

## The Classic Yacht Symposium™ 2016



# The Herreshoff Fish Class 100 Years

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### ABSTRACT

This paper discusses the origins and history of the Herreshoff 16-foot Class (aka Fish Class) from 1916 to 1938, with particular emphasis on HMCo #816, SCULPIN. It goes on to recount the later history and 2016 restoration of SCULPIN at Artisan Boatworks in Rockport, Maine, and the construction of a new Fish Class replica called TULIP. General sailing characteristics and identification of existing boats are also covered.

### INTRODUCTION

What strikes me as extraordinary about SCULPIN is the extent to which a simple and humble small sailboat has been embedded in the hearts and memories of so many people over the course of one hundred years. Although this paper contains many dates and technical details, it is the stories of the individuals who affected this design, and who were affected by this particular boat, which we endeavor to preserve by restoring and maintaining an otherwise insignificant assemblage of wood, bronze, and lead.

## ORIGINS OF THE FISH CLASS

The year 1914 marked the beginning of World War I in Europe, the introduction of Henry Ford's Model T, and the opening of both the Cape Cod and Panama Canals. At the same time, members of the Seawanhaka Corinthian Yacht Club (SCYC) of Oyster Bay were racing a fleet of Clinton Crane-designed fifteen-foot waterline knockabouts built back in 1903 (Fig. 1).

That same summer, former SCYC commodore Elias Cornelius Benedict had taken delivery of SADIE (Fig. 2), a 26' 7" LOA keel/centerboard knockabout that Herreshoff Mfg. Co. (HMCo) had launched for him on May 25<sup>th</sup> as a near-sister to ALERION, the personal boat of his friend, Nathanael Greene Herreshoff (NGH). SCYC members, having seen SADIE, began to consider acquiring a class of full-keel daysailers with similar qualities. The Crane fifteen-footers, eleven years old by then, were considered passé.

On August 11 (the day before Great Britain declared war on Austria-Hungary), George Nichols wrote a letter to NGH inquiring about a new design, to which NGH proposed a 19' LWL keel sloop (24' LOA) that could be built for \$1,075 if ten or more were ordered. HMCo plan 130-122 of September 1914 (Fig. 4) shows this to be a slightly smaller full-keel version of SADIE. As a less expensive alternative, NGH also mentioned that full-keel Buzzards Bay 15s such as FLICKER (#674) could be built for \$900 (Fig. 3).

Later that fall Mr. Nichols wrote to NGH that cost was a big factor because of the "prevailing hard times," but that he had ten potential orders. He'd been sailing in SADIE and found that she "handles beautifully and sails fast," and suggested they talk it over.

In October of 1914, the SCYC minutes of the trustees meeting stated that, among several designs submitted, including a 17' LWL boat by Nevins for \$673, the 19' LWL SADIE derivative recommended by NGH had been chosen. Formal solicitation was then sent to club members promoting this design:

*"Mr. Herreshoff, particularly during his winter vacations, for several years past, has developed a new type of sailing boat, which he considers distinctly superior to what has heretofore been built, in that it produces a boat that is comparatively dry and easy in a sea and at the same time much faster than the old long-ended type, in light weather, and can be driven with a much smaller sail spread in proportion to displacement."*

Due to a financial depression, however, these boats were never ordered; but 15 months later, on January 6, 1916, a

special committee consisting of William H. Appleton, Daniel Bacon, Henry R. Hayes, George Nichols, and Franklin Remington sent out another solicitation for a new 16' LWL design from NGH described as "short-ended, able little vessels, with all their 1,200 pounds of ballast outside, a large open cockpit, and a watertight bulkhead forward of the mast." The committee pointed out "they were ideal for teaching children to sail, pleasure sailing, and Saturday racing."

The happy result was that 17 members signed up within four days and six more came in later that year for what would become the beloved Fish boats.

## DESIGN OF THE FISH (AKA THE #788 CLASS)

Up until 1914, racing yachts with long overhangs and full forward sections were heavily favored by the reigning Seawanhaka Rule that penalized waterline length. NGH's America's Cup defender RELIANCE of 1903 was an obvious example, measuring 201' 6" from the tip of her bowsprit to the end of her boom, but with a waterline length of only 90'. According to Halsey Herreshoff, the New York Yacht Club wanted no more of "these dangerous, expensive yachts," and so adopted NGH's Universal Rule that balanced displacement against waterline length and sail area. The shorter-ended America's Cup defender RESOLUTE, designed in 1914, was one result of this new measurement rule. More such improved designs would follow.

For the new SCYC Fish boats, NGH chose to enlarge the short-ended and highly successful "Buzzards Bay Boys Boats" (popularly known as 12-1/2 footers), also of 1914. Although smaller, both the 12-1/2 and the Fish boats were direct descendants of NGH's ALERION and E.C. Benedict's SADIE—but less expensive to build not only because of their size but also due to their full keels, flat transoms and outboard rudders.

NGH had carved the half model (Fig. 5) that he used for the 12-1/2 at a scale of 1"=10", resulting in a model length of 18.6". For the Fish Class, the sections of this model were scaled up to 1"=12", and its length further increased to a scale of 1"=13". Finally, the Fish boat's stemhead was tipped forward 3-1/2". (NGH had made a similar increase in the bow overhang of SADIE compared to ALERION to reduce the former's weather helm.)

There are some who believe the Fish came before the 12-1/2, but NGH's personal handwriting is clear in the offset book (Fig. 6): October 28, 1914 for the 12-1/2, and January 1916 for the Fish. Had the Fish come first, the deck overhang at the stem would likely have duplicated the model, and not have been extended 3-1/2".

The final particulars of the Fish are as follows:

LOA – 20' 9"  
LWL – 16' 0"  
Draft – 3' 1"  
Beam – 7' 1"  
Displacement – 2,850 lbs  
Sail Area – 265 square feet

### **CONSTRUCTING THE 1916 FISH BOATS**

HMCo set up #788 (to be named MANATEE) on February 11, 1916. Planking began on February 15, and the hull was turned upright four days later on February 19. #788 was moved out of the shop on March 16, only 34 days from when she was begun.

Between February 11 and April 17, records show a new Fish boat was set up every three or four days, and overlapping dates suggest that two sets of molds were in use. The first three hulls required eight days each from set-up to turn-over; the next two took six days each; the following three, five days; and the remaining twelve were down to only four days apiece. The average time from set-up to completion remained about four weeks per boat, and records show that HMCo rolled 20 Fish boats out the door in about three months—between February 11 and May 19.

These were days of non-existent labor laws and excellent labor management, with flawless materials on-hand. The 500 employees of HMCo worked ten hours per day, five and a half days per week in 1916, and the construction of the Fish boats was a relatively small portion of their work that year. Also built in 1916 were seventeen dinghies, four 12-½s, six Buzzards Bay 15s, four power launches, three large power yachts, twelve 59' LOA New York 40s, and the 138' LOA steel schooner MARIETTE. With over a million pounds displacement delivered, the Fish boats represented only about 6% of HMCo's output.

Needless to say NGH himself was very busy in 1916, not only as HMCo's designer and superintendent, but because his brother and partner, John Brown Herreshoff, died the previous year and NGH was now acting president of the firm.

### **RACING AT OYSTER BAY**

The names of the 19 Seawanhaka Corinthian Yacht Club (SCYC) Fish boats ordered in January of 1916, and their owners are as follows:

**SHARK** – J. P. Morgan  
**POMPAÑO** – W. H. Appleton  
**SKATE** – H. L. Smith and John Good  
**GRUNT** – Samuel T. Shaw

**MANATEE** – Albert Strauss  
**PERIWINKLE** – Henry R. Hayes  
**BLUEFISH** – Howard C. Smith  
**COD** – H. S. Shonnard  
**ANCHOVY** – F. M. Weld  
**WHITEBAIT** – Alexander M. White  
**BARRACUDA** – De Forrest Hicks  
**VOLODOR** – Daniel Bacon  
**SNAPPER** – W. Emlen Roosevelt  
**SHRIMP** – W. A. W. Stewart  
**SABALO** – A. R. Whitney Jr.  
**SARDINE** – Bertram G. Work  
**PORPOISE** – R. T. Crane, Jr.  
**TARPON** – Dr. L. F. Bishop  
**BONITA** – Charles R. Crane

According to the HMCo construction records, four more orders were placed on April 21, 1916. These were:

**EEL** – Cecil O. Stewart  
**NAHMA** – David Duncan  
**AMBERJACK** – R. Watts  
**SCULPIN** – F. Remington

EEL and NAHMA were delivered in May 1916 along with the first nineteen, and the HMCo vessel index card (Fig. 10) in the Hart Nautical Collections states that SCULPIN was built on speculation ('for stock') as SQUID by the HMCo. She was then sold on September 18, 1916 to F. Remington. SCYC has no record of a Fish boat called SQUID, and in 1917 Franklin Remington was sailing a Fish called SCULPIN, so it can be surmised that the boat's name was changed when Remington assumed ownership. It is believed that AMBERJACK was delivered to Woods Hole, and there is no record of her ever racing at Seawanhaka.

The new Fish boats were an immediate success at the SCYC, and nearly every Saturday a dozen or more boats competed. During that first summer PERIWINKLE won the First Series and the Leland Cup, and GRUNT won the second and third series and a Maxwell Cup. The Ladies' Race was won in BARRACUDA. Of particular excitement was racing on Saturday June 17, 1916 when the worst squall to strike Oyster Bay in years came through, resulting to damage to many of the Fish Boats. TARPON was sunk, and GRUNT lost her mast.

In January of 1917 the final three SCYC Fish Boats were ordered from HMCo., bringing the total to 26. They, along with their owners, were:

**MINNOW** – F. S. Williams  
**COCKLE** – G. C. MacKensie  
**TUNA** – T. Scudder

These boats were delivered on May 23, 1917, along with a fourth boat that was probably SCULPIN.

According to John Parkinson, Jr. in his book: *Seawanhaka Corinthian Yacht Club: The Early Twentieth Century: 1897 – 1940*, the annual fee SCYC charged Fish boat owners was \$20 to haul, store, and launch in the spring. The fee included a mooring rental, but a new cradle (Fig. 20) was extra at \$13 and a winter cover \$23.

SCULPIN's owner, Franklin Remington, was born in 1866 and in 1911 built an estate named "Driftwood" on 12 acres of Centre Island. His great uncle Eliphalet Remington founded the E. Remington Arms Company. Franklin Remington went into partnership with Zalman Sholes and founded the Remington-Sholes Typewriter Company. He later headed the Foundation Company, a major construction company specializing in large-scale industrial foundations.

To give a sense of the scope and scale of yachting in 1916, at the SCYC Spring Regatta on June 24 there were New York 50s, New York 40s (which were brand new that year) and New York 30s all racing, as well as P boats, Sonder boats, a Handicap division, Larchmont Interclubs, Glen Cove Jewels, Star and Outlaw class sloops, American Yacht Club dories, the Oriental class, the Fish class, and the new Stamford one-designs.

This era of unimaginable wealth exhibition and class separation in the United States was never to be seen again. High society members of the New York and Seawanhaka Corinthian Yacht Clubs were America's version of royalty, with their racing results regularly reported in the *New York Times*, even down to small one-designs like the SCYC Fish boats.

When the US entered the war with Germany in April of 1917, an immediate halt to major yacht racing took place. After the war grand yachting would continue, but never to the full prior extent, having been further diminished by the income tax first levied in 1913. Smaller and more affordable yachts became the trend after the war.

The *New York Times* reported that Franklin Remington made his first appearance with SCULPIN on August 18, 1917, when he won the third race of the third Fish boat series. That summer, which the *Times* referred to as a "wholly pathetic apology for a yacht racing season," he went on to win the Alfred Roosevelt Memorial Cup; the prize money that year was donated to the Red Cross.

Remington raced SCULPIN through the 1922 season, winning both the second and third summer series in

1920. In 1922 he sold her to Nelson B. Burr and upgraded to an S boat called PERNEB.

Nelson Beardsley Burr (1871–1928), a longstanding vice-president of the St. Louis Southwestern Railway Company, raced SCULPIN at SCYC in the 1923 through 1925 seasons, after which he sold her to Parkman D. Howe of Mattapoisett, MA.

## **RACING IN MATTAPOISETT**

Yacht racing in Mattapoisett can be traced back to 1874, and from 1899 to 1909, regattas were conducted under the auspices of the nearby Beverly Yacht Club. In 1900 a group of Beverly Yacht Club members in Mattapoisett decided to form their own localized club and went to designer BB Crowninshield for a class of nine, 18' LOD skipjack knockabouts.

These skipjacks only raced for two seasons until they were replaced by Starling Burgess-designed 15' WL knockabouts – which also only raced for two seasons until 1904. By 1905 the Herreshoff designed Buzzards Bay 15s from Beverly were becoming universally accepted throughout Buzzards Bay.

XIPHIAS, Herreshoff Fish #826 was built for Mattapoisett resident F. Gilbert Hinsdale in 1919, and #820 COCKLE arrived from Seawanhaka around the same time; together racing in the handicap class. In 1926, in an attempt to revitalize one-design racing, which had slowed during WWI, the club ordered a fleet of twelve clinker built dinghies from Abeking & Rasmussen in Germany. Also in 1926 more Fish boats shifted from Seawanhaka to Mattapoisett (eleven in all), and in 1927 they split from the handicap class to form their own group.

XIPHIAS was the only Fish boat built specifically for Mattapoisett. She is believed to be the first with a molded oak sheer strake and the last to be gaff rigged. Today XIPHIAS belongs to Rick Meyer, who wrote the 1991 History of the Fish class for its 75<sup>th</sup> anniversary.

Parkman D. Howe, who became vice commodore of the Mattapoisett Yacht Club in 1928 and later owned DORIS (the largest sailing yacht of wood ever built by HMC), raced SCULPIN through about 1930. According to Edward Wood in his book *Sailing days at Mattapoisett 1870 - 1960*, all but two of the Fish boats at Mattapoisett were gaff rigged until the 1930 sailing season when a general conversion to Marconi took place. SKATE and TARPON remained gaff rigged, creating some inconclusive controversy whenever they raced with the others.

The Mattapoissett Fish boats usually raced over long courses to the extremities of Buzzards Bay, and were considered well adapted to the notoriously steep chop. At least two Fish Boats, MORRHUE and SHARK, were swamped during races, putting their forward watertight compartments to the test. W. Mason Smith, Mattapoissett owner of WAHOO, states in a 1973 letter to Robert Pittaway that "the boats had a very wide cockpit and a narrow deck, which made it difficult to sit up to windward when it was blowing hard or to brace oneself across the cockpit. Accordingly, most of the boats were modified by widening the deck (Figs. 27–29) and narrowing the cockpit by about a foot. We thought this made a great improvement."

The Fish Class remained active until 1938 when the Great Hurricane destroyed many of them and signified the end of racing in Mattapoissett.

### **RACING AT WARWICK**

The Warwick Country Club (WCC) of Rhode Island was founded in 1925 and according to William Nixon in his book *Warwick Neck - A Collection of Memories*, on Saturday, July 4 of that year they held their first Annual Regatta. This event was "open to yachts enrolled in any organized yacht club."

Five Fish boats were ordered from HMCo in time to participate (for a cost of \$1,750 each) and seven more new boats joined the WCC fleet the following season, this time for \$1,900 each. All twelve WCC boats had Marconi rigs and molded oak sheer strakes, and all were named for cartoon characters.

They included:

**SASSY SALLY** – Edward R. Bancroft & Francis M. Smith

**KATRINKA** – Roderick F. Makepeace & Emerson P. Smith

**AUNT EPPIE** – Charles M. Smith, III & E. R. Trowbridge

**TARPOON II** – Halsey DeWolf

**RAGGEDY ANN** – R. F. Haffenreffer, III

**FELIX** – William C. Huntoon & John C.B. Washburn

**MAGGIE** – Byron A. Waterman

**MICKEY** – F. S. Parsons

**TOMBOY** – Charles E. Trowbridge

**ANDY GUMP** – Malcolm E. Read

**BROWNIE** – Harold Hoffmann

**STARLING** – C. B. Rockwell, Jr.

The Warwick Fish boats raced for only a short time before the members decided to replace them with Atlantics—larger sloops designed by W. Starling Burgess. Most of the WCC boats were sold to members

of the Cold Spring Harbor Beach Club on Long Island, only three miles from the home of the first (SCYC) fleet.

### **RACING AT COLD SPRING HARBOR**

The Cold Spring Harbor Beach Club (CSHBC) was established in 1921, and its first fleet consisted of nineteen 20' LOD knockabout sloops designed by B. B. Crowninshield, fourteen of which were delivered in 1922 and six more by 1928.

According to [*History of*] *The Cold Spring Harbor Beach Club* by Julia F. Fairchild and Arthur M. Crocker, in the "Flush Days" of 1929, the Yachting Committee of CSHBC was under pressure to expand the racing program with different types of boats. Committee chairman Allen Klots boiled it down to three choices: Acquire a fleet of five-year-old Fish boats from Warwick at 60% of their original cost, build a new fleet of Herreshoff S Boats at \$4,500 each, or develop a new class of 25' LWL racer/cruisers at \$6,000 to \$7,000 apiece.

Fish boats won out not only because of their more modest cost, but also because members were more interested in a comfortable, family-type boat than in racier ones. Nine Fish boats were therefore purchased from WCC members in 1929, and five more, including SCULPIN from Mattapoissett, arrived in 1930.

1930 also marked the arrival of thirteen Atlantic Class sloops—built in Germany at \$2,500—which were much less costly than S-boats would have been. Built of wood originally, Atlantics were eventually converted to fiberglass and continue to race at CSHBC to this day.

By 1932 the CSHBC Fish class fleet was 21 boats strong, made up of Marconi boats from WCC and Mattapoissett, and gaff-rigged boats that had remained behind at the nearby SCYC. SCULPIN was purchased from Parkman D. Howe by CSHBC member John Foster Dulles (Secretary of State under Eisenhower from 1953 to 1959) in 1930 and relocated from Mattapoissett.

According to CSHBC member and yacht designer Clinton Crane who owned TUNA, there was little difference in performance between the two rigs.

From 21 boats of the 1932 - 36 years, the fleet gradually declined and finally disbanded with the onset of WWII. According to Joe Stout, the decline may be partially attributed to Dave Noyes—one of the best young Fish boat sailors—who is quoted as having said to his father on the dock one day, "Daddy, I want an Atlantic."

John Foster Dulles sold his SCULPIN in 1937 to German H. H. Emory of Southport, Connecticut, who re-

named her WEST WIND. The name SCULPIN, however, carried on. Perhaps coincidentally, that same year the keel was laid at the Portsmouth Naval Shipyard for another SCULPIN, a 310-foot Sargo-Class submarine.

## **THE HURRICANE OF 1938 AND WWII**

The last two HMCo Fish boats were built in 1936 and 1937. Both had molded sheer strakes, were trimmed with mahogany, and brought the total number of Fish boats built to 41.

German Emory soon moved SCULPIN, renamed WEST WIND, to his beloved summer home in Brooklin, Maine, where the weather was cooler and the winds more predictable (Figs. 21-23). This move was a lucky break for WEST WIND, because she escaped the fury of the Great Hurricane of 1938 that destroyed much of the coast between Long Island and Massachusetts.

With America's entry into World War II on December 7, 1941, WEST WIND was safely tucked away in the Emory's boathouse and remained there until the War's end. Although German Emory's son, Ben, was born too late to experience WEST WIND firsthand, he recalls his father saying that she was the best boat he had ever owned, and that he wished he had never had sold her.

But sell her he did, in the fall of 1946 to R. Keith Kane of the Wickford (Rhode Island) Yacht Club. Mr. Kane, a Harvard educated lawyer from New York, found the narrow Wickford channel a challenge, but according to his daughter, Shelah Kane Scott, family members agreed that WEST WIND handled better than any other boat they had sailed, and that just looking at her sitting at her mooring had been a delight. The Kanes sailed WEST WIND at least three times around Jamestown Island and frequently up and down the length of Narragansett Bay.

By 1968 WEST WIND had become frail, and sailing her was problematic for an aging Mr. Kane whose four daughters' help was no longer readily available, so he donated her to Mystic Seaport (Fig. 24). She didn't remain there for long.

Kenneth Cook (aka Cookie) worked as a shipwright at Kahle & Flag Marina on the Housatonic River. He purchased WEST WIND from Mystic Seaport in October, soon after her donation, and spent ten years (with the help of his son James) restoring her in his spare time. James Cook wrote a letter asking about the Fish Class to L. Francis Herreshoff in 1970 (Appendix 6), to which LFH replied "...that these are much better boats than any built since."

Cookie added a second set of steam-bent frames and floor timbers in between the originals and replaced the cockpit, cabin and coamings with an arrangement that loosely resembled the cruising version of the Fish called the Marlin (Fig. 25). Cookie renamed the boat FRIAR TUCK, and then later when his wife accused him of spending more time sailing than with her, they renamed her MISTRESS. Unfortunately, declining health made it impossible for him to sail alone (given the lack of auxiliary power and strong tidal current on the river) and Cookie sold the boat only a few years after completing the decade long restoration.

Kenneth Cook sold MISTRESS in 1979 to Robert W. Nelson who kept her at Browns Boatyard in Stratford, Connecticut. Bob worked as a flight engineer on the Rockefeller family's airplane, and re-named the boat LITTLE TYCOON. As it turns out, Bob Nelson's father had been a chauffeur for a member of the Seawanhaka Yacht Club—often crewing on the Fish boats (Fig. 14). Bob only had LITTLE TYCOON for three years, before selling her to his friend Peter Carlin in 1981.

Peter Carlin and his wife Caroline purchased the boat on October 4, 1981 and changed the name back to WEST WIND. They, along with their children sailed her from the Housatonic Boat Club in Stratford for ten more years, venturing as far as Middleground Light in the middle of Long Island Sound. They continued to store her in the off-season at Browns Boatyard until 1992 when she was considered no longer seaworthy. Bringing her home, his plan was to restore the boat himself—so he erected a tent, pulled off the garboards and broad strakes, removed the deck and cockpit, and stripped the paint to bare wood. The original Herreshoff spars were hung in the basement, and the sails and hardware were carefully boxed and put away.

Over the next ten years WEST WIND lay dormant. Tarps were added to shed snow and rain after the tent decomposed. For most wooden boats hauled out like this and left idle, it could be the end of their story. And for a boat expected to last no more than twenty or so years, seventy-six was a pretty good run.

## **RESURRECTION AND RESTORATION**

While I was displaying a replica Fish boat at the 2009 Wooden Boat Show that Artisan Boatworks had just completed (Fig. 73), Peter and Caroline happened by and we struck up a conversation. By then, Peter had reluctantly abandoned the idea of restoring WEST WIND on his own, and was intent on finding her a good new home. We had already rebuilt an original Fish (HMCo #976) in 2003, and we were familiar with the design and its history. So I agreed to take possession and

store her under cover until a suitable owner could be found and a proper restoration undertaken. A year later, in July of 2010, the pine trees that had grown up around the boat were cut down and she was jacked onto a trailer and brought to our shop in Maine.

She remained with us for six years until January of 2015 when we were introduced to Mr. William Marshall. Bill summered on Nantucket, was looking for a special anniversary gift for his wife, and so decided that restoring an original Herreshoff Fish boat would be just the thing. We came to an agreement to restore the boat thoroughly with the goal of completing and re-launching her as SCULPIN in time for her 2016 centennial.

We agreed that, given SCULPIN's historical significance, she should be restored as authentically as possible—and practical. If time had demonstrated obvious deficiencies in the original construction they would be corrected, but otherwise most new pieces would be made like the original ones, meaning, in part, that a 1916-style steam-bent white oak cabin and coaming would replace Kenneth Cook's of the 1970s, and the side-decks (widened at Mattapoissett) would be returned to their original width.

Because good quality butternut that Herreshoff specified was almost impossible to find, we substituted Honduras mahogany for the seats and bulkhead staving. The Marshalls favored bare teak over the original painted cedar for the cockpit sole. To insure she would not lose her shape over the next hundred years, and to maintain the watertight integrity of the forward bulkhead and deck, we substituted epoxy-coated marine plywood for the original softwood deck and bulkheads. The new deck would then be covered with canvas to look as it did in 1916.

Being in the first fleet of 1916, SCULPIN was originally gaff rigged, and then underwent the wholesale conversion to Marconi carried out by HMCo in 1930. That rig and the hardware that went with it is genuine HMCo and will remain. It was our aim to reuse as much of the other original material as possible. This included the ballast keel, deadwood, rudder, tiller, mast and planking—except for the sheer strakes and garboards.

Structurally, all of the frames, floors, transom, sheer clamps, deck frame, and all the screws and bolts that held them together would have to be renewed.

The goal was for SCULPIN to emerge from Artisan looking as she would have appeared in 1916, including low-sheen paint.

## RESTORING THE SHAPE

SCULPIN came into the shop in late July and was immediately stripped down to a bare hull. Within hours the house and deck were in the dumpster, and the sheer clamps, cockpit sole, and deck frame were not far behind. Peter Carlin had previously stripped all of the exterior hull paint, exposed the screws, and removed the garboards, and broad strakes.

After we took out the secondary set of frames and floor timbers that Kenneth Cook had installed, four molds from the original offsets were made and inserted into the hull (Fig. 30). The boat's sectional shape came back very easily with minimal coercion during this operation. We then focused on the longitudinal shape, which left much to be desired. To achieve the necessary flexibility we removed every other original frame, which allowed the bow and stern to be pushed up while the ballast keel anchored the midsection down to the floor. The ends of SCULPIN were then carefully jacked up and the bilges leveled side to side until the hull matched a laser line shot through all of the lofted points of an imaginary waterline above the boat (Fig. 31).

## RESTORING THE HULL

With the hull shape now back where it should be, the Artisan crew began by replacing the transom (Fig. 33) and simultaneously removing, restoring, and reinstalling the stem (Fig. 34). While the original floor timbers were still in place, all of the steam-bent hull frames were replaced after we first filled the screw holes in the planking with West System epoxy thickened with 407, the filler additive that most resembles the properties of wood. Next, the original floor timbers were replaced (Fig. 32) and fastened to the heels of the new frames with large copper rivets and 3M 5200. They were temporarily clamped to the original plank keel.

We found the plank keel not deteriorated as badly as the floor timbers, but when viewed next to all the freshly primed new wood, it became clear that this timber was not up to another hundred years. Consistency is one of the most important factors in a successful restoration, and given the inaccessibility of the plank keel once the ballast keel and floor timber bolts were renewed, we felt it irresponsible not to replace it now.

We located a beautiful piece of quarter-sawn white oak, twenty feet long, twelve inches wide, and two inches thick, and carefully shaped and steam bent it against the underside of the floor timbers to form the new plank keel. After cooling, it was removed, sanded, primed, and bolted back into place with silicon bronze carriage bolts (Fig. 36).

While this was going on, a matching pair of new white oak sheer strakes was installed and beveled to the camber of the deck (Fig. 35). New sheer clamps were then steam-bent into place, the cedar garboards and broad strakes made anew and installed, and soon SCULPIN was almost ready for caulking (Fig. 37).

The topside seams were in good condition and had not opened up significantly. The new seams at the rabbet, garboard, and broad stake could also be caulked because they were new. But there were four seams on each side of the boat that were too wide for caulking.

To fix these seams, in order to preserve SCULPIN's original plank lines and plank widths, we decided to fill the space by gluing in full thickness 3/8" cedar splines, and then caulk the rest of the hull by rolling in strands of cotton (Fig. 38).

One of the improvements over HMC's practice was to thoroughly paint every surface both inside and out with two coats of primer and two coats of oil-based enamel (Fig. 39). Surface preparation between coats is critical and we feel that no two pieces of wood should be joined together without thorough bedding. In SCULPIN, each new piece was primed prior to installation, and then the entire inside of the hull received the remaining coats.

The bilge got two coats of grey Interlux Bilge Coat, and the inside of the hull above received a mix of eight-parts flat white to one-part gloss cream that closely matched the color and sheen of the white paint that would have been used in 1916.

We struck off the painted waterline with a laser level, puttied the topside seams with traditional seam compound, and the bottom with a mix of underwater seam compound and roofing tar. Low spots and surface imperfections were filled with Thickened West System epoxy, and the entire hull primed with two coats of Interprotect primer. Finish coats of topside enamel and anti-fouling bottom paint would come later.

As mentioned earlier, half-inch-thick, epoxy-coated marine plywood was used for the forward watertight bulkhead and the forward face of the aft seat, both fastened to the frames with bronze screws and 3M 5200. Having swamped a similar-sized Herreshoff daysailer, I felt strongly that the forward bulkhead should be absolutely watertight, and that securing the aft seat bulkhead would help hold hull shape there.

The cabin bulkhead is non-structural and made up of tongue and groove, V-matched mahogany (Fig. 40). The deck frame is of white oak, painted before being installed. The deck itself, once scarfed together in place

as a unit, was removed for epoxy coating and painting its underside.

Before the deck frame and deck went in permanently, the cockpit and cabin soles were made and installed, the goal being to do this work while the hull was wide open, before the deck and coamings interfered with egress.

After the soles and deck came the coamings. After they had been patterned and steam-bent in place, they were removed for pre-finishing. The deck was epoxy coated, allowed to cure, and canvas was stretched over it, bedded in latex-lagging adhesive (Fig. 41).

Once the canvas was painted, the coamings were permanently installed, along with the toerails, cabintop, and hardware.

In doing research for this paper I reached out to James Cook, the son of Kenneth Cook, who had helped with the 1970s rebuild. As it turns out he was in possession of SCULPIN's original cabin doors and several pieces of original hardware – which he graciously donated to the cause.

In May of her 100<sup>th</sup> year, with her original name back on the transom for the first time in 79 years, SCULPIN will return to her Bristol, Rhode Island, birthplace where she has been invited to join her sisters and cousins on display at the Herreshoff Marine Museum. She will be there for the Museum's bi-annual Classic Yacht Symposium to celebrate the centennial of the New York 40s and the schooner MARIETTE as well as her own.

Following the Classic Yacht Symposium, SCULPIN will make her way to Nantucket where she will begin her next hundred years under the care of Tracey Marshall.

## **BUILDING A NEW REPLICA**

In 2010, before restoring SCULPIN, Artisan Boatworks was approached by Peter and Kathy Wagner, who owned a Haven 12-½ that they liked very much but found that the four-knot tidal current where they lived was beyond a boat this small. They needed a bigger and faster boat with auxiliary propulsion to bring them home safely on a foul tide. They'd still be daysailing, but looked forward to longer sails in more exposed waters. After considerable thought and research, they decided that a Fish boat with auxiliary power would be ideal.

HMC had once installed inboard engines in Marlins, so there was precedent. We proposed the same arrangement, consisting of an engine in the cockpit whose box also functioned as a small "coffee table" and proved advantageous for standing upon when furling the



sails. For shorter-legged passengers, it could serve as a foot brace as well.

The Wagners decided to have Artisan build a new replica and, not being constrained by restoration criteria, had some latitude in picking and choosing details from various incarnations of the Fish boat design. They could also consider alternate construction methods using modern materials and adhesives.

Laminated epoxy (cold molded) construction was discussed as an option, but the Wagners wanted to see the closely-spaced, steam-bent frames and other structural components important to the boat's character. They decided that the varnished mahogany transom and molded sheer planks used on the final two HMCo Fish boats would look nice, and that a gaff rig would be preferable to Marconi. Time was spent studying Mystic Seaport's 1936 Fish boat MARY HELL, HMCo #1379, which was the next-to-last one built. She became the benchmark for the Wagner's new replica—all but the rig.

Hardware would all be bronze, and they opted to go with J.M. Reinecks's cam cleats for the sheets and halyards—an item developed by Jim for a Buzzards Bay 15 replica built by Artisan in 2008.

Construction would be traditional except for edge-gluing the seams of the cedar planking instead of caulking them conventionally with cotton, and the bulkheads and deck would be of epoxy-coated marine plywood.

The new boat's hull shape was carefully lofted using original offsets, scaled as discussed earlier, but instead of building an individual mold for every single frame as was done by HMCo back in 1916, the crew at Artisan have concluded that for a single boat it is more efficient to set up molds for every third frame, spaced such that the three permanent bulkheads would fall on mold frames (Fig. 53). In this manner there are only eight temporary molds instead of twenty-two. Stiff longitudinal ribbands were bent around these molds, creating a "basket" into which the oak frames were steam bent (Fig. 54).

The new replica, named TULIP (which is a kind of Fish), was launched in May of 2011 and made her public debut at the Wooden Boat Show in Mystic soon afterwards (Fig. 73). It was at this show that TULIP's presence caught the eye of Peter Carlin, thus initiating the SCULPIN project.

## SAILING PERFORMANCE

Through interviews with past and current owners of Fish boats, including former owners of SCULPIN, the

recurring comment is that their Fish was the best boat they ever owned.

Given the number of early one-design sailboats produced over the past hundred years, and the rate at which one-design classes were coming and going during that era, the fact that 24 of the original 41 Fish boats are still accounted for is remarkable.

In an April 2015 video from OffCenterHarbor.com about a Fish boat called PERCH, narrator Eric Blake describes the Fish as being "simple, and lovely from every angle—large enough to take a family across the bay in style, yet nimble enough to take off on the mere suggestion of a breeze. She is in every respect, a three-generation boat."

Indeed, there have been faster boats, and there have been boats with more accoutrements. But for 100 years, the Fish has never fallen out of fashion because there is nothing exceptionable about her. She does exactly what she needs to do, with efficiency and grace.

In an interview with the well-known sailmaker Nat Wilson, who has owned and sailed an original Fish boat since 1975, he pointed out that the proportions and angles of the rig were consistent with Herreshoff's most successful designs. Nat's gaff-rigged Fish boat, he's discovered, can-out sail many similar-sized modern Marconi-rigged boats. When asked about the Fish boat's rumored weather helm, Nat vehemently declares, "it's simply not true!" In tacking up and down the Damariscotta River he is in complete agreement with L. Francis Herreshoff and many other Herreshoff Fish Class owners in claiming that "*these are much better boats than any built since.*"

## IDENTIFICATION OF ORIGINAL BOATS

Of the 41 Fish boats (Appendix 1) built by HMCo, according to the online Herreshoff Registry, 24 are known to exist today (Appendix 2). Of those 24, only 12 can be traced back to their original HMCo hull number. Our hope is that readers of this paper will share it with their friends and relatives who might have memory of Fish boats. Any information about boat names, past owners, sail numbers, and the fate of boats listed as "unknown" will greatly aid existing owners in attempting to recreate their boat's provenance. One clue to identifying boats may be roman numerals carved into the base of spars. These numerals correspond to sail numbers, but at which club is inconsistent.

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## Thank You to:

Claas van der Linde  
Maynard Bray  
John Palmieri  
Rick Meyer (owner of XIPHIAS)  
Nat Wilson (owner of KATHY)  
Steve Nagy  
Teeter Bibber  
Jim Reineck  
Bill Beardsley  
Halsey C. Herreshoff  
Dan Harper  
Ben Emory  
William Nixon – Warwick Neck  
Gary Knap – Cold Spring Harbor Beach Club  
Kurt Hasslebalch – Hart Nautical Collection, MIT  
Shelah Kane Scott (daughter of R. Keith Kane)  
James Cook, Jr. (son of Kenneth Cook)  
Robert Nelson (owner of SCULPIN 1979 - 1981)  
Peter Carlin (owner of SCULPIN 1981 - 2009)  
William and Tracey Marshall (current owners of SCULPIN)  
Peter and Kathy Wagner (owners of TULIP)  
Jane Kurko

## ABOUT THE AUTHOR:



**Alec Brainerd** - After many years working in boatyards as a shipwright and crewing on large classic yachts around the world, Alec, a Maine native, founded Artisan Boatworks in 2002. He lives in Rockport with his wife and two daughters.

Alec and his family enjoy skiing and the Camden Snow Bowl in the winter months, and sailing their Sparkman & Stephens yawl NORA in the summer. For more information about restorations and construction of new replicas at Artisan Boatworks, please visit [www.ArtisanBoatworks.com](http://www.ArtisanBoatworks.com). (Photo courtesy of Luke Boelitz)

## APPENDIX 1 – Original Herreshoff Fish Boats

HMCo #	Original Name	Built For:	Contract Date	Fleet	Cost	Trim	Rig	Sheer	SCYC Sail #
HMCo #788s	Manatee	Strauss, Albert	1/10/16	Seawanhaka	875	Oak	Gaff	Plain	1
HMCo #789s	Cod	Shonnard, H. S.	1/10/16	Seawanhaka	875	Oak	Gaff	Plain	7
HMCo #790s	Bluefish	Smith, Howard C.	1/10/16	Seawanhaka	875	Oak	Gaff	Plain	5
HMCo #791s	Shark	Morgan, J. P.	1/10/16	Seawanhaka	875	Oak	Gaff	Plain	6
HMCo #792s	Volador	Bacon, Daniel	1/10/16	Seawanhaka	875	Oak	Gaff	Plain	12
HMCo #793s	Whitebait	White, Alexander M.	1/10/16	Seawanhaka	875	Oak	Gaff	Plain	10
HMCo #794s	Anchovy	Crane Jr., R. T.	1/10/16	Seawanhaka	875	Oak	Gaff	Plain	8
HMCo #795s	Snapper	Roosevelt, W. Emlen	1/10/16	Seawanhaka	875	Oak	Gaff	Plain	14
HMCo #796s	Shrimp	Stewart, W. A. W.	1/10/16	Seawanhaka	875	Oak	Gaff	Plain	15
HMCo #797s	Pompano	Appleton, W[illiam] H.	1/10/16	Seawanhaka	875	Oak	Gaff	Plain	16
HMCo #798s	Porpoise	Crane Jr., R. T.	1/10/16	Seawanhaka	875	Oak	Gaff	Plain	13
HMCo #799s	Grunt	Shaw, Samuel T.	1/10/16	Seawanhaka	875	Oak	Gaff	Plain	9
HMCo #800s	Sabalo	Whitney, A. R., Jr.	1/10/16	Seawanhaka	875	Oak	Gaff	Plain	17
HMCo #801s	Tarpon	Bishop, Dr. L. F.	1/10/16	Seawanhaka	875	Oak	Gaff	Plain	2
HMCo #802s	Periwinkle	Hayes, Henry R.	1/10/16	Seawanhaka	875	Oak	Gaff	Plain	4
HMCo #803s	Barracuda	Hicks, DeForrest	1/10/16	Seawanhaka	875	Oak	Gaff	Plain	11
HMCo #805s	Bonita	Crane, Charles R.	1/10/16	Seawanhaka	875	Oak	Gaff	Plain	3
HMCo #807s	Sardine	Work, Bertram G.	1/21/16	Seawanhaka	875	Oak	Gaff	Plain	18
HMCo #808s	Skate	Smith, H. L.	1/21/16	Seawanhaka	875	Oak	Gaff	Plain	19
HMCo #811s	Eel	Stewart, Cecil P.	4/21/16	Seawanhaka	875	Oak	Gaff	Plain	20
HMCo #812s	Nahma	Duncan, W. Butler	4/21/16	Seawanhaka	925	Oak	Gaff	Plain	21
HMCo #814s	Amberjack	Watts, R.	4/21/16		925	Oak	Gaff	Plain	
HMCo #816s	[Squid] Sculpin	STOCK - Purchased by Remington, F.	4/21/16	Seawanhaka	925	Oak	Gaff	Plain	22
HMCo #819s	Minnow	Williams, F. S.	1/2/17	Seawanhaka	925	Oak	Gaff	Plain	24
HMCo #820s	Cockle	MacKensie, G. C.	1/5/17	Seawanhaka	925	Oak	Gaff	Plain	26
HMCo #821s	Tuna	Scudder, T.	1/5/17	Seawanhaka	925	Oak	Gaff	Plain	27
HMCo #826s	Xiphias	Hinsdale, F. G.	1/30/19	Mattapoisett	1700	Oak	Gaff	Molded	
HMCo #939s	Sassy Sally	Bancroft & Smith, Edward R. & Francis M.	1925	Warwick	1750	Oak	Marconi	Molded	
HMCo #940s	Katrinka	Makepeace & Emerson, Roderick F. & Emerson P.	3/10/25	Warwick	1750	Oak	Marconi	Molded	
HMCo #941s	Aunt Eppie	Smith III and Trowbridge, Charles M. & E. R.	3/10/25	Warwick	1750	Oak	Marconi	Molded	
HMCo #942s	Tarpoon II	DeWolf, Halsey	2/21/25	Warwick	1750	Oak	Marconi	Molded	
HMCo #943s	Raggedy Ann	R. F. Haffenreffer III	1925			Oak	Marconi	Molded	
HMCo #972s	Felix	Huntoon & Washburn, William C. & John C. B.	11/9/25	Warwick	1900	Oak	Marconi	Molded	
HMCo #973s	Maggie	Waterman, Byron A.	11/12/25	Warwick	1900	Oak	Marconi	Molded	
HMCo #974s	Mickey	Parsons, F. S.	11/17/25	Warwick	1900	Oak	Marconi	Molded	
HMCo #975s	Tomboy	Trowbridge, Charles E.	11/17/25	Warwick	1900	Oak	Marconi	Molded	
HMCo #976s	Andy Gump	Read, Malcolm E.	11/17/25	Warwick	1900	Oak	Marconi	Molded	
HMCo #977s	Brownie	Hoffmann, Harold	11/17/25	Warwick	1900	Oak	Marconi	Molded	
HMCo #978s	Starling	Rockwell Jr., C. B.	1925	Warwick		Oak	Marconi	Molded	
HMCo #1379s	Mary Hell	Lautmann, H. M.	6/10/36		1800	Mah.	Marconi	Molded	
HMCo #1380s	Scup	Newlock, F. D.	6/3/37		1500	Mah.	Marconi	Molded	

## APPENDIX 2 – Extant Herreshoff Fish Boats

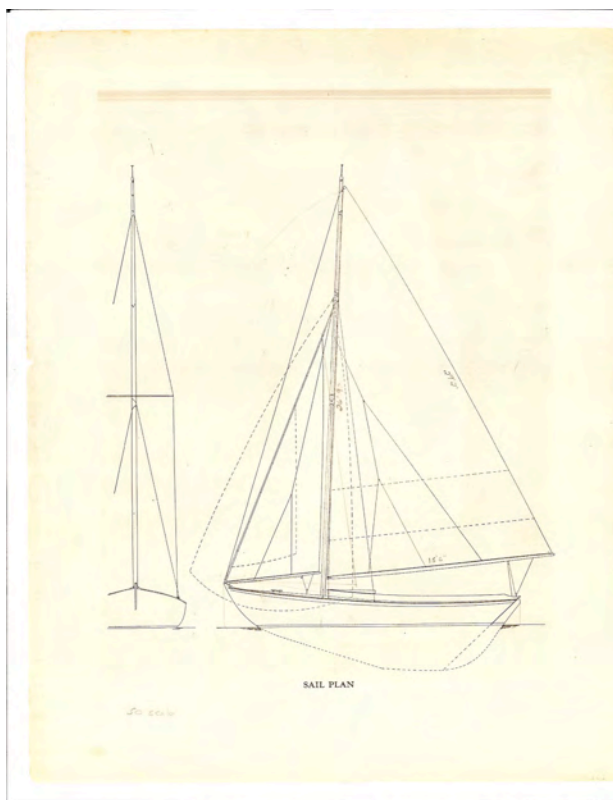
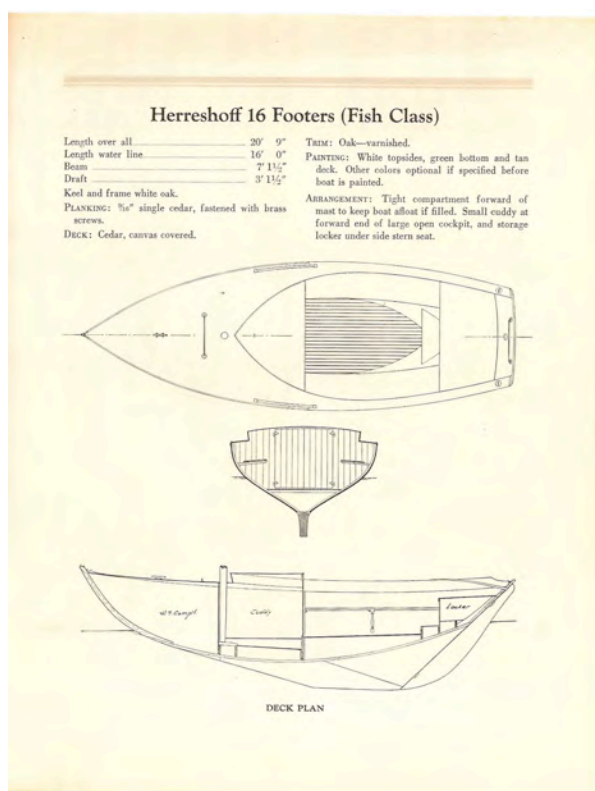
Extant Identified Boats	Current Owner	Carved #	Sheer	Notes, previous names, previous owners, etc.
HMCo #790s	BLUEFISH	Herreshoff Museum		Plain
HMCo #791s	SHARK	Jean De Fontenay		Plain
HMCo #794s	ANCHOVY	IYRS		Plain
HMCo #797s	POMPANO	David Snedaker		Plain
HMCo #802s	PERRIWINKLE	Dan Harrison		Plain
HMCo #807s	SEA ROBIN	Nicholas Long		Plain
HMCo #812s	WHIM	Paxson H. Offield		Plain
HMCo #814s	HERRING	W. McDonald & R. Schell		Plain
HMCo #816s	SCULPIN	Tracey Marshall		Plain
HMCo #826s	TEA CUP	Rick Meyer		Plain
HMCo #941s		Steve Frary		Plain
HMCo #976s	PARACLETE II	Negley		Plain
HMCo #1379s	MERRY HELL	Mystic Seaport		Mah.

Extant Unidentified Boats	Current Owner	Carved #	Sheer	Notes
	JOHN DORY	Dan Shea	3	molded
	PERCH	Ben Emory	7	molded
	FFELICITY	Jim Newman		
	SHAD	Barbara Kingsland		
	CHUM			
	KATHY	Nat Wilson	10	plain
	WAHOO	Adam Wronowski		
	PATCHES	John Howard		
		Rodger Stokey		
	SUSAN ALICE	Richard Shrodder		
	BUTTERFLY	Walter Fisher		
	DOLPHIN	Seth Hagen		
	RUSALKA	Hirschmann		

Missing Unidentified Boats	past Owner	Sail #	Sheer	Notes, previous names, previous owners, etc.
	SKIPPER	Benjamin Young	3	
	BARQUE	Stanley Rumbough	6	
	SAIL FISH	Gerald M. Livingston	7	
	WINDWARD	Joseph Strout	10	
	SHANDY GAFF	Artuur Paine	11	
	SEA ROBIN	Leslie T. Webster	18	
	SHINER	George Crocker	21	
	NAUTILUS	Lansing P. Reed	25	
	MORRHUE	James Stoddard		
	NAUTALIS	E.C. Storrow		
	WAHOO	Wm Mason Smith		
	MISCHIEF	Kim & Steve Clark		
	HERRING	Roseland Scheel & Will McDonald		
	KABRILLA	Mary Fortress		
	HARBINGER			
	HOPE			

If you have information pertaining to any of these boats, please email [Alec@ArtisanBoatworks.com](mailto:Alec@ArtisanBoatworks.com)

# APPENDIX 3 – Original Herreshoff Advertising Brochure





**APPENDIX 4 – Letter from German H. H. Emory to Robert A. Pittaway**

GERMAN H. H. EMORY  
260 MADISON AVENUE  
NEW YORK, N.Y. 10016

January 7, 1974

Mr. Robert A. Pittaway  
6 Broad Street  
Stonington, Conn. 06378

Dear Mr. Pittaway:

In the "National Fisherman", I read of your collecting data for a history of the Herreshoff "Fish" boats. At one time I had one.

Mine was, I think, No. 16; but I am uncertain about that. Anyhow, I bought my boat, which was named "Sculpin" (not too attractive a fish), from John Foster Dulles, who kept her at the Cold Spring Harbor Beach Club, Cold Spring Harbor, L.I., N.Y., which is on Oyster Bay. That was in the spring of 1937, I believe.

I renamed the boat "West Wind". That first summer, I kept her at Southport, Conn. but in the fall moved her to Brooklin, Maine (Eggemoggin Reach), where we sailed her until 1950. We sold her to Mr. R. Keith Kane, a New York attorney, who kept her at his summer home on Narragansett Bay for a number of years. In the end, I believe she wore out, but I know no details.

She was a great boat!

Sincerely,

*German H. H. Emory*  
German H. H. Emory

*TRY  
TO  
LOCATE*  
RH

APPENDIX 5 – Letter from L. Francis Herreshoff to Dr. Roy C. Gumpel

Class – Hull / Sail No. 7 (Must had #4 on her)  
Hull No. 794 ANCHORY

FISH FIVE

THE CASTLE  
MARBLEHEAD, MASSACHUSETTS

January 13, 1970

Dr. Roy C. Gumpel  
The Rye Medical Group  
269 Purchase Street  
Rye, N. Y.

Dear Doctor:

In answer to your letter of January 7, I will say first: thank you for your kind words about some of my writings.

The Seawanhaka Corinthian Yacht Club Fish Class boats were built for wealthy middle aged-members of this club, many of whom had or had had larger yachts. The gentlemen of those days were very different from the boatmen of today. These Fish Class boats which were ~~designed~~ in 1916 by the Herreshoff Manufacturing Co. in 1916 had a small cabin with short settees on both sides so that a gentleman could keep some sailing clothes or particularly white trousers so that when he came aboard in his city clothes he could make a change of shoes and clothes before enjoying an afternoon sail. These boats were designed by my father, particularly for that purpose and to give as comfortable and pleasant sail as was possible in a lively feeling, dry little craft. Although they were built to the Universal Rule they were in no way rule cheaters but had very comfortable cockpits with seats at just the right angle and the combing angled to make a comfortable backrest.

This may have been the last class that decently dressed ladies and gentlemen who appreciated the beautiful landscape sailed for many years. I only wish I could give a better description of this refined class but I learned to appreciate them in delivering one or two to the above mentioned yacht club from the builders. If these boats had had good care all their life, they should still be in good shape. As for their performance, they were fast in light weather and perhaps the best sea boats of their size which had open cockpits that I for one have ever seen. Enclosed is a copy of a brochure describing the Fish Class.

As to the other boat you spoke of and said was quite wide: If she is planked with mahogany, she is probably a small sail boat that Mr. Morton Plant had built for his son when quite young, I believe the son did not care for her so my uncle, J.B. Herreshoff took her in trade for a larger yacht and this mahogany sailboat was turned over to JB's daughter and granddaughters. This boat was called the DAD and was built in 1906.

Yours truly,

L. Francis Herreshoff

APPENDIX 6 – Letter from L. Francis Herreshoff to James Cook

THE CASTLE  
MARBLEHEAD, MASSACHUSETTS

September 18, 1970

Mr. James Cook  
122 Sims Street  
Bridgeport, Conn.

Dear Mr. Cook:

In answer to your letter about the so-called Fish boat which you acquired from the Mystic Museum, I would say in the first place that these are much better boats than any built since.

They were designed to fit the ~~universal~~ <sup>universal</sup> rule and I think rated 14  $\frac{1}{2}$ '. They were called Fish boats because they were all named for fish of various varieties.

I am sending you two pages of a HMCo brochure which shows these boats.

N. G. Herreshoff never drew lines of boats but had them built from a model he had made and in most cases the sail plan was only drawn in pencil and he took from this plan the dimensions for the sails and made up the rigging list. So, unfortunately the lines and sail plan are not available but I think you can get the construction plan from Mr. William H. Baker, Curator, Hart Nautical Museum at Mass. Inst. of Technology, Cambridge, Mass. and that construction plan would probably show enough sections to make a model and the sail plan could be taken from the enclosed brochure. (For your interest, a Dr. Roy G. Gumpel, The Rye Medical Group, 269 Purchase St, Rye, N.Y. (summer place in Mystic) has recently refurbished the Anchovy built in Jan. 1916. Might be worth your while to contact him.)

You may think I am old-fashioned but I will suggest that you use a small jib as is shown for it is these present large jibs which have spoiled pleasant sailing as they require winches and many sizes of head sails with different jib leads together with foolish expense.

I delivered some of these boats when they were new and I quite agree that the deckhouse should have been bigger but originally they were never planned to sleep anyone but were used by the wealthy people who lived near the Seawanhaka Corinthian Yacht Club for afternoon sailing.

Yours truly,

L. Francis Herreshoff



APPENDIX 7 – *New York Times* article, April 29, 1916

## NEW ONE-DESIGN YACHTS.

Score of Novel Boats in Seawanhaka-Corinthian Fleet.

Twenty one-design yachts for members of the Seawanhaka-Corinthian Yacht Club are now receiving their finishing touches in the yards of the Herreshoff Company at Bristol, R. I., and will be added to the fleet of the club at their Oyster Bay anchorage about the middle of next month. These new craft are the latest design by Mr. Herreshoff for the so-called knock-about type. While the design in construction was to secure seaworthiness and safety rather than extreme racing speed—a sort of kindergarten racer for the younger of the amateur helmsmen—Mr. Herreshoff has assured the members of the club that the form under water is one which will give such an amount of speed with small sail area as to furnish the liveliest kind of sport with absolute safety to the skippers, as the crafts are unsinkable, even if filled with water.

The new class will make its first appearance on May 30. All the craft have been named for some one of the fish tribe, that owned by Albert Strauss, which has been christened Manatee, after the Florida amphibian. The complete list of owners and names of the craft are:

Commodore Howard C. Smith's Bluefish, ex-Commodore Daniel Bacon's Volador, W. H. Appleton's Pompano, Dr. L. F. Bishop's Tarpon, Charles R. Crane's Bonita, R. T. Crane, Jr.'s Porpoise, Henry R. Hayes's Periwinkle, De Forest Hicks's Barracuda, J. P. Morgan's Shark, W. Emlen Roosevelt's Snapper, Samuel T. Shaw's Grunt, H. L. Smith's Skate, Cecil P. Stewart's Eel, W. A. W. Stewart's Shrimp, Albert Strauss's Manatee, H. S. Shonnard's Cod, Francis M. Weld's Anchovy, Alexander M. White's Whitebait, A. R. Whitney, Jr.'s Sabalo, and Bertram G. Work's Sardine.

The boats measure 16 feet on the water line and 21 over all, and have a beam of 7 feet and a draught of 3 feet 3 inches. They carry 262 square feet of sail and are ballasted with 1,200 pounds of lead, all on the outside. Spinnakers of the usual proportions will be carried. The craft cost \$875 each, and were assigned by lot to the twenty owners, who took the output from the design and then selected the names for their craft.

**The New York Times**

Published: April 29, 1916

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APPENDIX 8 – *New York Times* article, May 2, 1916

## NEW 16-FOOTER TRIED.

### Captain Herreshoff Pleased with the Latest Seawanhaka Class.

Captain Nat G. Herreshoff, designer of the new sixteen-foot "fish fleet," for members of the Seawanhaka-Corinthian Yacht Club, himself made the first trial spin with one of the boats in Bristol Harbor last week. A light westerly wind was blowing, and Captain Herreshoff had an excellent opportunity to try out the new knockabout boat with mainsail and forestaysail set.

Word was received here yesterday that the new craft was very slippery in both running and reaching, and that in beating to windward the little boat was as clever as anything of her size could be. He was so thoroughly satisfied with the trial that he sent word to Commodore Smith that the little boats would not only do all that he had promised when he designed them, but somewhat better than he had hoped for, and would furnish a fine lot of racing craft for the coming season. Captain Herreshoff had the unnamed boat out for over an hour, and will give her another trial today before letting her and her companions—others of which will be ready this week—sail for Oyster Bay.

**The New York Times**

Published: May 2, 1916

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**APPENDIX 9 – Provenance**

**Provenance, Herreshoff Fish #816**

Herreshoff Builders Records, #816 SQUID commissioned April 21, 1916.

HMCo Vessel Index Card: SQUID built “for stock” sold to F. Remington Sept 18, 1916

22nd Fish boat built for SCYC, the last of the 2nd batch, delivered in May 1917

“The History of the Seawanhaka Corinthian Yacht Club 1897 - 1940” by John Parkinson, Jr., Page 109, Franklin Remington is listed as racing a fish boat named *Sculpin* in 1917 and 1918.

As there is no record of a fish boat named *Squid* ever having existed, it concluded that Remington renamed #816 *Sculpin* when he took possession.

The following information is copied from research by Rick Meyer in August of 1991.

1917 - 1922	Franklin Remington, renamed <i>Sculpin</i> , SCYC, Sail #15
1923 - 1925	Nelson B. Burr, SCYC
1926 - 1932	Parkman D. Howe, Mattapoisett, MA, Sail # 22 Converted to Marconi rig in 1930
1932 - 1937	John Foster Dulles, Cold Spring Harbor, NY, Sail #15
1937- 1950	German H. H. Emory, Southport, CT, moved to Brooklin, ME, renamed WEST WIND
1950 - 1968	R. Keith Kane, Wickford YC, Narragansett Bay.
1968 - 1968	Mystic Seaport
1968 - 1979	Kenneth Cook, converted for cruising, renamed FRIAR TUCK, then MISTRESS
1979 - 1981	Robert Nelson, renamed LITTLE TYCOON
1981 - 2009	Peter Carlin, renamed WESTWIND
2009 - 2015	Alec Brainerd / Artisan Boatworks
2015 - Present	Tracey Marshall, rebuilt and renamed SCULPIN

FIGURES REFERRED TO IN TEXT



Fig 1) Miss Roosevelt on board GRILSE, one of the Clinton Crane designed 15' WL knockabouts raced at SCYC beginning in 1903



Fig 2) Herreshoff design #732 SADIE, built for SCYC member E. Cornelius Benedict in 1914. (Image courtesy Kathy Bray)



Fig. 3) Herreshoff design #674 of 1907. This full-keel version of the Buzzards Bay 15 was proposed to SCYC as a replacement for the Clinton Crane 15 footers - at a cost of \$900 each. (Image courtesy Kathy Bray)

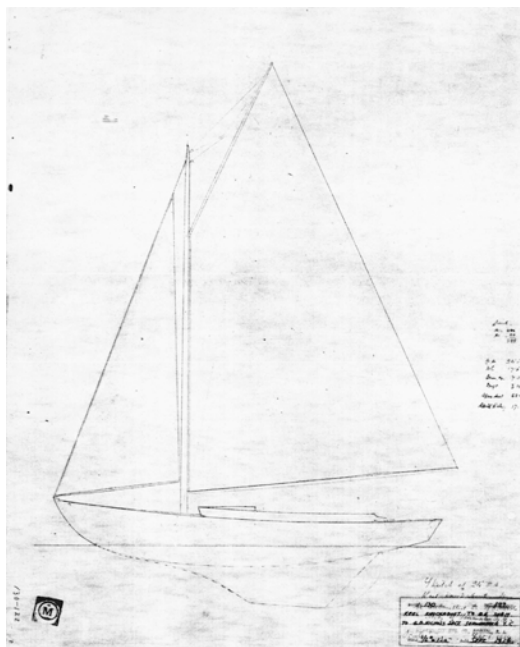


Fig. 4) 24' one-design for Seawanhaka based on SADIE. Proposed by Herreshoff in 1914 but never built. (Courtesy Hart Nautical Collection)



Fig. 5) Builders model for Herreshoff for 1914 12-½ and 1916 Fish Class (Courtesy Herreshoff Marine Museum)

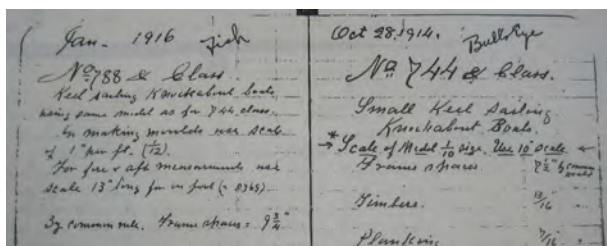


Fig. 6) Excerpt from Herreshoff offset book for 1914 12-½ and 1916 Fish Class (Courtesy Artisan Boatworks)



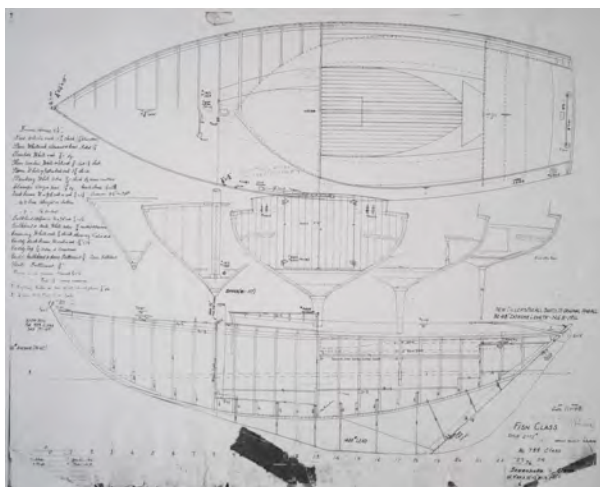


Fig. 7) Construction Drawing for Herreshoff 16' Class, 1916. (Courtesy Hart Nautical Collection)

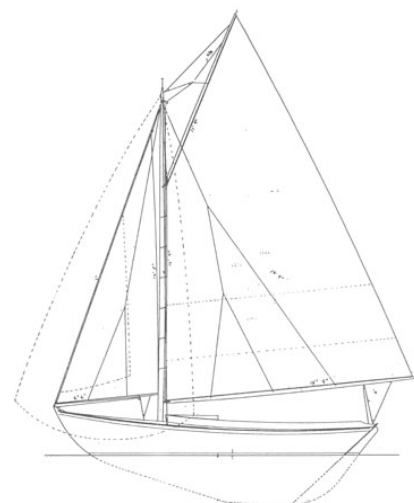


Fig. 8) Herreshoff Fish Class Sail plan 1916 (Courtesy Hart Nautical Collection)



Fig. 9) Herreshoff Construction shop, 1916. New York 40 in foreground, with Fish Class to left. (Courtesy Herreshoff Marine Museum)

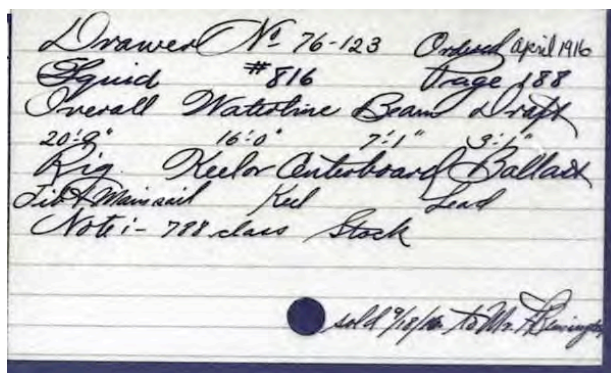


Fig. 10) Vessel Index Card for HMCo # 816 (Courtesy Hart Nautical Collection)



Fig. 11) Seawanhaka Fish Boats racing. (Courtesy Herreshoff Marine Museum)



Fig. 12) BLUEFISH underway



Fig. 13) POMPANO sailing at Seawanhaka



Fig. 16) Fish Boats sailing



Fig. 14) Robert Nelson's Father aboard a Seawanhaka Fish Boat with the owner. (Courtesy Robert Nelson)



Fig. 17) Fish Boat sailing



Fig. 15) BONITA underway



Fig. 18) SCULPIN sailing with her original gaff rig





Fig. 19) SCULPIN sailing with her original gaff rig



Fig. 22) SCULPIN sailing in the 1940s on Eggemoggin Reach. (Courtesy Ben Emory)



Fig. 20) Early Fish Boats on land



Fig. 23) SCULPIN sailing in the 1940s on Eggemoggin Reach. (Courtesy Ben Emory)



Fig. 21) SCULPIN sailing in 1940s on Eggemoggin Reach. (Courtesy Ben Emory)



Fig. 24) WEST WIND (SCULPIN) at Mystic Seaport in 1968



Fig. 25) SCULPIN as she appeared after the 1970s rebuild



Fig. 28) SCULPIN awaiting restoration in 2009



Fig. 26) SCULPIN awaiting restoration in 2009



Fig. 29) SCULPIN awaiting restoration in 2009



Fig. 27) SCULPIN awaiting restoration in 2009

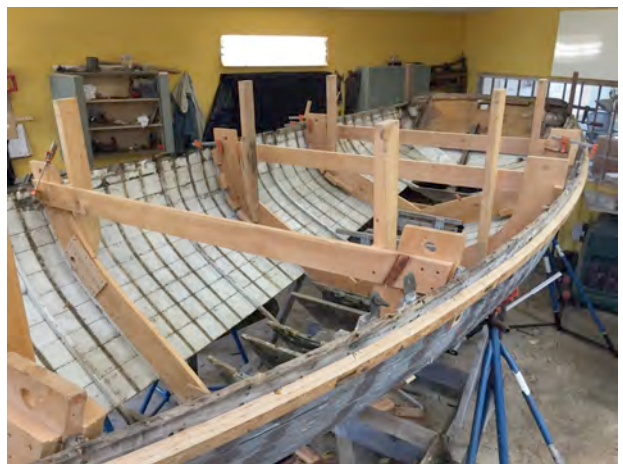


Fig. 30) Temporary molds are used to restore hull shape





Fig. 31) Temporary molds are used to restore hull shape



Fig. 34) Original stem restored



Fig. 32) New floor timbers with limber holes for drainage



Fig. 35) New oak sheer planks



Fig. 33) New frames and floors installed, transom removed

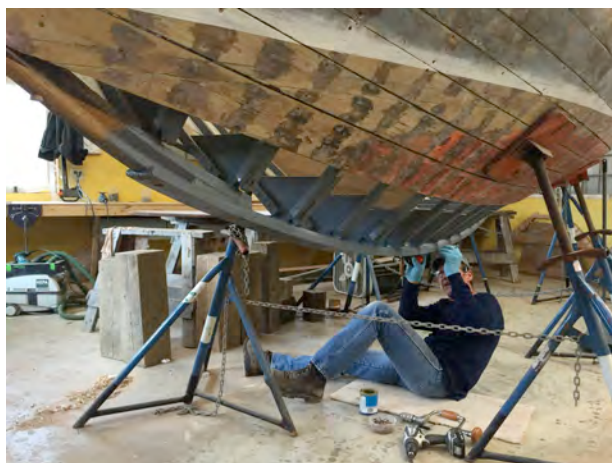


Fig. 36) New plank keel



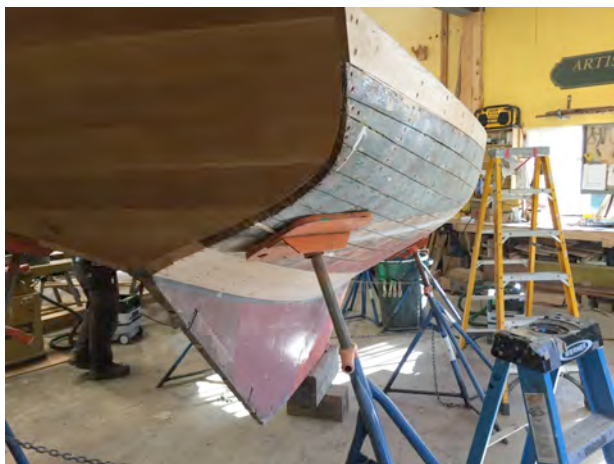


Fig. 37) New transom and bottom planks



Fig. 40) Coamings and Main Bulkhead installed



Fig. 38) Caulking, four seams splined



Fig. 41) Canvass glued down with latex lagging adhesive



Fig. 39) Aft compartment before seat



Fig. 42) Tim Jacobus, Anders von Aschwege, and Abe Goodell





Fig. 43) Deck paint and varnish



Fig. 46) Topside paint



Fig. 44) New seats with integral outboard trays



Fig. 47) Original Merriman halyard winch



Fig.45) Fitting the original tiller through the new transom



Fig. 48) Aft seat compartment with original main halyard cleat





Fig. 49) Finished



Fig. 52) Finished



Fig 50) Running backstay rack and toe rail termination



Fig. 53) Setup of new Fish with a mold or bulkhead at every third station



Fig. 51) Original aft docking eyes



Fig. 54) Temporary LVL ribbands form "basket" for steaming remaining frames





Fig. 55) Stem and keel plank are laminated iroko



Fig. 58) Hull upright with molds in place.



Fig. 56) Edge-glued cedar planking spiled and tapered in the traditional manor.



Fig. 59) Interior paint, sheer clamps, and deck beams



Fig. 57) Hull fairing. Mahogany sheer planks are hung full thickness and then shaped in place.



Fig. 60) Ballast plug and deadwood





Fig. 61) Engine beds, hull ready for plywood deck



Fig. 62) Plywood deck with glass cloth, coamings and housesides.



Fig. 63) Seats, doors, and sole beams



Fig. 64) Sheer planks molded and varnished



Fig. 65) Topside paint



Fig. 66) Young sailors at the Maine Boatbuilders Show in Portland, March 2011





Fig. 67) Spars and rigging at the shop.



Fig. 70) TULIP Underway



Fig. 68) Launching



Fig. 71) TULIP Underway



Fig. 69) TULIP, in the water



Fig. 72) TULIP's owners Peter and Kathy Wagner



Fig. 73) TULIP at the Wooden Boatshow in Mystic, June, 2011

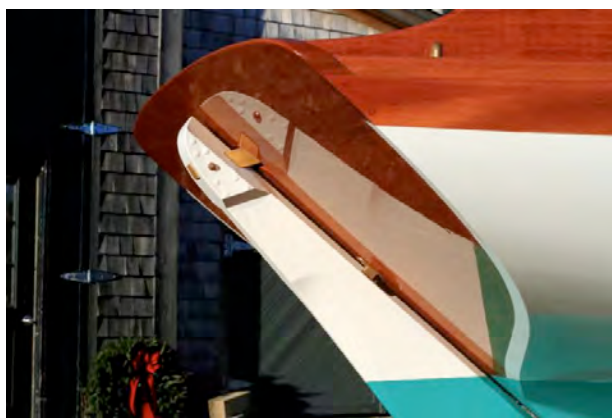


Fig. 76) Rudder and transom



Fig. 74) TULIP on her trailer at Artisan Boatworks



Fig. 75) TULIP on her trailer, showing engine box in cockpit