

January 2, 1950.

Dear Boris:

Have you had a chance to read over the Rudder Rating Rule yet? If so I should be interested to know what you think of it.

It seems that I have gotten a little hard up again lately, and I am wondering if you cared to make me a payment on the design for the motor boat which I will start next month. Or, if you care to send me a payment (as you did last year) for acting as contributing editor to cover my expenses in mailing the drawings, manuscripts, etc., which have to be sent first class, and the many replies to letters that are definitely related to RUDDER designs.

Although I have not had much spare time recently I have started a sea chest for you which I hope to have partly done the next time you come up. In the meantime I want to thank you for your kindness in sending the foreign yachting magazines which I have received throughout the year, and to wish you a prosperous year.

Very sincerely yours

Enclosures.

January 3, 1950.

Colonel L. W. Jenkins,  
Peabody Museum,  
Salem, Mass.

My dear Colonel Jenkins:

My friend, Llewellyn Howland of Hope's Garden, South Dartmouth, may write to you about an early account of a yacht race at New Bedford which he has recently run across. This account is about six or eight pages long and I think written by Robert Bennett Forbes, and probably would make good material for *The American Neptune*.

Also I would like to suggest to you that Mr. Howland, who is one of our best authorities on yachting during the last fifty or sixty years, would make a most interesting speaker if you could persuade him to come and talk before the Society at Salem.

Yours very truly,

January 5, 1950.

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

My dear Mr. Lathrop:

Thank you very much for sending me your latest catalogs, and also for the nice pencil you sent at Christmas time.

This month I am going to start a design for a motor launch for THE RUDDER for their How-to-Build series and am going to draw this boat up to use two LH-6 Lathrop engines, but as I have used three of these engines before I do not believe I need any more dimension details than are shown in the catalog.

I do hope that this design will be the means of selling some of your motors, and if any questions come up later I will call on you for advice, and, after I have made the first general outline of the boat, I will ask you what propellers you would recommend.

Although I have no prospects of using one I take great interest in the DH-200 diesel and would like to know if the generator and regulator that you list separately are for charging batteries for electric lights, or whether this means the engine does not have a generator at all and has to have one as an extra. Also, why do the batteries cost so much?

Yours very truly,

THE   
RUBBER

OFFICE OF THE EDITOR

9 MURRAY STREET

NEW YORK 7, N. Y.

January 4, 1950

Dear Skipper:

Enclosed you will find a check in the amount of \$200 of which \$100 is to cover your postage during 1950 and the other \$100 is an advance on your royalties. I will pay you for the motor boat next month.

The rule is wonderful, there are a few small matters I would like to clear up and I will come to it after the Boat Show which starts this week and, as you know, keeps us busy day and night.

I was extremely happy to see that you have started the sea chest for me. As you know it has always been an ambition of mine to own one made by you and I certainly appreciate it.

Your

*Bour*

RECEIVED  
JAN 10 1950  
JANUARY 9, 1950.

Dear Boris:

I can't tell you how much  
I thank you for the check for it was  
very much needed.

After the Motor Boat Show  
is over I shall be glad to hear from  
you, or even gladdened to have you come  
up and we can then talk over the  
rule or anything else that is on your  
mind.

Very sincerely,

January 30, 1950.

Dear Boris:

The material this month had to go in two packages because some were flat and some were round, and some of the illustrations for N. G. H. are in both.

Did I tell you that I think the cover of the last RUDDER was a remarkably fine painting?

Enclosed is a letter answering Mr. Davis about the catamaran, and his letter and sketches.

Sincerely yours

February 2, 1950.

Dear Harry:

I can't tell you how much pleased I was to receive the old sail plan of the BREEZE. I can see that this was all drawn and inked in by my father, and I am going to have it mounted on cardboard, and certainly appreciate your kindness in sending it to me. It is interesting that this drawing was made eighty-one years ago.

I wish you could come up and call on me sometime when Tommy Brightman comes up this way.

Again thanking you very sincerely for your thoughtfulness, I am

Very truly yours

Mr. Harry I. Young,  
97 Union Street,  
Bristol, R.I.

February 13, 1950.

Panish Controls,  
Bridgeport, 5, Conn.

Dear Sirs:

I am designing a small  
open launch that will use two  
Lathrop LH-4 engines that develop  
about 35 HP apiece, and would like  
to have literature on engine controls  
both for the clutch and throttle if  
you have a model suitable for such  
a small yacht.

Yours very truly,

February 13, 1950.

Columbian Bronze Corporation,  
Freeport, L. I.

Dear Sirs:

Will you be good enough  
to send me your latest catalog?

Yours very truly,

February 13, 1950.

Whitehead Metal Products Company,  
Boston.

Dear Sirs:

I should like to order two pieces of  
cold drawn seamless monel tubes --

- 1 - 1 5/8" O.D. #11 gauge walls,  
I.D. 1.385  
3' 4" or more long.
- 1 - 1 3/4" O.D. #20 gauge walls.  
I.D. 1.680  
at least 2' 6" long.

One of these tubes must fit inside of  
the other, and if you do not have them in monel  
metal either one or both of them may be Everdur  
or any other strong metal. The smaller diameter  
tube will be used for a rudder post on a motor  
boat, and the larger tube for a rudder tube so  
strength is required.

I am in no hurry about the delivery  
of these pieces, but as soon as you send me  
a bill we will forward you the payment. In  
the meantime I should like to have a new catalog  
or complete stock list giving the sizes of  
bronze and copper sheets, Everdur and bronze  
rods, Everdur and monel metal screws, etc., etc.

Yours truly,

February 13, 1950.

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

Dear Mr. Lathrop:

I am now designing a launch for a private owner who will use two LH-4 engines, and the owner and I are very anxious to know about what the fuel consumption would be of two of these engines developing a total of 70 HP.

We should like to know if this engine has a tachometer drive, and if so from what part of the engine it comes. Also we should like to know if the LH-4 has wide engine mounting brackets, and would appreciate it if we could have an installation plan.

Yours very truly,

THE   
RUDDER

OFFICE OF THE EDITOR

9 MURRAY STREET

NEW YORK 7, N.Y.

February 14, 1950

Dear Skipper:

Enclosed you will find a report for income tax purposes on the amount we paid you in 1949. The total is \$2,923.60. You will note that this is just a few dollars less than \$3,000. and I hope you think this a reasonable return for the work you have been doing.

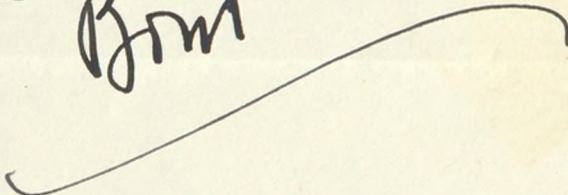
I haven't written you lately because I have been busy but next week I am leaving for Florida and immediately upon my return I will visit you in Marblehead.

The rules you sent in are excellent and we will publish them soon. A certain amount of ground work had to be done but I think I am all set now. There are a couple of things I will discuss with you when I see you.

The power boat you designed will appear in the March issue which should reach you soon, and I hope she will meet with as much popularity as your other work.

Your

*Boni*



February 27, 1950.

Dear Boris:

Thank you very much for  
the report of income paid me last  
year: I think the RUDDER has done  
very well by me, and I shall be  
glad to see you when you come up.  
I think we shall have much to talk  
over.

Hoping you have a good  
rest and profit by your Florida trip,

Yours very truly,



# WHITEHEAD METAL PRODUCTS COMPANY, INC.

DISTRIBUTORS OF NON-FERROUS METALS

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TELEPHONE  
TROWBRIDGE 6-4680

281 ALBANY STREET  
CAMBRIDGE 39, MASS.

February 16, 1950

L. Francis Herreshoff  
The Castle  
Marblehead, Massachusetts

Dear Mr. Herreshoff:

Thank you very much for your letter of February 13 in which you order two pieces of Monel Tubing. We will be very glad indeed to order these for you. Mill production will be required because the sizes which you have specified are not available from warehouse stock.

The approximate value of these will be \$15.00, and it will be appreciated if you can arrange to send us your check for this amount. In the meantime, the order is being processed and we shall try to get these pieces for you as quickly as possible.

We are sorry that we are not able to send you a stock list. A new one is in the process of being printed but it is not yet available. In the meantime we are sending to you three separate temporary stock lists which will give you a good idea of the various types and sizes of materials which we regularly have available from our warehouse stocks.

Thank you very much for this order.

Very truly yours,

WHITEHEAD METAL PRODUCTS COMPANY, INC.

N. S. Morris  
Office Manager

CFC

WHITEHEAD METAL PRODUCTS COMPANY INC

March 2, 1950.

Mr. H. S. Morris,  
Whitehead Metal Products Company,  
231 Albany Street,  
Cambridge, 29, Mass.

Dear Sir:

Enclosed please find my check for  
\$15.00 to cover the approximate cost of  
two pieces of monel metal tubing, as  
specified in your letter of February 16.

Yours truly,

1 enclosure.

March 5, 1950.

Luders Marine Construction Company,  
Stamford, Connecticut.

Dear Sirs:

I am glad to hear that you are to construct the 47' launch, my design #92, for W. J. Strawbridge, and I hope in a few days to send you some slightly corrected drawings.

In the meantime I have written out some notes on this sort of construction with which I have had quite a little experience during the last twenty-five years, and enclose you a copy.

Yours very truly,

Enclosure.

March 6, 1950.

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

Dear Mr. Lathrop:

The launch that I have been writing you about, which will use two LH-4 engines, is being built by the Luders Marine Construction Company at Stamford, Conn., and no doubt you will get an order for the engines from them any time now.

The questions I would like to ask at this time are what the instruments panels are like, and if they include the tachometer. If not what is the diameter of the tachometer?

Also I want to get a rough opinion on the diameter of the propellers, but this is to be a very unusual boat. She is very long and narrow, and light. She is a double-ender, 47' long, and only 6' wide on the water line. As I have said before she is very light and mostly open, and we expect her to go fifteen miles an hour, the engines using two to one reduction gear.

Very truly yours,

(This is, to the left on the right hand  
turning engine and to the right on the  
left hand turning engine)

Dear Mr Lathrop

Will it be possible to have the  
reverse gear shafts furnished longer  
than usual on the inboard side of  
the two engines (LH & RH) ordered by  
Luders Construction Co for the launch building  
for W J Strawbridge. The reason for longer  
stubs on the reverse shafts is because the controls  
are to run forward on this launch and longer  
stubs will allow the controls to be outside the  
engine heads, <sup>and extend downward.</sup> We would like the stubs to  
extend inboard 9" from the centerline of  
each engine, to allow the control lever to point  
downward outside the engine heads.

Order from W C & Co Middletown Conn

Page 65 Path for steaming gear Fig 5713

1 - Spruochet.  $3\frac{5}{16}$  Dia - 1" shaft

about 2' of chain to fit this same

March 13, 1950.

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

Dear Mr. Lathrop:

Referring to your letter of March 7 in regard to the twin-screw power launch being built for E. J. Strawbridge, my design #92, by Luders Marine Construction Company at Stamford.

After I design the steering column with the engine controls, etc., we will decide about the tachometer, but in regard to the propeller sizes I think we have some difference of opinion. In the first place I think we will run the engines at about 2,000 revolutions with the propellers turning over 1,000, when I expect to get about 35 HP. The boat is so long, narrow and light that I think she will go in the neighborhood of 15 miles per hour. I was only inquiring about the diameter for getting propeller clearance, and as I now have clearance for about a 19" propeller that question is all settled. Later on I will send you a blueprint of the boat, and also send one to the Columbia Propeller Company, and we can later figure out the correct diameter and pitch.

In regard to the twin screw boats often using more pitch than single screw boats, (which you mention in your letter), the reason for this is that twin screws work in still water while the single screw works in a following column of water caused by the surface resistance of the hull.

I hope that Luders remembered to order the engines with fuel pumps.

Yours very truly,

COMBUSTION ENGINEERING-SUPERHEATER, INC.

200 MADISON AVENUE

NEW YORK 16, N. Y.

JOSEPH V. SANTRY  
PRESIDENT

March 16, 1950

Mr L. Francis Herreshoff  
Marblehead  
Mass.

Dear Francis,

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

If you will get out her sail plan you will find that on her original rig, designed in 1926, the P-4 dimension is 83'. In 1929 we cut  $4\frac{1}{2}$  feet off the top of the mainmast reducing the P-4 dimension to  $78\frac{1}{2}$  feet. I have in mind cutting it now an additional four and a half feet.

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

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

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

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

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

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

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

was re-rigged in 1926.

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

All the best to you.

As Ever,

Joseph V. Santuy

March 21, 1950.

Dear Joe:

I have your letter in regard to PLEIONE and think your decision is very sensible. My advice would be to put off the foot of the mainmast and not move the spreaders and other shroud attachments. I also agree with you that the angle of the boom is very homely and the after end should be raised more, but under the present rules you simply lose area in that way. Also I think her looks would be improved by raking the mainmast, but believe it is nearly plumb now. Because almost all other boats have a rake a plumb mast gives the appearance of leaning forward.

A main topmast staysail with a wire luff rope across the head is O.K., I believe, and do not think there will be much difficulty in using it for I think it will always be easy to take in. But I also think that, while it will be good in moderate and light weather, it may not stand when close hauled in a strong breeze: maybe under those conditions you will not want it.

I think if we straighten the matter out it will be a very good idea to order the sail from English Ratsey with whom I have always had pleasant contact.

As for the wire shrouds -- when they are respliced, if the wire strands seem brittle, then there should be a new wire on that particular shroud, but if there is one of them that splices in O.K. I am sure it will be strong enough for many more years, and think the resplicing is a very satisfactory test.

I shall be glad to see Arthur if and when he comes in to call.

Very truly yours,

M. J. F. Santry,  
200 Madison Avenue,  
New York, 16, N. Y.

April 3, 1950.

Messrs. Ratsey and Laphorn,  
Coema, Isle of Wight,  
England.

Gentlemen:

You will be interested to know that the sails you made for the schooner yacht *PLEIONE* in about 1928 have been in use nearly every year since then and the *PLEIONE* has won many of the most coveted prizes in America during that time. Now her owner, Mr. J. V. Santry, although he intends to use some of these sails this coming season, would like a new main topmast staysail and a lapping jib like those shown on the enclosed blueprint.

On account of the lateness of the season I should appreciate it if you would forward separate estimates of the cost of these sails to the following address either by cable or air mail.

The sails are intended to be used when close-hauled, and reaching in moderate and light weather when racing, so you may make the choice of weight and grade of sail cloth.

If you refer to older sail plans of *PLEIONE*, (which you may still have), you will see that the foremast and fore triangle are still as shown on the sail plan dated 1928, but the mainmast has been considerably shortened and raked about 18° at the head whereas originally the mainmast was plumb. But you can go by the dimensions shown on this drawing dated April 3, 1950 which will be coming to you under separate cover with a copy of this letter.

Yours very truly,

April 10, 1950.

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

Dear Mr. Luders:

I have the copy of your letter of the seventh to Mr. Strawbridge.

A single Everdur screw will be sufficient for the keel fastenings for there will not be any strain on that member which the overlap of the planking will not take care of. The conditions, as you know, are quite different from a boat that has a ballast keel -- in other words the keel on this boat will always be pushing up and never pulling down.

I do disagree with you, however, on the necessity of having another steady bearing between the after end of the tank and the engine room. The principal reason for this is that the shafts on this boat are quite a little larger than necessary, and the connection at the engine is such that the shaft will be held from vibrating more than the usual steady bearing does, so I think it advisable to try the boat without any more steady bearings than shown on the drawing, and if the shaft develops some vibration we can put some in later.

Certainly tongue and groove planking for the decks at the end will be O.K., and if they are milled right there is no danger of the tongue opening the groove and showing through the canvas.

Enclosed is a copy of a letter from the Lathrop Company in regard to the cross shaft on the reverse gear which I think you can easily remove and ship back to them at the time you get the longer shafts.

The drawings of other details, and particularly the engine controls, will be sent to you in a week or so.

Yours very truly,

April 10, 1950.

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

Dear Mr. Lathrop:

I should like to order longer reverse gear cross shafts for the two LH-4 engines shipped to Luders for Mr. Strawbridge's boat, and do hope that shifting the shafts will not be a difficult matter. In other words I do not know what the shafts are like inside of the reverse gear housing.

We will see that the original shafts are shipped back to you, and are willing to pay any expenses incidental to this exchange.

The shafts are specified to extend 9" inboard from the center line of each engine so as to clear the reverse gear mechanism which runs forward.

Yours very truly,

April 13, 1950.

Messrs. Wilcox, Cirtendon & Co.,  
Middletown, Connecticut.

Dear Sirs:

I should like to order from  
Page 65 of your catalog, parts for  
steering gear Figure 5713.

1 Sprocket, 3 5/16" diameter 1" shaft  
about 2' of chain to fit the same.

Yours very truly,

L. Francis Herreshoff

April 13, 1950.

Mr. Colin Ratsey,  
Messrs. Ratsey and Lophorn, Inc.,  
City Island, Ct., N. Y.

Dear Mr. Ratsey:

In regard to the sail plans for the H-28 which were gotten out for THE RUDDER, please find under separate cover a blueprint of the sloop rig for these boats for which I have the tracing here, and can furnish blueprints.

In the case of the ketch rig the tracings for this drawing are held at THE RUDDER office (for whom the drawings were made), so I cannot furnish you with a print of the ketch sail plan. Each person who builds one of these boats always has a blue print of the sail plan furnished with their plans, and you could ask them to send the print to you or else write to THE RUDDER and ask them if they can furnish you with a blueprint of the sail plan only for making estimates.

I regret there has been such a delay in replying to your letter, and ask your indulgence, but there has been an unusual amount of rush work and I am afraid I have let my correspondence wait.

With kind personal regards,

Yours very truly,



**LÜDERS MARINE CONSTRUCTION CO.,  
STAMFORD, CONN.**

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

**Telephones  
4-3137 } Stamford  
4-3138 }**

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

April 20, 1950

Mr. L. Francis Herreshoff  
The Castle  
Marblehead, Mass

Dear Mr. Herreshoff,

I have your letter of the 17th enclosing description which will go with the new blue prints we should receive in a few days.

You can be sure that we had no intention of making any changes over the drawings as prepared by you and Mr. Strawbridge, and we intended to make things as per the plans, but perhaps we have misunderstood the situation as it was our understanding that certain things we were supposed to work out ourselves.

At the time of Mr. Strawbridge's last visit early this week certain things were ordered, which I see now are a little different from your latest advices. However, it is not too late to revert to what you have suggested. We will discuss the matter with Mr. Strawbridge on his next visit, and he can decide then on the points in question.

Very truly yours,

A. E. Luders, Jr.

rbt

CC: Mr. Wm. J. Strawbridge

April 26, 1950.

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

Dear Mr. Luders:

I have your letter of the twentieth and am much pleased that you do not intend to make changes that we do not know about and that may complicate matters.

I do hope we can work together to make this boat a success, particularly in this year when so few special boats are being built, for if she is simple, inexpensive, and successful it may lead to further orders for us both.

Yours very truly,

SAIL & FLAG MANUFACTURERS

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

CONTRACTORS TO ADMIRALTY, AIR MINISTRY AND MINISTRY OF SUPPLY

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# Ratsey & Lapthorn, Ltd.

## Cowes, I.W. April 24th 194/50

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

Dear Sir,

Thank you for your telegram received as follows:

MAKE ONLY NEW MAIN TOPMAST STAYSAIL PLEIONE QUOTATION  
APRIL ELEVENTH - HERRESHOFF".

and accordingly we have entered your valued order, and we will do our very best to make the finest sail we can for "PLEIONE"; we hope it will be as satisfactory as the ones made so many years ago.

We have been expecting a confirmation of your telegram, and that is really why we did not acknowledge it before.

There are one or two details we would like to know about this sail, as of course as you know all our records were destroyed during the War.

We take it that the head will not need any holes, as it will set flying, and also imagine that the luff will set on a slide on the after side of the foremast. We would be grateful if you could let us have your confirmation of these two points.

OR THREE!

We are in two minds about the weight of canvas

April 24th, 1950

L. F. Herchhoff, Esq.

we should use, so are enclosing three samples. Our first impression is that the heaviest of the three, number A, would be most satisfactory for the conditions under which the sail will be used.<sup>?</sup>

Assuring you of our very best attention,

We are,

Yours faithfully,

per pro RATSEY & LAPHORN, LTD



TCR/VMR  
ENCLO

CHAIRMAN & MANAGING DIRECTOR

May 1, 1950.

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

Dear Mr. Ratsey:

I am very sorry that I did not write to confirm my cable ordering the new main topmast staysail for PLEIONE but I am pleased that you have gone right ahead with the work.

The head of the sail sets flying and does not have any snap hooks or slides, but the luff of the sail has slides. If you will work in the holes on the luff we will furnish and dew on the slides.

I think the sail ought to be the heaviest weight, which is your sample numbered A, as the sail will be used principally when close hauled.

Yours very truly,

Air Mail.

May 1, 1950.

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

Dear Joe:

Please find three enclosures:

1. new sail plan for PLEIONE.
2. copy of list of changes which has been delivered to Orner.
3. copy of a letter from Ratsey.

They are working on everything on PLEIONE and I suppose you should notify the captain about having the mainsail and main staysail recut.

I am sorry I did not have a chance to see you when working this new plan up, but I hope it meets with your generalized descriptions.

Very truly yours,

3 enclosures.

L. Francis Herreshoff  
April 26, 1950.

CHANGES IN SKEWER  
POSITIONS  
for the season of 1950.

1. Cut 4' 6" off the foot of main mast and shift the tongue aft 1 3/4" so the mast will rake approximately 15" more than previously.
2. Cut 1' 9" off the after end of main boom so the length of boom will be 34' 3" from after side of mast to boom end.
3. Reduce the length of all shrouds on the main mast 4' 6".
4. Make the main topmast forestays 28' 9" from after side of fore mast to center of eye over main mast.
5. Make the main stay 54' from fitting on main mast to gooseneck on fore mast.
6. Make the upper leg of the backstays 62'.  
Make the lower leg of the backstays 43' 6".
7. Recut the mainsail to the dimensions on the sail plan.
8. Recut the main staysail to the dimensions on the sail plan.

Note:

There will be no changes in the foremast and bowsprit, and the rigging and sails that are used with these spars.

May 1, 1950.

Dear Boris:

Enclosed is the construction section of BARRACUDA, but because I seem to be quite a little ahead with The Life of N.G.H. I will not send this until a little later in the month.

I am very much disappointed indeed that you have not published the rule for small boats which I made up at your request, and put quite a little concentrated study into. I shall be very much interested to hear what power was brought to bear on you to prevent launching this rule which would make fair competition between existing boats.

Very sincerely,

Enclosure.

May 11, 1950.

Messrs. Chandler and Farquahr,  
Commonwealth Avenue,  
Boston, Mass.

Dear Sirs:

I should like to order

5 doz. Everdur bronze machine screws  
F.H. 1/2" long, either #10-24  
or #10-32.

Whichever thread these are I  
should like two taps to use with them  
in tapping bronze. One type plug and  
the other type bottoming.

Yours very truly,

L. Francis Herreshoff

THE  
RUDDER

OFFICE OF THE EDITOR

9 MURRAY STREET

NEW YORK 7, N. Y.

May 8, 1950

Dear Skipper:

I enjoyed my visit with you very much and I think we have managed to accomplish quite a bit and have worked out future plans well.

I quite agree with you that we should have a lot of small boats rather than big ones and I also think that when you finish with the history of the Herreshoff Company that articles on cruising will be of more general appeal especially to young people.

I enclose a letter received from a reader for your general information and I would appreciate if you would return it at your convenience.

Your

Born

May 11, 1950.

Dear Boris:

Enclosed we are sending you back the letter from Mr. Gordon Montgomery of Pittsburgh, which of course makes me feel bad to read. However I read between the lines that it is nothing but an excuse to give up his subscription to THE RUDDER, and certainly I am much flattered that he does not think my writing much worse than Mr. Garrett Smith's, for Mr. Smith has been producing some very fine material and anybody who does not appreciate his work is lacking in artistic appreciation and does not recognize the opportunity that you are giving him to learn valuable hints in seamanship.

After all this unknown middle-westerer is probably only interested in stock motor boats so that he is probably not a good judge of what the average yachtsman likes to read.

If Mr. Montgomery had made some suggestion as to what he did like instead of spending so much time talking about what he didn't like it would have been more instructive and helpful for the future.

Yours very truly,

May 18, 1950.

L. S. Starrett & Company,  
121 Crescent Street,  
Athol, Mass.

Dear Sirs:

Will you be good enough to  
send me your latest catalog to  
replace the one that I have been  
using in my files for the last ten  
or fifteen years?

Yours very truly,

L. Francis Herreshoff

Brown & Sharpe Mf. Co. Providence, R.I.  
Morse Twist Drill Co. 163 Pleasant St. New Bedford

May 31, 1950.

Dear Billy:

The rudder will be shipped off by express in about two days: I am finishing it off at present and it looks even better than I expected.

On account of my busying some lathe parts, etc., I would appreciate it if you could pay the enclosed bill which will save me from carrying the expense the total of which is beginning to amount to something, including the pressure cooker, Graves bill, etc.

Very sincerely,

enclosure.

June 7, 1950.

Dear Boris:

Thank you very much for the interesting picture of TICONDEROGA. She looks as if she is going fast and being pushed hard.

I shall be very interested to see what the reaction is to the rule when it comes out, and I think it may have a quite important effect if it is tried out by some yacht club like Sewanaka-Corinthian.

Sincerely yours,

June 9, 1950.

Dear Billy:

Thank you for the prompt payment of your bill enclosed with your nice letter.

The bucket now has two coats of varnish and looks very well. The tiller rope stops are made with spring buffers on the end. The Venturesome Voyages of Captain Voss have arrived, but the pressure cooker not yet.

I shall be glad to let you take the Curtis kayak for the summer, and will write to Mrs. Burgess today about her kayak as it might be well to contact her before she disposes of it.

I hope you can get up to see me again before the launch is finished, but if not I will pack the various things, including the two anchors, and ship them to Luders. As far as the anchors are concerned, I am willing to sell you the middle size one at the price that Merriman quotes today for new anchors, but the small one I would prefer to only lend you for I am hoping another year to make some holding-power tests with anchors and will want the small one back then if it is not lost.

I have made a top for the cedar bucket that I think will not offend the eyes of anyone.

It would be great fun for both you and me if we made two kayaks next winter and after the experience of using one this summer you will be able to help me with the designs.

Very sincerely

Enclosure.

June 15, 1950.

Dear Billy:

We shipped by express yesterday the following articles, for each of which I am giving the weight for your interest.

1 cedar bucket, complete	3 1/2	lbs.
1 top for "	1	"
1 bronze mooring bitt	3	"
1 " towing "	3 1/4	"
1 hand hole plate (its original weight was 4 1/2)	2 1/4	"
1 copper ventilator (see note at end)	2 1/4	"
2 steering rope stocks	ea. 2	oz.
1 anchor in working order (this anchor is loaned for an indefinite period).	14	lbs.
1 anchor	49	lbs. 2 oz.

Merriman's price in 1949 was \$72.50 for a 50 lb. anchor. He did not quote prices on anchors in 1950 price list. If you want this for \$75.00 O.K., but I would prefer to lend it as long as you want and then you can return it without any charge. Personally I think this anchor is heavier than necessary for your launch which has no mast and is of light displacement for your length. If you can find a 40 lb. one then you can return this one.

If either anchor is lost I shall expect you to pay me \$25 for the small one, and \$75 for the other.

I am holding the ventilator here because it is too much trouble to pack it so it will not be bent, but it is complete and fitted to the hand hole plate.

Yours very truly,

June 15, 1950.

YACHTING,  
205 East 42d Street,  
New York, N. Y.

Dear Mr. DeFontaine:

I much regret  
that I do not have a picture of  
LEILA suitable for publication,  
but I do have the lines of her  
that were published in a govern-  
ment pamphlet when she was run  
through very exhaustive tests by  
Chief Engineer Esherwood for the  
United States Navy.

This I could  
forward to you if it would be of  
any use.

Yours very truly,

THE   
RUBBER

OFFICE OF THE EDITOR

9 MURRAY STREET

NEW YORK 7, N. Y.

June 14, 1950

Dear Skipper:

Mr. Lathrop recommended the following wheels to Mr. Newcomb for his Marco Polo: 20 by 14 or 22 by 14 driving through 2 to 1 reduction gears. This is for the small motor. You may remember that Mr. Newcomb decided on twin engine installation.

I wonder if you would think about this and let me know your opinion.

Your



June 19, 1950.

Dear Boris:

I should think the 20 x 14 wheel would be about right for the 4-cylinder LH Icthrop engine in the MARCO POLO, with a 2 - 1 reduction gear.

I was delighted to hear that Mr. Newcomb is getting along far enough to think about engines.

Very sincerely

June 26, 1950.

Dear Billy:

I wrote to the x-Mrs. Burgess, who is now Mrs. A. B. Glidden, in regard to the lap stroke kayak that I used to own, and she dropped in to call on me and say that she does not want to sell that kayak but that she has another one that I designed that is built like a dory, which she says is in good condition and which she will sell for \$125.00. The nearest place where the kayak could be picked up by water would be the yacht club at Damariscotta, which I imagine is some five miles or so from the farm where she lives at present in Newcastle.

Mrs. Glidden is the manager of the Maine Handicraft Center at Damariscotta which is opposite the tourist information burec.

I hope everything is going well with you and I intend to finish off the helmsman's seat next week.

Very sincerely,

Mr. William J. Strawbridge,  
Torworth,  
Paoli, Pa.

SAILMAKERS

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



CONTRACTORS TO ADMIRALTY, AIR MINISTRY AND MINISTRY OF SUPPLY

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ALL ALTERATIONS TO  
RACING SAILS CHARGED FOR

ESTABLISHED 1790

# Ratsey & Lapthorn, Ltd.

## Cowes, I.W. June 28th 1950

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

Dear Mr. Herreshoff,

By the time this letter reaches you I hope Mr. Santry will have been able to set the maintopmast staysail we made for the "PLEIONE".

I personally took an infinite amount of trouble over this sail, and only hope it will be the success we all hope for, as I mentioned in my letter of June 13th.

I hope I shall be hearing from you again, and assuring you of our best attention,

I am,

Yours sincerely,

TCR/VMR

Chairman & Managing Director

July 5, 1950.

Mr. T. C. Ratsey, Managing Director  
Messrs. Ratsey and Laphorn, Ltd.,  
Cowes, I.W.  
England.

Dear Mr. Ratsey:

I have your letter of the 28th of June, and Mr. Santry has received the main topmast staysail. He has tried it only temporarily but says that he thinks it sets well but it does sheet farther aft than we expected. I do not tell you this as a complaint but simply as a matter of information about the sheet leads of such a sail.

I have not seen the sail yet but no doubt we shall hear from it later, and I very much appreciate the especial care and attention that you have given this sail, and which old Tom Ratsey had done for me with several sails.

With personal regards,

Yours very truly,

6655

COWES, I.W., June 22nd

19 50

Please receive from **RATSEY & LAPTHORN, Limited** on Account of:—

M/Joseph V. Santry, Esq., Combustion Engineering-Superheat Inc.,  
200 Madison Avenue, New York 16.

Yacht "PLEIONE"

Serial No.

7461          New Maintopmast Staysail & bag.

per Thomas Meadows & Co, Ltd, bale being shipped on  
the R.M.S. "QUEEN ELIZABETH".

Received by

July 5, 1950.

Dear Mr. Nicholson:

I have just received your most valued letter and will send you soon photostats of the construction plans of VIGILANT, DEFENDER, RELIANCE and will try to obtain some of the other plans for you. This may prove to be quite hard for all of the designs that belonged to the Herreshoff Manufacturing Company are now at the Massachusetts Institute of Technology, and as they are not filed away in the system they used to be it is difficult to locate the plans that are wanted. But I will make an effort to send you from time to time sufficient information certainly for having half models made. Unfortunately the photostats will not be to scale and someone will have to work up the lines with proportional dividers.

Certainly I well remember the pleasant meeting I had with you at Newport in 1930, but the first time I met you was at your yard in 1921 when you showed Mr. Frank Paine and myself over your whole establishment, as well as taking us over to your branch at Southampton.

Yes, I consider you the senior yacht designer of the world, and "senior" in many ways -- not only in years of experience and in tonnage of vessels built, but also senior in the quality of designs, and I want to thank you for all the aid you have given yachting in your many years of helping the Y. R. A. I am most flattered and pleased that you have found time to read some of my writings in THE RUDDER.

With kindest personal regards  
to you,

Very sincerely yours,

THE  
RUDDER

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

July 10, 1950

Dear Skipper:

It will please you to hear that your rating rule has met with a great deal of acclaim by all those yacht designers with whom I have talked about it.

I think the timing of the publication was just right as they are all beginning to think of what to do this coming winter.

I have already received a design from Philip C. Bolger who tells me that he had the design looked over by you. Mr. Bolger wants to design a "How To" for me to the same rule and I told him to go ahead.

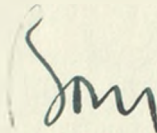
He will check with you and hope you will be kind enough to keep him on an even keel. Personally I am anxious to get all the designs I can to keep the pot boiling.

The series of articles on N. G. Herreshoff will be continued in August as usual. We need more material both on this series and the Barracuda and I hope you will find time to send it in.

In these days of keen competition we are trying to get THE RUDDER out early.

How is my sea chest?

Your



July 17, 1950.

Dear Boris:

It was nice to have your letter of the 10th. Young Mr. Bolger came to call on me and showed me the design of his RUDDER rating boat which I think was very good indeed, and I shall be very glad to help him if I can if he makes a How-to series plan.

It is very pleasing to know that the rule has met with acclaim, and I do think that when some boats are raced under it it will be liked even better. In the article I failed to point out that I believe the rule will classify boats of different types and different size racing together with a time allowance, and I wish the Sewonaka Corinthian could have some races under it with different types of boats.

I am wondering what you mean by "we need more material both on this series and the Barracuda". I believe there has been more material there than was published for the past few months, and I sent you by the first of July another instalment on N.C.H. I thought from the letters you showed me and the comments that you might not want to continue the Barracuda in view of the fact that you felt people desired a more so-called "modern" type of power boat. So I dropped any farther work on it.

Enclosed is a letter with pictures, information and price list of some good looking blocks in which I thought you would be interested.

Sincerely yours,

July 17, 1950.

Dear Billy:

I got back to Marblehead about nine o'clock at night and would have arrived here very much earlier only I had to wait in Portland until 5:40 for a train that stopped at Salem.

I think the only thing that you left here was a galvanized iron thimble which I am sending you under separate cover.

If the principal object of PIQUANTE was to run economically, and if she turns out as efficient in her future runs as she did last Saturday, she certainly will be a remarkable boat, and I imagine that no other size of boat could run from Marblehead to Portland in that length of time with that small amount of fuel. This almost compares with road transportation for I imagine if you rigged up a truck that had two staterooms and a galley in it it might not go much more than five miles on a gallon.

I will stop in at Mr. Orner's today to reserve a place to store her in the winter, and please tell Mrs. Billy that I will try to get the swimming ladder done before long.

Sincerely yours,

THE   
RUBBER

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

July 18, 1950

Dear Skipper:

We have enough on your father's life for the September issue but we need more as soon as possible.

In regard to the Barracuda, I had no intention of dropping the design. I think she is a very good boat and she, too, will find her friends. Naturally, people used to stock boats may not like her, but we are not catering to them exclusively and sure hope you will finish the design whenever time permits you to do so.

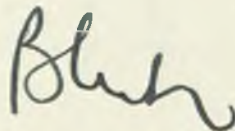
I have no record of receiving anything from you in July. If you mailed me some material, it probably has been mislaid or lost. I wish you would check the matter through.

I have received notice that Ann Lawrence was married. I had known about it some time back when I talked to her on the telephone.

In regard to the yacht blocks, I will write the gentleman in a few days. The best possible outlet is in securing an able and accurate agency in the United States. The direct sale of British merchandise in this country is not successful.

To get back to the Barracuda, I am seriously thinking of building her for my own use in a few years. She should be ideal for me when I finish building my place in the Bahamas. Fast and simple she will require the minimum of care and should be inexpensive to keep up.

Your



July 21, 1950.

Dear Boris:

I am much surprised to hear that you did not receive the manuscript for the N.G.H. story which I sent either on June 30 or July 1. If this is lost of course we can send you a copy of the manuscript, but the difficulty will be in getting the illustrations.

Later on I will try to finish the drawings of BARRACUDA, but I do not think the time is ripe for such an advanced boat, and I am much more of this opinion since Mr. Strawbridge's boat had her trial trip. On July 15 I ran from Marblehead to Portland, Maine, at the rate of 15 mph on seventeen gallons of gasoline, which is so remarkably more efficient than any other motor boat in any country that I am not very enthusiastic about casting pearls before swine with BARRACUDA.

Incidentally, this last month's manuscript began with page 264, "I must not neglect to speak occasionally of the small steam yachts ----", and ran through page 274. There were nine illustrations -- Tranquillo, Reposo, Wana, Little Sovereign construction plan, Sunbeam, Havette, Helvetia II, X P D N C, and construction plan of X P D N C.

Sincerely yours,

July 21, 1950.

Dear Billy:

Q. If a launch runs five miles on a gallon of gasoline, and has an hundred gallon tank, what is the cruising radius?

A. From the Battery in New York City to Bar Harbor, and back again to Portland, Maine.

I hope you take some good photographs of PIQUANTE for if you approve I might write a short article about her for THE BUDDER next winter, telling something about her economy at fifteen miles an hour.

I trust everything is working out all right, and hope you can drop me a line telling me about exhaust pipes, etc.

Very sincerely,

P. S. I spoke to Mr. O'ner about storing the boat this winter, and he says that on account of her length she will have to be stored outside under a canvas cover, and this I think is best in many ways for we can get at her more conveniently in the winter time, and she can be worked on earlier in the season than if she were under one of the cold, damp sheds.

He thinks the cost for hauling, storing and making the frame and furnishing the canvas cover will come to about \$100.00.

They used to think at Bristol that spring boats under a canvas cover is the best, and I think so, except where there is a shed that has good light and heat when one wants to work on the boat. Storing outdoors is certainly much better than in a dark, damp shed.

July 21, 1950.

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

Dear Mr. Lathrop:

I think you will be interested to know that the launch built by Luders last winter for W. J. Straubridge and powered with two of your LH-4 engines has turned out remarkably efficient running.

On July 15 she made a run from Marblehead to Portland, Maine, at the rate of about fifteen miles an hour, or twelve and three-quarters knots, for this some eighty-four nautical miles distance, and she only used seventeen gallons of gasoline which seems to work out at almost five knots to a gallon of fuel at 15 m.p.h.

The engines then were turning over 1600 revolutions, and the propellers that have been fitted to the boat may be a little bit large for when the engines are wide open they do not turn over any more than 1900 r.p.m. when the speed of the boat is somewhere around sixteen and one-half miles, or more than eighteen miles per hour.

This launch is forty-seven feet long and has a small cabin at each end, and I think this is a very remarkable performance.

Yours very truly,

July 21, 1950.

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

Dear Mr. Luders:

I think you will be interested to know that the launch that you built for K. J. Strawbridge made a run on the fifteenth of July from Marblehead to Portland, Maine, at the rate of approximately fifteen miles per hour, or twelve and three-quarters knots. The distance is approximately eighty four miles, and she only used seventeen gallons of gasoline, which seems to work out to nearly five miles per gallon at a pretty good speed.

I don't think any launch has anywhere nearly approached this economy before, so you must have built a very smooth bottom, and all the appendages must have been very neat.

Yours very truly,

July 26, 1950.

Dear Mr. Dane:

I have recently gotten delivery of a sail for PLEIONE from English Ratsey, and I was wondering if you might be interested in some sail or sails made in England while the exchange is so favorable, and it may be difficult to get delivery later on if the war clouds become any thicker.

I want now to thank you for keeping BOUNTY looking so nice: people all say she is the best looking boat in the harbor.

Yours very truly,

Mr. Edward Dane,  
1341 Beacon Street,  
Brookline, 46, Mass.

July 26, 1950.

Dear Joe:

Thank you very much for your check, receipt for which is enclosed.

I am sorry to hear you are somewhat disappointed with the new sail, and I should be glad to go sailing with you at almost any time and see if there is anything I can suggest to improve it. I think, however, that for experimenting with the lead of the sheets, etc., it will be desirable to sail in light to moderate weather.

Very sincerely,

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

August 4, 1950.

Dear Boris:

I certainly was shocked and grieved to hear of the passing of Mr. Paterson, and, although I realized he was along in years, I had thought that probably he would retire and be sickly before he passed away.

In some of my correspondence lately I have written to a man in Cuba answering his inquiry about catamarans, and in my letter I told him that he could get the designs of the SAILSKEI from THE RUDDER. Unfortunately he has sent me a letter enclosing a postal order for \$20.00 which I have endorsed and am forwarding to you so you can send the blueprints to him.

Sr. Jesus Fernandez,  
Vigia n r o 64  
Habana Cuba

Yours very truly,

Enclosure.



**LÜDERS MARINE CONSTRUCTION CO.,  
STAMFORD, CONN.**

**DESIGNERS AND BUILDERS  
YACHTS, LAUNCHES AND MERCANTILE VESSELS  
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Code A.B.C. and Western Union**

July 24, 1950

Mr. J. Francis Herreshoff  
The Castle  
Marblehead, Mass

Dear Mr. Herreshoff,

Thanks for your letter of July 21. I am very glad that you are pleased with the launch's performance. The economy of this boat is amazing. I remember when we figured out the predicted consumption for delivery, Mr. Swift did not use nearly as much as we anticipated.

As he probably told you, we made 16.1 knots over the measured course at Oyster Bay. At that time she was loaded almost exactly on the design waterline, which we have marked with round head screws forward and aft, and I think amidships, for your later reference.

I think you have certainly produced the most level running boat at that speed that I have ever seen. I can't see that she goes out of trim at all, from the pictures that we had taken. When I tried it, of course, we only had smooth water, but Mr. Swift had most satisfactory behavior in Buzzard's Bay in a southwester.

It is a most interesting design and we enjoyed working with you on this boat. If you have any other clients we would be very happy to have you consider us again. Incidentally, Bill Strawbridge has probably told you that the cost including the extras he added fell considerably below our estimated ceiling.

Very truly yours,

A. E. Luders, Jr.  
rbt

August 4, 1950.

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

Dear Mr. Luders:

Thank you very much for your letter of the 24th of July. I was glad to get the actual speed of PIQUANT and think this is very good indeed for the engines were not turning up to their maximum recommended speed. When the speed is translated to miles, which everybody speaks of now, it must have been about 18½ m.p.h. While perhaps the propellers were not exactly right for maximum speed I think they are just right for the speeds at which Mr. Strawberry wants to cruise. When she was running at 13 knots, or fifteen miles, an hour I looked at the propellers when in calm, clear water and could see that they were not cavitating at all.

If you have a chance to write again I would appreciate it if you gave me the pitch and diameter of the propellers for, while Billy told me what they were, I have forgotten.

I am very much pleased that the cost came below your estimate, and do think that if you built another boat of the same construction she would turn out quite a little cheaper than the ordinary way of building, and I believe that she is unnecessarily strong and will have a long life.

You mention having taken some pictures of her, and if one of these pictures is of her running I should very much appreciate it if you would permit me to purchase a print from you.

We have here the compass that Mr. Swift used when he delivered her here; which I will send back to you within a few days and I am ashamed that I have not packed and sent it before. As he probably told you the glass is cracked and there is some air in the bowl.

I will see what I can do about getting another order for you.

Very truly yours

August 4, 1950.

My dear Bevil:

Thank you for your letter of the twentieth of July: it was mighty nice to hear from you again. I was interested to learn that you had been working at Falmouth in the first part of the summer. I believe that all of these experiences, where you are able to see various kinds of boats, will help you very much with your drawing.

Yes, the cost of yachting both over here and there has gone up so much that it is hardly worth while any more, but apparently it has not gone up much more in England than here because the VIRTUE XXXV and some other boats have come over here to be sold. Between the wars English yachts cost more to build than American.

I think the craze for making long voyages in very small, inappropriate boats is a strange one, and why one would want to be so cramped and uncomfortable, and exposed to hardship, for such long times is hard for me to understand. Some people have claimed it is a lazy life and on some of these small cruisers day after day they need do nothing but eat and sleep, but on the other hand there are lots of long night watches so I cannot understand it at all. My opinion is that for a long voyage a boat should have in the crew so there could always be one who could have time for navigating, and another for cooking, while the other ~~three~~ could have more or less regular watches.

Mr. Allcard came here to visit me the day that I happened to be away on the trial trip of a new launch from here to Portland, Maine, and I greatly regret missing him.

I was interested to hear that Chapelle was in England and very glad that you met him. He is a wonderful draftsman and I think he has done very well with his books which certainly are interesting and artistic on account of the fine cuts. I do hope before long you will get the urge the sketch and start at etching because I am sure,

after you have once started you will enjoy it very much and will make valuable contributions to nautical history.

Race week at Marblehead has started with 420 entries the first day. There are many small boats here but the medium size and large yachts are a thing of the past in this country. However, I think a lot of young people are having fun on the water, and we can only hope they continue to do so without being interrupted by another war.

Good luck to you, and with kind regards

I am sincerely yours

August 4, 1950.

Dear Mr. Nicholson:

Thank you very much indeed for your letter of the seventeenth of July. Very soon now I will go to Boston and visit the Massachusetts Institute of Technology and get what information I can for you to make up the models for the Royal Thames Yacht Club. The photostats that I referred to before only give the profiles and deck plans, and I will try to get the table of offsets but cannot say beforehand just what I can get, but you should receive something before too long.

The first time I met you was the first year the 6-metre boats went to England to race. One of these boats was owned by Frank Paine and I was one of his crew. The boats were partly fitted out at your yard where we met you, and you were very kind to us. Besides showing us over your plant you took us for an automobile ride to the River Hamble where we saw many small cruisers anchored. You also took us a little way east of Portsmouth where we got a glimpse of the chalk cliffs in the distance.

At that time you were building some very nice launches about 45' long with a shelter aft, and had recently had an accident or a collision in running one of these launches. One day you took Frank Paine and me from Gosport to Cowes in one of these launches, and I was very much impressed at how smoothly she ran in a seaway. I will always recall my visits to Gosport and Cowes as being some of the most pleasant experiences of my life.

Your sixty-five years of designing is most interesting indeed, and certainly you are the record holder at the present time, but my father exceeded you by quite a little in actual years of designing as he designed his first famous boat, VIOLET, in 1864, and his last, BELISARIUS, in 1935, making seventy-one years of designing. But I do hope and expect that you will exceed him for I think you are in much better condition at your age than he was at an equal age, he having always been quite frail.

Very sincerely,

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

August 4, 1950.

Dear Billy:

The bathing ladder I sent you a few days ago is intended to be used abreast the after engine compartment frame where the deck line and the planking are somewhat parallel. Also it is thought that it would be convenient to step on the engine hatch when coming aboard.

Tell the boys not to push too hard on the bottom step of the ladder for it is possible that that would start the toerail along the sheer, and tell Mrs. Billy that if she does not like the workmanship of the ladder she should not look a gift horse in the mouth.

As for settling up on the commission of PIQUANT, I do not need any money at present and if you prefer we can put it off until this fall and talk it over, but I wonder what you think of the following.

1/2 of 10% commission on \$12,000	\$600.00	
1/2 cost of fittings, rudders, etc.	<u>100.00</u>	
	700.00	
amount paid	<u>400.00</u>	
	300.00	
Venturesome Voyage	2.25	
postage .10	<u>2.35</u>	
		802.35

In this resume I have only valued the fittings made here at \$200. but you will find that such special parts would amount to more nearly \$400. today, and it is a fact that I worked a few hours a day for about three months on these parts. As I enjoyed the work I do not want to charge much for it. I think you have paid for everything else so there will be no more bills that I know of.

I hope you have a pleasant summer and will write me after you have run PIQUANT in some choppy water for I think you and I have produced something vastly better than the usual motor launch of today. If she continues to run five miles on the gallon I believe it is really miraculous and very important; perhaps she is the most desirable motor launch built for several years for I doubt

very much if you will find another craft in the world which will carry so much accomodation on so little fuel. Certainly, considering first cost and all, she would beat any small diesel powered craft.

By the way, the latest catalogs do not list the LH-4 at less than 1,800 r.p.m. and I would not hesitate to run them at that speed if they are quiet there. I hope you have cured some of the various vibration noises.

Please remember all you can to tell me next fall.

Very truly yours,

Mr. William J. Strawbridge,  
Northeast Harbor,  
Maine.



LÜDERS MARINE CONSTRUCTION CO.,  
STAMFORD, CONN.

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

Telephones  
4-3137 } Stamford  
4-3138 }

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

August 15, 1950

Mr. L. Francis Herreshoff  
The Castle  
Marblehead, Mass

Dear Mr. Herreshoff,

I am enclosing a set of proofs of the PIQUANT. You are welcome to them. In case you want any enlargements you can order directly from Seaf Photo Service, address on back of the photos. YACHTING wanted us to send them a picture for publication, but in view of the background I was hoping that Bill Strawbridge might during the summer get some better ones. If he doesn't, I will send in one of these.

In regard to the propellers, they were 20 x 24".

We realize that the compass was broken but we can repair it after you have sent it back.

Hoping that you will have something we can figure on in the future, I am

Very truly yours,

A. E. Luders, Jr.

rbt  
enc

August 19, 1950.

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

Dear Mr. Luders:

Thank you very much  
for sending me the proofs of the  
PIQUANT: I have ordered a couple of  
them from the photographers.

I cannot get over the  
economy of this launch, and the other  
day was looking over some figures  
made when we figured on her cruising  
radius in relation to her tanks. At  
that time I noticed we figured she  
would go 2 $\frac{1}{2}$  miles per gallon, and in  
actual practice she went 5.

Yours very truly,

August 19, 1950.

S E A F Photo Service,  
Stamford, Conn.

Dear Sirs:

Mr. Luders has sent me some proofs of photographs that you took of a launch that he built last winter from my design.

I should like to order a couple of these photographs slightly enlarged, say perhaps something like 5 x 7. In the case of 11479 #6, if you can show the launch larger and cut out some of the background it will be appreciated. The other one I should like to have is 11479 #1.

Yours very truly,

THE   
RUBBER

OFFICE OF THE EDITOR

9 MURRAY STREET

NEW YORK 7, N. Y.

August 10, 1950

Dear Skipper:

We have forwarded the plans of the Sailski  
to the gentleman in Cuba, and thank you for your  
assistance in this matter.

Your

*Bom*

August 19, 1950.

Dear Boris:

Your sea chest is completed, and if you or any of your friends are up this way in an automobile I think it would be the best way to take it home. For me to crate it would be almost as much job and expense as making it.

I hope everything is going well at THE RUDDER, and shall be glad to see you whenever you can come up.

Enclosed is a letter inquiring about an H-28 near Wisconsin that I think you can answer better than I can.

Yours very sincerely,

Enclosure.

August 22, 1950.

Mr. R. P. Gibbs,  
Cataumet, Mass.

Dear Sir:

Thank you very much indeed for the most interesting photographs of your Meadowlark LOON, and I am sure the editor of THE RIGGER will be extremely pleased for your boat evidently is the first one that has been finished.

Of course the whole object of the design was to make a boat that could sail in very shallow water and lay on the bottom in some shallow water districts of the south like Albermarle Sound, and various places in Florida, and I think for this purpose probably she is one of the best designs ever made, but as for racing I certainly am surprised and very much pleased that you were able to win a race with her.

While at Edgartown if you had an opportunity to visit Cataumet Bay then you could sail all over this region without giving it a second thought, whereas most keel boats can only lay in the center part of this bay.

Whenever you get a chance I shall be interested to hear if the LOON has enough stability, or if you think her sails are too small for ordinary use. But you must bear in mind that the wind in Buzzards Bay is stronger than other places and that her rig was made small on purpose contemplating using the auxiliary power in light weather. I should also like to know what kind of a sea boat she turned out to be.

Yours very truly,

1341 BEACON STREET  
BROOKLINE 46, MASSACHUSETTS

August 17, 1950

Mr. L. Francis Herreshoff  
The Castle  
Marblehead, Massachusetts

Dear Mr. Herreshoff:

In reply to your letter of July 26th, after some thought I have decided I would be interested in new mainsail and mizzen sail for the BOUNTY made by Ratsey in England from Egyptian cotton.

I assume the sail plans in your files are based on the raised main boom which, I am sure, was done before I ordered the last set of American Ratsey sails just prior to World War II.

Can you give me any idea of the delivered price and delivery date, for my interest.

I wish to thank you for your compliment regarding the looks of BOUNTY. I have received more outspoken favorable comment this summer than ever before and know credit belongs both to her designer and the way Captain Abbott has continued maintenance with high diligence.

Sincerely,

*Edward Dane*

August 22, 1950.

Mr. Edward Dane,  
1341 Beacon Street,  
Brookline, 46, Mass.

Dear Mr. Dane:

Referring to your letter  
of August 17.

I will get estimates from  
English Ratsey as soon as possible on the  
main and mizzen sails and let you know.  
I do not have a record of the amount that  
the main boom was raised, but believe it  
is only a few inches as I understand this  
was done to clear the boat that was  
carried on the forward end of the deck  
house.

Before ordering the sails I  
will find out from the captain if the main-  
sail ever stretched way up to the sheave  
at the end of the mast, (which I doubt very  
much), so that probably the original sail  
plan will be O.K.

Yours very truly,

August 22, 1950.

Mr. T. C. Ratsey,  
Messrs. Ratsey & Laphorn, Inc.,  
Cores, I.W. England.

Dear Mr. Ratsey:

I should like to have you send me an estimate on a mainsail and a mizzen for the yacht BOUNTY, owned by Edward Dane who is now the commodore of the Eastern Yacht Club.

While I will send you a blueprint of the sail plan of this yacht if the sails are ordered, I am only giving you below the dimensions of her sails for the purpose of estimating. While BOUNTY is not a racing boat she is a very well kept up yacht, and the sails should be made of Egyptian cotton of a quality nearly equal to the racing sails.

I would appreciate it if you airmailed your reply giving delivered price and delivery date.

With kind personal regards  
to you,

Very truly yours,

	Mainsail	Mizzen
Luff from gooseneck to headboard	58'	34' 9"
Foot	26' 9"	17'
Leach, clew to headboard	57'	35'
Headboard	1' 1" or more	11"

August 28, 1950.

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

Dear Mr. Ratsey:

The maintopmast staysail you made for the schooner PLEIONE must have turned out fairly well for her owner, Mr. J. V. Santry, has requested me to get from you estimates for the sails listed below.

For your own records I will note that the main staysail was a little too slack along the foot so it was difficult to trim flat enough in its lower regions when close-hauled, although it was eventually sheeted to the end of the main boom. Perhaps this fault is principally from the design or shape of the sail, but I feel the seams along the foot should not have been relieved as much.

The sails we want estimates on are as follows:

Mainsail,	hoist to headboard	67' 6" ✓
	foot	33' 6" ✓
	leach " "	73' 6" ✓
	headboard, about	12" ✓
	area	1,116 sq.ft. ✓
Main staysail, hoist to headboard		49' ✓
	foot	18' 9" ✓
	leach	44' ✓
	area	410 sq. ft. ✓
Big Jib,	luff	54' ✓
	foot	24' ✓
	leach	40' ✓
	area	450 sq. ft. ✓
Regular jib	luff	54' ✓
	foot	20' 6" ✓
	leach	37' 9" ✓
	area	290 sq.ft. ✓

over -

We should like to have each sail estimated separately, and all to be of the highest grade material and workmanship. If you have the record of her previous sails which were made by you some eighteen years ago we should like the new sails of the same weight, but otherwise use your own judgement on weight.

Mr. J. V. Santry, the owner of PLEIONE, is sailing for England in about a week to visit a manufacturing company there that is affiliated with the concern over here of which he is president, and so he would like you to send a copy of the estimate to him at the following address:

Mr. J. V. Santry  
The Superheater Company Limited  
53, Haymarket  
London, S.W. 1

If it is possible he will visit you at Cores within a month. A blueprint of PLEIONE's sail plan is following by air mail within a day or two.

Yours very truly,

L. Francis Herreshoff

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TELEPHONE NOS. 1 & 420



CONTRACTORS TO ADMIRALTY, AIR MINISTRY AND MINISTRY OF SUPPLY

ALSO AT  
GOSPORT AND NEW YORK

ALL ALTERATIONS TO  
RACING SAILS CHARGED FOR

ESTABLISHED 1790

# Ratsey & Laphorn, Ltd.

## Cowes, I.W. August 25th 1950

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

Dear Mr. Francis Herreshoff,

It is indeed nice to hear from you once again, and from this we gather you still remember us, as you did this year when we made the topmast staysail for the "PLEIONE". We shall look forward to hearing further reports on this sail, as we took an infinite amount of trouble about it.

I would very much like to have the privilege of making the sails for the "BOUNTY". Although we always turn out the finest possible sails, it obviously gives us the greatest satisfaction of all to know they are going to be used on a well kept up yacht. I have pleasure in enclosing our estimate for a new mainsail and mizen, to the dimensions given by you, which obviously is approximate, not having the sail-plan, but in case it would interest you, which I hope it will, as soon as we receive the sail-plan we can discuss further details before you finally place your valued order, which I sincerely hope you will.

I am,

Yours very truly,

*Chris Ratsey*

Chairman & Managing Director

TCR/VMR  
ENCLO.

SAIL & FLAG MANUFACTURERS.  
TELEGRAPHIC ADDRESS  
"SAILS" COWES.  
TELEPHONE NOS. 1 & 420

YACHT CHANDLERY AND  
ALL DESCRIPTIONS OF BEST PLOUGH  
STEEL WIRE ROPE IN STOCK.

ESTABLISHED 1790

ALSO AT  
GOSPORT & NEW YORK.  
ALTERATIONS TO  
RACING SAILS  
CHARGED FOR

# Ratsey & Lapthorn, Ltd.

Cowes, I.W. August 25th 19 50  
England.

To L.F. Herreshoff, Esq

*An* <sup>APPROXIMATE</sup> *Estimate* to supply the undermentioned  
sails for yacht "BOUNTY"

*To be made of the best quality material and completed  
with first-class workmanship in every respect for the sum of*

Three hundred & twenty-nine pounds, seven shillings & sixpence, as under:-

New Mainsail & battens	£236. 5. 0d
" Mizen	93. 2. 6d

Made of the very finest brown  
Egyptian cotton canvas. *as per  
valuation Sails.*

£ 329. 7. 6d

Including bags.

Slides if required extra.

ENGLISH PORT OF SHIPMENT

per pro RATSEY & LAPTHORN, LTD

*G. L. Ratsey*

Chairman & Managing Director

September 12, 1950.

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

Dear Mr. Ratsey:

Thank you for your letters of the first and sixth. I am glad to hear more details about the construction of the main topmast staysail of PLEIONE and sorry that I had thought the cloths were relieved. It is my impression that when this sail is used more and the clew stretched out some it may be improved. However, I hope that Mr. Santry will get down to call on you at Cowes when you can talk this over. Mr. Santry sailed for England the same day that I got the estimates so no doubt you will hear from him through his London office within a week or so.

In regard to whether the sails of BOUNTY should be hand sewn or machine sewn - I will have to take this up with the owner and let you know just as soon as I can.

Yours very truly,

August 29, 1950.

Dear Mr. Dane:

I now have a reply from Ratsey on the cost of mainsail and mizzen for the *BOUNTY*, a reply which came quickly thanks to air mail both ways.

His estimate is "made of the very finest brown Egyptian cotton canvas as for racing sails", and he says it would give him great pleasure to make these sails for such a well kept up yacht, so apparently the *BOUNTY*'s reputation has been heard even in England.

Enclosed is a copy of his quotation. I think the reason the mizzen is comparatively cheaper than the mainsail is because he is figuring on making it of lighter cloth, which I approve if the mizzen sail is not to be used for a storm sail when laging-to.

Yours very truly,

Enclosure

Mr. Edward Dane,  
1341 Beacon Street,  
Brookline, 46, Mass.

P.S. Although I asked for a date of delivery he did not mention it, but I think it would be fairly quick as apparently he has not much work at this time.

COPY.

Cowes, August 25, 1950

To L. F. Herreshoff, Esq

An approximate estimate to supply the  
undermentioned sails for yacht "BOUNTY"

To be made of the best quality material and  
completed with first-class workmanship in  
every respect for the sun of

Three hundred & twenty-nine pounds, seven  
shillings & sixpence, as under:-

New Mainsail & battens	236.	5.	0d
" Mizzen	93.	2.	6d
	<hr/>		
	£	329.	7. 6d

Made of the very finest brown  
Egyptian cotton canvas, as for  
racing sails.

Including bags.  
Slides if required extra.

ENGLISH PORT OF SHIPMENT

per pro RATSEY & LAPHORN, LTD  
/c/ T. C. Ratsey  
Chairman & Managing Director

September 1, 1950.

Miss Jean Fontaine,  
8718 80th Street,  
Woodhaven, 21, N. Y.

My dear Miss Fontaine:

I have received  
a little story written by you which I  
enjoyed reading.

By all means I  
would suggest that you send it in to  
the editor of THE RUDDER for I have  
nothing to do with selecting material  
or composing the magazine, and I think  
he should be interested.

Thank you for  
giving me the opportunity to read  
this descriptive poem.

Yours very truly,

1341 BEACON STREET  
BROOKLINE 46, MASSACHUSETTS

August 30, 1950

Mr. L. Francis Herreshoff  
The Castle  
Marblehead, Massachusetts

Dear Mr. Herreshoff:

I wish to acknowledge receipt of your letter dated August 29, 1950 enclosing a copy of the estimate from Ratsey & Lapthorn, Ltd.

The price quoted appears to me advantageous and I should like to go ahead with the order. I notice the quotation includes sail bags but not any slides, which are not necessary as I have plenty on older sails.

Will you let me know whether I should remit a draft at this time to bind this quotation or whether payment should be made on delivery.

Very truly yours,

*Edward Lane*

September 1, 1950.

Mr. Edward Dane,  
1341 Beacon Street,  
Brookline, 46, Mass.

Dear Mr. Dane:

Thank you for your letter  
of the 30th of August ordering the sails.

I have today ordered the  
main and mizzen from Ratsey at Cowes  
and think it would be better if you saw  
the slides on here for they will be much  
more apt to fit exactly.

I do not know myself what  
Ratsey expects in the way of payments,  
but no doubt he will let me know as soon  
as he gets the order. Personally I should  
think it would be an advantage to make at  
least a part payment while the pound is  
at a very low figure.

I hope you will drop in to  
call on me when you are down this way.

Yours very truly,

September 1, 1950.

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

Dear Mr. Ratsey:

Mr. Edward Dane, the owner of BOUNTY, has asked me to order the main and mizen sails made according to your estimate of August 25, 1950 for £ 329. 7. 6d, and hopes you will put it right in hand.

We should like to know if you want a part payment, or when you want the complete payment on the sails.

A few days ago I sent you a blueprint of the sail plans of both PLEIONE and BOUNTY which probably you have before now.

In regard to my commission on these various sails, would you prefer to give me credit with the Ratsey Company until better times, or it might be that I will order some small sails that the commission can go toward later on.

Yours very truly,

September 11, 1950.

Mr. Edward Dane,  
1341 Beacon Street,  
Brookline, 46, Mass.

Dear Mr. Dane:

I am a little confused by receiving from Ratsey the enclosed letter with a revised set of estimates which they have made up since they received the blueprint of the sail plan of BOUNTY.

I had thought they could make a definite estimate from the dimensions of the sails that I had given them, as old Tom Ratsey in his day could do. However, the new estimates for the machine dived sailed seem to be a little lower than the previous estimate, while the estimate for hand sewing, (which he very much recommends) are some forty-nine pounds more. I, myself, think it is rather unusual to have sails as light as this hand sewn, but if he recommends it it may be worth considering.

I am sorry to bother you with this matter which I thought was all settled, but if you will give me your decision I will write immediately.

Yours very truly,

Enclosure.

1341 BEACON STREET  
BROOKLINE 46, MASSACHUSETTS

September 14, 1950

Mr. L. Francis Herreshoff  
The Castle  
Marblehead, Massachusetts

Dear Mr. Herreshoff:

In reply to your letter of September 11th, 1950, I feel the machine-sewed sails of this size would be preferable to hand-sewn.

I do not believe I have ever had any hand-sewn sails on the "Bounty" and can think of no advantage at this time.

Therefore, you are authorized to order on my behalf a Mainsail and Mizen with Battens, including bags, from Ratsey & Lapthorn, Ltd. to be machine-sewn as quoted by them at £ 315. 5. 0.

It is my assumption this new estimate is based on Egyptian cotton and the other conditions as outlined in their first letter.

Very truly yours,

*Edward Dore*

September 12, 1950.

Mr. Edward Dane,  
1341 Beacon Street,  
Brookline, 46, Mass.

Dear Mr. Dane:

I think you are quite right in preferring the machine sewn sails and, I do not remember seeing hand sewn sails of this weight on boats during my time. I have seen pieces of old sails certainly that were hand sewn and they did not look to me as if they would be as strong as machine sewn ones.

Today I have forwarded the instructions to Mr. Rctsey.

Yours very truly,

September 12, 1950

T. C. Ratsey, Esq.,  
Messrs. Ratsey & Laphorn, Ltd.,  
Cobes, I. W. England.

Dear Mr. Ratsey:

I have taken the matter of hand sewn sails up with Mr. Dane, the owner of BOUNTY, and below is a copy of his letter to me.

So I think you may proceed at once with the machine sewn sails for this order, and let me know when you want payments, etc.

Yours very truly,

September 14, 1950.

Mr. L. Francis Herreshoff  
The Castle  
Marblehead, Massachusetts

Dear Mr. Herreshoff:

In reply to your letter of September 11th, 1950, I feel the machine-sewed sails of this size would be preferable to hand-sewn. I do not believe I have ever had any hand-sewn sails on the "Bounty" and can think of no advantage at this time.

Therefore, you are authorized to order on my behalf a Mainsail and Mizzen with Battens, including bags, from Ratsey & Laphorn, Lt. to be machine-sewn as quoted by them at L 315. 5. 0.

It is my assumption this new estimate is based on Egyptian cotton and the other conditions as outlined in their first letter.

Very truly yours  
/s/ Edward Dane. "

September 18, 1950.

Mr. William J. Strawbridge,  
Paoli, Pa.

Dear Billy:

I expect that I shall see you before you get this letter, but I thought you would like to have something on record about the settlement of the commission.

I want to say that you have paid me more than I expected and I thank you very much indeed, and as far as I am concerned I consider the matter very pleasantly settled. I should also mention what a pleasant time I had working on the boat and the fittings last winter.

All other matters no doubt we shall have already talked over before you get this letter.

Yours very truly,

September 19, 1950.

Dear Miss Thomson:

About two years and a half ago you kindly sent me four water colors by Fred Cozzens, and I feel a bit ashamed for having kept them so long. But I have shown them to several yachtsmen who have from time to time collected this artist's works. Because the paintings do not represent any definite yacht they do not interest the yachtsmen who have seen them.

I am sorry to have to return them to you, but picture collectors have very definite ideas of what they want and while admiring the technique of the artist, and the particular pictures, it seems the subject just lack interest for the men who have seen them.

I am returning them to you by express in the original box, and I want to thank you very sincerely for having sent them to me and given me the pleasure of seeing them.

It was very regrettable news about Mr. Paterson, but I trust that everything is going well with you and THE RUDDER.

With kindest personal regards,

Very sincerely yours

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TELEPHONE 8146.

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CONTROLLED FOR ESSENTIAL WORK.

GOSPORT.  
AND AT SOUTHAMPTON.

14th. September 1950.

Francis Hereshoff, Esq.,  
The Castle,  
MARBLEHEAD, Massachusetts.

Dear Francis Herreshoff,

I thank you for your letter of 4th. August and hope you will excuse this long delay in replying owing to my having been away for about a month.

Many thanks for the trouble you have taken in going to the Massachusetts Institute of Technology, you must have had a very tiring job as I know what a tangle these enormous collections of various items can be.

Your reminder of our first meeting the first year the Six Metre boats came to England to race for the British-America Cup. Frank Paine was a good yacht designer but not nearly as good as his father General Paine.

The year before in 1920 after our race for the old "America's" Cup in "SHAMROCK IV" which I had designed and my firm built for Sir Thomas Lipton, we had beaten your father's clever "RESOLUTE" in the first two races and one of these was in very flukey conditions and I was not on board that day because I had had a difference of opinion with Sir William Burton the amateur skipper of "SHAMROCK". "RESOLUTE" beat us in the next two races and in the final it blew very hard but I was not on board for that race because the day before my thumb had been crushed.

"SHAMROCK IV" had a reefed mainsail and jib headed topsail; the last yachts to have the gaff rig in those contests.

I remember the New York Yacht Club kindly gave me a dinner at the Club much to my great pleasure and pride, and my hosts included Charles Adams later Secretary of your Navy who was the amateur captain of "RESOLUTE", and at that time prohibition was the order but on that most interesting evening it was very far from teetotal dinner. Cormick, secretary of the Club, Sherman Hoyt, Charles Adams and other yachtsmen I knew so well were there and after having a few drinks they said, "well Nicholson thank god

14th. September 1950.

Francis Herreshoff, Esq.

you did not sail "SHAMROCK" more often than you did because if you had you would certainly have won". They made that remark because in the 4th. race Burton had asked me to take the helm and I had a perfect opportunity, a good breeze from 10 to 12 knots that "SHAMROCK" revelled in especially going to windward. Just before reaching the outer mark the wind dropped and it was a run to the finish, "RESOLUTE" ran to leeward from one gybe to the other and beat us easily on the long run but time allowance had only 10 minutes to go before the finish, and so it was with the many friends I met during my races against the old Cup. They were fine men and good sportsmen and at the end of those contests when just before I came home they told me that I should consider we had finished these contests all square because we ought to have won in 1920 and in 1934, much more definitely with "ENDEAVOUR I".

Referring again to the Six Metre Contests after the races for the Cup Paul Adams and Sherman Hoyt took me to Larchmont and they crewed me while I sailed one of Burgess' little Victory Class boats; we then went to the Club and met a few other younger members of the N.Y.Y.C. and they told me they wanted to arrange a more friendly race with small yachts with four boats a side for the British-America Cup. I then made the mistake of my lifetime I said that I would much prefer the races were held under my old friend Major Heckstall Smith's Rating Rule, then known as the Boat Racing Association 18 Footer Rule, I said I would like them to challenge with 22ft. l.w.l. boats to that rating, but in respect to the International Yacht Racing Union I thought I must support them by proposing the 6 Metre Class. If I had stuck to the 22ft. B.R.A. boats it would have made a great difference saving very many thousands of pounds in the great number of Six Metres which have since been built.

I initiated the 5.5 Rule last year with a boat I call "THE DEB", she was so successful as I won 7 firsts and 1 second in ten races, but I have only raced her four times this year and as I am getting too old to race such a small boat I have now offered her for sale.

This Class has taken on very well in some countries, in Norway they are building 7, and in France they were going to build 7 but finding we had only built my boat they dropped down to two, but next year owing to the Olympic Regattas in Finland coming in 1952 large numbers will doubtless be built. There are at present very few in America who have had any interest in this Class but you will now doubtless take it up as will so many other countries.

The motor launches you refer to were first built about 1912 but only two were 45ft. long all the others were 50ft. There is one built in 1912 now lying in this harbour.

14th. September 1950.

Francis Herreshoff, Esq.

Your reference to your respected and famous father reminds me of the great number of years since I designed my first 10 ton cruiser, the year I started in this old firm 65 years ago that is a long record but not as long as your respected father, but the yachts he designed for racing in the America's Cup contests were always so much faster than those I had designed.

With kindest remembrances.

Yours very sincerely,

*p.p. C. E. Nicholson*  
*v.t.*

Dictated but not read by Mr. C.E. Nicholson.

The Castle  
Marblehead, Massachusetts

Sept. 25, 1950

Professor Arthur A. Locke,  
Aeronautical Engineering Department,  
Wayne University,  
Detroit 1, Mich.

Dear Sir:

I was interested to get your letter of the nineteenth with reference to catamarans.

Up to now I have not heard of any Sailski which has been completed but THE RUDDER has sold several sets of drawings and I imagine that there must be one that has sailed before this, but I am sorry to say that I have not heard personally from her and do not know how she turned out.

It is very interesting that you have been developing a catamaran; it certainly is difficult to design one that is cheap to build, and I am afraid this will prevent the catamaran from ever becoming very popular.

It is very gratifying to me to learn that you have enjoyed the writings in THE RUDDER, and I appreciate your taking the time to tell me.

Yours very truly,

/s/L. Francis Herreshoff

October 9, 1950.

Dear Boris:

I have whittled down the chocks to the approximate size that they should be but still think they are a little heavy and will contain more bronze than is necessary. I did not finish them off because I thought the owner would prefer to finish them off himself.

Very truly,

Chocks being mailed today.

October 9, 1950.

Dear Billy:

I have been expecting that you would arrive here from day to day so I have not written you before.

PIQUANT was hauled out the day after she arrived and is now in position for the winter. I have told Orner to lay her up in the regular way that he does other launches which I think means draining the gasoline tanks, taking batteries out, and looking at the motors to see if the water is drained, etc.

If I were you I would have the bottom of the boat sand papered and painted this fall to save time next spring. In fact if it were my boat I would have her entirely refinished this fall so that she could be gotten under way without any delay in the springtime.

Yours very truly,

October 23, 1950.

Dear Virginia:

I was very glad to get your letter and off hand only know of two different people who could do a really good job on a small, or model, corner cupboard. The best one, of course, is Poulson who does work for you, but he would have to have a design, a photograph, or a model to work from. The only other person that I know about is Mrs. William Brown of Pleasant Street, Marblehead, but so far as I know she has only made much smaller pieces although they were high grade.

However, I would be interested in trying to make one for you for two different reasons -- one is that I would like to do something for Tasha's child as I had made some of the pieces for Rosamund in the doll house that she made for Tasha when they were living at Framingham, and I have a photograph of the interior of that doll house. The other reason is that some time this winter I am going to make a soft pine, full size, corner cupboard for myself, so making a model first would be interesting.

If the doll corner cupboard were an unglazed one it would not be very hard for me to make, or expensive. In other words, there can be quite a lot of difference in the amount of work that could be put into a corner cupboard. For instance, if it were a very plain soft pine cupboard, one which sometimes looks very well indeed, it would be much easier to make than a fancy mahogany one that had a shell top and glazed windows, etc. If you have Nutting's book called *The Furniture Treasury* you will find several corner cupboards illustrated after figure 490.

If the dolls are really as tall as 18" I think the cupboard should be 20" high. I doubt if it is possible to get Mr. Frank to call on me but I certainly would be most pleased to have you come any time you can, and I am going to try somehow to go up and call on Frank because I want to see his machine shop.

Very sincerely yours,

P.S. You might get a copy of "Yankee" magazine which has at times had ads of miniature furniture makers.

Charles P. Burgess  
7007 Glenbrook Road  
Bethesda 14, Maryland

October 16, 1950.

Mr. L. Francis Herreshoff,  
Marblehead, Mass.

Dear Francis:-

I was surprised and shocked to read in your article in the current issue of The Rudder the statement that the OUTLOOK was designed to the length and sail area rule. On the contrary, she was designed to a rule limiting the waterline length to 21 feet with no restriction or tax whatsoever upon sail area. Nothing like her was ever designed to a rule that taxed sail area.

How do you reconcile your praise of the Universal Rule boats with your uncomplimentary remarks about "Pot Belly." Surely the Universal Rule is the parent of "Pot Belly."

I enjoy your articles very much although I often disagree with you, and this time I cannot resist the temptation to twit you about your bull on the OUTLOOK.

With kind regards,

Sincerely yours,

Charles P. Burgess

October 23, 1950.

Mr. William Ratekin,  
General Delivery,  
Friday Harbor, Washington.

Dear Sir:

I received your letter and drawings and model of the catamaran and I wrote you the letter enclosed which came back to me.

The drawings and model were sent by express collect to the same address, as explained in the letter, and I think if you write them air mail immediately they will send them to you. We will also air mail the express company a letter advising that you now have an address and that you will advise the office there.

It is very fortunate that you will be in a district where dug out~~s~~ were made and where big timber is available.

Yours very truly,

October 23, 1950.

Dear Charles:

Thank you very much for your letter of the sixteenth: it was nice to hear from you.

Probably it was a mistake that I did not use the OUTLOOK as an example of length on water line rule boat without mentioning the sail area, but at that time many of the other classes which measured area were nearly as extreme, and the Outlook makes a very good example of the boats before the Universal Rule came into use. Starling, himself, was very fond of referring to her as "the last of the extreme freaks" before Universal Rule days.

The Universal Rule, as it came out, originally, was intended to allow the heavy displacement boats to race with the lighter and thinner boats on a more or less even basis, and we do not know yet whether some lighter ones, (although very much smaller), would not have had a fair chance.

Whereas these boats were built with a pot belly they need not have been any fuller than the "P" boats which, although perhaps not ideal, were certainly a very great improvement over the previous boats, particularly the Outlook.

I still think my words hold -- that they were the finest boats ever built, but I did not say they were the finest boats that ever could be built under some rule that I do not know about in the future.

Yours very truly,

TELEGRAMS:  
"NICHOLSONS, GOSPORT."

ESTABLISHED 1782.

TELEPHONE 8146.

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SHIP BUILDERS & ENGINEERS

YOUR REF. ....

OUR REF. CEN/NR

GOSPORT,  
AND AT SOUTHAMPTON.

3rd October, 1950.

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

Dear Herreshoff,

Will you please drop the "Mr." as I have done, as we have known each other for so many years.

I thank you for your letter of the 19th ult., and must ask you to excuse this long delay in acknowledgement.

I am very pleased to hear a good many of your countrymen are at last taking an interest in the 5.5 metre class, but it seems to be the same with you as it is with us, the cost of building yachts, especially smaller ones, is prohibitive and of course there are no larger ones building owing to the high cost, not only of building but from the cause of terribly high taxation.

I think I mentioned that in this country the cost is four or five times 1939 prices.

It is very good of you to have taken so much trouble in getting the photostats from the museum, among such a vast collection as there must be there. I regret, however, that you should have troubled to draw out some of the lines from the original table of offsets. If you will please send us these tables we will take copies of them and return them to you, and make the drawings of the lines ourselves.

Again thanking you. With kindest regards.

Yours sincerely,

*C. E. Nicholson*

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SHIP BUILDERS & ENGINEERS

GOSPORT

October 24, 1950.

Dear Nicholson:

I was sorry to hear from your son that you had been under the weather, and trust you are now feeling completely yourself again.

The cost of building yachts over here has not increased quite as much as in England, but everything is so uncertain that almost nobody is building high grade yachts, and practically the only boats being built are small one-design classes of laminated wood. But I do hope there will be a change for the better, and perhaps there will be a reaction in which people will again appreciate sensible, nice looking boats instead of foolish ones which in my mind are expensive under any conditions.

Taxation, of course, is the whole reason for all of the expense in building in either of our countries, and I doubt if taxation will go down until we both have sensible or conservative parties in power.

I will finish the drawings of the other three cup boats shortly but have been held up because I had some other work to do. It would not have been practical to send the table of offsets in the form that my father made them as they are rather difficult to understand, and even I would not have been able to do it if I had not at one time worked in the mold loft. In some cases he has given the offsets on these metal boats along the line of the edge of the plating, and sometimes, on longitudinal construction boats, along the line that the longitudinals ran: also where there is a quick change in the shop he gave the offsets closely spaced, and sometimes on plain surfaces quite far apart, etc., etc.

However, it has been a great pleasure to make these drawings up for you for I am glad to do anything for people interested in the history of yachting.

With kindest regards,

Very sincerely yours

ML 76.40

TELEGRAMS:  
"NICHOLSONS, GOSPORT."

ESTABLISHED 1782.

TELEPHONE 8146.

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SHIP BUILDERS & ENGINEERS

YOUR REF.

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CONTROLLED FOR ESSENTIAL WORK.

GOSPORT,  
AND AT SOUTHAMPTON.

17th. October 1950.

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

Dear Mr. Herreshoff,

As my father is laid up with a slight cold I hasten to write to you on his behalf to tell you how delighted he is to receive the two beautiful drawings of "RELIANCE" and "DEFENDER" and I am sure he will be writing you at an early date. It is indeed most kind of you to take the trouble to develop these plans from the original offsets and you may rest assured they will be treasured by my father.

Meantime, we are now having them scaled up to the  $\frac{3}{8}$ " scale which is the size selected for the America's Cup half models for the Royal Thames Yacht Club.

Time flies by and I always remember the pleasure of meeting you at Newport in 1930, and I am one of the many who still believe that "ENTERPRISE" is the fastest yacht to windward that has ever been built, and in addition to all her great detail of equipment she was certainly one of the best looking yachts ever designed from every point of view.

I see a good deal of Joe Hannen and he particularly wishes me to remember him to you.

With kind regards.

Yours sincerely,

*J. W. Nicholson*

TELEGRAMS  
NICHOLSON'S GOSPORT

ESTABLISHED 1788

TELEPHONE 81A

CAMPER & NICHOLSONS LTD

SHIP BUILDERS & ENGINEERS

GOSPORT  
AND AT SOUTHAMPTON

October 24, 1950.

Mr. John F. Nicholson,  
Messrs. Camper & Nicholson's, Ltd.,  
Gosport, England.

Dear Mr. Nicholson:

It was very nice to have a letter from you and I was sorry to hear that your father was ill, and I trust that by now he is well again. I remember meeting you in front of your father's house in 1921, and at that time you were riding an American motorcycle.

I am interested to hear that you see Joe Hannen occasionally, and think that Lee on the Solent where Joe and his wife used to be in the summer is a very pleasant place. I sailed dinghies there one afternoon and if I remember right these dinghies were designed by your father and were lap stroke about 15' long. Will you remember me to Joe Hannen when you see him?

It has been a great pleasure to draw up the lines of the old cup boats for your father, and I am ashamed that I haven't completed them all yet, but will finish off the others when I have some spare time.

I am glad you are active in the company now, and very much admire the Phoenix one-design class that I should think would have a lot of useful room for her crew.

With best wishes to you and your father,

Very truly yours,

ML 76 40

THE UNIVERSITY OF BUFFALO

BUFFALO, NEW YORK

DEPARTMENT OF ART

October 17, 1950

Dear Mr. Herreshoff.-

Wondering what had happened to the further drawings of Barracuda, I wrote the editor to express the hope you were well. He reports your condition as OK, but says that the public reception of Barracuda kind of cooled enthusiasm.

For what it may be worth, I want to repeat that I personally think very highly of the boat. Not only the most interesting launch to be published in some time; but the ONLY launch that has interested me one bit.

I am sure Ed Hill would not mind my quoting him to the same effect. We discussed the model several times last summer; and we both think you have the right idea.

I have heard rumors of a launch built for Mr. Strawbridge. Murray Petersen told me that she had opened many eyes around Marblehead — the scoffers remaining to pray, etc.

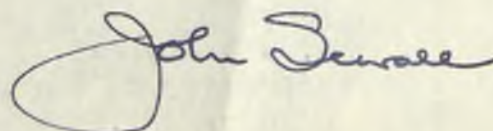
If you have a snap shot of the Strawbridge boat, I should ever so much like to see it. I hope you will publish the plans, also; and give us a report on performance. The editor mentioned this boat in his letter; if her fuel consumption is low, many owners will be inclined to cock an ear and eye.

I had a good look-see aboard the Gloriana, the Tancook Whaler designed by your brother. A very charming boat, with numerous clever, practical gadgets. The clipper bow, which didn't look well on the profile drawing, is one of the prettiest I have ever seen — shows us once again the difference between two dimensions and three. The stern is both unusual and neat. I gathered that the boat sailed pretty much on her ear, which she'd have to; but also that she didn't slow up as she heeled. For the rig, I can not say much. The sprit staysail obviously has to be set with utter precision, or it won't set at all. I imagine such sails will stretch out of useful shape pretty fast. Mr. Strong, the owner, labelled the whole ship "frankly experimental", and was having a lot of fun. But any time I feel compelled to get maximum sail area inside the smallest outline figure, I shall have a go at the old gaff and topsail cutter. With modern gear and fittings, it ought to be possible to turn out something surprising.

I had one glorious afternoon with Ed Hill on Quiet Tune. Hard dry easterly. His new plans will make a wonderful boat; but QT is just the right size for the afternoon. Big enough to keep you dry and comfortable; almost as easy to handle as a dinghy.

Best regards, and don't forget Barracuda permanently.

Sincerely,



October 24, 1950.

Dear Mr. Sewall:

It was very nice indeed to hear from you again and I was pleased to have you say you liked the BARRACUDA for apparently some people dislike her enough to write into the editor and say they had given up their subscription to the magazine because such a boat was being sponsored.

I am interested to hear that you had a sail on the QUIET TUNE with Mr. Hill. And also saw the GLORIANA that my brother designed: I never have seen her nor her sail plan so have no idea what she is like. The launch designed for Mr. Strambridge was named PIQUANT and I think next month there will be a photograph of her in THE RUDDER. She was designed principally for economy of fuel, and both he and I have thought the wide stern, short launches were radically wrong and used ever so much more power than the old time steam launches. PIQUANT's performance proved that we were more than right for she very much surprised us. She proved to run five miles on the gallon at the rate of about fifteen miles an hour, and, as her tank holds an hundred gallons, her cruising radius is five hundred miles. She ran some alongside a much advertised launch that had about her accomodations, although she did have more displacement and was shorter and had the widest point of the waterline at the stern. It is a surprising thing that this other launch used twenty four gallons an hour while PIQUANT was using two. But I think there must have been other things than model wrong with the other launch for twelve times the amount of fuel seems very unusual.

The principal virtue of PIQUANT is that she is a remarkably good sea boat and runs and steers steadily in both a head sea and a following sea, which of course is one of the peculiarities of the double ender.

If the public is not ready yet for longer, narrower, nice shaped boats I think they will be in a few years. .

Very truly yours,

Mr. John Sewall,  
University of Buffalo,  
Buffalo, N. Y.

THE   
RUDDER

OFFICE OF THE EDITOR

9 MURRAY STREET

NEW YORK 7, N. Y.

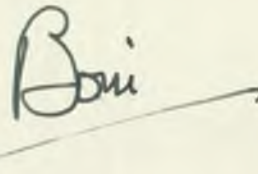
October 16, 1950

Dear Skipper:

Enclosed three pictures are of the Marco Polo dinghy built by Mr. Newcomb and George Davis. After you look them over, either keep them or heave them as I have others.

With best wishes.

Your



October 24, 1950.

Dear Boris:

Thank you very much for the pictures of the MARCO POLO dinghy. I would like to have them very much indeed and so will keep them, and thank you and Mr. Newcomb for sending them to me.

She looks like as useful a boat as you mention. The sails and spars look very good to me, and I don't doubt but that this is a very handy rig.

Very truly yours

November 15, 1950.

Dear Boris:

I have had an inquiry from  
M. Georges Lilloz, of 11, Rue A. Dehedencq,  
Paris, XVI, France and he is interested  
in receiving a catalog of designs.

Since there is no recent one  
left here I wonder if you will be good  
enough to send one to M. Lilloz.

Trust you are enjoying these  
fine fall days when it always seems a  
pity that we have had to haul out before  
they come along.

Very truly yours,

November 17, 1950.

Dear Victor:

Thank you for your very friendly and interesting letter of the first. I am feeling fine, thank you, and the castle is just the same so far as I know.

It must have been very thrilling to hve five trimarans racing at Manhasset, and I congratulate you for coming in first each day. Please do not overdo, but take it easy for I think you will accomplish more in that way.

I am sorry you have had trouble with the mast bending, but it should be possible to stay the masts on wuch a wide craft so that they do not bend, and I would not use the diamond system of staying which really is for very narrow boats that use lepping jibs.

It is very interesting that Rolf is contemplating building a multi hulled craft.

How nice it is for you to be doing portrait work, and I fancy you can derive a great satisfaction from such activity.

With kindest regards to you,

Very sincerely yours.

November 21, 1950.

Mr. David M. Crofoot,  
Random Acres,  
Fort Crook, Nebraska.

Dear Sir:

I am very gratified that you have enjoyed the writings in *THE RUDDER* about E. G. Herreshoff, and that you have taken the trouble to write me.

It is not surprising that you are confused about some of the *IROLITA*'s for Mr. Clark had four or five of them altogether, and in the case of the one that was later named *PRINCESS*, she was first named *IROLITA*. Her various names have been *IROLITA*, *PRINCESS*, *VIRGINIA*, *PRINCESS*, and *SARABAND*. She was built as a sloop or cutter and was changed to a schooner and had her keel changed and the centerboard removed during her life. Her original dimensions were:

90' OA, 66 WL, 13' beam, 11' draft

According to my memory the other *IROLITA*'s that Mr. Clark had were about a 40' WL designed and built by Lawley; the second one was about 45' WL and later changed to a yawl and named *POLARIS*; the next one is the one we have spoken of changed to a schooner and named *PRINCESS*, and the next was the steel schooner *QUEEN* changed to *IROLITA*, and the sloop *ISTALINA* changed to a schooner.

I am interested to hear that your father at one time owned the *SPARTON* which was later *ANDJAMO*. Her hull is in Maine now but her principal fittings and lead were removed by John Ajden to build his last ketch *MALABAR*.

Billy Strawbridge was here the other day and said that he remembered you well. He has not given up sailing altogether as he has one or two small sail boats and sails quite a little around Northport Harbor, but he does enjoy the launch for taking his children on picnics.

The first *VAGRANT* will be mentioned in one of the next issues of *THE RUDDER*, and I agree with you that she was an all around good boat. The Sea Farer class, of which you speak, I do not seem to know but some of the latest sail boats that were built by the Herreshoff Company were designed by my brother, A. Sidney Herreshoff.

All of this writing will be published in  
book form and I shall be very much pleased if you  
have one of the books for in the last part we intend  
to have quite a complete list of most of the boats  
built at Bristol.

Yours very truly,

November 21, 1950.

Dear Joe:

I have an estimate from Ratsey at Cowes for making a parachute spinnaker for *PLERIONE* to the Cruising Club rule, which has 2800-2900 square feet. The estimated cost of

New parachute spinnaker to Cruising Club  
rules, made from nylon, & bag     £ 280. 0. 0d.  
English port of shipment.

Glad to hear that you are back in this country and I hope you had a pleasant trip and that you will give me the pleasure of seeing you here again soon.

Very truly yours,

MC  
76.40

SANTREY

TELEGRAMS:  
"NICHOLSONS. GOSPORT."

ESTABLISHED 1782.

TELEPHONE 8146.

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SHIP BUILDERS & ENGINEERS

YOUR REF. \_\_\_\_\_

OUR REF. CEN/VC

CONTROLLED FOR ESSENTIAL WORK.

GOSPORT,  
AND AT SOUTHAMPTON.

15th. November 1950.

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

Dear Herreshoff,

Many thanks for your letter of 24th. October. Thank you for your kind enquiries and I am now quite fit again.

I am afraid I cannot agree with you that yachts are more costly with you as with us because I do not believe there can be much difference. There certainly soon will be a re-action which will make people be glad to be sensible again and build good looking yachts rather than those foolish looking boats which are certainly rather expensive.

It is of course quite correct that the cost of building is due to the heavy taxation with Income Tax, Super Tax, and other taxes nearly half of my income is robbed. It is just as well you have a Conservative Government in power because we still suffer from our rotten Socialist Government.

I much appreciate your efforts to finish the copying of the drawings of the three other Cup boats but I do wish you would not take so much trouble in kindly having them drawn because offsets would suit us just as well because we should of course hang them in the R.T.Y.C. Model Room; that room which was such a miserable collection is improving a fair amount.

I do not quite see why it is difficult to make drawings from the offsets made by your respected father who was so very careful and accurate in all his beautiful work.

I am of course very pleased indeed to hear that you actually take pleasure in making these drawings, but I must repeat that I do wish you would kindly not trouble to make any more drawings but to send us the offsets.

With kind regards.

Yours sincerely,

*Charlie C.N.N.*

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## SHIP BUILDERS & ENGINEERS

GOSPORT  
AND AT SOUTHAMPTON

CONTROLLED FOR SHIPBUILDING WORK

OUR REF

November 21, 1950.

15th November 1950

My dear Nicholson:

Thank you very much for your letter of the fifteenth.

The reason why I cannot send the objects over is that they are quite complicated and in some cases extremely scientific because they are given along the line of the plating and thereby accomplishing two things at one time, but I doubt if anyone who has not worked some in the mold loft at Bristol could make much out of these tables.

I am glad to make up the drawings, but unfortunately there will be a little delay for I have had some other pressing work lately. It may interest you that I have made up the lines of the *SARAJEVO* for Mr. Rasmussen who is to make for one of the German yacht clubs a model of the boat that was owned for some time in Germany.

With best regards to you and your family, very sincerely,  
I do not quite see why it is difficult to send drawings from the office made by your experienced draughtsmen who had to view counsel and accounts in all his details of work.

I am of course very pleased indeed to hear that you would like to see these drawings, but I do wish you would take so much trouble in kindly having them drawn because of course I will be glad to see them and I shall be glad to see them in the U.K. I do not know what room which has such a marvellous collection of drawings is improving a little amount.

With kind regards,

Yours sincerely,

*Handwritten signature*

PARKER W. WHITTEMORE  
1316 STATLER BUILDING  
BOSTON, MASSACHUSETTS

October 31, 1950

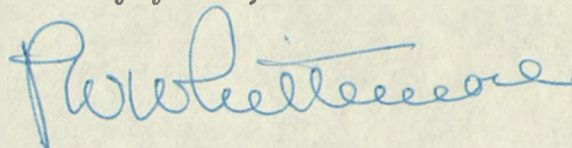
Mr. L. Francis Herreshoff  
2 Crocker Park  
Marblehead, Massachusetts

Dear Mr. Herreshoff:

I came across the enclosed photographs of the Argilla and I thought possibly you might have some use for them.

It was nice seeing you, a week ago, but I have done nothing as yet about another little 24 ft. sloop.

Sincerely yours,



pww/t

November 21, 1950.

Dear Mr. Whittemore:

It was very kind of you to send me the photographs of ARGILLA, and in duplicate, too. I appreciate your thoughtfulness very much.

Trusting you will have good luck with your proposed new boat, I am

Very truly yours,

November 30, 1950.

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

Dear Mr. Frank:

I realize you will not get this letter until you return from the south, but I am writing it while some things are fresh on my mind. First, I want to thank you for the pleasant time you gave me on the twenty-seventh, but second it has occurred to me that the engine we spoke of could be called a five-cycle engine and that in itself may be a patentable name or one that might have some significance in securing patents. The five cycles or functionable strokes are as follows:

1. Pistons traveling outward thereby charging crankcase with mixture.
2. Pistons traveling inward forcing double charge in one cylinder or combustion space.
3. Pistons traveling outward compressing charge in the cylinder that has closed valves.
4. Pistons traveling inward on power or explosion stroke.
5. Pistons traveling outward and exhausting burnt gasses in cylinder which fired on previous stroke.

In other words this engine has one more functional cycle than the conventional 4-cycle engine although that function takes place on the other side of pistons.

If you feel like spending money on an application for patent with the necessary costs of search for conflicting claims I would suggest recommending to the lawyer the following objects or improvements.

1. To supercharge the cylinders of a two or more cylindered internal combustion engine by using the same pistons that are used for driving the engine. This is accomplished by having the piston swept volume of two cylinders forced into one cylinder at each revolution of the crankshaft.

November 30, 1950.

Mr. Paine -2-

2. Valves in the pistons either actuated by the reversal in movement of the reciprocating pistons, or activated automatically by the changes in pressure in the crank case and combustion chamber, or mechanically operated. Figure 2 A and 2 B.

The principal objects claimed to be accomplished with this arrangement are:

1. To increase the power of an internal combustion engine for a given size and weight.
  2. To simplify the construction of a super-charged internal combustion engine.
  3. To cool the pistons by causing the incoming air or gas to pass through the valves of the piston on every other down stroke of the piston.
  4. To do away with cams or other mechanism for actuating inlet valves.
  5. To allow larger exhaust valves.
  6. To reduce the number of parts on an internal combustion engine,
- and other things that you may think of.

The engine does not have as many patentable features as I had thought, but it definitely has possibilities that would make it worth while to investigate and most interesting to work on. Perhaps the first engine can be made as a demonstrating model using some parts you have, but if a later one is made to test for maximum power the crankshaft and exhaust valve should be made of good material and the engine designed from the ground up to have peculiarities for its particular use. The crankshaft in particular will be a problem and probably will be best if built up. If you want me to I will start a drawing for this #2 engine for two heads working on a problem of this kind are often an advantage.

Very sincerely yours,

November 30, 1950.

Dear Boris:

I have gotten very much behind in my writings this month for I have had much company and other time absorbing occupations. But I do expect to send you the next chapter of N.G.H. in less than a week, and in the meantime with this letter you will find a quite long description of PIQUANT.

I had not intended this to be an advertisement for myself, but do think the boat is interesting enough to deserve some space, and I have had many requests to write and describe her. If you think the article and cuts make it too long why don't you run it instead of N.G.H. one month?

By the way I think there will only be two more chapters in the book -- the one I am writing on now will be called "Later Designs of Captain Nat", and the next one will be about the last part of his life, and then we are making up quite a complete list of the yachts that were built by the Herreshoff Company which will probably get to you one month after the last chapter, but this of course does not have to be printed in THE RUDDER although I think it will be an interesting and desirable part of the book.

Very sincerely yours,

December 6, 1950.

Mr. Edward Dane,  
1341 Beacon Street,  
Brookline, 46, Mass.

Dear Mr. Dane:

I have just received a letter from Ratsey, a copy of which is enclosed. You will notice that they are paying my commission by billing me 10% less than the cost of the sails, and this is because they cannot send money out of England, but this arrangement also will make your duty ten percent less.

It seems that you should send me a check for £ 315. 5. 0 when convenient and I will forward the £283. 14. 6 to England.

When the sails arrive either in Salem or Boston I will have to take them through the custom house and at that time pay the duty and maybe some broker's fee, but I think I will have cash on hand enough to do this. If not I may have to make you a hurried call at that time. I am holding Ratsey's bill to take to the custom house when necessary.

Yours very truly,

THE   
RUBBER

OFFICE OF THE EDITOR

9 MURRAY STREET

NEW YORK 7, N. Y.

December 6, 1950  


Dear Skipper:

I am very happy that you took the trouble to write-up the Piquant. The material arrived too late for the Show Issue but I will get it into the February issue.

Your 

P.S. It may interest you to know that I am now learning wood carving since I would like to have several stars on my sea chest. I am proud to say that I have been doing very well which amazes me extremely.

December 11, 1950.

Dear Boris:

I have been in interesting communication off and on for some time with Mr. Ernest Rolland of Westmount, P.Q., of the ship building firm of Milne, Gilmour and German in Canada. This seems to be a large and important concern that designs almost all sorts of vessels for inland and ocean waters. He very much deplores that the plans in the writings about Captain Nat are not larger, and I am forwarding you his last letter as I thought it was well for you to know the opinion that various people have of this work.

There isn't any reason whatever why you shouldn't be able to carve wood, and the satisfaction that you will get from an achievement of this kind will more than repay you for the first tedious hours.

Today I referred a Mr. Bill Brenn of Little Silver, N. J. to you. He thinks he would like to get an H-28 second hand.

Very truly yours,

FRANK C. PAINE  
185 DEVONSHIRE STREET  
BOSTON 10, MASSACHUSETTS

December 12, 1950

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

Dear Francis:

I got your letter of the 30th when I arrived back from Sophia yesterday.

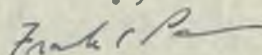
I think your suggestions as to possible points of patenting and number of cycles are very good.

With regard to the first sample engine which I am trying to built, I have got two cylinders from the same person who supplied the castings for the small engines I showed you. I have also got the material for the crank shaft, valves, etc., and have had a couple of castings made for the crank case so that I am already to begin work.

If you would like to I would certainly appreciate it if you would make up a drawing for the number two engine as I am sure you will be able to work it out much better and incorporate many more original ideas than would ever occur to me.

I am looking forward to seeing you soon.

Sincerely,



Frank C. Paine

FCP:p

December 14, 1950.

Dear Mr. Frank:

I think it is wonderful that you have been able to do something on the little engine as soon as this, and I wish you would tell Virginia that the corner cupboard will be ready to take away on Saturday.

It is all fitted up in a box and if it is convenient for either you or her to run down and get it it would be very nice. If not, and she will let me know, I will try to arrange transportation and bring it up as soon as I can.

If you or Virginia ever want to telephone me to leave a message you may reach me at Mrs. Bolster's phone, 638-W.

Very sincerely,

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

TELEGRAMS:  
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SHIP BUILDERS & ENGINEERS

YOUR REF. \_\_\_\_\_

OUR REF. JWN/VC

GOSPORT,  
AND AT SOUTHAMPTON.

3rd. November 1950.

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

Dear Mr. Herreshoff,

Although your letter of 24th. inst. is in reply to mine I cannot resist sending you a grateful acknowledgment and to advise you that I shall show it to our friend Joe Hannen.

The boats that you refer to were as you say clencher built but 16ft. long and we had many successful seasons of keen racing in them.

When the Class expired and the Club turned more to alcohol and billiards I resigned. Some years later they had a new type of 16ft. boat with which I was not much interested and which were known as the "Suicide Class"; later they developed a slightly improved 17ft. boat, and finally they came to me to produce the present 18ft. Class of which I enclose a print herewith for your amusement.

The loyal and active Commodore is old Joe, and for my sins I am the Vice.

I am glad you feel the "Phoenix" type boat is on the right lines; the later 26ft. w.l. boats are quite delightful having near 8 metre performance for speed, and being excellent little sea boats, but my own personal criticism is that they should have a wee bit more beam and their outboard profile could be smartened up, as the present treatment may be regarded as a trifle crude in the way of the break of the sheer and finish of taffrail etc.

I am sure my father will be most delighted to hear that you are kindly sending him further Lines for the Royal Thames Yacht Club Model Room when you can spare the time to work these up.

We both heartily reciprocate your kind good wishes.

Yours sincerely,

*J. W. Nicholson*

*What a fine pleasure you have, the Austin cycle was an Russian! JWN*

CAMPER & NICHOLSONS LTD

SHIP BUILDERS & ENGINEERS

GOSPORT

December 18, 1950.

Dear Mr. Nicholson:

Excuse me for not answering your letter sooner. I was very much pleased indeed to see the new class of 18' Sea Gull boats for Lee-on-Solent.

It surprised me to hear that there have been so many classes there since I sailed in the original ones. I think this latest boat is very highly developed and should be remarkably good for launching and hauling up on the beach at Lee. I like the hand hole grips in the wash rails and think the model is just right for this type of boat, and ever so much more sensible than the foolish models Uffa For has been making with their sharp fore foot and other peculiarities. And the best thing of all is a boat that is quite well decked over for I know you sometimes have choppy seas in the shallow water off the Lee.

I am hoping to finish off the lines of the other cup defenders soon but have had two or three busy weeks and could not work on them for a while.

The season's regards to you and Joe Hannen.

Yours very truly,

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

December 18, 1950.

Dear Mr. Gilpin,

I was most agreeably surprised the other day to receive the book of "The Commodore's Story", and I am at present reading it with great interest and pleasure.

As yet I have not gotten to the part which you wrote, but can imagine what great pleasure you had in talking over and reliving the commodore's life with him, and this record of early days in Florida should be a valuable document in the future.

Hoping you will drop in to call on me if you are up this way, and thanking you for your kind thoughtfulness in sending this book to be me many pleasant hours, I am,

Very sincerely yours,

Mr. Vincent Gilpin,  
West Chester, Pa.

December 21, 1950.

Messrs. Ratsey & Lapthorn, Ltd.,  
Cowes, Isle of Wight,  
England.

Gentlemen:

After some delay I am glad to place with you the order for the following six sails for the schooner PLEIONE, J. V. Santry, Esq. owner, and I am sending you under separate cover a blueprint showing these sails.

1. Mainsail of best grade sail cloth --  
Luff 67' 6" or more  
Leach 73' 6"  
Foot 33' 3" or more, but less than 34' when stretched.

I will note that the crew of PLEIONE never pull sails out hard, or perhaps hoist them as hard as is customary.

The headboard for the mainsail will either be sent to you, or word to proceed with a headboard furnished by you, but this will make a little difference in length of luff for her present headboard has the sheave in it which saves nearly a foot in hoist.

2. Genoa Jib of best racing sail cloth --  
Luff 55'  
Leach 50'  
Foot 43'
3. Balloon Main Topmast Staysail --  
Luff 46'  
Head 26'  
Leach 66'  
Foot 36'

This sail should preferably be made of nylon of weight and grade selected by you but should be rather flatter than old style balloon main topmast staysails.

over.

4. Main Staysail of sail cloth not very dissimilar from mainsail.  
NOTE -- that the length of the leach was changed from 45 to 40. See note on leach.
5. Large Working Jib, as shown in dotted lines dated August 26, 1950.  
Luff 34'  
Leach 40'  
Foot 24'
6. Spinnaker, to rules of Cruising Club of America, as per your letter and estimate of November 16, 1950.

I think you can start at once on these sails and put together all but the headboard of the mainsail.

It might be well if you would send me a statement of the cost of these sails.

You should receive the payment for the BOWNTY's sails soon.

Yours very truly,

2628 Ponce de Leon Blvd.  
Coral Gables, Fla.  
Dec. 14-1950.

Dear Captain Francis:

Well, here it is coming around towards Christmas again, so I want to send you a little greeting and wish you a

Merry Christmas and  
Happy New Year.

I have also ordered a picture for you from the photographer, to be sent to you by Christmas.

It was taken from the Coast Guard Cutter as we rounded it during the Lipton Cup Race last winter. We were leading by that time, and made it to the finish line on a broad reach, so far ahead of the others that most of them were out of sight. I think I wrote you about this race before.

We came from behind after a bad start, and carrying away a spinnaker on the first leg, to beat the other boats on the windward leg.

The "Ticonderoga" is at Great Bridge, Va. at present, and Mr. Carlisle does not know quite what to do with her this winter, considering the present world situation.

As you remember, I brought her down there this fall, from Stamford, Conn. We had a fine trip, and I left her there, in <sup>the</sup> charge of Oscar Hambro, who sailed down there with me. He is still on board, keeping her up, until further orders. I hope you are well, and to see you in the New Year.

Best regards.

Lee.

P.S. I have a similar picture, and like it very much.

December 21, 1950.

Dear Lie:

I want to thank you very much indeed for the beautiful picture of the TICONDEROGA which you sent me for Christmas. I think this is one of the best photographs I ever saw, and it has been greatly admired by those who have seen it here.

She certainly had her sails setting almost perfectly when this picture was taken, and I think if her sails had been like that in all of the other races she would have won some other times. But on the whole she certainly has done remarkably well for a boat that was not designed for the cruising rule.

I was interested to hear that Oscar Hanbro is ship keeper on TICONDEROGA and I wouldn't be surprised if Mr. Carlisle got her under way before the winter is over. Probably by that time we shall all be used to the war scare.

The best of the season's greetings to you.

Sincerely yours,

Mr. Lie Nielsen,  
2628 Ponce de Leon Boulevard,  
Coral Gables, Florida.

December 21, 1950.

Dear Virginia:

I am sorry that my letter was delayed so you did not know the chest was completed until several days later.

Since then I have received your two letters and would say that I should be happy to come up and spend the night on Thursday, December 28, and I will try to get a friend of mine to drive me up and expect that I will arrive there somewhere around three o'clock.

If you and Frank are not there I can amuse myself perfectly well and sit in the library until you arrive.

Very sincerely,

Patry, L L covr

After some delay I am glad to place with you the order for the following six sails for the schooner Pleione J V Santy Esq owner and I am sending you under separate cover a blue print showing these sails

1- Mainsail of best grade sail cloth luff 67'-6" or more, leach 73'-6, - foot 33'-3" or more but less than 34' when stretched, and I will note that the crew of Pleione never pull sails out hard or perhaps hoist them as hard as is customary. The headboard for the mainsail will either be sent to you or word to proceed with <sup>a</sup> headboard furnished by you, but this will make a little difference in length of luff for her present headboard has the sheave in it which saves nearly a foot in hoist.

2- Jib of best racing sail cloth, 55' on luff, 50' on leach and 43 <sup>on</sup> foot.

3- Balloon main topmast stay sail, luff 46' lead 26' - leach 66' - foot 36' This sail should preferably be made of nylon of weight and grade

2 R L Cowen

selected by you but should be rather flatter than old style B M T staysails.

4 main staysail of sail cloth not very diurnal from main sail, and note that the length of the leach was changed from 45 to 40. See note on leach.

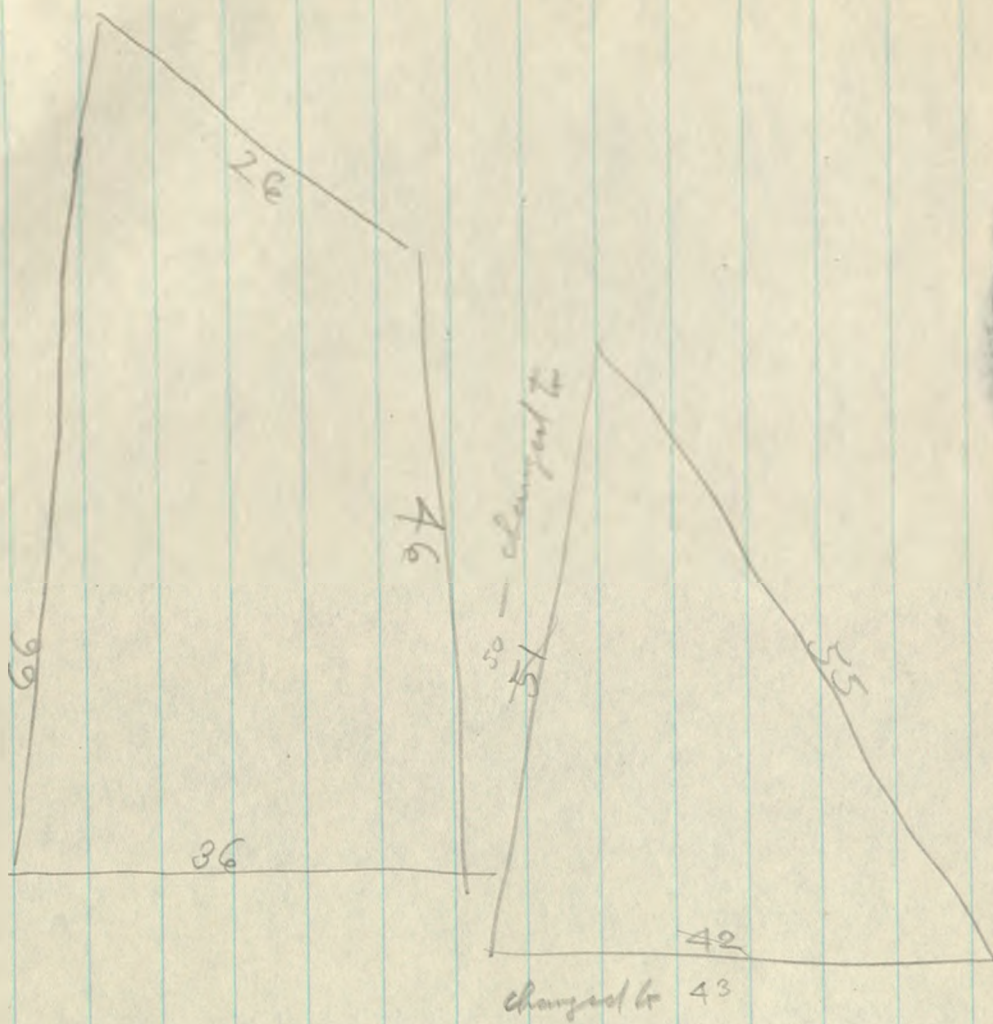
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6- Shimken to rules of Cruising Club of America as per your letter and estimate of November 16 1950. It might be well if you would send me a statement of the cost of these sails.

I think you can start at once on these sails and put together all but the headboard of the main sail.

You should receive the payment for the Bounty's sail soon.

Yours truly



Main sail

Jenna job

Ballon MT Staysail (nylon)?

Main staysail ? length of bank

Job OK

Spinacher - nylon

MC 76.40

December 21, 1950.

Dear Joe:

Arthur called on me the other night with the captain and we drew out sails that suited us and the plan is being blueprinted now, a copy of which I will forward you.

Arthur instructed me to order the sails, and enclosed is a copy of my letter to Ratsey.

Yours very truly,

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

Enclosure.