

The Classic Yacht Symposium™ 2014



The Herreshoff 12 ½ Footer Evolution Of The Class

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ABSTRACT

In order to authentically restore a classic yacht, one must know how it was originally configured. Quite a few of the original Herreshoff 12 ½ footers have missing builder's plates. The hull number on this plate is needed to reference the builder's record and determine the original owner, name, and configuration.

Configuration and construction of the 12½ footer evolved over the 100 years since Captain Nat completed the design. This paper examines how the construction of the boat changed over the years, looking at things like seat configuration, transom construction, and hardware changes. It draws on documentation, observations of working boat builders, and study of existing boats. With an understanding of how this evolution took place, a restorer or owner should be able to fairly accurately estimate the age of the subject vessel.

The Herreshoff Registry offers an online database containing entries for each of the 364 12 ½ footers built by the Herreshoff Manufacturing Company (HMCo). If an owner or restorer uses the information in this paper and references the provenance supplied in the Registry, there may be enough evidence to specifically identify the subject boat.

OVERVIEW

Nat Herreshoff designed the 12½ footer in 1914. It has been in continuous production since then, and is nearly universally acclaimed as one of the finest small boats of all time. He was 66 years old by then, and had all the experience from a full and legendary career of designing and building yachts. He had already accumulated five of his never-matched record of six

consecutive America's Cup defenses, and six consecutive victories.

Many of Captain Nat's most popular designs were derivatives of his personal boat, ALERION, which boasted a hollow bow. Not only is the hollow bow strikingly handsome (Fig. 1), but it smoothly parts the oncoming water, leaving behind a fine flow with minimal turbulence. The 12½ is one of these ALERION-derivatives.

The model, # 716, was carved in October, 1914 after Nat was approached by Robert Emmons. Emmons, manager of the RESOLUTE cup defense syndicate, was a member of the Beverly Yacht Club. He and some of the club members were looking for a racing class that could be used to teach youngsters the art of sailing and be able to stand up to the chop of Buzzards Bay. Nat responded with the 12½. This same model was later used for the 16-foot waterline Fish by scaling up from 1/10 to 1/12.

The Herreshoff Manufacturing Company took the first orders for the 12 ½ footer in 1914 and built 364 wooden hulls through 1943. Following the closing of HMCo production, the Quincy Adams Yacht Yard (QA) was licensed by HMCo to build the design. Quincy Adams used the Herreshoff builder's plate, and built 51 hulls from 1943 through 1948. The Quincy Adams boats had hull numbers from 2000 - 2050, and were planked with mahogany rather than the white cedar used by HMCo. They also frequently exhibit something of a reverse sheer forward (Fig. 2), possibly due to a weakening of their laminated stems.

In 1947, Cape Cod Shipbuilding (CCSB) acquired the rights to the design. CCSB built 34 wooden hulls between 1948 and 1950, starting with sail number 2054. They then switched construction to fiberglass. You can still get a new fiberglass 12 ½ from Cape Cod

Shipbuilding today. Cape Cod Shipbuilding also brought out a modification of the original, designed by Nat's oldest son, Sidney. Called the Cape Cod Bullseye, it is a fiberglass version of the 12 ½ hull with a small cuddy cabin.

Another company, Doughdish, Inc., is building a fiberglass version of the 12 ½. As Cape Cod's rights prohibit anyone else from using the trademarked name "Herreshoff 12 ½", the boat is called Doughdish. The molds were created by taking the lines from three original wooden hulls. Bill Harding, the creator of the Doughdish, took great pains to ensure his boat was an exact replica of the original, even eschewing the weight reductions afforded by fiberglass construction to ensure the Doughdish is authentic in every way (other than building material). In fact, the Doughdish is allowed to compete against the original wooden boats in association regattas, while the Cape Cod Shipbuilding 12 ½ is not.

If you look at a 12 ½ out of the water, you can't help but notice the shape and subtle reverse curves of her underbody (Fig. 3). It is thanks to this shape that the boat can ghost along so well in only the lightest breath of air while the other boats in the water stand still. The helm balance is perfect. They may be slow by today's standards and somewhat clumsy in confined spaces, but they are well-mannered, roomy, dry, and seaworthy.

HULL CONSTRUCTION

Throughout the HMCo construction run, the same basic hull was used. There were 22 steam-bent white oak frames per side and 10 cedar planks per side. Many of the planks were formed using multiple lengths of lumber joined by butt blocks (Fig. 4). It is a common assumption that the 12s were built during quiet times in the yard and whatever cedar lumber was available in the stockpiles was used for the planking.

One hull construction technique that changed was the use of a back rabbet. The original boats were "bald-headed", which often resulted in a leaky garboard-keel seam. Sometime between 1930 and 1938 (hulls 1170 and 1450), a back rabbet was introduced, presumably to cure the leaking issue. This switch is not documented, and we are trying to more accurately identify when it occurred.

Quincy Adams used mahogany planking and laminated stems. Cape Cod Shipbuilding always used full-length cedar planks, eliminating the need for butt blocks.

In 1936, marine plywood was introduced to replace the cedar planking used for the decks and bulkheads. Touted by HMCo as an improvement to increase hull

strength, it again appears to be a cost-saving feature. Also in 1936, the coaming, trim and transom were switched from white oak to mahogany.

Between 1939 and 1941, 5 – 7 boats were built with a different configuration. These were hull numbers 1500, 1501, 1502, 1503, 1504, and possibly 1509 and 1510. Known as the "Improved Model" or the "Fisher's Island Model", they had mahogany trim, a Marconi rig, wider side decks, copper flotation tanks under the seats, a flush after deck, and an over-the-transom tiller (Fig. 5). There is a story that Sidney designed these changes to the standard configuration to make the boat more resistant to capsizing after his father had a mishap in Bermuda with a standard 12 ½.

The seat configuration changed twice during HMCo production. The first twenty boats had a rowing thwart and two after seats (Fig. 6). Starting with hull 768 in 1915, the seats were changed to two-piece removable cedar benches (Fig. 7) that ran the length of the cockpit on either side. In about 1936, they were changed to one-piece, fixed mahogany benches (Fig. 8).

TRANSOM

During the course of the HMCo production run, several changes were made to the transom construction. If using the transom as a vintage indicator, one must be cognizant of the fact that it may very likely be a replacement. The transoms on the 12½ had a tendency to deteriorate, and nearly all restorations require them to be replaced.

On the earliest boats the transoms were 5/8 of an inch thick and had an apron piece on the inside around the perimeter. These planks of these transoms were pinned together with wooden dowels. They also had light vertical framing on the interior side that came up through the after deck (Fig.9). The sternposts were cut off below the level of the after deck, which was flat across without crown. These transoms had about one inch of radius athwart ships.

In the early twenties, possibly at the time the Haffenreffer took over, the transoms were made ¾ of an inch thick and the dowels were changed to iron rod. The vertical frames inside the transom were eliminated and the sternpost was extended through the after deck below the tiller cut out (Fig. 10). The apron piece on the inside of the transom was eliminated in the mid-to-late 1920s. Much of the rot found in these transoms can be attributed to "iron sickness" from the metal drifts.

In late 1936, the coaming, trim and transom were changed from white oak to mahogany. The transom was

changed to a thickness of 7/8 of an inch thick and flat across with no radius. This meant that the rudder post had to be made wedge shaped in order to make the rudder line up properly. The bottom end of the sternpost had to be widened to about five inches to do this.

RIG

HMCo offered three different rigs of the 12½ over the years. The first boats were delivered with a gaff rig. Most of the boats delivered to the Buzzards Bay area were similarly equipped throughout the HMCo production run. In the builder's record, it was commonly referred to as "J&M", or Jib and Main, and there were 208 entries for this rig.

The Marconi rig first appeared in 1926 on hull 987. This was generally referred to in the builder's record as "Leg-O-Mutton". There were 59 entries in the builder's record for this rig. The boats built for Maine were typically equipped with a Marconi rig.

In the 1930s, Sidney Herreshoff was experimenting with the "wishboom" rig, also referred to by HMCo as the "modernized" rig (Fig. 11). The wishboom was designed for ease of handling, and HMCo advertised it as an improvement for the 12 ½. It never really caught on, however, and there were only 4 entries in the builder's record for this rig (1240, 1241, 1280, and 1282).

Though the rig cannot be used to identify the vintage of a 12, it can be used as good indicator as to where the boat was originally delivered.

HARDWARE

Of all of the H-12½ characteristics, the hardware is the most useful, and at the same time the most bedeviling. Just about every other feature was standard ... a buyer need only specify which rig and the rest was determined by the factory. There was a period of time in the 1930s, however, that there were some optional hardware choices. Consequently, it can be difficult to make deductions about vintage based on hardware.

The early boats had hardware cast in bronze by HMCo. In later years, the company subbed out the casting of its patterns. Starting in about 1935, stainless steel fittings were offered as an upgrade from bronze. (Fig.12). Another option was chrome-plating. Several examples exist, but we have yet to find documentation that delineates when the option was available.

The earlier boats had a two-piece, hinged mast partner (Fig. 13). The opening bail made the task of stepping the mast much easier. In 1936, starting with hull 1293,

the mast partner was switched to a one-piece casting, presumably to reduce manufacturing costs (Fig. 14).

The Traveler also changed in 1936 after hull 1293. The older one was a straight rod that terminated at each end in a ball shaped socket attached to a mounting flange (Fig. 15). The later one was a rod that had a 90-degree bend at each end attached to a mounting flange (Fig. 16). The knob on the original style had a tendency to snag the mainsheet, which was mitigated by this change.

There were also two styles of bow chocks. The later style was introduced in 1936 after hull 1293. Examples of later boats with the earlier chocks exist, however, so this is not a clear indication of vintage. Refer to Figures 17 and 18.

On boats built after 1939, a bronze boom crotch socket was let into the after deck (Fig. 19).

The builder's plates used by the Herreshoff Manufacturing Company included the hull number of the vessel. The Company used several different styles over the years, and three types were used on the H12 ½. On the earliest boats, up through 1924, the plate was rectangular, mounted to the starboard of the mast partner, and made of German Steel, a bronze alloy (Fig. 23). In 1924, possibly with the advent of the Haffenreffer's, the plate was changed to a small oval of bronze, also mounted to the starboard of the mast partner (Fig. 24). The third style, used after hull 1293, was a large bronze oval mounted in the center of the transom (Fig. 25). The Quincy Adams boats used this last style plate.

FIRST TWENTY

The first 20 boats were ordered in 1914 and delivered to the Beverly Yacht Club in time for the 1915 season. These are somewhat different than the others, and can be readily identified. All but 744, 750, 754, 755, and 765 have been accounted for. The following characteristics are specific to the first 20 boats, numbers 744 – 765.

- The coaming ogee is stretched longer than on the other boats (Figs. 20 & 21).
- The interior is configured with rowing thwarts. (Fig. 6).
- The tiller socket is metal rather than wood (Fig. 22).
- The mast is 2-7/8" in diameter at the mast partner rather than 3-3/8"

MANUFACTURING EVOLUTION

After John Brown Herreshoff died in 1915, Nat added the duties of business manager to his existing design, engineering and construction responsibilities. In addition to being 66 years old, he didn't have the business acumen of his brother. By 1917, the company's finances were in trouble. Nat sold a controlling interest in the company to a syndicate of investors, including James G. Swan, A. Loring Swasey, Charles Adams, Harold Vanderbilt, Junius Morgan, George Nichols, and Robert Tod. Despite their wealth and yachting experience, however, the syndicate was unable to turn the company around and put it up for auction in 1924.

Thanks at least in part to the urging of one of the company's managers, Tom Brightman, Rudolph Haffenreffer submitted a higher offer than the other bidders at the auction, mostly liquidation firms, and took over ownership of the Herreshoff Manufacturing Company. Haffenreffer, owner of Narragansett Brewing and a successful entrepreneur installed a management team led by his business-trained sons. With eyes focused on restoring profitability, the new owners made changes to the operation and were able to keep HMCo going until 1947.

One of the interesting changes the Haffenreffers made was the practice of building boats, especially the 12½ and S-Boats, for inventory. This is fairly evident after studying the builder's log and the original contracts of many of these boats. The Haffenreffer's apparently believed that the efficiency of a production run in quantity more than offset the use of funds tied up in inventory. In some cases, it appears that finished, or nearly finished, stock was on hand for two or three years before being sold. Another change is that boats were built to the order of brokers or for customers through brokers; F. B. Barden, Sparkman and Stephens. John Alden, Stanley, and Eldred.

Another Haffenreffer change was subbing out some of the hardware fabrication. As evidenced in the casting pattern cards, HMCo cast their own hardware for years. In early 1935, they began to sub some of this work out. Most of the hardware on the 12½ after this time was cast from HMCo patterns by suppliers rather than manufactured in house.

As can be expected, the popularity of the H-12 ½ enabled HMCo to raise the price of the boat steadily from \$420 in 1914 to \$1100 by 1928. After the Depression struck, prices had to be lowered starting in mid-1931, and went all the way down to \$690 in 1937 before rebounding somewhat through 1938. From there, they drifted downward again. The War may have had something to do

with this, though this is only speculation as demand was reasonably good at that time.

BUILDING MOLDS

There are three sets of HMCo molds for the 12 ½ known to exist, and all were conveyed to CCSB at the end of 1947. One set is on a strongback in a storage area at Mystic Seaport known as "Aladdin's Cave" (Fig. 26). Another set is stacked up and displayed at the Herreshoff Marine Museum. Presumably, CCSB has the third set.

MODERN VERSIONS

The 12½ has been in continuous production since 1914. HMCo built 364 hulls through 1943. Quincy Adams built another 51 through 1948. Cape Cod Shipbuilding built 34 wooden hulls through 1952 before switching to fiberglass. They have been building fiberglass boats ever since.

In 1973, a somewhat more authentic fiberglass reproduction known as the Doughdish appeared. Now owned by Ballentine Boats, the Doughdish is also in current production.

If a new, wooden 12½ is on your wish list, Artisan Boatworks will build you an authentic reproduction (Fig.27). It is so authentic that Alec Brainerd, proprietor of Artisan, insists that each of his craftsmen initial the underside of the foredeck in pencil, just like the HMCo builders did 100 years ago.

A popular derivation from the original design is the Haven 12½. The Haven was designed by Joel White in 1986. It has a centerboard rather than a full keel, and a wider, shallower aft section to counter the balance differences. There are many examples of the Haven out there, and they are built by both professional and amateur builders. By all accounts, she behaves very similarly to an H-12½.

IDENTIFICATION GUIDE

It is quite common for a Herreshoff boat to be missing its builder's plate. Some of the plates were probably lost as a result of storm damage or misplaced during a varnishing session. But others are not where they belong purposely. And the missing plate phenomenon is common to Herreshoff boats in general, not only the 12½'s. In one case, a 12½ was sitting overnight at a gas station while repairs were being made to her trailer. A thief made off with the plate, but nothing else. In another case, a savvy owner had a replica plate built for his boat, and he has the original at

home for safe keeping. In another case, a new owner found a previous owner from 50 years prior. That prior owner still had the plate and considered it a cherished keepsake.

This section summarizes the information presented above and was prepared to help owners of a Herreshoff 12½ with a missing builder's plate determine the vintage of their boat. One must be very careful in assessing one of these boats as over the years, many of the identifying characteristics have been changed during repairs or restorations. Many of the indicators are details that could have been changed and may throw off your identification.

Step 1: Is it a Herreshoff Manufacturing Company boat?

- If the boat is fiberglass, it is NOT an HMCo boat. It would be manufactured either by Cape Cod Shipbuilding or Doughdish, Inc. after HMCo went out of business.
- If it is wood but has a centerboard, it is NOT an HMCo boat. Most likely, it is a Haven 12-1/2, which is a modification of the original drawn by Joel White.
- If your boat is wood and does not have a builder's plate, it could possibly be built by a private builder. More likely, however, it was built either by Cape Cod Shipbuilding, Herreshoff Manufacturing Company, or Quincy Adams Shipyard.
- If the boat is planked in mahogany, it is a QA boat. 51 QA boats were built between 1943 and 1948. Many, if not most, were built in the "Fishers Island" style, but without the copper flotation tanks (see Step 2). They used HMCo builder's plates with numbers 2000 – 2050. QA also used laminated stems. Over the years, these stems tend to weaken and give the boat a slight reverse-sheer forward of the mast.
- If the boat is planked in cedar and employs butt-blocks, it is an HMCo boat. HMCo boats were built between 1914 and 1943. In most, but not all cases, HMCo did not use full-length planks and joined them with butt blocks. CCSB built 34 wooden boats between 1948 and 1952. CCSB used full-length planks and did not use butt blocks.

Step 2: Is it an HMCo standard configuration or "Improved Model"?

- HMCo built a total of 364 12½ footers. Of these, 5 – 7 of them were "Improved Models", also known as "Fisher's Island Models". The improved version had mahogany trim, a Marconi rig, wider side decks, copper flotation tanks under the seats, a flush after deck, and an over-the-transom tiller. Unless your boat is one of the few unidentified vessels that have these characteristics, you have a standard configuration. These boats were built between 1939 and 1941. Hull numbers are 1500, 1501, 1502, 1503, 1504, and possibly 1509 and 1510.

Step 3: Is it one of the first 20?

The first 20 are different than the others, and can be readily identified. These 20 were ordered in late 1914 and delivered for the 1915 sailing season in Marion, MA. The following characteristics are specific to the first 20 boats, numbers 744 – 765. Only 744, 750, 754, 755, and 765 remain unaccounted for.

- The coaming ogee is stretched longer than on the other boats
- The interior is configured with rowing thwarts
- The tiller socket is metal rather than wood
- The mast is 2-7/8" in diameter at the mast partner rather than 3-3/8"

Step 4: Was it built before or after 1936?

- At the beginning of 1936, HMCo switched from using white oak to mahogany for the coaming, transom, and trim work.

Step 5: What are the details?

Getting closer is still possible, but it requires an examination of some of the finer details. At this point, it is probable that changes may have been made over the years that will contaminate your evidence, so very careful examination is required.

- The deck and bulkheads were planked cedar prior to about 1936 and plywood thereafter. The sternpost terminated below the after deck on boats built prior to the early 1920's, and protruded above the deck thereafter.
- Until the early 1920's, the transom was made of 5/8" oak. At that time, a switch was made to ¾" oak. In 1936, the transom became 7/8" mahogany.

- The Traveler was changed after hull 1293. The older one was a straight rod that terminated at each end in a ball shaped socket attached to a mounting flange. The later one was a rod that had a 90-degree bend at each end attached to a mounting flange.
- A bronze boom crotch socket was let into the after deck on boats built after 1939.
- The mast partner was hinged up until hull 1293, when they switched to a one-piece casting.
- The bow chocks were also changed after hull 1293, at least in some cases. Refer to Figures 17 and 18 for photos of the two styles.

THE HERRESHOFF REGISTRY

The Herreshoff Registry is an online resource for Herreshoff owners, builders, and aficionados. It offers an active discussion forum and features a searchable database that contains information for each of the 1100 sailing vessels built by the Herreshoff Manufacturing Company. If an H 12½ owner or restorer uses the information in this paper and references the provenance supplied in the Registry, there may be enough evidence to specifically identify the subject boat.

HMCo built 364 12½s. To date, 176 have been found, 12 are known to have been destroyed, 42 have been found but without a known hull number and several leads are being actively researched. This means that only 37% of the production run is unaccounted for.

The Registry can be found online at <http://www.herreshoffregistry.org>.

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Quite a number of people were instrumental in gathering the data and providing the insight necessary to compile the information presented in this paper and in the Herreshoff Registry. The author wishes especially to acknowledge the following colleagues for their contributions and assistance:

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ABOUT THE AUTHOR:



Steve Nagy has been an avid Herreshoff fan for 15 years. After acquiring a 12½ in 2004, he began researching the history of the class and authored a paper on the topic for the first Classic Yacht Symposium in 2005. The 12½ was traded in for a

Buzzards Bay 15, ELF, which was restored and re-launched in 2006. Though ELF now has a new owner, Steve has maintained his interest in the history of the Herreshoff Manufacturing Company and its boats. He runs the Herreshoff Registry, which is an online resource for Herreshoff owners, builders, and aficionados.

Appendix - Construction Evolution Table

Component	Characteristic	Indicator	Vintage	
Planking	Wood Species	Cedar	HMC or CCSB boats	
		Mahogany	Quincy Adams Shipyard	
	Joints	None	CCSB, QA	
		Butt-Blocks	HMC	
Bulkheads & Decks	Cedar Planked	Earlier boats (until 1936)		
	Plywood	Later boats (after 1936)		
Trim	Wood Species (transom, coaming, sheer strake)	Oak	HMC boats 1914 – 1936	
		Mahogany	QA, CCSB, HMC boats 1936 – 1943	
	Coaming Ogee	Stretched	First 20 boats	
		Normal	All but first 20 boats	
	Bench Seats	Removable	Earlier boats	
		Fixed	Later boats	
	Rowing Thwarts	Yes	First 20 boats	
		No	All others	
	Side decks	Wide	Improved or Fisher's Island model, #1500 - #1504	
		Standard	All others	
	Copper flotation tanks	Yes	Improved or Fisher's Island model, #1500 - #1504	
		No	All others	
Rigging	Rig Type	Gaff	Available all years	
		Marconi	First available in 1924	
		Wishboom	#1240, #1241, or #1280	
	Mainsheet	2-part	Earlier boats	
		3-part	Later boats	
	Boom Sailtracks	Yes	Later boats	
		No	Earlier boats	
	Lazy Jacks	Yes	Earlier boats	
		No	Later boats	
	Jib Downhaul	Yes	Earlier boats	
		No	Later boats	
	Jib Club attachment	Earlier config	Earlier boats, through #1202	
		Later config	Later boats, from #1206	
	Transom	Thickness	5/8 " Oak	Earliest HMC boats, until early 1920's
			3/4 " Oak	Early HMC boats, early 1920's until 1936
			7/8 " Mahogany	QA, CCSB, HMC boats 1936 – 1943
Vertical Stiffeners		Yes	Earlier boats, until early 1920's	
		No	Later boats, after early 1920's	
Transom margin apron		Yes	Earlier boats, until c. 1928	
		No	Later boats, after c. 1928	
Radius		Yes	Earlier boats, prior to 1936	
		No	Later boats, after 1936	
Sternpost		Above deck	Earlier boats, until early 1920's	
	Below deck	Later boats, after early 1920's		
Component	Characteristic	Indicator	Vintage	

Hardware	Bow Chocks	HMC casting patterns 4763,4764 (Fig. 17)	Earlier boats, through #1293.
		HMC casting patterns 12428, 12429 (Fig. 18)	Later boats, after 9/1936. Contradictory examples do exist, however.
	Boom Crotch Socket	None	Earlier boats, prior to 1939
		HMC casting pattern 12483	Later boats, after 1939
	Builder's Plate	Rectangle (Fig. 23)	Used until 1924
		Small oval (Fig. 24)	1925 – 1930 (through # 1173)
		Large oval (Fig. 25)	1931 – 1943 (#1174 - #1518)
	Mast Partner	Opening (Fig. 13)	Earlier boats, through #1293
		One-Piece (Fig. 14)	Later boats, after 1931
	Traveler	Earlier config (Fig. 15)	Earlier boats, through #1293
		Later config (Fig. 16)	Later boats, after #1293
	Metal Tiller Socket	Yes	#744 - #765 (1914)
		No	#768 - #1518 (1915 – 1943)

FIGURES REFERRED TO IN TEXT



Figure 1 – The hollow bow of a 12½ Footer



Figure 2 – A Quincy Adams 12½ Footer



Figure 3 – A 12½ Footer Out Of Water



Figure 4 – Butt Block



Figure 5 – Improved Model



Figure 6 – Original Seat Configuration



Figure 7 – Two-Piece Bench Seats
(note that open forward bulkhead is not original)



Figure 8 – One-Piece Bench Seats



Figure 9 – Transom Vertical Stiffeners



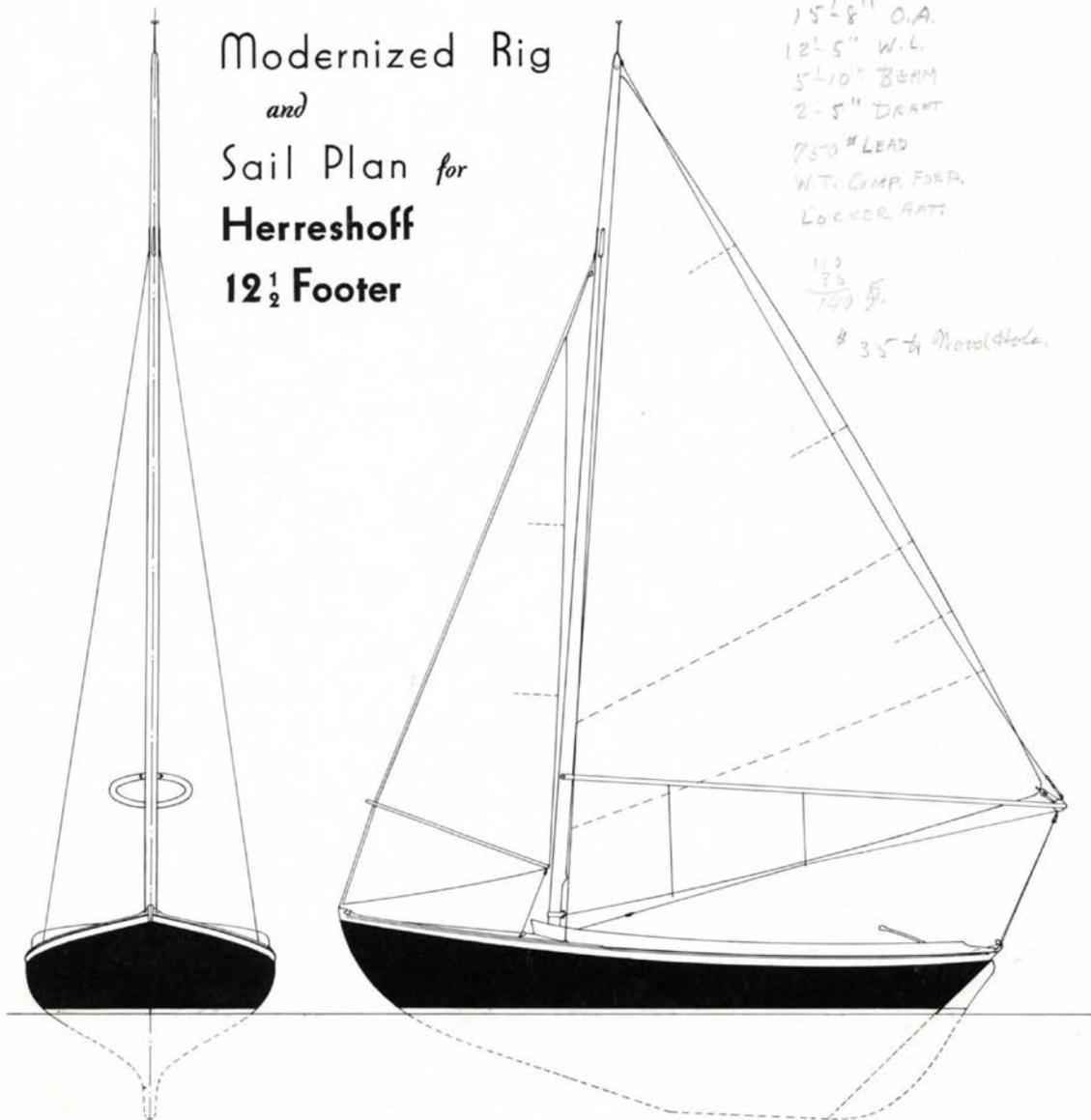
Figure 10 - Above-Deck Sternpost

Herreshoff

BULLS-EYE BULLETIN

Published by the Herreshoff Company

Bristol, Rhode Island, U. S. A.



89.16

Figure 11 – Modernized Rig (courtesy Herreshoff Marine Museum)

Herreshoff NOV 4 - 1937
mmy

**ONE DESIGN YACHTS
PRICE LIST**
(Effective September 1st, 1937)

All prices quoted sailaway Bristol
and subject to change without notice.

★

Herreshoff Amphi-Craft with bronze fittings,	\$425.00
Chromeplated bronze fittings,	20.00 extra
Herreshoff Lake George Class,	575.00
Herreshoff Bulls eye (12 1-2 Ftr.) polished bronze fitting	890.00
With stainless fittings,	75.00 extra
Herreshoff Bristol Class, keel or centerboard,	1200.00
Herreshoff Fish Class	1500.00
Herreshoff Marlin Class,	1975.00
Motor and installation,	350.00 extra
Herreshoff Fishers Island 23 Ftr. Keel boat,	3300.00
Centerboard,	3400.00
Herreshoff Silverheels Class,	2500.00
Herreshoff "S" Class, standard or modernized sail plan,	3750.00
Herreshoff Narragansett Sloop,	4000.00
Motor and installation,	400.00 extra
Herreshoff Seafarer,	3500.00
Motor and installation,	400.00 extra

Figure 12 – 1937 Price List (courtesy Herreshoff Marine Museum)



Figure 13 – Two-Piece Hinged Mast Partner



Figure 14 – One-Piece Mast Partner



Figure 15 – Earlier Traveler



Figure 16 – Later Traveler



Figure 17 – Earlier Bow Chock



Figure 18 – Later Bow Chock



Figure 19 – Boom Crotch Socket



Figure 20 – Early Coaming Ogee



Figure 21 – Standard Coaming Ogee



Figure 22 – Metal Tiller Socket



Figure 23 – Early Builder's Plate



Figure 24 – Middle Builder's Plate



Figure 25 – Later Builder's Plate



Figure 26 – Construction Molds At Mystic Seaport



Figure 27 – Artisan Boatworks Reproduction – Courtesy Artisan Boatworks and Allison Langley