

THE LATHROP ENGINE CO.

MANUFACTURERS OF

Lathrop
MARINE ENGINES

MYSTIC, CONN. U.S.A.

January 4, 1955

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

Dear Mr. Herreshoff:

We are pleased to herewith enclose two Exhibitor's Guest Tickets to the National Motor Boat Show which is to be held at Kingsbridge Armory, Kingsbridge Road and Jerome Ave., Bronx, N.Y., from Friday, Jan. 14 through Sunday, Jan. 23.

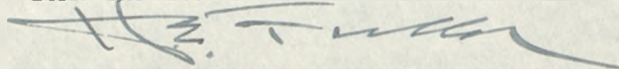
As the tickets are redeemable we would appreciate your returning them if unable to use.

We trust you can attend and that you will make it a point to call at our exhibit which is Space B-26.

Looking ahead with pleasure to seeing you, we are

Very truly yours,

THE LATHROP ENGINE CO.



H. E. Fuller
Sales Manager

HEF:P
Encls.



January 10, 1955.

Mr. H. E. Fuller,
The Lathrop Engine Company,
Mystic, Conn.

Dear Mr. Fuller:

Thank you very much
for sending me tickets for the
Motor Boat Show, but as I cannot
go I am returning them.

Appreciating your
thought of me, and regretting my
inability to attend, I am

Yours very truly,

2 Encls.

DELAVAN P. SMITH

ATTORNEY - AT - LAW

55 MORTON STREET

NEW YORK 14, N. Y.

CHelsea 2-1590

January 4, 1955

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herroshoff:

I thought you might be interested in knowing how things were coming along with the H-55. All the patterns and castings for the H-55 have been completed including the chocks, the lifting gear assemblies, the rudder parts, the tank fittings, the steady bearings, strut, railings and square sail gear.

There was some difficulty in obtaining a tube for the rudder of an adequate dimension, but I was able to get a monel tube with quarter inch wall (originally designed for periscopes) at Whitehead Metal Products. It was an eighth of an inch oversize in diameter which caused quite a lot of trouble in machining the rudder stock casting, but all this was finally taken care of. The stock and the tube were turned with a very slight matching taper and the entire shrinking operation went off very well, I must say. Currently, the wooden rudder pieces are being fitted and I hope to have the monel side sheets in a matter of a few weeks.

I have, more or less, decided to use black iron tanks as the main propulsion will be diesel. The diesel engine manufacturer says that black iron is not only satisfactory but, perhaps, more desirable than copper tanks. The engine is purchased and is being adapted to fresh water cooling. It is a Superior MRA-6, which although surplus, is new and is rated at a 110 h.p. at 1800 r.p.m. but will be used at about 1200 r.p.m. It has a $1\frac{1}{2}$ to 1 reduction.

As you thought, the steering wheel was available from Columbia and what I did was to get a rough casting from their standard bronze wheel, sawed the stubs that were on for the spokes off and had the entire thing polished and ground. It came out very well.

There was some difficulty in bending the U-shaped channel for the steering gear, but this was resolved by the making of a jig.

The head stay fittings were sawed out from $\frac{1}{4}$ " monel plate which was very difficult; I would not recommend monel for this because of its extreme difficulty in sawing on a Do-Al. It seems to cold work directly ahead of the saw blade itself and become extremely tough.

As for picking out the proper wheel for the MARCO POLO and your engine, I would say that the Columbian Bronze Company have most complete data on things of this kind and they have one man in the drafting room who makes a specialty of selecting the proper wheel for boats of all sizes, and they could do a very much better job in telling you what size propeller would be best.

I am sorry to hear the lifting swings and fittings look light, but I think they will be adequately strong, and if you have any qualms about them you can have some engineer make calculations and I am quite sure you will find they will hold two and one half times the strain required.

As for riveting tobin bronze, I never have had any difficulty and always though tobin bronze rivetted very well unless an excessively large head was tried, in which case it would crack. Everdur will head up into a larger head without cracking, and so will monel, and this is because both of them have a higher percentage of copper which makes them ductile. It is perfectly all right to anneal the rivets if you have any difficulty for the rivetting up will again harden them.

I hope the Morse Shipyard will be able to get your yacht done when you would like it, and I shall look forward with anticipation to seeing it in this harbor.

Yours very truly,

January 10, 1955.

Mr. Delavan P. Smith,
55 Morton Street,
New York, 14, N. Y.

Dear Sir:

I was very interested indeed to have your letter about the progress on the MARCO POLO, and think it is remarkable if you have succeeded in making all these patterns yourself. Perhaps I wrote you before that there is another man in New York who has made the patterns for a MARCO POLO, a Mr. Newcomb who could be reached through the editor of THE RUDDER. It might be interesting if you got in contact with each other.

I am surprised that you had difficulty in getting tube for the rudder for I had specified a cataloged standard size tube in my list of metals. Of course black iron will be all right for diesel oil, but all tanks sweat some and you will find that the iron tanks will make little impurities in the fuel so that there should be good strainers in the line.

I have never been shipmates with a Superior engine, but I have heard that they really are very fine.

A three-bladed propeller of the narrow blade type will be very good, and if you expect to go under power much and not use the sails often certainly a solid wheel is the best. While some people have trouble with making the folding propellers go into gear it is almost always because they give them too much power at once, but if you let the clutch in easily, throwing it in and out two or three times, they almost always reverse all right.

You speak of having trouble with the head stay fittings made of monel metal. I do not know exactly what piece you mean because the MARCO POLO has so very many parts, but it is true that monel is one of the hardest metals there is to work and this is because it is more than three quarters copper, and you know copper is an impossible metal to work because it springs away in front of the tool.

January 4, 1955

A current problem is in the selection of a wheel. While the engine should be capable of delivering 60 or 70 h.p. at the speed which it will be run, I suppose there is a maximum h.p. and speed above which useful work will not be derived from the engine. I had thought to use a solid three bladed wheel perhaps with narrow blades, and I believe Columbia makes such a wheel on special order. My reason for not using a folding wheel has been the result of some rather sad experience in an Alden 50-40 which was equipped with a Hyde folding wheel; it never seemed to work when you were in trouble off a lee shore.

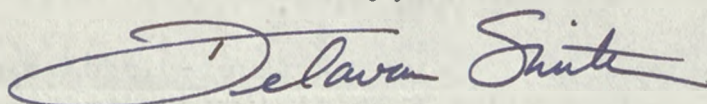
The engine is going to be pretty long for the job; we may have to reshape the bottom inside edges of the fuel tank in order to allow space for the reduction gear and in order to get at the propellor shaft flange couplings.

The Morse Shipyard will probably not be able to start its labors until June or July as their work seems to have accumulated upon them. However, most of the hard-to-get items will have been obtained and many of the more complicated sub-assemblies will have been completed making the actual hull work a little easier. I must say that the lifting gear castings and tackle appear to be awfully light to hold the H-55 on a lift, but I suppose that they will do.

Some difficulty has occurred in peening tobin bronze. I do not want to spoil the rivets on the goose neck connection and I thought perhaps you might recommend annealing the bronze spacer pins before they are hammered over.

I will keep you in touch with the progress of the H-55 as she goes along and hope to be able to take you for a sail before too long.

Sincerely,



DPS:vmm

William A. Rope-Box 210-R.C.A.F. Station Greenwood-N.S.

5 Jan 55

L. Francis Herreshoff,
The Castle,
2 Crocker Park,
Marblehead, Mass.

Dear Sir,

I was very fortunately the recipient, this Christmas, of your two books "The Common Sense of Yacht Design", and I first of all wish to thank you for having written them as I have many a time and oft fought a losing battle with as you have so aptly put it the Wise Men of the Club and so I say thanks again. I wish that I might meet more and perhaps a cruising club of "Four Knots Suits Me Fine" could be formed.

During the war years I flew Spitfires and at the present time we are flying Lancasters in the role of Maritime Reconnaissance believe me speed isn't everything and I am very much looking forward to my retirement in the spring of 56.

On retirement my wife, two daughters (6 & 10) and I would like to spend our time living for a change and get away from this asphalt jungle atmosphere in which we are existing and so we plan to get a sailing cruiser and to start with tour the west Indies supplementing our income with ,we hope, photography.

After reading your books and trying my best to reach the right decision it would seem that your design "Meadow Lark" is most suited to my requirements, at least I should say that I like it, however my wife seems to think that we should have a boat with full headroom for continuous living aboard even after I read out to her what you said re headroom.

Would you please be kind enough to advise us on this matter and also let me know if you have stock plans on hand and the cost of same of a similar but larger type of sailing cruiser with shallow draft and leeboards of Dutch or Sharpie lineage?

Yours truly,



January 10, 1955.

Mr. William A. Pope,
Box 210, R C A F Station
Greenwood, N. S.

Dear Sir:

Thank you very much for your very interesting letter and I hope you will enjoy The Commonsense books. I don't blame you for wanting to get away from the city and thank God it is still possible to do that in a shallow draft boat that can go in places where nature is still undisturbed.

I should think the MEADOW LARK would be the best type of boat for you, but before deciding I should think it would be well for you to see one of these boats, or sail in one, and there is one in Buzzards Bay which is about forty miles south of Boston. She is owned by Mr. Robert P. Gibbs of Cataumet, Mass, and he is pleased to show her to people. I think if you saw her yourself you could tell whether she would suit you.

You can tell your wife that many people without cruising experience demand full head room but experienced cruisers who realize that everything that is done below is done sitting down are perfectly satisfied with sitting headroom. Mr. Gibbs has used his boat, The Loon, a great deal for cruising, and I believe find the head room sufficient. To get full head room in a small boat the ship must be quite deep and this spoils her for getting away from The Maddening Crowd.

Yours truly,

January 10, 1955.

Mr. Robert Strassman,
201 W. Oklahoma Avenue,
Milwaukee, 7, Wisconsin.

Dear Sir:

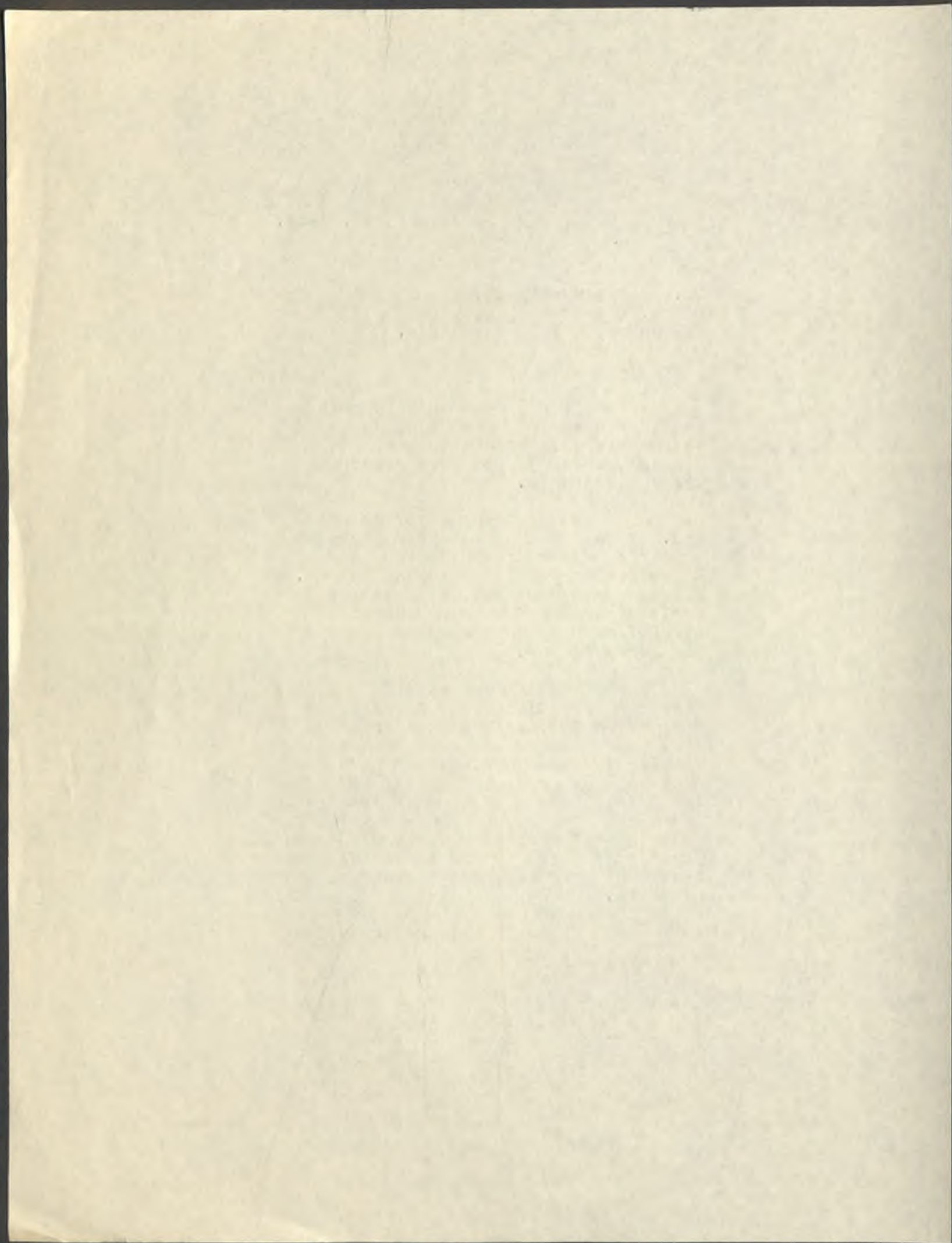
There seems to have been considerable mixup and delay in the shipment of blueprints to you, and I am wondering if you have received three blueprints.

We sent the tracings on Dec. 27 to the blueprint company with letter of directions attached, and had a letter from the company on Jan. 3 asking for directions, to which we replied on the fifth and gave them directions again and enclosed copy of the first letter.

Now I have received all the tracings back plus two blueprints of the design #33, so I am wondering if these two were extras made by mistake, or whether the company bungled again and sent you only one, and I will hold the two prints here until I hear from you.

I have used this same company for almost thirty years and cannot understand why they now seem to make so many mistakes.

Yours truly,



January 10, 1954.

Lynn Gas and Electric Company,
Essex Street,
Marblehead.

Dear Sirs:

The gas heater that you put
in for me last fall seems to operate
very satisfactorily indeed excepting
that the switch that lights the burner ma
makes a loud, sharp noise when it goes
on, and I wonder if this noise could be
reduced.

Yours very truly,

January 10, 1955.

New England Tel. and Tel. Co.,
22 Norman Street,
Salem, Mass.

Dear Sirs:

About three years ago when you installed the telephone here you said that for a few years you would have to have me on a party line but expected to give me a separate line before long.

I only request it now because your operators ring one and two so nearly the same that it is very difficult indeed for me to hurry either up or downstairs to the telephone many times and find that I am not the party wanted.

Yours truly,

GOODWIN OFFICES

15 LEWIS STREET

HARTFORD 3, CONNECTICUT

January 3, 1955

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

I was unable to locate any pictures of the dinghy which I have been trying to dispose of, so I went down to the barn where it is presently housed, removed the covering and took the enclosed four pictures. They are by no means perfect photographs but I think they would show the general type of boat in question, and may be adequate for your purposes. If I do run across any better photographs I will forward them to you immediately.

Very sincerely yours

A handwritten signature in cursive script, appearing to read "Jonathan Goodwin". The signature is written in dark ink and is positioned below the typed name "Jonathan Goodwin".

JG:L
encs.

January 10, 1955.

Mr. Jonathon Goodwin,
15 Lewis Street,
Hartford, 3, Conn.

Dear Mr. Goodwin,

I don't think you
have to apologize for the photo-
graphs you took of the Garry Owen
for they are very good indeed.
She looks to me to be in fine
condition, and I will see what
I can do.

Yours truly,

M. MACNAUGHT

60 CHAPIN ROAD

BARRINGTON, RHODE ISLAND January 19 _ 55.

TEL. WARREN 1180

DAMAGE SURVEY REPORT

Dear Francis

Your Dec 27 Letter very interesting. Caroline would have liked to see you , had she known that you was around, Would like to have you give us A visit I should have about 10 or twelve clocks ticking away . I find the work about as interesting the boat building, I like to build ^{boats} them better than sailing , I manage to sell them before the season is out. I have one in the January number. I cannot remember if you ever looked in the small boat shop when it was over the mill , it was used for A joiner shop as well. I do not remember the date, but it was soon after the Truant was started I think. at that time we had under way two small boats about 16' I think, planking 7/16 " and everything very light, the planking was A very hard job seams like sketh

Bad at turn of Bilge

Caroline is in Florida some six shows one dog B/B in every show, the other good but not with every judge. The real dog is Prince he is among one of the very best He is one of the outstanding pugs in the states , he made all his points & became international champion in record time , in dog world is his write up. Caroline now has two International male champions & one feamale lacks one point.

Should like to see you down this way
Plenty of room & all that goes with A real good cook.

Yours very truly. *M Mac Naught*

January 31, 1955.

Dear Mac,

It was nice of you to write me so entertainingly, and I am going to try to come down and visit you for a few hours sometime next spring for I am interested in hearing about your clocks and the enjoyment you get out of making them.

I remember the row boat shop very well when it was over the hill and next to Pitts' paint shop, and am quite sure that the two racing sail boats you mention were built for the Seawanaka Corinthian Yacht Club. I think they were called half raters, and I think one was named GNOME. These two boats were beaten out by very much poorer boats that were handled better, but as I look back on these boats, (I have a picture of them somewhere), I can see that they were somewhat similar to the very modern racing dinghy.

I do not remember about the planking of these boats being ship lap, but I remember another racing sail boat that Ernest Alder built that had ship lap planking and was built the first year or two after the row boat shop was moved.

Mrs. Mac must be very happy over her successes with her pugs and she should be proud of what she has accomplished. Please give her my best regards.

Very sincerely yours



LÜDERS MARINE CONSTRUCTION CO.,
STAMFORD, CONN.

DESIGNERS AND BUILDERS
YACHTS, LAUNCHES AND MERCANTILE VESSELS
HAULING, STORAGE AND REPAIRING

Telephones
4-3187 } Stamford
4-3188 }

Cable Address, Ludership, Stamford
Code A.B.C. and Western Union

February 1, 1955

Mr. L. Francis Herreshoff
The Castle
Marblehead, Mass

Dear Mr. Herreshoff,

I am curious to know whether anything further has progressed in regard to Mr. Strawbridge's proposed boat. I imagine not having heard anything further from you or Mr. Strawbridge that the matter has been temporarily postponed, but I hope not abandoned.

Very truly yours,

A. E. Luders, Jr
rbt

February 8, 1955.

Mr. A. E. Luders, Jr.,
Luders Marine Construction Company,
Stamford, Conn.

Dear Mr. Luders,

Answering your letter of the first, Billy Strawbridge thought all the estimates on his boat were too high and so has given up the idea of building the boat of that type, I think, definitely -- which is rather too bad because I had made a great many drawings for the boat. Unfortunately he spent last summer in Scotland and I think lost interest in the boat in the meantime.

Yours very truly,

Handwritten signature

John Ives Sewall
275 Middlesex Road
Buffalo 16, New York

February 8, 1955

Dear Mr. Herreshoff.-

I was recently disciplined by the Hon. Commodore Hill for non-correspondence; and that reminded me that there were other friends who might also be taking on umbrage.

As a matter of fact, I was reminded of you recently on two different occasions. I played hookey during the mid-year break, and went down to the NY area for the first time in several years. While out in New Haven with my brother, I sat in on a philosophy seminary with Paul Weiss, who is certainly one of the most brilliant men I have ever met. They were hashing over aesthetic problems with special reference to the drama. Paul propounded a theory which may well apply to the stage; but I can't take it for the visual arts.

Namely: that the drama is a triple play between the author, the director, and the actors. Each of the three has a function; and the author may very well not completely visualize his play as it finally develops on the stage.

Paul went on to add, "No more than a painter can visualize his painting, or an architect his building." It was there that I disagreed. "Show me an architect who doesn't," said I, "and I'll show you an inferior man." The conversation went on; and presently I found myself citing your father's method of designing boats by carving the models. Somewhere you yourself have said that the old gentleman never seemed to hesitate an instant to ponder or reconsider the shape he was carving out; i.e., that he had it plain in his mind's eye down to the most minute subtlety of the form.

But getting back here, I can't locate the passage in your biography. Can it be somewhere else? Or am I elliding your writings with something you may have told me in conversation or a letter?

At any rate, am I not correct in my picture of how NGH went at it?

Certainly much the same was true of Michaelangelo and other top flight sculptors. And one of the bad things about modern oil painting is the habit of improvising as they go along. Cézanne hardly ever knew what the picture was going to look like when he began. Hence, his compositions are often full of clumsy adjustments that ought never to have been necessary had he seen the thing clear and complete from the start.

I also went to the motor boat show and met Mr. Leonardi. I had a nice talk with him; but frankly, I was somewhat taken aback

John W. ...
100 ...
New York

shoot for a mooring or a wharf much better than with sail for with sail you can do it only directly against the wind.

I shall be interested to hear how you like things in general, and want you to study them over carefully because we can make some changes fairly easily in the design now, but it will be hard to do so after some more drawings are made.

As for the cost - if you want to you can pay me \$100 a drawing, and then the balance of the regular commission on the boat when and if she is built. Just the same as Ed Hill did. Maybe if we can get someone else to build a boat at the same time the building cost and commission can be reduced.

It will be fine for you to make a trip to Italy to sort of recharge your artistic batteries, and maybe I envy you just a little bit.

With all good wishes,

Yours very truly,

by his appearance and manner. He seemed so very frail and sad. Sort of world weary. Has anything happened to make him so? I had expected to meet a hearty, jolly man.

None of my business, of course, but one can't help being curious: is his background Italian, German, or what? Obviously a person of great refinement wherever he came from.

The boat show itself was much the same as ever. They don't show many boats I care to see; and I spent most of the time hunting for new fittings I didn't already know all about.

Most interesting item: the South Coast Co.'s blocks with rubber shells. Very well made. Very handsome appearance. Ought to be better than anything else for deck blocks, etc.

It's a pity there isn't room under Rozinante's cockpit for a big Caterpillar diesel, for I surely did admire them. Especially because of superior accessibility. Virtually every stud in easy reaching distance of some standard wrench. Not true of most of the other makes. Caterpillar unfortunately would be a difficult machine to wipe off and keep immaculate: innumerable corners, hollows, and projections.

The new Chrysler V-8's are an obvious advance beyond the other gasoline engines. Nothing within reaching distance of them. The ones I saw had carburetors of the familiar "marine" type; but before installing another engine, I intend to investigate some method for silencing the intake of the air ---- I am sure that is one reason the engine in my automobile seems to be so wonderfully silent.

Albina power take off is another very good thing. Would be just the ticket for pumps, generators, et al., on a Marco Polo or similarly large boat.

The Beetle fiber glass boats have been improved, to my taste at least, because they now make the inside surface as smooth as the outside. I can not say I like the material; but there is no question that their dinghies stand up. What a pity they don't attempt to mould some really elegant shapes. The little boats row, tow, and carry pretty well; but there isn't a pretty curve in them.

I had the good luck to pick up a 2nd hand Browning over & under 20 gauge, skeet bored. The workmanship is remarkable. Better, in fact, than the new Sauer & Francotte guns selling for at least a hundred dollars more. 20 gauge Brownings are very hard to come by. For some reason, they make about 50 12's for every 20; and your investment seems about the same as money in the bank.

I sent the Sauer 12 away to get a single trigger installed. I hope & trust it will eliminate getting hurt by the trigger guard.

made by the South Coast Company in California, and think they must be quite wonderful. Among other things they do not dent the deck and other fittings around them.

As for silencing the intake, the Burgess Silencer Company makes what are generally called air cleaners for automobiles, and some of these are very small for the English automobiles, but if you used a small Stewart Turner two-cycle engine I think the noise will not be objectionable.

The single trigger should be a great advantage on your shotgun.

As for the Volkswagon, I have examined one of these and am much surprised at the workmanship on the mechanical parts. I understand the engine is assembled by one man, and other principal parts like transmission by one man, and in that way one man is responsible for anything that goes wrong. Where almost all other automobiles are assembled in an assembly line and one person only does one part it is hard to put the blame on anyone. It seems strange that they can produce in large quantities that way, but the results seem to be good. However, I do not like any machine that steers from up in front. I think it is very hard to control them and in case of an accident it is very bad to have the principal weights back of you. I don't know whether future automobiles which will probably have gas turbines will have the power plant in back or not, but I myself like to sit way in back, and that is that.

As for the little boat, I do not think there are many things that need description, but the cockpit is long and should be very comfortable. The head room is 2" more than on the H-28, or 4' 10". The berth is very narrow at its forward end and I don't think that does any harm. The sail area will look small, but this is because the head of the mast is cut off for the gaff rig. Also in relation to the small sail area you must note that the boat is narrow on the water line and shallow and should drive very easily.

I would suggest the Stewart-Turner 4 HP engine with a one way clutch as this is the most compact and I think a reverse gear on a boat of this type is not worth its cost, weight, noise and dirt, and there is no reason why you cannot

1/2 price
Fabulous tales from several sources about the quality of the Volkswagon. Two young friends have just returned from Paris, where they spent 18 months. They bought one of the little cars for \$1,100.00, drove it 22,000 miles, and sold it back for \$550.00. I met a young man from Toronto who had driven his 90,000 miles and was still crazy about it. A German told me the company gives a gold watch to every owner who gets 60,000 miles without significant repairs --- and he said they had to hand out quite some number of watches. It all seems to show that can be done when a manufacturer really attempts to produce a trouble free product.

Well, I just ordered our own space on the Exeter class for Naples exactly a year from now. I certainly hope that trip will revive my jaded interest in art history, for I confess I'm just plain tired of it right now.

Must lecture in a few moments. This takes you all the best for 1955. Compliments to the poodle dogs; best breed on earth!

Sincerely,

A handwritten signature in cursive script, appearing to be 'J.S.' with a period at the end.

RECORDER BOND

February 14, 1955.

Dear Mr. Sewall,

Thank you for your most interesting letter. I must have received a letter from Commodore Hill at about the same time as you and he is anxious to see the drawing of the little double ender for which I am glad to say I have now finished the sail plan and will send it to you in a few days.

In order to answer some of the things in your letter, I would say that I agree with you that a good architect, a good writer, or a good man in any art does not think about himself in connection with the work -- it is only the fakirs who do that. The good man is so much interested in the subject in hand - whether it is poetry, painting or architecture - that he is entirely lost to all other thoughts. If this were not so he could not excel.

The writing describing my father's methods is in the book "N. G. Herreshoff and Some of his Yachts". I don't think the best pieces of poetry, painting or architecture have been much changed after the original spontaneous layout, but all those who lack confidence in themselves probably keep changing around. When I say this I do not mean da Vinci's type of work where he took a year or so to make a painting. I do not know what this can be classed under but it may be patient trial and proof more than genius.

As for the other Leonardi - Boris Lauer-Leonardi - his background more or less is that his father was a white Russian who owned a small manufacturing company in the southern part of Russia and when the Bolsheviks took over he and his wife and small child, who is the one we talk of, left the country. I do not know what became of his father, but I imagine he died soon after. Boris and his mother went to Europe for a while and then to Mexico and then ended up in the United States. Somewhere around 1930 he was in the travel business in Boston, and at that time kept a yacht at Marblehead and that is how I first met him.

I have heard of the blocks that are

February 17, 1955.

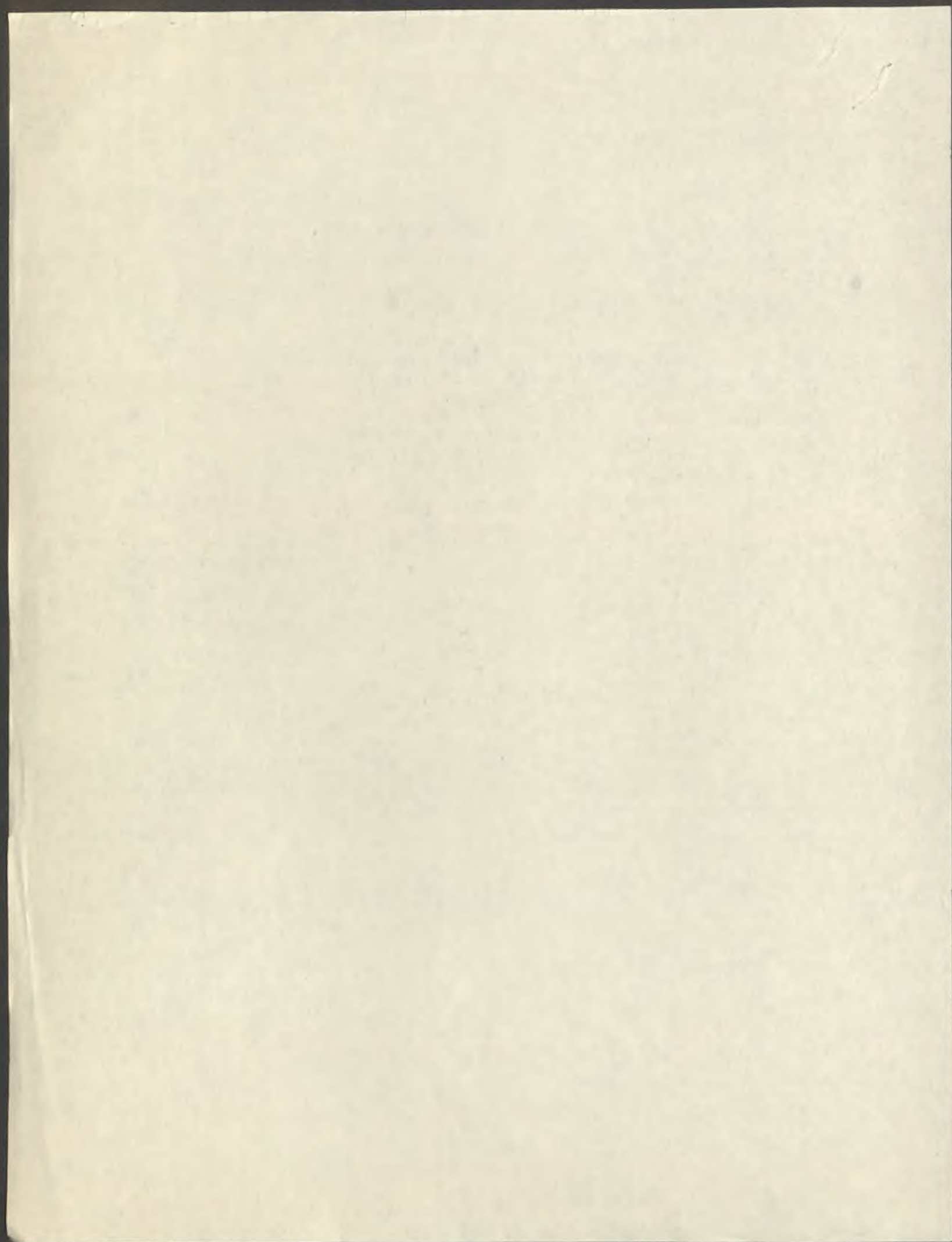
Dear Arthur,

Thank you very much for your check; it is very much appreciated, and think nothing of its being a little delayed.

I shall be interested to hear what your plans are for PLEIONE this year.

Yours very truly,

Mr. Arthur T. Santry, Jr.,
Putnam, Bell, Santry & Ray,
60 State Street,
Boston, 9, Mass.



John Ives Sewall
275 Middlesex Road
Buffalo 16, New York

February 23, 1955

Dear Mr. Herreshoff.-

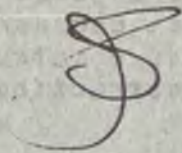
Your letter of the 14th arrived in due course; and the drawing arrived yesterday. If OK with you, I shall delay sending you a check until the middle of March. February is perhaps the leanest month of the family year, what with real estate taxes due, second semester's tuition for the children, and a life insurance premium. To say nothing of the fact that virtually no income arrives during the same month. March will be happier!

I wonder whether you sent Ed Hill a copy of the drawing? I hope so, for I would always take most seriously any advice he had to offer, and he seems to come up with numerous points that escape me. If once in a while I can suggest something he has overlooked, I feel puffed up and tend to act smug.

I have had time only to glance over the plan. In general, I like it greatly; but I think I shall want to make some changes if the little boat is being designed for myself. I have to get to work on a lecture for tomorrow about which I know almost nothing, so maybe I had better postpone comment until I can do a lot of measuring, etc.; and for that I shall have to construct a scale --- the drawing did not come through full size & apparently in no predetermined proportion to the original.

I am sorry to be so hasty; but I trust you know what it is to be in a jam. Best regards,

Sincerely,



February 28, 1955.

Dear Mr. Sewall,

There is no hurry whatsoever about the payment, and I don't care if it is put off for a long time, but it happened that I had some spare time lately so made up the sail plan and am now working on the lines which are three-quarters done, and I hope that there are no changes wanted that will affect the lines.

I did send a print to Ed Hill, and I sent a print to Mr. Strawbridge who saw some of the original sketches and wanted a plan. Ed Hill answered at once and I am enclosing a copy of his letter and a copy of my reply to him.

I am sorry about the scale, but if I remember right it works out $15/32$ " to the foot. I didn't want to make a tracing of the drawing to have it blueprinted and so asked them to photostat it as large as they could, and that is what the scale came out. On the later drawings the photostats will be made in sections blued together and will be exactly to scale, but there seems no need of having these made for the present.

If I hear about changes soon I shall appreciate it. On the construction plan I am contemplating making the boat with longitudinal framing and double diagonal planking covered with fibre glass as I think this can be constructed much cheaper than the regular way. But if you want construction like QUIET TUNE I can make the construction plan up for that method.

Yours very truly,

Mr. John Ives Sewall,
275 Middlesex Road,
Buffalo, 16, N. Y.

John Ives Sewall
275 Middlesex Road
Buffalo 16, New York

March 2, 1955

Dear Mr. Herreshoff.-

I enclose herewith a check in the amount of one hundred dollars to cover drawing No. I.

I take it that this amount will be due whenever a drawing is "finalized", as they say in the detective books; but even though I shall want a few changes in the sail plan drawing, it is a pleasure to send this in now as sort of a token of the delight I am taking in the beauty of the little boat.

Am I right that we shall want three drawings in all: sail plan, lines & off-sets, construction? And that the total I shall owe you, previous to construction, will be two hundred more, or three hundred in all?

Your letter just arrived; also one from Ed Hill. Ed expressed himself with equal enthusiasm to myself, but in different words. He's going to end up as a poet, all right!

I can't imagine that any of the few changes I want will have the slightest effect on the lines.

I shall try to get my thoughts in order, and a list of changes sent to you soon. There will be nothing fundamental except this:-

The 4 hp Stuart would be all right as purely auxiliary power; but I am certain I want more power than that. In Maine waters, I have run under power not a little, but a great deal. I want to get the maximum efficient speed of the hull together with a very quiet engine. The average installation is, for myself, completely unsatisfactory --- even Ed Hill's is bad with respect to noisy exhaust.

In my experience, most modern engines are quiet and pleasant if you do not run them too fast. 1200 rpm is, for me, the absolute top tolerable speed on all the Grays. 1000 rpm is ordinarily so quiet you can hardly hear the machinery.

At present, the best bet looks to me like the two cylinder, 8 hp Stuart with centrifugal clutch. I agree with you about no need for reverse; but Ed Hill does not. Also, Ed is suspicious of imported machinery, although it seems to me he doesn't allow for the fact that British mfgs MUST build their stuff for use in Australia, India, Newfoundland, and other far places. Our people count on local service being available.

I have checked through some catalogues; and I find that the small

Mr. Sewall, -2- March 8, 1955.

but this would be an expensive complication and it also would interfere with the main sheet.

As for the side links, the sailing canoes only use one link on a side, which is much the best for the center distances do not have to be so exact.

I agree with you that it is comforting to have a non-sinkable boat and think that you can put styrofoam blocks in both the bow and stern to suit yourself and it will not interfere with your construction. Nevertheless I think you will take the clocks out in a few years for you will find that this boat will never ship water, and as her iron keel extends a long distance below the planking it will be almost impossible to damage the planking in the rockiest region.

There is no doubt that mast track held on by screws is absolutely all right if the screws are the right size and put in holes the proper size for the screws, and there must be nearly a million mast tracks in use today in all of the Christian countries so I would not worry about that in the least. And the attachment of the short gaffs will be such that they cannot bring any unusual strain on the mast.

I myself like backstays and I think it would be a good idea if we had them on your boat, and if I were you I would use the old fashion kind with a tackle that is easily unhooked, and in moderate weather I would carry the backstays forward and lashed to the shrouds. If you wanted to make a run in strong winds going wind-on-the-quarter they could easily be rigged.

I realize that a few years ago there was a great deal of talk about the advantage of carrying the head stay unusually tight, but during the last few years some of the leading racers on larger yachts slack the backstays up in some weather so that the whole rig is not under so much tension, and they think that the yacht is faster in a lumpy sea.

The way you speak of rigging the spinnaker halyard is the standard way that I invented for the "R" boat, YANKEE, in 1925, and is the simplest way of all. I have always used it since then. The principal advantage is that the halyards do not twist up when they get wet.

You will find it will not be difficult to get forward on this boat for the deck house is a great help and you cannot slip sideways, and after you have gone a few feet you can grab the shrouds and mast. However, it will be much the best to have the halyards lead aft to the cockpit as it will make a simpler and neater arrangement. This of course was always the customary way when I was young. I think we can get along without any winches on this boat's halyards.

The forward cleat can be moved forward and aft quite a little distance, but it is usual to have it half way

Grays, the Universal two cylinder, etc., all run about 325 lbs and about 30 inches long.

I suggest that we allow about that much weight for the engine. I hate to have it anywhere but on the keel; but at least in this hull, the engine is completely below the water line, and acts as balast even if not the best balast.

We must remember, also, that I shan't be able to build for about five years. In the mean time, some new and attractive engines may appear. So we'd better design the boat to permit the widest possible field for choice at the time.

Please give some thought to a personal spinnaker which I can set and take in alone. A very small parachute might do. The old fashioned kind proved a nuisance in our narrow, curving passages because you had to take it down whenever you jibed. In that respect, the newer spinnakers are better ---- even though I dislike the large ones as much as you do.

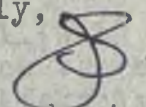
In that connection, I wonder whether you were as appalled as I when you saw the photographs of that incredibly big parachute spinnaker on the large schooner Good Will? Things happen much slower on the very big boats, of course; but it scares me even to think about that sail.

Returning to the power plant: I believe a folding propeller would be better than a feathering because it will be much less likely to tangle up on pot warps.

Everything I have told you about lobster pots in John's Bay is an understatement. Their number is incredible; and in many of the narrow channels, you have no choice but to traverse a pot warp once in a while. The fisherman take delight in supplementing the wooden buoy with a whiskey bottle which they use as a low tide pick up buoy. Thus, about 30 feet of warp lies roughly parallel to the surface and 2-4 feet beneath it. Your otherwise gentlemanly friend Mr. Hill has provided himself with a hideous sickle-like weapon on the end of a broom stick. If he were black, you'd take him for King of the Zulus. But he seems to be able to cut them loose.

Back again now to another lecture on material I don't know. What a life!

Sincerely,



PS: It would be a presumption for me to argue with you about the construction; and I shall be glad to take your preference. Please merely consider: (1) Whether the average boat yard can do it. (2) Long life. (3) Comparative ease of repair.

The Castle, Marblehead, Mass.
March 8, 1955.

Dear Mr. Sewall,

I have your two letters and thank you very much indeed for the check, but there was no need of hurrying your payment.

The list of the drawings that I intended to make are:

1. Sail Plan
2. Lines including table of offsets
3. Ballast keel, stem and stern post
4. Construction plan
5. Spars and rigging plan
6. Full size drawings of the mast fittings.

As these are more drawings than you expected I will make them for you for \$50 apiece, but it is never a disadvantage to the builder to have money explicit drawings, and only in this way can the builder make what the owner and designer expect.

As for the motor, I do not think you will require a very large one to bring this rather full hull up to its efficient speed, but I agree that the large motor run very slowly is much the quietest, and, as for the exhaust, we shall have to do something special besides having all of the circulating water go through it, particularly because I believe a 2-cycle engine is a little harder to muffle than a 4-cycle. The weight of the engine will be of no consequence, and as this boat does not measure into any class, if she floats 1" higher or lower it will make no difference.

I am afraid that I cannot work out a single handed spinnaker for you, but must say that I have often set and taken in spinnakers single handed, but they were the spinnakers of the old fashion kind. If I were you I certainly would have no spinnaker on this boat, particularly in the first few years, because of its unnecessary expense and because this type of boat is for pleasant, sensible sailing, and not complicated excitement.

I certainly approve of the folding propeller for many reasons, but the difficulty will be to get one now. Of course the folding propeller is not reversible, but this will not bother on this boat.

As for the tiller, I think you are quite deceived by Ed Hill's cockpit for as soon as you use an open cockpit and sit upright facing the middle of the boat it is absolutely comfortable and convenient to have the hand aft of the mizzen mast while the whole body and legs are forward of the same. However, the way the rudder head will be made it will be easy to shift over to some sort of a yoke to carry a tiller forward,

John Ives Sewall
275 Middlesex Road
Buffalo 16, New York

March 4, 1955

Dear Mr. Herreshoff.-

Here goes for my list of suggested changes. None of these are put forward as an ultimatum. If you disapprove, you will of course let me know.

I shall carry the list as far along as I can, and mail it. I have a free 45 minutes this morning which I didn't expect to get. I think I can easily finish the job over the week end, for there isn't much of it.

I like the rudder and the propeller just where they are, and as they are; but I feel sure that I also want the tiller forward of the mizzen mast. There are various ways to hook up to the rudder post. I would suggest getting around the mizzen by a pair of yokes and links. This arrangement would permit a minimum of lost motion (almost none if well made), and would be virtually fool proof.

I have measured again and again; and I think there just isn't enough room aft of the mast. Both of Ed Hill's boats have impressed me as having the absolute minimum back there; in fact, I have often reflected that should I ever own either, I would move the helm forward.

The cockpit forward of the mast is plenty big enough for my purposes. A little bigger than Norn's, which proved adequate. I dislike a large sailing party on a small boat. So long as there is room for four adults, and length enough so that the cockpit can be used occasionally for sleeping, it is big enough. If I were to sleep there, I should bring along some boards to stretch across the seats, and use an air mattress.

In considering the above, you must remember that while Ed Hill is an extremely quick, precise man in his movements, I am pretty slow and even somewhat clumsy. Not in his class at all. At least not when it comes to bending the body, and getting by, around, or under obstructions. I know I shall be a lot happier forward of the mizzen, with everything in reach.

In addition to all that, it seems to me that the variable weight ought to be kept in the middle of the boat. Helmsmen weigh 150-200 lbs apiece; and they'd better stay out of that sharp stern.

If it is at all feasible, I shall want a big chunk of Styrofoam in either end of the boat, to make her non-sinkable. I appreciate that this hull will (as Claude Worth used to say) be almost incapable of shipping a heavy sea. I have nevertheless seen or heard good testimony on so many mishaps that I feel every little keel boat ought to be provided with fool proof flotation.

You will of course recognize that I am a worrier; and I fear you will be right. One is what one is, I guess; and I should be happier navigating among our rocks if I knew that a hole punched through the planking wouldn't be fatal.

The room occupied by the Styrofoam isn't much use for stowage, anyway. Of course, by putting the tiller forward of the mizzen, a good space would be gained for this purpose.

As to the rig: I think and feel just as you do about the short gaffs as contrasted with the conventional jib headed sails. I doubt very much whether the little gaffs will make the sails a bit less handy than jib headed sails of the same size. In short, your remarks in your letter to Ed Hill suit me fine.

The one thing I worry about is the mast tracks. That's the one matter upon which I really feel competent to disagree with you. I feel that we must provide something much more reliable than the conventional fastening with wood screws if we are to depend upon the tracks to keep those gaffs in place. The swinging and the shaking, and the use and the abuse, seem to me to demand something more substantial and permanent than mere screws.

As stated in an earlier communication: not only can those screws back out; they do back out. Ed Hill had trouble on Quiet Tune; and I have tightened up a number of them myself.

How about runner backstays on the main mast? Of late years, it has been fashionable to get along without them; but I rarely see a boat with her forestay really tight. Personally, I never objected to tending the backstays when coming about; and it has always seemed to me that backstays were mechanically sensible. Unless you feel that the extra windage would cost more than the tight jib stay, I suggest we put them on.

I would not want, however, any of these modern gadgets which can not safely be released when the backstay is under great tension. As, for example, when some unskilled person has jibed accidentally, bringing the boom over against the backstay. Levers and such like must be dangerous in those moments.

We better provide an attachment for parachute spinnaker halyard up above everything else on the forward side of the mast. I do not expect to buy or use such a sail; but it is always conceivable one might want one or borrow one. A lignum vitae lizard is perhaps as good as anything else for the double ended halyard; and as I remember, that British firm made one up in fibre.

As to the deck plan: It will be difficult to get forward on this little boat. We should therefore plan everything so that all possible operations can be discharged without leaving the cockpit.

Jib and main halyards ought to lead aft on top of the house, of course. And so on.

The mooring cleat, as shown, seems too far aft. Would it not catch the jib sheets?

I wish there were a way to have a mooring cleat located where it would be accessible to a man standing in the cockpit. Getting out onto the fore deck on a cold night to take in or increase scope is a nuisance. But I have't visualized any way to make such a cleat sufficiently secure to stand any real strain.

The cockpit coaming as shown on the drawing appears to be vertical. If not excessively expensive, I think it would be better to cant the coaming outward at the top, as Ed Hill did, to make a better back rest.

I think there ought to be a sliding hatch in the cabin top. I doubt whether my women folk will consent to duck through the low doorway shown.

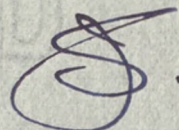
I am afraid we must also have a second hatch forward as an escape in case of a gasoline fire. I have the impression (though I may be wrong) that such are now required by law. If this second hatch could be located so that I could stand in it while tending anchor, all the better: the deck of a little boat is something pretty slippery at times.

Well, this is just about it; and my interval is just about up. Nothing of any importance still outstanding.

Except, perhaps, one final word: I doubt whether I shall do any great amount of cruising in this little boat, although I would feel badly to have a boat one couldn't spend nights on. I imagine our use for her will be very like Ed Hill's. Namely, good long day trips. Ed nevertheless uses his cabin some. To heat soup or coffee, to take a nap, and of course to store the sails and the gear. But on balance, we shouldn't compromise day sailing comfort in favor of facilities for cruises which aren't likely to take place.

Got to rush now!

Yrs.,



PS: Should you choose to publish the plans in Rudder or elsewhere, please don't publish my name with them. Matter of my Puritan taste, I guess; but it would embarrass me.

March 8, 1955.

from the frame station and fastened to a reinforced block, that we can have two reinforcing blocks if you want to have it straddle a frame, but I should think its location was just about right, and if it bothers in catching a jib sheet it used to be customary to whittle a little piece of wood that wedged under one or both of the cleat horns.

I had planned to have the coaming of the boat flared as the drawing shows, both on the sectional view and the front end of the deck house slanting forward. As a matter of fact this is the cheapest way to make the coaming for it does not take such a wide board as the up and down ones which have to be worked out to take the crown of the deck.

As for the sliding hatch at the after end of the cockpit, I think this would be very nice and if I were having a boat of this kind which can be adjusted to sail herself I would have a hatch there and spend a great deal of the time standing in the hatchway with my head just out as I have done on several boats before. But you must consider that a nice job on an after hatch will cost about \$75.00 and unless you intend to stand there while sailing I think it is better to do without it. Perhaps you can ask your wife and daughters how many times they will duck their heads two or three inches for \$75.00. Also consider leaks and the weakening of the deck beams, etc.

I do not think it will be practical to have a hatch forward on such a small boat, particularly if she has the wonderful double berth stretched forward.

If you want to carry the anchor warp aft in mainstorms there you can make it fast to the mizzen. However, I think if you build this boat you will certainly want to sleep on her, and probably quite a lot, and it is very likely that your daughters will want you to take them for a couple of days' cruise occasionally which you can do very well if they both sleep in the cabin and you have a small tent arrangement to go over the main boom and then have a folding camp cot in the cockpit.

I will not give your name as owner if the boat is published in THE RUDDER, but I suppose when the editor comes up to see me and sees the drawing he may want to use it. Also if we can get somebody else, or two or three, to build this same boat it may reduce the building price quite a little.

Yours very truly,

RECORDED
INDEXED

John Ives Sewall
275 Middlesex Road
Buffalo 16, New York

March 16, 1955

Dear Mr. Herreshoff.-

Thank you for your letter of the 8th.

I more than agree that you can not furnish the builder with too many drawings. Otherwise the builder will be compelled to use his own judgment at many points; and in my experience, there are not many builders who do much sailing. Hence, their judgment is often wrong.

I very much appreciate your willingness to prepare these drawings at the price you suggest; and I hope you will also get some more out of the plans by publishing them in Rudder. I have no objection to your telling Mr. Leonardi, or anybody else, that you are preparing the plans primarily for myself. All I meant was that I hate to see my name in the public prints. Partly that is just plain diffidence on my own part; and partly it is policy. Because of the scandalously inadequate salaries paid in the teaching profession, anybody with a private income, even a small one like mine, is made uncomfortable by advertisement of that fact.

As to spinnakers, there are certainly many items I would wish to buy first; but some of the most delightful runs in my memory are spinnaker runs. The winds seem to conspire to invite you to run the length of Penobscot Bay, for example, which is exhilarating indeed with a spinnaker. On Norn, when short handed, we used to boom out the Genoa jib. That made her go faster; but it never seemed a truly efficient sail, even though I had an extra long pole to get it way out.

SouthCoast makes a folding propeller, which is what Ed Hill has on Araminta. Seems to fold all right. although it didn't seem to have the drive I would have expected.

I am still skeptical about the tiller as shown, although I hesitate to argue against your immense experience. Could we not simply design the rudder post to permit the easy addition of yoke and link? Another way to do it would be to use a steering wheel rigged like Marco Polo's. One rarely sees a steering wheel that is either properly placed or of the proper gear ratio; but the Marco Polo system ought to furnish a wheel nearly as sensitive and precise as any tiller. I have steered one or two boats in my time where the wheel was rightly set up; and I very much doubt whether one could sail them any better with a tiller. But I repeat: 99% and more of the wheels in use are damned and damnable.

I guess we must have the sliding hatch in the cabin top. I have often wanted to stand in there just as you describe; but never had a boat properly fitted out or suitable for doing it. In that

1000 First Street
New York, N.Y.
March 12, 1933

RECORDED
INDEXED

I have the lines practically all done now but will hold them here and send them with the drawing of the iron keel, and the stem and stern posts when they are done later.

Later, when we decide on the motor, will be a good time to decide on the exact exhaust pipe arrangement, but I do think it is well on a sail boat that heels over to have part of the line go up as high as possible.

Very truly yours,

I very much appreciate your willingness to accept these lines of the price you suggest and I think you are also getting more out of the price by making me a better customer. I have no objection to your telling Mr. Leonard, or anybody else, that you are preparing the plans primarily for myself. All I want is that I date to see my name in the public prints. I think that is just a fair difference on my own part and certainly is fair. Because of the scandalously inadequate salaries paid in the racing profession, anybody with a private income, even a small one, should make an income of \$10,000 a year.

I have made any other arrangement with the steering gear, the main sheet will be in the way. I have not in my memory the exact details of the steering gear, but I think you are right. The main sheet will be in the way. I have not in my memory the exact details of the steering gear, but I think you are right. The main sheet will be in the way. I have not in my memory the exact details of the steering gear, but I think you are right. The main sheet will be in the way.

Bob Ross makes a logical question, which I will try to answer. He asks to find all right, although it didn't seem to me the time I would have expected.

I am still skeptical about the tiller as shown, although I hesitate to make against your immense experience. Could we not simply design the rubber post to permit the easy addition of yoke and link, another way to do it would be to use a steering wheel rigid like Marco Polo's. One rarely sees a steering wheel that is either properly placed or of the proper gear ratio but the Marco Polo system ought to furnish a wheel nearly as sensitive and precise as any tiller. I have steered one or two boats in my time when the wheel was rightly set up; and I very much doubt whether one could sail them any better with a tiller. But I repeat, and more of the wheel is use are damaged and damaged.

I guess we must have the sliding catch in the capstern. I have often wanted to stand in there just as you described, but never had a boat properly fitted out or suitable for doing it. In that

connection, it might be well to think about the wheel or at least about rigging some removable tiller lines leading to the hatchway.

I apologize for failing to observe that the coaming was drawn flared. Stupid of me; and I trust you appreciate that my last communication was dashed off in a hurry. As indeed the present one. For some reason, this period is very rushed and crowded, so if I make a few more boners, I hope you'll keep your good nature in vigorous working order. Off to lecture now, in fact.

Sincerely,

A handwritten signature in dark ink, appearing to be the initials 'J.S.' or similar, written in a cursive style.

PS: As to the exhaust: it seems to me that the Maxim silencers quiet it better than any others I know. Much better than the bulbous ones (Thermex? Perfex?) which I had on Norn and I think were on Piquant. The one and only completely clean and silent system I ever saw was the one Sandy Moffat had on Mahdee. It was also the only one completely safe from sea water backing up into the machinery. If you do not happen to remember it, I can dig out the description and the drawings. I imagine my friend Howard Faust might be kind enough to make up any standpipes, et al, in his dairy machinery factory. Down there they think no more of stainless steel and monel than you and I think of eating an extra fig.

RECORDER BOND

March 21, 1955.

Dear Mr. Sewall,

Thank you for your letter. I understand perfectly why you do not want your name published, and I have had quite a number of other owners in the past with the same feelings. The fact is if one's name is published in connection with the building of a new boat he will be bothered by a lot of people who want to sell something, but after a few more drawings are made perhaps I will have THE RUDDER publish the drawings only.

If I were you I would leave out the spinnaker the first year at least, and, while all of us remember wonderful spinnaker runs we have had, in cruising in general I don't think they are worth the trouble and expense, and lots of times you could cover more ground and get there just about as quickly if you tacked to leeward.

I did not know that Ed Hill had a folding propeller, and maybe the same kind will be all right for #96.

The rudder post of this boat will be so that a variety of steering gears could be easily connected to it, but I am quite sure if you once tried the tiller close back of the mast you would always want to have a boat arranged that way. Maybe you have steered a boat that had a binnacle close in front of the tiller and know that it makes no difference to your sitting positions. So, in the interest of economy and simplicity, I hope you will use the simple tiller. The balanced rudder on this boat will turn very easily so that a short tiller will be power enough. I think you ought to stick to simplification all the way through the boat to reduce the cost and make the boat easy to take care of, and appear more highly perfected.

I will draw in the hatch on the sail plan and of course the later plans, but I think there will be no need of carrying a steering connection forward on such a small boat that will steer herself. On the larger boat, like MARCO POLO, sailing in the heavy rainfall of the tropics a steering gear carried forward is very convenient.

C O P Y

CORINTHIAN YACHT CLUB

MARBLEHEAD, MASS.

JANUARY 6, 1955

MR. H. J. ATKINSON, DIRECTOR
SUDBURY LABORATORY
SOUTH SUDBURY, MASSACHUSETTS

DEAR MR. ATKINSON:

LAST WEEK WE WERE AT THE CORINTHIAN YACHT CLUB WHERE DIS-
CUSSING THE ADVISABILITY OF INSTALLING NEW ENGINES IN OUR
CLUB LAUNCHES AND WERE VERY HAPPY TO FIND THAT THE TRADE-
IN VALUE OF OUR ENGINES IS CONSIDERABLY HIGHER DUE TO THE
FACT FOR THE LAST TWO OR THREE YEARS THEY HAVE BEEN EQUIPPED
WITH AQUA-CLEAR FEEDERS, WHICH HAVE PROTECTED THE WATER
JACKETS AND MANIFOLDS FROM BEING RUSTED AND CORRODED WITH
THE SALT WATER WE USE FOR COOLING.

WE THINK THAT AQUA-CLEAR FEEDERS DO A MARVELOUS JOB AND
THIS OPINION IS NOT BASED ONLY ON OUR OWN EXPERIENCE, BUT
ON THE EXPERIENCE OF A GREAT MANY OF OUR MEMBERS, WHO HAVE
AQUA-CLEAR FEEDERS INSTALLED IN THEIR BOATS.

YOURS VERY TRULY,

(SIGNED)

WILLIAM B. WELCH

COMMODORE

WBC;MC

March 21, 1955.

Mr. H. J. Atkinson,
Sudbury Laboratory,
South Sudbury, Mass.

Dear Mr. Atkinson

Your very interesting
letter and folder of your products have
been received, and I want to congratulate
you on the development of some wonderfully
good gadgets for yachting.

When you are around this
way I hope you will give me the pleasure
of a call.

Yours very truly,

WILLIAM J. STRAWBRIDGE
"TORWORTH"
PAOLI
PENNSYLVANIA

March 17, 1955

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

Dear Francis:

Thank you very much for the sail plan of the little cruising boat. It looks like the ideal boat for inexpensive cruising, although personally I would do without the engine.

We are going to Northeast Harbor this summer and I would like very much to have the kyack. I was wondering if you could persuade Tammy to finish it for me.

I will be in Boston about April 6th or 7th and would like to spend a night or two with you then if that is convenient.

Best regards.

Sincerely yours,



March 24, 1955.

Dear Billy,

I shall be glad to see you
any time and it will be convenient to
put you up.

Of course I agree with you
that the little canoe yawl would be much
better without an engine for she is small
enough to row.

I shall try to get Tammy
to see what can be done about the kayak.

Yours very truly,

THE UNIVERSITY OF BUFFALO

BUFFALO, NEW YORK

DEPARTMENT OF ART

March 17, 1955

Dear Mr. Herreshoff.--

I have been so entranced with the beauty of the little double ender that I may perhaps have failed to check up on something fundamental; but I do wish to make certain that I am correct in my judgment as to how this hull will behave under sail in a good breeze. I refer particularly to the angle of heel which would be normal for her when there is the right amount of power in the sails, and the hull is moving pretty fast.

If I interpret the lines correctly, this boat will take about 10 degrees of heel rather easily, and will then start to gather stability smoothly and gradually. I would expect her to be good and stiff by the time she had gone down about 2/3 of the way to the rail.

I once owned a boat that sailed way over on her ear in anything but the lightest breeze. In a full sail breeze, she was most unfortable and fatiguing to sail on. It didn't do any good to reduce the sail; that particular hull just leaned over to a certain point (about 45 degrees, if I remember rightly) before she would consent to get going. Beyond that, she was stiff.

Quiet Tune and Araminta both seem nearly perfect to me in the matter of stability. Neither too stiff nor too tender; and you have at all times the feeling that it won't matter if it blows twice as hard.

I would appreciate your reassuring me on this point, just to make sure I have it right.

I have been thinking about the construction; and I find myself getting very sentimental about the appearance of a boat with planks running the length of her, and the seams neatly repeating the curvature of her contours. I have always liked your system of longitudinal framing, assuming that the outer layer of planking ran lengthwise as described. So unless you have some very strong reasons, I guess we better make the construction old fashioned at least on the outside.

Also, because of my unhappiness about the position of the tiller, it would be wise, when drawing the construction plan, to draw in the linkage whereby the tiller can be placed forward of the mizzen mast. When the time comes, the final decision can be made on and from the boat herself, or the alteration can be made cheaply and easily after sailing her a while.

Why don't we use sliding goosenecks on both main and mizzen, with a little tackle under them to put tension on the luff? That would cancel out the roller reefing gear; but I wouldn't feel badly about that. I have had only the briefest experience with roller reefing; but it seemed no magic to me. On the other hand, I have tied in any number of reefs by the conventional methods, and think it no trouble once you get the boat properly set up for it. Personally, I much prefer a continuous lacing to the old fashioned reef points. I doubt whether it will be easy to get good tension on the luff without some mechanical advantage. I would prefer single halyards and the down haul as described. Winches are nice for some purposes; but they have always seemed to me to be getting at the halyard problem from the wrong end. In addition to what they cost.

^
com

with these small sails and two sets of halyards. As soon as a gaff is used the luff of a sail does not have to be hauled tight to control the draft in the sail for this can be done with the peak halyards by peaking them up a little too much before getting under way. This little boat will not need any reefing gear for, being on the stiff side and because she will balance under either the mainsail alone or the jib and mizzen, I think she would seldom have to be reefed, but when I made up the roller reefing gear for Ed Hill I made up two others at the same time and if you want a roller reefing gear I will present you with the forward part of this arrangement which will even save you the cost of a goose neck.

Backstays on this boat will not be necessary excepting running in a strong wind and sea, and I think you can carry them lashed forward all of the time so they will not be any bother about getting against the sail, but it is possible that they can be carried when close hauled without pressing against the sail, but almost no one can tell this beforehand for the draft of different sails varies.

If we publish the plans later I will speak of various motors, but personally I do not care a damn about the American advertisers and have always been entirely independent.

I had naturally thought that this boat would have an iron keel because almost every single boat of my design that has been built lately has wanted to use an iron keel, but I personally think that lead is much better and will recalculate the size of the keel for lead, and mark on the lines the height of the ballast keel for both materials. But when the construction plan is made I shall have to draw this up for one material or the other and will now go ahead with lead unless you say otherwise. But bear in mind that this little boat has quite a weight of ballast. Her displacement is 7,840 lbs., and the weight of her ballast keel will be 50% of this, or 3915 lbs.

Yours very truly,

THE UNIVERSITY OF BUFFALO

BUFFALO, NEW YORK

DEPARTMENT OF ART


-2-

I assume we can rig the backstays so that both can remain set up when hard on the wind making short tacks. They will then cause no bother.

Why wouldn't it be a good notion to get some of this plastic covered wire for the backstays? Reduce friction against the sail; and there will be somepf that no matter how hard you try to guard against it.

If you decide to publish the plans in Rudder, I'd advise drawing in some engine other than the Stuart. Not to please me, but to keep the American advertisers from howling, which I fear they would do. Or you could blank out the engine entirely (easy enough for the engraver to do) and speak sweetly and vaguely about the innumerable splendid machines available. Among other things about which you and I agree, the advertisers are a conspicuous item; and I have special feelings about them because I have had two relatives successful in that racket.

Yrs.,

A handwritten signature in dark ink, consisting of a large, stylized initial 'J' followed by a period.

PS: In your last you used the phrase "iron keel". That must have been a figure of speech — lead keels seem better to me in every way, especially on little boats and comparatively shallow boats.

March 24, 1955.

Dear Mr. Sewall,

The little canoe yawl will be quite a little stiffer than the QUIET TUNE or the ARAMINTA both at slight heels and in strong breezes. The fact is her sail area may be on the small side, but I think the hull will drive so easily that she will be fast enough for this type of boat, and the sail area is just what I would have. Of course she is a small boat and will be slightly affected by the weight of two or three people if they sit either to windward or leeward, but I want to emphasize the fact that she will be on the stiff side.

To your question about how she will handle I want to say that she will turn very quickly, steer easily, and shoot quite a long distance when coming up into the wind so that probably you could come back and forth from one tack to another two or three times before she lost steerage way.

A few nights ago a Mr. Banks called on me and said he used to know you in Maine. He certainly was very much delighted with the sail plan of your boat and much interested in it.

I thought that if we had double diagonal planking the outside planking might be covered with a thin layer of fibre glass simply to make a hard surface, and because they say that paint sticks on this material better than on plain wood. In that case the appearance of the planks will not show, but if you prefer to see the planking she can just as well have the outside planking run fore and aft.

I will show some sort of a tiller forward of the mast in dotted lines on the construction plan, but it will be only in the way and prevent the after end of the cockpit from being used because the helmsman will have to sit well forward. It will add to the expense and be all around less satisfactory in the end than the simple arrangement shown.

I don't think the sliding goose neck with its complications and disadvantages will be necessary

John Ives Sewall
275 Middlesex Road
Buffalo 16, New York

March 28, 1955

Dear Mr. Herreshoff.-

Thank you for the comments in your letter of the 24th. If No. 96 is even a little bit stiffer than Quiet Tune and Araminta, she will be stiff enough for anybody. She looked all right to me in that respect; but I appreciate from experience the risk of relying upon my own amateur judgment. I believe that one has to be engaged in the actual design of boats before he can dare to predict things with assurance. Just a little more here, or little off there can make a lot of difference between two hulls which are fundamentally similar.

I am glad Ted Banks called. I had told him about the boat when I saw him in Boston last summer. We were class mates at Williams, and have remained close friends ever since. He is quite some lawyer, having won a case before the Supreme Court before he turned thirty. He never did much sailing until about five years ago when he built one of Mr. Crocker's raised deck 30 foot o.a. cutters. He has sailed and raced that a lot, going clear to Halifax, etc. His was the smallest boat to last out that Monhegan race when it blew a gale of wind right on the shore. Because I wasn't out there that night, I can't say just how bad it was; but I have often wondered at just what point it becomes the obligation of the skipper to withdraw. In the Bermuda race, you can heave to if it gets worse; but that Portland to Monhegan course can become lethally dangerous, as I know very well.

Let's have the outside layer of planking run with the length of the boat so I can see the neat work on the seams.

OK on the forward tiller in dotted lines. Perfectly willing to try the arrangement we now have just so long as I know I can change over without rebuilding everything.

I very much appreciate your offer of the roller reefing gear; and I would certainly like to have a chance to experiment with it. If in the mean time you find a better use for the fitting, you must not on any account feel an obligation to keep it for myself. But on that understanding, I accept with pleasure.

It certainly would be nice not to have to use the backstays except reaching or running in strong breezes; but I feel they ought to be there. I assume that the mast, as drawn, is stiffer than standard. The average boat needs the backstays.

Let it be lead for the keel; and I like the way this detail was handled for Araminta.

I wonder whether we need tackles on the main halyards? I just

John V. Ryan
215 W. 11th St.
Buffalo 18, New York

March 23, 1955

Dear Mr. Rosen:

I have read your letter of the 21st. I am glad to hear that you are still working on the problem. I believe that one has to be patient in the actual design of a missile. I believe that one has to be patient in the actual design of a missile. I believe that one has to be patient in the actual design of a missile.

I am glad that you are still working on the problem. I believe that one has to be patient in the actual design of a missile. I believe that one has to be patient in the actual design of a missile. I believe that one has to be patient in the actual design of a missile.

I believe that one has to be patient in the actual design of a missile. I believe that one has to be patient in the actual design of a missile. I believe that one has to be patient in the actual design of a missile.

I believe that one has to be patient in the actual design of a missile. I believe that one has to be patient in the actual design of a missile. I believe that one has to be patient in the actual design of a missile.

I believe that one has to be patient in the actual design of a missile. I believe that one has to be patient in the actual design of a missile. I believe that one has to be patient in the actual design of a missile.

I believe that one has to be patient in the actual design of a missile. I believe that one has to be patient in the actual design of a missile. I believe that one has to be patient in the actual design of a missile.

I believe that one has to be patient in the actual design of a missile. I believe that one has to be patient in the actual design of a missile. I believe that one has to be patient in the actual design of a missile.

RECORDED BOND

MC 16.90

checked some boat plans; and I find that I have been hoisting leg of mutton mainsails of 200 square feet and up with single part halyards. The weight is no bother. I have even found that I could set the luff reasonably tight without the aid of a winch.

Much of the easy handling of the marconi rig derives, I believe, from the comparatively short halyards, and the elimination of friction in the extra blocks which the gaff rig has always involved. I would prefer, I think, a winch or a jig for the last swigging rather than the longer halyards.

I recently received from the University Museum in Oslo a set of the new official drawings of the Oseberg ship, complete with off sets. If you would be interested in seeing these, I'd be glad to loan them to you for a spell.

I don't remember whether I ever reported about the sheer line of Araminta. You may recall that you remarked that the photos seemed to show a slight flattening of the sheer aft.

I spent half an hour looking most carefully at the boat one afternoon. There is no flatness in the sheer line. Delicate but positive curvature is there, all right; and it goes right around the stern the way it ought to. I didn't have any plans with me at the time; and I hadn't seen any for some time. Thus I can't say whether the curvature is actually less than the plans call for.

It certainly looked like plenty, however; and I puzzled for some time as to why we had that sensation of flatness. For what it is worth, here's my theory:

The clipper bow, even a low and delicate one, attracts your attention powerfully. It looks "heavy" or at least "heavier" even though it isn't. As the boat heels, the sides get lower; but the bow sticks up in the air almost as high as it did in the first place. Thus the bow becomes relatively even more attractive to the eye, and the sides and stern less.

It seemed to me that the remedy might be to decorate Araminta's stern and quarters, perhaps by adding a little cap-rail like Ticonderoga's.

Situations like that just described are familiar in the composition of paintings and in situations in the ballet and on the stage. It isn't so much the physical facts and their relationship, but how they strike you.

Sincerely,



March 31, 1955.

Dear Mr. Sewall,

Thank you for your letter of the 28th. #96 will be quite a little stiffer than QUILT TUNE or ARAMINTA.

As to the Monhagan Race a couple of years ago, I have talked with someone who was on that race and it undoubtedly blew very hard and was very rough. But besides that, people who are not used to sailing at night get very panicky, just as I would, and the first night out is always bad, but if someone had been used to cruising and sailing at night for a week or so then the conditions like the Monhagan Race would probably seem comparatively tame for then one would know how to shorten down and have everything under control.

The roller reefing gear will be interesting for you to play with.

The reason these masts will go without backstays is because their fore and aft dimension is rather larger than usual at the deck, and they also will be bent forward slightly, the way the Gloucester Fishermen do that get along without any backstays. I think your halliards will be sufficient to hoist the sails if used as shown on the drawing, -- that is double parted on the main, and single on the mizzen, and I guess this from experience with one of the MADON LARK boats that I sailed on. I also think you can use manila or cotton halliards without wire if you prefer, the way we used to with gaff rigged boats of this size.

As for the Oseberg ship, I think some time later probably you will have some reproductions made from these drawings and then I should like to see it.

Your discussion of the sheer line on ARAMINTA interested me, and I agree with you 100% that all boats that have trail boards, a figurehead, etc., ought to have some decoration on the stern or they will look as if something is missing.

Very truly,

March 28 / 55
April 4, 1955.

Dear Admiral,

I was glad indeed to get your letter but sorry to hear that you have to struggle so hard to get the rubles.
Dearest Comrade!

It is fine that you have the interest of trimarans, and I am glad you are interested in increasing their speed. Personally I think if you make the center hull flatter and wider the average speed will be quite a little less. I have often told you, the principal disadvantage of catamarans and trimarans is that they have too much wetted surface, and the flat, wide hull will be worse.
Please do not think that I neglected to write to you - it is just the life, full of millions of troubles, no more work.

The word "planing" is used a great deal of late years in connection with all boats, but it does not mean at all it is only for a few minutes a month, and most boats that are capable of planing are apt to be very slow the rest of the time.
I hope this has answered your question.
As you know, 3 years ago you ever get up this way and will look through the telescope at the distances and try to have a good time. I shall anticipate it.
without even 5 roubles a year - Yours very truly,

I had, and have, to fight bitter war - to survive - and invent how to pay for this and that.

Many times I was almost read to go - with friend of mine young designer Bob Harris -

who built very fine 25' Catamaran,
18' all fiber glass Cat, and now plan-
ning another - 20' all fiber boat.

But - or the terrific weather - or
something else - interfered - but
All the time I was thinking - to go
and see you once more - while I am
still in this incarnation.

I hope you feel good, winter
is over - and you can enjoy sun-
shine, near your telescope - on your
tower... I wish I could be there!

Speaking about my - and yours -
Association, called now IMBRA -
all the time new and more boats
joining it - and probably this year
we might have good amount of
in boats racing. I am now thinking
of our propelling machinery - sails, as
boats go fast and require that something
shall be done to the curvature, and
perhaps - flatter. What is your precious
opinion? Shall be delighted to hear
from you - and still thinking how to
go to your God blessed Marblehead...
am yours as ever

Victor

P.S. What do you think about flatter and much
wider center hull for Trimaran? Planning, so to say,?

UNIVERSAL MOTOR COMPANY

MANUFACTURERS

FOUNDED 1898

OSHKOSH, WISCONSIN, U.S.A.

- MARINE MOTORS
- ELECTRIC PLANTS



April 7, 1955

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

Mr. Edward G. Mason, 3227 East Layton Avenue, Cudahy, Wisconsin, has written us for information on the "Meadow Lark" which was featured some time ago in one of our advertisements.

We have informed Mr. Mason that his request for information is being passed on to you and that he would be hearing from you directly. We would appreciate very much your sending this gentleman details on the "Meadow Lark".

Very sincerely yours,

UNIVERSAL MOTOR COMPANY

E. W. Miller
E. W. Miller

ewm

1898-1955 -- Our 57th Year



CABLE ADDRESS "UNIMOT" - CODES: ALL CODES

April 11, 1955.

Mr. Edward G. Mason,
3227 East Layton Avenue,
Cudahy, Wisconsin.

Dear Sir:

The Universal Motor Company writes me that you are interested in the shallow draft ketch MEADOW LARK.

I have sailed one of these boats and found her faster under sail than I had expected, and her owner says that she has proved a very good sea boat in which he has cruised now for some four or five seasons. In the beginning he found that her only disadvantage was that soon after coming about she made quite a little leeway, but that was easily corrected by moving the lee boards aft a foot and making them about the same measurement longer.

This design was made for THE RUDDER and consists of eight drawings, the cost of which I believe is \$20.00. The drawings were published in THE RUDDER from August 1948 to December 1948.

If you should start to build and any questions come up I should be only too glad to try to answer them.

Yours very truly,

Robert Jones
3628 36th St
Astoria, O.

Copy for Mr. Taylor.

April 14, 1955.

Mr. Norman H. Hodgdon, Jr.,
55 Atlantic Avenue,
Boothbay Harbor, Maine.

Dear Norman,

I have read over the letter that you sent to Mr. Thomas Taylor, and I think leaving out the centre board is a great advantage in simplicity and reducing the cost of the boat.

As for the bulkheads, they are not necessary for diagonal strength, and I think it will be better to leave them out because the ends of boats are very apt to sweat and rot where they are bulkheads. This boat in my opinion would be safe enough without any auxiliary flotation, but Styrofoam will do no harm if it is arranged so it may be removed for repainting.

There are several plans for the spars and rigging that you have not seen.

I think the double purchase on the halyards did prove perfectly satisfactory on the boat that was built from these designs, and it will save the cost of a winch.

The weight of the new keel will be 1950 lbs. approximately, and this is more than the original boat had, but she had to have some inside ballast to bring her down to her painted waterline.

As for the toilet - I believe that a good cedar bucket, properly arranged, is ever so much the best in a boat of this size. It is easier to use and better all around if the person knows how to use it.

As for the cradle, I believe that the owner intends to sail her to Manchester, but if he wants to have you build a cradle possibly there will be some saving that way.

Your suggested contract should be all right, I believe, and I do also think it will be possible to build this boat for around \$5,000. if you are not held

over.....

held up or bothered in your work.

I have patterns that I can lend you for the bow chocks, and there may be some other things later on that I can furnish.

Thank you for the kind words about myself, and I would say that I have heard equally flattering things about ARAMINTA.

Yours very truly,

April 14, 1955.

Mr. Norman H. Hodgdon, Jr.,
65 Atlantic Avenue,
Boothbay Harbor, Maine.

Dear Norman,

I have read over the letter that you sent to Mr. Thomas Taylor, and I think leaving out the centre board is a great advantage in simplicity and reducing the cost of the boat.

As for the bulkheads, they are not necessary for diagonal strength, and I think it will be better to leave them out because the ends of boats are very apt to sweat and rot where they are bulkheads. This boat in my opinion would be safe enough without any auxiliary flotation, but Styrofoam will do no harm if it is arranged so it may be removed for repainting.

There are several plans for the spars and rigging that you have not seen.

I think the double purchase on the halyards did prove perfectly satisfactory on the boat that was built from these designs, and it will save the cost of a winch.

The weight of the new keel will be 1950 lbs. approximately, and this is more than the original boat had, but she had to have some inside ballast to bring her down to her painted waterline.

As for the toilet - I believe that a good cedar bucket, properly arranged, is ever so much the best in a boat of this size. It is easier to use and better all around if the person knows how to use it.

As for the cradle, I believe that the owner intends to sail her to Manchester, but if he wants to have you build a cradle possibly there will be some saving that way.

Your suggested contract should be all right, I believe, and I do also think it will be possible to build this boat for around \$5,000. if you are not held

over.....

held up or bothered in your work.

I have patterns that I can lend you for the bow chocks, and there may be some other things later on that I can furnish.

Thank you for the kind words about myself, and I would say that I have heard equally flattering things about ARAMINTA.

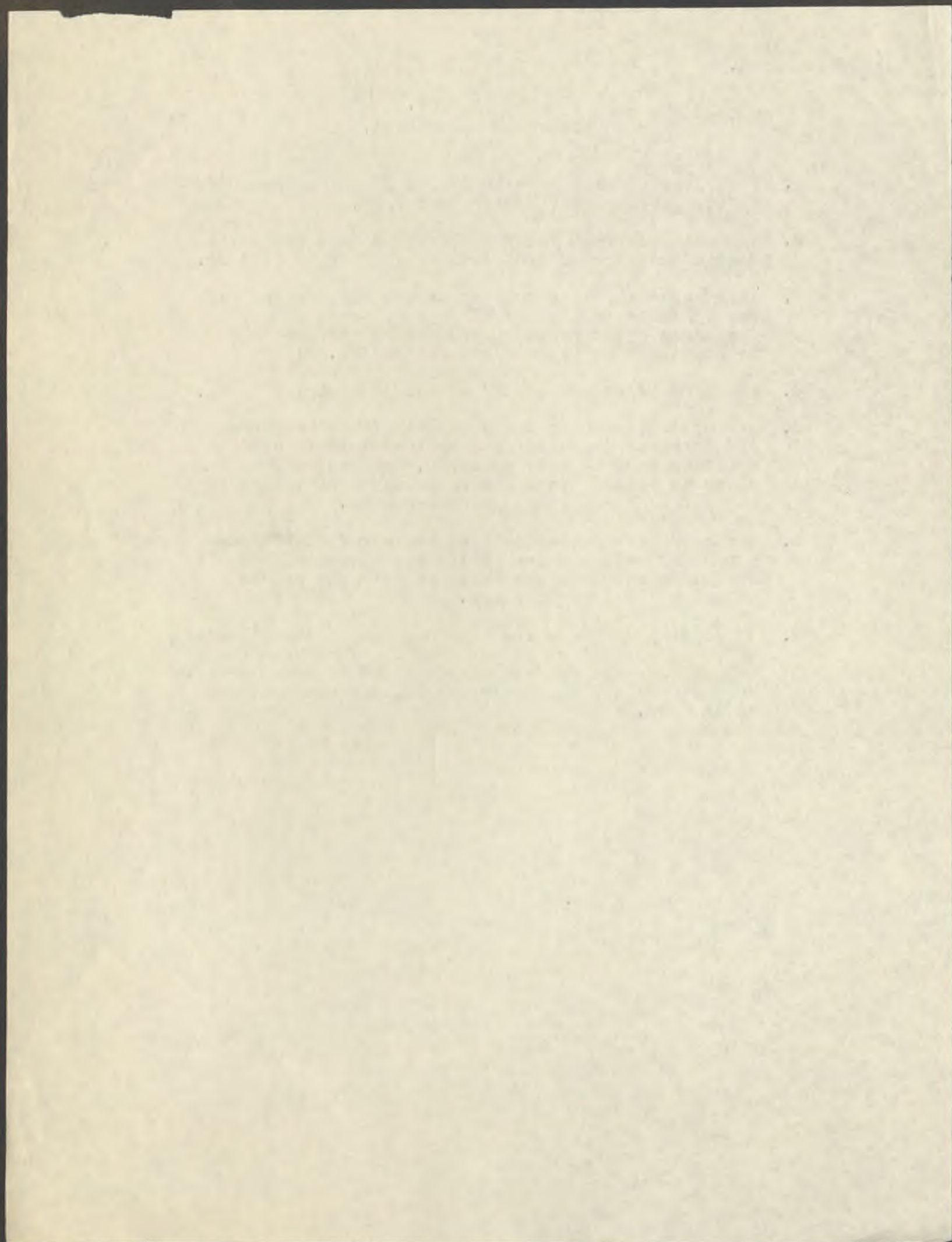
Yours very truly,

L. Francis Herreshoff
April 21, 1955.

DESIGN #53.

Notes on new keel.

1. The floor timbers between 12 and 18 are to be $1\frac{1}{4}$ " thick; forward and aft of that $\frac{7}{8}$ ".
2. The bolts through floor timbers and keel are to be $\frac{3}{8}$ " diameter on $1\frac{1}{4}$ " floors, and two on a floor.
3. The deadwood can be made up as the builder desires, but if it is made up of 6" layers, as is shown, the seams can come on waterlines so the layers can be sawn out to shape before assembling.
4. The keel bolts aft of 18' 3" should be ~~ruled~~ bolts.
5. The bolts attaching the lead can either be tapped and threaded into the lead or have nuts in cast cavities in the lead, as shown. The bolts that are shown in dotted lines are supposed to be staggered about $1\frac{1}{2}$ " out from the center line.
6. The sections of the new keel are straight between W L minus 18", and the bottom and these half widths are given on the lines together with the radius to round the lower corners.
7. If it is preferred, the boom can have a track instead of the groove shown on the drawing, in which case the top of the boom can be where the dotted line is shown on the drawing, and there should be a clew outhaul slide, etc.



BROR TAMM

MARINE DESIGNER AND EXPERIMENTAL ENGINEER
38 YEARS WITH GEO. LAWLEY & SON CORP., BOSTON

TELEPHONE PRESIDENT 3-4822

11 NICHOL STREET, QUINCY, MASS.

April 22, 1955

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Francis:

I received your letter of March 24th several weeks ago. I should have answered you long ago, but I put it off because I hoped to take a day off and drive down to see you. I have not had time so far. March 9 I had an attack of some virus and this put me out of shape for a few weeks, but I now feel much better.

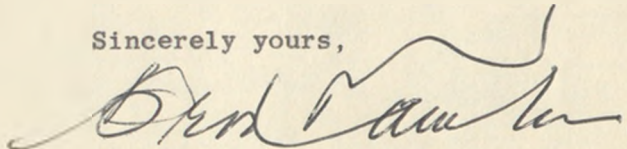
I have a lot of small work on hand, and I am just finishing a fishing mast that will run to \$500 when finished and installed. A hollow mast and club for a "Weekender" has just been delivered, and a roller boom and 2 spreaders for a Starboat are about half done. Also, I have a 6" diam. Catboat mast to put a new lower end on (not started yet) and also a 15' hollow spinnakerpole with fittings which I have not started yet. In addition, I have a fancy nameplate to carve, a set of spars of a 21' sloop and a lot of smaller work.

I don't believe I will be able to do anything on Mr. Strawbridge's canoe before June 1. How much do you think the work on the canoe will amount to?

I also have an unknown quantity of development work on a 12' 3 point suspension hydroplane.

I was glad to hear from you and to know that you are well.

Sincerely yours,



B. Tamm

P. S. I had a letter from Mr. Kramer of Chicago for whom I built the 2 canoes. He is fitting them out now for the 55 season.

DESIGNING : CONSTRUCTION : YACHT TENDERS : RACING CANOES AND KAYAKS : RACING PADDLES : YACHT MODELS :
HOLLOW SPARS AND SPINNAKER POLE GEAR : ICE YACHTS : RIGGING : FITTINGS : GADGETS : WINCHES :
OUTBOARD HYDROPLANES : EXPERT ON DOUBLE ENDERS
INVENTOR OF TAMM'S PATENT ROLLER REEFING GEAR AND TAMM'S PATENT ANCHOR
CUSTOM WORK ONLY

April 28, 1955.

Dear Tammy,

I was glad to have your letter; sorry you have been laid up with some sort of virus for a while, but very interested to hear the list of work that you are finishing off and will tackle next.

It is pretty hard for me to say what the work on the Strawbridge canoe will amount to, but I would say it is to fair up both the inside and the outside of the canoe, set in some deck beams, lay a deck, and put a cockpit coaming around, and paint and varnish the whole job. The worst of it is I don't know exactly what Mr. Strawbridge wants so perhaps we had better put it off until he comes to see me; then I'll try to get some definite word.

Very truly,

April 28, 1955.

Dear Billy,

I was disappointed that I did not see you this last month, but I contacted Tamm in August and again in October about finishing off the kayak. He says now he will be too busy until June, and then does not want to tackle the work unless there is some definite description of the work for him to carry out.

If you want to purchase my two kayaks that are now in nearly perfect shape and about as good as new, I will sell you the two of them for \$500.00, and this is a cheap price for the white one certainly is worth more than \$300., and the one I built for Mr. Curtiss could not be duplicated for considerably more than \$200 today.

Perhaps it might be well for your boys and yourself if you have two kayaks because my experience is that paddling alongside another kayak is most pleasant and makes the work seem much less, and then later on you could have your kayak finished off.

We can talk it over when you come here, and in the meantime good luck to you.

Very sincerely,

May 19, 1955.

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

Dear Mr. Sanborn,

I am having sent you
under separate cover three photostats
of a proposed combination spring and
shock absorber for an automobile for
which I should like you to make a patent
search.

Enclosed is the general
description of the device.

If there are any
questions that you want to ask you can
telephone, write, or come to see me.

Yours very truly,

Neptune 8-4122.

L. Francis Herreshoff,
Marblehead, Mass.
May 10, 1955.

COMBINATION SPRING AND SHOCK ABSORBER
FOR AUTOMOBILES

The spring part of the device consists of a series of conical steel disks arranged as shown on the drawing. The action of this compound spring is dampened or retarded as follows:

The outer part of the device consists of a cylindrical container which holds shock absorber fluid above the lower or main spring so that as the upper hollow plunger moves down under an increase in load the disks are flattened in a way that makes their combined action like that of a bellows or accordian.

With the small changes in load the shock absorber liquid will have to leak in and out of the disk joints to allow the spring to play up and down, but with loads of greater amplitude the upper hollow plunger will pass down over the lower guide rod to a place where there are four slots of varying lengths in the hollow plunger, which will act as release valves of varying capacity in accordance with the load.

Figure 1 shows the device under normal load

Figure 2 shows the device under an increased load where all four of the relief valves are open.

L. Francis Herreshoff
Marblehead, Mass.
May 10, 1955.

Key to Numbered Parts on Drawing
of
Combination Spring and Shock Absorber for Automobiles.

1. Main guide rod attached to axle.
2. Plunger attached to frame or body of automobile.
3. Main spring composed of a series of conical disks made of spring metal.
4. Rebound spring, same construction as main spring.
5. Cylindrical container for shock absorbing liquid.
6. Rubber Boot dust guard.
7. O ring stuffing box.

NOTE: This device may be used the other way up if an air chamber is provided so the shock absorber liquid can submerge the main spring. The device used this way would have the advantage of less weight in the moving parts.

This device can be used in pairs as well as singularly, as shown on the drawing.

June 2, 1955.

New England Telephone and Telegraph Company,
22 Norman Street,
Salem, Mass.

Dear Sirs:

A few months ago I had my service changed to a private line as I had been bothered frequently by my phone ringing when it was another ring that should have been made.

Now, with this private line at an increased cost, of course, I find that I am often called by people wanting a Mr. Cochrane. In looking in the directory I find the number listed, 8-4122, is in the name of Cochrane.

The few calls that I would normally have are important to me so I always feel obliged to answer the phone, and when I have travelled over a flight or two of stairs to find it is not I who is wanted it is, to say the least, annoying.

If you could do something to eliminate this duplication of numbers it would be a great help. I have purposely asked not to have my number listed as I do not feel equal to coping with every Tom, Dick and Harry who could call me, and now it seems I am running a phone answering service.

Yours truly,

June 9, 1955.

Mr. Thomas Taylor,
7 Water Street,
Boston, 9, Mass.

Dear Thomas:

I got together all the blueprints for your little contemplated boat about a month ago and I have been expecting you here from day to day to get them for I thought you wanted to take them down to Norman Hodgdon, but if you will let me know I can mail one set to you and the other set to Hodgdon for I think it is a good idea for him to have these blueprints in hand even if he does not start to build the boat at once.

Yours very truly,

John Ives Sewall
275 Middlesex Road
Buffalo 16, New York

June 7, 1955

Dear Mr. Herreshoff.-

This is just to report that we shall be departing hence on June 20, and expect to be in South Bristol until early in September.

I have been occupied with a number of things, and have had almost no time to give thought to my nautical welfare. But didn't you remark once that there was a British engine with opposed cylinders that we should look into? Or was that a diesel? As to diesels, much as I admire them I do not want to smell them. Gracious how I dislike that dead smell of oil that seems to permeate everything after a run in hot weather! It is something to put up with only if you have a very good reason for wanting or needing the diesel.

I had to make a trip to Brattleboro; and that entailed my first full scale ride on the New York State Thruway [sic]. It is a magnificent piece of work, much better, in my opinion, than the Pennsylvania Turnpike. You merely cruise at 60; and you average almost 60. I am glad to say that they are reported to be pulling people in for going over 65, which is common sense; and it would seem that the trucks maintained their allotted 50. Contrary to predictions, the road does not induce somnolence any more than any other road. From Syracuse westward, the land is flat and the scenery isn't much; but from there on to the east, the views and vistas are magnificent. The only danger noted was from vehicles which were not, or perhaps could not maintain 60. You come up behind them with startling rapidity. They have also experienced trouble during the winter. People sliding off the road, etc., which is very bad because the repair and service trucks simply are not numerous enough to meet emergency conditions on a particular day.

An old friend whom I hadn't seen for some time is simply crazy about the little Porsche automobile. In his youth (before becoming a big time executive) he used to drive dirt track races, so his opinion must carry weight. He himself has a Lincoln, same as Ed Hill's. A friend had a Porsche. On a recent trip, the Lincoln simply could not keep up with the little car. Lincoln has much more absolute speed, of course; but nothing like the same roadability. Surely our American cars leave much to be desired --- as evidenced by the remarkable number of foreign machines one sees everywhere today.

I am still in the agonies of examinations, and so on. I hope all goes well with you and No. 96.



John F. Sewall
177 Broadway, New York
New York 10038

June 13, 1955.

Dear Mr. Sewall,

Thank you for your letter. I am glad you will be at South Bristol before long, and hope you will have an opportunity during the summer to drop down and see me.

Yes, I think there are two or three small English engines with opposed cylinders that burn gasoline, and I will look them up. While I agree with you that the smell of a diesel is somewhat disagreeable until you get used to it, the fact also remains that the diesel exhaust is not harmful while the exhaust from almost all the modern gasoline engines is not only harmful but sometimes fatal.

I was interested to hear your thoughts about the modern state highways or through roads. We have two or three of them around here but in general I prefer to keep off of them and drive on country roads.

In regard to the Porsche, this machine and the Volkswagen, which are both designed by the same man, seem to be built throughout very carefully, and the engine parts are nicely finished. With the present exchange they are a great value for the money. There is no doubt that some of the models of the Porsche are very fast indeed, but I myself very much dislike driving in a car where you sit up forward. I had rather have a motor in front of me, and something to guide the eye to see which way you are heading, particularly if you start to skid. On the whole the Lincoln is a very fine car and probably if it were driven by somebody who was as reckless it would keep up with the Porsche in most conditions. Last year I had an Austin-Healey and this year I have a Jaguar XK-140, and I think on account of the exchange both of them are very good cars for the money.

About a week ago we sent you the lines of #96 and enlarged drawings of the stem, stern post and keel. I shall be glad to hear your reactions.

Yours very truly,

MC 70.40

4251 N. Ardmore
Milwaukee 11, Wisconsin
June 20, 1955

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

I was very much interested in the boat described in your magazine articles called "The Rozinante", a twenty-seven foot, nine inch ketch.

I am considering building a small boat or buying one on the market and I would like to make a further investigation of the possibility of this design.

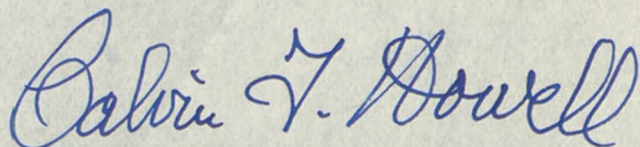
Are the blue prints available and what is the price for them, and I would also be interested to know the builder who has built this boat in the past five years so that I might write to him and obtain an estimate of cost.

You might be interested to know that I built a tender from your designs published in the Rudder Magazine for use with "The H-55". I have used it only a short time and I am very well pleased so far.

I would like to have you know also that I have enjoyed very much your articles in the Rudder Magazine over the past several years. They have served to add to my experience and have been useful on many occasions.

The last two paragraphs were purely personal impulses and were not designed to influence the price of the blue prints of the Rozinante, either up or down.

Sincerely yours,



Calvin T. Howell

CTH:cs

July 7, 1955.

Mr. Calvin T. Howell,
4251 N. Ardmore
Milwaukee, 11, Wisconsin.

Dear Sir:

I am sorry to say ROZINANTE was an imaginary boat, but at the present time I am slowly making up a set of drawings for a very similar boat that a man intends to build in Maine about a year from now.

I hesitate to make any promise when these drawings will be done, or what the price of the blueprints will be for I first should get permission from the man who is having them made.

So I am sorry to disappoint you, but I am very much pleased to hear that you built one of the tenders for the H-55. Several other people who have built them seem to have liked them very much.

Thanking you for your words of appreciation of my writings, I am

Yours very truly,

Sincerely yours,

Calvin T. Howell

July 11, 1955.

Mr. Robert Sanborn,
Messrs. Dike, Thompson & Sanborn,
73 Tremont Street,
Boston, Mass.

Dear Mr. Sanborn,

I apologize for not having answered your letter sooner but my secretary has been laid up with bursitis.

Before I could make a decision on whether to proceed with the patents I should like to have an approximate estimate on the cost. I do think that one of the important things about the patent is the combination of a spring and shock absorber for this reduces the cost of manufacture by practically doing away with one part.

However, if you get a chance to come down this way to look at the racing boats or talk about your sailing canoe perhaps we could talk this matter over.

Yours very truly,

July 11, 1955.

Dear Thomas,

Enclosed is a copy of the
rigging list for #53.

I hope you got the drawings
down to Norman Hodgdon all right. This
particular drawing he will not need for
some time, but still he might want to
order some of the materials listed.
Somehow or other I think it should be
forwarded to him within a month.

Yours sincerely,

UC 76.40

TAYLOR

August 1, 1955.

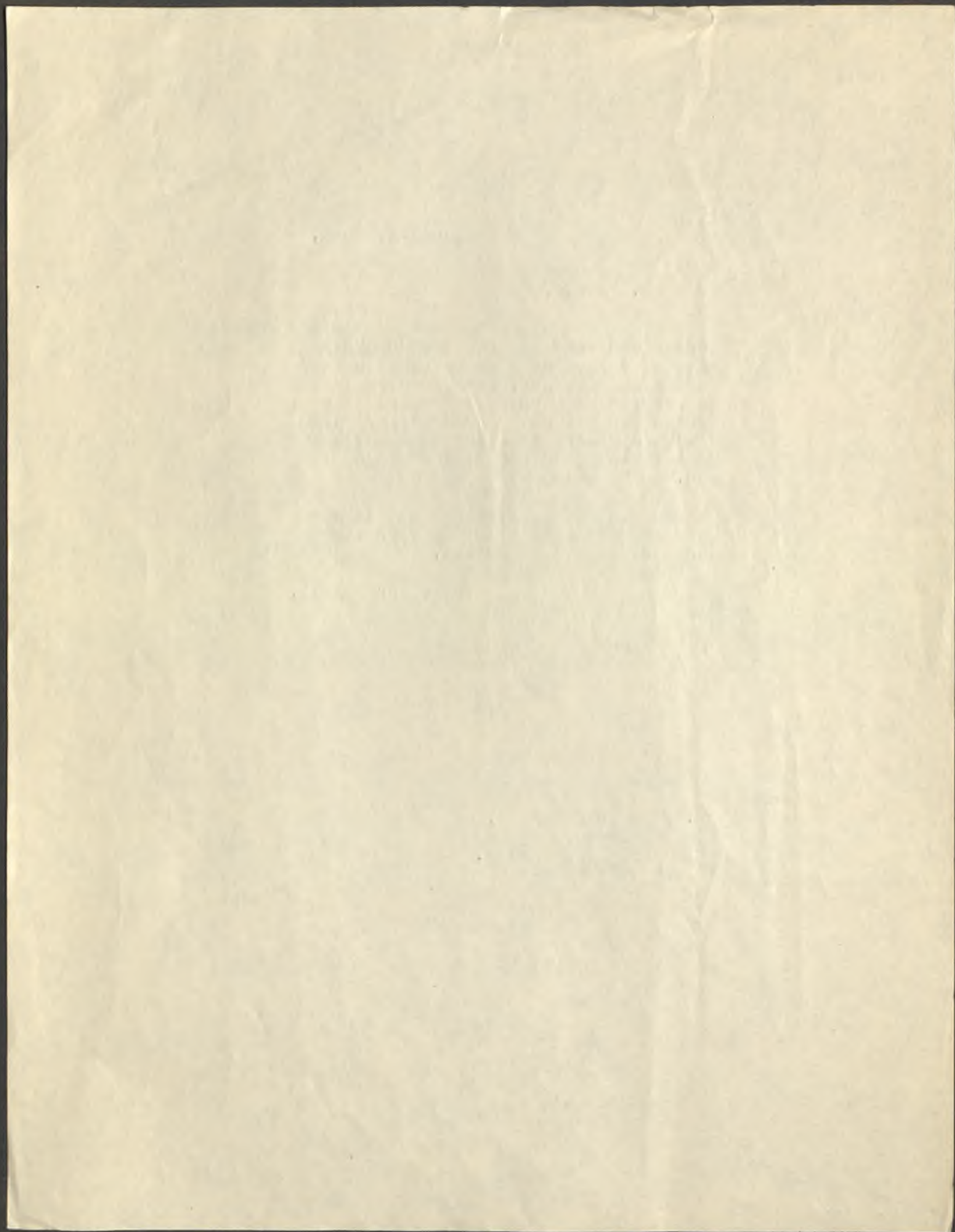
Dear Mr. Sewall,

It happens that another person who read *The Compleat Cruiser* would like to have me design a boat of the ROZINANTE type, and I wonder if you would give me permission to sell the designs to others. Of course if you could have more than one boat built at the same time it would be a saving to you.

I hope by this time you have had a chance to study over the last drawings that I sent.

Yours very truly,

Mr. John Ives Sewall,
The Oak Grove,
South Bristol, Maine.



4251 N. Ardmore
Milwaukee, Wisconsin
July 19, 1955

W

Mr. L. Francis Herreshoff
The Castle
Marble Head, Massachusetts

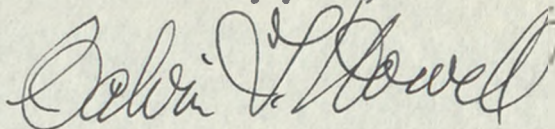
Dear Sir:

Thank you for your reply of July 7 to my inquiry on the blue prints of a contemplated boat, the "Rozinante". I am sorry that these prints are not available as it seemed to fit my requirements.

When you have finished the set of drawings on another similar boat which you spoke of, I would appreciate hearing from you in regard to its dimensions and characteristics. Because you say it will be very similar, it is quite probable that I may also be interested in this design.

Thanks again for your prompt reply and I hope that you will be in a position to complete the plans on this boat in the near future and that I will also hear from you again.

Sincerely yours,



Calvin T. Howell

CTH:cs

W. J. Sewall
Milwaukee, Wisconsin
1955

August 1, 1955.

Mr. Calvin T. Howell,
4251 N. Ardmore,
Milwaukee, Wisconsin.

Dear Sir:

Referring to your letter of the nineteenth of July, I have a design partly completed of a boat similar to ROZINANTE whose dimensions are:

LOA 28' 9"

LWL 24'

Beam 7'

Draft 3' 9"

Sail Area 342 sq. ft.

This particular boat has a motor of approximately 4 HP. I am sending you a photostat of this boat (which I will ask you to be good enough to return), but before agreeing to let you have the drawings I feel I should get permission from Mr. Sewall for whom I am making these plans.

Yours very truly,

W. J. Sewall

WJS

John Ives Sewall
The Oak Grove
South Bristol, Maine

August 3, 1955

Dear Mr. Herreshoff.-

I have been hoping to get down to see you; but as you doubtless know, the schedule of a family man is some times illustrative of the fact that the life of a bachelor has its compensations. It's been getting youngsters to camp and elsewhere. Then I was induced to undertake painting the cottage; and while I can paint fairly well, my productive capacity in that line is slow. Then a perfectly hellish attack of the gout, induced doubtless by standing on the rungs of ladders. You used to get the gout by high living; but now it's nothing more romantic than the accumulation of some kind of acid which deposits in your joints & frictions things up in the bearings when you put your feet to an unaccustomed use. They feed you colchocine for it, which is worse than the gout. It makes you sea sick three days. And just as I felt better, one of my colleagues in the medical school kindly phoned all the way from Buffalo to say they can now give you the vile stuff intravenously, thus eliminating the sea sickness.

Well, I'll get down there yet; and in the mean time, enclose another check to put my account into the black again.

The new drawings look quite as fine as expected, or maybe better. So I shan't discourse on them merely to tell you what you already know about my appreciation of the beauty of the shape, etc.

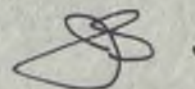
I have a small list of details to talk about, which we can do much easier that way than by letter. Nothing urgent.

Your friend Ted Banks pulled in here recently on his way back from Halifax. I sailed with him over to Friendship. While his boat is not my dish of tea, I certainly admired her. Mr. Crocker can put a quart into a pint mug in miraculous fashion. In 30 ft o.a., Banks has about the same room as a Wm J Deed raised deck power boat, which his somewhat resembles above the water. Yet the boat can really sail and handle. Not fast and not top-flight handy, to be sure; but amazingly good. Motion remarkably easy; and yet she is pretty stiff. They left their Leica cameras right on the cabin table; and they stayed there all day.

I have seen Ed Hill only to wave at; but I hope to have a sail with him soon.

I shall drop you a line a few days before coming down. It will be some time after the middle of the month.

Best regards,



John Lee Swain
The Oak Grove
South Bristol, Maine

August 3, 1855

DEAR MR. HORTON

I have been hoping to get down to see you; but as you doubtless know, the schedule of a family man is some times illustrative of the fact that the life of a bachelor has its compensations. It's been getting youngsters to camp and elsewhere. Then I was induced to undertake painting the cottage; and while I can paint fairly well, my productive capacity in that line is slow. Then a perfectly hellish attack of the gout, induced doubtless by standing on the range of ladders, you used to get the gout by high living; but now it's nothing more romantic than the accumulation of some kind of acid-which deposits in your joints & irritates things up in the bearings when you put your feet to an unaccustomed use. They lead you to sleep three days. And which is worse than the gout, it makes you see sick three days. And just as I felt better, one of my colleagues in the medical school kindly phoned all the way from Buffalo to say they can now give you the vile stuff intravenously, thus eliminating the sea sickness.

Well, I'll get down there yet; and in the mean time, enclose another check to put my account into the black again.

The new drawings look quite as fine as expected, or maybe better. So I can't discourse on them merely to tell you what you already know about my appreciation of the beauty of the shape, etc.

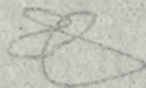
I have a small list of details to talk about, which we can do much easier than by letter. Nothing urgent.

Your friend Ted Banks called to here recently on his way back from Halifax. I called with him over to your place. While his boat is not my dish of tea, I certainly admired her. Mr. Crocker can put a quart into a pint mug in miraculous fashion. In 30 ft. o. a., Banks has about the same room as a Wm. D. Deed raised back power boat, which his somewhat resembles above the water. Yet the boat can really sail and handle. Not fast and not top-light handy, to be sure; but amazingly good. Motion remarkably easy; and yet she is pretty stiff. They left their life cameras right on the cabin table; and they stayed there all day.

I have seen Ed Hill only to wave at; but I hope to have a sail with him soon.

I shall drop you a line a few days before coming down. It will be some time after the middle of the month.

Best regards,



John Ives Sewall
The Oak Grove
South Bristol, Maine

August 3, 1955

Dear Mr. Herreshoff.-

Your note of the 1st arrived just as I dropped my earlier letter of this date into the mail. If I hurry, I can get this off in the same collection.

By all means sell plans of No 96 to anybody you want. Indeed, I thought that we both understood you were to feel more than free to do that; and if I hadn't made it entirely clear, please forgive me.

Some people like to own a boat that is unique; but I never had that particular variety of the collector's passion. All I want is the most beautiful & efficient boat on earth; and I really don't mind how many others have the very same thing except I hope few are Democrats. But even they, I fear, are also children of God just the same as other barbarians.

Yrs.,



August 8, 1955.

Dear Mr. Sewall,

I was very glad to get your letter but sorry to hear that you have had such a tight schedule, and also the gout. I am not much of a medical man but I think the old fashion Englishman did not get the gout from over exertion.

First of all I want to thank you very much for the check and say I shall be very glad to go through your list with you when you can visit me, and think it might be best for me to put off working on the construction plan until that time because there may be some things in your notes which should be known first.

I was interested you had had a sail with Banks, and quite agree with you that Crocker, who is an old friend of mine, is a very good designer of small, inexpensive cruising boats.

I am glad you are willing to have others use the design of your boat, for on account of the stories in *THE RUDDER* about The Compleat Cruiser I have had several inquiries for *ROZINANTE*. Even if there were three or four other boats built like yours, each boat would still be unique when compared to the perhaps hundred thousand other small boats of today.

Looking forward to your visit,

Very truly yours,

GRANDE VUE BEACH
MATTAPOISETT, MASS.

Aug. 3, 1955

Mr. L. Francis Herreshoff
The Castle, Marblehead.

Dear Mr. Herreshoff,

Enclosed are some snapshots of the twenty one foot sail boat of my design, which is set up in the way you described to me. In the background is the seventeen foot rowing boat being put together by a college boy who has apprenticed himself to me for the summer; she is the one for a Mr. Harcourt in New York.

Both boats are turned over now; and I am sorry that there are no up to date pictures, but had intended to send you these several weeks ago. However, what was meant was to let you know that everything worked out beautifully. This is certainly a smooth way to do carvel hulls, for I have seen very few done with ribbands that did not show the molds when one looked carefully along the planking. She is just as fair as a lap strake boat. Of course, if I had made the molds a little longer legged, there would not have been so much stooping when it came to the sheer strake; but about the only harm done was that my wife began to call me 'camel knees'.

The business of leaving out the keel from transom to stem seems to have worked out very well, the weight that was saved having been put into some long and heavier than usual floors which should really do more to strengthen her and resist the strains of the keel and even hogging, don't you think?

ORANGE VIE BLACH
MATTARDELLI, MASS

MC 76.40

GRANDE VUE BEACH
MATTAPOISETT, MASS.

2.

As to the mast, I decided after talking to you to build a box mast, just as it is described in the Common Sense; although I still think that if there was any legitimate excuse for a round mast, that the notion of glueing two pieces of rift grain house gutter together would be a very economical way to make one with a highly accurate thickness of wall.

Tomorrow, the job is to cut up the lead of the wrecked Herreshoff 15 footer to pour the lead for my little thing; and all I can say is that I hope there is just a little taste of the wonderful sensation of sailing such as the fifteens gave left in that lead which might survive the operation and flavor my craft. When I think that I had the foolhardiness to try to design and build a boat to please a man who had owned and loved a Herreshoff 15 I could really kick myself. That is why the covers are falling off the Common Sense, the breakfast coffee and eggs are spilled all over the pages; and I work from seven until nine; and as they say in the nursery rhyme I shall "have but a penny a day, because I can't work any faster". But it's still a wonderful life if one can just keep those beautiful dreams before him; or to put it in another way what is more worth living for than ideas?

Well I have bothered you enough, even though I had a hundred questions I would like to have asked you from what would you think of mahogany butt blocks to how would one build the two hinges shown on that swinging keel.

Hope you are enjoying yourself as much as possible this hot summer.

Please stop in if you are
down this way at any time.

Sincerely
Allan H. Vaites

August 8, 1955.

Mr. Allan H. Vaitses,
Grande Vue Beach,
Mattapoisett, Mass.

Dear Mr. Vaitses,

Thank you very much for your letter with the nice photographs. It is fine the way you set the boat up and she certainly looks absolutely fair. When I described the process to you I did not realize that you did not have a wood floor, but this good platform that you have built can be used for other boats. Probably some of your camel knees were on account of the difference in level between the ground and the platform.

I was interested to get a glimpse of the rowing boat and hope she has turned out well. I think you will find that the square mast is better than the round mast for a great many reasons, some of which are that you can vary the fore and aft and athwartship dimensions independently. Also the joints are at right angles when gluing together whereas with the round mast you would have some difficulties with the clamping.

I am much pleased that the Commonsense books have been of use to you and will always be glad to answer questions.

As for mahogany butt blocks - I think they are just as good as oak if they are properly fitted, and would say that the Swedish and Norwegian boats often use mahogany butt blocks. Of course you can make them a little bit thicker if you want to so the screws will have a good hold.

As for the hinges for the swinging keel, I think these could be made in several different ways, but the way I tried to show them was some cast and machined hinges on the end of a bolt, and the bolt went up through the flat keel so that the swinging keel arrangement could be detached by undoing the nuts on the inside.

I am much pleased you are having a good time and making such good progress, but don't forget to put good limber holes before the planking is laid next time.

Yours very truly,

DIKE. THOMPSON & SANBORN

GEORGE P. DIKE
ROBERT L. THOMPSON
ROBERT S. SANBORN

SEWALL P. BRONSTEIN
JOHN K. CONANT

73 TREMONT STREET

BOSTON 8, MASS.

PATENTS, TRADE-MARKS
AND COPYRIGHTS

TELEPHONE CAPITOL 7-7370

August 3, 1955

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

Re: Docket 7600 - Combined Spring
and Shock Absorber

Dear Mr. Herreshoff:

I have just taken up your letter of July 11th upon my return today from a vacation cruise of three weeks, first to the westward as far as Cuttyhunk and then to the eastward to Mount Desert, during which my wife and I had very fine weather and a good tranquil "melody cruise". We saw your beautiful Araminta sailing out of Pemaquid and hailed her.

As to the approximate cost of a patent application on your disclosure, this one is somewhat difficult to estimate. While simple enough to describe in the specification, I might run into trouble framing claims which would get around the prior art and at the same time give you worthwhile protection. As you well know in your own writing experience, it is sometimes more difficult to describe something simple than it is to cover something complicated. To give you a rough idea, I would say somewhere between \$200 and \$400. I would like to keep it near the lower figure but at the same time I do not want to be bound to the higher figure in the event of difficulty. I do not believe in underestimating because the client

is almost always disappointed at the bill and we are dissatisfied with ourselves. Sometimes the client wants any old kind of an application to be filed at a minimum cost in order to be able to negotiate licenses and the like and to have something on record. In that event I could knock something off pretty close down to the \$200 figure.

I will be glad to have your instructions and in any event I look forward to an opportunity in the near future to come for a social call.

Very truly yours,

Robert S. Sanborn

RSS:LP

August 8, 1955.

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

Dear Mr. Sanborn:

I was delighted to hear you had had such a good cruise down east and pleased you saw ARANINTA. I hope you avoided some of the very hot weather we have had.

Enclosed please find my check for the patent search. I don't think I will go any farther on this idea at the present time but will be very glad to have you call on me any time you are down this way.

Yours very truly,

Enclosure.

John Ives Sewall
The Oak Grove
South Bristol, Maine

August 10, 1955

Dear Mr. Herreshoff.-

Thank you for your letter; and I surely wish that I were an English country gentleman of the 17th or 18th Century. Then, as you suggest, I might have got the gout via dissipation. As is, I must bear the double cross of gout & a blameless life.

I thought it might be worth while to mention several items which may affect the construction plan, and which seem to me of real importance. You can maybe be mulling these over in your mind and we can talk about them. In my observation, these items are almost never considered at the right time; and one sees all sorts of makeshift arrangements after it is too late.

BILGE PUMP: I want a whale of a big pump installed where one can use his strength properly and pump an awful lot of water. Such a pump must also be easy to take apart. The large Edson pumps are the only ones I really like; but they are too big. On Norn I had a Myers force pump with horizontal piston. On that particular boat, because her metal floor timbers were pretty far apart, the pump went right down in the bilge under the cabin floor. It was a dandy pump; and the only kick I had about it was that the leverage of the handle had been calculated for the welfare of persons who have to force water half a mile up hill. I had to force it about three feet, and could have used something much faster. I suppose that detail could be altered by a good machine shop.

Most good yachts do not leak, of course; and so yachtsmen forget all about the pump. But it can suddenly become the most important item on the boat.

HEAVY ANCHOR: The hurricanes have demonstrated that one needs a very heavy anchor for use in real emergencies. For No. 96, I would say at least 75 pounds even though that sounds very large. So big an anchor ought to spend its idle time down below. The real answer is the Herreshoff three piece kind; but if they can still be had, I fear the price will be at too much premium. That being so, where do we put the thing?

COMPASS: I don't know how many makeshift rigs I have seen for this important item; and we ought to figure out right now where it is going to go. One wants an instrument that is well protected from accidents, and at the same time in plain view. I of course prefer a good big compass.

John W. Dowd
The Oak Grove
South Bristol, Maine

the interference with the main sheet. I will go along with this much better arrangement until you have some real objection to it other than past precedence.

I shall be glad to see you when you call.

Very truly yours,

Thank you for the letter of the 17th or 18th Century. Then, as you suggest, I might have got the font via dissection. As I must bear the double cross of font & blankness life.

I thought it might be worth while to mention several things which may affect the construction plan, and which seem to me of real importance. You can maybe be willing these over in your mind and we can talk about them in my observation, these items are almost never considered at the right time; and one sees all sorts of makeshift arrangements after it is too late.

BILLIE BUMP: I want a whole of a big pump installed where one can use his strength properly and pump an amount of water. Such a pump must be easy to take apart. The large hand pumps are the only ones I really like; but they are too big. In fact I had a large force pump with horizontal piston. In that particular case because the metal floor timbers were pretty far apart, the pump went right down in the big gutter the side floor. It was a handy pump; and the only risk I had about it was that the leverage of the handle had been calculated for the welfare of persons who have to force water half a mile or till. I had to force it about three feet, and could have had something much faster. I suppose that that could be altered by a good machine shop.

Most good yards do not leak, or course; and so you'd better forget all about the pump, but it can readily become the most important item on the boat.

NEW YORK: The publisher has suggested that one needs a very heavy anchor for use in real emergencies. For \$1.00 I would say at least 75 pounds even though that sounds very large. So big an anchor ought to stand the tide time down below. The real answer is the forecastle three piece kind; but if they can still be had, I fear the price will be at too much premium. But being so, where do we get the thing?

COMING: I don't know how many makeshifts I've seen for this important item; and we ought to figure out right now where it is going to go. One wants an instrument that is well protected from accidents, and at the same time in plain view. Of course a good big compass.

A lot of people have put them under the cockpit floor; but I figure I'd want a card a foot wide if I had to watch it down there. Also, that place gets the thing right in the same plane as the engine. You can compensate, of course, if you work hard; but it's better to avoid the deviation in the first place.

I have thought about a card with a vertical apron, similar to those used in aircraft; but I have never seen one large enough to be easily watched if placed behind a little window in the after end of the cabin house. Perhaps that location would be OK with a big instrument and a prism to bring the lubber's line into the vertical plane.

TILLER PLACEMENT: I have taken particular pains to note this detail on every boat this season; and I still feel as originally stated. Namely, I want to sit forward of the mizzen mast. Ed Hill kicks and curses me for this the same as you do; but I sincerely believe you are both mistaken about it. It would add some cost to make up the linkage; but it seems worthwhile to me. So please give it some sympathetic thought.

I saw John Rowland yesterday. He is just back from England where he has had a 28 foot sloop built at Brixham. He stated that she would cost "about half" what it could come to here; and he said the work was excellent. John (usually known as Pete) is of course one of our great mariners; but he is an A-No. 1 genius at designing hideous boats. Let us hope that this one is not another of his best efforts.

I wish Mr. Crocker would pay more mind to the looks of his boats. If they were handsome as well as practical he would be a world beater. But even that fine big schooner Tyrone is far from beautiful. I was in his office once, and noticed that he had only a few battens and weights; and it looked as though that were all. I have a shrewd suspicion that his battens design the curves more often than not. But he is surely a fine fellow as more than one man can testify.

I'll let you know as soon as pissible when, or about when I can pay you a call. Best regards.

Yrs.,



I figure I'd want a card a foot wide if I had to make it down there. Also, that piece gets the thing right in the same plane as the engine. You can compensate, of course, if you want, but it's better to have the deviation in the first place.

August 15, 1955.

I have thought about a card with a vertical error, similar to those used in aircraft; but I have a window in the cockpit that I can watch it from. I was glad to hear from you on the tenth. I don't think there is any danger of your getting gout from inactivity, and it will be interesting if colchocine will do the trick easily.

Dear Mr. Sewall,

I was glad to hear from you on the tenth. I don't think there is any danger of your getting gout from inactivity, and it will be interesting if colchocine will do the trick easily.

In a small boat of your size a really good hand bilge pump is much the best for it can be used where desired. When you come to call on me I can show you a large barrel pump that is really scientific and pumps a large quantity of water at each stroke and cannot easily get clogged up, and works when the barrel becomes full. However, if water gets above the floor in a boat of your type you can do ever so much better with a cedar bucket. If you are nervous about sinking you could have two good cedar buckets on boat with which you can empty very much more water than you could with any pump that could be installed. In larger yachts it was customary to have a built-in bilge pump that had a very long stroke, and all the good ones that I know were especially made for the job. Even in the old days there were none of these pumps made stock. If your boat had a water tight cockpit I could put in one of these pumps, but I am sure that a good pump and two cedar buckets will take care of your worries.

As for the anchor -- perhaps a 70-75 lb. one of some models would be necessary for your boat in a hurricane, but none of them would store under the floor. With a Herreshoff type anchor, which can be purchased from Merriman Brothers, a 50 lb. one certainly would be large enough.

The Ritchie Compass Company makes a compass that I believe is just what you want, and it can be installed inside the deck house out of the way. It has a curved glass on top so that you can see the lubber line on the far side of the compass.

I will give the tiller problem lots of thought and I do not think it will be difficult to work out one that will be forward of the mast; the problem will be spoiling the cockpit room and

4251 N. Ardmore
Milwaukee, Wisconsin
August 18, 1955

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

This refers to your letter of August 1, 1955, and to the fine picture of a boat which was mailed to me from Boston by your printer.

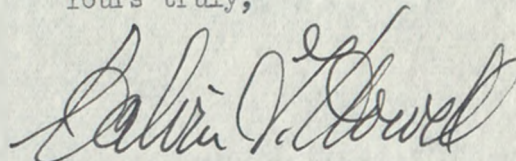
As you said this boat is somewhat similar to the one I was especially interested in and yet has some fairly definite differences. I am very much interested in the type and would like very much to consider buying a set of blue prints from you at such a time as they are available and when an approximate cost of the boat could be determined or possibly has been determined by Mr. Sewall in presenting it to his builders.

The boat probably is a little larger because of its additional beam and I thought that the "Rozinante" probably displaced about 6,200 pounds and this boat is probably about 7,000 pounds. You undoubtedly have figured displacement and probably know the actual figures for this latest design. The balanced rudder is certainly foreign to my imagination as to what this type of boat would look like, but I believe I understand very well the reason for its use.

Let me say again I hope that it will be possible to go ahead with this boat. Please let me know further when the prints are available.

I am returning your picture as you requested.

Yours truly,



Calvin T. Howell

August 25, 1955.

Mr. Calvin T. Howell,
425 N. Ardmore,
Milwaukee, Wisconsin.

Dear Sir:

Herewith I am returning the sail plan
of #96 for your interest.

The plans of this boat I expect will
proceed very slowly because the owner has some
ideas from time to time that he wants to
incorporate. The boat will be built with the
longitudinal system of construction, and double
planking as I think, after past experience, that
this is the cheapest way to build a boat of this
type.

As to the balanced rudder - ROZINANTE,
as shown in the sketches, is a very much better
boat for a straight sailer, and if I were having
a boat of this type I would have the rudder and
deadwood as shown on ROZINANTE, but Mr. Sewall
insisted that the propeller be on the center line
because there are a great many lobster pot-buoys
in the place where he intends to keep the boat.
This however will make no difference in the
appearance of the boat when she is in the water.

The displacement of this boat is quite
a little more than ROZINANTE, and the increase
was made to give more room at the cabin sole.
The displacement is 7,840; she would be very stiff
and could carry more sail.

Yours very truly,

Enclosure.

MC 7640

September 1, 1955.

Mr. Arthur T. Santry, Jr.,
Putnam, Bell, Santry & Ray
60 State Street,
Boston, 9, Mass.

Dear Arthur,

I do not know what to charge for the commission on the reinforcing of PLEIONE's foremast, etc., etc., but the enclosed bill is for the non designing work that I did on her last spring.

If you think \$75.00 is too much for the designing commission, why you can make it what you think is right, or approximately ten percent of the cost of the work.

Yours very truly,

September 5, 1955.

Dear Mr. Sewall,

I am sorry you could not get down to see me but I shall be glad if you will write me about the construction plan.

In the meantime I will say that the principal reason I suggested longitudinal construction is because I am quite sure it is the cheapest in Maine or anywhere else, but it might or might not be a little bit confusing to some builders before they started the work. I am sure someone like Norman Hodgson could understand it from the beginning.

It amounts more or less to having the molds a permanent part of the boat where they become the web frames instead of making a set of molds and throwing them away; and the ribbands which seem to be necessary in steaming the frames, unless a mold is made for each frame, are also a permanent part of the boat and become the longitudinalinals. The inner diagonal planking seems to go on very quickly and easily, probably because it is made of short lengths. All I can say is that the seven or eight boats I have had built of this construction were cheaper and better than the usual construction.

I am glad you saw the Marco Polo and am hoping to run down to Maine myself and see her within a month or so. I believe Morse has now another order for a Marco Polo.

I am pleased you had a sail with Ed Hill; he certainly is a great fellow.

Very truly yours,

ARTESIAN BOND
PAGE CONTENT
4251 North Ardmore
Milwaukee, Wisconsin
August 31, 1955

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

I received your letter of August 25 and the sail plan which you returned for my interest a few days ago. Thanks very much for the sail plan.

You mentioned that the plans will be very slow in taking shape and I will appreciate it much if you kept me informed at times as to how you are getting along with them. The longitudinal system of construction you intend to incorporate I know, of course, is not new and I have read your description of it before. It sounds interesting and good. I had rather expected that construction might be somewhat similar to the H-28.

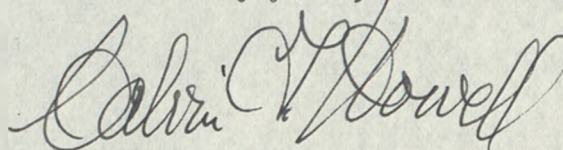
I was very glad to hear you say that a rudder and deadwood similar to that on the Rozinante would be best for this boat and I presume you also meant to have the four horse power motor and propeller set off center.

The displacement of this boat does get to be so large that a motor seems imperative for calm weather and you might not think that it would be well to build this boat as a straight sailer.

I may be wrong of course not being a professional designer but comparing the Rozinante with #96 I believe that the Rozinante might be a more interesting sailer, somewhat more lively, probably would rise more quickly in strong wave conditions, might not go to weather quite as well as #96 but would be definitely better reaching and running. In other words, to a certain extent at least, I am a little disappointed that you are not actually working on the Rozinante at this time rather than this heavier and deeper-hulled boat.

At your convenience I would be very much interested in your views.

Sincerely yours,



Calvin T. Howell

1001 North Lincoln
Milwaukee, Wisconsin
53201

September 5, 1955.

Mr. Calvin T. Howell,
4851 N. Ardmore,
Milwaukee, Wisconsin.

Mr. Calvin T. Howell
4851 N. Ardmore
Milwaukee, Wisconsin

Dear Sir:

Replying to your letter about Design #96 - you are absolutely dead right in the things that you speak of. ROZINANTE that was drawn up as a result of my best experiences is a better boat, and I personally do not like at all auxiliary power on a small sail boat and I tried to bring this out in a good deal of my writing about ROZINANTE - a good car in the right place, if you know how to use it, takes the place of an auxiliary motor if you are carried toward shoals by the tide when it is calm, and it is also quite easy to row this type of boat if you stand up and do it in the old fashion way, and the exercise will only do you good.

The cabin accommodation in ROZINANTE would not be cramped for me who have slept in cades and other small boats and would often go single handed, but for most other people it seems too small. However, the slight increase in displacement on #96 would not make any perceptible difference to her sea worthiness, and as a matter of fact she might be even faster in light weather on account of her small amount of wetted surface. But ROZINANTE is all around a better boat than #96.

As for longitudinal construction, after experience with this for thirty years I am quite sure that this is the cheapest way to build a boat of this kind for the web frames take the place of the molds, and the battens and ribbands that seem to be necessary with steam bent frames take the place of longitudinals.

I will send you a copy of some of the drawings of #96 as she goes along.

Thanking you for your interest,

Very truly yours,

Calvin T. Howell

ALLAN H. VAITSES
GRANDE VUE BEACH
MATTAPOISETT, MASS.

Sept. 14, 1955

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

Dear Mr. Herreshoff,

It is a deeply happy and equally deeply grateful man who writes you this letter tonight; since my little twenty one foot sailboat has been launched and tried out; the owner is delighted with her; everyone likes the looks of her; and after having her out in breezes from five to twenty-five or more miles per hour I find nothing to want different in the model or rig as far as performance is concerned. She has a definite but light weather helm, gets going quickly, answers quickly, points well, and generally behaves like a lady; she floated on the designed line; the construction (about the same scantlings as the "E" boat or H 15 1/2) seems very substantial for an eleven hundred pound boat, ^{INCLUDING} with 400 lbs of lead. But why I am grateful is because although I dreamed of designing and building such an afternoon sailing boat for years, it would have been not ⁱⁿ extremely difficult if indeed possible to step out of my job as a boat-yard foreman and undertake it without the help and encouragement of your books. The very inconclusive, un-clear information that I had been gathering from other books on yacht design would have made me too afraid of the results to dare to sell anyone a design; unless it was just a copy.

The profile of the keel was made just as you sketched it over my drawing; and I marvel that she balances so well even though you must have moved it to as much as eight percent behind the sail area from my six and a half or seven, especially whereas in cutting down an old H 15 rudder I left another whole inch on the after end so as not to spoil the drift rods in the after piece.

It seems now as though the mast was unnecessarily big and heavy, being 3 1/2" X 5 with 5/8ths walls as far up as the spreaders and only 25' 6" overall; although it only weighed 46 lbs stripped and balanced some ten feet from the bottom.

But enough of the sail boat until I can send you some pictures of her or until the happy day for me that the light blue Jaguar roars up the hill on which we live. The H 17 rowing boat for Hastings Harcourt is completed; and as soon as the stainless steel outriggers are fitted, we will have a report and some pictures of her performance. But I am afraid she will have to go like the wind to justify the outriggers which cost over an hundred dollars to have welded up: an awful lot of money to move the oarlocks outboard less than a foot and to gain who knows what increase in speed, sliding seat not withstanding. However, they are very pretty, flop into the boat for coming alongside, and are removable by slipping out clevis pins.

My next job (aside from the rebuilding of a Herreshoff fish boat) is to build a twenty foot double ender for use with outboard power in a well. She is to be kept on a mooring exposed to the south westers here and will be used by the owner to commute to the cove where he keeps his sail boat (the same twenty one footer mentioned above) as well as for general knocking about the Bay; and if you are not out of patience I should like to trouble you for your opinion of some ideas that have been haunting me.

Enclosed are some lines off the model. If she is built very light do you think she will maintain something between eight and ten miles in a chop without drenching and pummeling the good Doctor? And with not more than a ten H.P. outboard?

As to the construction, well I have an idea that may or may not be mad, but at least I think I have reasonable reasons for wanting to do it. The plan is to set up a few molds and then plank her with alternate in and out planks like the riveted plates of some steel boats. The planks that were out would be half inch hard dark Phillipine mahogany, but the planks that were in would be quarterinch thick of the same stock; and the fastenings would be five eighths bronze screws applied from the inside rather than clinch nails or rivets. The reasons are that:

1. The fastening time would be cut down considerably.
2. The planking time for any first boat would be cut by almost one third since every other plank would have to be spiled, but these between could be traced by bending on the boat and adding the lap.

You have pleased and flattered me by saying that you have received help and ideas from The Commonsense books. I am glad.

Please give my regards to Mrs. Vaittes.

Yours very truly,

3.

3. The weight of the boat would be the same as a boat lap straked with 3/8ths stock, but the planks getting the most wear would be the heavier outside ones.

4. If steam bent frames were used and not jogged, the thinner inside planks would get supported against splitting just the same.

There are two things that worry me about this plan. First, the screws: do you think they should be flat head or round? I used back screws into the shear strake of my row boat and they held very well as far as I could see. They were, I think flat head # six. Then there is the matter of looks: do you suppose it would be very, very ugly? This really worries me; but then I keep saying to myself "Well, something must be done to whip these stock boat boys with their plywood jobs cut out with a cookie cutter and pasted around the chines with a strip of plastic."

Well, I have certainly bothered you more than enough this time.

Sincerely Yours,

Alan H. Vaites

September 19, 1955.

Mr. Allan H. Vaitzes,
Grande Vue Beach,
Mattapoisett, Mass.

Dear Mr. Vaitzes,

Thank you very much for your letter: I am very much pleased that you had such a satisfactory trial of your sail boat, and I thought from the photographs that she would be a good smart boat and I am glad that the balance is right.

Now as for the 20' double ender, - I think you have struck an almost perfect model if she is to be used by someone who does not mind a boat that is a little bit cranky, and she will not be what we used to think was cranky, but of course will not be as stiff as most of the present very flat bottom outboard motor boats. I think carrying the flare all the way around is a very good thing indeed, and I am sure the boat will be very dry. I believe the power that you speak of will drive this hull between eleven and twelve miles per hour in a moderate chop if the hull is altogether quite light and the box that fits in the well a nice fit in the planking.

If the boat is to have a rudder I think her stern could be carried out to advantage to a straight rudder post and thereby make her lines aft a little straighter and more adapted to speeds of ten miles per hour.

The in and out planking is a very good idea and I do not remember of having heard about its being used, but it will save the beveling of the planks which is always a chore with a lap strake boat, and it will be very easy to spline the planks where the lap can vary considerably.

I would use flat headed screws by all means and do not think that round headed screws are good in many places on a boat, and they are terrible if they have to scrape and paint later on.

September 22, 1955.

Mr. Calvin T. Howell,
4251 N. Ardmore,
Milwaukee, Wisconsin.

Dear Sir:

I will send you some drawings of the #94 later on.

I was much pleased to see the photographs of your dinghy made from the MARCO POLO drawings. She looks to be a good job and I am very much pleased that you enjoy her. It is surprising that quite a number of people have built these little prams, but of course they were especially designed to be carried upside down over the hatch of a larger yacht. This feature seems to be the reason that they are popular because having no middle thwart or centerboard box seems to leave a very comfortable place to sit, which is different from other dinghies.

It seems, from looking at the photographs, that you have either made a longer mast or used a smaller sail than the design for the boom seems to be up very high. This probably is all right if you want a lot of head room, but it generally makes a boat very much crankier to raise the sail excessively but if you have made the sail smaller I suppose it is all right.

If you write again I should be very much interested to hear how you got along with the lee boards for, as you know, they are arranged in a very unique way on these boats.

Yours very truly,

John Ives Sewall
275 Middlesex Road
Buffalo 16, New York

September 23, 1955

Dear Mr. Herreshoff.-

Having now dug a hole to crawl into, I shall attempt to deal with my nautical welfare, checking through your letters as I go along.

In the first place, I do hope I have made it entirely clear that I am not only willing but rather anxious that you should sell plans to others, publish them in Rudder, or in any other way get all you can out of them. It will be out of the question for me to build for at least four years (until one daughter is out of college, that is) and perhaps even longer. And the way prices are going, I shudder whenever I think of what boats are going to cost. Ed Hill has raised his guess on No. 96 to "ten or twelve thousand". I don't know just why he puts it that high (had no time that morning to discuss it in detail); but he surely is in closer touch with the realities than most of us.

So I would be happier to have you think of the Rozinante as something not exclusively mine. Fortunately, it doesn't bother me a bit to think of several duplicates or near duplicates. Funny that others, including Ed, feel just the opposite; but I am really sincere in saying what I do.

As to the bilge pump: I doubt whether one could bail her out with a bucket. Or at least, she's just about the deepest boat on which that could possibly be done.

I never saw a portable pump that was really good, and would be much interested to know more about the one you mention. Even if the pump part is what it ought to be, you have to hold portables down against the stroke. Holding down has, in my experience, proven more tiring than the actual pumping. The old fashioned iron kitchen pumps, on the other hand --- mounted on a counter above your waist --- could be operated to beat the band. I know because one boyhood chore was to pump water into an attic cistern every summer's morning. It took about 490 strokes per day; and I can tell you it didn't take me much time to get out of there.

I had forgotten all about the Merriman-made Herreshoff anchors. A three piece example is obviously the thing to have.

The enclosed illustration labelled No. 1 shows in principle the kind of compass I wish I had. The helmsman can look at the compass and look ahead with very little change in the line of sight. My eyes are stiffening up; and it is increasingly fatiguing for me to shift focus from the immediate foreground to the distance, so a

compass like the one shown, placed three or four feet away, would be good. But I doubt whether any magnetic instruments of the kind and size are available.

Perhaps the best way out is two compasses, arranged as in the other illustration. If I remember correctly, instruments placed four feet apart will give the same reading. A compass under a glass plate in each cockpit seat would be safe, and easy to see.

I tested out the steering arrangement on Ed Hill's boat; and I think I know what I want. Perhaps I have failed to make it clear just why I dislike the tiller as shown. It isn't "precedence" that bothers me, but some considerations that seem very practical indeed.

On Araminta, where the conditions are close enough to illustrate the situation, I sat in various positions & steered the boat. As a result, my point of view has been confirmed.

There is not enough room behind the mizzen mast of No. 96 to sit back there & steer. In fact, if I owned Araminta, I'd move the helm forward of the mizzen right away for that same reason.

In order to handle the tiller on No 96, one would have to sit right beside the mizzen mast. That means that the main sheet comes down right alongside your thighs. If there is any place on the deck of a boat I don't want to be, it is where the main sheet meets the deck. I want the main sheet behind me, so that I may tack and gybe and twist an turn without worrying about getting lassoed.

I am sure that one could learn to dodge the main sheet; but I don't want to dodge anything at all. Also, I wouldn't be happy in the least when an inexperienced friend or relative was steering in that place.

Furthermore, when sailing the boat alone, I want to be in the cockpit, just a step from the halyards on the deck house, and in a position to get forward quickly. This means, again, that I want to be standing forward of both the mizzen and the main sheet. On Araminta, I found it a great nuisance to get back and forth to the tiller.

I talked this all over with Ed Hill; and while he does not entirely agree with me, he came around at last to appreciate that I knew what I wanted & had reasons for it. We then discussed the best means for putting the helm forward of the mizzen and the main sheet.

We both came to the conclusion that a steering wheel arranged like Marco Polo's would be better than a tiller with yokes and linkage.

If we put a good sized disc on the rudder post, we can hook it

up to the drum on the shaft of the steering wheel with a single sheave on either side. That arrangement ought to make the wheel almost as precise as any tiller (and more precise than most tillers). It will be necessary to have some good, easy way to keep the wire rope strictly tight.

The above is the way George Crouch designed the steering gear for Mr. Greening's speed boats named Rainbow. Both Greening & GC commented on the precision with which the boat could be steered.

Naturally, the arrangement I suggest would entail some loss of cockpit space. I am not worried about that. The cockpit remains a good six feet long, which is enough. Owners who want bigger cockpits would do well, I think, to forget about wanting the ketch rig & build sloops.

As to the construction plan, I am quite willing to take your advice. So let it be longitudinal.

I hope Norman Hodgdon can get the idea from the start. He seems a bright person. But as for the run of the mill Maine builder, I fear maybe you remember the Herreshoff Mfg. Co. too well --- with its fine craftsmen, fine organization, and excellent discipline. In my experience, the minute you ask a Maine native to do anything in a new and different way, he sulks. You pay him for sulking, because he charges it up to your bill for labor. When it comes to sit down, slow down methods, those men are experts. In ~~all~~ my life, I have met only one of them who even wanted to think up new & better ways. That is Wesley Mahan of Pemaquid Harbor. Unfortunately, Wesley claims he has permanently retired from boat building.

I was impressed, the day I sailed on Araminta, with Ed's wisdom in providing her with plenty of sail area. Our normal breezes are very moderate; and Araminta is the only boat now around that will step out & go on our standard days. Ed & I compared the sail area of Rozinante, Quiet Tune, and Araminta; and we decided we'd have to refer it back to the boss.

Would you say that No. 96 had about the same proportional driving power ~~as~~ Araminta? If less, I suggest that we add sail. The virtue of the ketch rig is your ability to adjust downward mighty fast if you want to.

I used two little boats a good deal last summer, both with main sails in the neighborhood of 150 sq. ft. Frankly, I don't think we need any winch on the main halyards; and I don't think we need the tackles you have indicated either. I had no trouble whatever setting up the luff of those little mainsails; just a good swig at the end did it.

Several friends have asked me whether the monkey-gaff sails

would come right down on the run like marconi sails. Am I right that they will?

It seems to me obvious that the slides you designed for Meadow Lark would permit the little gaffs to slide right down whether you bothered to coordinate your two halyards or not. The peak would just drop down vertically, or nearly so; and the whole business would slide down fast.

Query: are those mast head sheaves indicated for the peak halyards going to be OK when the booms are broad off before the wind? I have been wondering whether, under those conditions, the lead of the halyard might not be bad.

Checking over everything above, I find I have failed to mention the absence of a bridge deck. It isn't indicated on the drawings; and if we can get along with out it, God be praised! We can rig the riser for the exhaust pipe in various ways without any bridge deck; and a comfortable cabin door is mighty nice. But people are forever talking about "tying the boat together". I don't mean this particular boat, just boats generally.

I think this covers about everything to date. Sorry it has run on so long.

Sincerely,



RECORDED

September 29, 1955.

Dear Mr. Sewall,

In answer to your letter I would say that I am glad you will free me to sell the plans to other people and this will help a lot. So far there have been several people who want a boat just like ROZINA TE, but we will see. I think it will be a good idea to publish the sail plan in THE RUDDER, which I will try to do before long.

I guess it is lucky that it will be four years before you build for I seem to be progressing very slowly with the plans. I think Ed Hill is trying to kid you a little when he speaks of as much as ten or twelve thousand dollars for building this boat. However, the price should go more or less with the displacement of the boat, and if you hear of other prices and displacements you can make your own comparisons.

I can understand why you have bad opinions of the bilge pumps, but there have been very good ones made in the past and the good ones are very satisfactory, and when there is very little friction in the barrel and piston they do not have to be held down but only guided by one hand. I am glad the anchor problem is settled.

As for the compass -- the Ritchie Compass Company makes a couple of models that are far superior to the type shown in the cut you sent because, while they magnify, they do allow you to see the forward end of the compass which makes steering most easy. I got this type of compass up in the first place for the "M" boat ISTALENA in 1928, and it is positioned so that the eye will not have to change its focus much or its line of sight. I think when the time comes we can get just what you want from the Ritchie Company for a reasonable price. I have also sailed in boats with the two compasses set in the seats under glass, and this was a hobby of Paul Hammond. On a straight sail boat they are pretty good as they are entirely out of the way, but I fear on a boat of your type they would be too close to the engine.

I think we shall have to do something drastic about the arrangement of the main sheet if a sheet attached to the lower part of the mizzen worries you. A steering wheel without handles just forward of the mizzen

will be perfectly all right, and I will show one in dotted lines on the construction plan, but leave the tiller for those who want to save some money.

I agree with you that Norman Hodgdon is the best buidler that I know of at present in Maine.

As for the sail area, - this boat has quite a little less sail area than I naturally would have put on the boat, and less drive than ARAMINTA, but in the first place you impressed me that you wanted a very safe and stiff boat, and that is the reason I have made her with moderate sail area, but if you want to sail much in very light airs I should draw a new sail plan with higher masts -- all of which will entail quite a little work.

I also think there will be no need of tackles on the halyards, and I have gotten this idea from sailing on one of the MEADOW LARKS. Apparently having two halyards instead of one much increases the power.

I think you will find that the short gaffs come down just as well as the regular leg-o'-mutton sail, and sometimes perhaps better.

The sheaves at the head of the mast will be all right, and have proved so on MEADOW LARK; and after all a halyard attached to a headboard swings just as much.

As for the bridge deck -- small boats do not have to be "tied together" as much as large boats, and a boat built with web frames also can have longer deck openings.

Very truly yours

Mr. John Ives Sewall,
275 Middlesex Road,
Buffalo, 16, N. Y.

MC 764a

4251 North Ardmore
Milwaukee, Wisconsin
September 30, 1955

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

Received your letter of September 22 and was very much interested, of course, in your comments and questions about the Marco Polo dinghy.

Let me say again, I have enjoyed the boat very much and probably too because of the lee boards which make it more comfortable sitting.

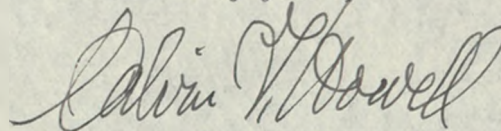
In regard to the mast and sail, I believe it to be exactly as designed and have checked the dimensions on several occasions. The reason that the sail is high is that in the design the rolling hitch is applied to the spar about 4' 10" above the throat or the lower end of the spar. When I sailed this boat in this manner, it had a very decided lee helm and, at first, I was going to relocate the lee boards which I believe are as designed or change the angle to put the plane somewhat forward. I came to the conclusion that I wouldn't do this until everything else had been tried and so started attaching the halliard lower and lower on the spar until I found the point where the boat balances well in a medium breeze. In light air there is still some lee helm somewhat caused, undoubtedly, by just the weight of the rudder steering the bow of the boat off. In medium weather, that is a 10 to 15 mile wind, the boat has plenty of ardency and luffs of its own accord. In this kind of a breeze, I can sail the boat without touching the rudder by easing off the sheet at times in a method you undoubtedly know very well.

I believe that in harder breezes, it would be well to place the halliard knot further up the spar, get the sail somewhat lower and with the heavier weather would probably get a weight helm anyway, I am attaching the halliard about 3' from the bottom of the spar at present.

So far as the lee boards ^{weather} are concerned, they seem to be reasonably efficient except in real light air when the boat sags off to leeward a good deal. It, of course, reaches very well and quite fast.

I will be very glad to hear from you if you have any suggestions in regard to what I have done and will be anxious to see further drawings of the #96.

Sincerely yours,



Calvin T. Howell

October 6, 1955.

Mr. Calvin T. Howell,
4251 North Ardmore,
Milwaukee, Wisconsin.

Dear Mr. Howell:

Referring to your letter
of the thirtieth, I was much interested
to hear about the steering of the little
MARCO POLO dinghy.

I should judge, from what
you say, that the lee boards are not quite
wide enough and the rudder is perhaps too
big and that makes the boat slide to
leeward a little before she gets going.
I am glad to know about this, and my mistake
was as follows:

I made the rudder big to try to gain lateral
resistance from the rudder itself, and do
not think raising the sail makes enough
difference in its fore and aft centers to
affect the steering much.

I will send you some plans
of #96 later on.

Yours truly,

BROR TAMM

MARINE DESIGNER AND EXPERIMENTAL ENGINEER
38 YEARS WITH GEO. LAWLEY & SON CORP., BOSTON

TELEPHONE PRESIDENT 3-4822

11 NICHOL STREET, QUINCY, MASS.

Quincy Mass Oct. 11-1955.

Dear Francis:

Enclosed find a letter that came to day.
I am not interested in this stock. Maybe you
or somebody you know might be?

I have been quite busy all summer on odd &
ends. Right now I have 2 models to make
1-40" long and the same 20" long but very fancy.
I am also supposed to make the spar & rigging
details for a 86'l. o.c. double topmast schooner
and this will keep me for a while.

I have not been feeling so extra good this
summer but as long as you can stay vertical
you should not complain.

Edeca is getting married Sat. Oct 22 and I have
a lot of small work to do for her.

Hoping you are well and to hear from you
soon
as ever

B. Tamm

We will be down to Marblehead as soon as
this wedding is over

DESIGNING : CONSTRUCTION : YACHT TENDERS : RACING CANOES AND KAYAKS : RACING PADDLES : YACHT MODELS :
HOLLOW SPARS AND SPINNAKER POLE GEAR : ICE YACHTS : RIGGING : FITTINGS : GADGETS : WINCHES :
OUTBOARD HYDROPLANES : EXPERT ON DOUBLE ENDERS
INVENTOR OF TAMM'S PATENT ROLLER REEFING GEAR AND TAMM'S PATENT ANCHOR
CUSTOM WORK ONLY

October 13, 1955.

Dear Tanny,

I was glad to get your letter but I am afraid I shall not be interested in the stock for the kayak as I am short of storage space.

I was glad to learn you have been busy, but sorry indeed you have not been feeling too well. Possibly it was on account of the unusual hot weather which also made me feel rather poorly, but I think we shall both feel better now.

It is nice you are working on models for this may be a good project for you as you get older, if your eyes hold out.

I was delighted to hear that Edna will soon be married as this will probably relieve all hands quite a lot.

I shall certainly be glad to see you when you get down, and it is strange to think it is about four years since F.C.P. died.

Yours very truly,

1 enc.

ALLAN H. VAITSES
GRANDE VUE BEACH
MATTAPOISETT, MASS.

OCT. 13, 1955

Dear Mr. Heereshoff,

There is a strong, damp easterly blowing here tonight; and we like to think that you and your dogs are enjoying a fire, perhaps in the little stove with the circular door.

Enclosed are a couple of pictures of the H 17 rowing boat we built for Hastings Harcourt of New York, taken when I delivered it to Southport Conn. The long oars and sliding seat are not shown in action because I couldn't find anyone to use them while I took the picture; but I tried them and found it pretty good fun; in fact, I think I would rather have a seat that slides some even with the short oars.

Before asking the inevitable questions, I want to thank you very much for your encouraging remarks in your last letter about the twenty foot double ended inboard-outboard boat. I am particularly anxious to make this boat a flawless performer in a chop such as we have here, because there are so many discouraged outboard owners in this area that one really successful boat making use of an outboard could make a terrific splash among them. Indeed, Dr. Tudor's converted surf boat made quite an impression except that its size was a little too much for the average small boat enthusiast.

In order to simplify construction, lower the cost, decrease the draft slightly, and especially to make handling and storage ashore easier; I have decided to cut her off dead flat just under the turn of the bilge much as you have done in such boats including the 17 ft rowing boat; making a flat bottom which, however, has a beautiful narrow, hollow waterline shape forward and long tapering point aft. This flat bottom comes out about thirty inches wide at its widest point; and she is about three feet wide at the waterline.

Do you think it is alright that I have made the flat bottom perfectly straight for its full length and that it pitches down slightly toward the bow when she is at rest? That seems to be what the lines called for; and

October 17, 1955.

Dear Mr. Vaitses,

I was glad to get your interesting letter. Yes, I have enjoyed the little stove during this rainy spell very much, and I find that a lot of winter nights when I am alone I use the stove in preference to the upstairs fireplace.

I am much obliged for the nice photographs of the row boat. I think she really would be something wonderful and I wish I had had one just like her when I was young for I rowed quite a lot around Narragansett Bay somewhere around 1904.

A sliding seat is somewhat of an improvement even if it only travels a few inches. I think this boat will also be a remarkably good sea boat and with a row boat you can always slow down quickly if necessary in striking a head sea. I think there will be more of these boats, and I wish you would send a picture into The Rudder for I am sure it will create interest.

I am interested that you know Dr. Tudor and do think he has a good boat for a large family, but of course she is heavy and clumsy.

As for the outboard motor boat you are to build, I would make her dead straight on the bottom by all means, and have always thought about trying a double ended model that was actually concave on the bottom fore and aft as I think this might stop the boat from changing trim when speeded up. However I would design the boat so she has a definite drag all the time -- that is have her about 3" deeper way aft than she is forward, and I do not think she will change her trim very much. But when a boat is made deepest forward and shallowest aft then she will raise forward and settle aft until the bottom becomes an inclined plane.

The sections you have shown in pencil are very good but I would not go in to too much flare

way forward for the spray generally comes over farther aft and a flaring bow is simply hard to build. I think you probably are going to work out a unique and useful boat.

over....

As for sassafrass, I must say that I do not know anything about it and have never worked it and don't think I have ever seen the tree growing, but I have heard that they did grow somewhere on Cape Cod. I think the wood is rather soft and don't believe I ever knew of it being used on a boat, but I have no doubt it might be very good in the right place. I looked it up in my book about trees and it says it is about the same weight as cedar, is soft and brittle, but very durable and is used in the manufacture of pails, buckets, fence posts, etc. I do not know how big pieces you have but it is probable that it might be very good for the flat bottom of this suggested outboard motor boat.

Yours very truly,

PHILIP L. RHODES

11 BROADWAY NEW YORK 4, N. Y.

NAVAL ARCHITECTS



MARINE ENGINEERS

CABLE ADDRESS "RHODESHIP"

TELEPHONE HANOVER 2-2490

18 October 1955

L. Francis Herreshoff
The Castle
Marblehead, Mass.

Dear Francis:

I am writing you for some information about your father's work.

I am under the impression that some of the early Cup Defenders were built on the Longitudinal System before Isherwood patented this system of construction. Also could you send me some information on a 6 Meter Yacht named the SHEILA that we built at Herreshoff from your design around 1920. I believe that this boat was also built under the Longitudinal system.

This information is more or less to settle a friendly discussion that is going around the office here.

We'd love to see you some time when you are in New York.

Thanking you, I am

Sincerely yours,

H.F. Newman

October 24, 1955.

Mr. H. F. Newman,
Philip L. Rhodes,
11 Broadway,
New York, 4, N. Y.

Dear Herb,

In answer to your letter of the 18th -- the first boat that my father designed built with longitudinal construction and web frames was the trial cup boat CONSTITUTION in the year 1900. The next one was RELIANCE built in 1902. In 1913 he designed RESOLUTE of this construction but during the construction Isherwood tried to sue the Herreshoff Manufacturing Company for using the longitudinal system of construction which he had succeeded in having patented a few years before, but the Herreshoff Company informed him that if he did not keep still they would have his patents taken away from him because they had built two large boats that way several years before.

The 6-metre boat SHEILA was designed by Starling Burgess and I made the construction plan for her, but she was built to Lloyds Rule and did not have longitudinal construction.

My father and nobody else, so far as I know, made wooden boats of longitudinal construction, but in 1925 I designed the "R" boat, YANKEE, of that construction, and later succeeded in getting some patents out on it which have now expired, and since that time I have designed something like twenty boats that were built to that construction some of which were the "R" boat LIVE YANKEE, "Q" boat NOR'EASTER, the 85' power boat SIVA, and a great many small launches and sail boats. The last one that I designed was the double ended launch PIQUANT built in 1950.

I think you would be very interested to read the book about Captain Nat which I wrote which gives all the dates and list of his accomplishments. The book is called Captain Nat Herreshoff, the Wizard of Bristol and is published by Sheridan House. You should have one of these books if you are interested in Bristol history.

Best regards.

Friday
October 30th

Dear Francis:

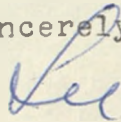
I want to thank you very much for your letter, and the blue-print of the line plans of the "Ticonderoga", which are enclosed.

I have made a half-model the same scale as the drawing, and although I have not quite got all the finishing touches on it, it looks pretty good, and I am kind of proud of it. I laid the deck out of thin teak strips to get the proper shear and crown, and put in all the houses, cockpit, wheel, etc, which I took partly from the drawings in "Common Sense" and partly from memory. When I get it completed to my satisfaction I shall send you some pictures of it.

We are leaving for Florida day after tomorrow and will be there until April. The address is: % Richard H. Bertram & Co - 1931 Purdy Avenue - Miami Beach, Florida.

Best regards and thanks again.

Sincerely,

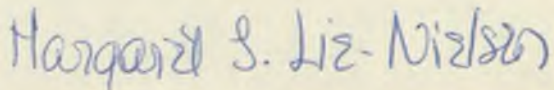


Mr. Herreshoff:

The half-model is really beautiful. Lee is too modest. He got a big kick out of making it, and put such loving work and care into every inch.

Hoping you are well,

best regards,



1955?

November 5, 19

Dear Lie:

I have received the blueprint all safely. Had I known you were going to make a model with deck houses, etc., I have sent you another drawing. I think it is interesting that you have taken the time to lay a teak deck, but I do think the boats make a very pretty model indeed. It is nice that you have taken all the time. Whenever you have photographs I shall be interested to see them.

It is always nice to hear from you and I appreciate the postscript from your wife -- she must be enjoying the model as much as you.

Hoping you will have a fine, successful winter, I am

Very truly yours

November 14, 1955.

Mr. Charles D. Childs,
169 Newbury Street,
Boston, 16, Mass.

Dear Mr. Childs:

I have heard from Mr. Brown in Providence who does not want to purchase the portraits of George and Martha Washington at that price. I note that you question if these portraits were the ones listed as being in the possession of Miss Agnes M. Herreshoff, my sister. They were owned by N. G. Herreshoff, our father, and when his estate was settled they came to me.

Now in regard to the small marine paintings which you are to repair, etc. I thought it would be well, when you have the time, to make me a statement of what repair work you plan to do on these pictures and approximately what it will come to. I am in no hurry whatsoever to have the work done, but I thought if the pictures were put one side for a long time it might be well for both of us to have some sort of a list of them. I hope the picture of New London Harbor will go a long way toward this expense for, as the Washington portraits have not sold, I shall have to economize.

By the way, when Mrs. Parker was here she saw a small painting of Washington that was on the wall and examined it closely, and gave the opinion that it might be a genuine Trumbull, and that I should have it cleaned and revarnished when she could tell definitely. She said that you could do this. So I think I would like to have this done some time on the chance that it could be identified as a genuine Trumbull which I should like to sell.

Yours very truly,

Nov 17/55

Dearest Commodore!

Forgive me - not writing to you for such a long time, but they were many reasons - mainly - what to do here, on our devilishly interesting planet - for remaining for me - very short days, or so.

I wish, I could spend them - in warm South - and IN PEACE - without thinking - day and night - where to get money - to pay for the damned house - and feed the family, plus to el. bills, taxes, telephone, gas and repairs for car, it's insurance and - and and, and and - - -

How are you, my dearest person in the world - - - I am still remembering these wonderful days - when I was at your Castle - - - and talking about M boats - - - Like it was

yesterday---

And I wanted - so much - to go to you again - but complicated life - and distance - too long for my - falling apart like me - car. Bob Harris - nav. architect -

December 1, 1955.

builder of 25' Cat, and now creating another, wanted to take me to Marblehead - but it didn't work out.

About Bob and his process - Ned Mullen - flier with a tubo also had a 20' Cat, of his design - they are building now 21' 7" Cat.

skin 3/16 (111) plwd, trying to make more light - as possible boat - I do wish it was possible for everybody to come this next summer - One of a kind - Race Sails - 300 ft.

About our season - was bad, short, too short. I sailed only 3 times. Bayside Y.C. Regatta - in Hand. Class I - against big boats - and came 3rd losing (both places to both marks) when was 2 last legs - sharp on the wind.

Manhasset B.Y.C. Regatta - was famous Trident - 24' trimaran, who won all races, incl. Larchmont in Handicap class - where no other M. boat were. He (Cluett, owner and designer) - with 285 ft - won first day over me - 200 ft - by 30 seconds. My other larger, 26' (my is 22') trimaran, lost leeboard and was third. Second, last day, 26' was first by 2 min. 38 sec. over Trident, and I was third - stopped by fleet of Blue Jays - by again 30 sec. after Trident. Our own, 4 times postponed - "Regatta" - finally held Oct 26 -

Over

had only 3 boats - smaller Cats (16' and 18')
did not come, same as 26' all alum. TRIM-N
from Larchmont. Mild breeze. I was mad - no
crew for me - sud sprained wrist. All alone, but
was with me - pint of whiskey - to pep me up -
and - in case, as I had not to good experience -
week before - with my "Ticker". Here I was
first - all the Time. Second - 26' - by 45 sec.
third - Trident - 3 minutes 11 sec., and she
did not want to come to finish line - and
Time was just calculated. Race was decla-
red unofficial - not enough of boats. Cluett is
going to manufacture his boat, and has already
several orders. If you did not see his boat in
papers - here it is very rough sketch of her -
on the other side. Price of Trident 2600⁰⁰,
what I think - too too much. But, on the
other hand - who knows. I am alway loosing
to windward, except last time - my very old
mainsail - and as well the Jib (you saw them!!)
are so baggy!!! And new - cost money - which
I do not have. Cost - dacron (like Cluetts - and
Mullen's - cost \$265⁰⁰!!!

Well, dearest Commodore - here is what happened
to me - all these monthes. Was in Florida - Miami
etc. April 20 - May 3. Saw 45' Cats, built by Tolson -
carpenter - and such is the work - and design. Our
newly appointed Commodore of Florid District.

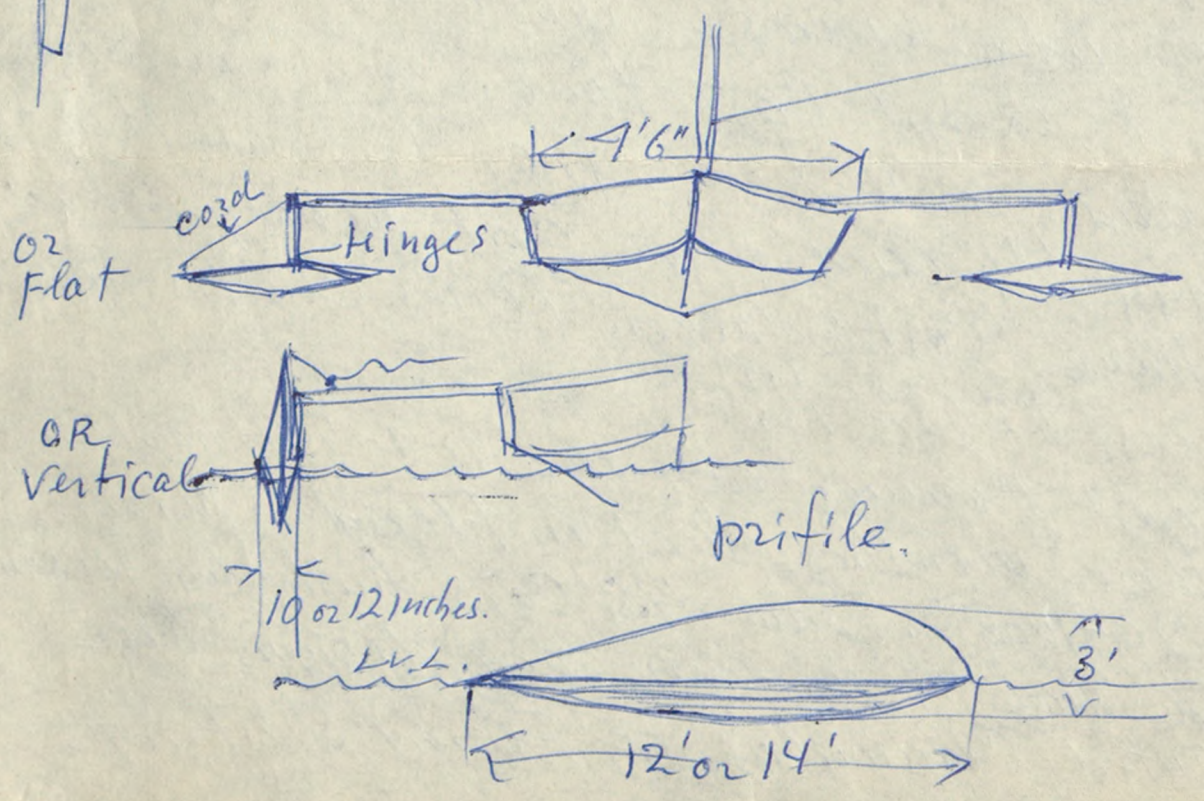
Harris design - approx. with 2 small cabin partitions

rich "Lumberman" from Buffalo, NY and Miami Beach - established "Crossing Capamarans Co" - and has 37' one, and we cruised, over the blue-blue Gulf Stream - to Palm Beach - sailing, beautiful - 90 miles in 7 hours - and back - Waterway, using 2-25 HP motors. time - same, 7h. 10m. It was magnificent - and I am sold on Florida. - Sun, sun, summer, always warm - - but how to live there - on my 98.50 soc. security - I could manage, if I would be alone - - if I would be alone - - What a life - no responsibility, no arguments - - Paradise - -

Well - now sketch - and saying - Happy Thanksgiving - and you can say - Thanks God - Living IN place - ALL THE TIME - - - With most cordial wishes - of best of health - am yours - as ever
Victor

L.O.A. of main hull - 24'

What a contraption
But - goes fast



$$\begin{array}{r} 13 \\ 7 \overline{)90} \end{array}$$

December 1, 1955.

Mr. John M. Garber,
6301 Madison Road,
Cincinnati, 27, Ohio.

Dear Mr. Garber,

I think one more drawing could show all the details of parts on your boat. In fact it would show many more details of a boat than any other designer gives with his designs. I never have made so many full size details for a boat that was not definitely to be built, or under construction, and I was wondering if you thought this last drawing was necessary under the conditions where you were to pay \$100.00 for each drawing as it was made.

Yours very truly,

Ⓔ Enclosures.

December 1, 1955.

Mr. Charles D. Childs,
169 Newbury Street,
Boston, 16, Mass.

Dear Mr. Childs:

Thank you for your letter of the eighteenth. I am sorry I could not reply before.

I am sure you put the proper value on the two large Washington paintings and I do not know exactly why Mr. Brown did not want them, but apparently he seemed to think that not being the work of the elder Peale he did not like them.

Thank you for the list of the paintings you are to repair for me, and I am much interested that the Whampoa Anchorage picture is turning out well. I do want to have the small picture of Washington refinished, and then, if possible, identified by Mrs. Parker.

I shall be willing to sell all or any of the paintings, and that includes the ones that you are refinishing. In the case of the two large Washington portraits I would not sell them for less than they would have cost Mr. Brown so that you would have to charge enough for the paintings to cover your commission. Also I would prefer that these two paintings stayed here until they were sold.

In the case of the Patterson picture, I will tell you for your information that this is a portrait of the clipper ship NORTHERN LIGHT that was owned in Boston, and this was painted to the order of Captain Arthur Clarke, and I think the painting represents the NORTHERN LIGHT running under full sail from Cape Cod to Boston with Captain Clarke then as second mate when she had made a trip during the Civil War and was scared of being taken by one of the cruisers of the Confederate Navy; all of which is told in *The Clipper Ship Era*. NORTHERN LIGHT, being a Boston ship, should make this fine painting of some value. Also, as you probably know, many of the paintings in the marine gallery at Andover are by Patterson, and perhaps they would be interested in this one.

If it is convenient, when the paintings are completed, if you could bring them down here then you could pick up the small Washington picture and perhaps we can find one or two other pictures or prints that I could sell to you.

Yours very truly,

HEADQUARTERS
EIGHTH ARMY LIAISON DETACHMENT
8036th Army Unit
APO 301

San Francisco

10 November 1955

Dear Mr. Herreshoff:

Our people have been very impressed with your "Piquant" model launch and have asked me to ask whether or not you could design a similar vessel with the following characteristics:

Length 60' to 75'
Draft 4'
Diesel power - 2 shafts (It would be helpful if 225 H.P. Gray could be used)
Speed 20 knot cruising
25 knot maximum
Radius 750 miles
Berths for 8, space for 16 people
Radar equipment - (Minimum weight full-scan type)
Gun mount - 50 caliber machine gun

It would be well if this vessel could take the ground without damage to propellers, shafts, skegs or rudder.

Do you think such a vessel can be designed? If it cannot be designed to incorporate all these requirements, could you design one incorporating most of these?

It would be helpful if there were space for assembly of a rubber boat of about 6 man capacity or for an outboard dinghy.

I would appreciate it if no publicity be given to the location where this vessel is to be used or to the persons desiring it.

As a matter of interest, can a small vessel of this type use steam propulsion?

Ned W. Glenn
NED W. GLENN
Lt Col Inf
Commanding

0-22-107

REPLY
MAY 1955
JUN 1955
JUL 1955
AUG 1955

10 December 1955

December 1, 1955.

Lt. Col. Ned W. Glenn, O. 22 107
8036th Army Unit
APO 301
San Francisco, California.

Dear Colonel Glenn,

I was sorry that I had to answer your letter in pencil but my secretary was away on a vacation and about all I can say now is that I believe the type of boat that you are interested in would be much better than the usual power boat of her accommodations.

She would be a better sea boat and run very much more economically, and, as far as I can make out, cost very much less to build.

If you want me to make any sketches of this type of boat I shall be glad to do so.

Yours very truly,

W. G. G. G.
1st Lt. Col.
San Francisco

MC 76.40

1955

December sixth.

Dear Virginia,

It was kind of you to write and send me the check, and I think you are a very good sport to take this thing I practically forced on you. But on the other hand I really think Tasha is doing a remarkably good thing in creating books that children actually like, and learn good wholesome country living that so many of us are unfortunately forgetting.

I was sorry to hear that the rose garden was damaged in the hurricanes, but after all even a rose garden that is put up for the winter has a charm for you look forward to and hope for the beauty that is to come in the spring.

When I was at your house I meant to get the book I lent you about the History of Western Art by John Ives Sewall, and if it isn't too much trouble I would appreciate it if Susie could wrap this up and mail it to me.

Time goes by so quickly, I know, but it is hard to imagine Frankie with two little boys let alone Jeanie having a son in Harvard.

Wishing you the best of the season's greetings,

Very sincerely yours,

MC 76.90

December 8, 1955.

Dear Colonel Glenn:

Replying to your letter of the thirtieth of November I would say that the boat you outline is a very interesting proposition, and it happens that I have had quite a little experience in launching row boats from vessels only a little larger than the one we are contemplating. In the first of World War I, I was in command of two different patrol boats that operated around Block Island, (a rough place), and we had to lower away boats often to board other craft. Later I was on the inspection staff of Naval District #2, and had the job for a few months of inspecting patrol boats while they were on duty which necessitated my boarding one patrol boat after another. Generally I was accompanied by a yeoman and a compass adjuster, both of whom had some parapsychia. After these experiences I am convinced that the proper way to launch a small boat is to shoot her out of the stern of the mother craft while the latter is traveling slowly to windward. Although there have been no vessels especially designed for this I see no reason why it cannot be arranged easily, and am making a drawing of such a craft which I believe could launch or haul an eighteen foot high speed outboard motor boat in a matter of seconds, without damaging herself or the mother craft.

As for the cost of such a design: I would say the usual commission of a yacht designer is ten percent of the cost of the work, but I do not belong to the yacht brokers' and architects' association so can charge less if I am inclined, and the work is interesting. Hence I would be willing to make the drawings for this contemplated craft for one hundred dollars (\$100.00) a sheet, excepting the construction plan which would require considerable work and be worth Five hundred dollars (\$500.00).

Also, if there were considerable change made in the design as we went along, there should be some way that I would get compensation for this extra work. In other words, if the changes were enough so the drawing should be done over again on a new sheet of paper then, if the drawing were half

done, etc.. I should receive half payment, etc.
I think the drawings might be as follows:

- 1...The outboard plan.
- 3 Lines 2...The general arrangement plan.
- 4 3...The construction plan.
- 5 4...Detail of engine room.
- 6 5...Detail of launching ways.
- 7 6...Detail of tanks, etc.
- 8 7...Detail of special propeller struts to protect rudder and propeller when laying on bottom.
- 9 8...Detail of the deck house or conning tower.
- 10 9...Detail of gun mounts, radar scanner mount, etc.

These costs would be in case the vessel is not built, and if she is built then I should get ten percent (10%) of the cost of building minus the cost of the drawings listed above, ~~and this is the way I have done the last two or three designs.~~ If there were time for me to make these drawings without the help of a draftsman the design would be cheap indeed compared to most work done for the government at the present time.

if they have been paid for

I must also note that if two boats were built the usual architect's fee is somewhat increased, and if several boats are built he usually gets a small commission from each, which I suppose is to cover a certain amount of inspection work, furnishing blue prints, etc.

However, I should be glad to make several tentative outboard plans for nothing simply because the work is interesting. I understand perfectly the necessary difficulties of getting paid by any of the government services for special work for in 1918 I was attached to the naval experimental station at New London.

To return to the design or sketch plan, I will send you:

1. The double-ender idea is given up because of the launching ways out of the stern.
2. The length has been cut down to 60' for a trial but may have to be increased.
3. The vessel is mostly enclosed but several men who were unemployed could safely sit, stand or lie down in the launching compartment. The drawing will show most everything else.

December 8, 1955.

Colonel Glenn, 3 (continued)

I do not have information about the 225 HP Gray Diesel, but maybe this model is only made for the armed services. The engines should be port and starboard with two to one reduction gear.

I should like to have general dimensions of Browning 50 and size of rubber boats, both inflated and folded.

Also the size of radar scanner.

It will take me a few days to work out the drawing and the general problem, then I will send you some prints together with the numbered description.

Yours very truly,

Lt. Col. Ned W. Glenn, 022107,
8036 AU, APO 301,
c/o Postmaster,
San Francisco, California.

30 November

Dear Mrs. Dreeshoff:

Your letter which stated you could design a narrow-beamed launch was very interesting, and I would like to assure you that even pipe berths will not be needed. Instead, I suggest either a taut canvas sleeping platform or a light wood battened platform upon which grass sleeping mats may be placed. This platform could extend from port to starboard in an uninterrupted manner. Space for a bagie stove fore and aft would be good.

The boats would have to take the mud at every low tide and propellers, shafts, brackets and rudders should be made to prevent damage in this situation.

We have on hand a considerable number of Gray Marine Diesels of 225 H.P. which we would find easy to use as power.

Enclosed is a very rough sketch of the layout I had in mind, having hatches over the engines, and provisions to cover the cockpit with a removable canvas top, on bows. The deck abaft the aft cabin

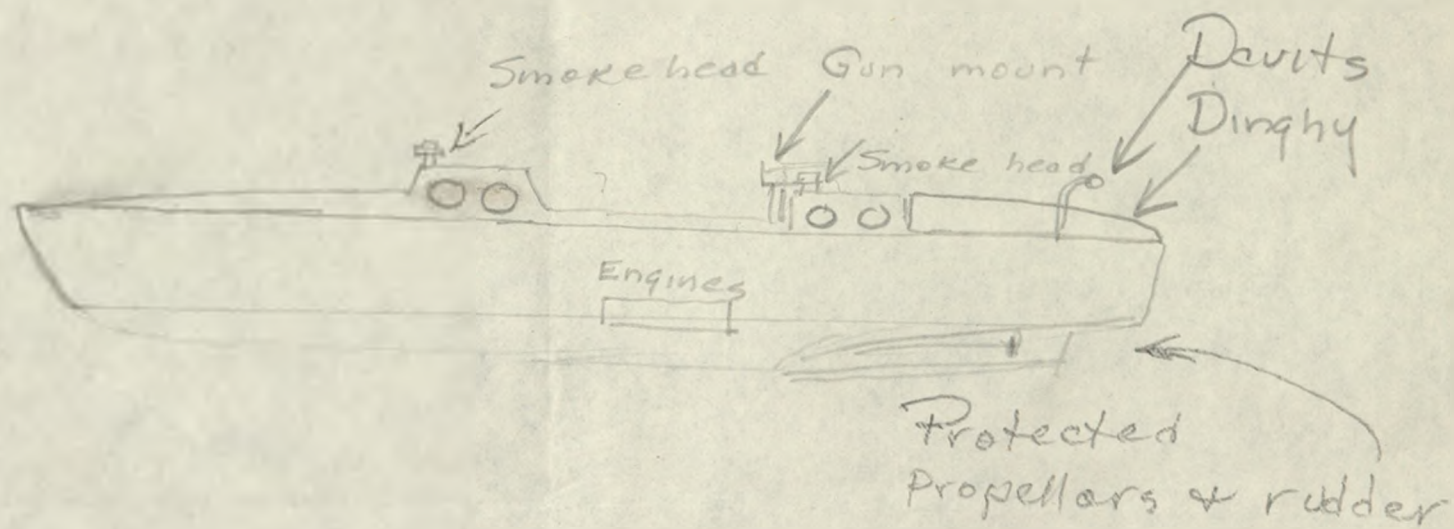
house should be flat to accommodate a rigid fitted dinghy. The dinghy should be capable of high speed in rough water using 25 H.P. outboard. This aft deck will also be used to launch and retrieve rubber dinghies as well as the solid one. The gun mounts could be situated at the corners of the aft cabin house and should be for 50 cal Browning.

The aft cabin would house the galley and mess table, while sleeping platforms would fit in the forepeak and stern. Cedar bucket toilets would simplify everything. Fuel and water tanks could be amidships I believe.

Could you tell me the cost of such a design, as I must get approval for the expenditure from government funds?

Thanking you, I am,
Yours
Fred W. Glenn

ZTCol 0-22107
PO 36 AU, APO 301
% P.M. San Francisco.



December 12, 1955.

Dear Tasha,

I am sorry that I have been so busy this fall that I could not make any doll funnygee, and somehow or other this Christmas I did not get around to sending Christmas cards.

I am enclosing a drypoint that your mother made and gave to me in about 1923. While it is not as finished as some of her work I think it has quite a lot of feeling.

Whishing you and your husband, and all the children a very merry Christmas, and a fine new year, I am

Sincerely yours

Enclosure.

