports.

17. Water jackets.

18. Outer gimbal pins.

L. Francis Herreshoff
Marblehead, Mass.
July 2, 1951.

continued -- Numbered Description of the six-cylinder, two cycle opposed piston engine.

The advantages of the engine are:

1. Perfect balance.

2. There are no tension strains in the cylinder block or crank case.

3. Compactness.

4. Light weight.

5. No valves.

6. No cylinder heads. This means a saving of approximately thirty percent of the surface that absorbs heat.

7. The bearing surface speed of the crank pins is small.

July 2, 1951.

Mr. Robert S. Sanborn,
Messrs. Dike, Porter and Sanborn,
350 RRemont Building,
Boston, 8, Mass.

Dear Mr. Sanborn:

We think that the patents of oscilating crank shafts and opposed piston engines of the Junkers and Docksford types have run out, but would like to investigate if it is possible to get patents out on the combination of an opposed piston engine together with oscilating crank shaft for we believe this combination is new and novel, besides having very distinct advantages.

On the enclosed drawing the numbers are only in pencil so that if you want to use this drawing in connection with explaining the patentable features it will be easy to erase the numbers and substitute ones in ink which would go with your written description. Please make emphasis of the gimbal ring that holds the oscillating crank shaft from revolving as I think this is partly q new idea.

Please have photostats of the drawing made, any scale, and send one to Mr. Frank C. Paine and one to L. Francis Herreshoff.

Yours very truly,

DIKE, CALVER & PORTER
DIKE, PORTER & SANBORN
350 TREMONT BUILDING, BOSTON 8, MASS.

COPY

May 24, 1951

Frank C. Paine, Esq.
185 Devonshire Street
Boston, Massachusetts

Dear Mr. Paine:

Re: D7102 - Wobble Motor

The search on the "oscillating disk crankshaft", etc. has turned up the following patents.

355,814 - Esty
748,559 - Peet
1,355,485 - Lleo et al
1,819,715 - LeBret
2,396,410 - Blum

It is my opinion from a casual examination of these patents that the invention is anticipated as to the principle of the non-rotating wobble disk and its interrelation with the pistons and the main shaft. Any differences seem to be minor structural matters as to which any patent claims would be extremely limited. I shall, of course, be glad to have your comments, if you feel that you can claim something inventive over the prior art.

Very truly yours,

Dike & Sanborn

By Robert S. Sanborn

RSS:w

Enc.

C/C Mr. Herreshoff

July 12, 1951.

Mr. Edward Dane,
200 Berkeley Street, Room 2406,
Boston, 16, Mass.

Dear Mr. Dane:

Enclosed please find some drawings for your amusement. The blueprint is TICONDEROGA, x TIOGA. In the photostats, which are not to scale, are shown three yachts in which I have tried to use high bulwarks or gunwales without either making the freeboard at the deck too little or ruining the appearance of the yachts.

Nos. 1 and 2 have bulwarks 15" high, and No. 3 has bulwarks about that high at bow and stern, and perhaps 10" amidships. (The average height of bulwarks on BOUNTY is about 9"; on TICONDEROGA about 11".) Generally, while high bulwarks spoil the looks of a sailing yacht, still they allow a sunken deck house to be used without its usual clumsy appearance.

On 1, 2 and 3 the top of the deck house is low enough so that the helmsman can see over it -- in fact its height above the waterline is less than that of the stem head.

No. 1 is quite large and would have more than three times the usable room below deck than BOUNTY, but a smaller yacht of this model does not seem to appear well with high bulwarks, whereas a model like No. 2 seems to take high bulwarks without much detriment to looks.

No. 2 is also a good, all-around type: economical to build, a fine sea boat, and one that would rate low under the C. C. A. measurement rule.

No. 3 is a long, moderately narrow double ender that would drive easily under either sail or power.

While all three would be exceldent sea boats, perhaps No. 3 is the best sea boat but she would not rate much lower than TICONDEROGA under the existing rules.

Yachts of this size can carry good size tenders on deck -- one could be an outboard motor boat and the other a sailing dinghy. And yachts of the type of Nos. 1, 2 and 3 could be built, I should think, for about one half the cost of the modern ocean racers and still maintain a higher resale price. For a yacht to be reasonable in first cost and still have a long life the main frame must be simple yet scientific, and there are few people today who can do this. BOUNTY, TICONDEROGA and PLEIONE are yachts with good framing plans which will bring more than their original building cost if sold today.

Yours very truly,

Enclosures.

July 12, 1951.

Dear Mr. White:

I was very much pleased indeed to get your letter, and will say that I am enjoying a rest doing some of the things that I like to do for myself. I am happy to hear that you are feeling so well because the damp weather through June seemed to make other people feel a little under the weather.

Sidney has been very busy this spring working on a plastic boat which was built by the Anchorage Company in Warren for a man in Newport. She is a very nice looking double ender with a cabin at both ends, of which I very much approve. So I think he has not done anything on his new house yet, but I do wish that he would.

I hope you will not let anybody persuade you to part with AIDA for I am sure you will feel badly afterward. She is now in the hands of somebody who appreciates her, but most of the young people now-a-days, although they will talk as if they knew how to take care of a boat, neither understand nor appreciate nice, special things. No doubt this lack of appreciation has been caused by the stock automobile and other similar things.

The H-28, I believe, is about the right kind of a boat for most of the younger people today for it is not as easily damaged as a boat like AIDA. As for MEADOW LARK, she gains much of her stability from a very heaby bottom -- her weights are as follows:

Hull, spars, engine and tanks	4,500 lbs.
Lead keel	2,500 "
Inside ballast	1,000 "

I had a sail last summer in Mr. Gibbs' boat and can say that she is quite a lot stiffer than necessary. I believe he almost never has to reef her, and she certainly sails on a very even keel. She surprised me in her speed in sailing on a reach, but she has a very strong weather helm which could be partly corrected by moving the lee boards farther aft. She also makes quite a little leeway until she gets going and then seems to hang on all right, but right after tacking ship she sags off to leeward at almost 45°.

The reason for the two motors was that one propeller would be so large in diameter that it would either go below the keel or come too near the surface of the water. Also I did not like to cut away the skeg on a boat that had a large rudder and takes the bottom. However, Mr. Gibbs built her with a single 4-cylinder motor and a propeller of about 12" diameter on the center line, and it has worked out all right. I think one of the reasons that MEADOW LARK is stiff is that her rig, by using gaffs, is not as high as some other rigs of that area. She really is a remarkable boat for 15" of draft.

I do not know what MEADOW LARK cost as I understood that Mr. Gibbs and his brother did most of the work on her and bought the materials. It was a good job, whoever did it.

The book about my father's life will be published by SHeridan House. I think they will cut out a few of the illustrations, (which seems to make a book expensive), and they have been talking about changing the title some, but otherwise they have been very cooperative and pleasant to deal with. I hope the book will be out by Christmas.

Please give my best regards to Nelson and his family, and let me tell you again how much I appreciate your letters.

Very sincerely yours,

Dear Skipper.

Your fine story on the America will appear in August. We have given it the lead position and devoted six pages to it. The picture of the Ticonderoga is on the frontispiece and was made as large as the space permitted.

Now I am wondering whether you have planed any further writings or designs for THE RUDDER. My readers miss your work, and so do I. Of course I understood clearly that you were unhappy about the fact that I printed the Lord-Bolger article, and I regret that I did it. After all, what you said was based on a real boat, and what they said was based on a paper boat, where claims can not be verified. You will realize that as editor one is beset by various pressures which I manage to resist, but occasionally to give the opposition the feeling of my ~~xxxxxx~~ impartiality I permit myself to print what would be best left out. I hope you will not allow this incident to rankle and will let bygones be bygones.

My wife and I have definitely decided to go into power for a few years. I inclose an extremely crude sketch of what we would like with the hope that you will think about it and then perhaps, after straightening it out, prepare a how to along these line. I have in mind a model like the Piquant, about fifty-one feet long and perhaps eight feet beam. (double-ender) The reason I would like the boat to be over fifty is that the New York Yacht Club of which I am now a member does not recognize boats for it's fleet under that length, and consequently I can't vote. (For sail the minimum is twenty-five feet waterline) So that even now, with the Nebula 23'1½" I can't vote.

I had in mind two Lathrops with independent tanks and starting

batteries. Open steering station with the type of venturi as the Piquant has. Accommodations roughly. Forward space for gear and toilet. Bulckhead. Then two transom seats big enough to sleep on for occasional guests, drop leaf table. Then galley full width of the ship. Then companionway to cockpit. After cabin to have ~~to~~ two bunks and lockers. way aft small cockpit. I hope to carry an H 14 dinghy on the top of the after cabin so spar should have some lifting facilities. I hope this doesn't sound silly, if it does forget it.

Chur told me he saw you. He and his wife are great devotees of your writings. They get the issues at Man-O-War and read aloud to each other.

Tom Bon

Stoughton Bell
Charles F. Dutch
Arthur J. Santry
Arthur F. Ray
Edwin W. Stanley
Richard Bancroft
Harold E. Stevens
A. John Serino
William B. Sleigh, Jr.
Arthur J. Santry, Jr.

Putnam, Bell, Dutch & Santry
60 STATE STREET
Boston 9, Massachusetts

TELEPHONE HUBBARD 2-5885
CABLE ADDRESS "PUTTENHAM"

July 16, 1951

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

I enclose check in the amount of $422. representing your commission on the sails we ordered for "PLEIONE" from Ratsey & Lapthorn at Cowes. I withheld the above amount when I sent a draft in payment of the account some weeks ago.

Very truly yours,

Arthur J. Santry Jr.

AJS,jr/pr

Enclosure

July 19, 1951.

Mr. Arthur J. Santry, Jr.,
60 State Street,
Boston, 9, Mass.

Dear Arthur:

Thank you very much for the check for the commission on the PLEIONE's sails. I am also writing today to Uncle Joe to thank him.

I hear you did very well on the cruise.

Yours very truly,

July 19, 1951.

Dear Joe:

I received from Arthur a check for the commission on PLEIONE's sails, and it came to more than I expected and I am very much pleased indeed.

If you will let me know what scale you would like to have a half model of PLEIONE I will try to make one for you before next Christmas.

I hear PLEIONE did very well on the cruise but have not heard any definite results.

Thanking you again for the check,

Very sincerely,

Mr. J. E. Santry,
200 Madison Avenue,
New York, N. Y.

FRANK C. PAINE
[redacted]

Dark Harbor, Me.

July 14, 1951

Mr. Francis L. Herreshoff,
The Castle
Marblehead, Mass.

Dear Francis:

Just received the drawing of the two-cycle engine as it was forwarded to me at Dark Harbor and I arrived only yesterday. I have signed the drawings and letter as you requested and am forwarding them to Sanborn.

Just before I left Wayland I completed the small aluminum connection rod engine but did not get a chance to run it. Harry Johnson will have the outboard motor done in a very short time now and I think it will be very interesting to see how that one works out.

I am terribly sorry that I haven't had a chance to look you up at Marblehead but so many things seem to have gone wrong at the last minute that I got completely tied up. However, I hope to be down in Marblehead about the end of this month and will look you up then.

Sincerely,

Frank C. Paine

Frank C. Paine

FCP:p

July 19, 1951.

Dear Mr. Frank:

I am much pleased that you forwarded the letter and drawing of the proposed opposed piston engine and do hope this time our efforts will amount to something.

I was surprised, and glad, to hear that Johnson is progressing so rapidly with the outboard engine. You certainly will have interesting things to try when you get back to Wayland.

I realize that you are very busy all of the time, but nevertheless would be pleased if you dropped in to see me for a few minutes some time.

Please give my best regards to Virginia.

Very sincerely

dealing of the wire to fast saw the stave out 2" square and then turn the piece over so that the wide wheel will be the top on the finished deck is some what left grain that is the annual rings seen in the piece should be more or less up and down and never horizontal.

If each stave is carefully looked at it is usually possible to run it through the moulding machine or planer so that the piece that will be the top is left grained and entirely free from knots, sap pitch, rot, checks, and sap wood although it is permissible to have the other three sides show small knots and other minor defects, ~~for~~ Still it is advisable to have all sides free from sap wood for sap wood is apt to contain, ~~and~~ shrink and swell differently than the heart wood, Sap wood also is much softer and may not make a firm surface to calk up against.

July 20, 1951.

Dear Joe:

It would be pretty hard for me to write specifications for the wood you want for when I worked in the shop it was simply called "decking".

However, perhaps the enclosed will do.

Sincerely

Mr. J. V. Santry,
Red Gate
Foster Street
Marblehead Neck.

1 sheet enclosed

MC 16.10

Suggested Specifications for Decking.

L.F.H.
July 30, '51.

MATERIAL - Eastern soft pine, (Pinus Strobus L), air dried for at least two years. Free enough from knots, pitch pockets, and checks so that one of the sides which has rift grain is entirely clear. The final finished staves must also be entirely free of sap wood.

SIZE - The finished staves should be 1 3/4" x 1 3/4" and in lengths of twelve (12) or more feet, although many shorter pieces can be used for finishing off at the ends, etc.

It used to be customary in getting out decking of this size to first saw the staves out 2" square, and then turn the pieces over so that the side which will be the top on the finished deck is somewhat rift grain -- that is the annular rings across the piece should be more or less up and down and never horizontal.

If each stave is carefully looked at it is usually possible to run it through the molding machine or planer so that the side piece that will be the top is rift grained and entirely free from knots, sap pockets, rot, checks, and sap wood although it is permissable to have the other three sides show small knots and other minor defects. Still it is advisable to have all sides free from sap wood for sap wood is apt to rot, stain, shrink and swell differently than the heart wood. Sap wood also is much softer and may not make a firm surface to calk up against.

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
CAMBRIDGE, MASSACHUSETTS

DIRECTOR OF LIBRARIES

July 18, 1951

Mr. L. Francis Herreshoff
The Castle
Marblehead, Mass.

Dear Mr. Herreshoff:

We are beginning to bring things together for the yachting show and hope to schedule the exhibit for the early fall. In this connection we would like very much to talk with you again some time soon. Captain Chadwick is away cruising in his yawl Rocdunda and will probably be away the rest of the month but Professor Peckwith and I have brought our schedules into temporary parity.

Would it be convenient for you to see us the afternoon of Thursday, July 26? If this date is any way unsuitable we can easily arrange another time.

I have another request to make. When we come up we should like to bring Professor Beckwith's assistant, Miss Jane Bagg, who will have charge of assembling the material and the details of hanging the show. Would it be agreeable to you to include her in the party? If for any reason you would prefer to talk with us alone please let me know.

I have been looking forward to an opportunity of talking with you again. There is a man here at M.I.T. who is much interested in early artillery and in making models of ordnance. He is an exceptional machinist and model maker and I hope that you can meet him some time.

Sincerely,

Vernon D. Tate

Vernon D. Tate
Director of Libraries

VDT:bam

July 23, 1951.

My dear Doctor Tate:

I shall be very happy to see you and Professor Beckwith on the afternoon of Thursday, July 26. I shall also be glad to have you bring Professor Beckwith's secretary, and any other time that you want to bring the man who is interested in artillery I shall be glad to see him. In fact I should be glad to see any of you at any time, and I am here almost all of the time.

I expect to have various odds and ends of material gathered together for you by Thursday.

Yours very truly,

Dr. Vernon D. Tate,
Director of Libaraies,
M.I.T.
Cambridge, Mass.

July 23, 1951.

S.S. Shepard Co
31 Milk St
Liberty 8600

Mr. Thomas H. Shepard,
Boston, Mass.

Dear Sir:

I am very interested to hear how you finally made out with the spinaker -- if you passed it through customs and received it, -- for I have just got a bill from Stone and Downer for the duty and special charges, customs entry, etc.

I am very anxious to know your wishes in regard to the matter.

Yours very truly,

$$\frac{130}{3}$$

$$390$$

28.95

1

Dear Skipper,

Your welcome letter just reached me, and I am happy to see that you have become interested in my idea for a launch. I will look forward to your drawings eagerly. I see your point about the propellers. If they stick out they are vulnerable and dangerous. Ever since I became interested in power boats, I have also became discouraged with existing designs. A friend of mine just lost a forty-two footer through no fault of his, simply because the boat was unable to perform under normal cruising conditions.

This power boat was extremely expensive, slept nine people and was ultra-fancy. Supposed to cruise at fourteen knots. Well, when travelling at that speed the bow raised up so high that the eye struck the water a great distance ahead, with the consequence that visibility where you need it to see driftwood was eliminated.

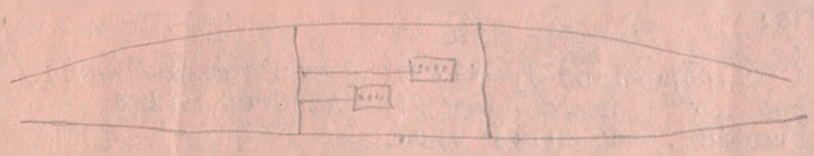
My friend was bringing her up from Florida, and in the Delaware he was hit by a little weather. He said it was nothing much, three to four foot waves at most. What happened then was a nightmare. If he kept the boat at speed she threatened to break up she was pounding so...if he slowed her down she rolled so badly he was afraid she would go over.

Everything was a mess below, and the wild gyrations knocked the compass out of commission. Result was, that he plowed right into the beach, tore her bottom, tore out her shaft and she is almost a total wreck. On a seventeen mile run, he was three hours overdue and five miles off his course.

Now this fellow owned boats all his life, and said the weather was nothing to worry about. In fact he felt he would have done better in a good sailing dinghy.

In my launch I am hoping for a cruising speed of twelve knots. Also, since I'll take her to the Bahamas she needs a cruising radius of about five hundred miles.

I hear designers speak about the difficulty of placing two engines alongside in narrow boats. Has it been done this way??



Well, I'll close, and will only say that the Nebula looks very nice. Now that I belong to the NYYC I notice that I get exceptionally good service everywhere. It's a grand club, and if you ever come to New York I hope you will stay there as my guest.

Tom Bon

July 24, 1951.

Dear Boris:

Before long I will send you two sketches of launches that should have five hundred miles cruising radius, and more, too.

I was interested to hear about your friend's short, wide boat that came to grief in the Delaware, and all I can say is that I am very much surprised that most all of the other ones that are being brought out now wouldn't do just the same.

There have been motor boats and torpedo boats that had the engines arranged one ahead of the other, as you show in your sketch, but with the 8' beam that we are speaking of, and two Lathrop LH-6's there is plenty of room to walk between the engines when they are abreast of each other.

Looking forward with much interest to seeing the August RUDDER, I am

Very sincerely yours,

July 24, 1951.

Dear Mr. White:

You don't know how pleased I am that you are feeling so much better than last summer, and I do hope we shall have pleasant weather this summer so you can enjoy the beautiful surroundings at Waterford.

I am glad that Nelson got down to see Mr. Gibbs, and I must say that the changes that he made did not make any serious difference to the design, excepting perhaps to make her steer a little hard. There is one thing, however, that I know would shock you and did shock me, and that is that the cabin was painted with aluminum paint. It nearly knocked me over. But Mr. Gibbs certainly uses the boat a whole lot and enjoys her so I think everybody is pleased.

I agree with you that the H-28 is about the right thing for the average young man today as most of them would not be as easily damaged as AIDA that has so many nicely finished off parts.

I was much interested and amused at your comparison of The Rise and Fall of Rome with this country. Still I have hopes that there may be a change and we shall again have people who have a higher sence of appreciation.

I have not heard what Nelson is running this summer at the New London Art Club, but please give him my best wishes for his success.

With kindest respects to you,

Very sincerely yours

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
77 MASSACHUSETTS AVENUE, CAMBRIDGE 39, MASSACHUSETTS

DIRECTOR OF EXHIBITS

July 27, 1951

Mr. Francis Herreshoff
Crocker Park
Marblehead, Massachusetts

Dear Mr. Herreshoff:

I found when we returned to M.I.T. that we had neglected to pick up the blueprints of lines which you had made for Mr. Nickerson. We would appreciate your sending these blueprints at your convenience.

We have made an itemized list of the material which we have borrowed from you and will, of course, handle it with the utmost care.

We all enjoyed the afternoon with you yesterday very much.

Cordially yours,

Herbert L. Beckwith
Director of Exhibits

July 30, 1951.

Professor Herbert L. Beckwith,
Director of Exhibits,
Massachusetts Institute of Technology,
77 Massachusetts Avenue,
Cambridge, 39, Mass.

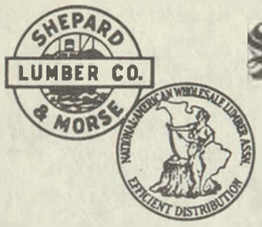
Dear Professor Beckwith:

After you left I noticed that we forgot to roll up the blueprints for you, but I am sending them off today.

It was a most enjoyable visit for me that you made here, and I hope you can come again soon.

Yours very truly,

T. H. SHEPARD, PRESIDENT H. W. SHEPARD, TREASURER & EXC. VICE PRES. E. B. SHEPARD, VICE PRES.



Shepard & Morse Lumber Company

MANUFACTURERS AND WHOLESALE LUMBER DEALERS
31 MILK STREET
Boston, Mass.
P. O. BOX 1192
TEL. LI. 2 8600

July 23, 1951.

Mr. Harrischoff,
The Castle,
Marblehead, Mass.

Dear Sir:

Regarding the Spinnaker, it was finally shipped by Ratsey very much late. I bought it to be delivered about the middle of June, and wanted it particularly for the Eastern Yacht Club Annual and the Eastern Yacht Club cruise, and I am not willing to accept it now, unless at a considerable reduction. My racing is largely over for the season. I don't know where this spinnaker now is. Nobody here in the office seems to know whether it has arrived or not.

Very truly yours,

T. H. Shepard
Pres.

THS:MAB

July 30, 1951.

Mr. T. H. Shepard,
Messrs. Shepard & Morse Lumber Company,
31 Milk Street,
Boston, Mass.

Dear Sir:

I do not blame you at all for not wanting the spinnaker; although of course I will lose my commission, I feel just as you do. It is an outrage and my letter to them in the first place asked them if they could make delivery by the middle of June, a date which they accepted.

I suppose I shall have quite a mixup now with Ratsey and the custom house officers, etc., but I will let you know what I hear later on.

Yours very truly,

July 30, 1951.

Mr. T. C. Ratsey,
Messrs. Ratsey & Lapthorn, Ltd.,
Cowes, I.W. England.

Dear Mr. Ratsey:

I am sorry to say that the spinnaker that was ordered for IRONDEQUOT owned by Mr. T. H. Shepard, is still in the customs. This sail was ordered on the twelfth of April for delivery within six weeks, and accepted by you on the 18th of April. This delivery date was needed as Mr. Shepard wanted to sail on hand and used before the Eastern Yacht Club cruise.

Mr. Shepard notified me now that he will not accept the spinnaker, as the cruise is completed. But he adds that he might take it at a big reduction in cost.

What do you suggest doing under these circumstances? I do not feel like paying the money for the customs, duties, etc., and holding the spinnaker myself.

In case Mr. Shepard will not take it at a lower price, can you have it returned to England or signed over to your City Island sail loft.

This is very unfortunate, and possibly if the spinnaker had been sent on a faster boat so that it arrived before the cruise started and could have been cleared before the fifth of July for Mr. Shepard's use on that cruise he still would very likely have accepted it.

Yours very truly,

August 2, 1951.

Messrs. Stone & Downer Company,
131 State Street,
Boston, 9, Mass.

Dear Sirs:

I have just been obliged to refuse to accept a bundle of sails which you have received from Ratsey.

These sails were promised by the middle of June, and as you may recall I wrote and asked you to notify the owner, Mr. T. H. Shepard, when the sails were received as he wanted to statt on a cruise the 6th of July and the docking date, I believe, was to be the 5th.

Since the sails were not received at the promised time, nor in time for the cruise, the owner has refused to accept and we are waiting a reply from Ratsey to our letter asking what disposal he wishes to make.

Yours very truly,

this combination has been known so long, unless the improvement is going to produce such outstanding results as to make the use of such an engine practical for present-day requirements.

Yours very truly,

Robert S. Sanborn

RSS/MH

Encs.

Copy to Mr.Paine

August 6, 1951.

Mr. Robert S. Sanborn,
72 Tremont Street,
Boston, 8, Mass.

Dear Mr. Sanborn:

Thank you very much for forwarding the various patent papers which showed the present patents on the combination of opposed pistons and wobble crank shaft.

I must say I am rather disappointed that the engine which we sent you cannot obtain a broad patent for I do think it is simple and workable, whereas the engines that have been patented seem extremly impractical to me.

I will talk it over with Mr. Paine and let you know.

Yours very truly,

August 6, 1951.

Vischer Products Company,
2815 W. Roscoe Street,
Chicago, 18, Ill.

Dear Sirs:

I have used one of yourrustless steel pressure cookers for about seven years with great success, but now the packing of the flexible top has given out and I should like to know where to ship this to be repaired.

The cooker that I now have is about 6 1/2" in diameter and about 4 1/2" high, and I should like to order from you the next size larger, rustless steel.

If you will let me know the cost of this new cooker, and where to send the earlier one for repairs I will be glad to send a check.

Yours very truly,

August 7, 1951.

Dear Mr. Frank:

No doubt you have received a letter from Mr. Sanborn showing that the combination of opposing piston and a wobble crank shaft has been patented.

This is a great disappointment to me, but all of the engines that have been patented are so extremely complicated that they are not practical, whereas the solution we sent in seemed as if it would make a very good engine.

I do not expect you will get this letter for some time because of the New York Yacht Club cruise, etc., but if Mr. Sanborn did not send you copies of the patents with the drawings I will forward them to you.

Very truly yours,

Mr. Frank C. Paine,
185 Devonshire Street,
Boston, 10, Mass.

Alvin Page Johnson
69 Rockland Street
Swampscott, Massachusetts

~~July~~ Aug. 7,1951

Mr.L.Francis Herreshoff
Crocker Park Street,Marblehead;

Dear Mr.Herreshoff=

Yesterday I read your most interesting article "The America" in the Rudder for August. On page 55 you mention her and the Dewey Basin and give the impression that she still floats there. The State Street Trust Co. in its booklet is specific stating on the sixth line of one of final pages, "where she now floats". This is not correct. Extract from a letter from Admiral Baldridge,dated July 26,1951,states, "About ten years ago a heavy snow storm caused the roof over the AMERICA to cave in andshe was very badly damaged. Since the damage was so extensive she was broken up."

I had been told that she was demolished in 1942 on account of her condition having been neglected since she was turned over to the Naval Academy in 1921.

I Wanted to be sure my information was correct so wrote to the Academy and it was Verified.

I am sorry to bother you during such a busy week, but thought someat least of the above might be of interest to you. Best regards from

Cordially yours

Alvin Page Johnson

P.S. Please excuse poor typing as I have used a machine less than a year. I guess that old proverb is correct;"you can't teach an old dog new tricks".

August 13, 1951.

Mr. Alvin Page Johnson,
69 Rockland Street,
Swampscott, Mass.

Dear Mr. Johnson:

Thank you very much for your letter of the seventh. I cannot tell you how pleased I am that you found the article about the AMERICA interesting.

I had known that AMERICA was broken up by the Navy but had thought it was just as well not to mention her rather disgraceful ending, so simply ended my article saying that she was stored in the Dewey Basin, where I guess she stayed for nearly twenty years.

I certainly have enjoyed reading your book "Under Sail and In Port" fnd feel it a valuable document of the times -- interestingly enough only one year after AMERICA won the famous cup.

Yours very truly,

August 13, 1951.

Mr. T. H. Shepard,
31 Milk Street,
Boston, Mass.

Dear Sir:

Enclosed please find a copy of a letter received from Ratsey, as well as a copy of a letter from the shipping agent to Ratsey with reference to the spinnaker.

You will note they say nothing about a reduction in price about which I inquired in my letter to them, but I should think if you could acquire the spinnaker for a reasonble price it would be desirable to have it for next year.

What do you suggest? Or what are you willing to offer?

Yours very truly,

August 13, 1951.

Mr. Frank C. Paine,
185 Devonshire Street,
Boston, Mass.

Dear Mr. Frank:

I have only heard recently that you have lost your brother John, and I want to tell you how sorry I feel for you.

In the meantime I have received a letter from Dr. Drinker, who, I believe, is the man who invented the iron lung. His letter is as follows:

"My dear Mr. Herreshoff;
Jack Cunningham has asked me to reply to your note of May 3.
We no longer think of getting cold or "chilled" as a source of illness unless exposure has been extremely severe. There is no danger of this from your proposed device.
You will meet much competition from the new small single room air conditioners. They work excellently.
Sincerely yours,
/s/ Cecil K. Drinker."

Although I am not much interested any more in the water cooled mattress, I do think is stating that colds are not acquired from chills is very interesting. There is no doubt that he is a great authority.

Yours very truly,

August 17, 1951.

Mr. T. C. Ratsey,
Messrs. Ratsey & Lapthorn, Ltd.,
Cowes, I.W. England.

Dear Mr. Ratsey:

Referring again to the spinnaker ordered for Mr. Shepard.

I have been in communication with Mr. Shepard about acceptance of this sail.and I think he has every reason to be disappointed. If you will refer to our letter of April 12, 1951 (air mail) you will note --

"We want you to be sure that we expect the spinnaker to be made of nylon and delivered within six week for the racing here will start soon after."

To this you replied on the 18th, "We note delivery should be within six weeks, and look forward to receiving delivery instructions in due course."

Six weeks from April 12, or even April 18 would have meant delivery by the first of June whereas it was not sent by Thomas Meadows until the fifteenth of June, two weeks later than the agreed delivery date. And apparently there was no follow-up on the shipment as it seems to have languished from ten days or more between shipping and dockage receipt.

Mr. Shepard now makes an offer to take over the spinnaker for $200.00 (two hundred dollars) less than its original cost if it can be delivered to him immediately.

I feel very badly about this whole transaction, and so I am willing to give up any commission that I would have on the sail and this would bring your loss down to approximately $116.00. It seems to me, in view of the very evident failure to fulfill your contract, that you would be wise to make this adjustment, and if you agree I trust you will send word immediately that will delivery the spinnaker to me here before the end of August.

Yours very truly,

Cy to Mr. Shepard

MC 16.40

August 17, 1951.

Dear Boris:

Thank you for your note. I was much pleased to get three copies of THE RUDDER this month, and several people around here have complimented me on the AMERICA article, and I have had more than the usual amount of "fan mail".

On account of Race Week and the New York Yacht Club and other things I have not done much on the launch, but I have one launch all drawn up and am working on the second one so we can have a choice of type before I start to do anything definite.

I was glad to hear that Pete Lee and Mr. Miller might be interested in similar launches, and after you and they talk over the designs we can probably make something that will suit all three.

I am writing an article about Henry L. Maxwell and will get it to you before time for the September issue.

Very sincerely

August 20, 1951.

Dear Mr. White:

I was pleasantly surprised the other day to receive the fine book, "Abbott H. Thayer, Painter and Naturalist". The book came through the express entirely undamaged, which is pleasing in these days, and I want to thank you for the nice inscription.

I am reading the book with great interest and want to congratulate you on the fine composition, and realize that it must have been very difficult to get together all of the source material and have all of the many illustrations properly printed. Some of his paintings from nature - Particularly the one of the peacock in the woods - are very nice indeed, and no doubt I shall have a very high appreciation of his work when I have finished your most interesting book.

Please give my best regards to your father, and if you or he should write me again I should be interested to know what the New London Art Club did this summer.

With much appreciation of your kind thought of me, I am

Very sincerely,

PARKER W. WHITTEMORE
1316 STATLER BUILDING
BOSTON, MASSACHUSETTS

August 21, 1951

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

I want to build a small auxiliary sloop, not over 22 or 23 ft. long over all, equipped with a Gray Light Four, which I have on hand. I was thinking of building one of the Herreshoff Fish Class boats or possibly the Herreshoff sixteen footers unless there is something better. Is it possible to get working drawings of the above two boats or have you something better?

Awaiting reply and with kindest personal regards, I am

Sincerely,

P. W. Whittemore
(J)

pww/t

August 23, 1951.

Mr. P. W. Whittemore,
1316 Statler Building,
Boston, Mass.

Dear Mr. Whittemore:

Your letter of the 21st inquiring about the design of a boat between 22' and 24' interests me, as I have a design that THE RUDDER sells that is similar to an H-28 only smaller. Of course it has a sloop rig and is described on the enclosed sheet.

As far as the Herreshoff Fish boats are concerned, the drawings of these boats are all at the Massachusetts Institute of Technology, and whereas their construction plan was good for building at the Herreshoff Company, I think it would be very expensive if built somewhere else.

Yours very truly,

Enclosure.

FRANK C. PAINE
185 DEVONSHIRE STREET
BOSTON 10, MASSACHUSETTS

August 22, 1951

Mr. Francis L. Herreshoff,
The Castle,
Marblehead, Mass.

Dear Francis:

I was very sorry not to have seen you when I was down but owing to my brother's death, etc., I wasn't able to.

I think I told you that Harry would have the outboard ready by the end of the New York Cruise. He did and we ran it about an hour or two in a testing tank in Wayland. However, at the end we broke an inlet valve stem, or rather the pin that goes through the stem. It really seems as if for some reason they get a terrific opening force behind them. Much more than can be accounted for by either the momentum of the valves themselves or the pressure of the gases. I am now having Harry make an entirely different fitting to absorb this force.

I think you will be interested to know that the engine, while it was running, ran extremely smoothly. Of course I had no way of telling how much power it was developing.

We will be moving down for good very shortly now and I will see you then.

Sincerely,

Frank C. Paine

Frank C. Paine

FCP:p

August 29, 1951.

Dear Mr. Frank:

I was very interested to hear that the outboard motor had run, and think Johnson did well to get it put together so quickly. I, myself, am not surprised that the inlet valve stem gave trouble as I think the reversal of the piston must make a terrible snap on a loose part. I don't know whether you will be able to borrow another motor just like this one was before the changes, but if so it would seem as if there would be some way of comparing the horsepower.

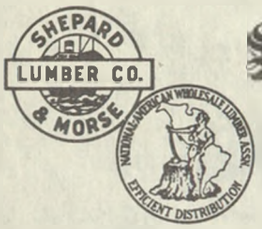
I think you and I have got to put our minds on some small dynamometer for no doubt in the next few years we shall like to have something that can be easily attached to various power generators. I have also been thinking much about the new experimental station, and am looking forward to talking it over with you for I think even if it is not built for several years it would be fun to plan it scientifically.

Looking forward to seeing you when you get back,

Very sincerely,

Mr. Frank C. Paine,
185 Devonshire Street,
Boston, 10, Mass.

T. H. SHEPARD, PRESIDENT H. W. SHEPARD, TREASURER & EXC. VICE PRES. E. B. SHEPARD, VICE PRES.



Shepard & Morse Lumber Company
MANUFACTURERS AND WHOLESALE LUMBER DEALERS
31 MILK STREET
Boston, Mass.
P. O. BOX 1192
TEL. LI. 2 8600

August 29, 1951.

Mr. L. Francis Herreshoff,
The Castle,
Marblehead, Mass.

Dear Sir:

I herewith enclose you check as you have figured it, which seems to be correct, forthe Spinnaker. I understand this is in full and is the last payment to be made of any kind on it, and the check is offered in full payment. I haven't any idea there is anything else on it but, if there is, I should want to know it before you use this check. At least, there is nothing you would expect me to pay, as I assume. Please receipt and return the bill.

Very truly yours,

T. H. Shepard

THS:MAB

encs.

September 3, 1951.

Mr. T. H. Shepard,
31 Milk Street,
Boston, Mass.

Dear Sir:

Thank you for your letter of the 29th of August. You did not state definitely whether you had received the sail.

In regard to the amount of the check, I think this is correct and am therefore forwarding Ratsey his payment. I assume you have paid the freight and duty, and if so there should not be any further bills and the matter should be settled.

I am sorry indeed that this delay and inconvenience has bothered us both, and I want you to know that I do not blame you in the least for not accepting the sail at the original terms.

Yours very truly,

Enclosure.

ck. aug. 29-1951
no number
585.00

MC-1640

September 4, 1951.

Mr. T. C. Ratsey,
Messrs. Ratsey & Lapthorn, Ltd.,
Cowes, I.W.

Dear Mr. Ratsey:

I am glad at last to be able to send you a draft for the spinnaker which has been accepted by Mr. Shepard. In the future we will try not to order any sails that do not have more than adequate time for delivery.

Yours very truly,

Enclosure.

September 10, 1951.

Dear Joe:

Enclosed are a couple of sketches for the radiator decoration that you wanted me to make.

After thinking over the small model for this purpose it seemed it would have some sharp corners that would not look well so I enclosed it in a circle, and the size of the circle was dictated by a piece of stock that I had.

Then it occurred to me that a model of the hull would not mean much to the ordinary man in the street so #2 shows PLEIONE with sheet metal sails.

Very truly

Enclosed

Mr. J. V. Santry,
200 Madison Avenue,
New York, N. Y.

FREDERICK J. LEVISEUR
145 SOUTH STREET
BOSTON 11, MASSACHUSETTS
LIBERTY 2-7006

September 20, 1951

Mr. Francis Herreshoff
The Castle
Marblehead, Mass.

Dear Francis:

Here is a page from last Tuesday's New York Times on its 100th Birthday. I think I saw the marked column quoted some where but not as fully.

The Mobjack is fine. My wife and I have sailed on her quite a lot this year.

I was also down to Freeport and sailed from Freeport to Falmouth Forside dead to windward in Russ Dyers Art 28. I think she is wonderful. I never saw a boat of her size and shape that was so comfortable and handled so well and of course without a motor you get a feeling of liveness like you do in an International.

Hope to see you soon and remain with best regards,

Yours very truly,

Fred Leviseur

FREDERICK J. LEVISEUR

FJL:jd

Dyer did a wonderful job of building with very few machine operations.

September 24, 1951.

Mr. Frederick J. Leviseur,
145 South Street,
Boston, 11, Mass.

Dear Mr. Leviseur:

Thank you very much for the copy of an original page of the New York Times that you so kindly enclosed in your letter. I was very glad to have this further description of the AMERICA sailing in England.

I was interested to hear of your satisfaction with MOBJACK, and your sail with Russell Dyer in the H-28. He apparently did a superb job. I hope you can drop in to see me this fall.

Yours very truly,

SAILMAKERS

TELEGRAPHIC ADDRESS:
"SAILS," COWES
TELEPHONE Nos. 1 & 420

CONTRACTORS TO ADMIRALTY, AIR MINISTRY, AND MINISTRY OF SUPPLY

ESTABLISHED 1790

ALSO AT
GOSPORT AND NEW YORK

ALL ALTERATIONS TO
RACING SAILS CHARGED FOR

Ratsey & Lapthorn, Ltd.

Cowes, I.W. September 21st, 1951.

L. Francis Herreshoff Esq.,
The Castle,
Marblehead,
Massachusetts, U.S.A.,

Dear Mr. Herreshoff,

Thank you very much for your nice letter of the 4th September, and I shall look forward with interest to seeing a photograph showing "Pleione" with our sails. I am glad to know from what you say in your letter that our efforts have been fairly successful. I can assure you that it is not from lack of trying.

There is just one thing that rather worries us, you say - "In the future we will try not to order any sails that do not have more than adequate time for delivery." We are more than sorry that we let you down rather badly in delivery this year, and we can only assure you that we will always do our best, and it will always be a pleasure to help you in any way we can.

I am coming to America in a freighter for economy's sake, as I have done before, and I will make a point, if I may, of coming to see you in Boston sometime during the latter part of

September 27, 1951.

Mr. T. C. Ratsey,
Messrs. Ratsey & Lapthorn, Ltd.
Cowes, I.W.

Dear Mr. Ratsey:

I have your letter of the 21st and would say that the sails on PLEIONE were remarkably good, and as I said, eventually I will get a good photograph of her and send you. Someone who raced on her told me that her sails were too good -- that is that they embarrassed all of the American sail makers, including your City Island branch. It was a very poor racing season but PLEIONE won three firsts out of five important races.

I am sorry I worded my previous letter carelessly: what I meant to say was that I would make an effort to order sails as far ahead as possible, rather than saying that I would be careful not to order sails late.

It will be a great pleasure to me to have you call on me here, and I remember very pleasantly the two times that Tom Ratsey called on us at Marblehead, I had very interesting conversations with him for he had raced on some of the large yachts of the time of my childhood.

Yours very truly,

L. Francis Herreshoff Esq.,

November (I sail on November 3rd), Meanwhile, please accept my kindest regards, and many thanks for your help in the past.

Yours very sincerely,

T. C. Ratsey.

T. C. RATSEY.

TCR/DJM. Chairman & Managing Director.

October 18, 1951.

Dear Virginia:

I want to tell you how very much I enjoyed that pleasant day yesterday with you at Greenways.

While I will get you the address of the Japanese who mends china, it has occurred to me that possibly some more that you have there I could mend myself so that they would be all right to keep in the cabinet and will stand anything but being washed with hot water.

So maybe the next time I am up if we get together some pieces I shall be glad to mend them for you very carefully. If you had rather have me I can probably do it at Greenways.

Very sincerely,

October 23, 1951.

Mr. Robert S. Sanborn,
73 Tremont Street,
Boston, 8, Mass.

Dear Mr. Sanborn:

We should like to have a search made on the possibility of patenting some of the novel features of the internal combustion engine shown on the accompanying drawing. The general description of the engine is as follows:

The engine has six cylinders arranged parallel with the crank shaft, or driving shaft. All of these cylinders are double acting, or have two pistons each. Three of the cylinders act as compressers or scavengers to force the air or explosive mixture into the remaining three cylinders which act as explosion or driving cylinders.

First, the air or explosive mixture enters manifold 1 , but as the crank shaft or driving shaft 2 is shaped to act as a rotary valve, the air or mixture is conducted to the cylinders which have pistons moving apart, one after the other.

When the pistons of the compressing cylinders commence to converge, then the combined driveshaft and rotary valve will have moved to a position to conduct the resulting pressure of air or explosive mixture to the manifold 3 . Then, as one of the pistons of the driving cylinders passes the ports in manifold 3 , the air or explosive mixture will be forced into that cylinder ready to be compressed as the two pistons of that cylinder converge.

After this cylinder has fired on the power stroke, the pistons will move apart until one of the pistons uncovers the exhaust ports which allow the exploded gasses to pass into manifold 4.

Although this engine has six cylinders it might be called a three-cylinder, two-cycle engine with opposed pistons and eccentric cone crank shaft.

The features of the engine that we should like to inquire about the possibility of patenting are--

1. The eccentric cone crankshaft mounted on a straight through main shaft. (We believe all of the previous so-called "wobble" crank shafts have been crooked, or had a throw in them).

2. The combination of opposed pistons engine and eccentric cone crankshafts.

3. The use of the main shaft as a rotary valve connecting the scavenging pumps and the power cylinders.

4. The use of a gimbal to hold in line the outer cone of the ecdentric crank shaft.

The principal advantages of the engine are --

1. There are no mechanically operated valves.
2. There are fewer moving parts.
3. The engine is of small width, height and diameter.
4. The engine is well balanced both centrifugally and dynamically.
5. The engine is nearly cylindrical in shape.
6. There are no external moving parts except the drive shaft to the circulating water pump and the distributor.
7. Full power can be taken from either end.

Yours very truly,

THE RUDDER
OFFICE OF THE EDITOR
9 MURRAY STREET
NEW YORK 7, N.Y.

October 16, 1951

Dear Skipper:

Enclosed is a paper written by John Atkin who as you know is the son of Bill Atkin. I wonder if you care to read it and let me know whether parts of it could be used for publication.

Your name is mentioned in it several times.

Your B

Boris

October 23, 1951.

Dear Boris:

I have always been very much interested in the Development Boats, and believe it would be nice if you published most of Atkins' paper, although I realize that it was written to be talk and not an article. I believe there would be many people interested in this subject.

Thank you very much for the bunch of yachting magazines that arrived yesterday. I appreciate them.

Very truly,

Enclosure.

NAVAL ARCHITECT, YACHT AND COMMERCIAL DESIGNING PLANS, SPECIFICATIONS, SUPERVISION

M. MacNAUGHT

60 CHAPIN ROAD

BARRINGTON, RHODE ISLAND

TEL. WARREN 1180

October 24 _ 51 .

DAMAGE SURVEY REPORT

Dear Francis.

well we did not manage Main, as we was going to the dog show in Toronto Canada, we went by way of Springfield & Albany. Our pug dog Goldie lacked one point to finish his international championship, which he got, this makes him champion in U.S. and Canada. He turned out tops in all groops. in fifty champions he was first, in breed. in winners & best in parade of champions some dog two years old, father of thirty pups and two to come.some 527 dogs in the show, one of the best we have entered .

If the weather is right we will drive up November second. If in order.

Kindes Regards.

Malcolm MacNaught

Bad Pen

October 29, 1951.

Dear Mac:

I was sorry that I missed seeing you in the spring because you didn't come this way, but I was greatly interested and glad to hear that you were so fortunate with your pug dog in the show. Do you show the dog yourself? I am particularly interested for I now have four registered poddles and take quite a lot of interest in dogs in general. In some ways I am rather surprised that you do not have a Highland Stag Hound.

I shall be glad to see you on Friday, November 2, and then we can talk about dogs as well as other things.

Very truly,

M

MC 1640

Dear Mr. Herreshoff

Oct 25, 1951.

On looking over the sail plan drawing of the boat I am reminded of an item which I forgot to discuss with you. In that drawing you show a hatch just aft of the mast. It seems to me that this hatch should be foreward of the mast for the following reasons: If foreward it will give light + ventilation to the foreward part of the cabin; it will make it possible for me to get on deck at night for a look around without disturbing any guests we might have sleeping in the after part of the cabin; it may be more convenient to stow the anchor line down a hatch foreward of the mast.

I hope that this suggestion does not come too late. I would be interested to know if you think it is O.K.

Amey and I are both having

great pleasure in the contemplation of our boat. We feel fortunate in the fact that you are designing it for us.

Enjoyed the visit weeks before last. Looks foreward to seeing you next spring.

John W. Garber

P.S. Found + bought a fairly good copy of Moss' small book of views at Spitbead, etc. - one plate missing (as I may have told you. I am thinking of having three or four blown up (photostated) for use as wall coverings and screens.) This I bought from Mrs. Payne. She also ~~bought a~~ has complete sets of printed drawings by Isaac Webb - vessels and steamers. She are very lovely and of great interest. She tells me that some of them were redrawn by Vanderdecken. In any case I splurged myself on a set of of the sailing vessles. Some of them I'm sure you would like to see -

including the construction plans of a large ship - the "Ocean Towards".

Amy sends her best wishes.

J. G.

October 29, 1951.

Dear Mr. Garber:

I think there will be no difficulty in putting a hatch on the fore deck of your boat, and I believe it would be convenient, as you say, for stowing the anchor, etc. But it also would be nice to leave the other hatch as drawn for in hot weather, when your dinghy is carried over this hatch, it will be a wonderful arrangement to ventilate the forward cabin without letting rain in, as has been done on some of my other boats.

You are fortunate to have acquired one of MOSES' books of etchings and I imagine it will make very attractive enlargements.

I shall certainly miss your dropping in, but I hope to be able to send you the construction plan before long.

Please give my best regards to Mrs. Garber.

Very sincerely,

Mr. J. M. Garber,
419 Forrance Court,
Cincinnati, 2, Ohio.

November 13, 1951.

Dear Boris:

I have read the paper by Mr. Clark that you enclosed in your letter and return it herewith his letter. There are many mis-statements in it which I will try to tell you about so that you can answer it if you care to.

The heavy displacement boat is not slow in light weather, as he says. On the contrary the boat with much displacement and small amount of wetted surface is the fastest in light weather, but unfortunately most heavy duty cruisers are slow in light weather because they have rough bottoms and very poor sails, and, in most cases, are not designed for racing. No time allowance that I know of can correct these cond conditions. Certainly it is so that the large boat is most apt to win in heavy weather. This has always been known, and many capable men, including my father, have endeavored to correct the tables for this condition. The effort that they made in about 1910 was to have three sets of time allowance tables, one to use in light weather, one to use in moderate weather, and one to use in heavy weather. But the scheme was given up.

As the small boat has an advantage over the large one in light weather the tables as are are supposed to be for average conditions, and most likely it is best this way for certainly as they say, every dog should have his day. In other words, in a season's racing with various size boats, there will be certain days when the large one is apt to win, and certain days when the small one is apt to win. Which I think is a good thing.

Certainly it would be absolutely impossible to measure the wind velocity all over the course all of the time, which would be necessary for making allowances in wind velocity. You know, as well as I do, that in a race off Newport, or even off Larchmont, some of the boats will be becalmed while others have a real good breeze. Now how are you to measure the wind velocity under these conditions?

Very truly yours,

3 enclosures.

November 13, 1951.

Dear Frank:

I am returning the two white prints with a few measured dimensions written on them.

I have decided to make a few dimension drawings of the parts which I will send you blue prints of from time to time.

I hope you have a pleasant trip to the south.

Very truly yours,

2 enclosures.

MC No. 40

November 13, 1951.

Dear Virginia:

Thank you very much for the check. I am very much pleased that the little table met with your approval.

The addresses of two people who rivet china are --

Takeda Studio, Berkeley Building,
Boylston Street.
Tel. Com. 6-7254.

Sumners & Son, Charles St. Boston.

The first one, a Japanese whom I have heard does very neat; the second one I do not know much about. Both of these addresses I got from antique dealers that I know here and they did not have the street numbers for when they take pieces in to be mended they just walk right into the store. However, the telephone number of one is given.

Enclosed are three photographs taken by me when Tasha lived at Holliston which I hope you can forward to her.

You requested my telephone number so if you wanted to get ahold of me. As you know I do not have a telephone by my secretary lives quite near me and her number is 638-W. She used to be Frank Russell's secretary when you and Frank lived in Marblehead.

I hope you have a pleasant time in the south.

Very sincerely,

SAIL
MANUFACTURERS
TELEPHONES
CITY ISLAND 8-1012-1013

Ratsey & Lapthorn, Inc.

ESTABLISHED 1790

City Island,
New York 64, N.Y.

ALSO AT
COWES AND GOSPORT
ENGLAND

November 20th, 1951.

L. F. Herreshoff Esq.,
The Castle,
Marblehead, Mass.

Dear Mr. Herreshoff:

Here we are in America, and I thought I would like to let you know what my plans are.

I have been trying to get you on the telephone, but understand from Mr. Santry's secretary, you are artful and sensible enough not to be on the telephone. However my movements are as follows.

I am leaving here for Toronto on Thursday night, staying there over the week-end. I am coming back to Boston on the Monday night train, November 26th and shall be staying over Tuesday and Wednesday, the 27th and 28th. I would very much like to have the pleasure of seeing you. I shall be staying at the Royal York Hotel in Toronto, where any message will find me. I shall be staying at the Statler Hotel in Boston.

With kind regards,

Sincerely yours,

Chas. Ratsey

T. C. RATSEY

TCR:MC

November 26, 1951.

Mr. T. C. Ratsey,
Hotel Statler,
Boston, Mass.

Dear Mr. Ratsey:

Thank you very much for youre note of the 20th, and I am glad you have had an opportunity to make a trip to Canada for I believe Canada is a coming country that has many opportunities and is going ahead very rapidly in ship building.

I am glad you had a chance to talk with Mr. Santry, and I hope he has either shown you or given you some of the nice photographs of PLEIONE with which he did so well last summer.

I regret that I shall be unable to go into Boston in the next few days, but although I think there is nothing particular for us to talk over at the present time, I should be happy if you called on me here if you have some spare time.

Yours very truly,

NAVAL ARCHITECT. YACHT AND COMMERCIAL DESIGNING PLANS. SPECIFICATIONS. SUPERVISION

M. MacNAUGHT

60 CHAPIN ROAD

BARRINGTON, RHODE ISLAND

TEL. WARREN 1180

December _ 13 _ 51.

DAMAGE SURVEY REPORT

Dear Frances.

Inclosed is A very interesting item of the dear old town. Some items might be of interest.

Nothing doing this winter I should build A launch but all material is out of sight, and the boat market is off. I have the little boat in the yard and will refinish the required work during fine days.The rest of the time will doas the ~~bears~~ bears do . The dogs and yard will take up some of the time.

Many thanks for the very interesting time at the castle.

Best of health and A fine X Mas

M. MacNaught

December 18, 1951.

Dear Mac:

I was very glad indeed to hear from you, and much appreciate the pictorial section of the Providence Journal showing pictures of Bristol. However, I do not think very muchof the account, and don't think it could be understood by anybody who was not quite familiar with the town.

I am awfully glad that you are so well and pleasantly situated, and have the dogs to play with this winter. I certainly enjoyed your visit here very much, and often think of the many things that you taught me when I was very young. Tell Cora Hill that I was a better student under you than under her.

Wishing you all the best of the season's greetings, I am

Very sincerely,