



MARGARET

A classic by Herreshoff

After more than 40 years of owning, fixing, sailing, and caring for this big yacht, her owner has come to terms both with the boat's situation and his own health; he feels it's time to put her into other hands. In August 2011, Hurricane Irene parted the boat's anchor rode and drove her ashore at Plum Point off Bath, North Carolina. She landed softly, in sand and scrub, but well inshore. A few months later, she was jacked upright and tipped onto her port bilge, dragged into deep water, and refloated. She then made the hundred-mile trip to the marina on her own bottom, under her own power, with minimal leakage. Having proven that she's not yet ready to die, MARGARET now sits ashore at Beaufort, North Carolina, awaiting restoration.

MARGARET and her no-longer-extant twin COCK ROBIN II were big sisters to the Bar Harbor 31s and a number of similar-looking yachts turned out by N. G. Herreshoff between 1902 and 1904. Her designer's son, L. Francis, claimed these twins to be a very fine all-around design: "to be just a good sailboat and not fit any particular rule." She's a big girl, for sure, but in looking at her arrangement drawing, I'm struck by how similar her layout is to her smaller sisters: fo'c's'le forward of the mast for the paid crew; a small galley to starboard under the forward part of the trunk cabin with an enclosed head opposite; and a main cabin aft of that followed by a pair of under-deck quarter berths that border the self-bailing cockpit. But she's much more sumptuous as well as being larger, having chests of drawers; glass-fronted lockers; pull-out settee/berths; boarding stanchions and ladder; davits both port and starboard for small boats; wheel steering; and best of all, four fluted columns that define the main cabin's seating. Some elegant, even in her day!

That classic but somewhat impractical interior has long given way to a more democratic layout, and her original two-headsail gaff rig has vanished as well. Like so many surviving turn-of-the-century sailing yachts laid out for professional crewing, this one gradually got converted to better serve contemporary usage. She received her first engine at age 20 and became a yawl shortly afterwards. She's now a single-sticker, but with a marconi, instead of a gaff, sloop rig, setting only a single headsail. Along the way, a good deal of her structure—frames, some planking, and deck—was also renewed.

Built for George C. Tuttle of New York, MARGARET changed hands often, but remained in western Long



HERRESHOFF MARINE MUSEUM




BUCKO EDWARDS

MARGARET

LOA	56'5"
LWL	39'
Beam	12'6"
Draft	8'
Doc. No.	201018
Hull No.	621
Designed by	N.G. Herreshoff
Built by	Herreshoff Mfg. Co.
	Bristol, Rhode Island, 1904

Top—When MARGARET was launched, she was a gaff-cutter, like this sistership COCK ROBIN II. **Above**—MARGARET after her rescue in 2011.

Island Sound until after WWII. She moved to the Middle Atlantic coast in the mid-1950s and has been there ever since. She's had several names as well as owners, and has cruised under her present ones from Maine to South America.

As restoration candidates, there remain only a very few of these marvelous Herreshoff creations. They're boats of impeccable pedigree that have held their shape and haven't been destroyed by rust and rot. Here's one that needs, and deserves, a major going-over. 

For more information, contact owner Capt. David "Bucko" Edwards at edwards1142@yahoo.com or 704-907-1644.

Maynard Bray is WoodenBoat's technical editor.

Send candidates for Save a Classic to Maynard Bray, WoodenBoat, P.O. Box 78, Brooklin, ME 04616.