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CABLE ADDRESS, MARINE

Christiansted, St. Croix, U. S. Virgin Islands

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MARINE RAILWAY
EVINRUDE SALES & SERVICE
BOSTON WHALERS
LYMAN CLINKER-BUILT BOATS

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

Mr. Stacey Lloyd showed me your letter concerning his questions on his ketch BOUNTY. It appears from your answers that he did not explain the situation as it really is. We have done all of the work on BOUNTY since she began leaking to the point of non-use. As briefly as possible this is WHAT has happened as we see it and what we have discovered upon investigating the cause of the severe leaking of the boat. It appears that the BOUNTY had been brought to the local yards, inadequately supervised by competent craftsmen, and when the complaint was made that the boat was leaking, they set about to caulk it. This they did wherever a seam of any type appeared. Caulked seams included all types of joints including those in the fin, to which the ballast is bolted, deadwood, forefoot scarf, the joint between keel and the fin for its entire length, and of course the garboard. Stopwaters were driven all over the place, and in each case, instead of boring or knocking the old stopwater out, the new stops were driven below the garboard seam. That is in the deadwood where they did little if any good. This indiscriminate caulking in the case of the mistaken garboard seam, that is the one between the fin and the 4" keel, separated those two members to a distance of some 3/4 of an inch. This void, of course, was filled with oakum for a distance in of about 6 to 8 inches. Though the water was not passing by the keel bolts at this time, it was quite obvious that either the keel bolt washers were buried into the wood for this distance or the keel bolts had been strained, or a little of both. Upon looking into the keel bolt situation we found that the nuts on these bolts had suffered from galvanic action. Upon removing the garboards, we found that every screw from the waterline on the sternpost to the waterline forward was badly deteriorated. The screws in the garboards for the most part had suffered severely from galvanic action. All were replaced. We found that the stopwater at the joint between the forefoot and keel was missing. There was absolutely no evidence that this stopwater had ever been put in. On the contrary, the effects of water erosion on the keel pointed to this joint as a leaker from way back. The end of the 4" keel, for about 2 feet aft from the forward end gave evidence of being slightly soft. We felt it necessary to put in a 7/8 inch stopwater in an attempt to reach wood which was lively enough to allow the stopwater to do its job. We found that an insert had been put into the 4" keel along the port side at some earlier date, perhaps because of some erosion due to running water between the rabbet and the garboard. This insert was in dimension, the depth of the rabbet from top of keel to bearding line, about one inch athwartships and about 28 feet long.

f1

The piece was put in with screw fastenings. We found the scarf in the 4 inch keel, located about four feet forward of the upper end of the fin, soft and apparently leaking. Also just aft of this joint, we found a large diagonal split in the keel which ended below the rabbet line, but above the bearding line. This apparently went right through to the top of the fin, had been found to be leaking, since the opposite side of the joint between the fin and the 4" keel was tightly caulked with volumes of oakum and the trailing edge of the upper fin was covered with an insert screwed in place. We have also removed the sternpost, but not the rudder post from BOUNTY. These pieces we have found to be in extremely excellent shape --thoroughly hard and sound. For that matter, let me say that BOUNTY as a whole, is ninety-eight percent completely sound. My only reservations are concerning the keel at the scarf and the forward end. The bolting holding the sternpost to the rudder post (or vice-versa--it now occurs to me-- we removed the portion of the deadwood next to the rudder) was heavily attacked by galvanic action. All of these bolts were replaced. Again the nuts and washers were thoroughly embrittled. Also, a curious thing occurred when we rebolted the after deadwood together again; the members were perfectly straight and five of the six bolts through these members fitted perfectly, but the sixth and lower bolt could not be sent home. We finally had to re-bore the stern post ~~the~~ re-insert the bolt. The old bolt showed some bent portion but not enough to account for our trouble. However, the starboard side of the two deadwood members, where they meet, had been so tightly caulked with oakum that one seam was 1/4" wide while that on the port side was tight--wood to wood.

cast bronze

*re-forsing
squeaking
down*

Now I shall try to give you a clear picture of what has happened to the 4" thick mahogany keel. As you will see from the plan, the keel has a maximum width in the neighborhood of 28". The floor timbers are bolted to this keel with, as I remember it now, are 7/8" bronze bolts, located about 4" in from the outer edge of the keel. These bolts are set in the keel only and do not go through to the fin or lead ballast. When we had the fin and the keel separated we could see that the underside of the keel had been counter bored to take a washer under the nut of the floor bolt. These are the bolts that seem to be turning when we attempt to tighten them. Also they seem to be coming up through the keel, since the nuts continue to tighten at a torque of thirty pounds on the torque wrench. As far as we can see, none of the keel bolts pass through the floors, but rather are located between the floors in the keel. The keel bolts are spaced about an average of 8" in apart, naturally they get closer as the width of the ballast decreases until only one bolt is used. Where the floor bolts pass through the keel, the keel and floor timbers are in contact or nearly so. However, where the keel is widest, and generally all over, the center of the keel does not come in contact with the floor timber, being as much as 1/2" away in some instances. Since no bolt passes through the floor and keel in the centers of both pieces, there is no way to draw the two together and remove the concavity from the keel. We have found as many as six 5/8" washers on each keel bolt, with the top one wrapped in cotton and white lead, the nut being only slightly depressed into the keel itself.

Our preventative measures for the above findings have been to tighten the floor bolts to prevent movement of the keel at the garboard. We have installed 3" x 3" x 3/8" washers on the keel bolts. We have put inserts as needed along the garboard rabbet.

3x3x3/8

we have replaced all stopwaters, refastened the garboards. Recaulked the garboards so that they do not leak-- Stacey indicates that they do, but I have seen no evidence of it when I was inspecting the boat underway. All Stacey knows is that underway the boat seem to leak. And, again only when the boat is being driven. We have found that a substantial amount comes up between the collar around the rudder post. (UNDER POWER) Portions of the floors that have rotted near poorly drained sole hatches have been replaced. We had to put three inserts on the rabbet on the starboard side and one in the port rabbet. These were P&S from the forefoot-keel joint aft for about eight feet; a 10" piece amidships stbd side and a seven foot insert where the split in the keel appeared aft as noted above.

BOUNTY is not leaking from dried out topsides. These seams are perfectly tight under all conditions. There is, however, one floor missing. It was located amidships and was removed for some reason. It was done carefully and the adjacent members are unharmed. It leaves the two opposite frame ends sort of loose and doing nothing to hold the upper portion of the garboard in that area. *f. 2000' 2' 1/2" in '12/13/20*

I thought upon reading your letter to Stacey, that you would better be able to consider the problem, if you had an idea of just what has been done to try to solve the problems that prompted Mr. Lloyd's letter to you with a request for the construction drawings. It was I who urged him to do that so that we could have a kind of X-ray view of BOUNTY so as to best consider what we should do to treat ~~her~~ her. The vessel is by no means in any danger and is seaworthy and as beautiful a sailing vessel as ever. Incidentally, CIRCE a centerboard type, I believe design no. 50 in your records, is in the area. Its ~~we~~ design is of course like that of BOUNTY with a shorter rig, but in workmanship it definitely lacks the look of breeding that BOUNTY seems to possess.

I hope that this information will be of assistance to you and if you have read this far, I admire your patience.

Very truly yours,
William R. Chandler
 William R. Chandler

It appears that the bulk of 'Bounty's' problems began when all that oakum crammed into her seams started to work loose. We have found an instance where the fore fore scarf had been caulked to the point that the port side was down 1/2" from the apron while the stbd. side was snug - three through bolts were broken in this area, all lifts in the lateral plane - or fin are "as built" except at the outside edges where their ^{heads} were merely "dumbed" and caulked

WRC

SALATHÉ

1080 University ST
Montreal 3 PQ.

ICAO-OACI

3260 Ridgewood Avenue
Apartment 8
Montreal, Quebec

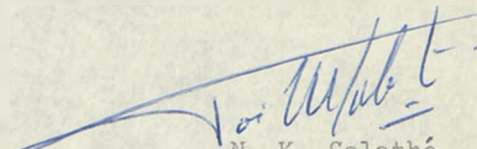
14 December 1965

Dear Mr. Herreshoff,

I wish to thank you for the trouble to which you went in answering my letter in such detail. Your very valuable advice is deeply appreciated. I also wish to thank you for the suggestion concerning a possible builder and I shall be in touch with them in due course.

I avail myself of this opportunity to extend all my wishes for Christmas and the New Year.

Yours sincerely,



N. K. Salathé

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

MC 16.90

Box 236
Wayland, Mass.
May 2, 1947

J. Francis Henneshoff, Esq.
Marblehead, Mass.

Dear Mr. Henneshoff,

I am a admirer of your designs and philosophy of designing and I am particularly in love with your herein in plan.

Right now I am a rather unpeccious patent lawyer just getting started again after a few years at sea during the war, so I am building a cruising sloop to get along with until my financial condition improves. However I should certainly like to come to Marblehead and listen to what you have to say about herein with an eye to the future. I don't know anything about designing and I can only test a craft by sailing her, but I should certainly like to have a talk with

2.
you if you care to have me come
because I have sailed your craft
before and this one looks good
to my eye.

What I mean to say is I would
take your word as gospel about
design. When it comes to that
I am like the guy who walks
into a museum and says "I don't
know anything about art, art -"

Incidentally I was interested to
note that you approve of the sharpie
as a cruising type.

From now on my cruising grounds
will be roughly between Montauk
and Fundy - no more outside
stuff if I can help it. My needs
are a man and wife boat, smart
and comfortable, with room for
my kids. Being associated with
something as lovely as herbie
should give them character and
me solace.

Very respectfully
Robert S. Sanborn

I want to thank you for your hospitality
 last Saturday, and for wanting me to come
 again. I had to leave you all alone with
 all those charming young ladies, but it
 was obvious that you were quite up to
 the situation and handled and did
 not require an extra hand.

I have been re-reading your thoughts
 on "talking machines", and I must say
 they fascinate me, more particularly
 because I quite agree with you about
 about reading first and saying. I am
 intrigued by the long wavy line made
 when one adapts to the feet. If I can
 see my present best friend like to
 hold a large a best as, say, 1200-
 would allow for mistakes. These
 can work as if a picture (mechanical)
 way would be to pick up a record
 first in hand and then design a

Dear Mr. Stenochoff,

September 30, 1947

ROBERT S. SANBORN
 P. O. BOX 236
 WYLAND, MASSACHUSETTS

fast hull to suit it along the lines you suggest, except for the adjustable keel feature which I probably could not afford just now. For instance I am told that the Ray Hunt 210 class had to change keels last year due to a rule change (damn the rules) so I might get one of the old keels. I might be able to produce a lively boat of about 30 i.w.l. She would be very narrow, but I have learned to live with a boom tent, a three quarter length air mattress, a sleeping bag and a kerosene stove.

I should very much like to discuss some of these things with you when I call again. I still like herica for a family boat, but had better wait for a bigger family, among other things.

Very sincerely yours,
Robert S. Sarban

GEORGE P. DIKE
CEDRIC W. PORTER
GEORGE P. TOWLE, JR.
ROBERT S. SANBORN

DIKE, CALVER & PORTER

73 TREMONT STREET 350 TREMONT BUILDING

BOSTON 8, MASS.

PATENTS, TRADE-MARKS
AND COPYRIGHTS

CABLE: DOLCAM BOSTON

TELEPHONE CAPITOL 7-7370

Sept. 15, 1948

Dear Mr. Herreshoff,

Your kind answer to my inquiries in the past prompt me to write again. I have done some day sailing in my sharpie Fiddler, and have intended to call on you again. I hope to do so soon.

I have been studying your work, and also those of Mr. Chapelle. I have been writing a patent for Mr. Paine so I have had a chance to talk boats with him too.

I am still in love with hercia and hope to build her some day. I should appreciate knowing about any boats built to her design. Meanwhile I am interested to follow the plans of Meadowlark, being much in favor of sharpies after two years' experience with Fiddler.

I have finally gotten settled in a house of my own and I am preparing to do some designing and building for my own amusement.

I am finishing one of our canvas covered kayaks and then I shall start on one of your double paddle canoes. We have done some very successful white water and river cruising with the kayaks. We carry tents, gear and supplies sufficient for a week's self sufficiency in the 15 and 17 footers. With this as a background, I have been thinking over your remarks on the single hull sailing machine and on sailing canoes. I wonder whether a one or two man 20' x 33" (beam) sailing hull could not be designed light enough to be carried on a car-top, stiff and weatherly enough to poke along the Maine Coast, and fast enough to produce some really lively sailing. I have drawn a pen and sketch of such a boat, ballasted with a heavily loaded dagger board well forward (to clear the cockpit) and a smaller dagger board just aft of the cockpit. I think she would have many characteristics of the racing canoe (about which I know nothing) and I realize that I am in up to my neck. Can you tell me where I can find information about racing canoes? I should very much appreciate knowing. Very sincerely,
Robert S. Sanborn

18 Caldwell Road.

Waltham, Mass.

Nov. 4, 1950

MB

Dear Mr. Hershoff,

I have promised myself a visit to you for so these many months but have not been to Waltham this summer. I sold my sharpie early in the summer. My wife has been expecting another youngster and had a tough time in the middle months so I stuck to home. She is five now and ready to have the child any day. We did get in three weeks at Waltham's Vineyard. My family gave me an old unoccupied farm house and 10 acres including Indian Hill which has the best view of the island. You can see the heath for miles on the south side, and the spires on the North Dune Cathedral in Fall River on a clear day, as well as the bridges over the Cape Cod Canal. So I spent most of the time clearing away over-growth.

2.
The house has been unoccupied since 1908 and was built around 1840.

It is in remarkably good structural shape. As you so often state, they built things in the old days.

I had my three kids with me and took along two kayaks and a sailing dinghy on the trailer. I turned the kids loose with the boats in a pond inside our beach. They played mostly with the kayaks, and after a drill period, dumping, swamping, righting and climbing back aboard, I left the boys to themselves, kept my fingers crossed, and had no drownings to report.

I did no work on the new canoe from June until mid September but have been ^{lately} adding strips and have her about $3/4$ planked. Sometimes I feel discouraged because I think I see mofan spots but at present she seems to develop fair. I packed one pair of molds $1/4$ " with good results I suppose one gets hypercritical of his own work, being so close to it.

But I keep thinking about what
 may go on in your mind when I
 submit the boat to your inspection -
 in my opinion the acid test. At
 any rate I shall have learned a little
 and will have no one to blame
 except myself for any errors.

I had a card from Rolf in
 Hawaii a while back but don't
 know whether he is back. He was
 sailing Catamarans and getting a
 big kick out of it.

I have been very much interested
 in the Rudder Rule boats and would
 like to try my hand at it. Oh yes,
 I want bass fishing at the Vineyard,
 so now I also have to build me a
 little striped boat.

I have just read your November
 installment. I am wondering if
 the Adventures shown in Fig 163 was
 the Kaluga owned by Cowen Forbes
 at Naushon and in which I sailed
 more than 25 years ago. I should have
 said she was larger but then I was a

small boy and any boat looked large. I have never forgotten the thrill of being allowed a turn at the big brass wheel, sailing in a Sou'wester on Buzzards Bay with the lee boats almost afloat under their davits. I notice your picture does not show any small boats aboard so maybe I am thinking of a different yacht.

Again I appreciate having the wonderful designing and building hobby your writings have inspired. Someday I hope I can justify the worth of your teaching.

Jacked to Famine on the plow some time back. He had just returned from a Maine vacation - had caught some fish. Said he was feeling "fair".

As ever,

Bob Farbon

DIKE. THOMPSON & SANBORN

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

73 TREMONT STREET

PATENTS, TRADE-MARKS
AND COPYRIGHTS

JOHN K. CONANT

TELEPHONE CAPITAL 7-7370

BOSTON 8, MASS.

March 25, 1953

CRANES ^{up} CREST

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

Re: Docket 7285 - Barrel Engine

Dear Mr. Herreshoff:

I have your letter of March 23 and the drawings have also arrived. When I have a chance to study the subject matter I will forward it for a search in the Patent Office. If I have any questions I will get in touch with you as you suggest.

Very truly yours,

Robert S. Sanborn

RSS:ei

DIKE. THOMPSON & SANBORN

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

JOHN K. CONANT

73 TREMONT STREET

BOSTON 8, MASS.

April 22, 1953

PATENTS, TRADE-MARKS
AND COPYRIGHTS

TELEPHONE CAPITOL 7-7370

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Re: Docket 7279 - Barrel Engine

Dear Mr. Herreshoff:

As a result of the patentability search which we had conducted on your disclosure, we enclose the following patents which were turned up:

1,168,877 - Froehlich	1,808,664 - Koschka
1,895,206 - Ricardo	1,972,335 - Gardner
2,091,948 - Alfaro	2,126,860 - Alfaro
2,150,162 - Hall	2,229,246 - Istad
2,275,775 - Kunz	2,357,735 - Hall
2,379,119 - Tucker	2,532,106 - Korsgren
2,565,272 - Sherman	

It is my understanding that the novel features of your engine are as follows:

1. The main shaft acting as a rotary valve for the air pump or scavenging cylinders. In this connection, a superficial examination of the enclosed patents seems to indicate that some such arrangement is disclosed in the patents to Froehlich, Ricardo, Gardner, Alfaro (948), Korsgren and Sherman. However, I do not see that these patents necessarily mitigate against the novelty of your valve feature in combination with some of the other features.

2. The use of an eccentric cone in an internal combustion engine to convert reciprocating motion to revolving motion. None of the enclosed patents discloses this feature and, on the basis of the search, I must conclude that it is novel.

3. The use of a gimbal ring to hold the outer cone from revolving. This feature is not shown in the enclosed patents and is presumably novel.

In addition to the above features, it was my feeling that the use of a pair of opposed pistons similar to the firing pistons purely as a supercharging or scavenging pump and in combination with an accumulator chamber might also be a patentable feature. This seems to be confirmed by the fact that none of the enclosed patents shows this feature. I particularly requested that this point be kept in mind during the search.

In summary, it appears that the eccentric driving cone, the gimbal ring to hold the outer cone, and the supercharging mechanism are patentable. Also, some claims might be obtained upon the main shaft acting as a rotary valve in combination with some of the other features.

I might add that I am impressed by the marked simplicity of the over-all design of your engine as compared with the complicated and expensive designs shown in the enclosed patents.

I should like to have your comment after you have made a thorough study of the enclosures, and then we can discuss the matter further with Mr. Ganson.

Very truly yours,

Robert S. Sanborn

Copy to Mr. Ganson
RSS:ei

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

17
August 4, 1953

L. Francis Hereshoff
The Castle
Marblehead, Mass.

Dear Mr. Hereshoff:

I doodle around a good deal with free hand sketches of various hull forms, and I enclose a handful of sketches of a general type which has been on my mind for some time, as suitable for economical home construction and maintenance, to be used for 'long-shore cruising for my family of wife and two children. Some of the general specifications I have in mind are as follows:

Moderate to light displacement
Dimensions about 36' o.a. by 8' by 4' (board up)
Combination ballast keel and centerboard plus inside ballast to suit-ballast keel cast in place out of concrete and boiler punchings
Small Auxiliary power, say 10-15 h.p.
Two permanent transom type berths and two folding berths over (pipe or other)
Standing headroom in galley space at aft end of cabin- say four feet of overall length- doghouse if necessary.
Single headed cutter rig, fairly small mainsail, four sizes of jibs, including large genoa; self tending jib on club for cruising.
Sail stowage under bridge deck alongside engine, i.e. available from cockpit.
Very little interior joiner work, mostly bins and jacktays for sea bags, etc.
Small ship mate; bottled gas or alcohol stove carried on top of it.
Small deep removable sink.
Box for bucket type head somewhere forward.
Large folding table space in aft end of cabin for cook and navigator.

Emphasis in this boat is mostly on sailing ability and economy of construction, with great simplicity and open space down below.

I have in mind strip construction, which when started can be carried through the tedious stage by day labor (an ordinary wood butcher) in my own back yard. Construction probably out in the open or under a temporary shelter.

I might want to enter an occasional race offshore, say as far as Halifax but probably not Bermuda, so some consideration might be given to rating under CCA rule. She might gain mostly on short rig for an easily driven hull. Probably the general hull form I have sketched would be penalized for narrow beam. I think this whole idea came directly from your sketch of a forty five foot "sailing machine" published in RUDDER with your series on hull types. That boat had a deep hinged keel which for me would be too expensive and heavy to handle. But I should like to get some of her ten knot characteristics. Therefore living accommodations should be squeezed into a good sailer. I am frank to say I dislike a slow boat under sail even for family cruising.

In my opinion you design the most distinctive yachts afloat. In my eye, distinction (to the seaman's eye) go hand in hand with ability.

I am sure I would need guidance in working up a boat like this, even though I like to play at design, especially where, for me, the investment would be so considerable. I am nowhere near in position to commission a design at present, but for the purpose of shaping my thinking I would like very much

to have your opinion of the above thoughts, to know whether you would be interested in working up whatever basic elements of the design I might need and what it would cost.

I have a feeling that a lean thirty six footer would be somewhat cheaper than a burdensome twenty four footer, and a performer to boot.

I should like very much to hear from you. Also would you be kind enough to return the sketches at your convenience?

Merriman is holding me up on the hardware for my canoe but she is almost ready. I am going to take her to Maine on a trailer in September and sail her around the bays a bit, if she works out.

I just got home from sailing on the NARWHAL in the Halifax race, in which we won in Class B. The skipper left us there so I navigated her back for the other owner. We had light weather going down but got our hair almost blown off coming back. Kind of uncomfortable for the lady passenger who came aboard in Halifax.

I haven't heard from Mr. Paine's estate anything more about your engine. Is there anything I should do about it?

Sincerely,

RSS/ed
Enclosures

Robert L. Sanborn

Aug 17 - P. S. Fanning stopped by my house
Saturday for a few minutes.
Seemed to think quite a lot of my
canoe. Said he thought the Paine
estate was "finished up".

DIKE. THOMPSON & SANBORN

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

JOHN K. CONANT

73 TREMONT STREET

BOSTON 8, MASS.

September 1, 1953

PATENTS, TRADE-MARKS
AND COPYRIGHTS

TELEPHONE CAPITAL 7-7370

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

Thank you for yours of August 31st returning the sketches. I very much appreciate the wise counsel you have given me. This whole idea will take a good deal more thought on my part. I appreciate your offer to help me further during the winter and when I have worked something up I will bring it down for discussion. Also, I think you would like to have a look at the canoe and I will bring it down sometime for you to see.

I will get in touch with Mr. Ganson about the engine and will let you know if I get any further information.

With kindest regards,

Very truly yours,

Robert S. Sanborn

RSS:ei

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

SEWALL P. BRONSTEIN
JOHN K. CONANT

DIKE. THOMPSON & SANBORN

73 TREMONT STREET

BOSTON 8, MASS.
March 24, 1954

PATENTS, TRADE-MARKS
AND COPYRIGHTS

TELEPHONE CAPITOL 7-7370

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

I have yours of March 22 and I shall be glad to come down and see you. It will be most convenient for me to come this next Sunday, March 28, in the early or middle afternoon. I plan to have dinner with friends next door to you at six o'clock in the evening and I should also like to spend a few minutes in the afternoon at the boat show in Graves Yard. If that day is not convenient, I can, of course, see you at some other time.

I enclose a snapshot of my canoe "Fly" which I designed and built and got going last summer. Since she is my first effort I am naturally quite proud of her and of her performance. She needs a sliding seat to carry that 110 rig in a breeze.

With kindest regards,

Sincerely,

Robert S. Sanborn

RSS:ei

DIKE. THOMPSON & SANBORN

GEORGE P. DIKE
ROBERT L. THOMPSON
ROBERT S. SANBORN
SEWALL P. BRONSTEIN
JOHN K. CONANT

73 TREMONT STREET

BOSTON 8. MASS.

March 29, 1954

PATENTS, TRADE-MARKS
AND COPYRIGHTS

TELEPHONE CAPITOL 7-7370

Mr. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Re: D7279 - Barrel Type Engine

Dear Mr. Herreshoff:

I reported our conference to Mr. Ganson this morning, who stated that he did not know about Mrs. Paine's gift of the engine to you. He seemed somewhat concerned about Mrs. Paine's right to turn over to you a release of such contractual rights as the estate may have with you in the invention, particularly if they have any present cash value. I told him that it was my opinion that the invention could not be given any present cash value in the sense that it would be difficult to sell it outright for any immediate substantial cash consideration, but that I was unable to give him an opinion as to its potential value in the future, after more time and effort had been expended upon it.

I also told him that you have every right to go ahead and file patent applications and to develop it independently and that the position of the estate was very weak, particularly inasmuch as there had been no written contract between you and Mr. Paine, nor any written assignment from you to him of any rights in the invention.

Mr. Ganson stated that he would take the matter up with Mrs. Paine and would be "glad to get rid of it" if he could

convince himself that the estate would not be giving up anything of substantial value.

I assured Mr. Ganson that because of the possibility of my being criticized for representing potentially conflicting interests, I would not undertake the patent applications until I had heard from him further, and he stated that he would keep me informed.

I also told him that you stated you would write to Mrs. Paine asking her for a written release of any claims which Mr. Paine might have had in the invention.

I trust that this will all work itself out in good order.

With kindest regards,

Very sincerely yours,

Robert S. Sanborn

RSS:ei

ROBERT S. SANBORN
73 TREMONT STREET
BOSTON 8, MASS.

May 21, 1954

Dear Mr. Herreshoff,

I have come to the conclusion that if I am to acquire a boat I can afford which is big enough to carry the family day sailing and do a little long-shore cruising, I must think in terms of traditionally inexpensive work-boat type hull + rig. It seems to me that a 30 foot double ended sharpie - cross planked flat bottom with typical two masted unstayed sharpie rig ought to sail pretty well except in light airs.

Is there any reason you can think of why such a boat would not perform just as well with lee boards? Saving the cost of centerboard construction would be quite an item, gain a lot of cabin room and hull strength. The Dutch and Norwegian seem to have fast lee board boats which go to sea. Jimmy told me the bluff ended shoal draft Dutch boats could overhail many steamers

and "soil at Cup defunder speeds".
 Allowing for exaggeration, it seems to
 indicate that lee boards are not
 slow per se, at least on suitable
 hulls. I believe you designed for
 Rudder a 32' boat with lee boards
 which was something like a sharpie
 but quite a bit huskier if I
 remember correctly.

A sharpie seems to need a very
 large board and I wonder if sufficient
 area can be gotten in a lee board.
 Perhaps not so much is needed
 because of the greater immersion
 and more efficient angle.

I have a young carpenter next
 door who is building a kayak I
 designed for him and he would
 help me knock something together.
 We have a source of green lumber
 cheap, which we can dry ourselves.
 I think we could come up with
 something for a few hundred
 dollars which would give us a
 lot of use.

Sincerely,
 Bob Sanborn

Mr. Ganson told me he had written you regarding the
 engine. I will be glad to help out any way I can.

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 CAPITAL 7-7370

May 26, 1955

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Re: Docket 7600
Combined Spring and Shock Absorber

Dear Mr. Herreshoff:

I have just received the drawings in your case and have written for the search and will advise you when I have gotten the results.

Very truly yours,

Robert S. Sanborn

RSS/fmt

1955
Feb 12

Dear Mr. Henshoff

Going over a file today
I came across your note
of late fall regarding your
fee. It seemed to me to
be reasonable - I enclose
check - please excuse the
delay - I have no idea
how it became buried in
the file.

Look forward to seeing
you soon

Sincerely
Arthur

SANTRY

MC 1640

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

Putnam, Bell, Dutch & Santry

60 STATE STREET
Boston 9, Massachusetts

TELEPHONE HUBBARD 2-5885
CABLE ADDRESS 'PUTTENHAM'

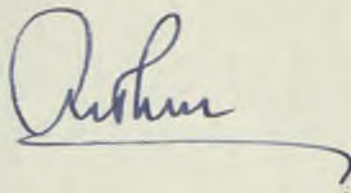
March 26, 1951

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Mr. Herreshoff:

I checked the 1950 Measurement Certificate after our talk about the length of the base of the foretriangle. I find that on the 1948, as well as on the 1950 Certificate, Mr. Burtner has the J measurement listed as 29.5 ft. I suppose there has been some change since the plan on which you base your measurement of 29 ft. 3 in.

Thought I would pass along this information for your use in connection with the final spinnaker pole dimensions.



AJS, jr/pr

March 16, 1950

Mr L. Francis Herreshoff
Marblehead
Mass.

Dear Francis,

I am going to cut down the Pleione's main mast before she goes into commission and I would be very glad if you would supervise the work.

If you will get out her sail plan you will find that on her original rig, designed in 1926, the P-4 dimension is 3'. In 1929 we cut 4 feet off the top of the mainmast reducing the P-4 dimension to 78 feet. I have in mind cutting it now an additional four and a half feet.

When the alteration was made in 1929 the location of the spreaders on the mast was not changed with the result that the distance between the top spreader and top of the mast was reduced resulting in a change in the angle of the topmast main stays. I do not believe it would be proper to take the additional four and one half feet off the top of the mast without changing the spreader location. If you do decide to take it off the top of the mast the location of the spreaders on the top of the mast should be changed and they should be moved a sufficient distance to compensate for the total reduction in the mast height of nine feet since the original rig was designed. The other alternative, of course, is to take the contemplated four and one half feet off the bottom of the mast.

Will you kindly look over the drawings and let me know what you suggest? When I re-cut the mainsail I plan to cut it up on the boom a foot or two as at the present time it is horizontal and in a strong breeze, when the sail is slacked down a bit, the angle of the boom is below the horizontal. Furthermore it has always seemed to me that the mainmast is either ninety degrees with the water line or possibly a degree or two forward of the verticle and I believe the rig would look better if there was a very slight rake to the mainmast.

I expect to do a little racing, under the Cruising Rules, this summer

on the Eastern Yacht Club's cruise and as I rate very high under the Cruising Rules and they have now changed the Rules, so that schooners are under more of a disadvantage, I am considering trying a main topmast staysail that I could carry to windward in a moderate breeze. The main staysail has never set too well and my present main topmast staysail is a poor sail on the wind. A staysail to cover the complete area between the two masts would be a large sail and it would mean installing a winch powerful enough to trim it. I have in mind a sail that would be set on a stay between the heads of the masts that would be attached permanently to the sail. This sail would have to be quite strong with a mitre running from the top of the foremast to the clew which would be six or eight feet off the deck and just forward of the mainmast. The new rules prevent a schooner from carrying a sail between the masts that extends aft of the mainmast. I, of course, do not intend to remove the main staysail or the main staysail stay and this would mean that a sheet would be required fastened fairly close to the top of the foremast to be used for pulling the sail forward and over the main staysail stay when tacking.

I realize that this sail would be quite a brute to handle but I have a bunch of young huskies in my crew and they will not mind wrestling with the sail ... so long as I pay the bill.

The only place I can race is under the Cruising Club Rules, under which I rate very high at the present time. The change which they made in the rule this year will increase my rating five or six per cent but by reducing my total sail area, by cutting down the mast, and the use of a new sail which I am suggesting the boat might go just as fast to windward in a moderate chance and probably would be just about as fast reaching.

I talked with my nephew, Arthur, when over in Boston early in the week and asked him to stop in and see you and talk over what I have in mind. Do you think you could design a sail such as I have described that could be carried to windward and if so will you give the matter some thought and talk with Arthur when he visits you at Marblehead, possibly this weekend? Also will you be good enough to look over my main wire rigging and let me know whether it should be renewed or if you think it is in good enough condition to be cut down and used again. The rigging has never been replaced since the boat

-3-

was re-rigged in 1926.

If such a sail as I have suggested is practical I have in mind that we would have English Ratsey make it. Arthur will tell you that he ordered the International One Design Class sails from English Ratsey this year.

All the best to you.

As Ever,

Joseph V Santry (Sgd)

Esleack
Fidelity Onion Skin

MADE IN U.S.A.

JOSEPH V. SANTRY
200 Madison Avenue
New York 16

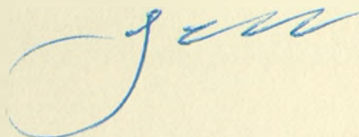
July 19, 1950

Dear Francis,

We tried the sail out on the Eastern Yacht Club's cruise. It is not as satisfactory as I had hoped. Wish you would take a sail with us some day and see if you think anything can be done about it.

Enclosed find check in the amount of One Hundred Dollars in payment of your bill. Many thanks.

Cordially,



Mr. L. Francis Herreshoff
The Castle
Marblehead
Mass.

JOSEPH V. SANTRY
200 Madison Avenue
New York 16

November 24, 1950

Dear Francis,

Many thanks for your note of the 21st which reached me today and I, too, am glad to be back.

I did see Ratsey and am looking forward to getting over to Boston some time in the near future so that we can get together and get the order for the sails straightened out.

With kindest regards, I am

Sincerely

A handwritten signature in blue ink, appearing to read "J. Santry". The signature is written in a cursive style with a large, looping initial "J".

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

JOSEPH V. SANTRY
200 Madison Avenue
New York 16

July 19, 1951

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

Dear Francis,

You have heard that the wood laid aside for the Pleione's deck was not satisfactory and apparently we are all at fault for not providing the mill with complete specifications.

When Mr. Waite visited them he gave an idea of what the requirements would be and I have learned from my friend at the S. D. Warren Paper Company that the mill can furnish wood in accordance with the specifications that Waite outlined to them.

Will you kindly prepare a complete specification so that the mill will know exactly what they are to furnish? I would appreciate your giving this your prompt attention and would ask you to mail it to me at Red Gate - Foster Street, Marblehead.

Kindest regards!

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Santry", with a long horizontal flourish extending to the right.

JOSEPH V. SANTRY
200 Madison Avenue
New York 16

July 23, 1951

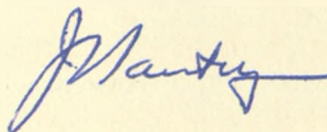
Dear Francis,

Many thanks for the specification covering the wood for Pleione's new deck. I am sending it along to see if the pine can be obtained.

I also received your letter of the 19th and it is very fine of you to offer to make a model of the Pleione. In the living room at Marblehead I have a model of the Taygeta made to a 1/2" scale and there is a vacant place over the entrance door where a model of the Pleione, made to the same scale, would fit very nicely. Some time during the summer you will have a chance to see the Taygeta's model and if the Pleione's can be made in the same general way I think it would be most attractive.

I am glad your commission on Pleione's sails amounted to more than you expected. Such occurrences are the pleasant things in life.

Cordially,



Mr. Francis Herreshoff
The Castle
Marblehead, Mass.

JOSEPH V. SANTRY
200 Madison Avenue
New York 16

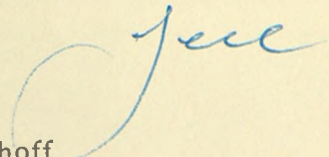
March 19, 1954

Dear Francis,

Thanks for the drawing and estimate on the winch. I believe Arthur has found a winch at Nevins which appears to be satisfactory and it's cost is far less than Mr. Brightman's estimate which I can quite understand is very high when it is necessary to make new patterns.

Thanking you, I am

Sincerely,

A handwritten signature in blue ink, appearing to read "Joe", written over a faint circular stamp or watermark.

Mr. Francis Herreshoff
The Castle
Marblehead, Mass.

COMBUSTION ENGINEERING, INC.

COMBUSTION ENGINEERING BUILDING • 200 MADISON AVENUE, NEW YORK 16, N. Y.

JOSEPH V. SANTRY
CHAIRMAN OF THE BOARD

JP

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

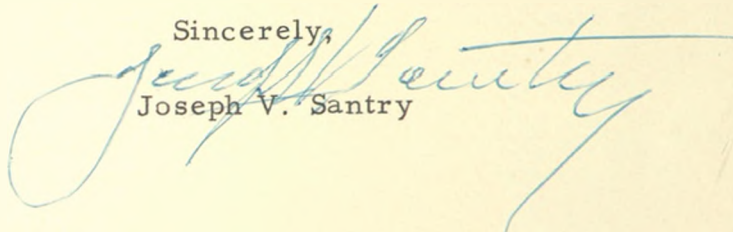
Dept.

Dear Francis,

Enclosing herewith check in the amount of Thirty Five Dollars and sixty cents which covers your charges in connection with the design and making of the winch.

Sincerely,

Joseph V. Santry



SARGEANT

INDUSTRIAL RAYON CORPORATION

PLANTS
CLEVELAND, OHIO
PAINESVILLE, OHIO
COVINGTON, VIRGINIA ✓

GENERAL OFFICES
CLEVELAND, OHIO

SALES OFFICES
500 FIFTH AVENUE
NEW YORK, N.Y.
AND
PRINCIPAL TEXTILE
CENTERS

Mr L Francis Harreshoff

Marblehead.

10/8/42

Mass.

Dear Sir

I was much interested in the fast sloop designed by yourself and shown in September copy of Rudder.

I would be most obliged if you can give me the approx. cost to build - exclusive of engine or cabin fittings - but including standing & running rigging, mast, boom and sails.

It is out of the question now but after things have settled I intend to buy or build a small single handed cruiser for Chesapeake Bay.

What ^{is} the price of the plans?

Can you give me the names of any builders in the Chesapeake Bay area?

Thanking you for any information you can give me

Yrs very truly

W. G. Sargeant.

SARNS

18 East Broadway
Mt. Clemens, Mich.

Dear Mr. Herreshoff:

I have been buying new canvas for my N.Y.Y.C. 30, the Minx Number 12. Before buying any more it was suggested that I consult you on some possible rig changes which might lower Minx rating. It at present is: 35.3 cruising club.

I am an iceboater gone to water I've designed a couple and built them and they were moderately successful. One was a 15 meter rear steering boat of the Hudson river type, that was in 1934. In 1940 I designed an E class (front steering) an innovation in hull construction and I also incorporated ideas from the Mead and Palmer boats.

I know very little about Minx for the few years I've had her and I wish to know more. The present rig is Marconi and I might mention just before I bought her 800 pounds of lead was removed from her keel. I have blueprint of the present sail plan and will send them if of any use to you.

Hoping to hear from you, I remain,

Very truly Yours,

N. Sarns
Norman Sarns

MC No. 40

2071 SHELTER ISLAND DRIVE, P. O. BOX 6217, SAN DIEGO, CALIFORNIA 92106 / (714) 223-1649

PITCAIRN MARINA

at the shelter island inn

YACHT BROKERS: Mel Allcorn & Fred Schenck, Jr.

YACHT SALES • YACHT SLIPS



to: Dear Mrs. Vaughn:

DATE March 22, 1970

Enclosed please another \$50.00 and the balance will come shortly. Again, I certainly appreciate Mr. Herreshoff allowing me to pay off in my trying times. Mrs. Schenck is greatly improved, no need at this time for Cobalt treatments and we have been given permission to take a short trip. Those friends, Dr. & Mrs. Nichols, of your's haven't been by but will gladly show the wonderful treasure I have to them. I hope Mr. Herreshoff realizes what enjoyment he brings to a fortunate owner of one of his canons. Please convey my sincere wishes of excellent health to him and with good fortune we just may come back for the America's Cup. A dear friend, Bill Ficker, who was on my sailing team at University of California @ Berkeley is skippering INTREPID. Plus the fact that I was borned in Maine, Moosehead Lake to be exact, and would like my wife to see this area during the turning of the leaves.

Regards.

MC 76.10

2071 SHELTER ISLAND DRIVE, P. O. BOX 6217, SAN DIEGO, CALIFORNIA 92106 / (714) 223-1649

PITCAIRN MARINA

at the shelter island inn

YACHT BROKERS: Mel Allcorn & Fred Schenck, Jr.

YACHT SALES • YACHT SLIPS



TO: Mrs. Robert L. Vaughn
c/o The Castle
Marblehead, Mass. 01945

DATE April 14, 1970

Dear Mrs. Vaughn:

Enclosed please find my check for \$50.00. I believe by my records the wonderful Cannon that Mr. Herreshoff made for me is paid for. I certainly want to thank you both again for allowing me to pay in this manner.

Mrs. Schenck is coming along quite well, no cobalt treatments yet, however we were to fly this afternoon to Jamaica but her Doctor requested that we didn't as her resistance is quite low and she is most susceptible to another person's disease. We may now take 6 weeks off in September and a couple in October and drive East and show her where we were boarn, Moosehead Lake (Greenville), Maine. If we do I can assure you we will certainly stop by and pay our respects.

Have a wonderful & healthful Spring and Summer and shall keep in touch. For my own information does Mr. Herreshoff make any other items like the Cannon?

kindest personal regards, Fred Schenck, Jr.

44-76-90

SCHWABEL

COLOR PLATES • HALFTONES
ZINCS AND RUBBER PLATES

 **AD • PLATE**
ENGRAVING CO
211 W. WACKER DRIVE
RANDOLPH 3118
CHICAGO, ILLINOIS

January 8, 1937

Mr. Francis Herreshoff
20 Lee Street
Marblehead, Massachusetts

Dear Mr. Herreshoff:

I want to take this opportunity to thank you for your very informative letter of last February regarding my "R" boat, Yankee.

Some of your suggestions were very helpful to me in getting the most out of her, and I must say that I had a very successful season, winning the Commodore's Cup Series of three races for "R" boats, taking second place in the Lipton Cup Series and finishing second in the Season's Championship of nine races. I missed winning the Universal Time prizes in the two biggest regattas of the year, one by eight seconds and the other by twelve seconds, so by these results I know Yankee is a fast boat and it's up to me to sail her right.

Following your suggestion I used no inside ballast and increased the rake in the spar as you advised, also tried easing the mainsheet everytime we came about, to give her a chance to get started on the new tack and then gradually trim in. All these things seem to do a lot of good.

I am still having a little trouble with the boat leaking, but it's not as bad as the year before, replacing a lot of the screws and with the addition of new ones seems to have helped considerable, but as I am going to have some work done on the hull this spring, I would appreciate it if you can arrange to get me a set of blue prints showing hull construction. You mentioned in your letter that you would have to go to Boston to get them. Well now, if it is possible for me to get same direct by correspondence please let me know so I can save you any inconvenience, I will be glad to pay whatever charges they may involve.

MC 46.90

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ZINCS AND RUBBER PLATES



**AD • PLATE
ENGRAVING CO**

211 W. WACKER DRIVE
RANDOLPH 3118
CHICAGO, ILLINOIS

The enclosed prints and the photostat you may keep, and I hope it does your heart good to know that a boat of your design is making a name for herself out here on Lake Michigan in competition with the largest fleet of high class "R" boats in the country today.

Hoping this New Year will be a very fine one for you in all respects, and if you have any occasion to come to Chicago this winter or spring please look me up.

Thanking you again for your helpful information and awaiting your reply regarding the blue prints, I remain

Very truly yours,

Edward W. Schnabel

ES/R

COLOR PLATES • HALFTONES
ZINCS AND RUBBER PLATES

 **AD • PLATE**
ENGRAVING CO
211 W. WACKER DRIVE
RANDOLPH 3118
CHICAGO, ILLINOIS

February 10, 1937

Mr. Francis Herreshoff
25 Front Street
Marblehead, Massachusetts

Dear Mr. Herreshoff:

I am indeed grateful to you for the use of "Yankee's" construction photostat and I hope you have received it back in good order.

You mentioned in your letter about having some more drawings that could be blue printed or photostated. I have had the lines and sail plan photostated out of "The History of American Sailing Ships" and I presume they were originally made from your drawings; if so I won't need them but would like to get any others you have, such as rudder, mast, etc.

I am particularly interested in the rudder post plans, as I am contemplating having some work done which will require taking the rudder off, and by the way, can you tell me if the rudder will come off without hoisting the boat up? You see, I have "Yankee" inside at Navy Pier and it has a concrete floor, whereas at an outside shipyard one could dig a hole in the ground and slip the rudder down. Please advise me if possible.

The above mentioned work is to help tighten without breaking the old bronze bolts off, as I am afraid it will if I try to tighten them too much. I intend putting in a piece of galvanized angle iron about three feet long to take the strain when the bolts are being tightened instead of a small individual washer as it is now. I will illustrate this with a set of silverprints made from "Yankee's" and "Gossoon's" plans. I mention Gossoon because she did this very same thing last summer when she leaked so bad at this point that it was serious, and it seems to have corrected her trouble there. Malcolm Vail, her owner, figured it out this way; the weight of her lead pulling down and the backstays so far ~~aff~~ pulling up by winches as we do now'a-days has caused the deadwood to pull apart, and he even

COLOR PLATES • HALFTONES
ZINCS AND RUBBER PLATES



**AD • PLATE
ENGRAVING CO**

211 W. WACKER DRIVE
RANDOLPH 3118
CHICAGO, ILLINOIS

found one bolt sheared off. "Gossoon's" construction being very similar to "Yankee's" prompted me to do the same, what do you think?

I would appreciate hearing from you regarding this situation and if it will simplify matters for you to mail the drawings so I can have them photostated, please do so as I do not wish to put you to any inconvenience of going to Boston.

Anxiously awaiting your reply and thanking you again for the use of the photostat, I remain

Very sincerely yours,

Edward W. Schnabel

ES/R

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ZINCS AND RUBBER PLATES



AD • PLATE
ENGRAVING CO

211 W. WACKER DRIVE
RANDOLPH 3118
CHICAGO, ILLINOIS

June 24, 1937

Mr. L. Francis Herreshoff
25 Front Street
Marblehead, Massachusetts

Dear Mr. Herreshoff;

As I will be doing some crusing in eastern waters during the next two weeks I will try and stop in and see you.

Mr. E. E. Sheridan of Chicago has purchased the schooner "Sea Saga" and has invited four of us fellows to cruise with him before bringing her to Chicago late in August.

We leave Boston Friday, June 25 and go North, returning to Marblehead about July 6 or 7. I expect to have a day or two in Marblehead before returning to Chicago and would like to have the opportunity of talking to you about "Yankee", if by chance you are in town.

Looking forward to seeing you, I remain

Sincerely yours,

Edward W. Schnabel

ES/R

129.8.87
ML-16.10

129.93
129.88

COLOR PLATES • HALFTONES
ZINCS AND RUBBER PLATES



AD • PLATE
ENGRAVING CO

211 W. WACKER DRIVE
RANDOLPH 3118
CHICAGO, ILLINOIS

August 3, 1937

Mr. Francis Herreshoff
25 Front Street
Marblehead, Massachusetts

Dear Mr. Herreshoff;

This letter is just a reminder regarding that half model of "Yankee" on a plaque in case it slipped your mind. Don't let him make it too small.

I am enclosing a few prints I took while in Marblehead; the balance of my 15 dozen picutres of the cruise turned out very well.

I sure enjoyed my few days in your very interesting harbor and town, and I am looking forward to the day when I will be there again.

Thanking you for taking care of having the model made, I remain

Sincerely yours,

Edward W. Schnabel

FERDINAND T. SCHNEIDER JR.
2920 CORTLAND PLACE NORTH WEST
WASHINGTON 8, D. C.

22 May 1957

Dear Mr. Herreshoff

The plans of Mobjack in
the March issue of Puddler were
very interesting. I altered my
sketches to bring them in
line with yours.

May I ask the approximate
cost of building the Mobjack.
That is a very first consideration
these days with all costs so
high.

ML 16.40

The thought has often occurred
to me that a flush deck boat
would be so much more
comfortable than a raised
cabin boat and I wonder
why so many boats are built
with raised cabins and so
few with flush decks.

I am enclosing two sketches
which I had started before
discovering your designs.

May I ask if you have a
design similar to my own
50 ft - 14 beam 6' 6" draft.

FERDINAND T. SCHNEIDER JR.
2920 CORTLAND PLACE NORTH WEST
WASHINGTON 8, D. C.

My previous boat was a great
Lake Okechogon by Phil Brooks
a nice little boat but so
little cabin space as to be
uncomfortable. She was fast
though. This next time I hope
to get more of a cruising boat
rather than a day sailor.

Respectfully
Ferd Schneider Jr

MC-16.40

RHODE ISLAND STATE COLLEGE
SCHOOL OF ENGINEERING
KINGSTON, RHODE ISLAND

DEPARTMENT OF MECHANICAL ENGINEERING

March 3, 1950.

Mr. L. Francis Herreshoff
Marblehead, Mass.

Dear Mr. Herreshoff :

Thank you for your letter of March 1.

You will be pleased to know that Professor Arthur A. Collard of the Civil Engineering Department has become interested in the wood screws problem, and we have been doing quite a bit of work on it.

Professor Collard and I plan to work up some data within a few days, and plot curves of the results of the latest tests. He will then write a paper on these tests. As soon as the data is in usable form I will send you a copy.

We have made a great many tests using screws of various sizes, and tangs of different thicknesses. I hope the data we have collected turns out to be sufficiently consistent to be convincing.

Yours very truly

E. I. Schrock

SCHOENING

Jan 13. 1945-

L. Francis Herreshoff
Marblehead
Mass.

Dear Sir: I am very much
interested in your Marco Polo H.S.S.

Will you kindly advise me
approximate cost of construction
of this type of Boat. I am looking
for a boat to sail the Chesapeake Bay
and also the ocean.

Awaiting your reply and other
data I am

Yours very truly
Chas F Schoening
R. D. 2.
Seewell. N. J.

Schoening Co
Phil, Pa

Nov 20, 1969

Dear Mr Hereschott,

I enclose a copy of correspondence from Smith & Rhuland regarding "Rozinante". If weather and business permit I will make a trip down there this fall to see them & their work. Some of the details spelled out seem of questionable value to me and will be subject to negotiation. Its hard to say too much about the value of complete design with simplicity and good materials.

Thanks again for your help.

Ed Schoppe

November 17th - 1969

Mr. L. Francis Herrickhoff.

Dear Sir

I hereby thank

I hereby thank you for your very helpful and nice letter dated Sept. 13th ^{In} and the meantime I happened to see pictures of the "Vice" and the "Charade" and now I am very much taken by the beauty of ^{those} those two fine "ships". I read in "Yachting" ^{that} that Mr. John Barkhorn owner of the "Charade" can sail her single handed. Mr. Herrickhoff would you know any one close to the Pacific ^{Northwest} Northwest whom I could contact? I understand that Mr. Barkhorn has ^{chosen} chosen a keel on his ^{boat} boat and ^{others} others ^{the} the ^{opinion} opinion ^{maybe} maybe on this important matter. First I should ^{what} like to know ^{from} what ^{and back} your ^{fish buyer} plans are. That is to sail ^{from} from here to Hawaii once a year (fall - spring) I am a fish buyer and work only 6 months a year (Summer months) and future plans ^{Mediterranean} are for the Carilum and Mediterranean.

So

To I am therefore very interested in the
best arrangement ^{concerning} the draft (keel
or Centerboard) for the sea worthiness hull
I have a few questions.

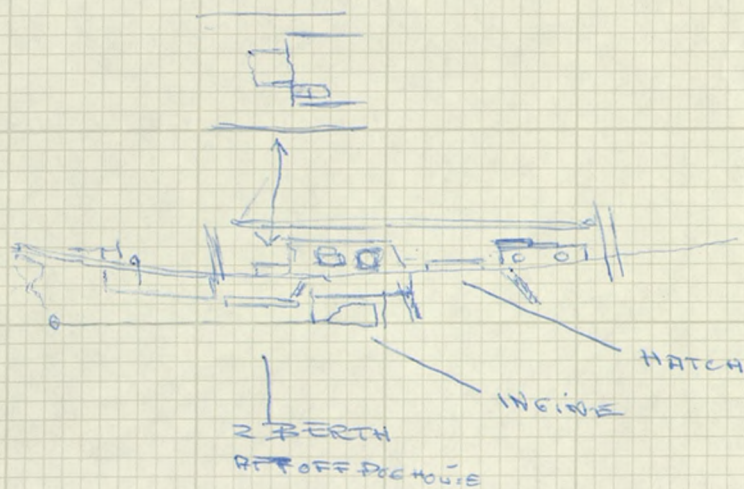
- ① How much do the plans cost me?
- ② Does change needed in keel ballast with installing
an 70-100 H.P. engine? and if I later like
- ③ to install a small cargo hold ^{later} (6'-8" x the
width of the ^{boat} boat)
- ④ And finally Mr. Hurrestoft do or would
you recommend the ^{The} boat to be built ^{to} in
oak for keel, ribs, stern and stem ^{timbers} ^{but}
and ^{then} ^{for} for planking and decks
use Canadian red cedar. It might not
make as smooth a finish but it would
be quite a ^{saving} saving for me.

I thank you and can hereby inform you
^{that} that I am very much looking forward
to ^{hearing} hearing from you Mr. Hurrestoft.

I am

Yours truly
Triben Schrader

TREBEN SCHRADER,
1583 KINGS AVE.,
WEST VANCOUVER,
B.C.
CANADA.



Mr. Herrskoff can gain, with me paying ^{an} extra
 fee to gain, design a dog house large enough
 for a gally and eating accommodations,
 hatch ^{and} a cabin trunk - all ^{that} to fit
 in to the beauty of the lines of Coal &
 for it must not ^{spoil} any thing of ^{the} lines
 at the boat or a hole ^{whole}

Thank

yours truly
 Helen Seward

Monday January 26th 1970

Mr. Francis J. Herroshoff,

Dear Sir,

It was quite an honor for me to talk to you here today. I have attached an money order in the amount of \$100.00 (U.S.) for the plans and the right to build the "Mobjack". The picture is my 3 girls - have in mind to call our boat "Three Daughters" something like this. I think this would be a nice name and also a name to remember. Mr. Herroshoff the article I have cut out is from this morning paper I thought maybe this news would be of interest for you.

My boat builder will start in the fall this year and I am all excited about it already.

Thanks! - and I am yours very truly
Nelson Oberder

ML 1640

February 7th 1970

Mr. Francis J. Hereskoff.

Dear Sir,

I thank you very much for the beautiful plans I was wondering if you could be kind to mail me another small scale Sail plan for the one received got damaged unfortunately. * Mr. Hereskoff, being a commercial photographer by trade I must admit that I do not know much about boats design and construction but there is no question there have been on my mind for some time and was wondering if you would have time to give me your opinion about "Shipplaning" the "Mobjack" (I think and have ^{have} heard it should make a strong hull and not much torsion) And secondly I know that you do not generally approve of inside ballast and would like to hear the reason for the inside ballast in the "Mobjack".

MC
16.40

Again thanks for the plans and the 2 photos! She is a beauty. I have already sent

* like to thank it

She plans to a boat builder to get a estimate
and plan on having the boat build this
fall.

Thanks! Hope you are not angry with me
for all the questions I have put to you.

I am

Yours truly

Robert Smaden

P.S. Mr. Hermsdorf, building the hull in
cedar - with ribs - ~~is necessary~~ would
that make or raise the freeboard a few inches?

P.S. I thought that I could use 2"x2"
red cedar in the ship planking, ^{WITH RIBS} like
so - and glued. The "Marania Triki" -
an "Marco Polo" from your design
board have been build this
way with 2"x2" red cedar
and the same for the deck
and the owner seems very happy
with the construction. He says the
2" cedar deck is just wonderful down
in the tropics for insulation. One
problem he has thought is that it
seems to stain it easy.





February 7th 1970

Mrs. Robert L. Vaughn.

Dear Madam.

I thank you for your letter with the nice photos. I have been unable so far to get hold of the two articles about the Mobyack in the Rudder. In our phone conversation you mention that you might be able to get a photostat or a few copies for me. I wonder if ^{you could} help me with this matter. I will gladly pay for whatever cost there might be involved.

I thank you.

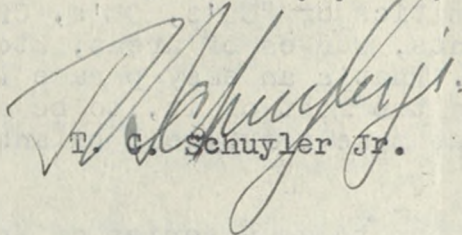
I am

Yours Truly
Julius Schmidt

As far as the ketch I put together is concerned, she in general form and size, represents what I would like, but I would never build her until her half model compared favorably with the ideas I have in mind. These ideas were generated by my having seen your first "TIOGA"---she is a beautiful ship, from any angle. For that reason, regardless of the fact that I'm over six feet tall, I'd sacrifice headroom down to less than is ordinarily expected on a forty-footer in order to obtain proportion and beauty of hull within the displacement limitation. Incidentally, your photographs of TIOGA, and TIOGA TWO, are very reminiscent of a photo I have of my Grandfather's yacht, SYLPH, I also understand she was designed by your father, altho the maiden Aunt from whom I have this information may be wrong.

I do not have any of the normal tools required for the draughting of a set of lines, so till I can make up some ducks and battens, and acquire a larger drawing board, the lines of this hull are not going to develop much. In the mean time, I'll probably hang a print of the lines, in their present condition, on some wall of our house for awhile. I have found that looking at a drawing long enough, and from enough of a distance, seems to bring the faults to the surface. Also fitting-out season is a bad one to design an ideal boat--so for that reason, I'm going to keep quiet for a while, read each new article avidly, as the issues of Rudder come out, and after another nice rainy day has passed--or a series of them--you will undoubtedly receive a packet of mail containing prints of a better thought out ketch. If you'll tackle another attempt of mine in the same vein you did the first one, that's all I'll ask.

Sincerely yours,


T. C. Schuyler Jr.

c/o UNION IRON WORKS
BOX 896
ERIE, Pa.

433 Lincoln Ave.
Erie, Penna.
Sept. 5, 1944

Mr. L. Francis Herreshoff
25 Front Street
Marblehead, 2Mass.

Dear Sir:

I have made several attempts to write to you, in fact, I had one letter written to you, but as it was written when the writer had had a pretty good dose of beer under his belt, he discarded the letter as being a little on the hoopy side.

I've been doing a lot of thinking since I have last heard from you, and during several spare hours, have re-sketched, and re-sketched again, the vessel of which I wrote you originally.

She had now shortened down to a vessel about 37' long, with a slightly heavier displacement in proportion to her length. Her sail plan is beginning to look a little more in proportion, and the centers are more where they should be.

I find that in order to finish the design of this packet, for my own use, that I am going to have to straighten out a lot of my own thinking, insofar as my personal life is concerned. It is hard to look oneself straight in the eye and ask: How large a vessel can you really build and sail yourself with only occasional help; how much money can you really spend for material; how much time will you really be willing to spend constructing this vessel; where will you really do the most of your cruising, and how much time will you have to do it in. This and a lot more.

We would probably live aboard a boat we owned outright for a good part of the summer, on the other hand, our pocket book would never fit a fifteen or twenty toner, at least around here. As a matter of fact, H-28 more than often looks like about the right thing for one set of requirements, but commonsense tells me that she is too small for a family of five to spend anything but an occasional week-end in her.

I think, that before you are finished, or that is before the Rudder runs out of your articles, that I'll have something pretty concrete to show you.

We had a very nice time aboard the sloop Iris we now have the use of this summer, all five of us lived aboard for almost two weeks. We took what might be called a dry cruise--just sailed around the

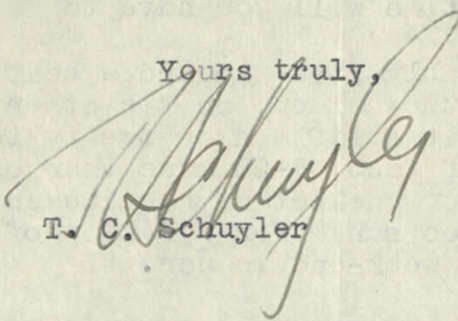
very lovely harbor Erie is blessed with, with occasional sails out on the lake. This harbor has several interesting bays and ponds connected with it, combined with a shore line that for at least three quarters of its length is completely wild. For this reason, it is possible to have a very excellent time virtually at home.

In any case, each time we live aboard for any length of time, we learn more and more of the real requirements of cruising and living aboard. So far, we have found your articles a great help in consolidating our ideas--and so far we have little disagreement with most of your writings. Personally I'm still a little partial to a rig which I still call "Cutter", that is a single masted vessel but with the mast well aft, a staysail that really works, and a jib on a bowsprit. On the other hand, one of the local yacht club members has a "Sea Bird" or is at a "Seagoat" 25' Yawl, and due to your articles, I've an appointment with him to go sailing some time this month, for the express purpose of trying all the fancy work I can with her. To my unpracticed eye, she has her sails divided in about the same proportion that most ketches have, and she also has a jib-headed sail plan, done up in a fairly modern manner. I'm going to take the liberty of reporting my reactions to you.

It is just about time for me to go up to the sea-scout meeting. They have recently roped me in as a "Skipper" and I'm having a swell time so far altho I'm afraid I'll sort of bog down when it comes to the uniforms and ritual. I always got zero in that sort of thing when I was in school.

Here is to more and longer articles in Rudder.

Yours truly,


T. C. Schuyler



U. S. NAVAL AIR STATION
ALAMEDA, CALIFORNIA

102 Tongue Pt Rd
N.A.S. Alameda
California 94501
8-31-65

Dear Mr. Herreshoff: -

Some months ago I wrote to you about your design "Mobjock" and learned that drawings (about ten sheets) are available for \$65. I am investigating ~~the~~ the possibility of having one of these fine ketches built for delivery next year. My builder, a small yard in Nagoya, Japan has built two

2 other vessels for me under
Lloyd's supervision — and now
I want to undertake a somewhat
larger vessel. The first two were
Alden "Eric" gaff ketches.

Before ordering the drawings from
you can you tell me the following:

1.) Precisely what do the drawings
consist of? I want to know if the
drawings and details are sufficient
to build the vessel?

2.) Is an equipment and material
list included?

3.) Are detailed specifications
as to type of material included?

4.) Would I be able to buy
from you seven copies of everything
you provide. The builder needs 2,

B.



U. S. NAVAL AIR STATION
ALAMEDA, CALIFORNIA

Lloyd's needs 4, and I need one
file copy.

I will appreciate your telling
me what you can as listed above
about this plan.

One final thing: —
in conjunction with the sail
plan as it now stands, would
you be able to provide a plan
for a storm try sail —
and a twin-stay sail (or
twin spinnaker) arrangement?

4.

Such an arrangement if well
conceived, is excellent for
running down the trades,
making for easy work for
the helmsman.

Thank you,
Yours truly
T. Seabrook
cdr U. S. Navy.

SEABROOK

102 Tongue Pt. Rd.
N.A.S. Alameda
California 94501

9-28-65

Dear Mr. Herreshoff: ^{Description} ~~nailed~~ set #.

Please refer to your letter of 6 September in reply to my letter of 31 August about plans for Mobjack. Enclosed you will find a check for \$75 for a complete set of plans for this vessel which I understand includes 15 drawings and a descriptive write-up which details numbered parts on the drawings.

Thank you,

T. Seabrook
Cdr. U.S. Navy.



102 Tongue Pt. Rd.
U. S. NAVAL AIR STATION
ALAMEDA, CALIFORNIA 94501

8 October

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts

Dear Sir:

Thank you for your prompt delivery of the drawings for Moback. As you said, there were 15 sheets; however, in your letter of 6 September you mentioned that in addition to the drawings there was a short typewritten description that goes along with this set that details the numbered parts

MC-16-40 (over)

on the drawings to take the place of a material list. This typewritten description did not come with the drawings — and I believe it would be most useful to me. At your convenience, could you send it to me?

You may be interested to learn my plans for this vessel. I have found a small yard on southern Honshu in Japan. I have built 2 smaller vessels with them under Lloyd's Register supervision — both Atkin double-ended 32 foot ketches. The first one I sailed from Hawaii



U. S. NAVAL AIR STATION
ALAMEDA, CALIFORNIA

To San Francisco in June 1964.
This yard does very good work
— and takes pride in their
craftsmanship which is something
of a rarity in the Oriental boat
yards of Hong Kong and the Tokyo/
Yokohama complex. Now I shall
try a larger vessel with them
for delivery in spring '67 — the
Mobjack design — and will sail
this one, after a reasonable shake-
down in Japanese waters, back to
(over)

San Francisco.

Yours truly
T. Sealbrook
Cdr U. S. Navy.

SEAMAN

TOWNSEND MANOR INN
GREENPORT, LONG ISLAND
NEW YORK

Dear Mr Bereshoff - July 25/46

You by now may have received a very sorry looking copy of Lawson's History of America's Cup, which requires some explanation.

The story is: it was sent me at time of publication by Winfield Thompson, whom I knew, during my yacht brokerage career, and he a popular reporter.

As I recall, it was well gotten up as binding + printing goes and regardless of opinions therein, showed Lawson's feeling.

Since my retirement, it was stored at Vineyard Haven, with a friend, who wrote, (when over hauling some other treasured junk) that he advised the ash heap, which for some reason I thought, maybe someone might be willing to harbor it, providing it was still legible.

Being an interested reader of your Rudder articles, I thought if anyone could be such, it might be you.

Perhaps you may already have a copy in good condition, if so please dispose of it as you

2
TOWNSEND MANOR INN
GREENPORT, LONG ISLAND
NEW YORK

wish and rest assured there
is no feeling of obligation.

As I recall, it was a limited
edition of a hundred or so
and was only dispensed ^{of} gratis.

I'm still keen about yacht
matters - the only flyer dinghy
active at moment - but flirt
with notion of a Prudence,
when, if ever, they become in
reach.

In conclusion regarding
the volume, I'm regretful it

TOWNSEND MANOR INN
GREENPORT, LONG ISLAND
NEW YORK

physical condition is so poor.

With wishes to more power
to your pen and kindest
remembrance, believe me,

Sincerely yours
Stanley M. Slaman

P.S. my friend unearthed one
of my Illustrated Catalogs (1911)
and must say many of the
sketch plans, compare more than
favorably, with present output.

Your father was so far ahead
of the field its some pleasure
to have been a worshiper at
shrine of his genius. S M S

MS 76-40

SEARS

EMORY UNIVERSITY CLINIC

NEUROLOGICAL SURGERY

ATLANTA, GEORGIA 30322

CONSULTATION BY APPOINTMENT

WP

EDGAR F. FINCHER, M. D.

FLEMING L. JOLLEY, M. D.

ROBERT A. SEARS, M. D.

February 1, 1965

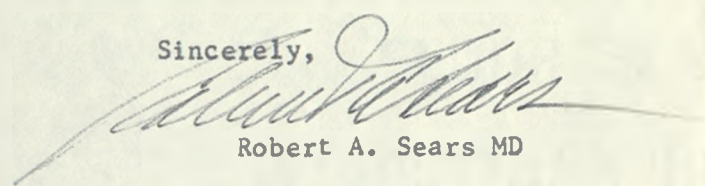
Mr. L. Francis Herreshoff
The Castle,
Marblehead, Mass. 01945

Dear Mr. Herreshoff:

Thank you very much for your kind answer to my letter
of inquiry about ROZINANTE.

I have contacted the South Coast Seacraft, and hope to
have my order placed shortly. In spite of your reasonable advice about not
changing her much, I seem to have some notions which will take a bit of
doing, and may be not feasible.

Sincerely,



Robert A. Sears MD

MC 16.10

HENRY BILL SELDEN
38 CHAPEL STREET
NEW LONDON, CONN.

March 13

Dear Francis,

It certainly was nice to see you the other day and to have one more look at that wonderful boat. I trust that carrying a day ahead and with two others was not too much of a complication. Mr. Moore and Bill Dodge certainly enjoyed themselves and were very pleased to have a chance to meet you.

I have been thinking most of the time about that new boat. I think there is very little doubt but what it will be probably the fastest dinghy yet built in the world and certainly the most interesting and I am greatly pleased to be able to have such a thing.

I feel that everything about the boat is very remarkable and I believe that it is perhaps true

that I will get the very keenest appreciation and pleasure out of all the beautiful and ingenious features, perhaps a good deal more than most.

I am making so bold as to enclose a sketch of an idea I had to-day. I think the sail plan is just perfect just what I most wanted with the curved gaff but I did not awfully want a slotted boom for the foot of the sail and the jaws on the gaff well I can't help but want some kind of a track arrangement. The enclosed sketch is I believe a very simple scheme would be perfectly flush and would allow lowering the gaff for reefing without any trouble and would suit the slot for the edge of the sail and all the rest of the features in the boat and rig to very hot stuff. Don't get mad now Francis, you can't expect me not to dream about that boat night and day.

Johnson & Barber took off the boat on Saturday. I shall be interested to see how it does.

Off yours.
H.

HENRY BILL SELDEN
38 CHAPEL STREET
NEW LONDON, CONN.

Monday Noon

Dear Francis,

I certainly enjoyed my visit with you and find I got well rested too, as I was very tired when I left here. Hazel May and I had a comfortable sleep home. It was most kind of you to have me and I feel as I believe you did that it was one of the best sessions we have had.

The boat is certainly a wonder and I don't want you to feel that I don't think and know that it is undoubtedly the best dingy yet built, because I certainly do.

I have been working hard since I got back on fittings. I am sending under separate cover the fitting for the mast head. I cut the thread in the socket in the lathe and it is about $\frac{23}{64} \times 20$. I am sending a

rough sort of "driver" to put it
into the spaw with instead of drilling;
a "turning" hole. This driver screws into
the upper end and can be thrown
away after setting in the filter.

I am also sending along a plug
hole fitting made to your design and
would like your opinion of it. I did not
drill holes for fastening it as I am
sure you can do this easily and
get them just the right size for the
screws you wish to use. A layover
can be put around under the cross
bar. I think it will be tight as it
is but a washer can easily be added
if it seems best. Of course a lucky
kidd might open it! What do
you think? As an alternate I
am sending a small deck plate;
the upper part of the "opener" can be
cut off and the opener silver soldered
into the "male" part. If the "invention"
looks too risky send them both
back, and I will fix up the deck plate
if that looks good to you. I have a
sketch of the special one and can
produce another if you think best

HENRY BILL SELDEN
38 CHAPEL STREET
NEW LONDON, CONN.

I know it is a big job to finish
up the boat, but I am of course
anxious to get it as soon as
you can manage so as to get
it and my self all turned up
to make the best possible showing
on May 14th!

Now, George, this is not a suggestion
merely a statement no more unless
I have two thicknesses of stainless
steel sheet. It might be suitable
for gaff jaws or mast head
fittings or something I also have
rod in a rather easily worked
quality, I don't care whether you
use it or not but if it would
be useful and serve your work
can send it right up. If you
prefer bronze that's just fine too.
State your wishes

As to the No 2 Mainsail, will
write more later

all yours
H.B.S.

P.S. Enclose \$100.00 please send "statement"

HENRY BILL SELDEN
38 CHAPEL STREET
NEW LONDON, CONN.

Monday

Dear Francis,

I enjoyed your good letter which came this morning.

I used the wrong word when I said "statement". I'm afraid it sounded queer, all I really wanted was a statement or receipt or something to show I had paid you 200 bucks. It was very nice of you to send me all the dope but I don't want you to think that I felt I had to know how it was sent; for how it.

I am very pleased that, both from your letter and from our telephone calls, the "special filling" I made passed inspection and suit you. I have completed the little permanent flag pole complete with pennant by Madame Hazel and I think it will please you. Will bring it up on the 21st when I come.

I caught a slight-cold a couple

of days ago was better yesterday
and got up and did too much
I guess and yesterday (Sunday)
afternoon my teeth began to cut-
up and I put in the most agonizing
night of my life. This a.m. the
doctor took me up to the dentist
and I had two teeth absceded
and raising hell and took a
shot of gas and had them yanked
out. I certainly feel about 1,000,000%
better and in a day or two will be
in fine shape. I think the teeth explain
the knees and several other things.
I will have some nice store teeth in
a few days and expect to show them
over the stern of La Petite on the 23rd.

I am immensely pleased to have
you ask me to sail your boat and
you can count on me to do
my best.

How to answer you, of April 7
you are right - there are to be two (2)
plug holes as you suggested. I sent the
one up as a sample for approval. I understand
it is satisfactory and will send the
other just as soon as possible. I propose

HENRY BILL SELDEN
38 CHAPEL STREET
NEW LONDON, CONN.

to send the part that is fastened
to plank, so as to save time, ~~send~~
sending the plug afterwards as soon
as possible, thereafter. Have drawing here.

I am really pretty well equipped
and I believe capable ~~to~~ of doing
any ordinary ^{job} of machining so if I
can save you time or effort shoot
along any jobs.

I am delighted to hear the boat
is being pushed along. It will be great
to see it again. I can hardly wait.

I note what you say re gaff jans
etc.

In re sailing La Petite, transport
station etc. I suggest that, that
part of the new trailer bar which
goes on the car be sent to me (Al
can perhaps tie it up and send it
parcel post). I will rig it on the
car. I imagine that the bar can
probably be easily attached to
the trailer by drilling two or three holes
in the trailer. I made a deal with
Capt. Chambers to paint my trailer
during his own leave and as

soon as he sends me a color card
of "Steel cut" we can go ahead. All
this is agreeable to you, of course.

I think perhaps the best color
for the trailer would be a sort of
kahlki to match the cover on the
boat. It wouldn't show dust and
perhaps would be as ship shape as
anything. What do you think or would
you prefer black, or grey like your
car?

My plan now is to drive up
as I think I said in a previous letter
on Friday the 21st. We can load
La Petite Friday afternoon or Sat. a.m.
and Al and I, and I hope you, can
then swoop down on the Chas. River.
As Larry Johnson seems to want
me to stay Saturday night with
him and has urged me to bring
either Hazel or Joe also, will stay
Saturday night with him. Will
return La Petite Sunday afternoon
and push along for home that night
unless it is very late and I too
pooped out in which case, if it
wouldn't be too much for you I will
stay with you Sunday night - or else
I can easily stay in Boston.

HENRY BILL SELDEN
38 CHAPEL STREET
NEW LONDON, CONN.

Here are one or two ideas just in passing. Many stereographs are lotary. Public's maybe yours is or if not maybe there is one nearby. At any rate it might be easy to

1. Get the ~~center~~ centerboard weighed before it is ever wet or anything and an official statement of the weight.

2. Get the regular measurer guy and have both boat and sail measured before the boat comes out and be all set up for any blast I may get. This would be a good touch I think. I believe we did talk this over a little when I was there.

Don't let these things or all this rambling disturb you now, George you know it is never meant to

Now I'm going to speak of something more and you and I are such old friends I feel I can speak right out and you won't mind. I feel that with the special extra light racing sail and because I

want to do everything, to make the
boat the greatest success, I do feel
it is quite essential to have a
second Rocky Mountain Mainmast.
As I am having two sails and don't
want to get in over my head would
you be willing, Francis, to give me the
benefit of your personal discount.
I won't feel bad or need or anything
if you say no! but it would surely
be a help! If you thought best, of course
you could count on me never to even
mention it ~~of course~~ or even remember it.

Take it easy!

all yours,

Har.

P.S. I thought the special casting for the
C. B. looked wonderful. I also wonder if you
are pleased with the oars. Rec'd list and
sent off check to them. Don't imagine any
bad things about me and give up any
special ideas like using the oars for a lot
hold in you, Geo! I do wish you would
send me a ~~bulletin~~ bulletin from time
to time telling briefly what's going on
? to all I can do next to come up every
other day!

HENRY BILL SELDEN
38 CHAPEL STREET
NEW LONDON, CONN.

May 22

Dear Francis,

I have been hoping every day to hear from you as I thought with a technical report from Al Chambers on the boat's performance you would have some suggestions to make.

I imagine he told you that Dick Potter sailed her in two races with him so that would also be a guide.

Of course I was terribly dejected as I knew you were that the boat didn't do better. This of course de-emphasizes the fact that she could have been far better sailed than I could manage.

However these things strike me very clearly.

1. The boat seemed to "ghost" along very well in the very lightest of breezes.

2. It was quite impossible for any of us to make her go to windward. I cannot see what caused this condition but it was very marked. I asked Leick particularly about it too.
3. She certainly showed a flash of speed once or twice in strong puffs (on Saturday) when off the wind, but to my surprise was very wet in the very moderate chop at 11.9.
4. She took water in over the bow in serious amounts so that bailing was necessary. I noticed her carefully when Leick and ~~the~~ Al were sailing her and she seemed to push a white wave in front of her all the way. The sail improved and toward the end of Sunday certainly looked a lot better. The rig worked well, though the gaff ~~was~~ split on the glue seam for about 8 inches up from the jaws. This I repaired by putting two copper rivets through

HENRY BILL SELDEN
38 CHAPEL STREET
NEW LONDON, CONN.

Al worked very hard on her here and got a very perfect surface on the paint - and we tried all we could think of to make her perform.

She was greatly admired by almost every one and since the race I've had a very nice letter from Cony Shields hoping that with study she will get going and I certainly hope so.

I am very anxious to hear from you with suggestions for what to do. One thought I had was to see if you would like to have me bring the boat up and leave her with you say for a couple of weeks so that at your leisure you could yourself sail her and study the boat. Perhaps with someone sailing La Petete at the same time the whole thing might clear up. I noticed also that in

a breeze the amount of helms
required greatly increased. This
is not true of the Du Petit -
Mery Jane type and I suppose
may indicate a larger rudder
which you spoke of yourself.

She certainly is a beautiful
job of work and if only she
can be made to perform it
will be fine. Taking water over
the bow is really quite serious
as it is actually unsafe to
sail her to seaward in even
a slight chop. I suppose some
sort of a pointed coving on the
forward deck might fix that.

I'm sorry you didn't feel up
to coming down. It was a good
party in spite of the fetid
stink I made. Write soon.

All y
H

P.S. Do you happen to know
if the "flowers" sail was measured
and if so by whom.

CONNECTICUT COLLEGE
NEW LONDON, CONNECTICUT

DEPARTMENT OF FINE ARTS

May 23

Dear Francis,

I mailed a letter to you last night which crossed yours which came this morning.

Thank you for sending my glasses which I certainly need. I have sent off the letter post for La Petite special delivery, so it should reach you tomorrow.

As to "Whim" all the family and many of my friends wanted it called that and all the other suggestions caused so much howling that in desperation I finally gave up the struggle. I agree with you that the hull is fat and I haven't a doubt that it can be got going somehow. It's quite probable that the trouble may be as you say in the rig beautiful as it is in looks and mechanical effectiveness.

Your remark about the new straight mast idea would seem to indicate a pole mast in one piece. Is that so? It would be good for racing, but

to my mind the minute the rig is not required to show in the boat the class will be spoiled as a convenient-portable and useful type of racing boat.

There is the sad and serious point that any serious experimenting with the rig would mean a new sail and a new gaff at least and this runs \$\$\$\$!

If you think that it would be advisable to try a somewhat larger or different rudder I would be glad to start with that if you feel it worthwhile. If you could have some castings made of the rudder fittings for rudder only and send them down to me not machines I can get a rudder cut out here and try some tests.

Of course I ~~don't~~ know only a little about boats so you will have to be patient and help me. It may be, I suppose, that the lack of ability to point which is at present the most serious difficulty is all in the rig. Therefore is there any sense in attempting to rake the mast at a slightly different angle or in limbering the amount the mast can

CONNECTICUT COLLEGE
NEW LONDON, CONNECTICUT

DEPARTMENT OF FINE ARTS

revolve?

I am very glad you do not feel
done or disappointed. I know, as you
say that many of your boats after a
good start have turned out to be very
unreliable and I think that is liable
to be true of Whim. I am not discouraged.

I will certainly appreciate greatly if
you will take it easy and try and
help me get her going so I can
astonish the natives later in the season.

Glad to hear Trioga did so well
and glad Capt. C could buy his
sour in a good win. He was pretty
low after the racing here. You might,
by the way, suggest that he drop Hazel
a line. She made every effort to have
both Al and Sherman and Burrell
comfortable and well taken care of and
as she has not heard a word from
any of them wonders if perhaps they
didn't find it comfortable or something.
Don't give me away, but drop a

hint if you can.

As you say we must look into the rather painful and serious matter of cost and I will take a good stiff drink and stand by for the bad news. I know I would have been more "sensible" to have taken advantage of your very sporting offer to "let me out" and have Sa Petite instead but I would always have felt that I had let you down and behaved badly and somehow I feel we can manage this difficult matter without getting into any squabbles, which after all these years would be pretty q. abstr. or smethg.

I am still anxious to know if you would care to have the boat up there and try her with Sa Petite and really make a scientific analysis of the whole thing. I feel the boat rates it, not me.

This morning my little invention was properly tested on a big scientific test machine, with these results

"Baby" galv. snap hook	105 lbs	} break; strain
No. 0 galv. " "	450 lbs	
Selden gadget	650 lbs.	

I am very glad you wrote as you did & felt very uncomfortable for you and for myself and now I feel we can go ahead and get her all turned up and going. Off, you. Her.

SELDEN

Henry forgave my mistakes -
sons are not so lenient.

Sherwood Pickering tells me
that Henry still owed something
on the boat - will you let me
know what - and give me
some advice as to how to dispose
of the boat and trailer, for
I must not be burdened with it,
and some one willing to do
some remaking might get

THIRTY-EIGHT CHAPEL STREET
NEW LONDON CONNECTICUT

Dear Francis.

The wreath is still out
in the cemetery - we removed
the roses that were faded
and left the lovely laurel.

I am trying to carry on
but I have to confess that
life without Henry was

not what I was prepared for and I find it still unbelievable that he isn't with you in Marblehead or off on some painting expedition and I dread the day I shall wake up to the awful reality. Nor do I ask why it had to be - we all wanted him so - and the years ahead held so much for the children to enjoy with him.

Poor Jo especially - he wanders about aimlessly with no male - he is essentially a man's companion - You know I tried hard to recognize Russia iron - crank shafts and similar objects - but

THIRTY-EIGHT CHAPEL STREET
NEW LONDON CONNECTICUT

a lot out of it - but I personally
never can see it again - Henry
was so quiered by it.

Best wishes to Al.

Sincerely yours.

Hazel Potter Selden

MC 16.10

February 23, 1937.

Dear Francis.

I was amazed at the news about the boat - but if so - then its so.

Now I think that the first thing to do is get the thing sold. and I know of no one right here who wants it. if I could clear a hundred on it - I would be willing

to accept it.

It has been under cover
in the Norwich garage.
on the trailer - and was
always protected from rain
and sun.

The trailer is in equally
good shape. for that with
the attachment for car -
I should like to ^{get} fifteen
dollars.

If desired the part that
came off of Henry's little car

I could mail to you - and
the owner's car is all set up
~~to~~ in Marblehead.

Of course the more I could
get, naturally the more satis-
fied I should be. but if you
feel that this a suitable
price and want to put
it through, I can meet the
purchaser any time at the
Norwich house.

Sincerely yours.

Hazel Potter Selden

March 8, 1934.

MRS. HENRY BILL SELDEN
38 CHAPEL STREET
NEW LONDON, CONN.

Dear Francis,

Enclosed please find check
for one hundred dollars, on
account

Sincerely yours.

Hazel Potter Selden

SEWALL

December 23, 1953

Dear Mr. Herreshoff.-

I have finished the biography of your father, which makes the third time I have read it; and I think that it seems better in every way in book form. Did you do some editing? Or is it merely that the style and tone improve with familiarity?

You would have been pleased had you been here when the book came. Mrs. Sewall was waiting at the side door to drive the youngsters to school when the postman arrived. Both came tearing back into the dining room yelling, "Daddy, here's a package from MISTER HERRESHOFF". That will show you how you are regarded hereabouts. I had to open the package before the girls would leave; and they shared my delight in the inscription. As indeed, have a number of friends to whom I have shown the book.

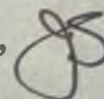
My delinquency in getting off this letter and our Christmas card is not sinful or even slothful. We have just been through a real powerful three weeks. End of term on campus. Christmas heaving up ahead. And the wedding of my young niece (down in Rye) last Saturday, with all its attendant gowns and pants. We returned only last night to pick up the pieces.

I spent some time with the gun editor of Field & Stream; and he gave me several suggestions about obtaining rifle cartridges for the Emil Kerner gun. I had a gunsmith make a cast of the chamber; and it turns out that the only thing wrong with the shells I already possess is simply that the rims are 0.005 too thick. The solution may very well be to perform a minor operation on the gun itself; but I think I shall try my best to get the right brass first.

While in NY, I dropped in at Ambergrombie & Fitch's, and found Mr. Nichols, the deputy head of the gun dept., at leisure. He very kindly showed me some Purdey guns, and several other kinds. There is certainly a perceptible difference between the Purdeys and my J P Sauer, but hardly enough to be worth paying anything for. The Kerner gun is equal to any of them. I looked at a John Dixon feather-weight 12 bore (6 lbs, 4 oz.), a regular skeleton job, which was curious and interesting. My Sauer is a better gun, I would say, than the Francottes. Before I took one of the latter home (at \$600) they could jolly well put one of their best men to work smoothing up the action. I did not put them to this extra trouble because college professors never refer to their salaries as "compensation"!

With all the very best wishes of the season,

Sincerely,



MC 7690

John Ives Sewall
The Oak Grove
South Bristol, Maine

August 1, 1954

Dear Mr. Herreshoff.-

I shall be coming down to Boston the middle of the week. How would it be if I paid you a call next Friday, August 6? I'm stopping with friends in Milton, and could get going the first courteous moment after breakfast. If my memory of the distance serves, that ought to put me in Marblehead about eleven or shortly after. Why don't you plan to let me take you out for lunch some where?

It is just possible that I shall have to remain an extra day to see one of the people at Harvard. In that case, I'd be coming to Marblehead on Saturday rather than Friday. If so, I'll simply drop you a telegram from Cambridge not later than Thursday afternoon.

Sincerely,


John Sewall

RECORDED BOND
October 12, 1955

Dear Mr. Herreshoff.-

A portable bilge pump with a stirrup for your foot might be all right; But I remain to be convinced about the kind you hold down with one hand.

I don't think that the main sheet needs to be changed from its present location. With wheel steering as we now visualize it, I can sit forward of the sheet as I gybe, come about, etc. When talking with Ed Hill, I discussed with him just about every other placement of the main sheet we had ever seen, heard of, or could figure out. We agreed that it would be best just where it now sits.

Rozinante, as now drawn, has just about the same sailarea as Quiet Tune. Quiet Tune could carry her working rig in comfort in a breeze of about 25 mph (measured by Ed's anemometer). She was a little slow, we thought, on the more moderate days. If I were planning to live on Buzzard's Bay, I wouldn't worry about the sail area; but it is a fact that most of our pleasant summer days in Maine give us merely the "nice family breezes" which run not more than 10 mph, and often less.

Ed may have given Araminta just a little more sail than I want; but on the other hand, I want a little more than Quiet Tune had. As stated, it is difficult for the amateur to make direct comparisons between boats which differ in model, so I guess we'll have to leave it up to you.

You are correct, of course, that I want a stiff boat and a safe boat; but I am not afraid of taking in sails or reefing them; and I never have been able to understand the antics of many friends who prefer to sail their boats greatly overburdened with canvas rather than do something about it.

I am very glad that you think we need no bridge deck. Whatever their virtues, they are certainly in the way.

I have nothing else to report except that I walked all over Saint Lawrence County for two days, with two good dogs, and never saw a single bird except for three hen pheasants sitting on a lady's front lawn in a town. There were lots of bird up there last year. There's no excuse for such things!

Yrs.,

J.S.

309 GRACE CHURCH STREET
RYE, NEW YORK

February 22, 1958

Dear Mr. Herreshoff:-

I like the new sail plan immensely, and would have written at length except for the confusion of selling 275 Middlesex Rd, moving furniture to storage, and renting a place in Maryland for next winter.

We are now at my brother's home here in Rye, tending to the final details before sailing on the Independence March 2.

I saw in the morning paper that she departed westward for Juneau only yesterday — it really seems too fast and too reliable.

Your typescript remarks are

OVER

MC
76.40

SEWELL

construction are due. They went to Buffalo,
to So. Bristol, and now to Rye. I presume
a drawing will also have been sent. If
so, please warn the print maker (Truhey's,
is it?) that there may possibly be en-
fusion about forwarding, postage, etc.

We have shifted our legal residence
to So. Bristol; and in order to avoid
any controversy on that point, we left
instructions to forward all material there.
But God knows how reliable our local
post office, our country postmaster, and
our titular caretaker may be. So if
the drawing reaches So Bristol, it ought
to wait there for my arrival in Sept.
Or it may arrive back in Boston - in

309 GRACE CHURCH STREET
RYE, NEW YORK

which case, I hope you will kindly hold
it until Sept.

If there are any outstanding points
that might require my OK, I shall
be happy simply to leave them to your
good judgment, which is better than my
own on all points except just position
of titles + main sheets!

I'll try to get a letter off to you
before I sail. If not, for the steamer.
American Express, Rome, will be our
address until about June 1.

Best regards



March 6, 1956

Dear Mr. Harehoff.

This has been a rough passage so far. Except for about 6 hours on Monday we have had winds Force 6 and some times 8; all astern or abeam. I am surprised that it has not been rougher than it was; but in ~~general~~ general the waves have been small (or small relative to a 30,000 ton steamer). We have averaged about 23 knots, a fact which doubtless accounts in part for 30% of the passengers having been flat out. Amply provided with the life giving fluid, we have been able to keep relaxed.

This is a fine vessel. Very easy motion, very easy indeed, even though we have had a superfluity of it. Cabin accommodations + crew to a degree. Service informal but exceedingly prompt and kindly. Food very moderate; the eggs taste like they were laid in a sanitary laundry.

ML 16.40

S. S. I N D E P E N D E N C E



Later: is just steamed by
Fayal in the Azores.

Should you have any need of the MS
giving construction details, let me know. I left it
in my brief case in my brother's guest room
closet in Rye. ~~Get it to you~~

As to current thoughts about the construction: -

I am absolutely down on plywood for any permanent
important, + structural part of the boat. Unless, that is, there
is some new kind of plywood where the plies themselves are
completely impregnated with waterproof glue or something
similar. I have inspected too many panels + pieces which
in the end went bad. To say nothing of more than one
complete hull made of the material.

So if by "laminated wood" you mean plywood,
we must reconsider.

It would make me feel terrible to have even the
most minor larvae develop in the surface of the planking.
Or did you have it in mind that such might happen
to hulls built by amateur builders? If you have been
thinking of publishing the plans, amateur builders must
of course be considered. Personally, I shall be going to

THIS SIDE OF CARD IS FOR ADDRESS



L Francis Herreshoff, Esq.

The Castle

Marblehead, Massachusetts

ADDRESS: AMERICAN EXPRESS, ROME.

The tiller looks pretty close to the ~~best~~ seats. I think it will be all right nevertheless. If not, we can purchase a dog-leg tiller of some kind — it ought to work OK because the tiller screw is a Deringford frame, inside most of them.

This is about all to date except to remove the tin ship for the new 5 leaded propellers. They were able to turn her down stream in a very small space when departing for NY; and there is the best situation I have ever noted — almost none, in fact. They say she shoots heady with the original wheels.

See the book

Yrs. S.

5
MIL-16.40

S.

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Tomorrow Wednesday or equal — if I can
 take to field at all, I shall want a very
 nice job indeed; and a saving of 10-20%
 will not signify too much. If ^{it} does, I

don't take to field in the first place.

How about the change of that migration nest? Well —
 though I do not plan off shore cruises, that is the nest
 one depends upon for leaving too in bad weather; and one
 may some day wish to do so. I would prefer down + wheel
 affairs to any

John Ives Sewall
The Oak Grove
South Bristol, Maine

Safely back on these shores; & if you know where I ought to look for my warm bed room slippers, please write & tell me! Everything was left in beautiful order by our tennants; but we have to hunt for each item as the need comes up. I found the construction plan here, but have not yet had a chance to sit down for a serious perusal with your notes in hand. I saw some Stuart Turner engines & they look nice; but I have become very leery of any British machinery --- the story is the same all over: they are extremely slow on deliveries and never back anything up with service. Hence, they are losing export markets all over the world. I hope to get down to see you some time this fall; shall be in New England until Nov. 19.

All the best. 

JOHN IVES SEWALL
The Wakefield Valley Road
New Windsor, Maryland

January 17, 1957

Dear Mr. Herreshoff.-

The goose necks arrived in good order; and it would be an understatement to say I am delighted to have them. Mrs. Sewall at once put them up on the mantle piece, where they look better than most of the so-called "abstract sculpture" in the Museum of Modern Art. They are not only elegant goosenecks, but darn near the only goosenecks which are really good.

It is a pity that there is so little excellent marine hardware. Partly, I suppose that is because Merriman's have had no competition for almost a generation. But more than that, I suspect it is because so very few boat builders know how to work in metal. I have seen hundreds of instances where a builder, probably a top notch wood worker, has gone to extraordinary lengths to solve some structural problem which a good metal worker could solve in ten minutes.

I have been reading The Compleat Cruiser; and I check with you on the patent anchors. I have a big Danforth which is useful for holding in the mud as an extra anchor on my float. We take it to windward, and set it in with scope about 6 to 1. In order words, the conditions are made to order for the thing to hold; and it does. I tried a plough for a season; and I found that it was about as perverse as you can imagine. Some times, one simply could not get it to bite, no matter what you did.

One type of anchor you don't mention seems useful to me. Namely, the grapnel. We used these a lot in Maine waters for fishing. The point was to have a grapnel which was weaker than it ought to be. It was frequent to get an anchor caught in the rocks. With a nice old worn out broken down grapnel, one could surge the boat against the rode. The flukes would then bend, releasing the anchor. It was important, of course, to have a big hammer to whack them back into shape. I doubt whether we can recommend this procedure for general use!

It was 7 below this morning when we got up, which I am told is a world's record. I really shudder to think of conditions in Oswego, New York, with no heat and no cooking facilities at 50 below. It is bad enough to be in Oswego any time. Shows you how foolish many of us can be: a comparatively slight variation from normal conditions puts our modern gadgets out of business. It is foolish to live anywhere north of Florida without some kind of simple coal stove to crank up when the oil burner fails.

Back now to work on the income tax, which for once I am getting done ahead of time. That induces balanced feelings of pain and smug-self-reighteousness, with pain predominant.

Best regards.

Yrs.,



DEC 3 1957

LFH.-

A small item of great capacity should have gone forward to you from Fader's in Baltimore. If not received shortly, kindly let me know. Yrs. JIS

SEWALL

MC 76.40

JOHN IVES SEWALL
SOUTH BRISTOL, MAINE
MIDWAY 4-2373

December 16, 1959

Dear LFH.-

I shall try to get a decent report off to you soon. I have been badly laid up for several months: neuritis in the right hand & real agony. I now have about 50% use of the hand again. It looked for a while as though my sailing days were over, but it now looks good.

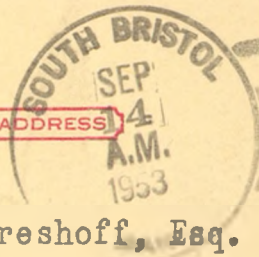
Ed Hill sold Araminta & is down in Florida. He has been threatening to build down there, but will, I suppose, favor this area with his presence during the summers.

All the best!



ME 76.40

THIS SIDE OF CARD IS FOR ADDRESS



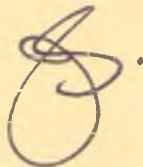
L. Francis Herreshoff, Esq.

The Castle

Marblehead, Massachusetts

Thanks ever so much for your generous letter. It cheers me up more than you can know. This finds me (just as the letter arrived) in the very act of stepping on the starter for the annual trip into middle western exile [right now everything west of the Kennebec impresses me as 2nd class territory!] I shall write a proper reply soon after arrival. In the mean time, repetition of sincere thanks.

JOHN IVES SEWALL
THE OAK GROVE
SOUTH BRISTOL, MAINE

A handwritten signature in dark ink, appearing to be 'J. I. Sewall', written in a cursive style with a large loop at the end.

MS 76 40

ATHENS - MAY 11, 1962 - GCT + 2 = 1130

uf

Dear LFH,

Thank you for your very kind letter of April 16, forwarded to me here. You are certainly correct about the arrangement of plates in the new edition - but how it costs! The text is actually considerably shorter, but the pictures occupy more space.

We had a nice fortnight in Italy + then I came down with flu on arrival here. Then pneumonia + penicillin - in all, 3 weeks knocked out. I recovered in time to take a week's trip through the islands on a 300 foot diesel electric ship built in Hamburg 1955. The Aegean has more islands than you ever imagined. But it is no place for the inexperienced. Blows up a gale of wind in no time. The harbors are good but there are not many of them. For miles + miles there is no sign of human life on shore. The land is very high + the rocks steep-to. And BARREN!

I saw Wandner II at Creta + said hello to him + his. His cock. The boat looked as neat + trim as you'd care to

I looked Olivia Garzeani's boat over during the winter. She was in a shed when she made an extremely tight fit + it was difficult to form an impression. I liked what I saw in the half dark, however. Except for a large 3 bladed solid propeller! Really!

We sail home on the 20th. Olympia from Piraeus.

I shall hope to drop in some time before too

long.

Yrs. J.

BY AIR MAIL
PAR AVION

Aérogramme

L. F. HERRESHOFF, Esq.
2 CROCKER PARK
MARBLEHEAD, MASSACHUSETTS
U.S.A.

ELCO Mod ddp No. 87902

01591V.911

01591

J. I. Sewall - Amexco - Athens

JOHN IVES SEWALL
The Oak Grove
SOUTH BRISTOL, MAINE
04568

August 15, 1969

Dear Mr Herreshoff.-

I can not thank you enough for sending the photographs of the rowing boat. Dick Shew is full of enthusiasm and wants to copy the photos, which we shall then return to you.

From the looks of it, we shall be lucky if we get the boat this fall. Dick's yard is a two man proposition. They work all day and half the night, but it looks like another month before they will be able to launch Fred Lyman's 33 foot motor boat. Fred's own design. A peculiar deep V hull with two outboard-inboard Diesels. Cruising speed about 15 knots. Dick declared that it was the most difficult boat to frame up he'd ever constructed. It may have some special merit which has not yet been revealed to the undersigned.

I've been a member of the National Rifle Association for years, but thank you for sending the blanks. The NRA has been the victim of a wide spread and skilful smear campaign. I have often been surprised & shocked to discover that otherwise well informed, educated people believe the NRA to be a sinister and evil organization.

You may have noticed that the President's commission on violence put out a report recently advocating confiscation of about 90% of the hand guns in the country. Even Senator Dodd thought the country wasn't "ready" for it. But I do believe we must reconcile ourselves to some system whereby the individual citizen is licenced. A young mad man recently bought a pistol over the counter in Portland and used it to kill a girl who had turned him down, and then himself. The boy had been released from a mental hospital on "probation" or something similar.

But I do resent the common assumption that pistols, as such, are exotic and evil. You'll be amused by this tale:


A lady we're very fond of happened to remark that Congress had been remiss in not passing anti-gun laws. I gently told her that I took an opposite view. "But you don't have firearms?" "Indeed I do." "You don't have PISTOLS?" "About a dozen." "I don't see why you should have pistols!" "Your judgment, my dear, is evidently better than mine."

Who was the lady? Wife of John Wheeler, the great mathematician who did much of the calculation that made the atomic bomb possible.

One of the things that makes you tired is the ignorance of these anti-gun people. They don't appreciate how easy it is to manufacture fire arms, or how easy it would be to bootleg them. And one lady suggested, "Why don't they let people have all the guns they want, but sell them no ammunition?" Really!

And with that, I send renewed assurances of my highest consideration & close.

Yrs.,

A handwritten signature, possibly initials, consisting of a stylized 'J' or 'S' with a horizontal line through it, followed by a period.

SHAFFER

Star Rt. Box 52
St. Cloud, Fla. 32769
May 31, 1970

Mr. L. Francis Herresnoff
c/o RUDDER
67 W. 44th Street
New York, N.Y. 10036

Dear Mr. Herresnoff:

I have just finished reading Concrete Boatbuilding by Jackson and Sutherland. In this book I saw the pictures of your H-28 design. The H-28 design is familiar to me as it appeared in a 1958 edition of How to Build 30 Boats as a ketch rig.

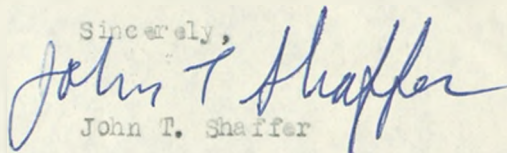
I am interested in building a larger boat than I now have, and I would like to use ferro-cement. The H-28 has the kind of lines that would make a good cement boat. Do you have any information on the success of the existing ferro-cement version(s) of the H-28? As I said, the plan I have calls for a ketch rig. However, I believe I would prefer a sloop or cutter rig, and I would need information on converting the design to one of these rigs.

Briefly, this is what I am looking for in a boat: first, a sailboat (not a motor sailer); in fact, a design where even the auxiliary could be omitted; second, I want a rig that can easily be handled alone if necessary (I plan to sail with my wife as crew), should the need arise; third, the boat must have a shallow draft, say three to four feet, as I plan to sail up and down the east coast and into the Bahamas; third, the accommodations must be adequate for living aboard, though not luxurious (full headroom in at least the galley and salon areas is essential--I am 5' 9" and I know how miserable it can be in a boat that almost has full headroom); fourth, I want the best sail plan for a good turn of speed and good ghosting ability too, with no restrictions due to consideration for racing rules--I do not ever plan to race the boat; fifth, low building cost and ease of maintenance are essential; and lastly, it must be a boat I can build myself.

I have also considered a 25' Gloucester schooner by H.I. Chappelle, a lovely boat, but larger than I want to tackle as yet. I have felt hitherto that a boat in this size range was beyond my means, but the advent of ferro-cement seems to have brought it within the realm of feasibility.

Any comments, suggestions, criticisms, etc. which you might have would be appreciated. If you have any updated plans tailored to ferro-cement, please let me know about them. Also, in the original plan the auxiliary was off-center. In the pictures of the ferro-cement version it appears to be in the center. Is the off-center arrangement still practical in the ferro-cement version? I like the off-center arrangement for the engine, if I have one.

Sincerely,

A handwritten signature in blue ink that reads "John T. Shafer". The signature is written in a cursive style with a large, sweeping "J" and "S".

John T. Shafer

Sent by Western Union

Persephonie

At. L.W.L. 39.89,

Displacement 6,875

Draft 7.95

% Balast 44

SHARP

Aug. 16, 1937.

Francis J. Henshoff, Esq.,
25 Front St
Marblehead, Mass.

Dear Mr. Henshoff.

I have just measured the yawl
Persephone you designed for Mr. Stawbridge.
She floated on a load water line length of
39.89 feet with a bow overhang to inter-
section of deck and face of stem of 4.46 ft.

Would you please be so good as to
give me, by telegram, the corresponding
displacement, draft, and ballast ratio.

Yours very truly

B. Karl Sharp
% Race Committee
N. Y. C. Station
Newport,
R. I.

SIMPK

19 Edwards Road
Wahroonga
N. S. W.

L. F. Herrishoff Esq
c/o The Rudder,
9 Murray St.
New York U.S.A.

Australia
November 6th 1946.

Dear Mr Herrishoff,

Could you let me have a set of
plans and specifications for Design No 22, +
what would you charge?

I have of course followed every detail
of H. 28 through The Rudder with great
admiration. I presume one would not get
all H 28's detail in H 22's^s Plans,

I would have liked to have built
H. 28 but I don't think she is quite the
type for the New South Wales Coast -
our coast runs north + south, the
prevailing winds being north east -
we therefore spend our time hard on

MC 76.10

²
The wind on running -

The last boat I owned was a Colin Archer, 33ft x 11 x 6 with a great big Apple bow. She sailed well enough in the harbour and ghosted in light airs, but outside, on the wind the short 10th East Chop killed her - From Sydney Harbour to Broken Bay is 15 nautical miles, it is a favourite passage with Yachtsmen - and 9 times out of ~~ten~~ 10 to windward -

I tried to make it many times but always gave it up and started the motor - She carried 550 sqft of well shaped sail, spars were hollow, Bermudian rig, led outside, everything right - except the hull, that was the wrong shape - I never want another -

So you see I am rather anxious to get a boat that really will go to windward - and I think H 82 will

do that rather better than H 28, please
correct me if I am wrong as I would love
to build H. 28 -

Notice H 82 has much lighter
construction would she suit me in
this respect for ~~costal~~ Cruising?

She would be framed & planked
with Australian hardwood very
strong & hard but rather heavy, about
54 lbs to the Cubic foot, so I presume $7/8$ "
planking would suffice - The spars would
have to be Oregon pine as we cannot obtain
Spruce, as would the beams & deck -
we have no stock fittings out here - would
it be possible to have them sent over?

In conclusion may I say how much
I have enjoyed your articles & stories
your literary style reminds me of another
famous personage, In fact I almost
headed this letter George Bernard
Shaw - Yours sincerely
Frederic C. C. Sharp

Dec 27 '65

WALTER K. SHAW JR.
NASHAWTUC ROAD
CONCORD, MASSACHUSETTS

Dear Mr. Herreshoff;

I am trying to put a few explanations under old photographs which my father took on glass plates around 1890 in Lexington Mass. in order that my children should realize that family names had "faces" and were more than genealogical names. I am appealing to you for help in clarifying some of my problems.

As I understand, my great aunt Grace Dyer married John Brown Francis Herreshoff and their daughter was Louise whom I met two or three times and who was an artist who unfortunately had an unfortunate life. I really thought she was rather impossible.

I have several pictures of "Katie Herreshoff" and some of them are with "John Herreshoff" who is obviously blind (as I know J.B. was) Was Katie his daughter or niece, and if niece whose daughter was she? I do not readily

understand why she and "John Herrshoff"
should have been visiting my grandparents,
I could have understood John Brown Francis
Herrshoff my grandmother Shaw's brother in law
(or so I understand) visiting. He, I believe,
was not blind and I have no pictures of him.
"John Herrshoff" in the pictures with "Katie"
(about 18-20, I would guess) looks as old as
my grandfather E A Shaw and it is hard
for me to believe he lived until 1932 as
you say in your wonderful book "Capt Nat
Herrshoff," that is if it is J.B. in these photos
taken about 1890.

I hope you are well. Although
my children get down to Lookout Court
each summer we don't seem to see
much of Marblehead these recent years.
I have managed to get complicated with
some blood trouble so am become more
of a gardener than sailor - which
despite owning boats most of my life I
owned was much of. I am not even a
subscriber of "Dudder" any more in which I
used to look forward to reading your articles.

Very Sincerely

Walter K Shaw Jr.

Jan 6 1966

WALTER K. SHAW JR.
NASHAWTUC ROAD
CONCORD, MASSACHUSETTS

9

Dear Mr. Herreshoff:

Thank you very much for your kind letter in which you have given me so much information. Now that I have the "John Brown" straightened out I can understand that it would be only natural that John Brown the elder married to a Boston lady should visit my grandmother (Dyer) Shaw in Lexington, she being the sister of John Brown the younger's wife.

I am certainly sorry that I never met Katie because from the pictures my father took of her around 1890 she must have been delightful and had a good sense of humor.

I was glad to learn that Louise is happily married because she must with her temperament have gone through some pretty thin times and as a boy I found her quite intriguing despite her Spanish face powder!

Glad to read your comments about the Rudder. I entirely agree with you. Thank you again so much for your nice letter.

Very Sincerely
Walter K. Shaw Jr.

Best wishes for a Happy New Year

MC
76.45

SHELKEY

San Diego, California
July 14, 1967

Mr. L. Francis Herreshoff
The Castle
Marblehead, Massachusetts 01945

Dear Mr. Herreshoff:

We have received the plans of your Design #63 MOBJACK for which we thank you. She is as beautiful as expected and we are anxious to begin construction, intending to make only minor changes in the interior layout.

After many hours of study I find it necessary to write you again, much sooner than anticipated. There are many vital details which I do not find in the set of drawings received. For your convenience I have itemized them on a separate sheet and shall be awaiting your advice.

Sincerely,
David J. Shelkey
David J. Shelkey

2552 Fairmount Avenue
San Diego, California 92105
(enc.)

MC-16.40

Details for the following:

Design No. 63 MOBJACK

1. HULL

Fastenings for Planking

" " Deck

Drift bolt diameter in Rudder

" " " Dead wood and Stem

2. CABIN

Skylight

Deck Hatch

2 Cabin Hatches

Companionway Hatch and Fastenings for 1 x 7 oak diagonal brace at Sta. 23-4

3. RIGGING

Spreaders and fittings

End of booms fittings

Gooseneck 2. m. G.N.

Main masthead bronze casting (Tioga pattern)

Mast attachment for jib stay

Running backstay fittings for mast

Lower mast tangs for main and mizzen

Mizzen mast attachment for spring stay

Headstay fittings for bowsprit (Tioga details)

4. ENGINE

Type and H.P. of engine

Type of stuffing box and stern bearing

Columbia Bronze Corporation

D. J. Shelkey

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless the deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

SYMBOLS

DL = Day Letter

NL = Night Letter

LC = Deferred Cable

NLT = Cable Night Letter

Ship Radiogram

W. P. MARSHALL, PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

WUA 17 NL PD= BROOKLINE MASS APRIL 11

= L FRANCIS HARISHOFF:

(SUB CRRTN 23 RATSEY)= L FRANCIS HARISHOFF=

THE CASTLE MARBLEHEAD MASS=

PLEASE CALL ME MY OFFICE LIBERTY 8600 SOON AS
 POSSIBLE BETWEEN 10 AND 12 THURSDAY WOULD BE BEST
 I WANT TO ORDER RATSEY SPINNAKER=

: T H SHEPARD=

APRIL 12

8600 10 12 =

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

MC-16, 90



Shepard & Morse Lumber Company

MANUFACTURERS AND WHOLESALE LUMBER DEALERS

31 MILK STREET

Boston, Mass.

June 27, 1951.

P. O. BOX 1192
TEL. LI. 2 8600

Mr. Harrischoff,
The Castle,
Marblehead, Mass.

Dear Sir:

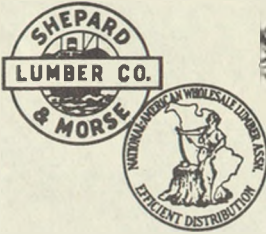
Ratsey finally got that spinnaker shipped. It is coming on the SS "Nova Scotiah". They say it can't be delivered here before before July 6th which is after the boats leave here for the Eastern cruise of the Eastern Yacht Club. I have arranged, if I can actually get that on the 6th, to have it brought down by automobile to Boothbay Harbor, and will use it on the cruise. If I don't get it then, I don't know that I want the sail at all. It is away behind time on shipment. It is shipped on the slowest, I guess, crossing the ocean. It was supposed to go forward I understood on the 20th of this month, and she isn't due here until July 5th and they say that it won't be possible to get this before July 6th. There have got to be some things done about duty and they say in a letter this is addressed to Mr. Harrischoff at the Castle, Marblehead, so there may be some difficulty about our getting it here unless we have some kind of an order from you, or some arrangement is made with the steamship company. I don't want the spinnaker for an ornament, I want to use it on this cruise. Please take the matter right up with me. You can get me at my house in Marblehead in the evening, on ^{the} telephone anytime, or telephone in the office here during the day time. My number is Marblehead 41 and Liberty 8600 here in Boston. There has got to be some kind of an arrangement so I can get that spinnaker. Please take

it right up and see that all proper arrangements are made and, if I have got to do something about paying duty, and getting it cleared by Customs, let me know just what has got to be done and give me the proper documents to ~~work~~ work with the Custon House in advance. If there is any delay, it is just going to knock me out from getting it.

Very truly yours,

J. H. Shepard
mab

ths;mab



Shepard & Morse Lumber Company

MANUFACTURERS AND WHOLESALE LUMBER DEALERS

31 MILK STREET

Boston, Mass.

August 14, 1951.

P. O. BOX 1192
TEL. LI. 2 8600

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

1492
1950
458.
Lib 8600

Dear Sir:

Replying to yours of the 13th would say, I feel that I lost certainly one race, the Eastern Annual, which I lost by seconds, that I could have won if I had this spinnaker. Then I went on the whole Eastern cruise and didn't do much on that. We had light airs, just the kind of weather that I needed this spinnaker on, and my results are much worse than usual, so that I have had very unsatisfactory racing so far this year. I didn't go in the King's Cup race at all because I didn't have the spinnaker., and thought it was useless. If Ratsey wants to reduce the price of this spinnaker a couple of hundred dollars from what it would have been if it had been on time, I will take it, provided I get it promptly but, if the racing season gets entirely over, I probably won't want it at all before another year anyway, and I am not sure I will run my boat another year, that is the worst of it. I have some plans to do something else, so you see this has worked out very badly for me. Now Ratsey seems to think it wasn't his fault at all, but he promised in writing himself to ship it, I think, a week or ten days before he had it ready to ship, and he didn't follow/^{it}up and see that it got on the ship. I feel he is a great deal to blame. At any rate, that is all I want to do. If satisfactory, find out and let me know fairly promptly. If you write him, certainly write