Herreshoff Marine Museum
America's Cup Hall of Fame
One Burnside Street, Bristol, Rhode Island 02809
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The following guide has been organized to give you additional information on the exhibits that you will see in our Museum today. The Museum encompasses One Burnside Street where all of our main exhibits are and 28 Burnside Street which is a working restoration shop where visitors can view The RELIANCE Project. This guide includes a suggested path to travel, additional history, and some images of what you will see today.

As a result of more than forty years of careful documentation, acquisition and restoration, the Museum boasts over sixty significant boats, ranging from the 8 ½’ dinghy, NATHANAEL to the 75’ DEFIANT, built in 1992 for the successful defense of the America’s Cup. Harold Vanderbilt’s TRIVIA, William Strawbridge’s 12 ½’, BULLDOG and Captain Nat’s personal yachts, the 1887 CLARA, and the 1925 PLEASURE, grace the Museum collection. The Museum also holds Rhode Island’s oldest boat, SPRITE, (believed to be the oldest existing private yacht in the US), Captain Nat’s steam engines, HMCo. hardware, America’s Cup memorabilia, Herreshoff family photographs and much more.

This Museum is a local treasure with international acclaim and the work of the Herreshoff Manufacturing Company and the America’s Cup Competition is truly inspiring. Immerse yourself in exhibits about the Herreshoff Manufacturing Company, the America’s Cup, and the fabulous people and yachts that gained fame around the world. Enjoy the Museum and thank you for coming.
Ground Floor

- Main Entrance
- Front Desk
- Gift Store
- Video Room
- Sail Loft Exhibit

Second Floor

1. Family & Company Historical Overview
2. Hall of Boats
3. Technology & Yacht Design
4. Steam Engine & Engineering
5. The Navy Exhibit
6. The America's Cup Hall of Fame
7. The RELIANCE Project in Building 28

HMM FLOOR PLAN

- Gray colored boats may be boarded via the steps shown.
- Exhibit space is subject to change. HMM will inform you of variations.

- Capt. Nat. Herreshoff Model Room
- Light Switches
Family & Company Historical Overview  
A. Sidney DeWolf Herreshoff Room

In the Sidney DeWolf Herreshoff Room, visitors can view a diorama of the company as it existed in 1914. Note the large waterside building sheds that were damaged in the infamous 1938 hurricane, as well as various workshops on this side of Hope Street. You can visit one of these workshops later in your tour of Building 28, where the RELIANCE Project Exhibit is located.

The Herreshoff Manufacturing Company (HMCo) built to their own hull designs, exclusively at first, and were vertically integrated in the significant amount of in-house operations they were equipped to undertake. Most of the anchors, capstans, cleats, engines, fittings, rope, sails, and spars used in their boats were manufactured here on this campus. Visitors can see examples of these pieces of hardware in the Steam Engine and Fittings Hall.
Also featured in the A. Sidney Dewolf Herreshoff Room is the Family History Wall. Captain Nat and J.B. Herreshoff were third generation Herreshoffs born to Charles Frederick Herreshoff (1809-1888) and Julia Ann Lewis (1811-1901).

The photos on the wall provide a personal look into the lives of the Herreshoff family, including family pictures from a picnic on Patience Island in 1918, and Captain Nat giving instructions to a tug owner when DEFENDER was stuck on ways in 1895.

The Timeline on the South wall, by the entrance to the room, follows the accomplishments of the HMCo from the 1850s through 1945. Don't miss STILETTO (1885) and LIGHTNING (1876), which were the US Navy's first Torpedo boats and are examples of naval applications derived from the HMCo's high speed launches that earned an international reputation.

Captain Nat was a pioneer in the development of lightweight engineering in everything he did, whether in boats, hardware, steam engines, or boilers.

The catamaran AMARYLLIS, built in 1875, represents another major innovation. There is a 1933 replica suspended in the Hall of Boats.
You may wish to take an initial overview of the boats in the Hall from the upstairs balcony, which features overview notes of many of the key boats from a good vantage point.

In the Hall of Boats, you will see over 80 years of Herreshoff boats, three of which, CLARA, THANIA, and TORCH, you can board. At the front of the hall are the 12½ and S boats representing the two popular one design boats which are continuously active with racing fleets located regionally to this day. The Hall also has a broad selection of boats such as ARIA, the 1914 Buzzards Bay 25, and PLEASURE, Captain Nat’s dayboat, which he designed and had built for his own use in Florida. Delightful small rowing/sailing boats are seen in both COQUINA, a personal favorite of Captain Nat’s, and the later CYGNET, both rigged as cat ketches.

The 1933 replica of the catamaran AMARYLLIS is hanging from the roof. Captain Nat, as usual well ahead of his time, patented the original in 1877. The patent model is on display in the front of the Model Room located farther along the balcony in the Aria Gallery.
Alongside of the entrance, you can see the early catboat SPRITE of 1859. SPRITE is possibly the oldest catboat and private yacht in existence in the US and was described by Captain Nat as “the first of what was to become my life’s work.” He did some of the mold drawings for SPRITE at age 11.

The Sail Loft exhibit, located alongside TORCH, displays the sailmaker’s trade as practiced at the HMCo and local Buzzards Bay and Narragansett Bay sail lofts.

Of particular interest is the cringle machine located on the far right of the exhibit. Captain Nat designed this machine to facilitate the construction of sails, and it is one of two known to exist today.

Upstairs, from the balcony, please feel welcome to board TORCH, a Fishers Island 31 class that has been fully restored to original specifications. Aboard TORCH you will see a fine example of the classic Herreshoff interior layout and construction. The combination of varnished wood trim and white painted panels is a typical feature of Herreshoff boats.
The Aria Gallery is located upstairs, above the Hall of Boats. Here the displays illustrate the history of yacht design and development.

The Quest for Speed Display shows how form followed technological developments and the strength of materials. Notice hull and keel shapes as well as the evolution of rig design. The America’s Cup half model collection portrays how hull shapes evolved under the controls of various measurement rules. The evolution is described in accompanying information panels.
The Nathanael G. Herreshoff Model Room records the genius of hull design through the entire career of the “Wizard of Bristol,” displaying the half hull models he created for each new design. *Please take note of the timed light button to the side of the door for viewing the Model Room.*

In the second room, a reproduction of Captain Nat’s workshop includes the special vernier machine he used for transferring measurements from the models. These measurements were taken directly to the lofting floor for full size construction of the molds. The room also contains a variety of other models, drawings and personal notes. Of particular interest is the catamaran patent model of 1877 in the case just inside the door. The room may be visited with prior arrangements.

The ‘Then and Now’ display shows innovations of the HMCo alongside their modern counterparts. Among these note the sail track and slides. This innovation effectively ended the era of gaff rigs by providing a mechanism to hoist a sail above the spreaders. Thus the Bermudan or Marconi rig, common today, was facilitated.

A Rowboat and Yacht Tender display showing a number of variations is also presented in this area. Note the pram type dinghy with transoms both fore and aft, which, is standing on end and was favored for its stability and carrying power.
Proceed down the back stairs at the opposite end of the balcony from where you came upstairs. Take care on the stairs please. Keep to the left at the bottom of the stairs and walk between the motor launch EMERALD and a Buzzard Bay 15, AWHANEE.

Note the fineness of the hull of the steam launch THANIA as you pass by. The design is a development of an 1888 steam launch. She is important in the collection as an example of the hull design common in these long, narrow, easily driven light displacement launches. She is also the first boat acquired by the Museum.

The Herreshoffs became expert builders of very desirable steam launches. Their lightweight boilers and engines, some of which are housed in this area, were powerful and relatively small in size giving the early HMCo a major competitive advantage. This combined with their skills in hull design and light strong construction made them leaders, nationally and globally, for light, fast launches. These steam launches had many applications, from being tenders to larger yachts, to use as pleasure steamers, to naval and Coast Guard uses. The excellence in steam engine and launch design led in no small way to their attractiveness to the Navy. These points are further developed in the Navy Exhibit area.

A variety of fittings, anchors, and winches are on preliminary display in this area. The HMCo. was a fully integrated and vertically aligned organization. They had the capabilities to design and build everything used in the boats they produced. Lumber mills, a metal foundry, a ropewalk, and a sail loft were integral parts of the business. These details will be expanded upon in future displays.
Before becoming famous in yacht racing and the America’s Cup competition, HMCo earned international recognition for their innovative and fast steam yachts and launches. The innovative techniques created by the HMCo were easily applied to torpedo boat development and initiated a relationship between the HMCo and the U.S. Navy, which lasted over seventy years and two world wars.

In the Navy Exhibit, you can follow the history of Herreshoff Torpedo Boat contributions beginning with the 1876 LIGHTNING. Featured is a model of CUSHING, the first ocean-going torpedo boat built for the US Navy. Commissioned in 1890, CUSHING was an innovative forerunner of the “New U.S. Navy.”

Inside the exhibit, one can find various photos and color plates from “100 Fighting Ships Built During World War II,” a 1944 hardcover advertisement published by Carl W. Haffenreffer who was the General Manager of the HMCo. The color plates include six Herreshoff fighting ships.

Nearby there are two models of high-speed boats built by the HMCo in 1944. One model shows a Motor Torpedo Boat built for the US Navy, the other an 85-ft Aircraft Rescue Boat for the U.S. Army Air Force.

Before leaving the area you may like to view a selection of videos in the theater located in this area and opposite to the store. On hand are two short films, Of Boats and Brothers: The Yacht Building Herreshoffs, a 55-minute film chronicles the achievements and relationship of J.B. and Captain Nat Herreshoff. And There Is No Second Place, a 20-minute film on the exciting history of the America’s Cup Race. Just ask one of the docents or the attendant at the desk to start one, or both, of the films for you!
The America’s Cup Hall of Fame

The America’s Cup Hall of Fame was founded in 1992 by four-time America’s Cup defender and Grandson of Captain Nat Herreshoff, Halsey Herreshoff.

The America’s Cup is the oldest active international sporting event, lasting over 140 years and 34 matches. You can follow the history of the America’s Cup from its origin in 1851 through the various technological developments over time to the catamarans in use today. Key breakthroughs in performance are illustrated. The first carbon fiber spinnaker pole as used on INTREPID is on display as is the first large scale model built for tank testing in 1930 – ENTERPRISE. Information is provided on important people and attributes that have been beneficial to the growth and sustainability of the America’s Cup races.
In 1891, Captain Nat designed GLORIANA for E.D. Morgan. The innovations and racing success of this yacht marked the beginning of Captain Nat’s great influence on the design of racing yachts. It led to six consecutive, successful defenses of the America’s Cup from 1893 to 1920 with boats designed by Captain Nat and built by HMCo. The HMCo continued its involvement in the defense of America’s Cup after 1920 and through 1934, by building the next two consecutive winners.

The Hall of Fame includes tributes to nearly eighty legendary crewmembers, designers, builders, syndicate leaders, and chroniclers of great merit. The inductees are shown with brief descriptions under the headings of their major contributions through sailing, design, syndicate leadership or by recording and chronicling the many great events for history.

The Herreshoff America’s Cup Yachts are also featured in a photo display and an exhibit of the 1903 America’s Cup defender RELIANCE, which carried 16,160 sq. ft. of sail, and was the largest vessel ever to race for the cup. This display gives an interesting insight to the culture of the America’s Cup competition as one of great technical innovation and extremes, high international competition, and intense personal drive – nothing much has changed! Even the cost of RELIANCE, in today’s money, is within a few percent of today’s hi-tech catamarans!

Also on display are ten models of America’s Cup challengers and defenders since 1983, on long-term loan from the New York Yacht Club.
The Reliance Project

This ongoing work by volunteers is located in one of the old Herreshoff Manufacturing Co. workshops at 28 Burnside Street. Follow signs from the Museum’s entrance. See our website for opportunities to volunteer.

The RELIANCE, launched in 1903, was undoubtedly one of the greatest yachts developed to win the America’s Cup. A synthesis of her campaign is presented as an integral part of the America’s Cup Hall of Fame. However, to help understand the complexity and magnitude of this innovative and enormous yacht, a visit to the construction project of the ¼th scale model is a must.

Every dimension is awe-inspiring. The model hull alone is 24’ in length. The foot of the original mast was 26” in diameter, bigger than a large garbage can! Her construction methods and details are a wonder of engineering and materials insight to this day. When she was launched she sailed well from the outset, a remarkable achievement at that time. This reflects the skills of her designer, Captain Nat; the business leader, Captain Nat’s blind brother J.B.; RELIANCE’s skipper, Charlie Barr; and syndicate manager, C. Oliver Iselin.
Special Thanks to,

BOARD OF DIRECTORS

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ADDITIONAL THANKS TO MUSEUM STAFF & VOLUNTEERS

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GRAPHIC DESIGN BY: Svetlana Ivanoff

Weddings & Events

If your future plans include a wedding or other special event please consider our spectacular waterfront setting surrounded by historic yachts. Permanently tented in season, we offer affordable site rental fees.

The stunning Hall of Boats is also available for parties and provides a unique and convivial setting for any event. For more information on waterfront events, call 401.253.5000 or email us at events@herreshoff.org and ask for our Special Events Coordinator.

Herreshoff Institute Educational Programs

The Herreshoff Institute offers its education programs to adults and youth year-round. Instruction is strongly influenced by the Herreshoff tradition of excellence. Our In-School, After School, and Summer Seamanship Programs teach sailing, navigation, maintenance, weather, safety and more. Students enjoy learning these skills while sailing in historic Herreshoff 12½s. Private lessons available. For information, email education@herreshoff.org.

Library & Archives

The library and archives are available by appointment only; please contact our librarian or curator for an appointment.

Arrive by Sea

Dockage and moorings are available at the Museum’s waterfront, seasonally. Reservations are recommended and may be made by calling the Museum at 401.253.5000, or you may hail us on VHF Channel 68. Please note that the Museum does not provide launch service.
**The Herreshoff Marine Museum & America’s Cup Hall of Fame** is dedicated to the education and inspiration of the public through presentations of the history and innovative work of the Herreshoff Manufacturing Company and the America’s Cup competition.

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**Membership**

**Basic Individual Membership includes:**
- Subscription to our electronic newsletter as well as special news and event emails
- Free admission to the Herreshoff Marine Museum and America’s Cup Hall of Fame
- Member rate at Lecture Series & other programs
- Invitation to special events and activities as well as discount on Museum Store purchases and moorings and dockage (for some levels)

For more information on the values of membership, please call 401.253.5000 or visit us online at [www.herreshoff.org/become_a_member](http://www.herreshoff.org/become_a_member).

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**Volunteers & Interns**

The Museum relies on its dedicated volunteers to enable us to provide the best possible experience to our visitors. Volunteer opportunities include docents & educators, waterfront & grounds assistants, restoration, student internships, and more. For information please contact our Volunteer Manager by phone at 401.253.5000 or by email at info@herreshoff.org.

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**Museum Hours**

Opening hours vary seasonally throughout the year. For information, please email info@herreshoff.org, call 401.253.5000, or visit online at herreshoff.org.

**Museum Hours:**
10:00AM - 5:00PM

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**Tour the Museum**

To arrange a guided tour, please email info@herreshoff.org or call 401.253.5000. Off-season tours may be available based on docent and staff availability. School field trips are encouraged.

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**Museum Store**

Enhance your Museum visit with an item from the Museum Store. The store offers a selection of apparel, books and nautical gifts. Shop online at [www.herreshoff.org/store](http://www.herreshoff.org/store) or visit the store the next time you are in Bristol. Your purchases directly support the Museum’s mission.

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The Herreshoff Marine Museum is a 501(c)3 nonprofit institution eligible to receive tax-deductible contributions. Donations are deductible to the fullest extent allowed by law.