



CHRONICLE

BRISTOL, R. I.

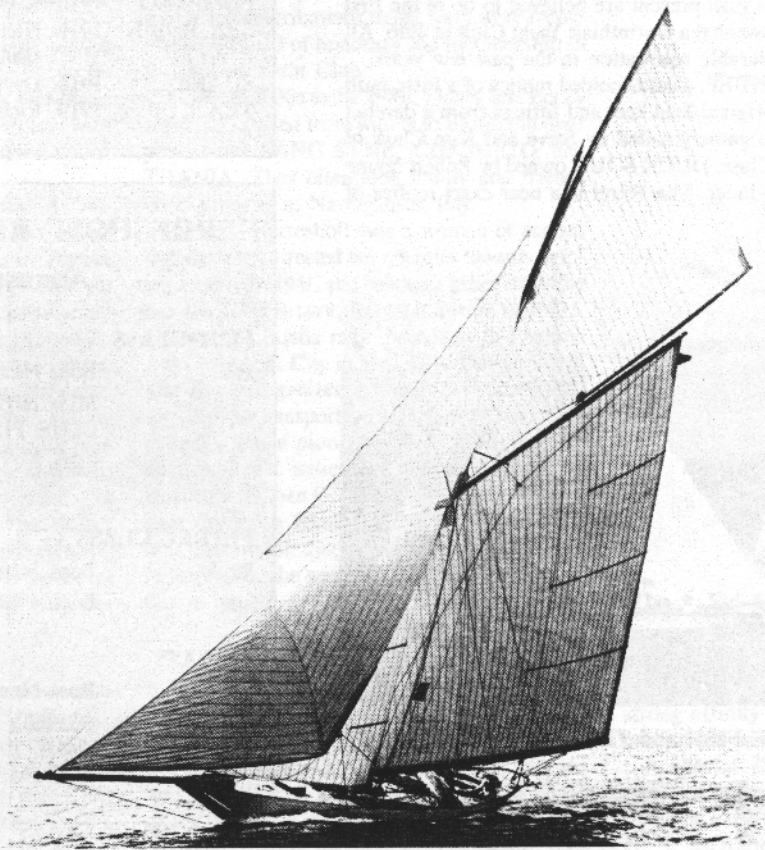
No. 21 — 1991

GLORIANA ALONE IN HER CLASS

by Carlton J. Pinheiro
Written to mark the
centennial of GLORIANA,
1891-1991

In 1891, N. G. Herreshoff, showing complete disregard for convention, cut a model which not only revolutionized the yachting scene, but placed the designer at the head of his profession. In GLORIANA, the Wizard of Bristol eliminated the conventional "clipper bow" and "fore-foot" which had long been thought essential. The racing success of GLORIANA rendered archaic the conventional designs of Burgess, Gardner, Smith, Watson, and Fife.

When the New York Yacht Club established the 46 Footer Class for 1891, Royal Phelps Carroll, a young yachtsman, was advised by Herreshoff customer E. D. Morgan, Jr. to go to Bristol for a boat. The contract was made, the design completed, and work was about to begin when Mr. Carroll, who was about to be married, decided that he could not afford the yacht. He was released from the contract and the design was put aside. On February 27, 1891, Mr. Morgan visited the Herreshoff Shop, and after seeing the model made for Carroll and studying the plans, assumed the contract himself. Word soon spread among the yachting fraternity that the new Herreshoff yacht had a radical bow. The skeptics shook their heads, but "Alty" Morgan paid them no heed. He was Vice-Commodore of the New York Yacht Club, and owned a number of yachts ranging from a catboat to a steam yacht of 200 feet. Herreshoff had recently built him a 27 foot steam yacht, and the famous cat-yawl PELICAN (which he gave to his brother-in-law, Percy F. Moran) and GANNET in 1890.



GLORIANA
HMCo. #411 - 1891

Revolutionary in Design and Construction

The New York Times interviewed N. G. Herreshoff, who said, "We have been keeping this thing pretty quiet, but I suppose we shall have to let you see it now." The *Times* reporter, accompanied by the designer, was taken to the "southerly building shed," where "a most unusual sight met his eye." He reported that, "It is no exaggeration to say that this Herreshoff boat will attract attention next summer, for her form above water is very unlike that of the other 46-Footers now building. On a waterline length of less than 46 feet, the new boat is within an inch or two of 70 feet over all. This is about eight feet longer on deck than her competitors will be. This enormous overhang of 24 feet is gained

By late March, the newspapers, prying for information on the Herreshoff keel yacht, received this reply from the company: "We have entered into contract with a New York gentleman to build a cutter of the 46 Foot Class, having a waterline length of about 45 feet 3 inches, beam 13 feet, draft of water 10 feet 2 inches, and of 38½ tons displacement. The yacht is designed for a good cruising craft as well as racing in coming regattas. It is to have a main saloon with folding berths, two staterooms and roomy forecabin and galley. Cabin and staterooms to be very commodious, and finished in butternut. The construction is to be composite with double planking, and is to be fitted with a cockpit. It is the intention to have the yacht ready for the early regattas during the coming season."

By early April, the mystery, compounded by articles in the press, had intensified. It was reported that the craft was to have a "large and curious sail plan," and that "her over-all length was something tremendous." Finally, on April 8, a reporter for

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Fish Class 75th Anniversary Regatta

by Michael J. Pesare

While Hurricane Bob worked its way up the Eastern seaboard, the Herreshoff Fish Class celebrated its 75th Anniversary at the Herreshoff Marine Museum. The timeless virtues of these classic daysailers were reaffirmed as nine wooden Fish boats and three fiberglass Petrels gathered at the Museum for two days of racing, commraderie, and an old fashioned New England clambake.

Suiting the seaworthy Fish design, fresh sou'westerly breezes ranging from 15 to 25 knots were the order during the weekend of racing and there was plenty of Narragansett Bay chop to add to the excitement.

Fish owner and class organizer, Rick Meyer of Norwell, MA and the Museum began planning this event about one year ago, after an unusually large number of Fish boats turned out for the Museum's Rendezvous '90. It was clear that this small class was experiencing a resurgence of interest. In order to encourage skippers to bring their boats to Bristol from distant ports, a series of events was planned including a race from Bristol to Newport and a special start in the Museum of Yachting's Classic Yacht Regatta. Moorings and other support were provided to make the visit as enjoyable as possible.

Fully 5 of the 9 wooden Fish present are believed to be of the first group delivered to the Seawanhaka Corinthian Yacht Club in 1916. All nine have received considerable restoration in the past few years.

In the race series, MISCHIEF, a cold-molded replica of a Fish, built by Stuart Levi using the original lead keel and fittings from a derelict Fish, dominated. She was gamely sailed by Steve and Kim Clark of Warren, RI. In the Petrel Class, DUCK SOUP, owned by Robert Young of Newport, RI was the winner. The Petrel is a near exact replica of

the Fish Class developed by Justin Camarata of Noank, CT. Camarata, who recently sold the company to Robert Champlain, still owns a Petrel and competed in the weekend events. He was very pleased with the Petrel turnout and predicts an increase in Petrel Class activity in the coming years.

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FISH CLASS PARTICIPANTS

Boat Name	Year Built	Owner	Home Port
AUNT EPPY	1925	William Mills	Stonington, CT
BLUE FISH	1916	Milton Merl	Noank, CT
DERVISH	1947	Geoffrey Warner	Wickford, RI
HERRING	1916	Will MacDonald/ Rosalind Schell	Stonington, CT
MISCHIEF	1984	Steve and Kim Clark	Warren, RI
POMPANO	1916	Raynor Warner	Quisset, MA
SEA ROBIN	1916	Nicholas T. Long/ Jaan Whitehead	Little Compton, RI
SHARK	1916	David Smith	Noank, CT
TEA CUP	1919	Richard Meyer	Scituate, MA



MISCHIEF, BLUE FISH and TEA CUP at the Start



Series Winner, MISCHIEF, sailed by Steve and Kim Clark

HERRESHOFF REGATTA PRIZE AWARDS

August 17 & 18, 1991

FISH CLASS

Pos.	Boat Name	Owner
1	MISCHIEF	Steve and Kim Clark
2	BLUE FISH	Milton Merl
3	SEA ROBIN	Nicholas T. Long/ Jaan Whitehead

PETREL CLASS

Pos.	Boat Name	Owner
1	DUCK SOUP	Robert Young

S CLASS

Pos.	Boat Name	Owner
1	OSPREY	Michael McCaffrey
2	LADY LADY	Peter Hallock
3	ARGUMENT	Scott Manchester

12½ FOOTER CLASS

Pos.	Boat Name	Owner
1	NUT HATCH	Chip Lumb
2	POOKA	Geoffrey Davis
3	SHRIMP	Matthew Boyle

12½ FOOTER — JUNIOR SKIPPERS RACE

Pos.	Boat Name	Junior Skipper
1	NUT HATCH	Jonathan Goff
2	LEE LEE	Jessica Rosenfeld
3	ZEPHYR	Sarah Goff
4	POOKA	Angus Davis
5	PEEPER	John Bisset
6	RI RED II	Halsey Fulton
7	SHRIMP	Matthew Kanc

Photos by Paul A. Darling

In Memoriam — Rebecca C. Herreshoff

by Nathanael G. Herreshoff III



Rebecca Chase "Becky" Herreshoff passed away at her home in Bristol, Rhode Island on June 3, 1991 at the age of 96½ years. Her home faces Bristol Harbor and Narragansett Bay with Prudence Island in the distance, places which were so much a part of her life.

Rebecca Herreshoff and her husband, A. Sidney DeW. Herreshoff founded the Herreshoff Marine Museum in 1971 and she was a Trustee until her death. Becky provided constant guidance to the Museum and was instrumental in its development. For many years, she was on hand to greet and talk with the many visitors.

Rebecca Herreshoff was born on Prudence Island, the daughter of the late Captain Halsey Chase and Lizzie Kelly Studley. She was the twin sister of the late Mrs. Rachel Chase Boynton.

Boats and the water played an important role in Becky's life. During her youth, her father established ferry service from Prudence Island to Bristol. She often accompanied her father on board the ferry boat HARVEST and later she

became the first woman in New England to hold a pilot's license to operate commercial passenger vessels.

In 1936, Becky founded a girl scout mariner troop in Bristol so that young women could experience the satisfaction of seagoing life. She regularly led groups on board Captain Irving Johnson's famous schooner, YANKEE.

Becky Herreshoff was an avid sailor and yacht racer in all sorts of boats. She particularly enjoyed frostbite dinghy racing along with her husband Sidney and her son Halsey. In 1938, she acquired the hurricane damaged 12½ footer MINX which Mr. Herreshoff then restored in the family workshop. Then, Becky taught her sons Nat and Halsey to sail on board the MINX, and they had many racing successes together in Narragansett Bay. Becky's sailing accomplishments and contributions to the sport were recognized by award of honorary life membership in the Bristol Yacht Club.

From the 1930s to the 1970s, Sidney and Becky regularly cruised from Maine to Florida in their powerboats LANG SYNE, CONSUELO, and THANIA. They often took family and friends on excursions in Narragansett Bay.

Rebecca Herreshoff was a woman of action, and she often directed her energies towards helping others. In 1941, she headed a relief drive for the people of Bristol, England during the blitz. She made a public radio broadcast to England from New York City in May, 1941. During World War II, she organized a women's auxiliary motor corps to transport patients to area hospitals.

Becky was a pioneer in her involvement in environmental issues. In the late 1940s, she worked with then Governor John O. Pastore, to save Prudence Island from a proposed cattle hoof and mouth disease laboratory. Beginning in the 1950s, she was active in anti-litter activities in Bristol.

With a love for the water, Becky was an accomplished swimmer. She appeared as a stand-in diver for actress Agnes Ayres in a 1920s silent film. A feat that she was particularly proud of was her ability to stand on her husband Sidney's shoulders while they aquaplaned. Without use of support ropes, this was a great feat of balance, much more difficult than waterskiing.

In the 1970s, she played a Russian Countess in a segment of the Masterpiece Theater TV Series, "Adams Chronicles".

Rebecca Herreshoff's life was filled with unique accomplishments. We are indebted to her for having the foresight and conviction that led to establishment of the Herreshoff Marine Museum and its growth to the present day. She is sadly missed and will be fondly remembered.



Sid & Becky Aquaplaning

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In addition to Fish Class racing, there was also racing for the Narragansett Bay S and 12½ Footer Classes. The 12½ Footer class sponsored a Junior Skippers Race for those 16 years old and younger. Jonathan Goff, sailing with Chip Lumb aboard NUT HATCH took first while his sister, Sarah Goff, on ZEPHYR took third. Second place finisher was Jessica Rosenfeld sailing with her uncle, Mike Pesare, aboard LEE LEE. Seven skippers participated and it was a wonderful addition to the weekend racing. The Class will sponsor more youth events in future years.

The adult 12½ racing series was won by NUT HATCH owned by Chip Lumb of Bristol, RI. NUT HATCH is the last 12½ footer delivered from the Herreshoff Manufacturing Company in 1943.

The S Class had a particularly strong turnout with 13 boats competing. Michael McCaffrey's newly restored OSPREY won the series with Peter Hallock's LADY LUCK taking second.

LADY LUCK suffered bad luck on Sunday morning when she parted her mooring and washed upon a small beach north of the Museum's waterfront. Quick action by her skipper and crew floated LADY LUCK off the beach as the tide came in and she went on to race that day. Luckily, she was unharmed by the ordeal.

Fred Bisset's beautiful 30' Herreshoff launch, CORSAIR was on hand and she looked spectacular after recent restoration work. CORSAIR shuttled a group of spectators and photographers out to view the races.

On Saturday evening, 175 Museum members and guests were served a delicious clambake under the waterfront tent. The evening's program was devoted to recognizing the Fish Class Anniversary. A number of former Fish boat owners were in attendance.

After opening remarks by Museum President, Halsey C. Herreshoff, Class organizer, Rick Meyer introduced each current and former Fish/Petrel owner and each had a chance to

relate his/her experience with the Class. The strong affinity between Herreshoff boat owners/former owners and their boats was evident.

A special 75th Anniversary keepsake of a mounted photo of N. G. Herreshoff, the boat's designer, sailing a Fish boat c. 1920 was presented to each Fish/Petrel owner. Awards were presented in each class.

Following the racing and events on Sunday, boat owners scurried to secure their boats as Hurricane Bob approached with alarming speed. By noon on Monday the great storm had arrived. Luckily, the track of the storm was such that the east passage of Narragansett Bay was spared major damage.

All participants departed from Bristol with pleasant memories of an exciting weekend of racing and, fortunately, of eluding a major hurricane. Future Herreshoff yacht gatherings at the Museum will include another Rendezvous and the 75th Anniversary of the S Class to be celebrated in 1994.

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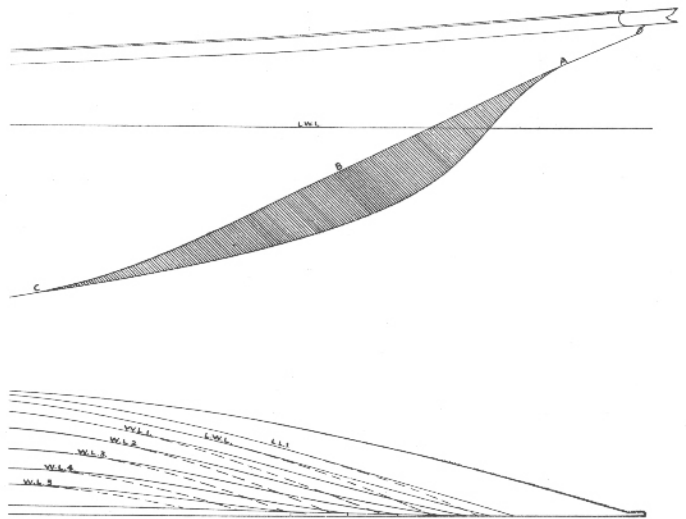
by an increase partly at each end, but mostly forward." He reported that the yacht's unusual form forward and overhangs were different from the other designs and that the Herreshoffs could not be accused of imitating anybody in their design, and "if they are right, the others are all wrong, and vice versa." When the *Times* man expressed some concern at the "hard curves of the load water line," Mr. Nat replied, "That makes very little difference. The water doesn't go that way. Look at the diagonals." With this explanation, it was easy for the journalist to see the principle upon which the boat was designed. The diagonals showed beautiful easy curves, and it was the effort to make these lines easy which produced the hard looking water line. Although the other designers did not agree, Mr. Nat believed that most of the water displaced goes under the boat, and not around the sides, so that he made the lines easy, with the idea that this regulates the course of the displaced water.

With regard to her construction, N.G. Herreshoff said, "She carries about 23½ tons of ballast. Her frames, as you see, are of steel from stemhead to taffrail, and of course, all the deck beams are 16 inches apart on centers. Her planking is all hard pine, 1 3/8 inches in thickness. The lower courses are single, but about three-fourths of the planking is double, both layers being laid fore and aft, the inner course being one-half inch and the other seven-eighths inch. All the fastenings are copper. Two diagonal plates on each side, extending from deck to keel, strengthen the construction, tying the frames together and doing away with the bilge stringers. One of these starts in the wake of the rigging and the other just forward of the runner plates. Wide steel plates radiate from the partners at the mast and extend diagonally to the rail, strengthening the deck to hold the great strains at the mast. Steel knees tie the frames and the deck beams together, and steel floor timbers secure each pair of frames at the keel, with a strengthening piece running well up the side. Along the frame the deck planking will be white pine about one and one-quarter inches thick, covered with canvas to prevent any possible leakage."

With regard to questions on the sail plan, the designer responded, "As I remember it now, the mast is 59 feet over all. We have gone in for a lower rig than the others and perhaps stretched out longer fore and aft. I am told that some of the new Forty-Six Footers have the mast placed forward at a point one-third the water-line length from the stem. If this is true, our mast is further aft than theirs. Our foretopsail will be long on the foot, but not as long a distance between the mast and overhang, as the gammon will not go out clear to the end. Still it will be a broad foresail and a small jib compared with the others as we shall have a short bowsprit. Our sails will be low in the hoist, but what we lack there we shall make up in the topsails. From what I learn, I should place our boat as somewhere between the extremes of the new ones in power. I figured her sail plans roughly by the New York rule, and as I remember, it came somewhere near 3,900 square feet."

Sometime between April 9 and 13, the new boat was named GLORIANA, a name equated with Queen Elizabeth I, the heroine of Edmund Spenser's sixteenth century poem, "The Faerie Queene." Although there was a yacht named GLORIANA in the British yachting registry, there was none on this side of the Atlantic, and the name was indeed appropriate as this vessel marked a new and glorious era in yachting.

For her launching, the Herreshoff Manufacturing Company built new ways, as GLORIANA was the first deep draft vessel built at the Shop. After her four trial sails were completed, GLORIANA sailed to New York in time for the June races and was raced during the season by E. D. Morgan and N. G. Herreshoff. Newspaper accounts recorded her victories with the following headlines: "Herreshoff Beats Burgess — The GLORIANA Walks Away from the MINEOLA," "GLORIANA First of the Forty-Sixers," "GLORIANA Makes a New Record — Vice-Commodore Morgan's Yacht Leads the Fleet in the New York Club's Annual Regatta," "The GLORIANA Again — A Splendid Victory in Rough Weather," "GLORIANA — Swift As Light," "GLORIANA in a Seaway — The Herreshoff 46-Footer Wins Another Race," "Four Straight — GLORIANA Still Leads the Fleet of Racers," "JESSICA in Second Place — The GLORIANA Wins," "Mr. Morgan's Yacht Has No Close Competition," "Burgess' Latest Boat Left Far in the Rear," "Alone in Her Class — The GLORIANA Proves an Easy Winner."



The Evolution of GLORIANA: The conventional clipper bow, as designed by Watson, Fife, Burgess and Cary Smith prior to 1891, is shown by the line outside the shaded portion, and by the full lines in the half-breadth plan. The bow of GLORIANA is represented by the line A, B, C and the broken lines in the half-breadth plan. The shaded portion, cut away, represents unnecessary forefoot and detrimental wetted surface.

In *Representative American Yachts*, George A. Stewart reported, "For the racing season of 1891, nine 46-Footers were built, five from Burgess designs, and one each from the drafting boards of Herreshoff, Paine, Fife, and Wintringham. Of all this fleet, GLORIANA was easily the best. She closed the season with the remarkable record of eight first prizes without a defeat."

With this fantastic journalistic publicity, the demand for Herreshoff sailing craft increased in the half dozen years following 1891. Prior to the GLORIANA, the Herreshoff Manufacturing Company had built about 175 boats, of which only about 45 were sail boats. With the exception of some schooners, most of these were under 33 feet at the waterline.

After GLORIANA's success in the 46-Footer Class, the Herreshoffs built WASP in 1892, NAVAHOE, COLONIA, and VIGILANT in 1893, NIAGARA and ISOLDE in 1894, and DEFENDER in 1895. In addition to these large yachts, the company built about 74 smaller sailboats, certainly riding on the success of GLORIANA. As Mr. Morgan once said, "She not only did what was expected of her, but she revolutionized yacht designing."

CHRONICLE

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