

# UNIVERSAL MOTOR COMPANY

MANUFACTURERS

FOUNDED 1898

- MARINE MOTORS
- ELECTRIC PLANTS



— OSHKOSH, WISCONSIN, U.S.A.

December 30, 1953

Mr. L. Francis Herreshoff,  
Marblehead, Massachusetts

Dear Mr. Herreshoff:

As you may have noticed our January advertising is announcing radically lower prices on our engine line of marine engines.

We have finally taken the bull by the horns and adjusted our entire price structure and discount policy along more common sense lines.

Up to now this information has been confidential but as of January 1, 1954 our new price list will be public information. The new prices will be advertised in all the January issues of the publications. Further publicity will be given this at the time of the Show. Herewith is an advance copy of our new January 1, 1954 price list.

The facts pertaining to these lower prices are for the public to know, the more the better. How we accomplished this is not for public information. Our distributor and dealer organization of course is in on the know. Interestingly enough, the vast majority of our distributors and dealers are enthusiastically in favor of the idea.

We did it, confidentially, by the simple expedient of lowering our admittedly too high discounts to distributors and dealers and lowering the asking price of our engines accordingly.

We used to ask \$640.0 for a 4 cylinder 25 H.P. marine engine. Now the public can buy it for \$499.50. We are announcing a new 6 cylinder, 237 cubic inch, 105 H.P. complete marine engine at \$995.00. We believe that this will be of tremendous interest to the boating public, the boatbuilders and to the naval architects.

I would appreciate having your comments and criticisms. If you see fit send us a telegram. As you can imagine, we are doing this strictly through our dealer and distributor organization. We do not believe that there is any room for a direct mail selling scheme in the marine engine industry.



CABLE ADDRESS "UNIMOT" - CODES: WESTERN UNION - WESTERN UNION 5 LETTER - BENTLEY 5 LETTER - A.B.C. 5TH ED. - A.B.C. 6TH ED. 5 LETTER

UNIVERSAL MOTOR COMPANY

OSHKOSH, WISCONSIN  
U. S. A.

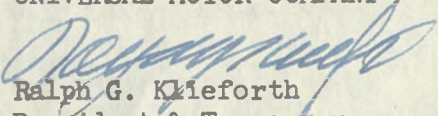
-2-

We would like your comments so that we can show our dealer and distributor organization what you as one on the outside of the immediate problem thinks of it. We may want to quote you and others.

We are anxious to get your comments before the opening of the Show. It has been said that the Universal Motor Company initiative in lowering its prices on its complete line of marine engines in this fashion is a tremendous boost to the boating industry.

Very sincerely yours,

UNIVERSAL MOTOR COMPANY



Ralph G. Klieforth  
President & Treasurer

Enc. PL

January 4, 1954.

Mr. Ralph G. Klieforth, President  
Universal Motor Company,  
Oshkosh, Wisconsin.

Dear Mr. Klieforth:

I have just received your letter and have noticed in the January ads the reduction in cost of your engines, and want to tell you that I feel it is a fine forward step.

I am one of those yacht designers who believes the builder should purchase the engine and all of the equipment used on a yacht being built, and feel that the designer should not receive two commission as some do when they receive a commission for designing the boat and another for the engine, etc.

If distributors' and builders' commissions are reduced to a reasonable amount it makes it easier for the architect to make his cost estimates.

With all good wishes for your continued success in the new year, I am

Yours very truly,

January 4, 1954.

Mr. Ralph G. Klieforth, President  
Universal Motor Company,  
Oshkosh, Wisconsin.

Dear Mr. Klieforth:

I have just received your letter about the reduction in cost of your engines, and think it is a fine forward step and time that the distributors' commissions were reduced.

I am one of the yacht designers who feels the builder should purchase the engine and all of the equipment used on a yacht being built, and feel that the designer should not receive two commissions as soered when they receive a commission for designing the boat and another for the engine, etc.

L. Francis Herreshoff  
Marblehead Mass.  
January 18, 1954.

P L E I O N E

Staysail Halyard Sheave Etc

1. Slot in after side of mast about  $5 \frac{7}{8}$ " long x  $7/8$ ".
2. Sheave from mast head.
3. Cheek pieces for sheave of half hard phosphor or Tobin bronze.  $1/16$ " or more thick by about  $5$ " x  $5 \frac{7}{8}$ ".
4. Sheave pin of Tobin bronze, shouldered and rivetted in place in slightly countersunk holes.
5. Slot in forward side of mast  $3/8$ " x about  $14$ ". Lower end beveled for rain shed.
6. Piece of half oval brass about  $1/2$ " or more x  $2$ " for halyard to ride on.
7. Strip of brass or bronze about  $1/16$ " x  $1 \frac{3}{4}$ " x  $14 \frac{3}{4}$ " to cover slot in forward side of mast, and reinforce mast.
8. Straps each side of mast to attach and connect the fore stay to the spring stay. These straps can be made up of  $1/4$ " stainless steel wire made up to form a grommet about  $20$ " long with open thimble in both ends. The grommets may have short wire neck seizings and are to be served with marine the full length.
9. The shackle for attaching the spring stay may be a  $5/16$ " or  $3/8$ " galvanized iron bow or anchor shackle.
10. The shackle for attaching the fore stay may be  $3/8$ " or larger, galvanized iron anchor shackle.
11. The grommet straps, No. 8, are held in place by hard wood -- oak, maple or ash -- blocks screwed to both sides of the mast. These blocks are also supposed to be mast reinforcements to make up for sheave slots. These blocks may be tapered at each end as shown, and while they may be fastened with  $1 \frac{1}{2}$ " - #14 flat head screws at the middle, shorter ones should be used at the ends. These blocks are to be a very tight fit on the grommet straps so the slots for the same should be shallower than the thickness of the straps.

L. Francis Herreshoff  
Marblehead Mass.  
January 18, 1954.

P L E I O N E

Staysail Halyard Sheave Etc

1. Slot in after side of mast about  $5 \frac{7}{8}$ " long x  $\frac{7}{8}$ ".
2. Sheave from mast head.
3. Cheek pieces for sheave of half hard phosphor or Tobin bronze.  $\frac{1}{16}$ " or more thick by about  $5$ " x  $5 \frac{7}{8}$ ".
4. Sheave pin of Tobin bronze, shouldered and rivetted in place in slightly countersunk holes.
5. Slot in forward side of mast  $\frac{3}{8}$ " x about  $14$ ". Lower end beveled for rain shed.
6. Piece of half oval brass about  $\frac{1}{2}$ " or more x  $2$ " for halyard to ride on.
7. Strip of brass or bronze about  $\frac{1}{16}$ " x  $1 \frac{3}{4}$ " x  $14 \frac{3}{4}$ " to cover slot in forward side of mast, and reinforce mast.
8. Straps each side of mast to attach and connect the fore stay to the spring stay. These straps can be made up of  $\frac{1}{4}$ " stainless steel wire made up to form a grommet about  $20$ " long with open thimble in both ends. The grommets may have short wire neck seizings and are to be served with marline the full length.
9. The shackle for attaching the spring stay may be a  $\frac{5}{16}$ " or  $\frac{3}{8}$ " galvanized iron bow or anchor shackle.
10. The shackle for attaching the fore stay may be  $\frac{3}{8}$ " or larger, galvanized iron anchor shackle.
11. The grommet straps, No. 8, are held in place by hard wood -- oak, maple or ash -- blocks screwed to both sides of the mast. These blocks are also supposed to be mast reinforcements to make up for sheave slots. These blocks may be tapered at each end as shown, and while they may be fastened with  $1 \frac{1}{2}$ " - #14 flat head screws at the middle, shorter ones should be used at the ends. These blocks are to be a very tight fit on the grommet straps so the slots for the same should be shallower than the thickness of the straps.

L. Francis Herreshoff  
Marblehead Mass.  
January 18, 1954.

P L E I O N E

Staysail Halyard Sheave Etc

1. Slot in after side of mast about  $5 \frac{7}{8}$ " long x  $\frac{7}{8}$ ".
2. Sheave from mast head.
3. Cheek pieces for sheave of half hard phosphor or Tobin bronze.  $\frac{1}{16}$ " or more thick by about  $5$ " x  $5 \frac{7}{8}$ ".
4. Sheave pin of Tobin bronze, shouldered and rivetted in place in slightly countersunk holes.
5. Slot in forward side of mast  $\frac{3}{8}$ " x about  $14$ ". Lower end beveled for rain shed.
6. Piece of half oval brass about  $\frac{1}{2}$ " or more x  $2$ " for halyard to ride on.
7. Strip of brass or bronze about  $\frac{1}{16}$ " x  $1 \frac{3}{4}$ " x  $14 \frac{3}{4}$ " to cover slot in forward side of mast, and reinforce mast.
8. Straps each side of mast to attach and connect the fore stay to the spring stay. These straps can be made up of  $\frac{1}{4}$ " stainless steel wire made up to form a grommet about  $20$ " long with open thimble in both ends. The grommets may have short wire neck seizings and are to be served with marline the full length.
9. The shackle for attaching the spring stay may be a  $\frac{5}{16}$ " or  $\frac{3}{8}$ " galvanized iron bow or anchor shackle.
10. The shackle for attaching the fore stay may be  $\frac{3}{8}$ " or larger, galvanized iron anchor shackle.
11. The grommet straps, No. 8, are held in place by hard wood -- oak, maple or ash -- blocks screwed to both sides of the mast. These blocks are also supposed to be mast reinforcements to make up for sheave slots. These blocks may be tapered at each end as shown, and while they may be fastened with  $1 \frac{1}{2}$ " - #14 flat head screws at the middle, shorter ones should be used at the ends. These blocks are to be a very tight fit on the grommet straps so the slots for the same should be shallower than the thickness of the straps.

L. Francis Herreshoff  
Marblehead Mass.  
January 18, 1954.

P L E I O N E

Staysail Halyard Sheave Etc

1. Slot in after side of mast about  $5 \frac{7}{8}$ " long x  $\frac{7}{8}$ ".
2. Sheave from mast head.
3. Cheek pieces for sheave of half hard phosphor or Tobin bronze.  $\frac{1}{16}$ " or more thick by about  $5$ " x  $5 \frac{7}{8}$ ".
4. Sheave pin of Tobin bronze, shouldered and rivetted in place in slightly countersunk holes.
5. Slot in forward side of mast  $\frac{3}{8}$ " x about  $14$ ". Lower end beveled for rain shed.
6. Piece of half oval brass about  $\frac{1}{2}$ " or more x  $2$ " for halyard to ride on.
7. Strip of brass or bronze about  $\frac{1}{16}$ " x  $1 \frac{3}{4}$ " x  $14 \frac{3}{4}$ " to cover slot in forward side of mast, and reinforce mast.
8. Straps each side of mast to attach and connect the fore stay to the spring stay. These straps can be made up of  $\frac{1}{4}$ " stainless steel wire made up to form a grommet about  $20$ " long with open thimble in both ends. The grommets may have short wire neck seizings and are to be served with marline the full length.
9. The shackle for attaching the spring stay may be a  $\frac{5}{16}$ " or  $\frac{3}{8}$ " galvanized iron bow or anchor shackle.
10. The shackle for attaching the fore stay may be  $\frac{3}{8}$ " or larger, galvanized iron anchor shackle.
11. The grommet straps, No. 8, are held in place by hard wood -- oak, maple or ash -- blocks screwed to both sides of the mast. These blocks are also supposed to be mast reinforcements to make up for sheave slots. These blocks may be tapered at each end as shown, and while they may be fastened with  $1 \frac{1}{2}$ " - #14 flat head screws at the middle, shorter ones should be used at the ends. These blocks are to be a very tight fit on the grommet straps so the slots for the same should be shallower than the thickness of the straps.

L. Francis Herreshoff  
Marblehead, Mass.  
January 18, 1954.

Extra copy

P L E I O N E

Staysail      Halyard      Sheave      Etc.

1. Slot in after side of mast about  $5 \frac{7}{8}$ " long x  $7/8$ ".
2. Sheave from mast head.
3. Cheek pieces for sheave of half hard phosphor or Tobin bronze.  $1/16$ " or more thick by about  $5$ " x  $5 \frac{7}{8}$ ".
4. Sheave pin of Tobin bronze, shouldered and rivetted in place in slightly countersunk holes.
5. Slot in forward side of mast  $3/8$ " x about  $14$ ". Lower end beveled for rain shed.
6. Piece of half oval brass about  $1/2$ " or more x  $2$ " for halyard to ride on.
7. Strip of brass or bronze about  $1/16$ " x  $1 \frac{3}{4}$ " x  $14 \frac{3}{4}$ " to cover slot in forward side of mast, and reinforce mast.
8. Straps each side of mast to attach and connect the fore stay to the spring stay. These straps can be made up of  $1/4$ " stainless steel wire made up to form a grommet about  $20$ " long with open thimble in both ends. The grommets may have short wire neck seizings and are to be served with marline the full length.
9. The shackle for attaching the spring stay may be a  $5/16$ " or  $3/8$ " galvanized iron bow or anchor shackle.
10. The shackle for attaching the fore stay may be  $3/8$ " or larger, galvanized iron anchor shackle.
11. The grommet straps, No. 8, are held in place by hard wood -- oak, maple or ash -- blocks screwed to both sides of the mast. These blocks are also supposed to be mast reinforcements to make up for sheave slots. These blocks may be tapered at each end as shown, and while they may be fastened with  $1 \frac{1}{2}$ " - #14 flat head screws at the middle, shorter ones should be used at the ends. These blocks are to be a very tight fit on the grommet straps so the slots for the same should be shallower than the thickness of the straps.

L. Francis Herreshoff  
Woburn Mass.  
January 18, 1954.

P L E I O N E

Staysail Halyard Sheave Etc

1. Slot in after side of mast about  $5 \frac{7}{8}$ " long x  $7/8$ ".
2. Sheave from mast head.
3. Cheek pieces for sheave of half hard phosphor or Tobin bronze.  $1/16$ " or more thick by about  $5$ " x  $5 \frac{7}{8}$ ".
4. Sheave pin of Tobin bronze, shouldered and rivetted in place in slightly countersunk holes.
5. Slot in forward side of mast  $3/8$ " x about  $14$ ". Lower end beveled for rain shed.
6. Piece of half oval brass about  $1/2$ " or more x  $2$ " for halyard to ride on.
7. Strip of brass or bronze about  $1/16$ " x  $1 \frac{3}{4}$ " x  $14 \frac{3}{4}$ " to cover slot in forward side of mast, and reinforce mast.
8. Straps each side of mast to attach and connect the fore stay to the spring stay. These straps can be made up of  $1/4$ " stainless steel wire made up to form a grommet about  $20$ " long with open thimble in both ends. The grommets may have short wire neck seizings and are to be served with marline the full length.
9. The shackle for attaching the spring stay may be a  $5/16$ " or  $3/8$ " galvanized iron bow or anchor shackle.
10. The shackle for attaching the fore stay may be  $3/8$ " or larger, galvanized iron anchor shackle.
11. The grommet straps, No. 8, are held in place by hard wood -- oak, maple or ash -- blocks screwed to both sides of the mast. These blocks are also supposed to be mast reinforcements to make up for sheave slots. These blocks may be tapered at each end as shown, and while they may be fastened with  $1 \frac{1}{2}$ " - #14 flat head screws at the middle, shorter ones should be used at the ends. These blocks are to be a very tight fit on the grommet straps so the slots for the same should be shallower than the thickness of the straps.

**THE LATHROP ENGINE CO.**  
MANUFACTURERS OF  
*Lathrop*  
**MARINE ENGINES**  
**Mystic, Conn. U.S.A.**

January 20, 1954

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

Dear Mr.Herreshoff:

As of the year end we discontinued our distributorship arrangements with Mr.Edward R. Welles and for the time being your area will be handled direct from the factory here in Mystic.

Needless to say your inquiries are always welcome and if we can be of any assistance to you, do not hesitate to call on us.

While we are writing we would like to inquire if plans are progressing on the launch to be powered with one of our D-100 Diesels and if a builder has been selected.

Very truly yours,

THE LATHROP ENGINE CO.

*Walter J. Lathrop*  
President

WFL:P

January 25, 1954.

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

Dear Mr. Lathrop:

Your letter of the twentieth advising me of the change of selling arrangements interested me as I feel it is an advantage to deal directly with the company since so many salesmen seem to lack in diplomacy.

The plans for the new launch are progressing very slowly, but she is being very carefully drawn up and we have not yet gotten estimates so do not know who the builder will be, but it is still definitely planned to use the D-100 engine in her which will be purchased by the builder, of course, and I will let you know as soon as we know who it will be.

Yours very truly,

**THE LATHROP ENGINE CO.**

MANUFACTURERS OF

*Lathrop*  
MARINE ENGINES

**MYSTIC, CONN. U.S.A.**

February 5, 1954

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

Dear Mr. Herreshoff:-

Today's mail brought an inquiry from J.E. Burrell of Long Beach, Calif., reading as follows:-

"Thank you for your letter of January 28, 1954, and the enclosed bulletin covering your motors. I am building a thirty-six foot ketch designed by L. Francis Herreshoff, of a "Nereia" type. You are probably familiar with the design, but nevertheless it is a 24,000 pound displacement ketch, for which the designer highly recommends your LH-4 motor. Will you please send me complete information on the LH-4, and your recommendations for it when installed in the hull of the type I have mentioned."

Needless to say, your recommending Lathrop engines has been a distinct advantage to us over the years and we certainly hope that you will continue to give preference to our engines.

In this particular design do you recommend the LH-4 direct drive or with reduction gear and what size propeller wheel do you suggest?

Very truly yours,

THE LATHROP ENGINE CO.

*Walter F. Lathrop*  
President

WFL:P

February 8, 1954.

Mr. Walter F. Lathrop, President  
The Lathrop Engine Company,  
Mystic, Ct.

Dear Mr. Lathrop:

In reply to your letter of the fifth inquiring about an engine for the 36' ketch NERVA, it is described on the drawings as Lathrop Model LH-4 with a 2 - 1 reduction gear. The code word of this engine is LATHU. This engine will develop 27 HP at 1600 r.p.m., and the shaft speed 800.

It is very hard for me to decide what is the most suitable propeller for an auxiliary. On the one hand it is desirable to have the propeller small when sailing, but as the engine will be run at only about 27 HP I should think it could be a fairly large propeller if it is a feathering one. On the drawings the shaft line is laid off for a propeller of 20" or less in diameter, so with these factors in mind you can choose the propeller better than I can. But I might also say that I think this boat will go in the neighborhood of 6 m/h with 27HP. So, to condense the figures, -- the rpm of the propeller is 800; the maximum wheel that can be swung is 20"; and the speed of the boat will be around 6 m/h.

Yours truly,

#30 Westgate  
Cambridge, Mass  
Feb. 8, 1954

Sir:

The M.I.T. Naval Architectural Society would like very much to have you address them on a subject of your own choosing and therefore extends an invitation to you.

If you wish I could come to Marblehead to talk the matter over with you or else the arrangements could be made by letter.

Transportation can be arranged for.

I know that the members will be very grateful to hear you, and that they will benefit a great deal from your experience.

Sincerely,  
David G. Bourne, Jr.

February 11, 1954.

Mr. David G. Bourne, Jr.,  
30 Westgate,  
Cambridge, Mass.

Dear Sir:

It was very kind of your  
to ask me to speak before your  
society, but I very much regret to  
say that it is very trying for me  
to speak before a group, and I have  
reached the age now where I prefer  
to take life easier.

Please understand that  
the spirit is willing, and I am very  
much flattered that you have asked me.

With all good wishes for  
the continued success of your society,

Yours very truly,

February 11, 1954.

Dear Billy:

Not having heard from you for such a long time I am wondering if you have been sick, which I hope isn't so.

The work here is progressing slowly because there are so many things that need your decision, and I do not want to go ahead and then have to make changes.

Trusting that all is well with you, I am

Very sincerely,

February 15, 1954.

Dear Joe:

The following may interest you in view of conversations we have had.

"June 9, 1949.

"Dear Francis,

Many thanks for the photograph of the DUPONT. Some day I am going to have it enlarged and hung beside a photograph of a destroyer we are now building boilers for which has 100,000HP; compared with the 2400 in the Dupont. I have an idea the relative costs are in the same proportion.

All the best to you.

Sincerely,  
/s/ Joe.

This letter was  
not sent - original  
was returned with  
comment Also sincerely

February 15, 1954.

Dear Fritz:

Below is an excerpt from a man who is building one of my H-23's, the PRUDENCE boat. It seemed to me you would be interested in it.

Hoping we're going to see you before too long,

Sincerely,

"When next you see Mr. Fenger, ask him if he remembers "Steady" Gjean, my father, who owned part of Isle de Rhonde and also owned "Helen M.G." a centreboarder. My father had a workshop next door to Jack Wildman, of whom Mr. Fenger wrote in his "Cruise of Yacaboo", and who owned Isle le Caille.

When Mr. Fenger visited Grenada for the second time in "Diabliesse", my father gave him a jar of guava jelly, and I can remember my mother making the jelly. I must have been about three years then.

I have not been able to get a copy of the cruise of the "Diabliesse" although I searched Foyles and most of the bookshops in London, so if he can let me know where I may obtain one in the U.S. I should be grateful."

February 23, 1954.

Ideal Windlass Company,  
East Greenwich, R. I.

Dear Sirs:

It has been very hard for me to decide which type of capstan or windlass to use on the 57' yacht I am designing, but I should like to inquire about capstan B H W, and would like to know if the brake is suitable for heaving chain and if it is necessary to have a chain stopper to use with this windlass or whether you can ride directly on the chain.

We do not expect to use a chain very often, but only to lay-to if the boat is left sometimes in a harbor. The rest of the time it is planned to use a nylon anchor rode.

Yours truly,

See letter Oct 6-  
27.

February 23, 1954.

Dear Nelson:

I am so grateful to you for sending me the catalog of the memorial exhibition, and I feel I should congratulate you for being able to get these paintings and pencil drawings together so quickly. I am amazed that your father worked in so many media.

I am afraid I shall not be able to get down to the exhibition for I am going to be very busy for a while, but I do hope I shall have the pleasure of seeing you again before too long.

With kindest regards to you and your family, and with thanks for your thought of me, I am

Very sincerely yours,

THE CASTLE  
MARBLEHEAD, MASSACHUSETTS

March 18, 1954.

Dear Joe,

I had expected to see you or Arthur before now, but I am sending you herewith a blueprint of the winch which we looked at when you were last here.

I sent another print to Tom Brightman at Bristol and he has estimated on making one of these winches which comes to a large price on account of making the patterns. Enclosed is a copy of his letter to me. It occurs to me that if Arthur or you could sell one of these winches to the NINA, or some other boat, the cost of manufacture would be greatly reduced because the pattern charges would not continue.

Perhaps you could have someone in your concern make another estimate, but if the winch is to be made I suppose it should be started before long.

Yours very truly,

Francis Herreshoff

(2 Enclosures)



## HENRY B. NEVINS, INC.

204 CITY ISLAND AVE., CITY ISLAND 64, NEW YORK  
CITY ISLAND 8-1423  
NIGHT PHONE 8-9852

YACHT BUILDING  
AND  
REPAIRS

*Since 1907*

February 18, 1954

Mr. Arthur J. Santry, Jr.  
Putnam, Bell, Santry & Ray  
60 State Street  
Boston 9, Massachusetts

Dear Art,

On my return to New York, on the day following our phone conversation relative to our Geared deck winches, I set up one of the #7's which had been removed from Nina, in an attempt to determine what was causing the friction. You will recall I thought that possibly the proper clearance hadn't been allowed between the base and the drum, and that the entire drum might be riding on the base. This condition would, of course, have developed a considerable amount of friction, and could very well have created the condition that exists. However, the winch looks alright. The proper clearance existed, and everything seemed to be in good working order. I tried to spin the drum, however, and realized what you fellows were up against in the Annapolis race. The drum just didn't spin. My next move will be to have both of the winches which were taken off Nina, sent into the machine shop, and disassembled to see if something can't be done with them to free up the drums. Just as soon as I have more information I'll let you know.

Enclosed is a drawing which gives the various dimensions of this winch just in case we can correct its faults, and make it right.

With very best regards, I am,

Very truly yours,

HENRY B. NEVINS, INC.

*Dave*

H. M. Davidson  
Mgr. Fittings Division

HMD:am  
encl.

Copy.

March 15, 1954.

"Dear Francis:

Here is our estimate and quote for the winch:-

Rocco Migliori's charge for patterns	314.	
100 lbs. bronze castings	60.	
10 " sheet bronze	7.50	
5½ ft. of Stainless Chain with connecting and offset links	22.50	
Micarta for chain block	1.50	
Bronze rod and nut	.70	
Net cost of material	<u>92.20</u>	
10% handling charge on mat'l	9.22	
	<u>101.42</u>	101.42
103 hrs. machine labor \$4.		<u>412.</u>
		827.42
Boxing the winch and patterns		<u>10.</u>
		837.42

Rocco says it would take him two weeks to make the patterns. We would of course place our order with the foundry as soon as we received an order for the winch, but they want two weeks after receipt of patterns. We would take about two weeks from receipt of castings.

If you should order a winch, and I am still working (which I expect to be) I will undertake to put it and the patterns in my car and take them up to you the first week-end after it is completed, saving Mr. Santry the boxing and express charges.

Sincerely yours,

/s/ Tom Brightman

26.7:1 Ratio

HENRY B. NEVINS, INC.  
CITY ISLAND, NEW YORK CITY

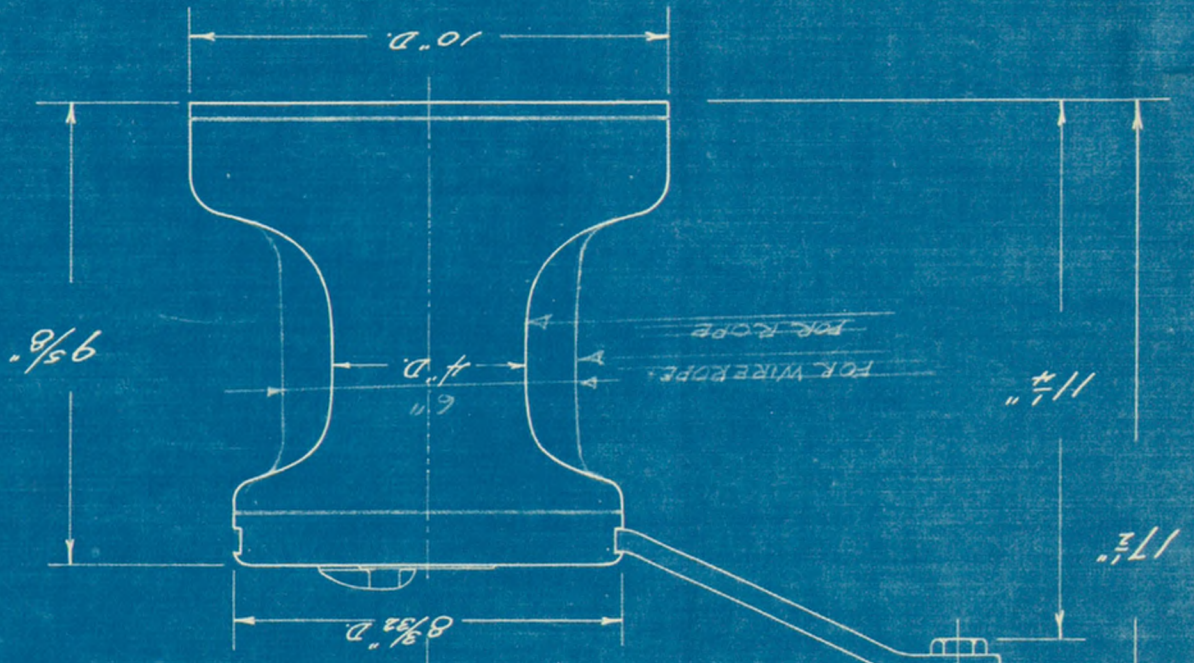
No. 7 NEVINS TWO SPEED WINCH  
SCALE = 3" = 1'-0"

WINCH CAN BE RATCHETED  
IN BOTH SPEEDS.

ONE TURN OF HANDLE CLOCKWISE  
DENIES DEUM ONE TURN CLOCKWISE  
4.85 TURNS OF HANDLE  
COUNTERCLOCKWISE DENIES DEUM  
ONE TURN CLOCKWISE

LOW SPEED RATCHET CAM

NOTE :- FASTENING HOLES IN BASE.  
10 - 7/16" DIAM. BOLTS - 1/4" RADIUS



PLAN OF TOP

1

837.42

10.

827.42

412.

101.42

314.

:-

March 18, 1954.

Dear Joe,

I had expected to see you or Arthur before now, but I am sending you herewith a blueprint of the winch which we looked at when you were last here.

I sent another print to Tom Brightman at Bristol and he has estimated on making one of these winches which comes to a large price on account of making the patterns. Enclosed is a copy of his letter to me. It occurs to me that if Arthur or you could sell one of these winches to the NINA, or some other boat, the cost of manufacture would be greatly reduced because the pattern charges would not continue.

Perhaps you could have someone in your concern make another estimate, but if the winch is to be made I suppose it should be started before long.

Yours very truly,

(2 Enclosures)

## M. MACNAUGHT

60 CHAPIN ROAD  
BARRINGTON, RHODE ISLAND

March 27 \_ 54.

TEL. WARREN 1180

### DAMAGE SURVEY REPORT

---

Dear Frangis.

Just finished your wonderful book on the life of your father Capt Nat. I think you have done A wonderful job, very interesting to me as many of the parts I very well remember. Only one item that I well remember was the mast rushed out for I think it was Vigilant that had the steel mast buckle, Davidson .Two men from boston & myself worked from friday until sunday morning continuous in which I was the only one that never slept. I think this about correct as I remember it.

I have been very buisy this winter, making several clocks Grandfathers. Grandmothers. Steepel & Lieu Terry, from original old prints. Will sendppictures later, mostly of cherry of which I have about thirty feet of verry old & verry dark. The movements I obtained from London, butiful work, some with chimes others with gong which is from A steel developed for sound.

Now the boat interest I have the old type of hull worked into A I6' x\_6' 6" hull not unlike those sail boats sent out to several of the mid west lakes , very light . they might be before your time built up over the saw mill which was part cabnet shop. I will send you print later. Stil in the finest health.

Kindes regards.

*M. Mac Naught*

April 1, 1954.

Dear Mac,

I was very pleased to get your letter, and it means a great deal to me that you liked the book for you are the only one of all the old timers left who remembers the old times. Tom Brightman also likes the book, and you might get Miss Cora Hill to read it over and see if she can correct the spelling. Maybe she knows how to spell tautog and squiteague, but I could not find them in my dictionary.

I am glad you have been working on clocks because I think that is one of the most satisfactory things to make as they last a long time, and if properly made are very much appreciated. Cherry is certainly a nice wood to work and was much thought of by the old New England cabinet makers. You are lucky to be able to get some high grade movements.

I do not seem to remember the hard bilge dinghies that you speak of that were built to go out west, but I do remember two half-raters that were built to go to the Seawanaka Corinthian Yacht Club on Long Island Sound. Of course I remember the old row boat shop very well, and Pitts paint shop beside it. As you say, these were the happy days, and now must be nearly fifty years ago as I think it was somewhere around 1900 that the rowboat shop was moved.

The other day Mr. Hall, headmaster of Milton Academy, visited me and he told me your grandson, Malcolm, is one of the students at Milton and that they like him very much.

I am glad you are still enjoying good health, and think if you work on things like clocks, which are restful and satisfying, you will have good health for a long time.

With best regards to Mrs. MacNaught, I am

Very sincerely,

March 22, 1954.

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

Dear Mr. Sanborn,

Will you come down to  
see me sometime before too long as  
I should like to go ahead with the  
patents on the opposed piston engine?

Yours very truly,

April 5 / 54.

Dearest Commodore!

Please do not think - that I forget you - and do not think about you - and charming reception - I received Twice - in your wonderful Castle!

I do think of you VERY-VERY often - and always am trying to go and see you - but my life became too complicated - since I "retired" unwillingly - and am getting up at 5, 5<sup>30</sup> - and trying to save my "soul and skin" - by - again

trying to find the way to pay for  
the house, food, clothing, Victor Jr.  
expenses in school - pain for boots -  
and etc. etc. etc. etc. etc. ...

April 8, 1954.

My dear Admiral:

Art Classes - ~~not enough~~ paintings  
for ~~sale~~ <sup>I was delighted to have</sup> your letter for it seems a long time  
since I have heard from you. I certainly  
do enjoy your company when you visited  
me a few years ago and have always hoped  
that each summer would see you at this  
bay again.

and perhaps even the house - and  
then <sup>the cost of living is</sup> terrible now-a-days as the government  
taxes seem to affect everything all the  
way down, but I expect most of this is  
because of the large sums that this  
country is lending to other countries.  
This - what to do constantly

And strong <sup>It does seem that if</sup> you could live a simple life in Florida,  
and <sup>and for</sup> it would be very good for  
your health, and I believe there are  
places on the west coast of Florida where  
people can live economically if they are  
willing to get along without all the  
modern luxuries. I shall be very much  
interested to hear from you <sup>Shameful</sup>  
before <sup>of</sup> capabilities of <sup>was thinking</sup> this and

that <sup>It is always a pleasure</sup> to see a letter from you and I hope  
that the next one will <sup>in</sup> <sup>position</sup> to be  
well <sup>settled</sup> down in a comfortable  
living spot and are taking <sup>life</sup> more  
easy. <sup>that</sup> you <sup>with</sup> my best regards to  
have roof over your head - but this  
you, <sup>not</sup> with me.

Will write to you <sup>very sincerely,</sup> what will happen  
in the nearest future - when my wife  
comes back from Florida - where she is  
looking around - what to do.  
In the mean time - am  
and most affectionately  
yours as ever  
Victor

Highfield House  
Hulland Ward, Derbyshire

Dear Francis -

Your letter was forwarded to me  
here at Francis's - I am sorry I did not  
see you again before flying over. It is  
charming here at Francis's, and a cheery  
and dear little family and the children lovely -  
I am so glad the baby is named for Grand -

Just before leaving Weyland -  
I think the last day - I had a conference  
with Charlie Janson and I told him that  
I had given the engine to you. He told me  
that it really was technically the property  
of Janson's because they had paid for  
the work being done and that I had only a  
life interest in it and had no actual right  
to give it away. I had supposed it was

MC 76.40

mine because Frank left all his  
tangible property to me -

Charlie thought we could  
do something about it such as having  
it <sup>(the actual thing)</sup> over completely to you but that if it made  
a success we would ~~legally~~ have to ~~have~~  
keep half interest in it - I don't really see  
why, as it was your design. But if really  
else can be done, I should <sup>think</sup> like this  
might be worked out - for instance if  
made a financial success as you had  
to pay the estate half, that half could be  
returned to you personally during my life  
time - I imagine they had that when  
what most concerns you, as the right  
to own the patent - Charlie knows  
my design about this and I think he will  
do right, he can honourably do as a  
trustee. I will write him again -

I am very sorry that the  
invention seems not to be my property,

MC 16.40

as I certainly supposed it was when I  
talked to you - and I am sure it would  
have been Grand's wish -

I am not leaving for Spa  
until May 1st -

all best wishes

Vij - a Paris

April 26, 1954.

Dear Virginie,

Thank you very much indeed for your letter. I am awfully glad the grandchildren are so well and that you can enjoy their home, and it must please you all to have one named for Mr. Frank.

As far as the engine is concerned, I am sure you and I can settle everything next fall, and it may be just as well for me if I do not take the engine anyway, but we will talk it over later.

I hope you know how much I do appreciate all you have done for me at various times, and wishing you the best for your trip to Spain, I am

Always sincerely yours,

**THE LATHROP ENGINE CO.**

MANUFACTURERS OF

*Lathrop*  
**MARINE ENGINES**

**Mystic, Conn. U.S.A.**

April 16, 1954

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

Dear Mr. Herreshoff:

Just a note to inquire if there is any further progress on the boat you designed to be powered with one of our D-100 Diesels.

Hoping you will find a moment to drop us a line, we are

Very truly yours,

THE LATHROP ENGINE CO.

*Walter J. Lathrop*  
President

WFL:P

April 26, 1954.

Mr. Walter H. Lathrop,  
The Lathrop Engine Company,  
Mystic, Conn.

Dear Mr. Lathrop:

The design for the motor boat to use a D-100 diesel motor is progressing slowly, but there is no doubt that she will be built. The actual building will take place next winter.

Some of the hold-up has been that the owner cannot decide on the cabin plan, and so far we have not had anyone anxious to bid on the construction, and the boat may have to be built in Germany.

Yours truly,

P.S. If the boat is built in Germany, will the price and discount be the same?  
Will you give me the latest price and discount on this engine?

April 29, 1954.

Dear Mr. White,

I cannot tell you how pleased I am that you liked the book about my father, and I was very interested to hear that you had come here to work with H. B. Crowninshield who certainly ran a flourishing office in Boston at that time.

I did not know before that you were descended from the Whites of Cowes. I visited their ship yard in 1921, and one of my ancestors on my mother's side was named Wight and came from the Isle of Wight.

Your sail on the COLUMBIA interested me and you are lucky to have seen Captain Charlie Barr in action. He certainly was a great man and I believe you knew him fairly well from furnishing compasses and adjusting for the INGOMAR and WESTARD. Yes, RESOLUTE was called RELIANCE by mistake in the book, and I had corrected this, but I guess in all books there are a few typographical mistakes.

Thank you for taking the trouble to write me as you did.

Yours very truly,

MC 1640

WILFRED O —

**THE LATHROP ENGINE CO.**

MANUFACTURERS OF

*Lathrop*  
**MARINE ENGINES****MYSTIC, CONN. U.S.A.**

April 30, 1954

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

Dear Mr. Herreshoff:

Thank you for your letter of April 26.

We are pleased to learn that the boat to be powered with our D-100 Diesel will be built, but can understand that there have been delays and that building probably is now postponed until next winter.

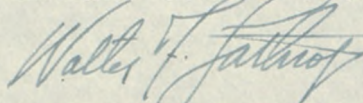
Our domestic and export prices are the same, except for crating and boxing charges, and these are shown on the price list herewith enclosed. Normally speaking, we extend naval architects 30% discount on engine prices, boxing and crating charges being net.

Because of the close association we have had over the years, we are extending you our extreme discount of 35% on the engine price and boxing and crating charges are necessarily still net. Of course this extreme discount applies on orders you place direct with us, as it is almost impossible for us to give protection. Otherwise the order might come through one of our distributors abroad or even a local distributor, and needless to say the discounts we quote them are the same as we have quoted you.

When the time comes to get new prices we will be glad to send you a detailed proposal showing just what is included in our price so there will be no misunderstanding.

Very truly yours,

THE LATHROP ENGINE CO.



President

WFL:P  
Encl.

May 3, 1954.

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

Dear Mr. Lathrop:

The design of the boat has not been delayed a whole winter because we had expected to have her started in either this summer or next winter. The delays have been caused really in getting estimates, and it rather looks as if the boat will have to be built abroad.

Thank you very much for extending to me the discount on the engine, and I want to say that I not only appreciate your courtesy very much, but I think it may simply some matters if I paid you direct, which undoubtedly we shall do if the boat is built abroad. But if the boat is built in this country it will probably be better to have the builder purchase the engine.

Yours very truly,

## FREDERIC A. FENGER

• NAVAL ARCHITECT AND ENGINEER •

COHASSET, MASSACHUSETTS

Phone Scituate 81-W-5

May 4th, 1954.

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

Dear Francis,

On Pg. 29, of the current "Rudder" - long may it prosper! - you show one of the smaller Block Island boats. And I am interested in that the leeches of both sails are shown concave, or with roaches as I mistakenly, perhaps call them. Particularly for this sort of loose-footed sail, I feel that these concave leeches are as they should be. And I have often considered cutting some of my sails either to straight leeches which, eventually, would become slightly concave, or even cutting them with slight roaches. I remember discussing this with George Ratsey, many years ago, and he seemed to agree with me that for a cruising sail one might maintain a proper draft and a fairly smooth leech by cutting them in this manner. Also one would eliminate the use of battens. Of course, such a sail would look 'nigger heeled' and would bring on a deal of adverse comment.

I agreed with Ratsey in that one would lose untaxed sail area with such a leech, and for that reason it would not do for the average modern yacht.

From your illustration, I take it that the old Block Islanders did cut their sails as you have shown. If I can remember to do so I shall bring this up when we meet, some time in June.

I note, also, that Chapelle, on Pg. 175 of his "American Small Sailing Craft," shows a 'Typical small Block Island boat,' having sails with convex leeches, or leeches with 'rounds' as I mistakenly call it.

In the old days - before the <sup>turn</sup> ~~turn~~ of the century - when I sailed in Danish waters and into the North Sea, there were many loose-footed sails, mainly sprit sails, and I do not recall seeing any of them with rounded leeches. The leeches had, so far as I know, all been cut straight and had some hollow through stretching. And those sails set damn well!

As I recall it, in the old days the gaff mainsails having 'up-and-down' cloths, were cut to straight leeches. But in the late nineties, some of these gaff-headed mainsails were cut with slight rounds, or roaches. In fact, the up-and-down arrangement of the cloths were not suitable for any amount of convex curvature. It was only when cross-cut sails really came into extensive use that there was any amount of rounding, when battens came into use.

Hell, this is all old stuff to both of us. At anyrate,

Cheero!



May 10, 1954.

Dear Frits,

I am sorry that when I drew up the Block Island boats I just drew her up as I remember that she looked, but I think a hollow leach was the customary thing in the old days and no one noticed it much on a boat, but as it has been the custom to draw rounding leaches on sail plans it does look a little queer to people. All of the fishing boat sails in New England that were up-and-down cut had a perfectly straight leach when they were new, I believe, but I have talked this matter over years ago with our boss sail maker at Bristol who worked at the trade before the cross cut sail was invented by my father. He told me that the sandbaggers and some of the other boats had rounding leaches with up-and-down cut sails that were hard to make, and, if I remember right, he told me there were three ways they did this.

One way was by roping the foot and head of the sail is tight; another was by laying the cloths off on the floor on a curbe before they were sewed up; and the third way was by what they call "tailoring" which Ratsey does some on his cross cut sails -- that is by varying the width of the lap.

Almost all young ones used to like the looks of the rounding leach, and when I was young and used to complain to my father that the sails on my boat were beginning to have a hollow leach he used to tell me that the hollow leach was best for cruising, just as you said.

The battens came into use long before the cross cut sail, and it is not unusual to see battens of various lengths on many sizes of racing boats in old photographs.

We will talk this over when you come-up, and I shall be glad to see you.

Sincerely,

LAW OFFICES  
TAYLOR, GANSON & PERRIN  
84 STATE STREET  
BOSTON 9

VARNUM TAYLOR  
CHARLES MACKAY GANSON  
WM. GARDNER PERRIN

TELEPHONE  
LAFAYETTE 3-4070

May 10, 1954

Mr. L. Francis Herreshoff  
The Castle  
Marblehead, Massachusetts

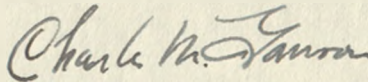
Dear Mr. Herreshoff:

I have been going over with Mr. Sanborn and Mrs. Frank C. Paine, before she left for Europe, our problems and patent applications in connection with the engine. We find ourselves in a rather difficult position. As the Executors of the Estate of Frank C. Paine we are not, of course, able to give you the engine and relinquish all our rights; however, we have finally worked out a contract which we think is suitable. I have been over it with Mr. Sanborn, and he approves.

If you have any questions about it, we will be glad to discuss it with you. Possibly you might wish to have your own patent lawyer go over this Agreement, and if this is the case, we will be glad to confer with him.

I hope this Agreement will meet with your approval. I am sure you understand Mrs. Paine's position in the matter.

Very best regards,

  
Charles M. Ganson

CMG/jb  
enc.

May 13, 1954.

Mr. Charles M. Ganson,  
Messrs. Taylor, Ganson and Perrin,  
84 State Street,  
Boston, 9, Mass.

Dear Mr. Ganson:

Thank you very much for your letter of the tenth, and I have read over the Jewley Corporation's proposed agreement, but think I am not financially able to proceed with the development of this engine.

Also I have thought of so many changes and radical improvements since this engine was drawn up that I doubt if it would be of much value to me even if I should go ahead with the patents, which of course I can do with another patent lawyer for so far the only patent negotiations have been in making patent searches.

I assure ~~you~~ that I understand Mrs. Paine's position.

Yours very truly,

*"Lawley  
Built"*

**GEORGE LAWLEY & SON CORP<sup>N</sup>**

**SHIPBUILDING and REPAIRING**

**26 ERICSSON STREET**

**BOSTON 22, MASS.**

**185 DEVONSHIRE ST.**

**BOSTON 10, MASS.**

May , 1954

Mr. L. Francis Herreshoff  
The Castle  
Marblehead, Massachusetts

Dear Mr. Herreshoff:

Since the death of Mr. Frank C. Paine, George Lawley and Son Corporation no longer seems justified in continuing with the experiments and patent applications on the barrel-type engine invented by you and developed by Mr. Frank C. Paine in behalf of George Lawley and Son Corporation, who has financed all experiments to date.

We are informed by Mr. Robert Sanborn, our patent counsel, that this engine has no present commercial value and that considerable sums would have to be invested before patent rights having any value might be obtained.

Since George Lawley & Son Corporation now owns a half interest in this engine by virtue of the Agreement between yourself and Mr. Paine, and since you are willing to proceed by yourself, we are willing to enter into the following Agreement with you, namely:

1. We hereby transfer to you all our rights to the model engine in Frank C. Paine's house in Wayland, Massachusetts.
2. We hereby assign to you our rights to 50% interest

in any invention embodied in said engine.

3. After you have deducted from any monies you may receive from this engine or any invention therein by way of sale or from royalties or from otherwise, you will first, deduct your own expenses and then you will reimburse us for our expenses, namely \$10,000.00.

4. You will within reason use your best efforts to develop this engine commercially and sell it.

5. You will after the payment of all expenses as aforesaid divide the profits equally with George Lawley & Son Corporation.

6. This Agreement is binding on your heirs and assigns.

If you approve of this Agreement, will you please so signify by signing your acceptance where indicated.

Very truly yours,

CMG/jb

Charles M. Ganson  
Director

Accepted:

---

May 20, 1954.

Dear Billy,

I have several drawings completed now but have not had them photostated because I thought you ought to see them before they are considered correct.

Rasmussen has been sent a set of specifications and the construction plan, and Graves has had his construction plan and specifications for some time.

It would be nice if you came up when you could.

My best regards to Mrs. Billy.

Very truly yours,

May 24, 1954.

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

Dear Mr. Sanborn:

I think a sharpie would be the most efficient type of boat that you could build for your use, but I would not under any circumstances make her a double ender for the simple reason that the sharpie tries to head up in the wind when she heels because when she puts her curved lee side in the water it acts like a big rudder. But the sharpie with a stern does not have to have quite so much curve along the side.

I believe the lee board is much better than the center board for shallow draft cruisers, and while I do not agree with Tammie that they get up to cup boat speeds I would say that I am much surprised at the speed of the LOON, owned by Mr. Gibbs, that is made from the design that was in The Rudder. It is a good thing to make the lee boards quite large as they generally do not go down in the water as far as a center board.

Yes, I had a letter from Mr. Ganson which practically amounted to offering to sell me the engine for quite a large price, but I did not feel like entering that agreement because I have thought of several improvements in the engine since it was designed.

It will be nice to see you when you drop in to call on me to talk over your new boat.

Yours very truly,



# ABEKING & RASMUSSEN

YACHT- UND BOOTSWERFT

LEMWERDER I.O.

FERNRUF: BREMEN SAMMEL-NR. 63412

TELEGRAMME: ARWERFT LEMWERDER

HENRY RASMUSSEN

May 26, 1954

Dear Francis,

I still have to thank you very much for your kind letter of April 26 together with plans of the power boat that you are designing for Mr. Strawbridge.

I noticed that the plans of the accommodation are not yet complete. Needless to say that it would be very helpful for us to have the plans here in order to get an exact quotation. Therefore, if you would be able to send us the details of the interior, I would appreciate this very much.

With kindest regards

Yours very truly,

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



ABEKING & RASMUSSEN

YACHT-UND BOOTWERFT

LEMWERDER I. O.

TELEGRAMME: ARWERT LEMWERDER

TELEFON: BREMEN SAMMEL-NR. 43212

June 3, 1954.

May 26, 1954

HENRY RASMUSSEN

Mr. Henry Rasmussen,  
Messrs. Abeking and Rasmussen,  
Lemwerder I. O.  
Germany.

Dear Henry:

Best Francis,

The owner has not yet made sketches for the cabin plan which he wants so it will be necessary for you to estimate on the hull, engine installation, spars and rigging, and all other parts excepting the cabinet work.

If you will give us an approximate estimate on these parts we can make a separate contract for the interior later, or we could have the interior built in this country.

I am sorry for this delay, but after all it is the owner who is to be satisfied and he has not come up with the plan that he likes.

Yours truly,  
Francis Rasmussen

Very much,

With kindest regards

Yours very truly,

Mr. F. Rasmussen  
The Castle  
Lemwerder I. O. - USA

Station: Lemwerder I. O. - 1. Abeking & Rasmussen - Bankkonto: Bremer Bank Bremen-Versace, N. Abeking & Rasmussen  
Bremen: Landeskreditbank Bremen - Comptoir und Kontoführer: Bremer Landeskreditbank - Die Sparkasse in Bremen, Hauptkassen  
Telefon: Volkspark Bremen-Versace, O. Abeking & Rasmussen, Postfachkonto: Hamburg 12, 10

97 64

June 10, 1954.

Dear Billy:

It was nice to have your letter of the fourth. Some sort of a payment would be very much appreciated for I think I have done quite a lot of work -- or at least put in a lot of time. Also if you are feeling at all flush I should like to have you consider having Tammy finish off your kayak so that I can move it out of my workshop.

As for Haumussen's estimate -- he replied quite quickly and a copy of his letter and my answer are enclosed. Graves has not given his estimate yet, and I should like to know if you want me to send a set of specifications and a drawing to Luders. I have written to ask if they would like to estimate on this boat.

I certainly shall be glad to see you in July and hope that you have good fishing in the meantime.

Very truly yours,

Enclosure.

June 10, 1954.

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

Dear Mr. Luders,

I have been designing  
a heavy duty power boat for Mr. W. J.  
Strawbridge that is 57' long, and I  
should like to know if you would care  
to estimate on her construction, or if  
you expect to have too much other work  
during this next year.

Yours truly,

June 17, 1954.

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

Dear Mr. Luders:

Enclosed is the construction drawing #94, together with a key to the numbered parts on same. We should like to have you make an estimate on this yacht without the cabin work because Mr. Strawbridge has not yet decided how the accommodations will be arranged in detail. The cabin work, or interior, will have to be a separate contract.

The cabin, in all likelihood, will be very simple and consist of a double stateroom and toilet room forward, the toilet room to have a bath tub or shower of some sort. Aft there is to be a larger room to be used for three or four boys to sleep in, and a good size galley, all in the open. This room is to be used for the mess room and will be very plain but all in best workmanship. There is also to be a small toilet room aft with w.c. and hand basin only. Aft of the bulkhead on station 46' 8" is the crew's quarters which consist only of a w.c., transom seats and two pipe berths. I only speak of the interior arrangement because of its possible influence on the construction. The cabin plan is to be drawn by Mr. Strawbridge.

The plans for the boat will be as follows:

- |                                 |           |           |
|---------------------------------|-----------|-----------|
| 1. The lines                    | completed |           |
| 2. Table of offsets             | "         |           |
| 3. Transom & Stern dimensions   | "         |           |
| 4. Construction plan            | "         | partially |
| 5. General assembly of stern    | "         | "         |
| 6. Stern Bearing, Stuffing Box, | "         |           |
| 7. Rudder and fittings          | "         |           |
| 8. Outboard Plan                | "         |           |
| 9. Cabin Plan                   | "         | "         |
| 10. Forward House.              |           |           |
| 11. Pilot House, 2 sheets       | "         |           |
| 12. After House                 |           |           |
| 13. After Hatch                 |           |           |
| 14. Steering Gear               |           |           |
| 15. Engine Controls.            |           |           |

over.....

16. Tanks.
17. Plumbing.
18. Spars.
19. Hawser Holes, etc.
20. Engine Room.
21. Rail Stanchions, etc.

I list these drawings so you can tell what there will be, and know what drawings are completed if more information is desired. However, it is to be understood that this estimate is only to be an approximate one and only to get a comparative cost from three different builders.

I expect Mr. Strawbridge wants the yacht approximately a year from now, and if you want to estimate without the engine, but including its installation, that is all right, and I mention this as it is possible that another engine may be substituted.

Yours truly,

3 Enclosures.

June 25, 1954.

Smith and Wesson,  
Springfield, Mass.

Mr. E. L. Stephen, Repair

Dear Sirs:

I have your estimate of \$77.80 to repair the gun #45891 and must say that I am much surprised at the cost. I am not a person who keeps much up to date on matters, but I thought the cost of a new gun of this type was around \$55.00.

Will you be kind enough to hold the parts until I have more time to consider the matter?

Yours truly,

MC 76.90

SMITH & WESSON  
SPRINGFIELD, MASS.



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

Date June 18, 1954.

We are in receipt of your order No.....which calls for repairs to the following:

.357 Mag. #45891 Complete Repair with new style frame only \$77.80

The cost of these repairs will be \$..... Kindly confirm your order at this price and work will be started immediately.

Very truly yours,

SMITH & WESSON, INC.

Repair Department

*E. L. Stephens*

TELEPHONE - MYSTIC  
JEFFERSON 6-2619

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

June 25, 1954

PLEASE REPLY TO  
THE LATHROP ENGINE CO.  
BOX 1314  
NEW BRITAIN, CONN  
BALDWIN 9-4801

To Our Friends and Customers:

After careful appraisal of the assets of the Lathrop Engine Company, the Union Manufacturing Company bought controlling interest, effective May 1, 1954. Since that time we have studied the needs of the Lathrop Engine Company and its customers, and are convinced that we can carry on the fine traditions for quality and service that have made Lathrop famous since 1895.

It is our intention to set up distributors and service along the waterfronts of this continent to provide our customers with the personalized and prompt service to which we know they are entitled.

The manufacturing operations of the Lathrop Engine Company will be carried on at the same plant in Mystic, Conn., with the same high-grade, thoroughly trained and conscientious workmen who have been with the company many years. The broad line of gasoline and Diesel engines available from Lathrop will be increased to cover new needs of the marine field, as they arise.

It is our intention to be constantly alert to your needs, and we hope you will call upon us for any service you require. We solicit your suggestions regarding any improvements you feel we could make in our service to you.

Yours sincerely,

*W. F. Skillin*  
President and Treasurer  
UNION MANUFACTURING CO.  
LATHROP ENGINE COMPANY

WFS:hs

July 6, 1954.

The Lathrop Engine Company,  
Box 1314,  
New Britain, Conn.

Dear Sirs:

I have the letter about a partial change in ownership of the Lathrop Company, and hope everything will run along as before. In the meantime I should like to ask a couple of questions about the D-100.

1. I should like to have a rough dimension sketch of the flexible joint at the end of the exhaust pipe.
2. I should like to know the approximate size of the 24-volt storage battery.

Also I should like to have a couple more catalogs of the D-100 engine because some of the people estimating on the boat have taken my copies.

Yours very truly,

BROR TAMM

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

TELEPHONE PRESIDENT 3-4822

11 NICHOL STREET, QUINCY, MASS.

Quincy Mass July 8-54

Dear Maude's:

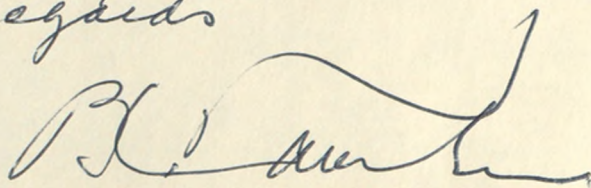
How is your new lath table coming along?  
I suppose you have it all rigged up now and  
in full swing.

When will you have the rope on Strawbridge's Tender  
"Marce Pils" and his canoe? Will come over  
and pick it up as soon as you know what he  
wants. I need some work right now and Straw-  
bridge's work would come in handy.

Please have a complete history (of Robinsons  
duyout SVAAP) ready so I can get it when I come  
over next time

The two policeman MRS. WELLS + McKENZIE  
were very pleased to have made your acquaintance  
and send their best regards

Yours



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

July 12, 1954.

Dear Tammie:

Nothing has been done so far on the lathe table, but I hope to do something before long.

In the meantime Mr. Strawbridge has not shown up yet although I have been expecting him every day, so I cannot tell you anything more about the kayak or the MARCO POLO dinghy.

The history of the dugout is about as follows, and I don't think that anybody else around here can tell any more about it, but if Mr. Robinson comes here I will ask him more questions. When Robinson went around the world in the SVAAP he had no tender until he got to the Panama Canal, and after visiting the San Blas Indians he bought this dugout from them. It is what they call a cayuca, and if you get his book, 10,000 Leagues Over the Sea, you can read on Page 16 about his visit to the San Blas indians. Well, Robinson carried the cayuca all around the work from there; then he stored her somewhere near City Island, I believe, for some years, and then gave her to Rolf Armstrong. He stored her in the lower part of the building where I used to live for two or three years, and then he gave her to me and I gave her to you.

Very truly yours,

O. Lie-Nielsen  
27610 E. Jefferson Avenue  
St. Clair Shores, Michigan

Monday  
July 5, 1954

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

Dear Francis:

I enclose some prints of the half-model I made of the Ticonderoga. It was not until about the first of April that I had fully completed her, and I left the model with my friend Dick Bertram in Miami for the summer. She really turned out quite nicely and I had several compliments on it.

My next project is to make a model of the "Nereia" for which I have a complete set of plans, purchased from Rudder.

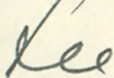
I hope you like the enclosed pictures, and I want to draw your attention to the fact that the eagle, dolphin and trailboard are carved in exact replica and finished off with gold leaf.

My son, Johan, is with us again this summer and has told me about the very interesting visit he had with you earlier this spring when he came to Massachusetts.

I hope you are well, and again thanks for the loan of the plans.

Best regards from all of us here,

Sincerely,



O. Lie-Nielsen

July 20, 1954.

Dear Lee,

I certainly am very much pleased with the wonderful job you made of the TICONDEROGA model. I fully appreciate all the little details, such as the half steering wheel and the anchor, and think the trail boards and scroll are perfectly wonderful. You must love that boat to take so much trouble with the model, but I imagine that many people think it is the prettiest model they have ever seen, and I think that a model of that kind is much more practical than a rigged one.

The forward part of HERBIA will be nearly as attractive, I believe, and I want to say again that I congratulate you heartily on the wonderful job throughout.

Very sincerely,

July 22, 1954.

Dear Billy,

From day to day I have expected you to come in to talk over the designs for in many cases I am stuck and do not know what to do until you approve of some of the arrangements.

In the meantime we have estimates from both Rasmussen and Luders. Rasmussen wants \$32,000 for the complete boat without the cabin which of course he has not been able to estimate on as there is no cabin plan yet. He thinks the freight will be about \$2,300 to our east coast.

Luders' estimate for the same thing is \$49,088, and the complete boat, including the cabin, they think would cost \$67,775.

It is a little discouraging not knowing what to do as all the drawings I have made represent quite an effort.

Very truly yours,

Mr. W. J. Stranbridge,  
Northeast Harbor, Maine.

August 3, 1954.

Dear Billy,

Thank you for your check of the 27th which was very much appreciated. My last letter to you did give you the estimates but unfortunately I sent it to Northeast Harbor, so I give you a copy below.

I am going to get in touch with Tammy this week and try to persuade him to take the kayak away and try to get a reasonable estimate from him for finishing the boat.

There are a great many drawings for the new one here awaiting your approval.

Trusting you will have a pleasant stay in Scotland this summer, and looking forward to seeing you in the fall, I am

Very truly yours,

July 22, 1954.

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

Dear Mr. Luders,

Thank you very much  
for your letter of July 14, estimating  
on Design #94.

So far I have not been  
able to contact Mr. Strawbridge to get  
his opinion on the matter, but I do  
think it would be much the best thing  
for us three to get together and talk  
the matter over, and I believe it  
would be best for both you and him to  
come here for there are something like  
fifteen drawings partly done that have  
not been reproduced. I will let you  
know at once as soon as I hear from him.

Yours very truly,

July 22, 1954.

Messrs. Abeking and Rasmussen,  
Lemwerder 1. O.  
Germany.

Mr. Lehnert Martens.

Dear Sirs:

We have your letter of June 29  
about the estimate on Design #94.

Mr. Strawbridge, the gentleman  
for whom this boat is to be built, has  
been away so that I have not been able  
to contact him to get his opinion on  
the estimate, but I hope to do this very  
soon, and as soon as we have conferred  
I will let you know our decision.

Please give my best regards  
to Mr. Rasmussen, and thank you for  
your letter.

Yours very truly,

August 3, 1954.

Mr. Bror Tamm,  
11 Nichol Street,  
Quincy, Mass.

Dear Tammie,

I have a letter from Mr. Strawbridge saying he would like to have you finish off the kayak, and I wish you would come down and get it as soon as is convenient. You and I will have to talk it over considerably so you will know what to do, and so I will know definitely about what the cost will be.

Yours truly,

August 5, 1954.

Mr. Henry Rasmussen,  
Messrs. Abeking and Rasmussen,  
Lemwerder, 1 O., Germany.

Dear Henry:

Mr. Strawbridge, for whom I am  
designing the power yacht, #94, is  
obliged to be abroad until the latter  
part of September, so any decision will  
have to be postponed until his return,  
and I regret this delay and indecision.

Yours very truly,

August 5, 1954.

Mr. A. H. Lyders, Jr.,  
Lyders Construction Company,  
Stamford, Conn.

Dear Mr. Lyders:

Mr. Strawbridge, as you probably know, has decided to go to Scotland for the summer and will not be back until the latter part of September. So any progress on the boat will have to await his return, I regret to say.

Yours truly,

John Ives Sewall  
The Oak Grove  
South Bristol, Maine

August 13, 1954

Dear Mr. Herreshoff.-

I got back here in good order, and was able to report to the household authorities in ample time to avoid discipline.

I don't know when I have enjoyed three hours so much; and I hope you were not bored. At times you must have had the impression that some one had let a school boy loose on the premises, for I certainly had a thousand questions and looked every direction at once. Anyway, I felt as though my youth had been briefly renewed; and I treasure the memory.

As stated, I am charmed and fascinated by the Rosinante; and I wish I could at once go ahead with the boat. I think you understand the obligations and uncertainties I described.

Well, I also described them to Ed Hill; and he suggested that I inquire whether you would be interested in proceeding with the plans on something like the same basis as Araminta. He said that he, also, could not promise to build the boat at any definite date, and that he paid a starter or retainer fee, deferring the bulk of the 10% until construction actually started.

I put that suggestion forward with some diffidence even though it originated with our good friend Ed. From your point of view, it is just as hard to draw up a boat for the future as a boat for the present; and the only advantage would be that there would certainly be no hurry or pressure to complete the work.

Please think the above over; and above all, please feel more than free to say nothing doing.

I might add the ff: (1) Ed & ~~and~~<sup>3</sup> estimate that a Rosinante would cost about six thousand dollars with good but not de luxe construction. (2) My older daughter will be through college five years from now. I don't think I ought to undertake a boat until then; but by that time, a Rosinante should be within our means unless the country goes to the devil. (3) Since Marco Polo is quite beyond our means [and probably will be for the next one hundred years] Rosinante is just about perfect for our use and probably pocket book.

Ed says he fears you may have taken one of his anti-double-ender cracks seriously. I like double enders the way some people like clipper bows. My friends kid me about it. I do my best to retaliate. Viz: "The

was an English engine made by Simpson-Strickland who used to specialize in steam launches around 1900. I do not know where there is a small Herreshoff steam engine at the present time, but all the later models had an enclosed crankcase.

In 1930 I met Mr. Lawrence, and always thought that he, and not Lindbergh, should have been given the credit for the Spirit of St. Louis' flight for I think there was only one man who could design an engine that could take off with fuel enough to cross the Atlantic at that time, but perhaps there were several hundred boys who could have steered the machine if they had had as favorable weather as Lindbergh had. Perhaps Lawrence was the greatest aeroplane engine designer in the world for I think the Mercedes Company, and some of the British companies had an hundred or so specialists who worked up their engines.

You and I agree that most of the modern marine engines are hard to get at, but I do think we can find an engine for ROSINANTE that should be very simple. As for wrenches, there have been some most remarkable swivel neck, semi-socket wrenches developed the last few years that will reach almost any position and loosen or tighten a nut with a few degrees radius of swing. Some of these wrenches are quite remarkable, and I may send you an advertisement of them later.

Trusting that you can drop in to see me again soon, I am

Very sincerely yours,

August 16, 1954.

Dear Mr. Sewall,

I certainly enjoyed your visit very much indeed and was sorry that we did not have more time to really get down to talking about various things.

As far as ROZINANTE is concerned, I believe it would be best for you to let me design her for The Rudder and then the design might cost something like \$25, but I could try to get out a sail plan which would show the whole boat sometime in a month or two just to be a picture for you to look over.

As for the cost -- I think you and Ed Hill have struck it about right: I believe she could be built for around \$6,000. But if there were some capable builder who could build two or three she might be less for the pattern for the lead, and the molds, and many other things, would only have to be made once.

I don't worry at all about the country going to hell, and as far as I can make out the different reports that I read of everything but the steamship business seem to show more prosperity than expected.

As for the double-enders, Most everybody seems to forget that I started the modern craze for them in this country for I designed the "R" boat LIVE YANKEE, the "Q" boat, ISTALENA, the "Q" boat NOR'EASTER, and the "J" boat, WHIRLWIND, all between twenty and thirty years ago when most of these boats were ridiculed, but since then they have been imitated. Yes, I am very fond of double enders, both in power boats and sail boats, and designed the double ender SIVA that was about 90' long, and that was in 1926.

I was glad to hear from Sam Pierce again, and, although I had not seen him for a quarter of a century, I remembered him as a very pleasant and well posted man. The little engine that you mention was not an Herreshoff engine, but

breeze hasn't dropped that much, Ed. It's just that great vulgar stern holding her back."

Sam Pierce is up here now. He says he is going right around to Tech to see the little steam engine; but he can not understand how you summoned the generosity to give it away even to a much respected institution. He got going last night on the early airplane engines: the Anzani, the Gnoms, and the early radials designed by Mr. Lawrence. I wish that it were possible to apply even a little of the same intelligence and imagination to boat motors; but I fear we must put up with what we can secure. At any rate, I'm going to have the next engine I buy sent direct to myself some months ahead of time. Then I shall fuss around re-arranging a few things so I can get at them in the particular installation. As the engines come to you from the factory, you must be able to find room on all four sides, to say nothing of the top and occasionally the bottom. I have wrenches in all the standard patterns; and some times there is some nut or bolt that beats me.

With best regards, also compliments to Muffin & Lady,

Sincerely,

A handwritten signature in blue ink, appearing to be 'S.P.' or similar initials, written in a cursive style.

RECORDED BOND

John Ives Sewall  
The Oak Grove  
South Bristol, Maine

August 26, 1954

Dear Mr. Herreshoff.-

I very much appreciate your letter of the 16th; and I want to repeat that I stand ready to make a contribution toward the Rozinante plans whenever you think such appropriate. If you design her for the Rudder, you must of course consider the needs of many persons; but I hope you won't mind my putting in a word or two now and then.

I have been on the road ever since getting your letter; in fact, I picked it up in the mail just as I last left this place. First to Bar Hbr., where there were some details about Mrs. Collins, my sick mother in law. Then to Vermont to collect my two daughters at their respective camps, which of course didn't end on the same day. Back here only yesterday.

I hope you will outdo yourself on the beauty of the little boat. It is harder, I think, to design a good pointed stern than to design a good clipper bow; but if the shape is right, there is no other stern so handsome. However, not one double ender in a thousand is a beautiful boat; and certainly there is no other kind of stern so often misunderstood and misshapen.

I had a good look recently at two of Mr. Rhodes's large tin motor sailers. I shall not comment upon the surface of the tin hulls because I should have to use blasphemous language. As to the pointed sterns, apparently the battens just ended up there when he drew them, for they surely looked insipid.

I have been thinking about an engine for Rosinante; and it seems to me that we must give serious thought to the concept of simplicity. Some of the slightly more elaborate engines seem to be much better in fundamental design, and thus would be easier for an owner to operate and care for.

The tiny Kermath engines are lemons. I have examined one in detail. I never saw a piece of machinery which was much worse from the installation & maintenance angle. In addition, they are noisy & lack significant power and push.

The one cylinder Palmer is much better. One would have little trouble servicing it; but that machine, also, is intolerably noisy, very bulky for its power, heavy for its power, and expensive.

The three extra cylinders of the smallest Gray four would go into virtually the same space as the above; and one would then have a real engine. Especially if an owner fitted magneto ignition, and altered the water pump drive to something sensible.

John W. Sewall  
The Oak Grove  
Salem, Boston, Maine

Yes, a cockpit cover is a great advantage in a boat like ROZINANTE, and the best way to arrange it is to tie it under the main boom, and if necessary the main boom can be raised at night to get more head room. But this is a detail that should not affect the design much.

As for the socket wrenches, I am sending enclosed a clipping and I believe they are obtainable at almost any up-to-date tool supply house.

I had not heard about the Smith and Wesson automatic, but hope they are more successful with it than with their other automatics. Somehow or other I have sort of lost interest in hand guns of late years.

Recently I had a letter from Mr. Hill and he still seems happy with ARAMINTA; he spoke of you with great esteem, and I should guess that you and he are having arguments about sterns. As I told him, a good designer could design both kinds well, and there is absolutely no doubt that either type of stern is best for certain types of boats. It is true that Clinton Crane once designed an 8-oar rowing shell for Harvard with a square stern, and I have seen a cat boat that had a sharp stern, but I don't think a sharp stern would be any good on a typical Cape Cod cat boat.

Yours very truly,

10.  
10

I have been thinking about an engine for Rozinante; and it seems to me that we must give serious thought to the concept of simplicity. Some of the slightly more elaborate engines seem to be much better in fundamental design, and thus would be easier for an owner to operate and care for.

The tiny Kermath engines are lemons. I have examined one in detail. I never saw a piece of machinery which was much worse from the installation & maintenance angle. In addition, they are noisy & lack significant power and push.

The one cylinder Palmer is much better. One would have little trouble servicing it; but that machine, also, is intolerably noisy, very bulky for its power, heavy for its power, and expensive.

The three extra cylinders of the smallest Gray four would go into virtually the same space as the above; and one would then have a real engine, especially if an owner fitted magneto ignition, and altered the water pump drive to something sensible.

The Onan air cooled engines deserve investigation. I saw a two cylinder opposed of about 10 hp (nominal) installed on a tiny toboggan and hooked up to an ingenious winch which operated a ski tow. That engine started very easily; but see below.

I heartily agree with you that the elimination of an electric self starter is earnestly to be desired; but if so, we must figure out some safe, easy, and fool proof manner of cranking the engine. Rope starters are all very well for the smallest outboards and the tiny Briggs & Stratton engines; but they are not in the least satisfactory for anything larger. Young Peter Bennett, the son of my friend who owned the ski tow, was scared to start that Onan, even though he was quite some young athlete --- 16 years old and a regular member of the ski patrol on Mount Mansfield. To be sure, Peter weighs only about 115; but I started the thing myself several times & did not like it at all. My 85 pound daughter Jane simply could not do it.

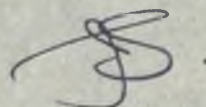
I used to crank the Gray engine in Norn just to keep my hand in, as it were. Fortunately, the crank handle came at about the right height, the compression was moderate, and the motor always in tip-top shape. It started almost positively once you got the combination; but the important thing to remember is that I could use my strength easily & in a comfortable position of the body. I have never seen another installation where the same could be said --- at least not since the old make & break Standards departed this world with their wheezy suction valves on the intake. [That wheeze used to be the audible symbol of reliability, however!]

Another thing I've thought of is a canvas cover for the cockpit. I don't know that I personally would want one; but I have an idea that many owners would find the boat more attractive if the forward part of the cockpit (fwd of mizzen) could be covered by a well designed tent supported on bows. I spent more than one rainy night under such a "spray hood" in an old launch we used to have when I was young; and I remember feeling very comfortable. I looked over one of those inept sloops young Mr. Hamlin designs; and while I did not take to the boat at all, I did feel that the canvas cover was a pretty well designed item.

I certainly would like to know about those new semi-socket wrenches. If you don't happen to have a catalogue, could you send me the name & address?

I suppose you were as interested as myself over the announcement of the new S&W automatics. The double action one seems very much like the Walther PPK, of which I have a fine example in perfect shape. I hope S&W have been able to furnish a decent trigger pull; if so, they have something.

I just got a summons to report to my daughter & dare not delay. All the best!



August 31, 1954.

Dear Mr. Sewall,

In designing ROZINANTE I think I can just as well include all of the things that you want although she may be designed with the engine only in dotted lines. However, I had planned to make the masts higher than was shown in THE RUDDER because I do not think her sail area is sufficient.

I am quite sure I can make the stern so it will suit you, and I think I know just what you mean by some of the semi-round sterns that are being made in Europe that are particularly homely.

As for the engine, this will have to be looked into carefully and I shall have to send for several new catalogs. I agree with you that the little Kermath is quite crude looking on the outside, and I have heard that they are very lacking in power, and the reduction gear is not the type of gearing that I like. The little Palmer looks much better. But in Europe most everybody thinks the 2-cycle Stuart Turner is the most reliable and most satisfactory engine for a boat of this size, and I will send for one of their catalogs today. These engines have a chain and crank above for starting and are very nicely built. The English engines are worth looking into at the present time when the exchange gives the dollar such an advantage.

Yes, the last few years there has been a small engine, either in England or over here, that had a foot self starter, and it is my opinion that that is altogether the best self starter for a small engine. As you know that is the way motor cycles are started and I think a man has two or three times as much power pushing down with his leg as pulling up with his hand.

I don't know whether the automatic inlet made the old Standard, and practically all of the first engines, start any better, but the real thing was low compression that allowed those big engines to be turned over easily. Besides that, almost all of them had priming cups on top of the cylinders, and probably the make and break ignition was good for starting.

August 31, 1954.

Mr. Thomas Taylor,  
7 Water Street,  
Boston, 9, Mass. Room 711.

Dear Thomas,

The day after you called  
on me here I got an estimate from  
Mr. Hodgdon of \$5,200.00 to build  
the boat we were talking about.

If this would interest you  
we can make further arrangements, or  
I could write a contract.

I was glad to meet your  
son the other day, and I enjoyed  
talking with you as I always do.

Very truly yours,

September 2, 1954.

Dear Tasha,

It was so nice to see you  
the other day, and I am sorry that I  
could not remember where the doll  
things were until after you had left.

So I am sending you today  
two Canton plates which I think deserve  
to go on the front row of doll things.

Do come again when you can.

Yours very truly,

John Ives Sewall  
The Oak Grove  
South Bristol, Maine

September 2, 1954

Dear Mr. Herreshoff.-

I certainly agree that a two cycle engine would be right for ROZINANTE if we can find a good one with some real push and power. I grew up on the old Lathrop make & break machines & remember that their catalogue used to describe the ignition as "of the simplest and most mechanical type". There have been obvious improvements in two cycle engines recently; some of the newest outboards seem to be remarkably fine. I have also seen some two cycle engines on garden machinery which start and idle as well as any man could ask. If the Stewart Turner is the same sort of thing in the larger size, it ought to be fine.

Regardless of the engine, no matter how powerful, every owner ought to build in the equipment for rowing the boat as you describe. There are lots of times when an oar will get you out of a tight spot much more promptly than the best engine every installed. To say nothing of having an extra string to your bow.

While very much impressed with your philosophy about using the little boat quite without power, I feel that there will be many owners who [like myself] will think of her as a miniature Marco Polo, capable of both sailing and moting. This summer, for example, has been so continuously calm as to immobilize a boat without an engine, at least in these waters. Ed Hill, I imagine, has come home under power more than half the time.

As I visualize her, the ROZINANTE would have her engine, if any, just about in the middle of the boat. That would certainly allow for some variation in the weight of the machinery without ruining the trim, which will be good for owners of various tastes.

The recent hurricane brings back to mind my fears & worries about a small keel boat which can fill up & sink. I know very well that most supposedly non-sinkable boats are not that at all. I recently sailed on one designed by Fred Goeller [very like his Adams Class]. She had a bulkhead fore and aft. The bulkheads were strong; but it seemed obvious that a full cockpit would put her down by the stern, probably far enough to cause her to fill up completely through the hatchway. It seems to me that if it is practical at all to aim at a non-sinkable boat, the best way would be to fill the ends up with Styrofoam as they did with those Hodgson designed 20 footers out in Cleveland.

I'll mail you the article about the new S&W automatic separately. Don't bother to return it. I don't intend to buy one; but it is an

interesting piece just the same.

Ed Hill is a mighty fine sailor, all right. In addition, he is a mighty fine friend. What a pity that an otherwise sterling character should be marred by heterodox and even blasphemous bad taste in the matter of pointed sterns! While I look forward to retiring from the teaching profession just as soon as I can, my life long habits make it necessary to combat ignorance wherever found. Thus this double ender can be construed as a mutual effort to save Ed's immortal soul. Maybe the Maine Sea Coast Missionary Society would be willing to pay for it.

Very little damage from the big wind in these parts; but I guess it was awful down at Padanarum.

Sincerely,

A handwritten signature in blue ink, consisting of a stylized, cursive 'E' followed by a period.

interestingly place last the same.

at an... In addition, he is...  
September 8, 1954.  
Dear Mr. Sewall,

I sent for the Stuart  
Turner catalog, and all I know about  
these engines is that they have the  
best name of all of the small English  
auxiliary engines.

The company that makes  
them for a generation or two were model  
makers, or a company that furnished  
parts for making models, and much of their  
work was small steam engines.

I think they make the  
Stuart engine in three sizes that are  
something like 1/2 HP, 2 HP, and 8 HP.  
They also have recently brought out a  
very good 2-cycle diesel of something  
like 10 HP. All of their engines are  
arranged with reverse gear and starting  
handle well above the engine that is  
easy to get at.

If you would also want  
to send for a catalog their address is  
Stuart Turner, Ltd., Henley-on-Thames,  
England.

Yours truly,

September 27, 1954.

Dear Frits,

Thanks for your letter. I think it would be interesting to see one of your rigs on one of the NEREIA one-design class because there may be one of the other boats with the original rig somewhere near where Mr. Meyers' boat will be kept. If so it would be interesting and informative to see how they compare under different conditions. So I very much approve, but want to tell you that the NEREIA boats have proved to be unusually stiff and under-canvassed. I only mention this for you to see that the rig should be on the strong side. These boats have a large amount of lead that is all on the outside which always causes stiffness.

I was sorry that you had so much to do after the two hurricanes, but sometimes I think that sort of outdoor work is good for one when the weather is pleasant. I was very lucky here not to sustain any damage, and, as you say, these thick walls made the interior seem very snug indeed; in fact when the wind was southeast you would hardly know it was blowing in my downstairs room. Not only are the walls thick here, but east and southeast of this place there is a cliff that seems to sometimes throw the wind up overhead.

I do hope you can get down for a short time even if you have given up your regular visit to Marblehead, for we may have nice weather for a month or two yet.

Please give my best regards to Mrs. Fenger.

Very truly yours,

September 30, 1954.

Mrs. Alfred W. Paine,  
113 East 55th Street,  
New York, N. Y.

Dear Mrs. Paine:

Would you be able to find  
for me a little book, published maybe  
thirty years ago, called "Imitators of  
Wedgewood"?

It has been some time since  
I have heard of you, and I wonder if you  
have had any more marine etchings that  
might be of interest to me.

Trusting your little  
Prudence-boat did not suffer in the  
hurricanes, and that you had a pleasant  
summer, I am

Yours very truly,

FREDERIC A. FENGER

• NAVAL ARCHITECT AND ENGINEER •

COHASSET, MASSACHUSETTS

Phone Scituate 81-W-5

October 4th, 1954.

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

Dear Francis,

First, let me thank you for your generous approval. I wrote to Mr. Meyers on the following day, to say that I had your sanction and that it might be advisable to try my rig in the "Nereia" hull.

My thought, then, was to apply what I call my 'Medium' rig, of the same area 673 sq. ft. as in your sail plan, and having its C.E. only slightly higher. Even so, I felt that the advantage might be on my side. It would have been interesting to carry out this experiment.

But when I came to place this rig, tentatively, in the hull I soon came to the conclusion that the game was not worth the candle. That is, it would not be worth the trouble and expense to Mr. Meyers.

1. "Nereia's" mainsail is of such moderate area that the matter of turning in a reef should be a very minor operation. Also, in view of her evident stiffness, there would not be much call for reefing in average going. Furthermore, the proportioning of the end sails (the mizzen being slightly larger in area and having a slightly higher C.E. than the jib) is very much to my liking and should bring just the right lead reduction to retain her desired balance with, I take it, some weather helm.

2. More than the above, however, was the fact that when it came to placing the masts for my rig, the layout would be absolutely ruined. For the mainmast would land at about 1'-6" fwd. of Sta. #12, and go through the house at about 12" fwd. of this same station. This not only would bitch the stateroom, but also would call for considerable added construction by way of proper partners, knees, etc., though this construction could have been worked out without interfering too much with the berths.

The mizzen-mast would have landed at Sta. #22 and gone through the house just between #22 and #24. In order to get in the companion slide, the house would have had to be extended at least 2'-6" aftward and this would have spoiled the dinghy stowage which, I feel, is very well worked out.

I have now pointed all this out to Mr. Meyers, in a letter written to him today. In doing so, I stated that your layout not only is an excellent one, but, I felt, the only layout for this hull.

Francis Herreshoff - 10/4/'54 - 2.

I further suggested that he stick to your construction and detail matter - especially the layout - exactly as you have designed it.

Here, then, was a case in which I felt it wrong to make any change whatever, despite my enthusiasm for my own rig. Also, I would say that no practical advantages would accrue from the use of my rig unless the hull were at least 38' over all, and the longer the better - within certain practical limits.

My yen towards the lower aspect ratios - for cruising rigs - has been rather confirmed in your sail plan. And, as you have proportioned the units in your rig, your mainmast actually is slightly shorter - by 7" - than would have been the mainmast in my 'Medium' rig. I like your rudder with its area carried well down. This is quite as it should be for a well balanced vessel requiring no great amount of helm. Otherwise, the low-down area would tend to increase the heel of the vessel in any sort of wind.

Outdoor work, at our age, should be kept down to a pleasant minimum. For I am apt to overdo and that interferes with my work at the type-machine and drafting board. One should only become half-tired, and then quit. You are more fortunately situated in that there are no heavy outdoor chores for you to attack. And that is just as well. A bit of walking, or getting around in one's car, should be plenty, and yet leave one's mind clear for one's more important functions. And I feel that it is important to design good vessels so that the right sort of people may enjoy them, and to write instructive articles so that people may benefit thereby, or just disagree with one over one of the finest sports we have. Ford can have his fame for turning out too dang many cars and making a hell of a lot of money which I did not begrudge him. I'd rather design a good vessel which some one cares for, write a good book which some one reads more than once, write some decent music which may live, or paint a landscape that may be cherished by a generation or two. I would not strive for acclaim, but just feel that I may have paid my way while going through this world. So many just take, but never give out anything!

When I get around to it, we shall have a new car next Spring. A heavy one, with comfort. And then we shall have more time and be ~~more~~ in the mood to circulate a bit more than we have. For there are not so many active years left, and we still have a few good friends to gam with.

At anyrate, thanks again.

Sincerely,



faf/slf

Frederic A. Fenger

E. & O. E.

P.S. So far, you are the only one who has noticed that I spell my name with an 's' after the Danish fashion.

October 7, 1954.

Dear Frits,

I want to thank you for your nice long letter, and must say that I think you made a sensible decision for Mr. Meyers for. I think you will save him some money by suggesting that he go ahead with the rig as designed; and I think this mostly on account of changing the positions of the mast which would necessitate somebody making some new drawings and probably confusing the builder, etc.

You are dead right that in a boat of this size the sails are small enough and do not have to be broken up more. It is also very likely that she will not have to reef more than once a year.

I note what you say about outdoor work and think that people like you and me, who are not used to it, should be very careful about avoiding any heavy work, but I do think that anybody even older than we are, who has been doing it regularly, is all right. I myself have avoided heavy work and lifting for two or three years now. But as for light work, I hope we can continue that for a long time for many people seem to live a long while in these times. While you have done enough to rest on your laurels, the work is interesting now if nothing else.

It is good news to hear you will have a heavy automobile next spring, and I hope that means we can have a great many gams together.

Please give my best regards to Mrs. Fenger.

Very sincerely,

October 13, 1945.

Dear Tannie,

I thought you were going to call on me last week so I did not answer your letter.

I hope you will call soon and plan to take the kayak away, and I will talk over the various things with you at that time.

It will be nice to see you.

Yours very truly,

October 11, 1954.

Mr. Westcote H. Chesebrough,

**THE LATHROP ENGINE CO.**

MANUFACTURERS OF

*Lathrop*  
**MARINE ENGINES**

**MYSTIC, CONN. U.S.A.**

October 13, 1954

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

Dear Sir:

As we have not heard from you since last May, we are wondering how the boat is coming along, the one in which we hope to install our D-100 Diesel engine. In your previous letter you stated if the boat was built abroad you would buy direct and if it should be built here the boat builder would buy.

We would appreciate hearing from you as to just how this matter stands at the present time.

Very truly yours,

THE LATHROP ENGINE CO.

*C. O. Pendleton*

Assist. Secretary

P.

*Discontinued*  
DENSON BOND

October 18, 1954.

Mr. C. O. Pendleton, Assistant Secretary  
The Lathrop Engine Company,  
Mystic, Conn.

Dear Sir:

Replying to your letter of  
the thirteenth, the owner of the  
yacht that I was designing to use  
a Lathrop D-100 engine went to  
Scotland this summer and has only  
recently returned so has not had a  
chance yet to come to see me.

Just as soon as I have  
his latest ideas I will let you know  
the decision.

Yours truly,



ALFRED · W · PAINE

CAROLA W. PAINE, *Successor*  
113 EAST 55th STREET, NEW YORK 22, N. Y.  
CABLE: SALTBOOKS • TEL. ELDORADO 5-6774

BOOKS RELATING TO SALT WATER

AMERICANA · LITERATURE · MAPS · NAVAL HISTORY · SEAMANSHIP · SAIL AND STEAM · VOYAGES · YACHTING

October 19, 1954

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

Dear Mr. Herreshoff:

A copy of "Wedgwood and His Imitators", by N. Hudson Moore, has been offered to me. It is described in good condition and the price is \$7.50. Is this what you want?

Sincerely yours,

*Carola W. Paine*

ALFRED W. PAINE  
113 East 55th Street  
New York, 22, N. Y.

October 23, 1954.

Mrs. Alfred W. Paine,  
113 East 55th Street,  
New York, 22, N. Y.

Dear Mrs. Paine:

I am so glad that you  
have located the book on Wedgewood,  
and I am enclosing my check for \$7.50  
and will ask you to send me the book  
mentioned in your letter of October 19.

Yours truly,

Enclosure.

October 23, 1954.

Dear Billy,

I realize that you must be very busy since you have not yet come up, and if you think it would be best for me to have the twelve large drawings of design #94 photostated and sent down to you I shall be glad to do so, but of course it will be somewhat of an expense if the drawings are later changed.

It would be advantageous for me to know whether to go ahead with this as I have other work in mind and have been putting it off from week to week.

Very truly yours,

WILLIAM J. STRAWBRIDGE  
"TORWORTH"  
PAOLI  
PENNSYLVANIA

October 20, 1954

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

Dear Francis:

I had hoped to get up to see you last Monday, but Hazel did a fair amount of damage and we were without electricity until yesterday afternoon, which means no heat and no water for us.

I don't know now just when I can get up but will be going to Concord, N. H. to see the boys at school in several weeks and will stop off then. In the meantime there is no rush on the plans as I would definitely not build for the present anyway, and we may have to revise to bring down the cost.

Did you know the ~~Delius~~ <sup>WARRUS</sup> is now owned by the Mystic Museum and is for sale? I looked at her but she is in terrible shape.

Sincerely,

*W. J. Strawbridge*

October 26, 1954.

Dear Billy,

I was sorry to hear that the last hurricane did damage around your place, but that one was no more than a mild storm here at Marblehead, but I am more than sorry that it did interfere with your coming up to see me, and I am looking forward to seeing you at Thanksgiving time when you go up to see the boys.

Yes, I knew the WALRUS was at Mystic for they had written me about her last spring, and I imagine that she must be in bad shape because she certainly has been used a great deal, and in fact she never was a really excellent job anyway.

Looking forward to seeing you,

Very truly yours,

October 26, 1954.

Mr. Hensleigh C. Wedgwood,  
Messrs. Josiah Wedgwood & Sons, Inc.,  
24 East 54th Street,  
New York, 22, N. Y.

Dear Sir:

In reading your book "Wedgwood" with great interest, I was particularly attracted to the Dolphin candle sticks on Page 74. You do not mention if they come in right and left hand pairs, but I am enclosing you a photograph of a pair of them that I have.

The colors are not exactly the same as you describe for the base of mine is robin's egg blue with pink shells around it, and the dolphin has a dark gray body with pink lips, white and yellow fins, etc.

Yours very truly,

Enclosure.

October 28, 1954.

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

Dear Arthur,

Last winter I talked with you about some scheme whereby I could work out a way that I would get a little commission for the work done on PLEIONE at that time.

While I realize that you very promptly paid for the material things that I made, I do think that I should get some sort of commission for the job in general -- inspection, talking things over with you and the captain, making small sketches, etc., and while I would not want anywhere near the ten percent of cost of changes that other architects get, I do think that I should get something -- 1/2% , or perhaps \$150.00 --. What do you think about it?

Yours very truly,

John Ives Sewall  
275 Middlesex Road  
Buffalo 16, New York

October 30, 1954

Dear Mr. Herreshoff.-

I sent for the Stuart Turner catalogue; and I am delighted with the general appearance of their engines. I also like the modest language of the text --- but I am sure that I'd better not get started on an exposition of the evils of American advertising. If I did, you might try to compete with me in the matter of extreme statements; and we'd both end in the loony bin.

I shall make it a point when in England to take a turn down to Henley-on-Thames and see the Messrs. ST. If the machinery is what it looks like, it is what one would want for Rozinante. As compared with the smallest Gray, their two cylinder 8 hp. offers little or no advantage in weight or cost. Except, of course, that you may get better workmanship for the same money from England. [You can get the Gray engines with aluminum base and without self starter.]

I have been giving a good deal of thought to the engine installation which would fit my personal needs; and while I appreciate that you strongly favor the off center propeller, and for excellent reasons, I would raise a question about it.

Unless you have been in Maine waters within recent years, you can have no notion of the immense activity in the lobster fishery. There are so many lobster pots in our bays and harbors that one finds it literally impossible not to run over them once in a while. Even the fishermen complain that operation of power boats at night is hazardous. Sail boats with the off set wheel have trouble all the time. Indeed, anything whatever which may catch a pot warp seems to do it. In short, non-fouling properties are paramount, and must take headway over other considerations. If the wheel is to be off center on Rozinante, a special non-fouling strut and folding propeller are requisite.

I think perhaps I have a suggestion that may eliminate one of the outstanding hazards on all boats that use sail track. Why not rivet the track through the after panel of the mast before the mast itself is glued up? The screws we usually see can back out. Some times they do back out. Ed Hill had some trouble with Quiet Tune one day; but fortunately he did not have to get his sail down under conditions of emergency.

Theoretically, I suppose that a properly installed wood screw is rather unlikely to back out; but I doubt whether the discipline in any present day boat yard is such as to make utterly certain that every single screw is driven precisely as it ought to be.

I took a look at those TAC wrenches. They are nice tools, but

312  
1000

name, that had the forward trigger that would fold forward when the gun recoiled. I was always told that I did not grasp the grip tight enough, and if I did the trigger and trigger guards would not hurt me, but I was never able to shoot a whole package of shells at clay pigeons without starting the blood running if I used a two trigger shotgun, and so I used to use a Browning automatic and never hurt myself at all.

I expect to start the lines of the ROZINANTE during this next month, and hope I shall have something interesting for you before long.

Yours very truly,

I have been with a wood yard of thought in the matter of the material which would be my personal needs and which I anticipated that you would favor the oil center procedure, and for excellent reasons, I would raise a question about it.

When you have been in some waters within recent years, you can have no notion of the immense activity in the lobster industry. There are as many lobster pots in our bay and harbor that one finds it literally impossible to run over them when one goes out. The fishermen complain that operation of power boats at night is hazardous. Sail boats with the set wheel have trouble all the time. Indeed, sailing whatever which may catch a hot wind seems to be a short, non-fun, unprofitable and dangerous activity. In short, non-fun, unprofitable and dangerous. If the wheel is to be of center ready over other central devices. If the wheel is to be of center on a boat, a wheel is a wheel and a wheel is a wheel.

In short, I have a suggestion that may eliminate one of the outstanding hazards on all boats that use set wheels. I would never the less suggest the after trial of the set wheel in the past. It is a trial that we usually see and hear about. Some times they do look out. If I had some trouble with what I have said, but fortunately he did not have to set his sail down under conditions of emergency.

Incidentally, I suppose that a properly installed food screw is a rather unlikely to back out; but I don't know whether the difficulty in any present day boat and is such as to make it likely that every other screw is a broken piece as it ought to be.

I took a look at those set wheelers. They are in a sorry state.

somewhat over priced. I thought I buy a set; but then I reflected, and remembered that I already have a whole set of Crowfoot Flare Nut Boxsockets made by the Snap-On Tool Co. See enclosed cut. My set starts with a socket to fit a 5/16 hex. For some reason, the small sizes were not popular; and they seem to have discontinued them. At any rate, one of these on the end of a rod, plus a universal joint, a wratchet, or what have you, will get into a smaller space than the TAC, which takes the diameter of its wratchet down with it. Incidentally, if you don't happen to know the Snap-On people, they are a good outfit. For some reason, moreover, [possibly because they think I am crazy] they give me 25% off.

I hope you have been having a good autumn. Out here, we are getting tired of the weather. I have been able to get into the field only on two days --- the only two which were decent and when I could get away. But due to the excellent work of the 4-H youngsters, the stock of pheasants is plentiful. I killed three of them. Had we been able to shoot the hens, I think we could easily have brought home ten birds apiece. The Hungarian partridges (this was in St. Lawrence County, north of Watertown) seemed much fewer than last year; but I have an idea they wisely get into the deep woods as soon as people start popping at them. Even on those two days, the walking was a continuous wading and mud-horse stunt; and I certainly was glad that my Sauer gun weighed only 6 1/2 lbs. One can stand a lot of recoil when the shots come half an hour apart, or more. Nevertheless, I am thinking of blowing myself to a Miller single trigger. My small hand makes the forward trigger too long a stretch; and unless I shoulder the piece just right, I sometimes get bruised by the trigger guard.

Cordially,

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

November 4, 1954.

Dear Mr. Sewall,

I thought you would like the looks of the S.T. and must say it has a very good name in England; some of the English magazines that knock all other explosive motors seem to speak well of the S.T. I believe you would be very interested if you visited the factory for this company used to be a famous model making concern.

Your propeller can be put near the centerline, I think, the way it was on both QUIET TUNE and ARAMINTA, and if necessary we can make a small wire cage around part of the screw as I have done before, but I am inclined to think there will be less lobster pots next year for the price of lobsters at present is very cheap and a great many of the lobster men around here are going to do something else next year.

As for the sail track, I have never seen a screw that has loosened up, but I have heard that they do. This can be limited by making the stave on the after side of the mast a little thicker than usual and using long screws. I do not think rivetting onto the wood would be very good on account of clamping the mast together, and planing up, etc., that is usual.

I like the Snapon socket wrenched very much indeed, and a great many of the automobile repair shops seem to have large sets of these now-a-days. The wrench business in general has greatly improved during and since this last war.

We have not had a particularly pleasant fall here yet, but I hope we shall have some nice weather now. It was interesting to hear about the pheasants that you hunted, and a pheasant is a very satisfactory bird to shoot because it really is something worth eating.

Speaking of the triggers of a double barrel shot gun - they always cut my fingers; when I used the forward trigger the trigger guard bruised my second finger, and when I used the second trigger the forward trigger cut my trigger finger. There used to be a shot gun made, and I do not recall its

# The New York Times

TIMES SQUARE NEW YORK 36 NY

LACKAWANNA 4-1000

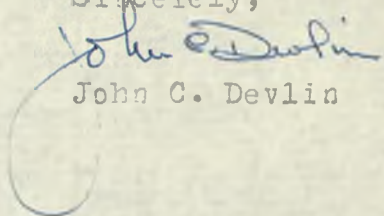
November 8, 1954

L. Francis Herreshoff  
The Castle  
Marblehead, Mass.

Dear Mr. Herreshoff:

I am mailing the attached clipping on the chance you may not have seen the report somewhere at the time of its original publication.

Sincerely,



John C. Devlin

“ALL THE NEWS THAT'S FIT TO PRINT”

November 11, 1954.

Mr. John C. Devlin,  
The New York Times,  
Times Square,  
New York, 36, N. Y.

Dear Sir:

You were very kind to send me the clipping about copper nails in the Cheops' ship. It is most interesting to read about copper nails of so long ago, but, as we know that copper things - both cast and forged - are very antique indeed, it is not surprising that copper was used for nails a very long time ago.

It certainly will be most interesting if a book is finally written up about the findings of the Cheops' ship.

Thank you for your thoughtfulness.

Yours truly,

November 22, 1954.

Dear Billy,

Thank you very much for the check which was very much needed because for almost a year I have not done any other work than on #94, and, although the work progressed very slowly, it was because I did not know what was wanted in many cases and had to hold up my work thinking you might be back at any time.

Enclosed is a typewritten list of the drawings that I contemplated making, and those that are marked with a caret are drawings that are partially made, and those with a star are drawings that are fully completed.

If you will check these over after you receive the drawings already sent and tell me if there is some drawing that you have not received a reproduction of, I will send it to you.

Also I am sending you typewritten description of the numbers that go with the numbers on the drawings, and a blueprint of the first sail plan of ARAMINTA which you left here.

Wishing you all a happy Thanksgiving,  
I am

Yours very truly,

Enclosures.

Design #94.

Sheet

- \* 1. Lines
- \* 2. Table of Offsets
- \* 3. Transom & Stern Dimensions
  
- ^ 4. Construction Plan
- ^ 5. General Assembly of Stern
  
- \* 6. Stern Bearing, Stuffing Box, etc.
- \*\*7. Rudder and Fittings, A & B.
- \* 8. Outboard Plan.
  
- 9. Cabin Plan
- \* 10. Forward House.
- \*\*11. Pilot House A & B.
  
- 12. Aft House
- 13. Aft Hatch
- 14. Steering Gear
- 15. Engine Controls
- 16. Tanks
- 17. Plumbing Plan - Bilge Pumps
- 18. Spars and Rig
- 19. Hawser Holes, etc.
  
- ^ 20. Engine Room
  
- 21. Rail Stanchions, etc.

December 2, 1954.

Dear Virginia,

I was sorry to miss you yesterday, but what I would have said is about as follows,--

Last summer Tasha called on me and persuaded me to make a doll Dutch dresser for her, but during the summer I did not feel very well so did not complete it until recently when it occurred to me that you might like to make her a Christmas present of it.

So I brought it out to show you. However, if you do not like the idea my feeling will not be hurt and I certainly do not want to force anything on you.

The price of the dresser is \$45., the china about a dollar, the pewter plates, which are very fine, \$4. You may think these are high prices for doll things but it takes a lot of time to make special things that have to be designed first to get the proportions correct. In fact it sometimes takes as much time as a full size object of the same design.

I was sorry to miss seeing you and the rose garden, but I was glad to hear that both you and Jeanne are well.

Very sincerely,

Dear Doctor Shipman,

Thank you very much for the two interesting photographs, and I was very glad to see a picture of Mr. and Mrs. Miam, and to see that Kibby Coe is having a good time with you-all.

What sort of a camera do you use now~~a~~-days? for you certainly take very fine photographs that show depth and detail.

Please give my best regards to Mr. Shipman, and say I think one of the boys looks at least a foot taller than she. My regards to the Miams.

Everything up here is about as usual, and it is interesting that it was almost exactly ten years ago that I moved to The Castle here, and about thirteen years ago that Mr. Miam did sculptoring where I lived at that time.

With the season's best greetings to you all,

Very sincerely yours,

December twenty-third.

1954

UNIVERSAL MOTOR COMPANY  
OSHKOSH, WISCONSIN

RALPH G. KLIEFORTH  
PRESIDENT AND TREASURER

December 20, 1954

Mr. L. Francis Herreshoff  
The Castle  
Marblehead, Massachusetts

Dear Mr. Herreshoff:

The cocktail party and Sunday dinner that we had last year during the course of the New York Motor Boat Show at the Concourse Plaza Hotel seemed to be enjoyed by everyone.

We are planning a "repeat" performance this year patterned after the one last year at the same hotel, the Concourse Plaza, on Sunday, January 16.

We are planning on a complete Sunday dinner, a regular family affair. There will be a minimum of "fan fare" and "shouting from the housetops". It will be primarily social in its intention, with the idea of getting better acquainted.

As one of our friends, we want you and your wife or lady friend to be present, and we extend our sincere invitation.

The hotel asks that we make the proper number of confirmed reservations beforehand, and that we honor all such reservations. We are accordingly making this an R.S.V.P. affair, and ask that you acknowledge this letter so that we can make the proper number of confirmed reservations for you.

We are looking forward to seeing you.

Very sincerely yours,



RGK/ms

December 27, 1954.

Mr. Ralph G. Klieforth, President  
Universal Motor Company,  
Oshkosh, Wisconsin,

Dear Mr. Klieforth,

Your very tantalizing letter of the twentieth came during the holidays, and I must say that were I a person who went out at all I should be sure to send you an acceptance. But I rarely go to social functions, and certainly never travel to New York even for the Show, (which I always used to enjoy), so I regret that I must decline your invitation.

Appreciating your thought of me, and wishing you all the best of the season's greetings, I am

Yours very truly,

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

December 27, 1954

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

Dear Sir:

Although we do not wish to trouble you with followup letters, we are anxious to know how the new yacht is coming along and if the owner has made any plans for engine installation. We surely hope his selection will be a Lathrop and that we will be favored with the engine order through you.

A word from you on this matter would be appreciated.

Very truly yours,

THE LATHROP ENGINE CO.

*C. O. Pendleton*

Assist. Secretary

P.



December 30, 1954.

Dear Mr. and Mrs. Alexander,

I want to tell you how much I appreciated the basket of fruit you so kindly sent me. These things seem very nice to us who are trying to endure the New England winter.

Some of the grape fruit were the largest I have ever seen, and they all were very delicious.

Wishing you a happy and successful New Year,

Very sincerely yours,

Yours very truly,

Regretting this disappointment to both of us, I am

I am sorry that I did not write you that the owner of the proposed yacht to use your motors has for the time being, at least, discarded plans for building.

Dear Mr. Pendleton,

Mr. C. O. Pendleton,  
The Lathrop Engine Company,  
Rustic, Conn.

December 30, 1954.

December 30, 1954.

Mr. C. O. Pendleton,  
The Lathrop Engine Company,  
Mystic, Conn.

Dear Sir:

In answer to your letter of December 27 I would say that the yacht that I have been designing to use one of your 100D motors was designed enough to have estimates made both in this country and abroad, and the estimates were all so high that the owner has indefinitely put off building, and I doubt if she is ever built.

But you may be sure that I shall use Lathrop engines whenever I can.

Yours truly,

MC 7640

December 30, 1954.

Dear Mr. and Mrs. Alexander,

I want to tell you how much I appreciated the basket of fruit you so kindly sent me. These things seem very nice to us who are trying to endure the New England winter.

Some of the grape fruit were the largest I have ever seen, and they all were very delicious.

Wishing you a happy and successful New Year,

Very sincerely yours,

Yours very truly,

Regretting this disappointment to both of us, I am

I am sorry that I did not write you that the owner of the proposed yacht to use your motors has for the time being, at least, discarded plans for building.

Mr. C. O. Pendleton,  
The Lathrop Engine Company,  
Mystic, Conn.

Dear Mr. Pendleton,

December 30, 1954.

December 30, 1954.

Dear Mr. Cameron,

Again I have to thank you for the kindness you have shown me in sending those delicious apples which have been a great delight to both me and my friends, and I was glad to see your son when he brought them.

Wishing you a very pleasant new year, and fair sailing, I am

Sincerely yours,