AMARYLLIS II Bristol, RI, 1933

Designer/Builder: Herreshoff, N.G. with his son Herreshoff, A. Sidney deW. Type: Catamaran Centerboard/Keel: CB Built when: July - September 1933 Built where: United States

LOA (from forward enf of jib boom to aft end of main boom): 57' LOA (hulls): 32' 11" LWL: 30' Beam (overall): 18' 4" Beam (one hull only): 28" Distance between hulls (center to center): 16' Draft of hulls: 12 Depth of hulls: 30" Sail: 900, later reduced to 750sq ft Weight without spars or equipment: 2740lbs Displ.: 3000lbs

Scantlings: Frame spacing: 12" Planking and deck: Single 1/2" cedar Keel: Oak Frames: Ash Fastenings: Bronze, copper, and galvanized steel Centerboard and rudders: Wood Spars: Solif clear Spruce, except Gunter yard which is hollow Standing Rigging: Stainless Steel Wire Rope Running Rigging: Stainless Steel Wire and Yacht Manila Brocks: Bronze (Herreshoff Pattern)

Owners:

Amaryllis Racing Syndicate (K. T. Keller, Walter Chrysler, Edsel Ford and A. G, Herreshoff), Detroit, MI (September 1933 - 1938) Henry Ford Museum, Dearborn, MI (1938 - March 1980) Herreshoff Marine Museum, Bristol, RI (March 1980 -; first on loan, later acquired)

Amaryllis II was built by the Herreshoff Manufacturing Company (under Haffenreffer ownership) with drawings prepared by Nat Herreshoff's son and then-HMCo chief designer A. Sidney deW. Herreshoff. She was a close replica of Nat Herreshoff's last and most successful catamaran Lodola with the major difference being her sliding gunter instead of the traditional gaff rig. Built for a Detroit-based owner syndicate led by K. T. Keller, a top-executive of the Chrysler Corporation who two years later would go on to become its president, Amaryllis II was frequently sailed by syndicate member A. Griswold Herreshoff, another son of Nat and brother of A. Sidney. A. G. Herreshoff was Chrysler's director of Truck and Bus Construction and had persuaded Keller to place the order. Walter Chrysler and Edsel Ford were two other members of the syndicate.

In 1938 the Amaryllis Racing Syndicate donated her to the Henry Ford Museum, where for 42 years she remained on display until 1980 when she was shipped to Bristol to be displayed on loan in the Herreshoff Museum. In 1995 the Herreshoff Marine Museum was able to acquire her.

According to an article published in the New York Times shortly after her first launch, it had been planned to build eight catamarans of her model, a plan which has never been carried out.

THE 1933 HERRESHOFF CATAMARAN The fastest sailing craft in the history of the world

by GEORGE OWEN

Professor of Naval Architecture, Massachusetts Institute of Technology

"IN THE year of 1876 the New York Yacht Club [sic; this regatta was held under the auspices of the Centennial Commission and not the NYYC] conducted a special regatta known as its "Centennial Race," open to all yachts enrolled in this club.

The regatta committee received a letter from young Nat Herreshoff of Bristol, Rhode Island, describing his new craft, a catamaran named Amaryllis. He asked if her entry for this race would be accepted by the club. The committee answered in the affirmative, whereupon Amaryllis appeared at the starting line off Staten Island in lower New York Bay, with Nat at the helm. At the start the wind was very light, under which conditions the Amaryllis (dubbed the "ugly raft" by the New York spectators) acted sluggishly ---- in fact, the fleet sailed off and left her. However, as the southerly breeze freshened, Amaryllis seemed to come to life. Away she sped, rapidly passing her competitors, until all were astern. She skimmed across the finish line many minutes ahead of the entire fleet. Sad to relate, after this startling exhibition of speed, the regatta committee experienced a change of heart as to the qualifications of Amaryllis; they refused to award her a place, on the grounds that she had no cruising accommodations.

What is a catamaran? The definition is "any vessel with twin hulls side by side." The word is derived from the Malayan verb "ketta," to bind, and "maram," a tree or timber.

The principle of the catamaran is older than the history of man. In its primitive form as used in Madras, and in the South Sea Islands of the Pacific, it usually consisted of a single narrow hull of the dugout canoe type, supported against capsizing by a solid log

kept at a parallel distance by arm outriggers. Propulsion was effected by paddles or a single sail of the lateen type. It appeared to be impossible to tack this boat. Instead of coming about, these boats changed from one tack to the other by swinging the entire sail in the opposite direction --- a very cumbersome and inefficient operation.

It may seem strange that during the many important and efficient evolutions and changes of the single hull since the dawn of history, apparently so little, if any, attention was paid to improving the catamaran or double type of hull. It remained for Nathaniel Green [sic, i.e. Nathanael Greene] Herreshoff to take the principle of the double-hull boat and, single-handed, at one stroke, to develop the radical catamaran of 1876, which, in its perfection, we see reproduced today as the catamaran Amaryllis of September, 1933. The present catamaran is an exact reproduction of the original Amaryllis of 1876 except that the 1933 catamaran carries the so-called "sliding gunter" or high peaked mainsail, while the 1876 boat used the old style gaff mainsail. [This is incorrect. Amaryllis II is not a reproduction of Amaryllis I, but of NGH's last catamaran Lodola.]



Illust.: Amaryllis II. Source: Anon. "A Racing Catamaran By Herreshoff." The Rudder, September 1933, p. 36. [Section and plan

view of this diagram were also used without a caption to accompany Owen, George. "The 1933 Herreshoff Catamaran. The Fastest Sailing Craft in the History of the World." The Sportsman, November 1933, p. 18-19.]

Close and critical examination of the construction of this 1933 catamaran shows the most marvelous and perfect engineering sense. Not only are the boats, crossties, struts, and braces of this Herreshoff Catamaran marvels of lightness and strength, but by reason of a beautifully thought-out system of flexible joints and connections the boats, are permitted to pitch or move separately in their respective vertical planes, thus permitting the whole craft to sail in rough water without distress to her crew or damage to herself. The whole structure is a tribute to the genius of her designer.

The boats or pontoons of the Herreshoff Catamaran are about 33 feet long overall, by about 28 inches wide, by 33 inches deep. The extreme draft with boards up is about 18 inches. They are held 16 feet apart by jointed crossties. Each boat is provided with a centerboard operated from the cockpit and a rudder operated by a single tiller in the cockpit. The ingenious device for turning the inside rudder at a greater angle than the outer rudder was copied nearly thirty years later for the front-wheel steering of the automobile.

The maximum speed of this Herreshoff Catamaran is almost beyond belief. A speed of twenty statute miles per hour over a ranged course was attained by the Amaryllis of 1876; I can verify a speed of some nineteen miles per hour for the Amaryllis of 1933, and that while under reduced canvas. Her acceleration or "pick-up" is akin to that of the modern best motor car. When sailing on this catamaran the sensation of velocity and steadiness is delicious. A motor-driven boat at this speed would be accompanied by the inevitable roar and vibration of the motor, whereas with the catamaran the only noise is the occasional licking of the water against a boat or tie rod. The steadiness as compared to a single-hull boat is analogous to that of a four-wheeled vehicle to a two-wheeled.

Incidentally, this Herreshoff Catamaran carries the same sail spread as our best and most modern Class Q racing yachts, practically 900 square feet. The sailing length of the catamaran's boats is practically the same, about thirty feet, but the important cost factor, namely displacement, of the catamaran is only about one fifth of that of the Class Q racer. In short, the Herreshoff Catamaran with her speed of twenty miles per hour, can sail about two and a quarter miles while her five times more expensive Class Q racer is sailing only one mile. True, this catamaran has no cruising accommodations. But, in the final analysis, how much does the average owner of a Class Q racer, and under, cruise on his boat? Precious little! To sail faster than his competitor is the only real reason for his investing his good money in his boat. He uses his Q boat almost entirely for half-day racing and sailing. The Herreshoff Catamaran's light draft of water (only about eighteen inches with boards up) is in her favor as compared with about six feet, nine inches draft for the Q racer --- a consideration for docking and anchorage purposes.

Naturally, the Herreshoff Catamaran --- like any other thoroughbred --- has her limitations. To obtain the best results requires a certain experience and peculiar skill on the part of her skipper and crew, but such is the case with the skipper and crew of every

type of racing boat.

In these days of perfection and desire for speed it is reasonable to believe that the great interest attracted by this new catamaran may result in the building and classifying of many more such craft in the near future; also, it is quite possible that with the experience obtained during the past fifty-seven years, improvements may be possible over this design of 1876 which was more than a half century in advance of her time.

Despite the unproved claims of fishermen, the fastest speed ever before logged by a sailing vessel was the 18 knots reported by the 240-foot clipper ship Lightning. And that was not over a ranged mile. Our acknowledgments to our master marine architect, Nathaniel Green Herreshoff. "Uncle Nat" has scored again!"

Source: Owen, George. "The 1933 Herreshoff Catamaran. The Fastest Sailing Craft in the History of the World." The Sportsman, November 1933, p. 18-19. [CvdLC]

Construction of Amaryllis II

Amaryllis II was built from late July to early September 1933 in the Herreshoff Manufacturing Company's north shop. Her construction plan describes her as:

"Frame Spaces 12"
Keel, oak, 1 3/8" thick, about 6 1/2" Max. width, rabbet 7/8" above bottom.
Steam, oak or ash sided 1 5/8", forward edge 1/2" thick.
Stern Post + Knee, oak or ash, sided 1 7/8", aft edge 1 1/2" thick
Frames, ash, sided 5/8" except # 14, 15, 16, 17, 18, 19, 20, 21 which are 11/16", moulded 1 1/2" at top + 1 3/4" inner bottom
Floors, ash, sided 11/16", generally 2" deep, but more near ends; 1/4" Bz Keel bolts, 2 when possible.
Deck Beams, ash, sided 5/8", 1 5/8" deep, crown to radius of 42"
Planking, Port Orford Cedar, 1/2" scant, single, fastened with 1" #8 brass screws.
Sheer Strake, Oak, 4 3/4", 13/16" thick at upper edge, 11/16" at lower edge (or O. Pine 7/8" & 3/4")
Deck, Port Orford Cedar, 1/2" scant, single
#18 gage Copper Diaphragms on Nos. 8, 13, 22, +27 frames."

A single hull weighed 830lbs.

Source: Herreshoff Manufacturing Company (A. S. deW. Herreshoff, draftsman). Construction plan of Catamaran #1232 [Amaryllis II]. Drawer 42, No. 13, Accession No. HH.5.3335, Microfilm No. HAFH.5.9.R. September 20, 1933. The Haffenreffer-Herreshoff Collection. Francis Russell Hart Nautical Collections, MIT Museum, Cambridge, MA.



Illust.: Following long-established HMC tradition, Amaryllis II was built upside-down. Construction had begun only a few days ago when this photo was made on August 1, 1933 by general manager Carl W. Haffenreffer, whose father Rudolf F. Haffenreffer had acquired the boatyard in August 1924.

Source: Brightman, Thomas P. (photographer). Catamaran #1232 [Amaryllis II] under construction with frames nearly completed. August 1, 1933. Collection of the Herreshoff Marine Museum, Bristol, Rhode Island.



Illust.: Amaryllis II was built in the north shop of the Herreshoff Manufacturing Company. During the 1930s, this shop was also used to store spars for the huge J-Class America's Cup defenders Enterprise and Weetamoe. The shiny mast in the middle is apparently Enterprise's famous duralumin mast, a 165-foot wonder held together by some 100,000 rivets. Source: Brightman, Thomas P. (photographer). Catamaran #1232 [Amaryllis II] under construction with frames nearly completed and America's Cupper spars in background. August 1, 1933. Collection of the Herreshoff Marine Museum, Bristol, Rhode Island.



Illust.: Her hulls completed in late August 1933, Amaryllis II is ready for assembly. Threeand-a-half years ago, the big America's Cup defender Weetamoe (125' 7" LOA) had been built at this very same spot, but 1933 was not an America's Cup year, the world was in recession, and the Herreshoff Manufacturing Company's north shop had space for small projects like Amaryllis II. Business was to pick up soon again, however. Following a few months after Amaryllis II, the next contract the company would sign would be for the 126' 7" LOA America's Cup defender Rainbow.

Source: Brightman, Thomas P. (photographer). Catamaran #1232 [Amaryllis II] under construction with hulls completed. August 1, 1933. Collection of the Herreshoff Marine Museum, Bristol, Rhode Island.

Launch of Amaryllis II

September 8, 1933

Amaryllis II was launched on Friday, September 8, 1933 in the presence of her designers N. G. Herreshoff and A. Sidney deWolf Herreshoff. Testifying to the Herreshoff's obsession with light weight, she was immediately weighed and then rigged for her first trial sail which took place the next day.



Illust.: September 8, 1933 was the launching day of Amaryllis II, the first catamaran built by N. G. Herreshoff since 1880. On this photo she has just come out of the north shop where she was built and is still hanging from the crane of the venerable Herreshoff yard scow Useful, which has been used by the Herreshoff Manufacturing Company for mast stepping and other jobs since the turn of the century.

Source: Brightman, Thomas P. (photographer). Catamaran #1232 [Amaryllis II] at launch hanging off crane with scow "Useful" in foreground. September 8, 1933. Collection of the Herreshoff Marine Museum, Bristol, Rhode Island.



Illust.: N. G. Herreshoff was always obsessed with light weight and Amaryllis II was immediately weighed after her launch. He can be seen here standing just behind the catamaran's bowsprit. His eldest son, A. Sidney deWolf Herreshoff, stands to the right, leaning on a huge mast belonging to one of the J-class America's Cup defenders. In the foreground the stern of Cup defender Weetamoe (from which this photo was made) is just

visible.

Source: Brightman, Thomas P. (photographer). Catamaran #1232 [Amaryllis II] at launch hanging off crane with stern of Weetamoe in foreground. September 8, 1933. Collection of the Herreshoff Marine Museum, Bristol, Rhode Island.



Illust.: N. G. Herreshoff, with bow-tie and straw hat, watches as his last catamaran is lowered to the water. This must have been an emotional moment for him. Throughout his life he repeatedly stated how much he appreciated catamarans for the pure exhilaration of sailing them, yet it has been almost 50 years ago since he sold his previous catamaran Lodola. He was 85 now and would never sail Amaryllis II. We can only wonder what went through his mind during these minutes. (To a limited extent we know: Shortly after he noted in his diary that Amaryllis II appeared to be a little deep in the water, i.e. appeared to be a little heavy. He also noted her weight without spars: about 2700 lbs.)

Source: Brightman, Thomas P. (photographer). Detail of catamaran #1232 [Amaryllis II] at launch hanging off crane with stern of Weetamoe in foreground. September 8, 1933. Collection of the Herreshoff Marine Museum, Bristol, Rhode Island.



Illust.: Standing apart from his father during the launching of Amaryllis II was A. Sidney deWolf Herreshoff. He had drawn the catamaran's plans, even though her design was clearly his father's and based on his famous catamarans from the 1870s, particularly his last (and personal) catamaran, Lodola. Eleven years later Sidney would design and build Sea Spider, a very different catamaran in character, which would dispense with the essential innovation in his father's catamarans, the ability for the hulls to pitch independently by means of a complicated system of ball-and-socket joints.

Source: Brightman, Thomas P. (photographer). Detail of catamaran #1232 [Amaryllis II] at launch hanging off crane with stern of Weetamoe in foreground. September 8, 1933. Collection of the Herreshoff Marine Museum, Bristol, Rhode Island.



Illust.: Amaryllis II has been lowered to the water under the intense scrutiny of Herreshoff Manufacturing Company management and personnel. While N. G. Herreshoff continues to contemplate his catamaran, a worker steps aboard to unhook her from the crane. *Source: Brightman, Thomas P. (photographer). Catamaran #1232 [Amaryllis II] at launch in the water with worker about to step aboard. September 8, 1933. Collection of the Herreshoff Marine Museum, Bristol, Rhode Island.*



Illust.: Amaryllis II has been launched and the yard scow Useful is about to withdraw. On the dock in the background lies a mast for a Cup defender, probably Weetamoe.
 Source: Brightman, Thomas P. (photographer). Catamaran #1232 [Amaryllis II] at launch in the water with worker on board. September 8, 1933. Collection of the Herreshoff Marine Museum, Bristol, Rhode Island.



Illust.: After her launch Amaryllis II was immediately rigged. Her first trial sail took place the next day. To the left in the foreground stands A. S. deW. Herreshoff, in the background we can see the America's Cup defender Weetamoe (125' 7" LOA) which had been built three years before by the Herreshoff Manufacturing Company.

Source: Brightman, Thomas P. (photographer). Catamaran #1232 [Amaryllis II] at launch in water with Weetamoe in background. September 8, 1933. Collection of the Herreshoff Marine Museum, Bristol, Rhode Island.

First Trial Sail of Amaryllis II

September 9, 1933

The first trial sail of Amaryllis II took place on September 9, 1933, only a day after her launch. The next day she was taken out twice, in the morning by Sidney deW. Herreshoff and his brother Clarence and Harvey T[?] and Charles Nystrom with 3 reefs in her mainsail in a strong W to NW wind and in the afternoon for a short while with all sail.



Illust.: Amaryllis II during her first trial sail. Her sliding gunter sail was the only major difference from her nineteenth-century predecessors which had carried conventional gaff sails.



Illust.: Amaryllis II on her first trial sail. She looks good, only her new cotton sails require some initial stretching. Source: Brightman, Thomas P. (photographer). Catamaran #1232 [Amaryllis II] during trial sail. September 9, 1933. Collection of the Herreshoff Marine Museum, Bristol, Rhode Island.



Illust.: Amaryllis II on her very first trial sail. The town of Bristol is in the background. On this first day she was sailed by A. Sidney deW. Herreshoff and his brother Clarence, as noted in his diary by their father Nath. G. Herreshoff.



Illust.: Detail of a photo of Amaryllis II during her first trial sail. Her complicated system of trusses and tie-rods, combined with ball-and-socket joints can be well seen on this photo. It was designed to facilitate an independent pitching of the hulls without affecting the stiffness of the rig itself.

Trial Sail

September 12, 1933

Another trial sail of Amaryllis II, her fourth, took place on September 12, 1933.



Illust.: Three days after her initial trial sail, Amaryllis was taken out for a fourth outing, this time in slightly more wind than on the first day.



Illust.: Amaryllis II beginning to feel the wind during her trial sail on September 9, 1933. A. Sidney deW. Herreshoff, Nat Herreshoff's son who had drawn her plans and supervised her building, is at the helm.



Illust.: A wonderful photo of a Herreshoff ball-and-socket catamaran at speed! On her trial sail on September 12, 1933, Amaryllis II finally had sufficient wind to begin lifting her windward hull. The photo clearly shows that her two hulls were free to pitch very independently! The bow-down attitude of the lifted windward hull was inherent to this Herreshoff design and often reported for nineteenth-century Herreshoff-type catamarans. The standard operating procedure that was used in this case was to place a man on the stern of the windward hull as was vividly recounted by Lewis Herreshoff in his 1877 account of the cruise of Tarantella to the regatta in Newburg on the Hudson. The photo confirms one other thing that has repeatedly been reported elsewhere: These catamarans could be very wet

boats!

Trial Sail

September 15, 1933

Amaryllis II was trialed again on September 15, 1933.



Illust.: Amaryllis II on a trial sail. The wrinkles in her sails which were present at her first trial have stretched out by now, but the cut of the jib appears a little too full for the fast boat she is.



Illust.: Amaryllis II being trialed in Mount Hope Bay. She is going at a good clip and both hulls are throwing rooster-tails. A disadvantage of the balanced jib typical for nineteenth-century catamarans is apparent on this photo: On one tack, the forestay would tend to chafe the jib and disturb its shape.



Illust.: Amaryllis II passing close to the dinghy towed by the photographer's boat during a trial sail. Source: Brightman, Thomas P. (photographer). Catamaran #1232 [Amaryllis II] during trial sail. September 15, 1933. Collection of the Herreshoff Marine Museum, Bristol, Rhode Island.

Trial Sail

September 18, 1933

Another trial sail of Amaryllis II took place on September 18, 1933.



Illust.: "Amaryllis II, speedy record breaking catamaran, footing fast in light airs." [Amaryllis II during her trial on September 18, 1933.] Source: Brightman, Thomas P. (photographer). Catamaran #1232 [Amaryllis II] during trial sail. September 18, 1933. In: Herreshoff Manufacturing Company. Yachts by Herreshoff. The Herreshoff Manufacturing Company: Designers and Builders of Sailing and Power Craft since 1861. Bristol, Rhode Island, 1937, p. 27. [CvdLC]



Illust.: During this trial sail, even though there was not sufficient wind to justify it, Amaryllis II was sailed well reefed down, and one man, Nicholas Potter, a young designer working with Sidney Herreshoff who later would go on to design some wonderful double-enders on the U.S. West Coast, was sent out to ballast the stern of the windward hull to keep the hull balanced --- just as it had been done in the nineteenth century on N. G. Herreshoff's catamarans of the 1870s.

Source: Brightman, Thomas P. (photographer). Catamaran #1232 [Amaryllis II] during trial sail. September 18, 1933. Collection of the Herreshoff Marine Museum, Bristol, Rhode Island. [This photo was also used without a caption to accompany Owen, George. "The 1933 Herreshoff Catamaran. The Fastest Sailing Craft in the History of the World." The Sportsman, November 1933, p. 18-19.]



Illust.: Amaryllis II being trialed on September 18, 1933. The gentleman second from left is apparently Rudolf F. Haffenreffer, the owner of the Herreshoff Manufacturing Company since 1924. Sitting to the left of him is his son, Carl W. Haffenreffer, the vice president and general manager of the Herreshoff Manufacturing Company.

Source: Brightman, Thomas P. (photographer). Catamaran #1232 [Amaryllis II] during trial sail. September 18, 1933. Collection of the Herreshoff Marine Museum, Bristol, Rhode Island. [This photo was also used without a caption to accompany Owen, George. "The 1933 Herreshoff Catamaran. The Fastest Sailing Craft in the History of the World." The Sportsman, November 1933, p. 18-19.]



Illust.: Amaryllis II being trialed with reefs in both main and jib on September 18, 1933 with A. S. deW. Herreshoff at the helm. Apparently, it was felt that she was more comfortable this way, as her sail area was subsequently reduced from 900 to 750 square feet, making her much less powerful than her sisterships of the nineteenth century.



Illust.: After her trial Amaryllis II was taken out of the water at the dock of the Herreshoff Manufacturing Company. The bow in the foreground belongs to the J-class yacht Weetamoe, the Clinton Crane-designed candidate for defending the America's Cup defender in 1930 which had been built at Herreshoff between 1929 and 1929 and was now being prepared for the 1934 Cup trials.



Illust.: Amaryllis II after her trial sail on September 18, 1933. The pitot tube of the newly installed Kenyon speedometer can be faintly seen on the inside of her starboard hull. The big sheerlegs that Amaryllis II is hanging off were usually used to step the masts of large yachts, including the big America's Cup J-class yachts of the 1930s.



Illust.: Amaryllis II being taken out of the water after her trial on September 18, 1933. The furling of the mainsail is neither neat nor beautiful...



Illust.: Amaryllis II hanging off the Herreshoff Manufacturing Company's big sheerlegs. This photo makes is easier to understand just how Nat Herreshoff's elaborate system of ball-joints, trusses and stays made it possible to allow the hulls to pitch independently and still provide for a separate stiff staying basis for the rig. To the right, at her mooring, can be seen the Herreshoff-built and -designed New York 40 Rugosa. Many years later, she came to be owned by Nat Herreshoff's grand-son Halsey Herreshoff and made her home again at the very same place. Halsey Herreshoff was born just 12 days before this photo was taken and his father Sidney can be seen here in the lower right corner, at the controls of his power launch Bubble.

Two days later, on Wednesday 20, 1993 Sidney and guests Wirth and Patty Munroe sailed Amaryllis II one last time before she was prepared for shipment. On September 28, 1933, Thomas P. Brightman, the Herreshoff Manufacturing Company's superintendent, and A. Sidney deW. Herreshoff delivered her to Grosse Point on Lake St. Clair close to Detroit where they set her up before handing her over to her new owners.

Amaryllis II at Grosse Pointe Y. C.



Illust.: Amaryllis II in Detroit in 1937. The caption on the back of the photo in N. G. Herreshoff's handwriting reads "1937. Amaryllis at the Grosse Point Yacht Club and the Tern designed by myself. 33' o.a., 10'b, -3'd."

[Note: A. Griswold Herreshoff owned the Tern and frequently sailed Amaryllis II. Amaryllis II was owned by a sydicate led by K. T. Keller, the CEO of Chrysler and Griswold Herreshoff was an executive of Chrysler.]

Source: Anon. (A. Griswold Herreshoff, photographer?). Catamaran #1232 [Amaryllis II] at the Grosse Point Yacht Club in Detroit. Collection of the Herreshoff Marine Museum, Bristol, Rhode Island. Detroit, 1937.

#1232s Amaryllis II Summary Claas van der Linde

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