YACHTING.

THE EASTERN SEABOARD.

General Anticipations of the Season—What the Different Clubs Propose to Do—Description of the Fast Catboat Ripple—New Time Allowance for Eastern Clubs.

What Harrington is Building at Bath.

The Measurements of the New Yachts of the Season—Description of the New Beverly Yacht Club—The New Boats Building to Beat the Ripple—Lively Times This Season.

HERRESHOFF'S YARD AT BRISTOL

Something Novel in the Way of a Centre-board Case—A New Steam Fishing Boat—Small Sailboats with Double Centre-boards—Mr. E. E. Tower's New Schooner Yacht.

Yachting in the Eastern States is rapidly becoming the popular amusement of the people, as there it is not only the rich who patronize this noble sport, but nearly everybody residing in the seaboard towns of Rhode Island, Massachusetts and Maine owns a yacht or some portion of a yacht. In many places there are small cat-rigged and sloop yachts, each of which is owned by a small stock company with from four to eight shareholders. These yachtsmen, although they only patronize small crafts and form a copartnership for the purpose of reducing expenses, manage to have plenty of sport during the yachting season and are often absent four or five weeks cruising along the coast. This season promises to be very lively, as great preparations are being made, and although nothing so far has been definitely arranged in regard to the movements of the Eastern or Boston yacht clubs, yet they anticipate enjoying a very lively season. The Portland club has not made any definite arrangements yet as to what will be their programme for the season of 1872. There is some talk of holding a grand national regatta in Portland harbor, to which the yachts of all clubs will be invited, but nothing will be settled until the annual meeting of the club.

The main excitement in yachting matters East this season will be centred in the doings of the smaller crafts. For the past few years the Dorchester, Lynn, Bunker Hill and South Boston yacht clubs have been experimenting in different models of cat and sloop rig. The members of these different clubs are enthusiastic yachtsmen, as the owner of a yacht will in many instances also prove to be the modeller, builder, sailmaker and captain. This tends to give more excitement in the various contests that ensue, as each little craft has numberless partisans, who have perhaps each assisted in some little feature of her construction, and therefore feel the warmest interest in her success and the defeat of the representative of the neighboring village. At the present moment there is considerable agitation and excitement among the small fry as to what will be the success of innumerable small craft of about twenty-two feet water line that are now being constructed with a view to defeating and wresting the laurels of victory from the famous yacht

RIPPLE.

Now, as the New York portion of the yachting community are, probably, in blissful ignorance of the existence of such a craft as the Ripple, it may be well to give a slight sketch of her antecedents. She was built some ten or eleven years ago in Taunton, Mass., by two brothers of the name of Babbitt, for a gunning boat; but, exhibiting remarkable speed, was slightly altered and made into what "our English cousins" would term a racing machine. Her dimensions are:—

	Feet.
Length over all	25
Length on water line	22
Beam	8.06
Draught	1.10
Greatest width on water line	8.00
Width at taffrail	5.06

She is cat-rigged, but hoists a small jib and topsail in light weather. The Ripple made her first appearance in Boston last year and defeated everything she met, thereby giving immense impetus to the building of small yachts in general. Her owner, Vice Commodore Macomber, of the South Boston Yacht Club, has not yet launched his treasure, but she is daily exhibited in her winter quarters adjoining her owner's residence at South Boston Point. The Ripple is, *sans doute*, one of the ugliest looking small boats in existence; but when one comes to examine her lines with a more critical eye, she exhibits many excellent points, with a tendency towards fast sailing. She has a most decidedly flat floor, with a gentle incline fore and aft from the centre. There is no rounding off from the sides to the floor, but they are joined together at an angle of about 120 degrees. This point certainly does not add to her beauty, but is claimed to be the secret of her success, as when she lays over in the water the angle formed by the sides and floor act as a second centre-board and keep shoving her nose up to windward. She has a long, overhanging stern, that would send Bob Fish into ecstacies of delight, and, as she is built with considerable sheer, when sailing by the wind she gets two or three feet more floor to sail on without having to pay for it on measurement. The Ripple has a twelve foot centre-board and a small cabin, and is open to sail anything of the same water line in the world. Bostonians are fully aware of her speed, and it is an understood thing that the boat that beats the Ripple will be the champion of the season, and some ten or a dozen small boats are now being constructed with that laudable purpose.

Among the larger yacht owners things appear to be rather quiet, and although the success of the schooner Fearless last season has excited a little spirit of rivalry, no matches have yet been made. Before the end of the season, however, there will be probably some fun, as there are some eight or ten new schooners now in course of construction, many of which have been built with a view to obtaining great speed. Mr. Harrington, of Bath, the builder of the Fearless, and Mr. Herreshoff, of Bristol, the builder of the Clytie, Sadie and other fast sloops, have had their hands pretty full this season and will soon turn out some very handsome specimens of naval architecture.

THE EASTERN YACHT CLUB

is now the largest and most flourishing yacht club hailing from the Eastern States and boasts of a fleet of nearly fifty yachts, owned by gentlemen residing all along the coast from New York to Portland. Last year the Eastern Club had a most brilliant season and were visited by the New York Yacht Club. The grand entry of the combined fleets of these two clubs into Boston harbor was one of the most magnificent nautical spectacles ever witnessed, but was eclipsed by the glorious regatta which followed a few days afterwards, and in which nearly forty yachts took part. The Eastern Club afterwards wound up the festivities by a dinner at Taft's, where the members of both clubs met together and enjoyed a pleasant social entertainment. The officers of the Eastern Yacht Club for 1872 are:—Commodore, John Heard; Vice Commodore, Stanton Whitney; Secretary, John Jeffries, Jr.; Treasurer, Addison Child, and Measurer, E. W. Codman. Regatta Committee—W. M. Whitney, A. C. Wheelwright, B. J. Jeffries, Edward Burgess and C. H. Walker.

There have as yet been no definite arrangements made as to what will be the programme for the coming season, but there will be several regattas, and perhaps a short cruise East. It was the intention of the Eastern Yacht Club to have visited New York waters this summer on a return visit to the New York Yacht Club, but as several of the larger vessels of that club will be abroad during the yachting season, they have determined to postpone their visit until a more suitable occasion. The annual regatta will be held early in June, but the exact date has not yet been decided upon.

The subject of time allowance has been actively discussed this season by the members of the Eastern Club, and they have decided upon abolishing their present system of allowance, which is based upon the area and measuring by length on water line alone. Some of the members of the club were in favor of measuring by length over all, but they were in the minority. The allowance will be a minute per foot on a forty mile race.

Quite a number of new yachts are being enrolled in the Eastern Yacht Club fleet this year, the most important of which is the schooner yacht Rambler, lately purchased by Mr. John M. Forbes from Mr. Banker, of the New York Yacht Club. The Rambler, however, will not cruise with the Eastern Yacht Club this year, as she left last week on a European voyage, touching first at Fayal.

Among the new boats now being built for members of the Eastern Yacht Club are the keel schooner yacht Latona, W. D. Pickman, and a keel schooner for Mr. George Peabody Russell, both from the yard of Herreshoff, of Bristol; the centre-board schooner Vision, General R. H. Stevenson; the centre-board schooner Haze, E. D. Peters, and the centre-board schooner Romance, William Amory, Jr. The last three are being constructed by Harrington, of Bath, the builder of the Fearless. The above five vessels will be a great addition to the already magnificent fleet of the Eastern Yacht Club.

Several yachts of the Eastern Club have changed hands since last season. The Ianthe has been sold by Mr. Peters to Herreshoff, of Bristol, and the Sadie has been purchased by Mr. George Peabody Russel from Mr. Frank Burgess. Mr. Robert Center, of the sloop Vindex, and Mr. G. B. Durfee, of the sloop Elaine, both members of the New York Yacht Club, have lately joined the Eastern Yacht Club.

THE BOSTON YACHT CLUB

is the oldest yacht club in the vicinity of Boston, and although now possessing a smaller fleet than that of the Eastern Club, it may be ceded the honor of having given the first impetus to yachting in the Eastern States. The officers of the Boston Club for 1872 are:—Commodore, Benjamin Dean; Vice Commodore, W. H. L. Smith; Secretary, Thomas Dean; Treasurer, Augustus Russ; Measurer, D. J. Lawlor; Trustees, S. D. Nickerson, Arthur Cheney and Benjamin F. Gibbs, and Regatta Committee, A. C. Cary, Gustavus Jackson, C. E. Russ and W. S. Whitney. The club have not yet decided upon the date of their annual regatta or whether they will make a cruise this season, but the members are determined to liven up and have some fun this summer. The Boston Yacht Club still intend basing their time allowance upon length alone, but with their original sliding scale of allowances.

Several new yachts are now being constructed for members of the Boston Yacht Club. Harrington, of Bath, has on the stocks a new keel schooner yacht, called "The Tempest," which is being built for Mr. James Lee, of the club. Mr. E. E. Tower, another member, is also building a centre-board schooner yacht, under his own supervision, at Cohasset. Among other yachts that have lately joined the club are the schooner Silvie, belonging to Mr. C. V. Whitten; Fauchon, H. R. Shattuck, formerly of the Dorchester Club; Bunsby, E. M. Cook; Sparkle, J. C. Rhodes; Nepenthe, D. S. Stone; Petrel, W. F. Halsall, of the Dorchester Yacht Club, and the steamer Anemone, Arthur Cheney.

THE PORTLAND YACHT CLUB,

has not yet made any preparations for the season of 1872. The excitement caused by the visit of the New York Yacht Club to Boston last year has created a desire to have the same club come as far as Portland this season. To offer some inducement it has been suggested to hold a grand regatta in Portland harbor and offer a $1,500 prize for schooner yachts. The annual meeting will be held shortly, and then all the arrangements will be made for the coming season. The officers of the club are:—Commodore, James M. Churchill; Vice Commodore, Abial M. Smith; Fleet Captain, Edward E. Preble; Secretary and Treasurer, George H. Holden; Messenger, Joseph H. Dyer; Trustees, James H. Churchill, *ex officio*; A. M. Smith, C. G. Richards, Charles H. McLellan; Regatta Committee, James M. Churchill, *ex officio*; B. J. Willard, William Taylor, John P. Thomas and J. Hall Boyd. There are very few additions to the Portland Club this season.

THE DORCHESTER YACHT CLUB

is at present in a most flourishing condition, and numbers forty-eight yachts in its fleet and about one hundred and fifty members. These boats are all comparatively of small dimensions, varying from about 25 feet to 12 feet on the water line. The officers of this club are:—Commodore, Coolidge Barnard; Vice Commodore, Charles E. Fuller; Fleet Captain, W. F. Halsall; Secretary and Treasurer, William H. Bangs, Jr.; Trustees, W. T. Adams, C. E. Folsom and W. H. L. Smith; Regatta Committee, Coolidge Barnard, W. V. Abbott, W. H. Bangs, Jr.; C. E. Fuller and Omar Loring.

This club will occupy this year the new club house, which was fitted up in the fall and is situated upon Commercial Point, Dorchester Bay. Last year the members of the Dorchester Yacht Club had seven regattas, a cruise to Duxbury and an excursion and picnic to Downee's landing. The great success of the past season was a series of races which were inaugurated for the champion medals, to be held by the yacht winning two out of the three races. The Regatta Committee have decided to hold a similar series of races this year, and they will be sailed during the months of June and July. The prizes will be a champion silver cup for each class. There will also be a regatta upon the 27th of May, and another in September, when the regular prizes will be contended for. The annual cruise will take place in the month of August.

Several new yachts are being built for this club, including a new cat-rigged yacht for Mr. W. F. Halsall, which will be named the Petrel, after his old boat, which was sold to Mr. W. S. Nickerson and the named changed to Sunbeam. Commodore Coolidge Barnard, part owner of the Pacer, has also purchased the Hebe. The Mary has been purchased by D. H. McKay. The Tidal, White Wing, P. Dexter; Violet, F. D. Child; Tarbot, R. P. Hildreth; Phantom, E. Benton; Juno, W. H. Gordon; Jessie, C. W. Eliot; Harpie, O. F. Loring; Lottie, J. G. Dennison; Kelpie, S. T. Cruen; Gipsey, D. B. Stedman; Clio, M. C. Greene, and Adieu, C. D. Macomber, are also new additions to the fleet of the Dorchester Yacht Club.

THE BEVERLY YACHT CLUB

will make its debut in aquatic circles this season. It was organized last February with the view to have a club for yachts of small dimensions, whose small size prevents them from joining the Eastern yacht club. Their boats are small as they only admit of less than 26 feet 6 inches water line. The roll of this club has filled very rapidly, and they at present number nearly one hundred members and about thirty-five yachts. The officers of the club are Commodore Edward Burgess, Vice Commodore William C. Loring, Secretary and Treasurer, W. F. Whitney; Regatta Committee, W. Tappan, W. Burgess, W. F. Whitney, F. R. Nourse and H. W. Lamb, and Measurer, W. W. Lewis. The club signal is a white triangle with blue tails and a red star in centre of the white.

This club will hold the following regattas during the coming season:—

	Date.	Place.
1	June 22	Beverly.
2	July 6	Boston.
3	July 27	Swampscott.
4	August 17	Beverley.
5	September 6	Beverly.

The yachts will be divided into a first and second class with a prize for each class. The first class boats will sail over a triangular course of about fourteen miles, and the second class over a triangular course of about seven miles. The first class boats will measure from 26 feet to 18 feet 6 inches, and the second class will comprise all the smaller crafts.

Among the new boats that are being built for members of this club are the Victor, Brooks Parker; Tulip, Arthur Burgess; Rose, S. W. Burgess; Pansy, W. Burgess, and Blue Bell, Edward Burgess. Mr. Walter Tappan and Mr. Augustus Hemmenway are having two cat-rigged boats built but they are not named yet. The Posy has been sold by Messrs. A. & W. Burgess to Mr. M. F. Allen who is also a member of the Beverly Yacht Club.

THE BUNKER HILL YACHT CLUB,

of Charlestown, Mass., is another very lively little club, whose members are all practical yachtsmen, sailors and in many instances building their fleet little craft themselves. The officers of this club are:—Commodore, W. F. Bibrim; Vice Commodore, George Edwards; Fleet Captain, C. T. Pierce; Secretary, W. Ferrin; Measurers, George W. Abbott and E. Brown; Trustees, W. H. Herbert, Ed. Cutter and M. Welch; Treasurer, George C. Melvin, and Financial Secretary, P. Henchy. The members of this club are now busily engaged in overhauling their boats, in preparation for the coming season, and several new boats have joined. The programme for the coming season has not yet been definitely settled, but the club will hold their annual review on the 17th of June, and will also make a cruise East later in the season.

This is one of the clubs that intend going for the Ripple, and with that laudable intention they have just launched a new cat-rigged yacht named the Sparkle, which has been built after the model of a Taunton boat called the Empress. She has been built for Messrs. Lawrence, Wilcox and Blackmer. Captain Edward Smith, of this club, is having a small schooner yacht built at Lynn. The sloop Ida May, Captain Hinchy, has been altered from her former rig, and will in future carry two sprit sails. The Ulula, Vice Commodore Edmonds, has had her keel deepened, and the Tasso, Captain Abbott, is having a new keel put on.

THE SOUTH BOSTON YACHT CLUB

is one of the oldest clubs in the vicinity of Boston, and they own a large fleet of small yachts. The officers of the club are:—Commodore, F. S. Wright; Vice Commodore, C. D. Macomber; Fleet Captain, E. D. Robinson; Secretary, M. J. Kiley; Financial Secretary, J. Winnet; Treasurer, T. Christian; Measurer, W. L. Anderson; Trustees, H. J. McKee, J. M. Wheeler and P. McKenna. The club house is situated on a commanding position upon the end of City Point, South Boston. It also possesses a fine floating wharf, which, with the pier, will extend out about one hundred and eighty feet, and will be available at all tides. The programme for the coming season is not decided upon, but the club will hold a review and scrub race on the 28th of May. The Vice Commodore of this club, Captain C. D. Macomber, of the Dew Drop Inn—a house of rest for the weary mariner—is the fortunate owner of the much coveted Ripple.

A number of new yachts are being built for this club. Among them are the Queen Mab, D. Briscoe and P. Coyne; Peerless, Bibber and Brother; Quiz, W. Weymouth, and Welcome, W. Chapman. Several of the above are going for the Ripple, and Vice Commodore Macomber will have a lively time guarding her laurels.

A number of the small yachts belonging to this club were out lately, trying one another and getting in trim for the season. Two of the above new boats, built by Bibber, capsized during the afternoon, but no damage was done.

THE LYNN YACHT CLUB

is at present in a very flourishing condition, and musters about one hundred and seventy members and thirty-five yachts. The officers for the present year are Commodore, E. C. Neal; Vice Commodore, Howard Dennis; Fleet Captain, George Baker; Secretary, J. W. Haines; Treasurer, Simon T. Downs; Measurer, Allan Hay; Trustees, D. H. Sweetser, Q. A. Townes and G. H. Cushman; Regatta Committee, George L. Babb, George Baker, N. T. Davison, N. B. Chase and J. H. Abbott. The members are now busily engaged in getsing their boats in trim, and they will all be in the water by the first of June. The first regatta of the season will be held on the 17th of June.

A number of new boats have been built for the club this year, among which are the Alpha, Captain Roney; Magic, Captain Neal; Addie Elmer, Captain Flint; Haymaker, Captain Jewett, and George Manson, Captain L. Poor.

YACHT BUILDING

in the Eastern States is rapidly becoming a very flourishing business, and although nothing remarkable on a large scale has yet been turned out from their yards, the builders claim that it is only because they have not had the chance, as their orders confined them to boats of small dimensions. This year appears to be very busy, and quite a number of tolerably large schooners are now in course of construction. It is hard to say what builder is most patronised East, but Mr. C. B. Harrington, of Bath, appears to be the coming man. Last year he built a centre-board schooner for Mr. Phillips, of the Eastern Yacht Club, called The Fearless, and she has proved to be a boat of no ordinary merit, and consequently Harrington has received several orders. Herreshoff has certainly a good deal of work on hand and is putting together some very likely looking yachts. The shipyard of

C. B. HARRINGTON

is situated in the town of Bath, Me., and upon the banks of the Kennebec River. Mr. Harrington has at present some five yachts in hand, two of which are nearly completed, while the others are in a less advanced condition. There are a large number of hands employed in this yard, which includes steam saw mill, block making, rigging, and in fact everything necessary for the turning out of a yacht in complete order. The following description will give a brief idea of what are being constructed at Harrington's yard:—

THE VISION

is the name of a new centre-board schooner that has been built for General R. H. Stevenson, of the Eastern Yacht Club. She is now in the water, and was finished about three weeks ago. The Vision has an oak frame, with hard pine planking and white oak stanchions. Her deck is of white pine. She has a trunk cabin with one large stateroom. There are four berths in the main cabin. There is nothing very peculiar in her model, but her lines are easy and she has a round stern. Her dimensions are as follows:—

	Tons.
Tonnage (old measurement)	50
	Feet.
Length on water line	55
Beam	17
Depth of hold	6.6
Draught, without board	6
Draught, with board	14
Centre-board case	15
Length of mainmast	57
Length of foremast	55.6
Length of topmasts	20.6
Length of main boom	43
Length of fore-boom	20
Length of main-gaff	23
Length of fore-gaff	19
Length of bowsprit	29
Length outboard bowsprit	20

Great care has been taken in the construction of this boat, and the best materials used of every kind.

THE HAZE

is a centre-board schooner that has been built for Mr. E. D. Peters, of the Eastern Yacht Club. She was launched two weeks ago, and is now being rigged. Her frame is of oak, and her planking hard pine. She has white oak stanchions and a white pine deck. She has a trunk cabin, with three staterooms. Her dimensions are as follows:—

	Tons.
Tonnage (old measurement)	50
	Feet.
Length on water line	59
Beam	17.6
Depth of hold	6.9
Draught, without board	6.6
Draught, with board	15
Centre-board case	16
Length of mainmast	60
Length of foremast	58.6
Length of topmasts	22
Length of main-boom	45
Length of fore-boom	21.6
Length of main-gaff	25
Length of fore-gaff	20
Length of bowsprit	30
Length of bowsprit outboard	21

The Haze will be completely finished in about a week's time. She looks a very likely boat, and is built stiff and equal to heavy weather. Her run aft is very clean, and she has a round stern.

THE TEMPEST

is the name of a keel schooner that is now being built by Harrington for Mr. James Lee, of Boston. She is now on the stocks, and is planked all over. The Tempest is a very neat-looking boat, with a clean run fore and aft. She looks a trifle lumpy about midships, but that will probably be done away with when she is smoothed off. She has a pretty bow, sharp and hollowed out, and a deep rocker keel. The stern is round and like all of Harrington's build. Her dimensions are:—

	Tons.
Tonnage (old measurement)	50
	Feet.
Length on water line	52
Beam	17.6
Depth of hold	6.6
Draught	8
Length of mainmast	58
Length of foremast	56.6
Length of topmasts	23
Length of main-boom	41
Length of fore-boom	21.6
Length of main-gaff	21
Length of fore-gaff	19
Length of bowsprit	26
Length of bowsprit outboard	17

The Tempest is getting on very fast, and the carpenters are now at work at her cabin. She will probably be finished some time this week.

THE ROMANCE

is the name of a centre-board schooner yacht being built by Harrington for Mr. William Amory, Jr., of the Eastern Yacht Club. This boat is constructed of oak, white oak, hard pine and white pine, like all the others sent from this yard, and has just been planked over. She has a trunk cabin, with one large stateroom, and four berths in the main cabin. She has a peculiar stern, built after an idea of Harrington's, somewhat in the form of the letter V. Her dimensions are:—

	Tons.
Tonnage (old measurement)	50
	Feet.
Length on water line	55
Beam	17
Draught, without board	6
Draught, with board	14
Depth of hold	6.6
Length of centre-board case	15
Length of mainmast	57
Length of foremast	55.6
Length of topmasts	20
Length of main-boom	32
Length of fore-boom	20
Length of main-gaff	23
Length of fore gaff	19
Length of bowsprit	29
Length of bowsprit outboard	20

The Romance will not be finished before the 10th of June. She has rather a flat floor, and although the bow is clean it is not hollowed. She has plenty of floor aft and a clean run.

Mr. Harrington is also building a small keel schooner yacht for Mr. Bates, of Scituate. She has not been named yet. Her dimensions are:—

	Tons.
Tonnage (new measurement)	22
	Feet.
Length on water line	40
Beam	14
Depth of hold	5
Draught	5.6
Length of mainmast	45
Length of foremast	43.6
Length of topmasts	16
Length of main-boom	30
Length of fore-boom	15
Length of main-gaff	18
Length of fore-gaff	14
Length of Bowsprit	12

This craft has no jibboom and is cut away forward.

Among the other vessels now being built at Harrington's there is a thirty ton fishing boat that is somewhat of a novelty in its line. The curious feature is that instead of being a smack below she is built as a smack on deck, so that the fish are kept up above instead of below. She is destined for some parties from Rhode Island.

HERRESHOFF,

of Bristol, is one of the most popular builders East for all small craft, and his friends contend that he can build them as proportionately fast on a large scale as he has on the small size. The fast sloop Sadie is one of the Herreshoff build, and Clytie also came from his yards. One of the most remarkable features in connection with Herreshoff is that he is totally blind, and this peculiarity has assisted in making him famous all through the United States. He has also gained considerable reputation as a builder of steam yachts, and he claims that if he is allowed 160 feet length he can build a good seagoing boat that will steam twenty miles an hour. He has two yards, both situated in Bristol, on the banks of the river, and he has been fully occupied during the entire spring.

THE LATONA

is a keel schooner yacht that this builder has nearly completed for Mr. W. D. Pickman, of the Eastern Yacht Club. This boat has an oak frame and is planked with yellow pine, and Ohio oak. She has a trunk cabin and a cockpit eighteen inches deep. The cabin is panelled in pine and has two staterooms and the main cabin four berths. There is a comfortable bathroom and a roomy forecastle. She is built somewhat on a new style, hollowed out and very sharp forward, and has a hollow floor in the midship section. Her stern is purely American. Her dimensions are:—

	Feet.
Length on water line	55
Length of beam	18
Depth of hold	6.9
Draught	7
Length of mainmast	57
Length of foremast	55
Length of topmasts	22
Length of main-boom	42
Length of fore-boom	18
Length of main-gaff	22
Length of fore-gaff	18
Length of bowsprit outboard	27

The keel of the Latona was laid on the 10th of January, and she is now completed.

THE TRITON

is the name of a centreboard schooner yacht now being built in this yard for Mr. George A. Thayer, of the Atlantic Yacht Club of Brooklyn. Her frame is of oak, and she is being planked with hard pine and Ohio oak. Her rails, hatch combings, companionway and hatches are of mahogany. Her cabin is neatly panelled and contains four large staterooms. She has somewhat of a flat floor, but with very easy lines, and a beautiful projecting stem, sharp and hollowed away. Her stern is purely American, but she will be rigged forward in a manner somewhat of a compromise between the American and English style. Herreshoff is experimenting in something novel connected with her centre-board. If the experiment does not prove a failure there is no reason why the Triton should not prove one of the fastest of the new boats of 1872. Her dimensions are:—

	Feet.
Length on water line	61
Beam	19
Depth of hold	7
Draught without board	5.6
Draught with board	14
Length of centre-board case	17
Length of main-mast	60
Length of fore-mast	58
Length of top-masts	25
Length of main-boom	45
Length of fore-boom	19.6
Length of main-gaff	25
Length of fore-gaff	19.6
Length of bowsprit	45
Length of bowsprit outboard	34

The keel of the Triton was laid on the 1st of April and she will be launched on the 22d of May. It is the intention of her builders to have her all ready for the regatta of the Atlantic Yacht Club on the 18th of June.

Herreshoff has also on hand a small keel schooner, which is being built for

MR. GEORGE PEABODY RUSSELL,

of the Eastern Yacht Club. This is a cabin boat, with a shallow cockpit and a rocker keel. She is built with water-tight compartments. Her dimensions are:—

Tonnage	15
	Feet.
Length on water line	30
Beam	11
Depth of hold	5
Draught	4.6
Length of main-mast	34
Length of fore-mast	32
Length of top-masts	12
Length of main-boom	22
Length of fore-boom	9
Length of main-gaff	13
Length of fore-gaff	9
Length of bowsprit	17

This little craft has been rigged with a lug foresail, and is now completed.

Herreshoff is also building a small steam yacht for Mr. A. Agassiz, the son of the Professor, which is being constructed with a view to cruising in all waters. She will be about thirty feet long and built with reference to speed and safety. She has air-tight compartments, and is very handsomely put together. She will be finished in June.

There are a number of small boats building at this yard, among which are

THE TULIP,

a centre-board sailboat, for Mr. Arthur Burgess, of the Beverly Yacht Club. She is heavily sparred and built with air-tight compartments. Her dimensions are:—

	Feet.
Length on water line	16
Beam	7
Draught without board	1.4

THE ROSE

is a centre-board sailboat, for Mr. S. W. Burgess, of the Beverly Yacht Club. She is built with air-tight compartments and heavily sparred. Her dimensions are:—

	Feet.
Length on water line	14
Beam	6.8
Draught without board	1.1

THE PANSY

is a centre-board cat boat, for Mr. Walter Burgess, of the Beverly Yacht Club. She is heavily sparred and has air-tight compartments. Her dimensions are:—

	Feet.
Length on water line	21
Beam	8.4
Draught without board	1.8

THE BLUEBELL

is a centre-board cat boat, for Mr. Edward Burgess, Commodore of the Beverly Yacht Club. Her compartments are air-tight and she is heavily sparred. Her dimensions are:—

	Feet.
Length on water line	16
Beam	6.6
Draught without board	1.1

Herreshoff is also building a centre-board cock-pit yacht of twenty-four feet on the water line, for Mr. E. P. Adams, of Boston. In this yard there is also a very handsome steam sloop, which has been built for the Bristol Fishing Company. Her dimensions are:—

Power of engines (horse)	40
	Feet.
Length on water line	73
Beam	15.6
Depth of hold	6

She was commenced about the middle of February, and is now ready for her machinery. This is the third steam sloop that Herreshoff has built for the same company, and they have done away with sailing craft altogether. She is very comfortably fitted below, and is built to steam thirteen knots.

NEW LONDON

is comparatively dull this season in respect to yacht building, as there is little or nothing doing. Mr. E. B. Beckwith has had nothing to do this season in the way of yacht building, but is now at work on a small steamer, which is destined to carry passengers between New London and the Pequot House. Her dimensions are:—

	Feet.
Length over all	51.6
Beam	12.6
Depth of hold	4.9
Draught aft	4.3

She is to be a screw boat, with a large cockpit, covered with an upper deck open at the sides. She will be fitted with double engines, eight by nine inches, and was launched last week.

There is a large cockpit sloop, about fifty feet over all, in course of construction near the Pequot House. She is being built by a man named Norris, and is destined to carry pleasure parties.

The Columbia has been put in thorough trim for the coming season. Mr. Lester Wallack intends making no alterations in this beautiful boat, and has only put on a new figurehead consisting of an eagle, with a spear running out between its raised wings, and ornamented with a blue riband on which the name is written in gold. At the stern she has a blue riband with Columbia in gold letters. Andrew Comstock is her captain, with Smith (former mate of the Rambler) as mate. The Columbia arrived at Stapleton last Saturday.

The Magic is now being overhauled and prepared for the coming season. It is understood that Rear Commodore Franklin Osgood intends taking the lead out of her keel. Crandall, a brother of the captain of the Fleetwing, will be captain, as Nelse Comstock intends to stick to his business as New York Harbor pilot.

The Fleetwing, Captain George Osgood, will probably be overhauled very soon, and it is not decided yet whether the Phantom will be in commission this season.

There is a considerable amount of yacht building going on now in the immediate neighborhood of Boston, but it is principally confined to small yachts. The largest yacht in course of construction is a centre-board schooner, now being built at

COHASSET,

for Mr. E. E. Tower, of the Boston Yacht Club. This yacht is being built under Mr. Tower's own supervision, from a model furnished by D. J. Lawler, of Chelsea. The master builder is B. Bates, of Cohasset. Her frame is of white oak and hackmatack. She will have four staterooms and a main saloon, the latter panelled in pine, tinted and gold mouldings. The walls, of oak, will be two and a half inches thick, and the planking, of hard pine, two inches thick. She will span between timbers sixteen inches from centre to centre, increasing to twenty-four inches forward and aft. All fastenings will be of composition and galvanized iron, and nothing but refined iron will be used. Her dimensions are:—

	Feet.
Length over all	75
Length on water line	68
Beam	21
Draught without board	5.6
Draught with board	12
Length of main-mast	67
Length of fore-mast	66
Length of main-boom	48.6
Length of fore-boom	23.6
Length of main-gaff	23
Length of fore-gaff	23

The work on this yacht is progressing rapidly, and Mr. Tower expects to have her finished early in August.

SOUTH BOSTON

is doing its share in the small line, and a good many small boats will be turned out from that locality this season.

The Pierce Brothers have just completed a cat-rigged centre-board yacht for Messrs. Briscoe and Coyne, called the Queen Mab, that is destined to be a ripple chaser. Her dimensions are:—

	Feet.
Length over all	24.6
Length on water line	21.2
Beam	10
Draught without board	1.8

They are also building another boat of the same model and dimensions for Mr. E. E. Tower, of the Boston Club. As an experiment this boat is to have two centre-boards, the after one of iron, 4 feet long, 1 foot 6 inches deep at one end and tapering off to 8 inches at the other.

Mr. Frank Witherell is having a small steam yacht built at South Boston. It will be a screw boat, measuring about 37 feet over all, with 10 feet beam.

A centre-board sloop is also being built by Mr. W. Weymouth, which is attracting a good deal of attention. There is nothing very peculiar in her model, but she is sharp and clean forward, with a flat run aft. She is called the Quiz. Her dimensions are:—

	Feet.
Length on water line	20.6
Beam	10
Draught without board	2

Bibber & Brother have just completed a new cat-rigged centre-board yacht of great expectations. She is another Ripple chaser, but they will have to ballast her down a little more before they can expect to get any speed out of her. She was one of those capsized a few days ago. When a boat has got a good floor to sail on, by all means keep her on it if possible. The dimensions of this boat, which is named The Peerless,

	Feet.
Length over all	21.8
Length on water line	18
Beam	8.6
Draught aft	1.8
Draught forward	0.8

THE WELCOME

is the name of another Ripple chaser, that is now nearly completed. This boat is nearly a fac-simile of the Ripple, with the exception that she has, perhaps, a rather sharper angle at the joining of her wall and floor. Her dimensions are:—

	Feet.
Length on the water line	21.6
Beam	10
Draught	1.8

A centre-board cat-rigged boat has also just been built by E. Harris. Her dimensions are:—

	Feet.
Length over all	22.3
Length on the water line	20
Beam	9.4
Draught	2

EAST BOSTON

is the centre of the shipbuilding trade of Boston, and it was there that the schooner Caprice was put together last season.

Captain John Carlton is having a keel schooner yacht built at the yard of Foster & Leighton. She has a trunk cabin and a cockpit. Her lines are clean, sharp forward and rounding gently off, with nothing to stop her aft. She will have a rocker keel. Her dimensions are:—

	Feet.
Length over all	41.6
Length on water line	40
Beam	14
Draught	5.9
Length of main-mast	41
Length of fore-mast	39.6
Length of top-masts	19
Length of main-boom	29.6
Length of fore-boom	12
Length of main-gaff	16
Length of fore-gaff	12

Mr. Thomas Armstrong has just completed a handsome centre-board sloop for Mr. Edwin Dean and others. Her dimensions are:—

	Feet.
Length over all	24.10
Length on water line	21.6
Beam	8.9
Draught	2

Mr. A. F. White is now engaged in the construction of a craft that is destined for a Ripple chaser. This boat is built on a somewhat similar model to the craft that she intends to try to defeat, but she will carry a second centre board aft for the purpose of easing the helm when sailing free. She will also have a small keel. She will probably make her first appearance in public at the Fourth of July regatta. Her dimensions are:—

	Feet.
Length over all	23
Length on water line	20
Beam	8
Draught	1.6

Mr. Ambrose Morton has also just completed a neat little centre-board sloop yacht of 18 feet water line, 7½ feet beam and 16 inches draught.

MR. LAWLIE, OF SCITUATE,

has just built a yacht of such peculiar construction as to attract the general attention of all yachtsmen. This boat is built after the model of a French steam naval launch, with a bow projecting forward under water, making her longer on the water line than she is on deck. The dimensions of this experiment are:—

	Feet.
Length on deck	28
Length on water line	33
Beam	12.8

She is a centre-board sloop, and has a slightly overhanging stern. There is another boat of the same model in Dorchester Bay, owned by Messrs. Cary & Cunningham.

Mr. Lawlie is also building a cat-rigged keel boat for Mr. W. Parkinson, of South Boston. This boat will be about 18 feet on the water line, and is being built deep forward as an experiment.

LYNN

is very lively this season, and will turn out quite a number of new boats. Snow & Chapman are building a centre-board sloop called the Magic, for Commodore Neal, of the Lynn Yacht Club. The model for this craft was furnished by D. J. Lawler, of Chelsea. Her dimensions are:—

	Feet.
Length on water line	29.8
Beam	11
Draught	3.6

Messrs. Snow & Chapman are also at work on a centre-board sloop for Mr. Lorenzo Poor. This new yacht is to be called the George A. Manson. Her dimensions are:—

	Feet.
Length over all	27.6
Length on water line	24
Beam	10
Draught	2

Mr. Allen Hay is now building a centre-board sloop for Messrs. Flint and Smith, which will be christened the Addie Elmer. The dimensions of this boat are:—

	Feet.
Length on water line	28.10
Beam	11.8
Draught	3

The same builder is also at work on a cat-rigged centre-board boat for Mr. W. C. Maxwell. She will be called the Lizzie and will measure:—

	Feet.
Length on water line	19.6
Beam	8.6