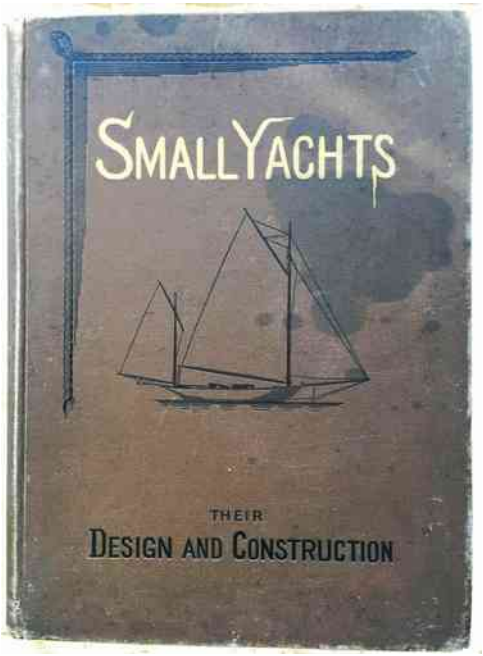
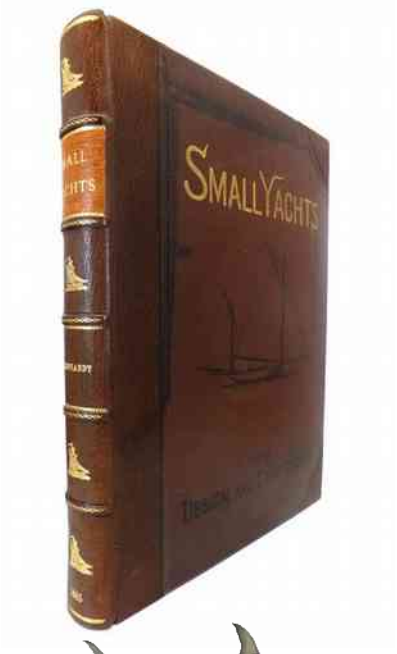
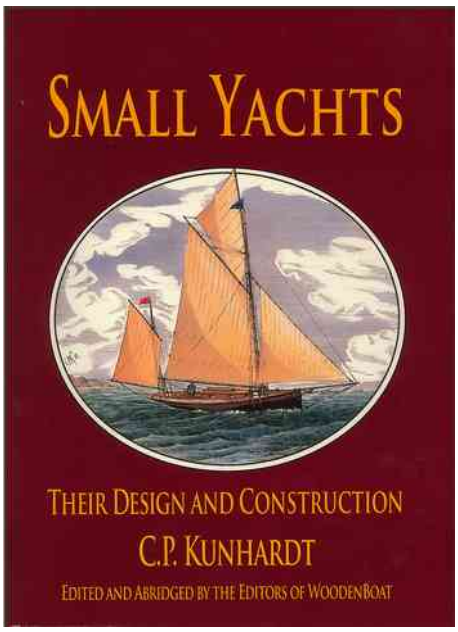
Featured in 1885 " Small Yachts. Their Design and Construction"



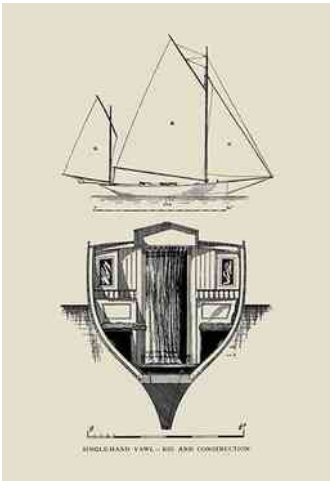


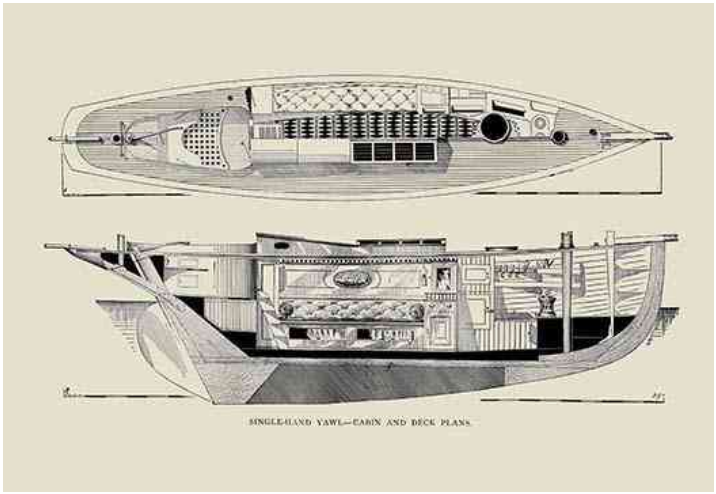


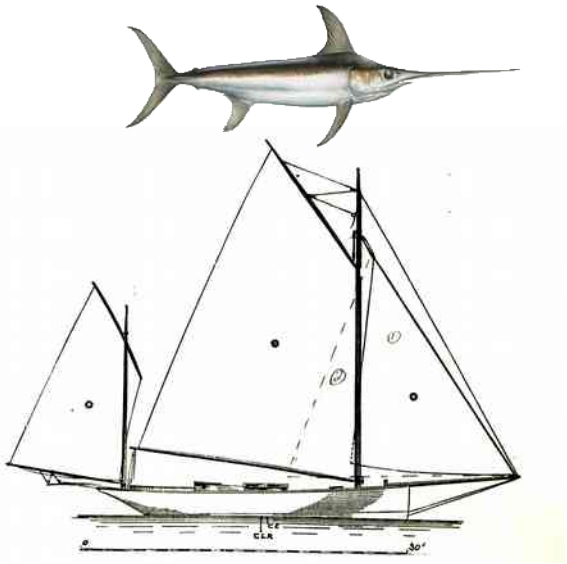
1885 first edition

1981 Reprint

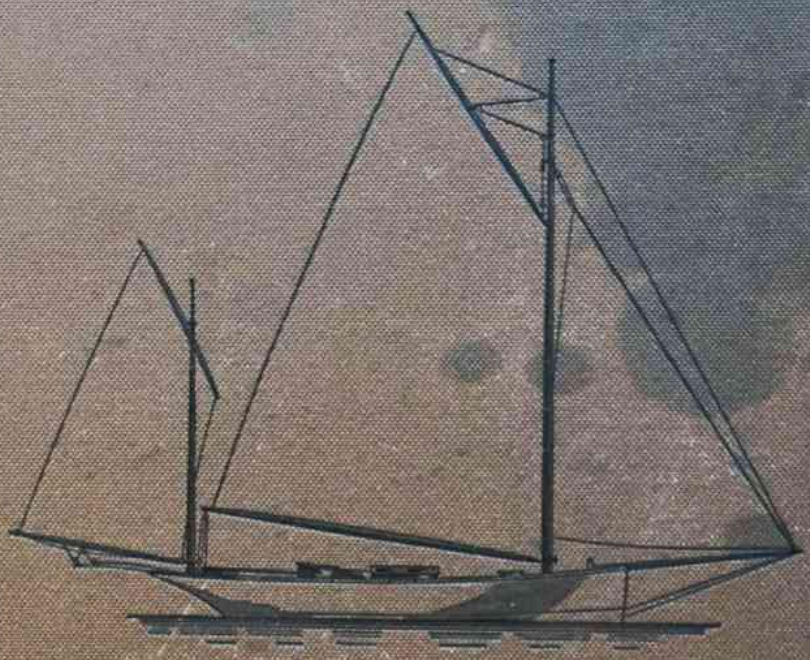
The original Edward Burgess Yawl design was featured on the cover of the First Edition in 1885 of " Small Yachts. Their Design and Construction" written by Kunhardt, C.P. Published by New York: Forest and Stream Publishing Company, in 1885.







SMALL YACHTS



THEIR

DESIGN AND CONSTRUCTION

ROGER! I HOPE SOME OF THESE DRAWINGS WILL HELP.

V. A CRUISING YACHT

PLATE LV

TWENTY-FOUR FEET LONG ON LOAD-LINE

TO supply a demand for a roomy, wholesome cruiser, as large as one hand could control under yawl rig, Messrs. Burgess, of Boston, got out the plans and cabins for a very likely looking yawl of four beams to load-line, of which the following are the chief dimensions:

Length over all	29 ft.
Length on *W L*	24 "
Beam extreme	6 " 2 in.
Beam on *W L*	6 "
Draft	5 "
Least freeboard	2 " 3 "
Displacement, 189 cubic feet	5.4 tons
Iron on keel	6,350 lbs.
Ratio of ballast to displacement	0.55
Area midship section	14.5 sq. ft.
Area immersed longitudinal section	93 " "
Area load-line	95.66 " "
Area wetted surface	205 " "
Ratio longitudinal to midship section	6.4
Ratio longitudinal section to load-line plane	1.03
Midship section from end *L W L*	14 ft.
Centre of buoyancy from *L W L*	13.12 ft.
Centre of lateral resistance from *L W L*	13.44 "
Centre of effort from *L W L*	12.82 "
Centre of effort forward of *C L R*	7½ in.
Mast, deck to hounds	24 ft. 6 in.
Masthead and pole	6 "
Diameter in partners	6 in.
Diameter at hounds	5 "
Mainboom	21 ft.
Diameter in slings	3⅛ in.
Main gaff	15 ft.
Diameter greatest	3 in.
Mainmast from end *L W L*	4 ft. 6 in.
Mizzenmast	18 "
Diameter at deck	4 in.
Mizzen boom	11 ft.
Diameter	2¼ in.
Mizzen yard	11 ft.

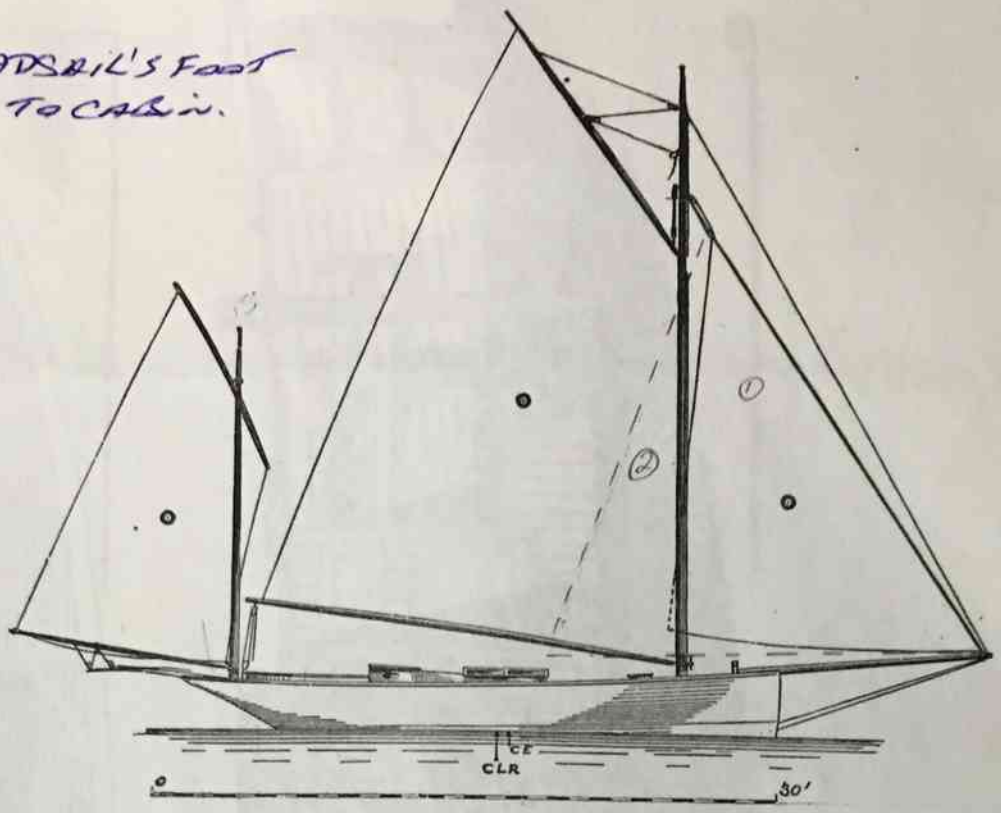
Diameter	2½ in.
Bumpkin, oak, outboard	4½ ft.
Bowsprit outboard	10½ "
Diameter	4¼ in.
Area mainsail	385 sq. ft.
Area mizzen	130 " "
Area jib	154 " "
Total lower sail area	669 " "
Sail area per square foot wet surface	3.26 sq. ft.
Ratio to square of load-line	1.14 per cent

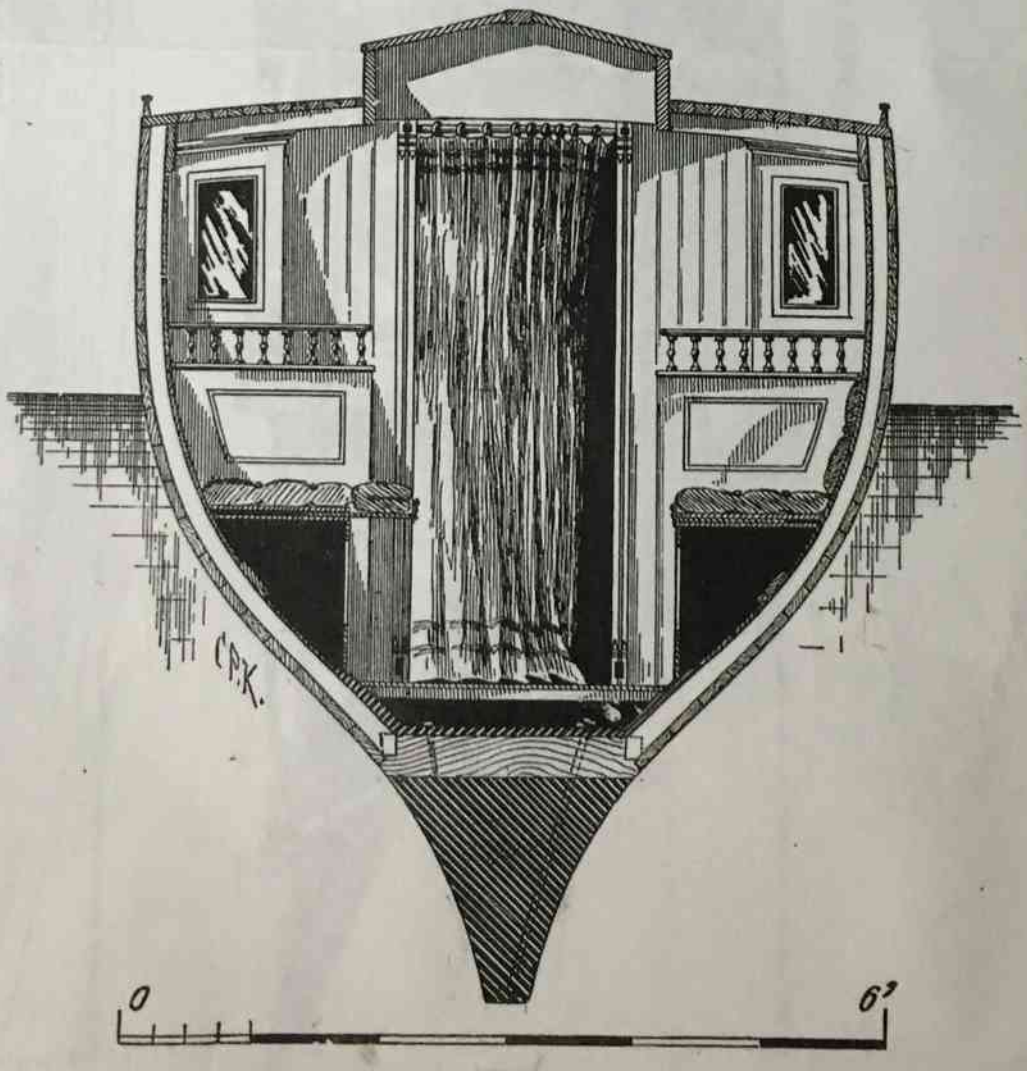
The rig plan is presented on Plate LVII, and the accommodations on Plate LVI. These explain themselves so readily that little need be said. The cockpit shelters from the weather and is preferred by many people. For ladies it is certainly a great convenience. The sill to the cabin doors is perhaps rather low, but the boat will prove so stiff that it will be all but impossible to sail her cockpit under, and her great buoyancy will insure complete immunity from being run under or "overwhelmed," so that the greater convenience of a low sill may justify its existence in this design. The cabin is as spacious as need be. It is 10 ft. long and 5½ ft. wide across the sofas, with 30 in. floor. Lockers abreast the ladder extend to full height to accommodate clothing and oilskins, while the sideboards and cupboards at the forward end of the sofas afford plenty of room for pantry, linen, writing materials and books. The forecastle is cut off by a curtain shown in the cross section. On port hand is an ice safe and store-room, and shelving, racks, etc., and amidships on top of a large locker over the floor the cooking apparatus is located. A double oil stove of the Adams & Westlake pattern is as good for the purpose as anything else. The chain leads down through a pipe on deck and is stowed forward of the mast. Shelves in the eyes of the boat are suitable for paints, oils, putty, etc. On starboard side is room for a bunk should a hand be shipped. Sails are stowed under the cockpit, and boatswain's small stores, lead-line, etc., in the side lockers and counter. Water in a tank fitted under sail-room floor. Ample ventilation is provided for by the skylight and doors. The cabins in summer will be found cooler than those of a light draft boat spread out on the surface and exposing large area to the sun. Access to the space under the sofa is had by openings closed with narrow curtains. For sleeping the width of the sofas is increased by drawing out a slide and doubling upon it the cushion used as a back rest during the day. The framing of the boat can be understood from the cross section. The keel is very broad, the heels of the frames stepping into it, bolted and further secured by forged iron floors. The outside ballast is bolted up with a diagonal bolt through keel and each iron floor on alternate side, a lag screw going through floor into keel on the other side.

① ORIGINAL SAIL PLAN WITH HEADSAIL TO MAST.

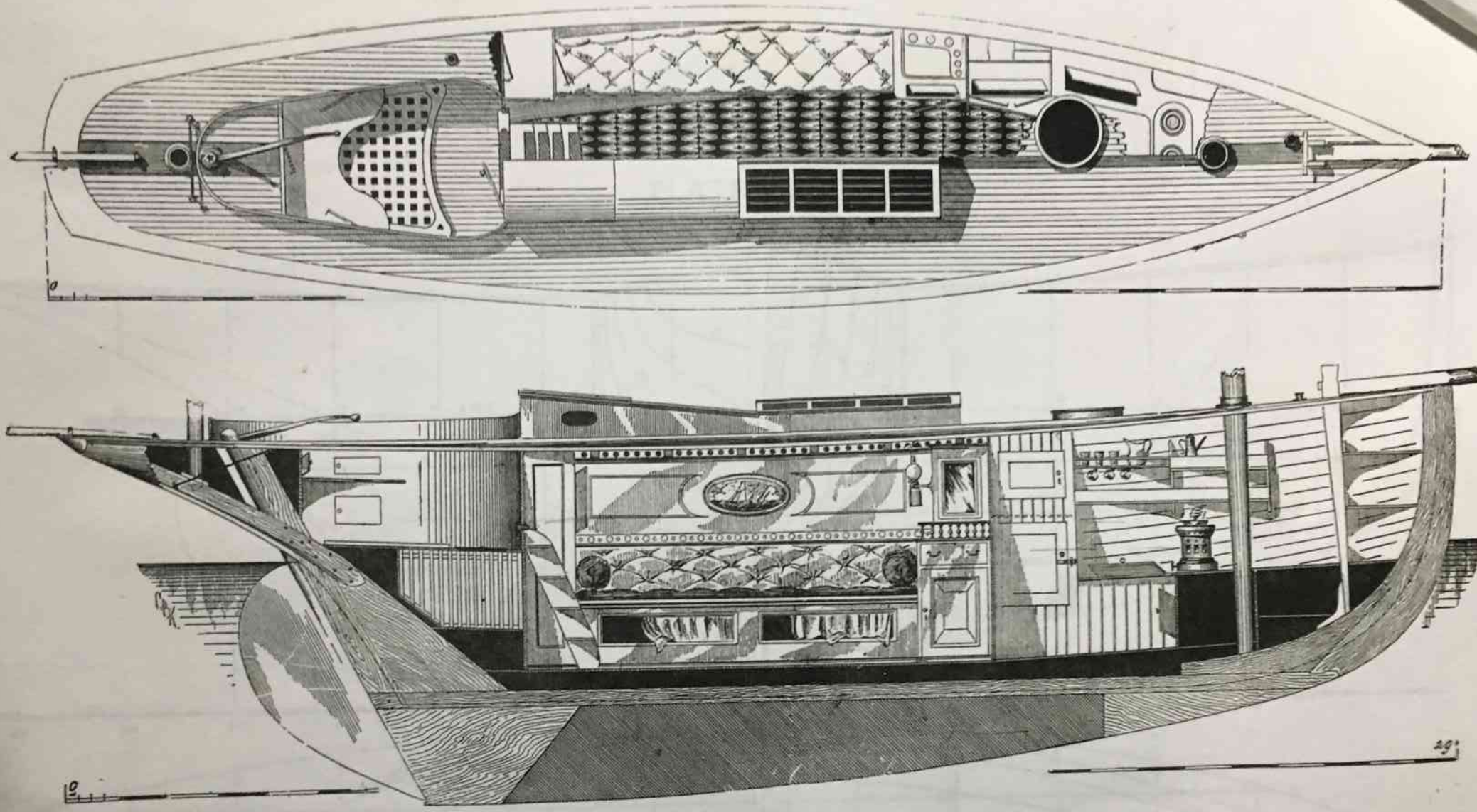
PLATE LVII

② LARGE HEADSAIL'S FOOT CONTINUES TO CABIN.



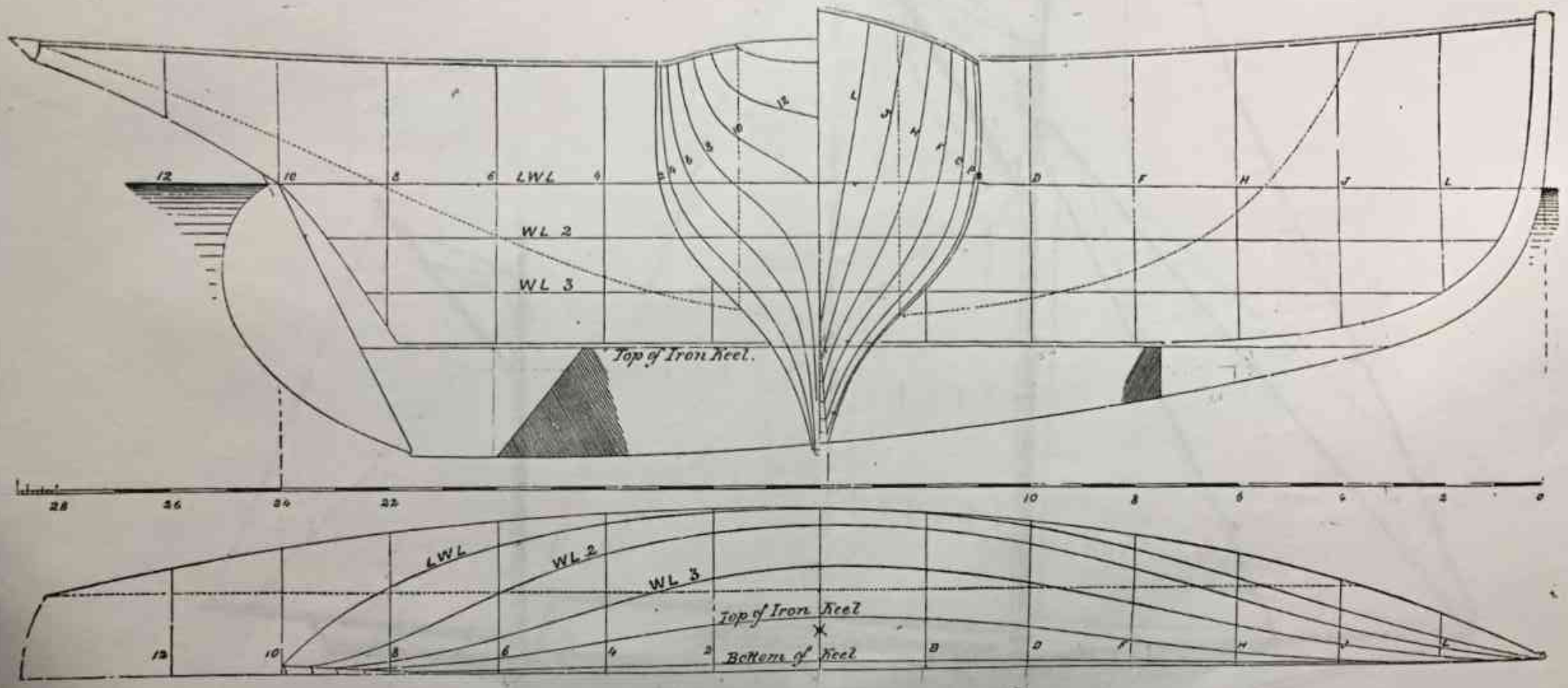


SINGLE-HAND YAWL—RIG AND CONSTRUCTION



SINGLE-HAND YAWL—CABIN AND DECK PLANS

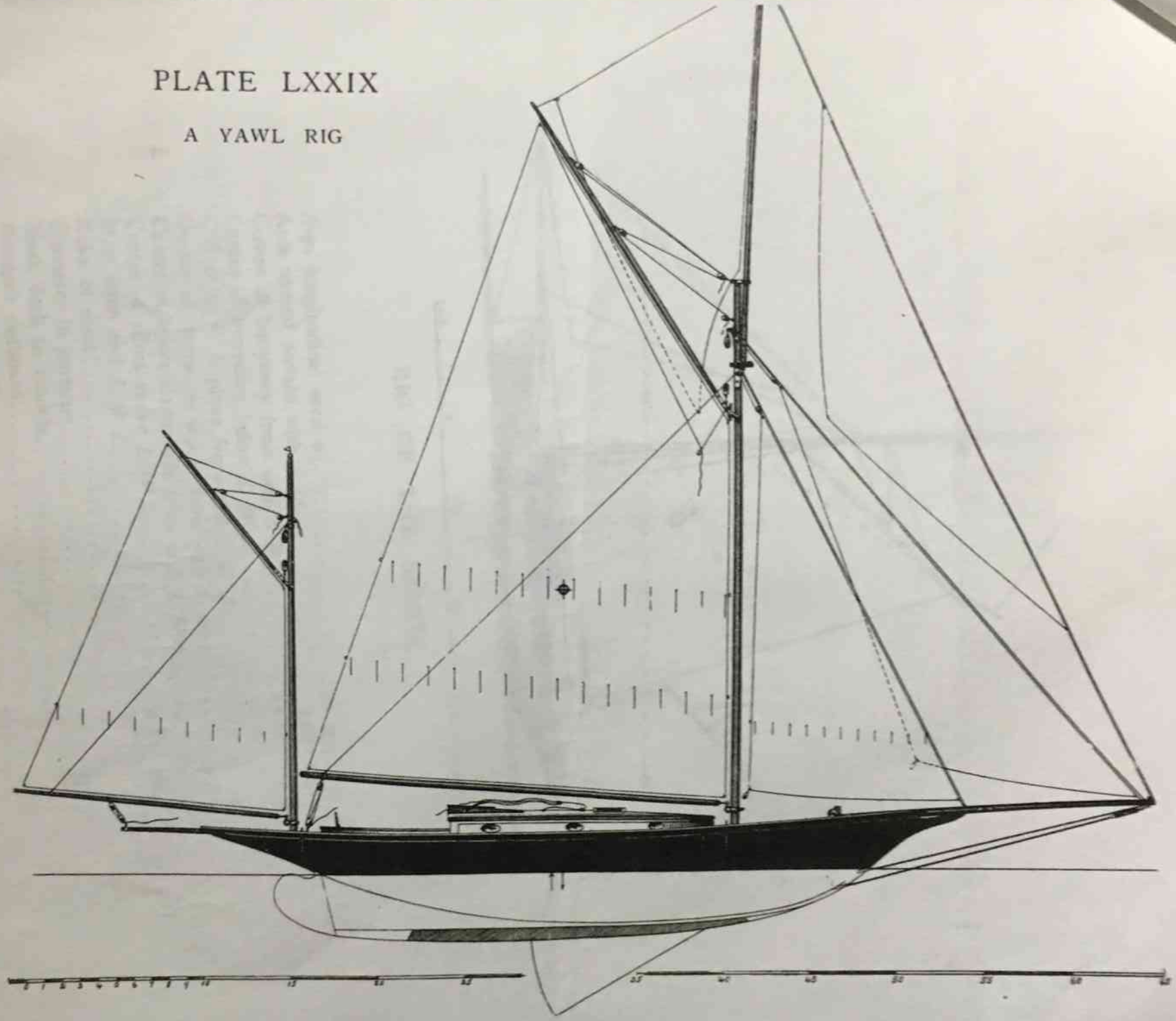
PLATE LV

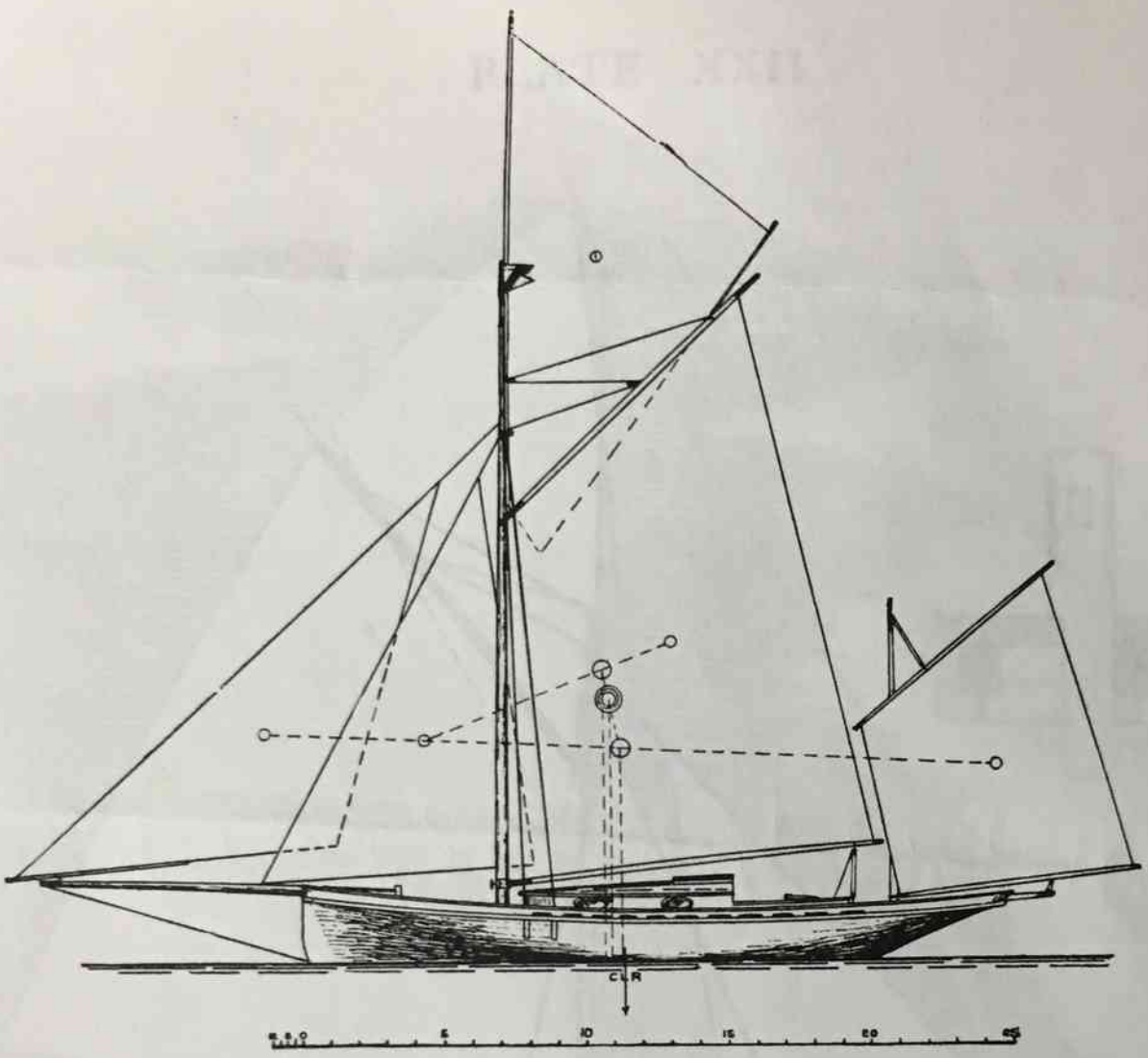


A SINGLE-HAND YAWL

PLATE LXXIX

A YAWL RIG

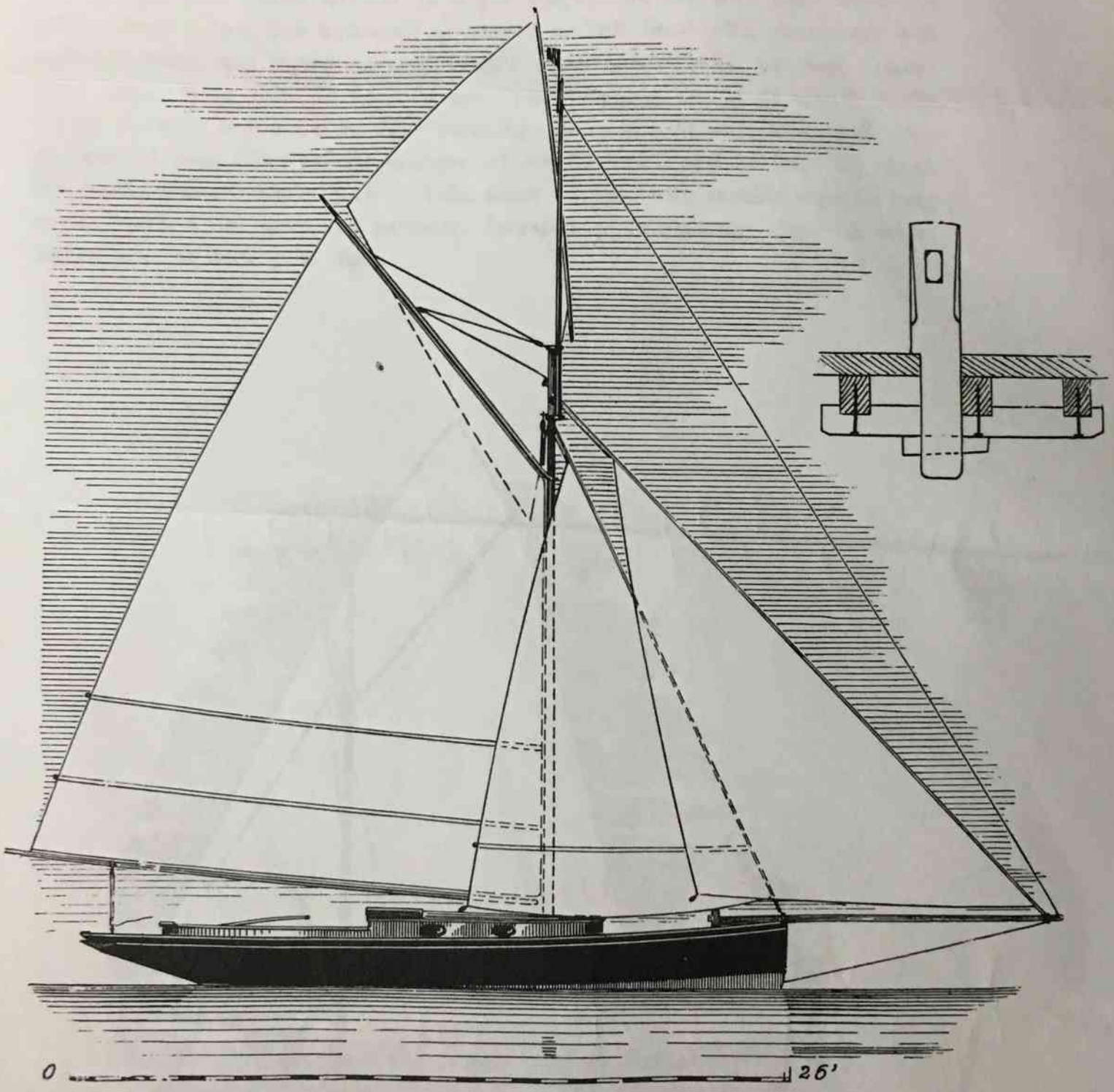




RIG OF THE SYLVIA

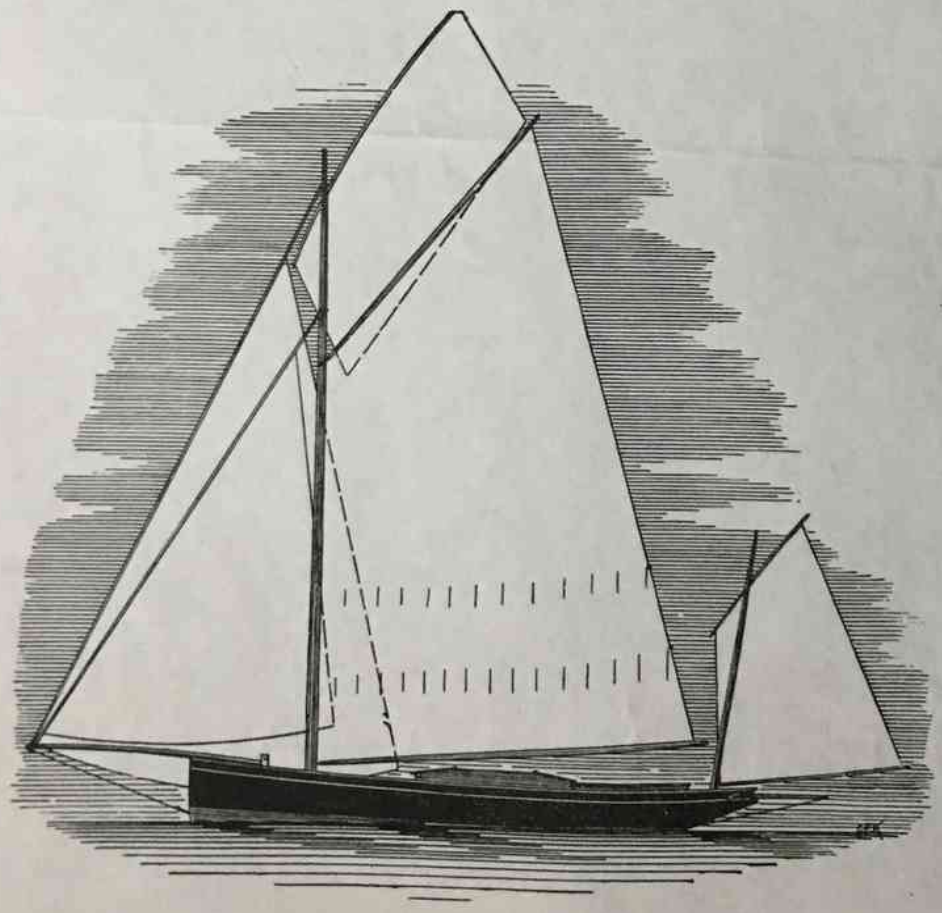
Area longitudinal section	56.13	sq. ft.
Area wetted surface with rudder	158	" "
Centre of buoyancy from end *L W L*	11 ft.	4 in.
Centre of buoyancy below *L W L*	1 "	
C G of *L W L* plane from end *L W L*	11 "	6 "
Centre of lateral resistance from end *L W L*	11 "	2½ "
Centre of effort lower sails from end *L W L*	10 "	10 "
Centre of effort above *L W L*	9 "	2½ "
Mast from end *L W L*	7 "	
Rake of mast	0	
Diameter in partners		5½ "
Mast, deck to hounds	17 "	
Bowsprit outboard	9 "	
Hoist of mainsail	13 "	

PLATE XXII

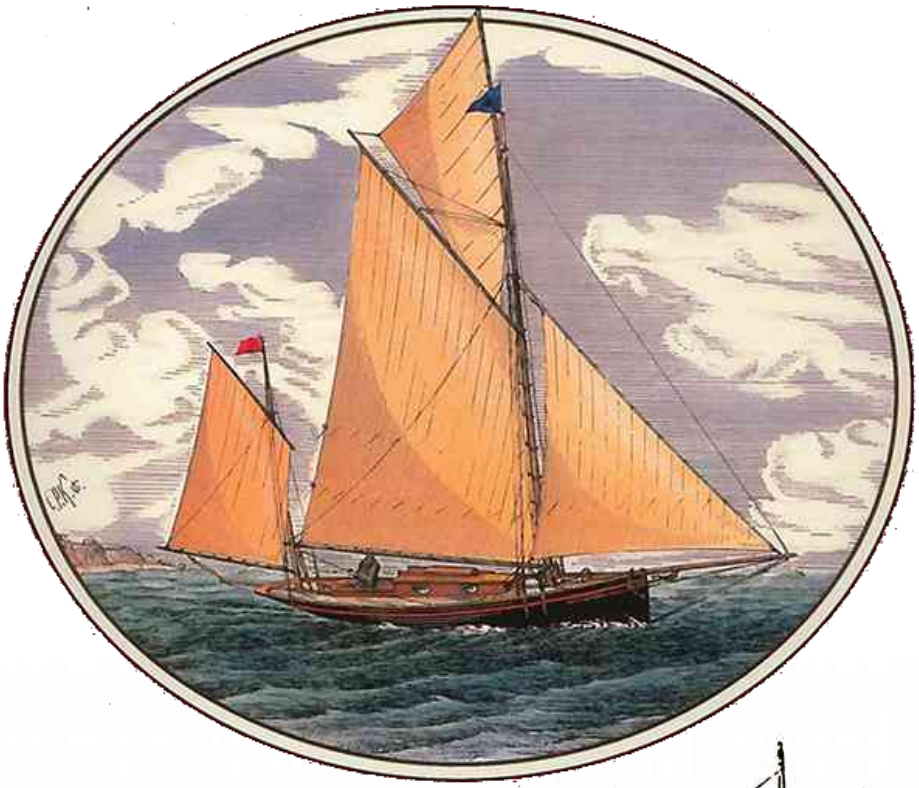


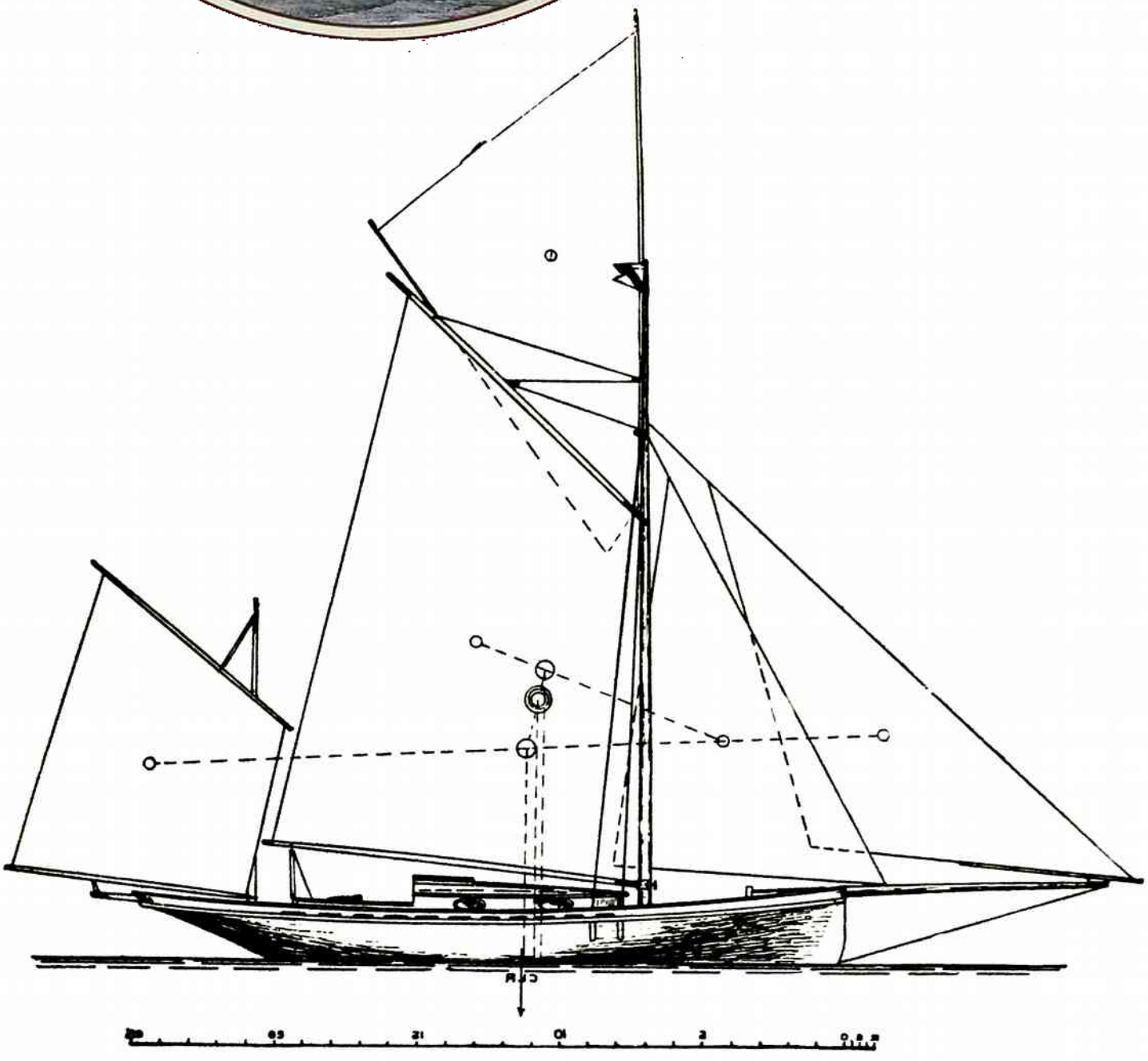
MIGNONETTE—SAIL PLAN

sided 4 in.; frame double sawn, sided 2½ and moulded 2¼ at heel and 1¼ at head; spaced 2 ft. between centres with steamed frame 1½ in. sided between; floor knees of hackmatack, 2½ in. sided; plank of 1 in. cypress below load-line and Georgia pine above, worked in single length fore and aft; bilge strakes of yellow pine; ceiling and bulkheads of same; cockpit lined with sheet lead, with outboard drains and staved up with yellow pine, beaded, with oak cap; plank-sheer 3½ x 1½ in. oak, the butts of deck plank jogging into it at ends; clamps 3 x 1¼ in. oak; rail, 2 x 1 in. oak; fastenings all copper riveted; deck stuff, 1 x 2 in., selected pine, blind nailed; anchors, 25 lbs. Trotman, and 50 lbs. long shank fisherman's anchor; chain, 3-16 in. link, about 25 fms., with manilla rope for long scope; mast, 5 in. diam. at partners; bowsprit, 3½ x 2¾, egg shape at stem; mizzen mast at deck 3 in. diam.

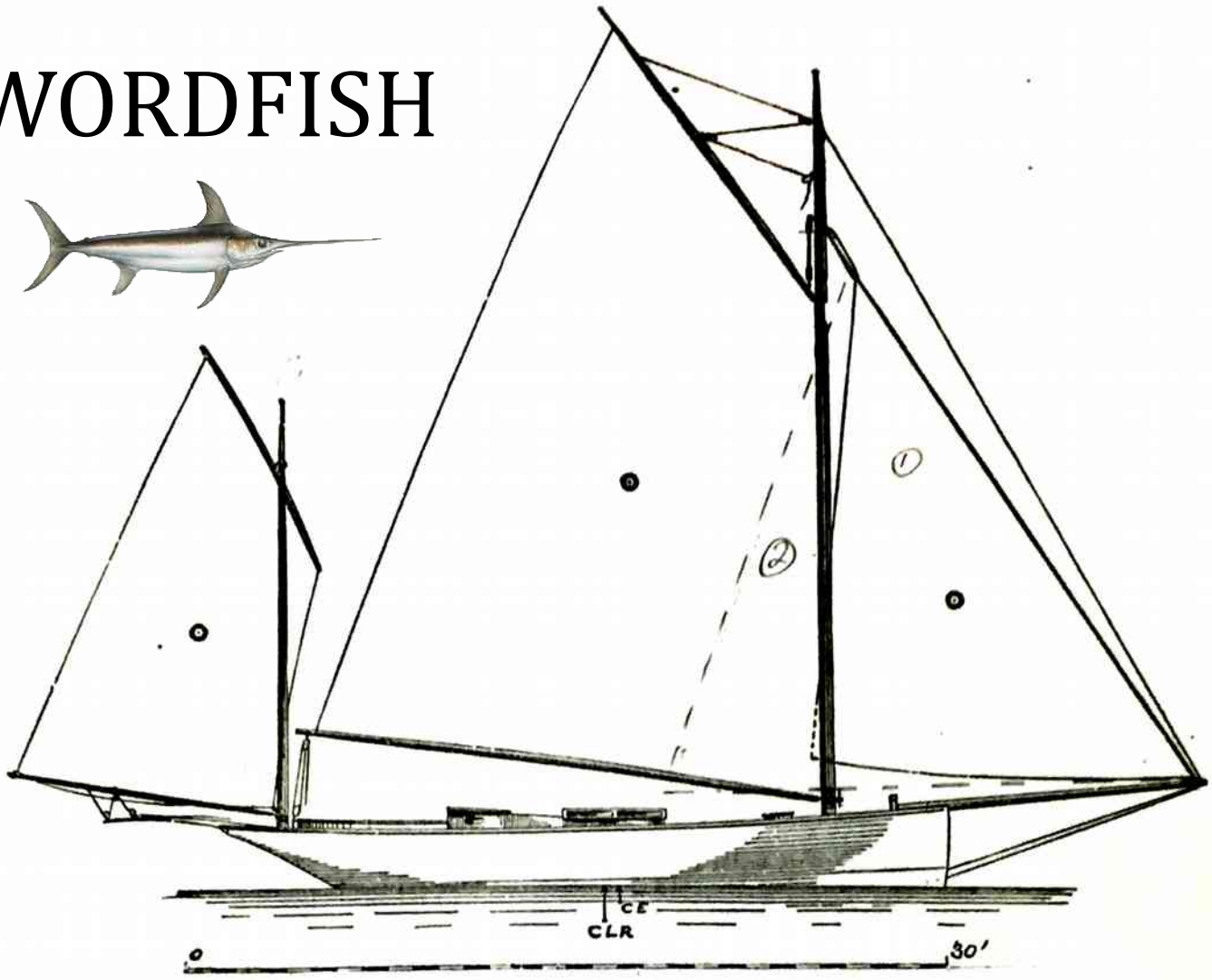


THE ANETO—SAIL PLAN





SWORDFISH



SWORDFISH

A VERY RARE, FAST & BEAUTIFUL CLASSIC SAILING YACHT.
Classic yacht “SWORDFISH” Singleman’s Gaff Rigged Sailing Yawl
Designed by legendary Americas’ Cup three-time winning yacht designer Edward Burgess in 1861. Built to Burgess’s detailed design specifications in 1999.
Swordfish Specifications:
Length overall: 29ft
Length on Waterline: 24ft
Length from Bowsprit to Bumpkin: 43ft
Length from Bowsprit to Mizzen Boom: 48ft
Beam: 6ft
Draft: 5ft
Sail Area: 820sqft
Displacement: 5.4tons
Designer: Edward Burgess 1861
Built in 1999 to original 1861 Edward Burgess design specifications
Built of copper-pinned Ash
Kubota diesel engine with two blade prop
New masts and rigging

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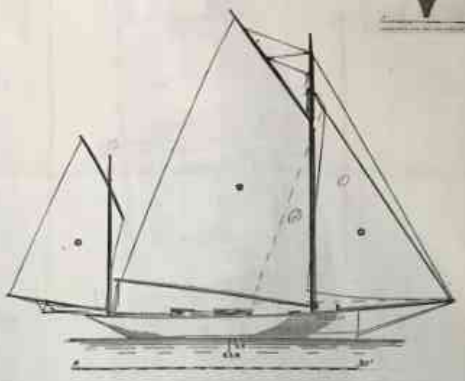
SWORDFISH

SWORDFISH.

1861 Singleman's Sailing Yawl
Designed by Edward Burgess.

Edward 'Ned' Burgess

SWORDFISH.



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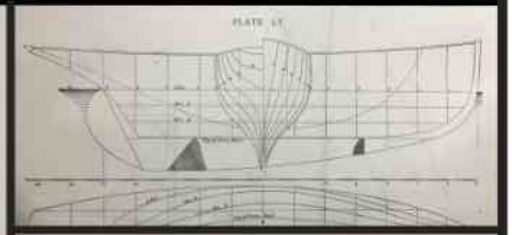
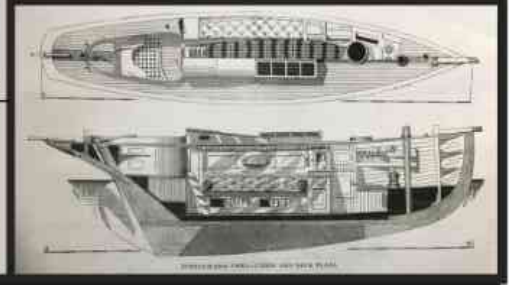
Designer: Edward Burgess 1861
Built of Zinc sheaved copper pinned Ash

Edward Burgess (yacht designer)Americas' cup victories:
1885 - Puritan she easily defeated Genesta (English)
1886 - Mayflower, slightly larger than Puritan, led in the race with the English Galatea
1887 - Volunteer won the America's cup against the Thistle
Other yachts included the Mariquita and Gossoon, both remarkably swift sloops designed to counter the success of the Clyde-built cutter Minerva (William Fife, 1888)





Edward Burgess the yacht designer Americas' cup victories:

1885 – Puritan: she easily defeated Genesta (English)
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1887 – Volunteer: won the America's cup against the Thistle

EDWARD BURGESS

A reversal of the Burgess family fortune became good fortune for the sailing world. It turned this Harvard professor of entomology into the yacht designing genius of the 1880's. The 1883 failure of B.F. Burgess and Sons forced Edward Burgess to turn his passion for mathematics and yacht design into a practical career. The firm of Burgess Brothers was the result and Edward went on to produce three winning America's Cup Defenders and 207 vessels in seven years including only one Sailing Yawl design (Swordfish).

Burgess had done some amateur design work and became familiar with the British cutters during a season on the Isle of Wight. Despite a lack of experience, the firm promptly established a winning reputation in the Boston area. Recognizing this reputation, and tired of New York dominance of the Cup races, General Charles J. Paine and J. Malcolm Forbes came to Burgess looking for a narrow beam, deep draft "compromise sloop" that would compete for the America's Cup.

The news that a Boston group was going to build a yacht designed by a man who studied insects was treated a something of a joke in the New York papers. The joke was on them when later in 1885 an innovative PURITAN with her heavy outside keel, large centerboard and newer lines sang the virtues of her insect loving designer as she sailed past the British Challenger GENESTA.

Burgess proved that the 1885 defense was no fluke by winning the 1886 challenge over GALATEA with his "better all around yacht" MAYFLOWER. He improved on his own work still more, producing VOLUNTEER, a boat superior to both PURITAN and MAYFLOWER that went on to defeat THISTLE in the 1887 America's Cup defense.

Edward's untimely death at age 43 robbed yachting of a highly gifted designer at the peak of his abilities. The Burgess genius lived on, however, in the designs of Edward's son, W. Starling Burgess, whom also designed three winning yachts for the USA Americas' cup defense.

New England Magazine

AN ILLUSTRATED MONTHLY.

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91625

THE VOLUNTEER.

Edward Burgess.

EDWARD BURGESS AND HIS WORK.

By A. G. McVey.

TWENTY years ago I can well remember Edward Burgess as he sat on the work bench in Pierce's boat shop on Sixth Street, City Point, discussing with the then well-known builder of the *Queen Mab*, *Firefly*, *Water Witch*, and other famous cat-boats, the elements of a design which he thought best for a cat-boat. Pierce was a great favorite with "Ned" as he was then called, and among the crack cat-boats which he built for Sidney and his brother Edward were the *Firefly*, *Kitty*, *Hoyden* and others.

The "Burgess boys" stood at the head of amateur yachtsmen in those days, and

matters of rig and construction went. Not so with the cutter *Lapwing*. He had the plans and specifications in his control, and he was to see to it that in all matters they were carried out.

The cutter rig was almost new over here then. Few yachts had runners, channels were seldom to be seen, and jigs and purchases were rare. The "reefed" bowsprit was a novelty, as were also chain halliards, and head sails set flying. The blocks were quite different from those on our yachts; in fact, the cutter was quite a wide departure from the American sloop. Abroad, the late Mr. Burgess got a very good idea of English sterns, but the fully drawn one of the *Lapwing*, gave him an excellent idea as to how it should be designed.

After the *Lapwing* came the *Medusa*, designed by J. Beavor-Webb, manufacturer for Mr. Franklin Dexter; as in the case of the *Lapwing*, Mr. Burgess had charge of her building, and Lawley built them both. Thus from the *Lapwing*, a thirty-five-footer, he went to a sixty-footer, and the experience gained was of the greatest assistance to him. From these boats he learned the sizes of the scantlings, wire rigging, blocks, length of spars, displacement, and area of sail to wetted surface, all of which must have been of great benefit to him. The cutter *Bayaden*, a Watson boat was the next foreign boat he had to deal with, and from her he learned much. Watson designed her for Commodore J. Malcolm Forbes, and she was supposed to have all the latest improvements. Her channels were steel, the rigging led alongside of the mast, and a number of improvements could be seen on her over the *Lapwing*.

With years of practical training in cat-boats, several years' study and racing in Britain, and the superintending of the *Lapwing*, *Mars*, and *Medusa*, Mr. Burgess started out on his career with the cutter *Rondina*, as his first venture. It was only a week ago that I saw her hauled out on the ways at Lawley's, just ten days after her designer's death. Alas, how sad! — his first, the *Rondina*, and his greatest, the *Volunteer*, side by side, on different ways, were being fitted out for the season's racing, a pleasure to which he looked forward with the greatest eagerness.

The Volunteer Rounding the Light Ship.

AFTER A PAINTING BY HALSALL

Business reverses met his father, and from the merchant prince of one day, he became almost penniless the next. The luxuries of the world had gone out of the children's reach, and Sidney and Edward, with no income to fall back on, started out as yacht designers,

inexperienced, and with no business. In a back room up three flights, at 7 Exchange Place, Boston, they started, in October, 1883. A desk, a pair of "horses," one drawing board, a square, and a small outfit was all the office contained, and on the ground glass of the door was printed the words, "Burgess Bros., Yacht Designers." It was here the "boys" began. I well remember my first visit to the office. Sidney Burgess was out, but Edward was in, and to while away the time, he was reading a book on naval architecture. This was in the fall of 1883, October, I believe.

The Papoose

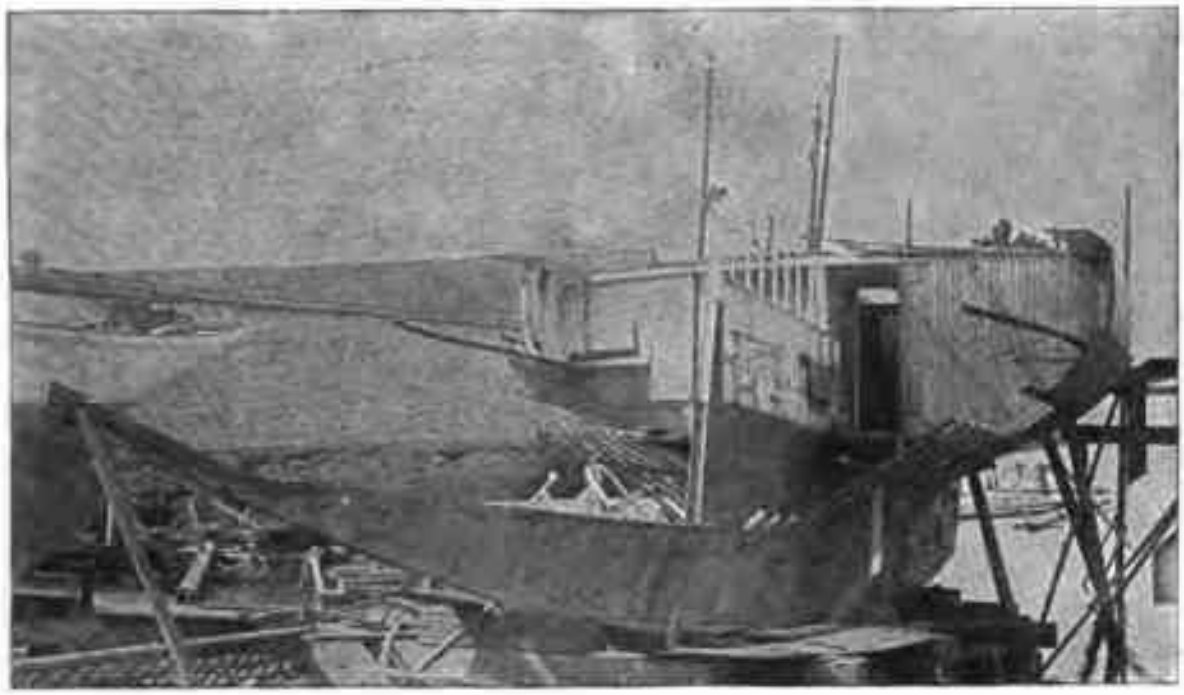
Trade was dull, no orders came in, but still the brothers kept up their courage. That fall and the following winter brought them no orders, and Mr. Sidney Burgess, seeing no favorable outlook, in May, 1884, sailed for Europe, leaving the business in his brother's hands to work up, if such a thing might be possible. These were indeed sad days for the two brothers. From a home of the greatest luxury to one almost of want, was their lot. Neither had any business training, and the venture they were in for months yielded them nothing.

Everything has an end, and so had the months of sadness to Edward Burgess. From across the water a challenge for the *America's* cup came, and the aristocratic boyhood companions of Edward Burgess rallied around him, and ten of them, with Commodore J. Malcolm Forbes at their head, formed the syndicate which built the *Puritan*. "I'll do the best I can, gentlemen; I thank you most heartily," was Burgess's only reply; and with heart overjoyed at receiving his first order for months, he started the work of getting out the plans of the *Puritan*. It was a big undertaking; but to him success meant everything. He was sensible of his own inexperience and he sought the opinions of others, more practical than himself. He did not try to conceal matters. He went to spar-maker Pigeon, told him the situation, and for hours discussed the question of spars. Next Billman, the expert rigger, was called on, and the sizes and strength of the rigging were talked over, and that master hand in rigging, freely gave him the benefit of his great and practical experience. Lawley wound up his search for information about construction, and with McManus he discussed sails. Fortified with the advice of these four practi-

cal men, he was well prepared for the great undertaking.

He had nothing to guide him. — no yacht from which to obtain any data. Alone he was left to solve the problem. No such large single sticker, if we except the *Maria*, had ever been built on this side of the water, and she was wholly original in many features of her design. There was no chance for him to take advantage as now in construction, for there was nothing to make comparisons with. Such a boat was unheard of on this side of the water. Unaided and unassisted, the public well know what a success he turned out in the *Puritan*. It was surprising, too, in the light of subsequent events, how nicely he balanced her, and how closely and carefully he sparred her. Her sail plan proved to be just the thing, just what she wanted, and besides, it was the largest sail spread ever carried up to that date, excepting the *Maria*. The alterations on the *Puritan* were remarkably few, and those made were only slight ones, and only affected her trim.

The races of the *Puritan* are well-known; and her performances made Burgess. How the "old boat" is loved to-day for what she did for American yachting! From the *Puritan* he went to the *Mayflower*, and I well remember chatting with him about her. It was the talk of the country: "He can't beat the *Puritan*." Said I to him in his Exchange Place office, as we looked over the lines of the *Mayflower*, "Do you think she will beat the *Puritan?*" I shall never forget his answer, because it was so frank and honest: "With nearly six feet extra length, it will be disgraceful if she does not."



The "Volunteer" in Dock during Alterations.

In the designing of the *Mayflower* he was far better off than when he designed the *Puritan*. He now had data to go by, so that in the designing of the *Mayflower* he was much more at home. As with the *Puritan*, so with the *Mayflower*. I followed her in her local trip and in all her races, and saw them both successfully defend the cup.

With the success of the *Mayflower*, Burgess's business grew up at once, and from that time on he was ever a busy man. It amused him to hear the people say, "The *Puritan* is the best boat, she can beat the *Mayflower*," and he often laughed at newspaper writers who expressed the same opinion in the columns of their journals. He told me frequently,

when speaking of the matter, that it was a matter of sentiment for the *Puritan*, because she was the first. "Commodore Forbes," said he, "I am sure does not think so, and he ought to be good authority."

With increasing business he found his quarters too small in Exchange Place, and on his return from the *America's* cup

The Steam-Yacht "Jathniel."

races in 1886, he moved to his new quarters in 22 Congress Street. "Burgess Bros., Yacht Designers," was still the sign on the door, and it remained so for several years, until Mr. Sidney Burgess returned from abroad and decided not to re-enter the work. "Edward Burgess" was then substituted, and this was the firm name at the time of his death. In Congress Street he started with two rooms, but his business grew so rapidly that after remaining here several years he moved to 50 State Street, where he remained until this spring, when he moved to his new quarters in Sears Building. Here he had a suite of five pleasant rooms, all equipped with the most modern conveniences. I mention these things to show what an advance he made in seven years — beginning as he did in a small room and ending in the most convenient and complete apartments ever occupied by a man of his profession. Like the oak from the acorn, so he grew in his business. *Puritan*, *Mayflower*, *Volunteer*, *Merlin*, *Titania*, *Gossoon*, *Quickstep*, *Wild Duck*, *Sapphire*, *Jathniel*, and *Fancy* in yachts, *Carrie E. Phillips* in the fishing fleet, and *John H. Buttrick* in the merchant service, form a group not yet equalled by any professional designer. His prowess once asserted, business came to him unsolicited. He soon found himself unable to cope with the work, and he engaged two assistants.

The vessels designed by Mr. Burgess numbered 206, classified as follows: cutters, 38; sloops, 17; yawls, 1; catboats, 29; schooners, 23; steam yachts, 35; fishing vessels, 11; pilot boats, 3; working schooners, 3.

During the *Volunteer-Thistle* negotiations I met Burgess very frequently, and we discussed the outlook. He always took a broad view of matters, and he had inside information regarding the *Thistle's* performances from his old friend Captain Arthur H. Clark, an American resident in London, and an experienced yachtsman, who had *entre* to all the principal yacht clubs in Britain. In

fact, Mr. Clark was himself a member of the Royal Thames Yacht Club, and had watched the *Thistle* closely in all her matches. Burgess felt uncertain over the result, — and now for the first time will I make public what he thought. Said he:

"The *Thistle* is a very fast boat; my friend on the other side has kept close watch on her, and he writes me to the effect that she is very fast, especially off the wind. The coming cup races are very uncertain, and you are in a position to prepare our people for defeat. Be conservative in what you write for the Boston *Herald;* don't say that we are sure to be beaten, but tell them not to look for sure victory. In case defeat comes, then they will be better prepared for it."

The Saladin.

These were his words to me, and they had telling effect. I was blue all over, for I knew quite well the gauge of the man, and had made up my mind that he gave me the pointer to set me on the right track. Nothing could better show the wide scope of the man, — wishing for victory as never before, still he gave his opponent full credit, and it turned out put too low an estimate on himself. I often chided him after the *Volunteer*

The Fancy.

races over his semi-prophecy, and he said, "It is better to be happily disappointed than to be struck down in certainty." So it was always with him, — "I'll do the best I can," — always allowing that his opponent would do the same.

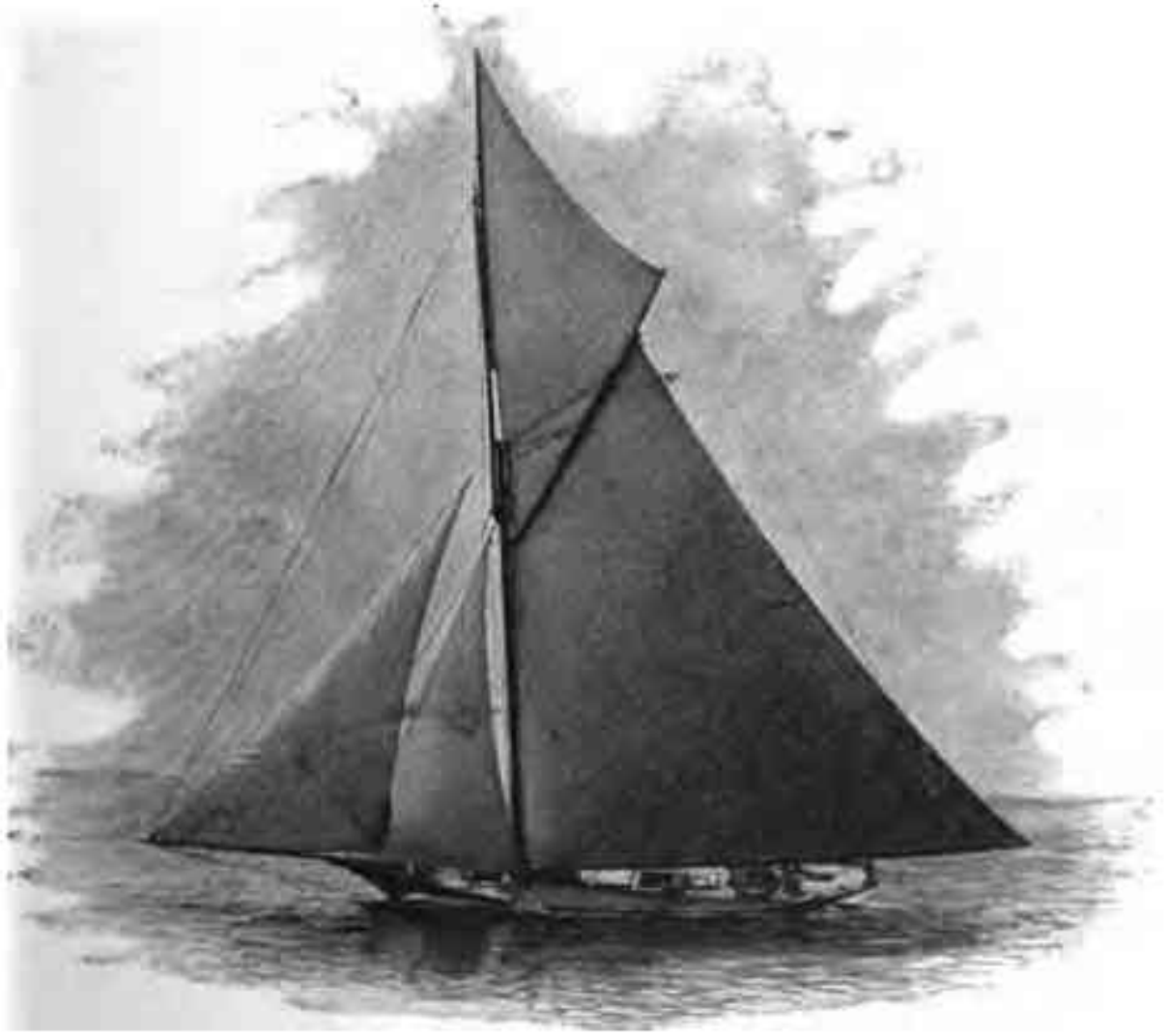
While he was sombre and seclusive, still, he liked fun and relished a good joke. He could give a joke and take one. Often have I heard him laugh at a piece of wit which bounded on the shoulders of a brother yachtsman. The public well remembers his grand reception in Faneuil Hall. He stood on the platform on the left of General Paine, and the scene before him was one of excitement and astonishment. The *Volunteer's* crew had been brought to the city on the Boston *Herald* tug, and I entered the hall with them. That reception I shall never forget. Mr. Burgess stood on the platform, and the people in thousands crossed over it, each one in turn shaking hands with him and then with General Paine. Dr. John Bryant and Mr. Charles A. Prince were on the platform, and Dr. Bryant turning to me said, "Let us walk across and congratulate them." Dr. Bryant led the way, followed by Mr. Prince, I brought up the rear. I could not help noticing how pleased he was to see them both. What a hearty shake of the hand he gave them; what words of good cheer passed between them! I was more than pleased when my turn came to greet the great pair. Imagine my surprise when Burgess said to me, "Your face is very familiar, where have I seen you?" Turning to General Paine, he said, "General, this gentleman's face is very familiar; where have we seen him?" "How are you, General Paine?" was my salutation to Mr. Burgess, and he replied, "It has gone even beyond our expectations. My arm is nearly pulled off." I allude to this to show the sunny side of his life, and how he liked to crack a joke.

The Beatrix.

Now as to his ability as a naval archi-

tect. The records of the world do not show such a successful man, starting out with his limited foundation. He had no mold loft experience, neither was he a practical shipwright. These qualifications are considered almost absolutely essential to success in his line, for in Britain the young student of naval architecture must pass through an apprenticeship in one of the great shipbuilding yards, ending up on the draughting board. The mold loft experience is invaluable to a naval architect, and once acquired, it is always of great help, especially in fair-up vessels. Here the vessel is laid down in full size, and the battens are sufficiently rigid to even up the unfair spots.

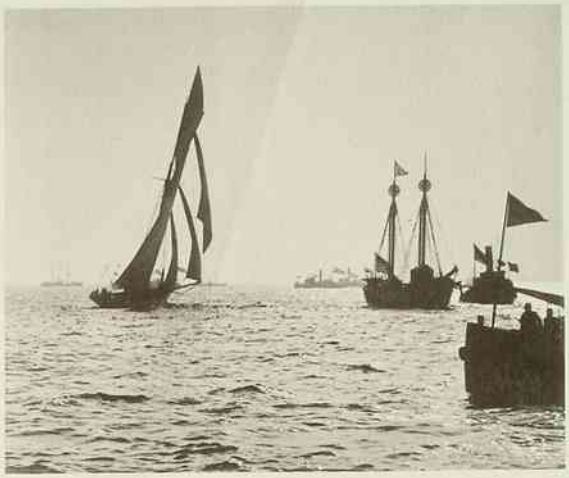
Mr. Burgess was not narrow, and he never hesitated to adopt a good thing wherever he saw it. His scope was wide, and knowing the ins and outs of yacht designing, he always believed that no man's work should be underrated. He would never take a narrow view of matters, and unlike Watson, and other designers on the other side, he was never to be found adopting measures which would prevent any type of boat from taking part in the racing events. One can hardly imagine that any circumstance could arise which would make it necessary for him to advocate the expulsion of any type of boat. He never could see why Watson should advocate barring out of the races the centreboard type of boat, for by its performances, Watson and the yacht designers of the world would be benefited by it. His boats, *Puritan*, *Mayflower*, and *Volunteer*, opened the eyes of the average Britisher; and he lived to see the rules barring out the centreboard



The Owenee.

021987. VOLUNTEER TURNING S.H. LIGHTSHIP, SEPT. 27, 1887.
DETROIT P
250
VOLUNTEER TURNING LIGHTSHIP SEPT. 27 1887

THE START, SEPT. 27.

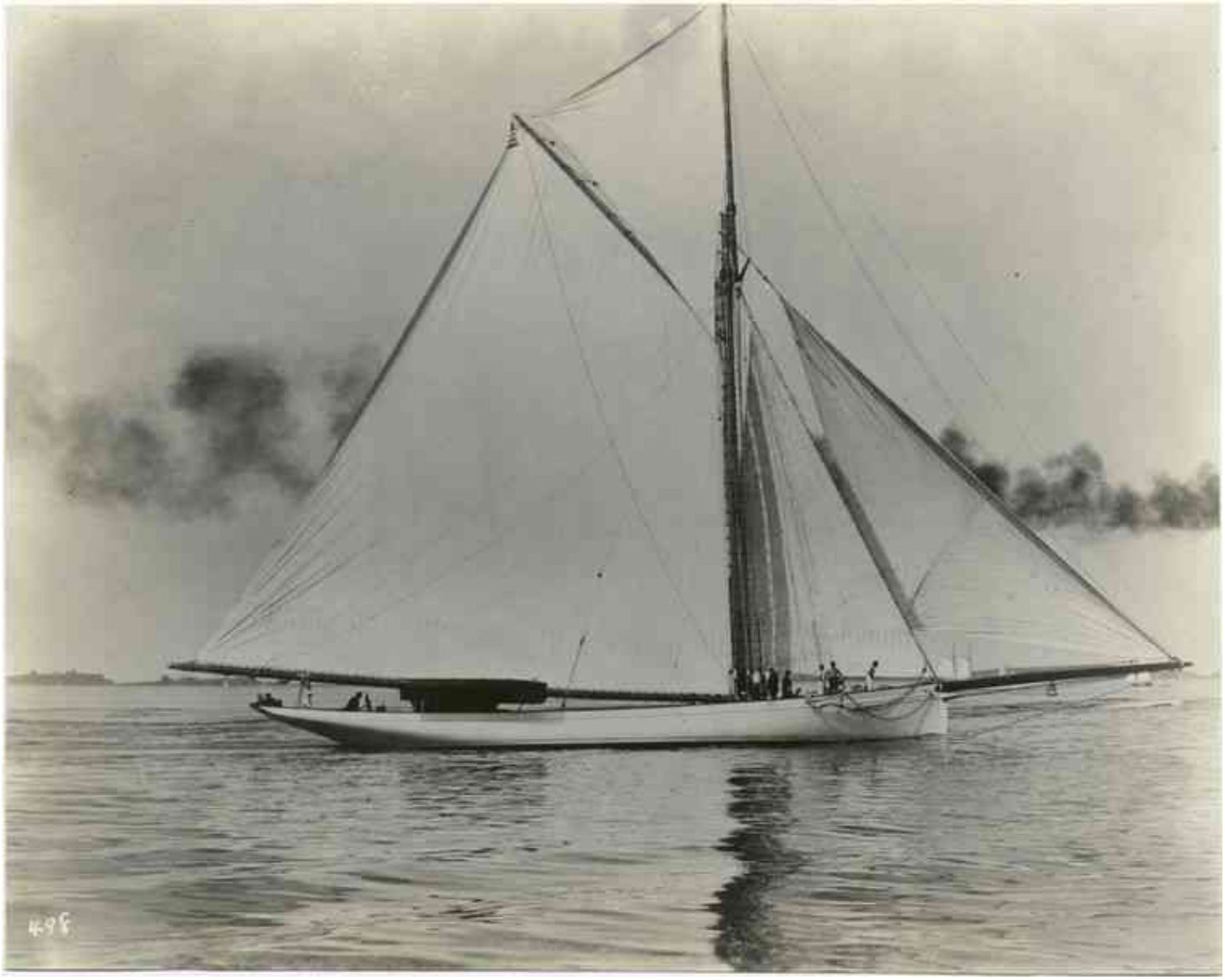


VOLUNTEER ROUNDING THE LIGHTSHIP, SEPT. 27.

THISTLE. VOLUNTEER.

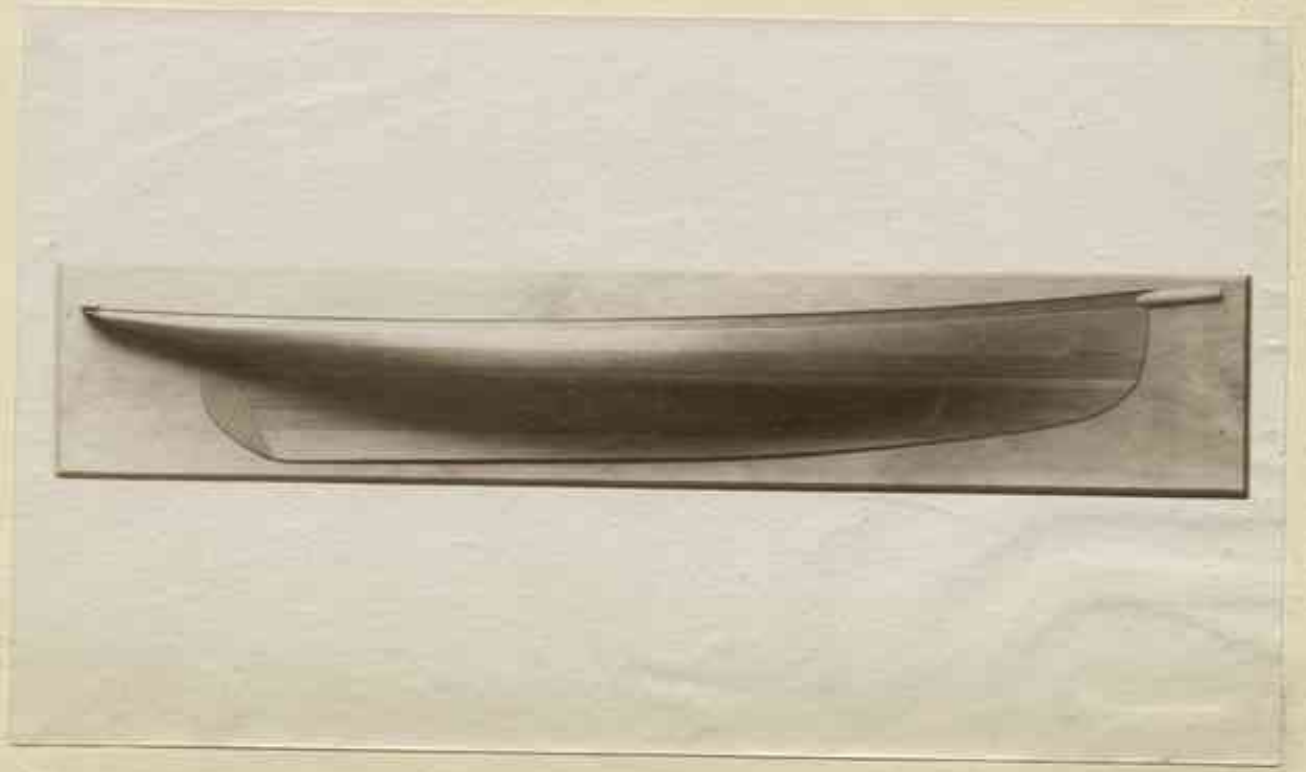
THE START, SEPT. 30.

VOLUNTEER AT SANDY HOOK.


498

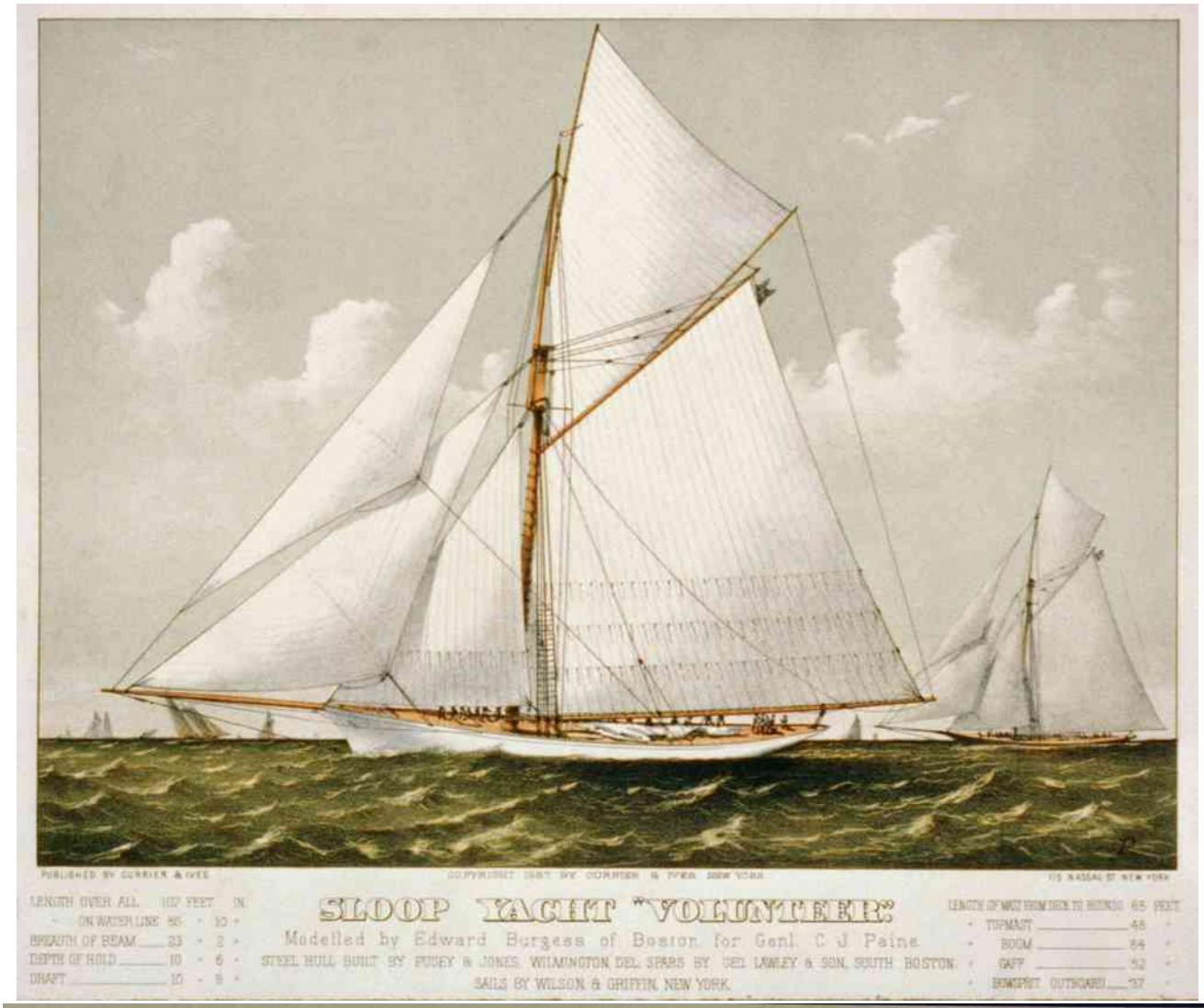
RACE BETWEEN MAYFLOWER AND GALATEA.

INSIDE COURSE, SEPTEMBER 7, 1886.



"Mayflower"

March 6, 1885



PUBLISHED BY CURRIER & IVES COPYRIGHT 1887 BY CURRIER & IVES NEW YORK 115 NASSAU ST NEW YORK

LENGTH OVER ALL	107 FEET	IN.	
" ON WATER LINE	85	" 10	"
BREADTH OF BEAM	23	" 2	"
DEPTH OF HOLD	10	" 6	"
DRAFT	10	" 9	"

SLOOP YACHT "VOLUNTEER."

Modelled by Edward Burgess of Boston for Genl. C J. Paine.

STEEL HULL BUILT BY PUSEY & JONES. WILMINGTON DEL. SPARS BY DEL LAWLEY & SON, SOUTH BOSTON.
SAILS BY WILSON & GRIFFIN, NEW YORK.

LENGTH OF MAST FROM DECK TO TRUCK	65	FEET
" TOPMAST	48	"
" BOOM	64	"
" GAFF	52	"
" BOWSPRIT OUTBOARD	37	"

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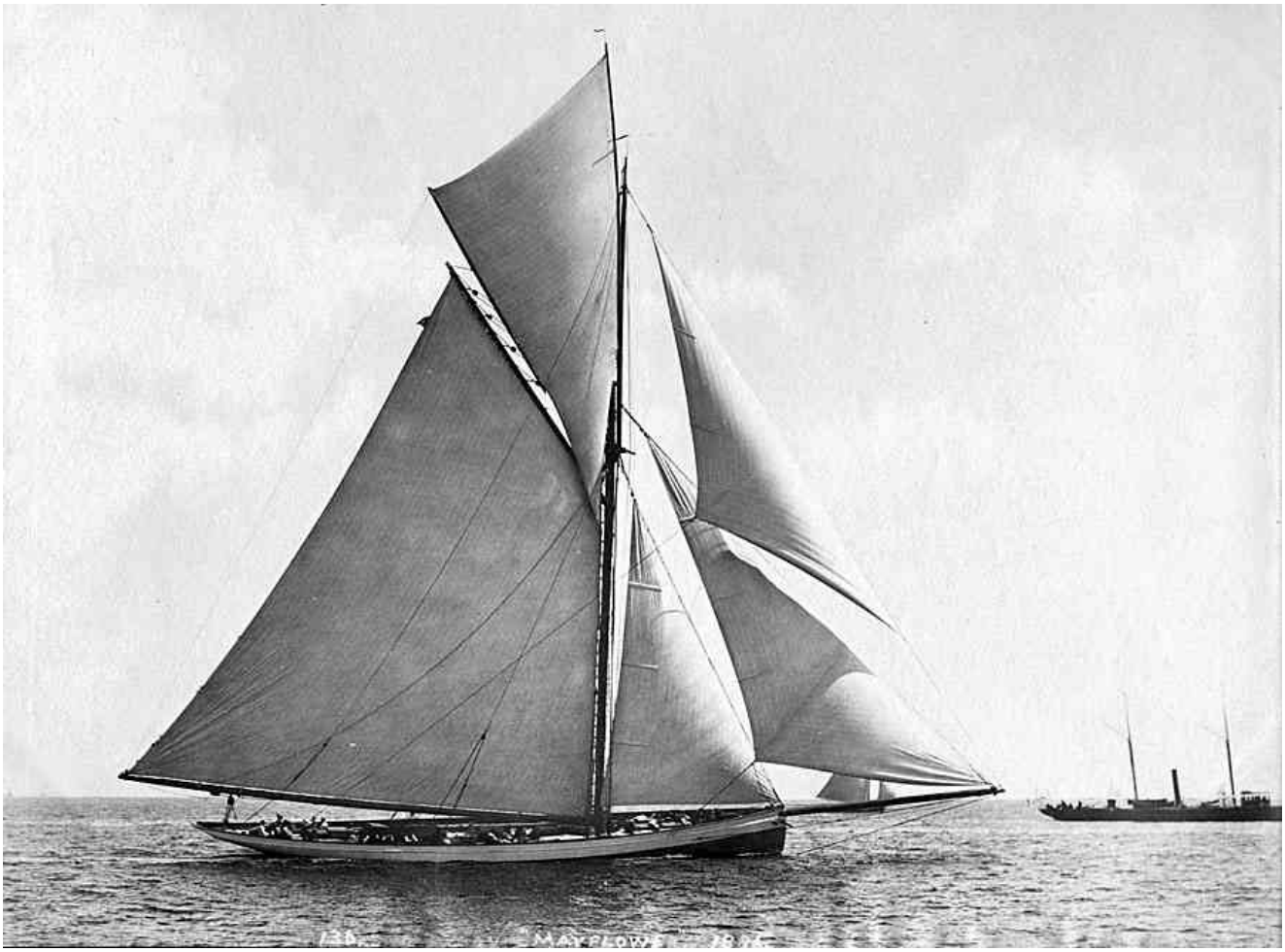
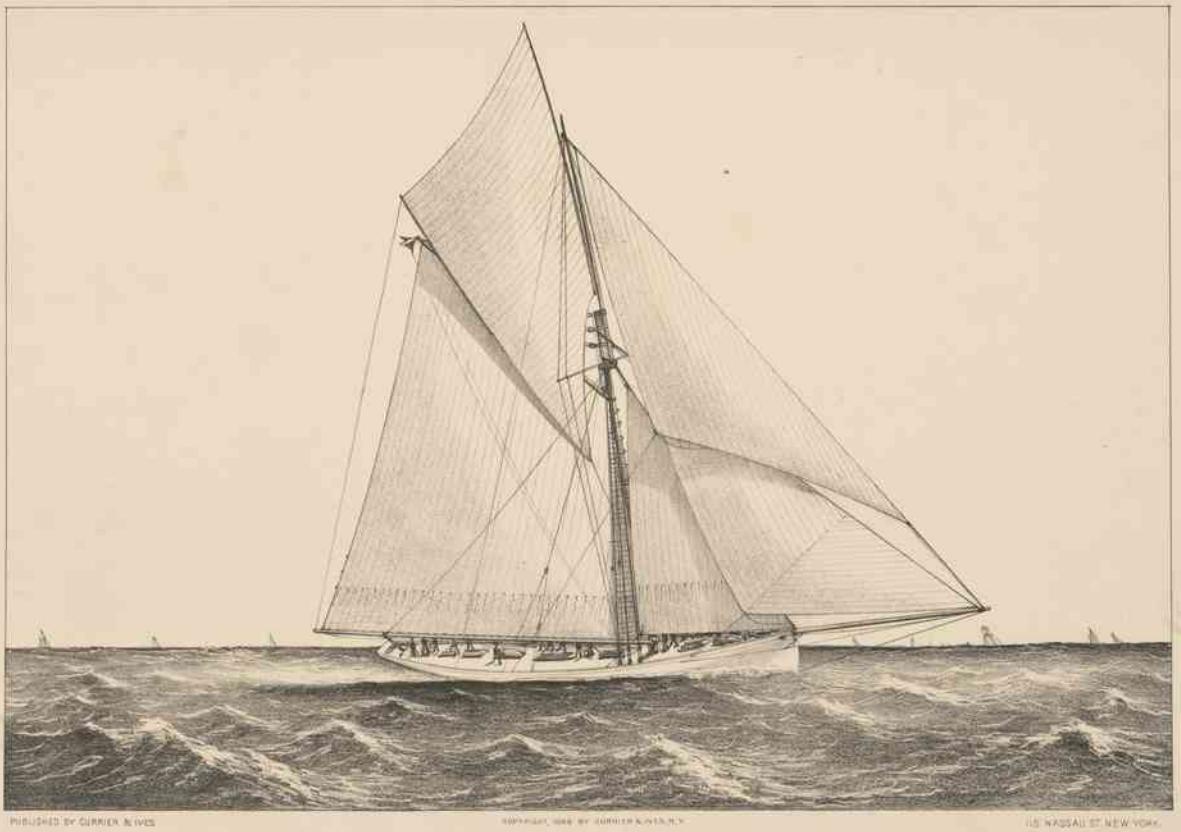
MAYFLOWER SALUTED BY THE FLEET.

CROSSING THE BOW OF "GALATEA" ON THE FOURTH TACK IN THE FIRST RACE FOR THE "AMERICA'S CUP" OVER THE INSIDE COURSE NEW YORK BAY SEPT. 7TH 1886.

[Won by Mayflower]





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115 NASSAU ST. NEW YORK.

LENGTH OVER ALL, 100 FEET.
DO. ON WATER LINE, 85 FEET.
BEAM, 23 FEET 6 INCHES.
DEPTH OF HOLD, 8 FEET 10 INCHES.
DRAUGHT, 9 FEET 6 INCHES.

SLOOP YACHT MAYFLOWER,

MODELLED BY EDWARD BURGESS, BOSTON, MASS.

MAST FROM DECK TO HOUNDS, 63 FEET.
TOPMAST, 46 FEET.
BOWSPRIT, OUTBOARD, 38 FEET.
BOOM, 80 FEET.
GAFF, 50 FEET.

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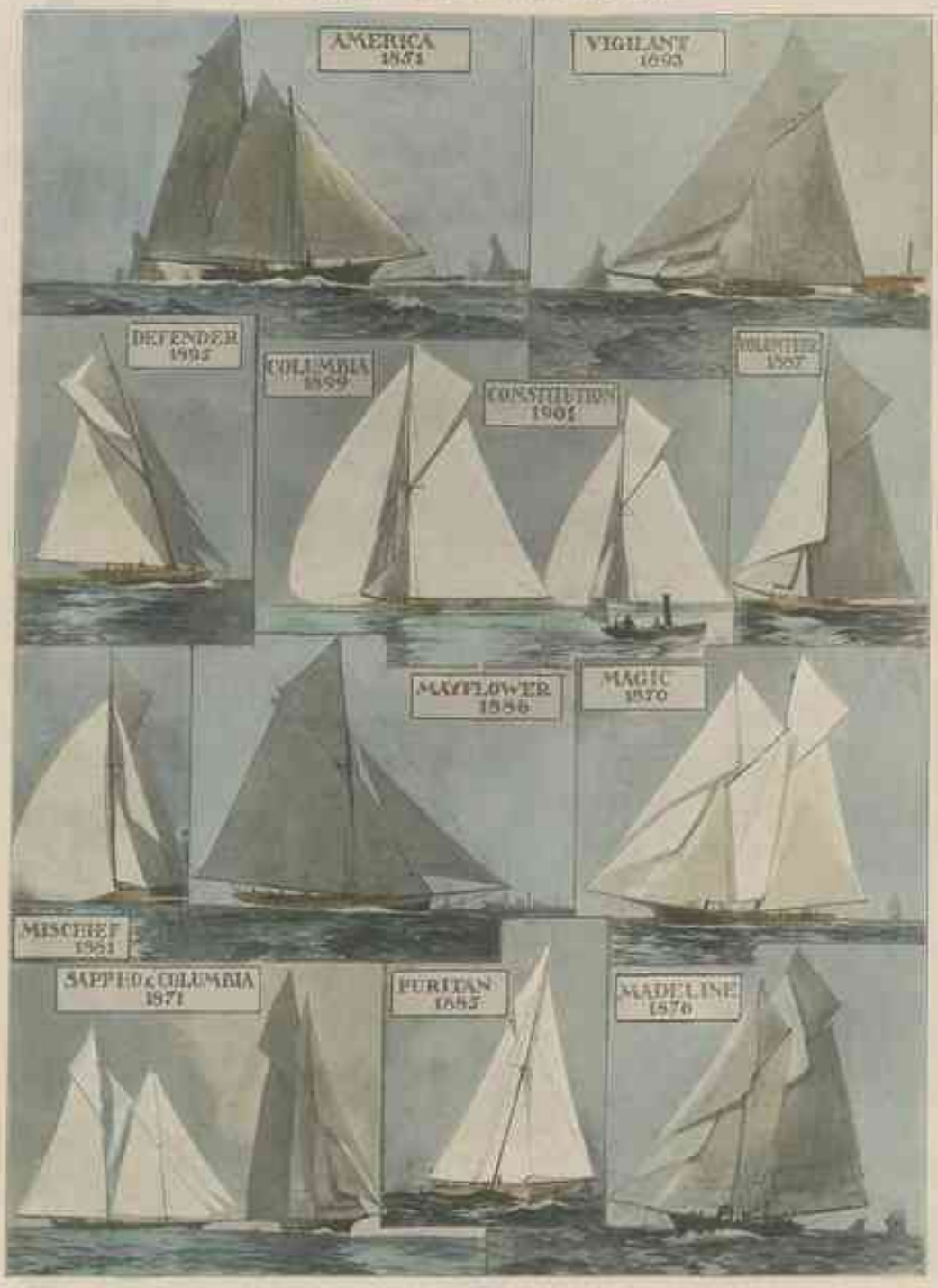
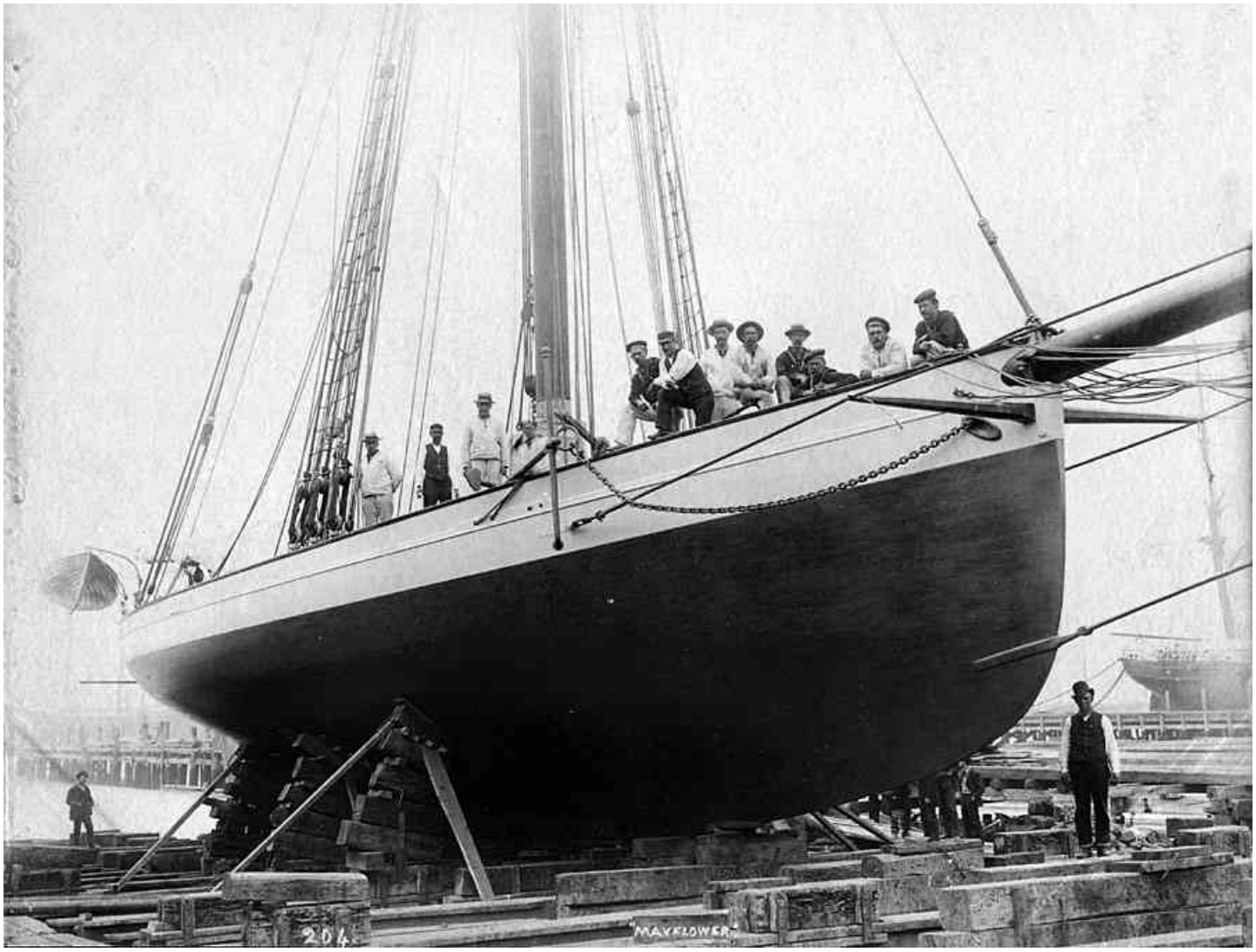
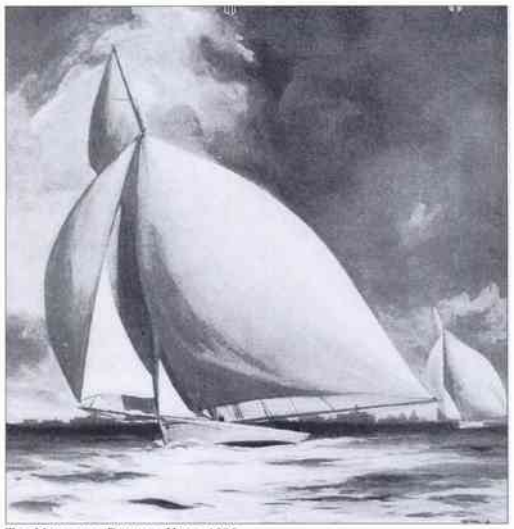
THE JUBILEE OF THE AMERICA CUP RACE, 1851-1901.



THE AMERICA CUP, THE FIRST WINNER AND ONE DEFENDER OF THE CUP DURING FIFTY YEARS.

In 1851 the Royal Yacht Squadron offered a Challenge Cup, which was won at Cowes by the United States yacht "America."





THE MAYFLOWER RUNNING HOME, 1886.

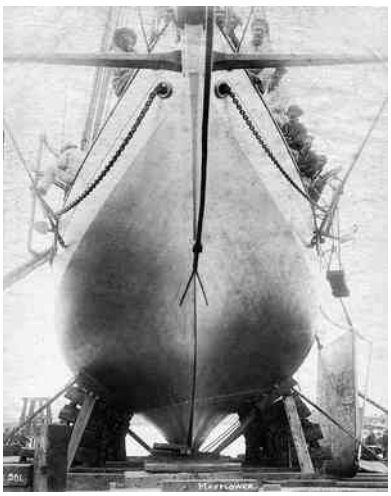
Edward Burgess.

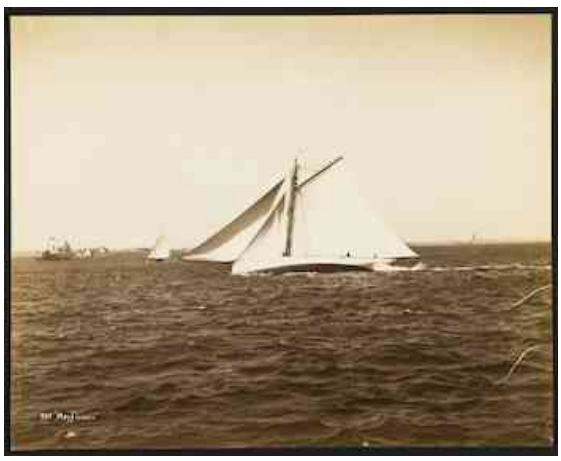
EDWARD BURGESS AND HIS WORK.

By A. G. McVey.

TWENTY years ago I can well remember Edward Burgess as he sat on the work bench in Pierce's boat shop on Sixth Street, City Point, discussing with the then well-known builder of the *Queen Mab*, *Firefly*, *Water Witch*, and other famous cat-boats, the elements of a design which he thought best for a cat-boat. Pierce was a great favorite with "Ned" as he was then called, and among the crack cat-boats which he built for Sidney and his brother Edward were the *Firefly*, *Kitty*, *Hoyden* and others.

The "Burgess boys" stood at the head of amateur yachtsmen in those days,





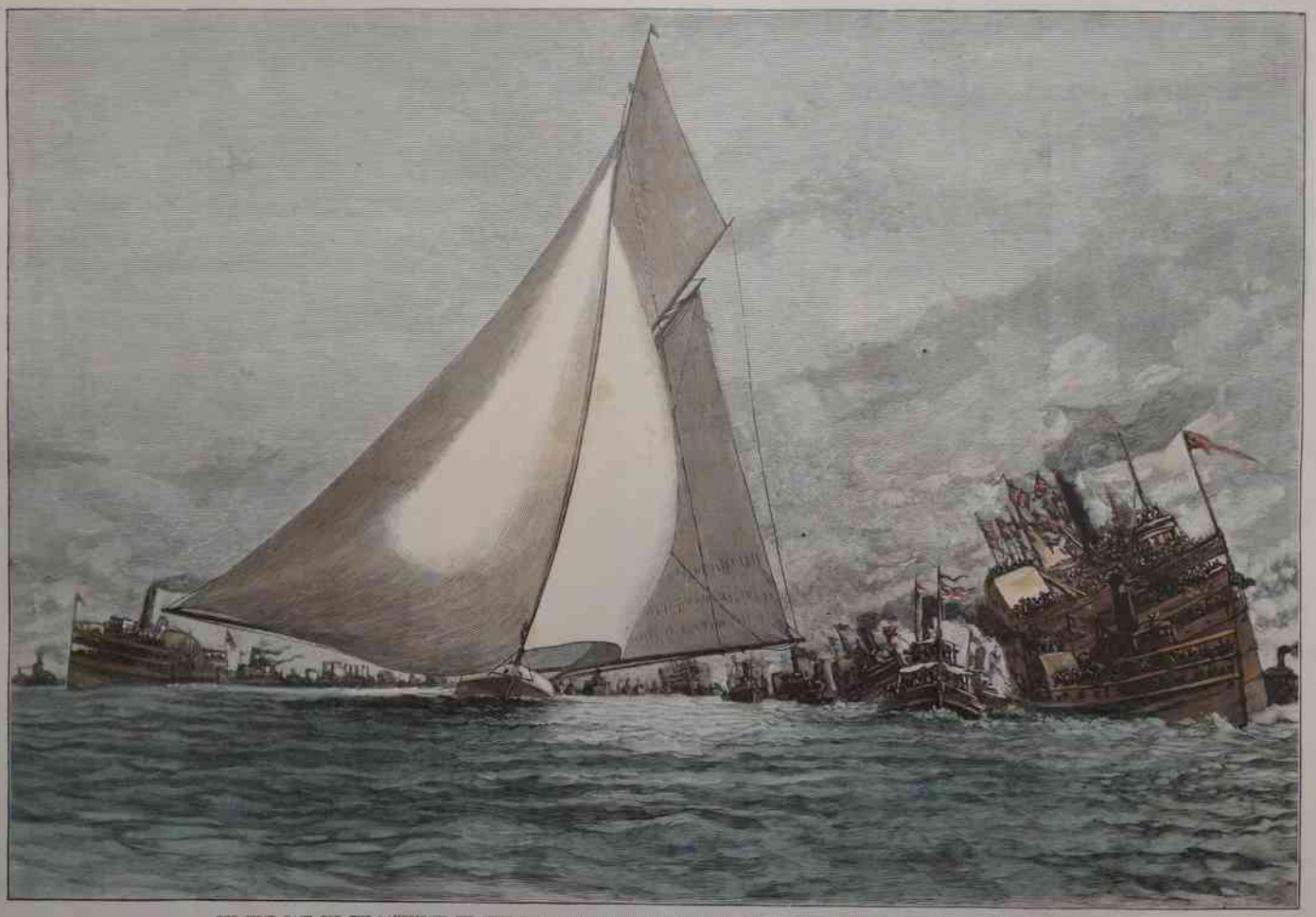
MAYFLOWER AT ANCHOR.
DETROIT PHOTOGRAPHIC CO.

204.
"MAYFLOWER."

THE SLOOP YACHT "PURITAN," OF BOSTON.

THE SLOOP YACHT "PRISCILLA," OF NEW YORK.

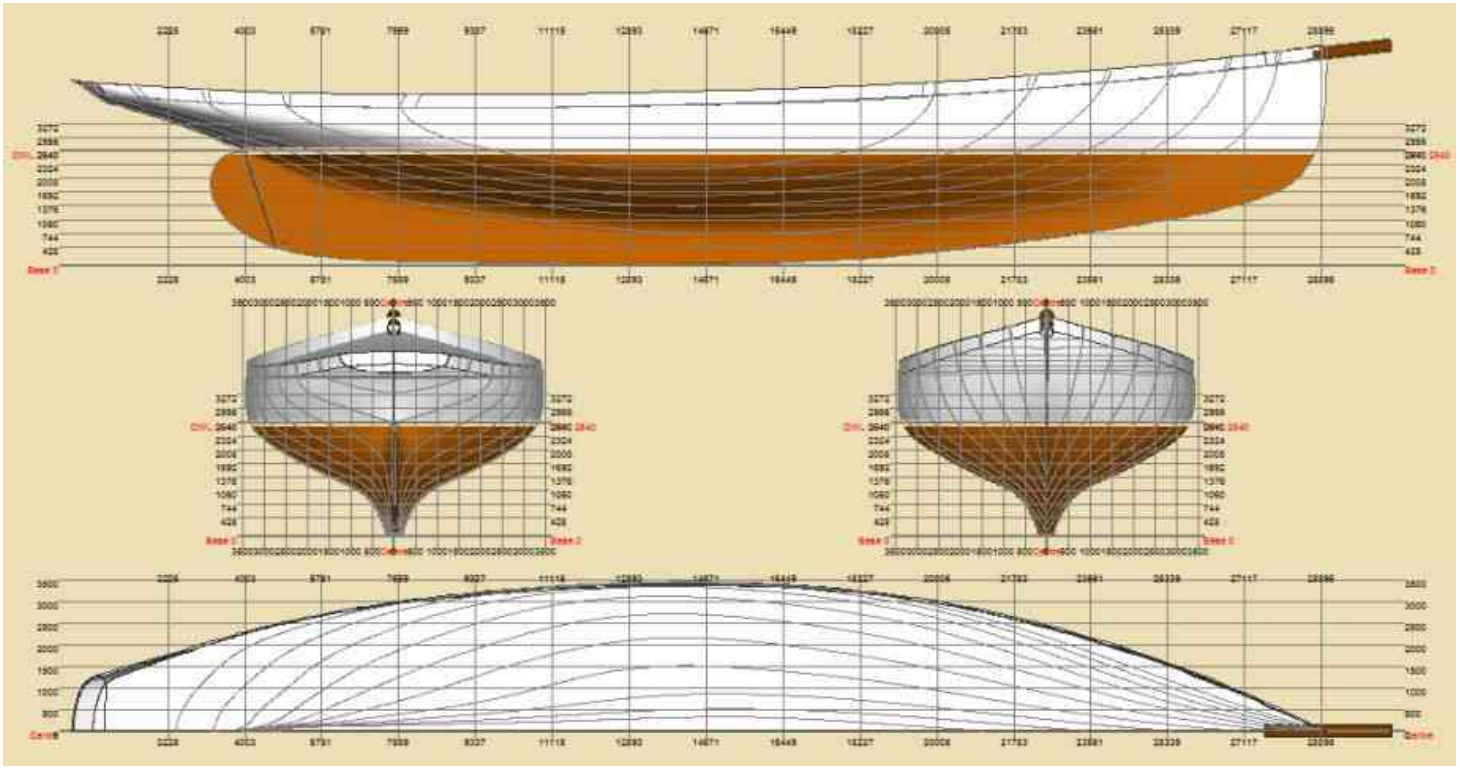
DEFENDING THE "AMERICA'S" CUP—THE AMERICAN REPRESENTATIVE YACHTS.—PHOTOGRAPHED BY PACH.—[SEE PAGE 574.]



THE FIRST RACE FOR THE "AMERICA'S" CUP, SEPTEMBER 7.—THE "MAYFLOWER" CROSSING THE LINE A WINNER.—Drawn by M. J. Burns.—[See Page 606.]

41

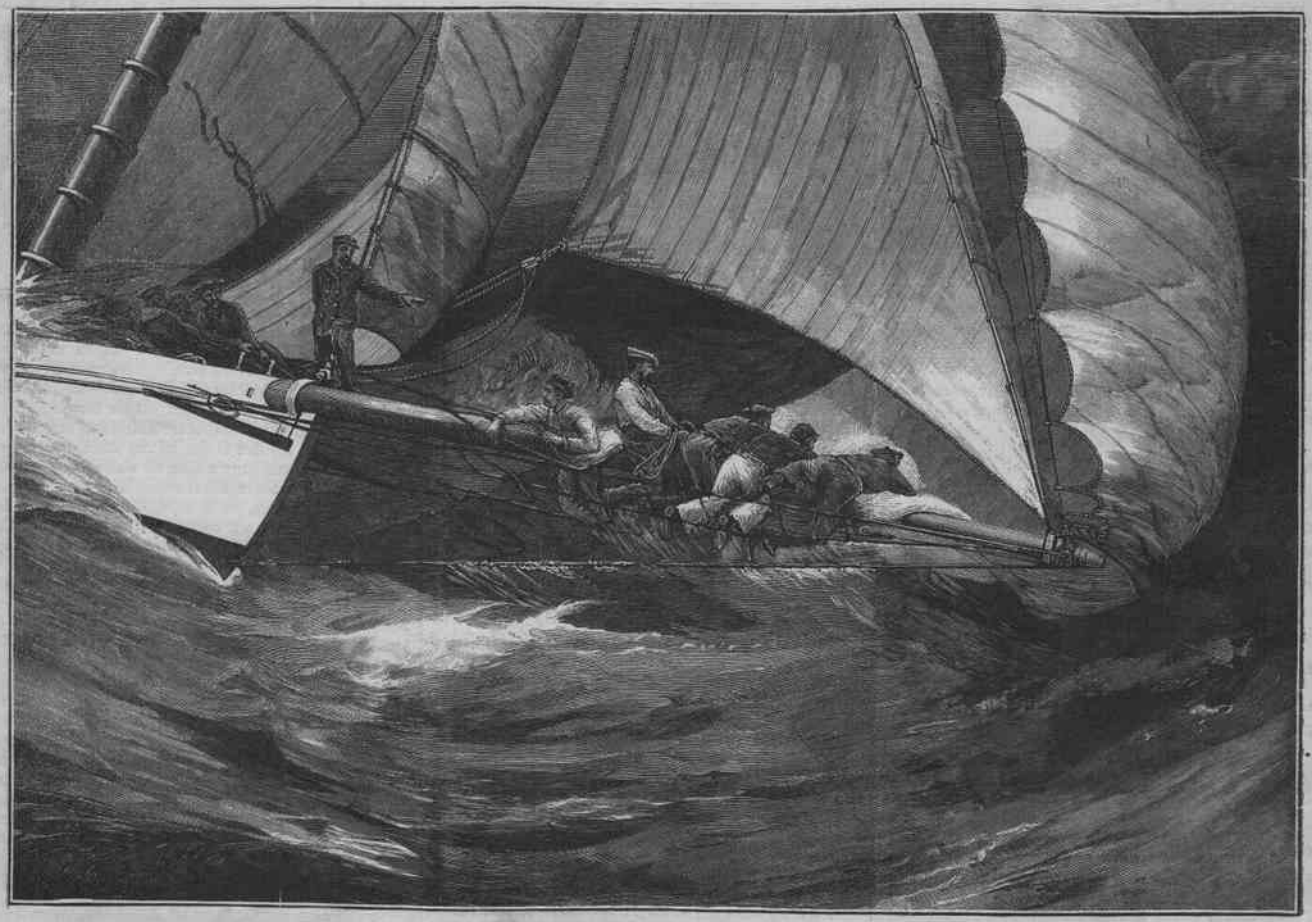
PURITAN



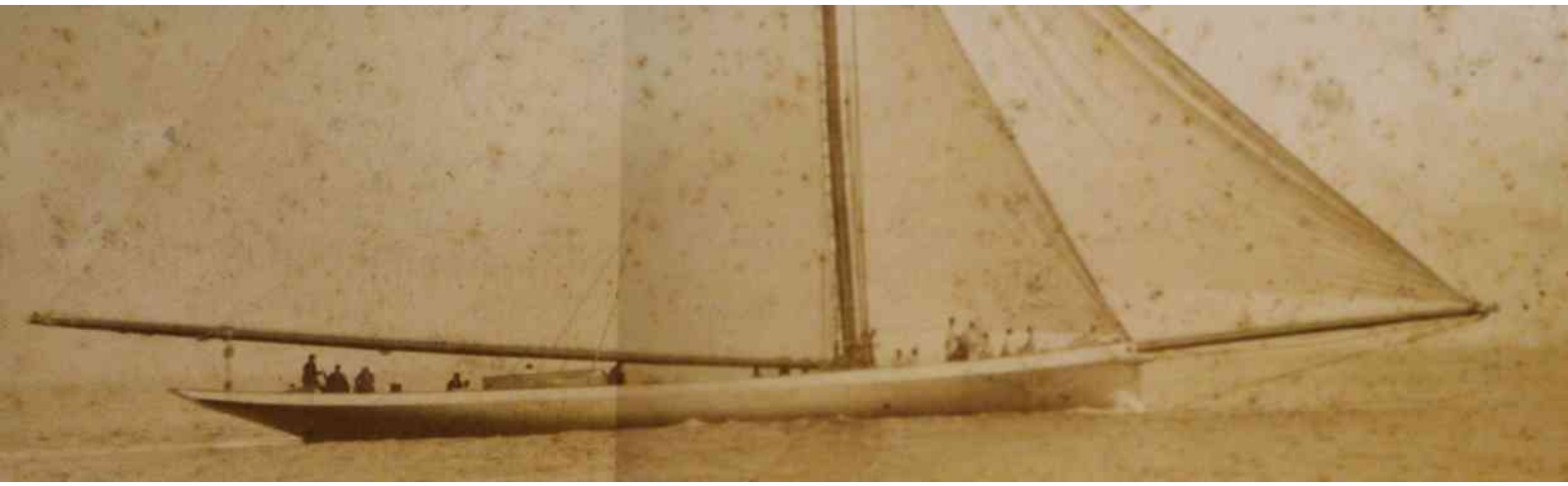
PURITAN

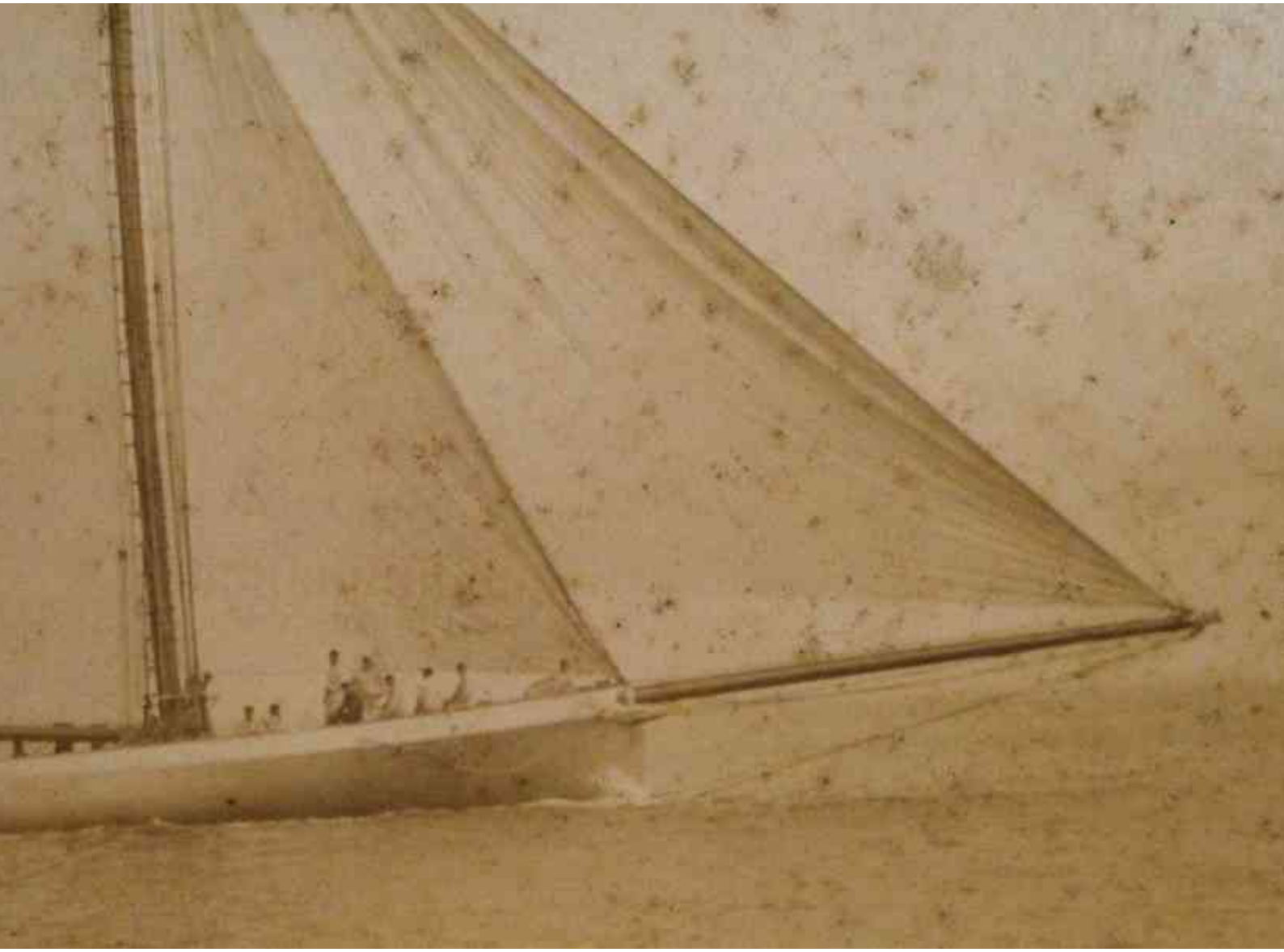
THE INTERNATIONAL YACHT RACES—THE "PURITAN" FOULING THE "GENESTA."—Drawn by J. O. Davidson.—[See Page 616.]

PURITAN 50

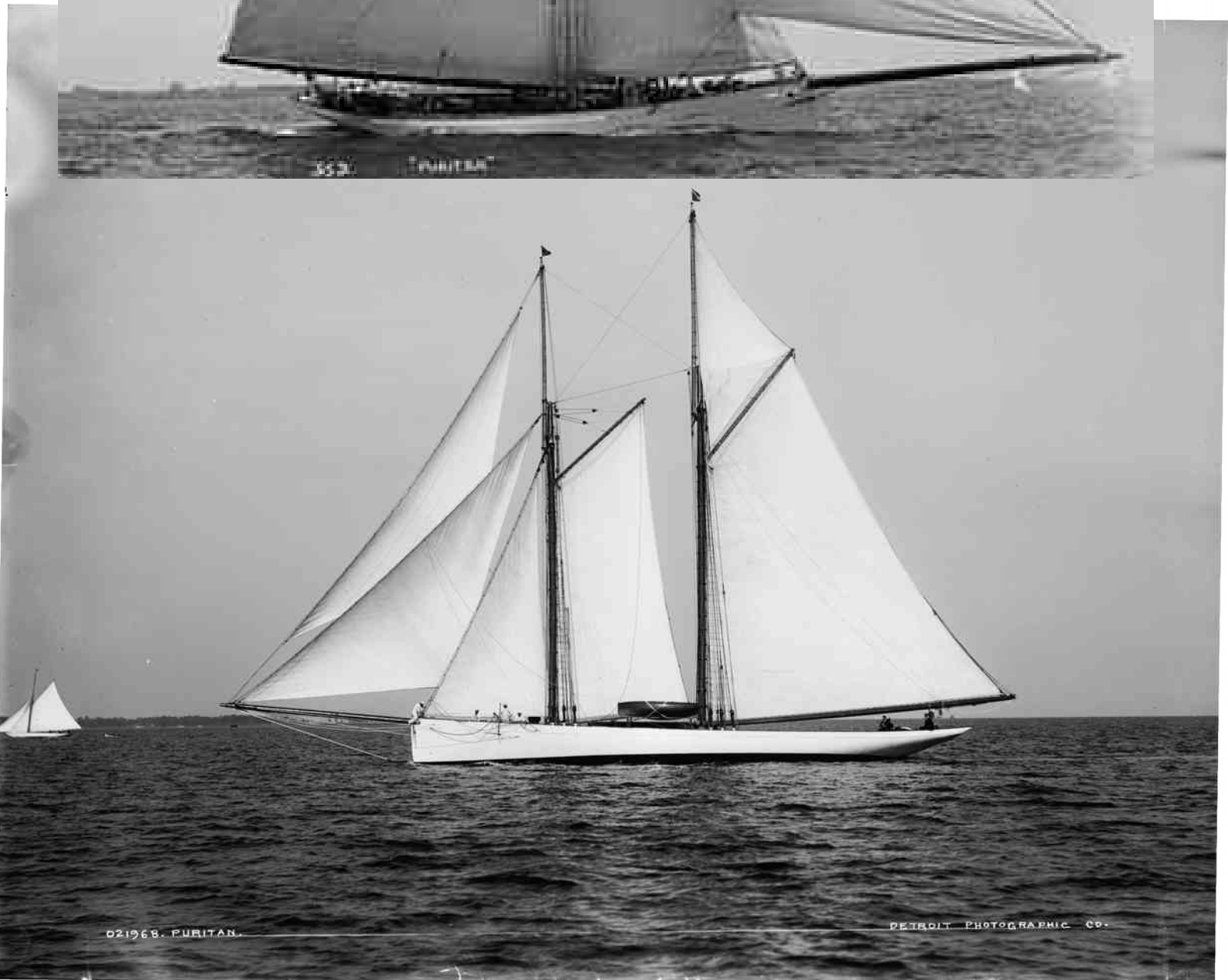


Das Internationale Jacht-Wettsegeln um den America Cup in der Bai von Neuyork: An Bord der amerikanischen Jacht Puritan.





353. "PURITAN"


021968. PURITAN.
DETROIT PHOTOGRAPHIC CO.

BURGESS, THE YACHT BUILDER.

Some Briny Biographical Data About the Designer of the Volunteer.

Edward Burgess has resisted all attempts to induce him to write his yacht autobiography. This makes it necessary for some one to do it for him.

He was born on the 30th of June, 1848, in West Sandwich, Mass.

Mr. Burgess does not anchor for notoriety. He'd rudder be quietly designing boats than be dragged into publicity.

He makes boats for sail.

He also sells the people who bet on the opposing yachts.

He has a-mast a great deal of money in this way.

Although a very deck-orous and strictly sober man, he has a fondness for cups, and has been known to have several sheets in the wind, and even to be half seas over.

Mr. Burgess may be said to have inherited some of his sailor instincts, for his parents displayed marry-time inclinations at one period of their life. His mother also had some experience as a spanker when Edward was small.

Mr. Burgess' yachts prove indisputably the superiority of the centre-board.

The same superiority may be noticed in other things.

Every pugilist will tell you that he gains a great advantage over his antagonist when he can get the latter's scenter bored.

In archery also the shootist who can get the target's centre bored is the winner of the match.

When the husband has induced his wife to take an ocean trip, and has sent her 'board, he feels free once more.

It is a very poor man indeed who hasn't a cent aboard.

Mr. Burgess is a fine type of the American yachtbuilder.

He thoroughly understands the hull business, and is regarded as the mainstay of the America's cup.

He is not a stern man, but he generally manages to place in that position the yachts that race against his.

His success in defending the honor of the American yachting business has induced several papers to nominate him for the presidency, with General Paine in the second place on the ticket.

This ticket has received quite a strong jib-boom, and only needs the majority vote of the electoral college to make its election sure.

As colleges are noted for their love of sports, it may be that this ticket has more chance of success than some others.

WM. H. SEVIER.

BIOGRAPHICAL SKETCH

OF

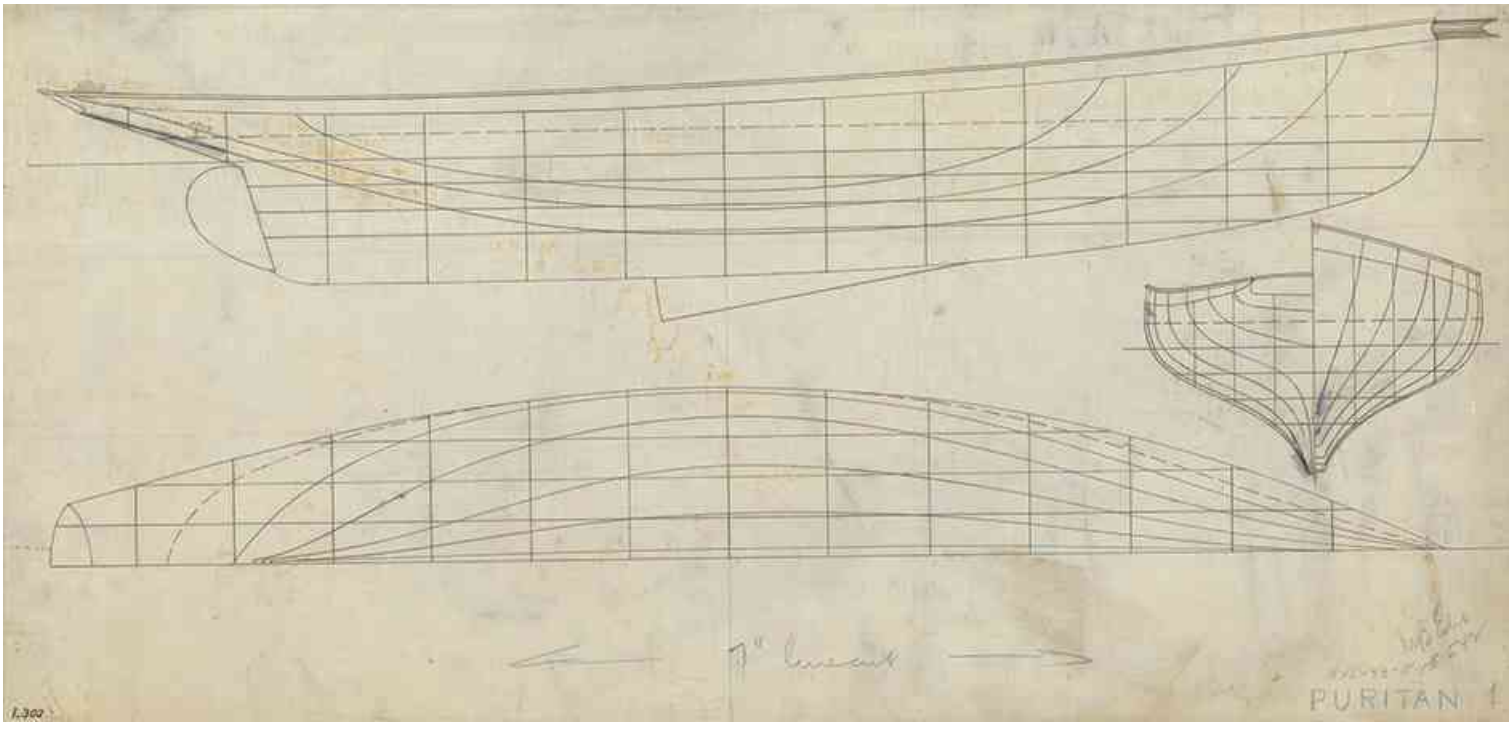
EDWARD BURGESS.

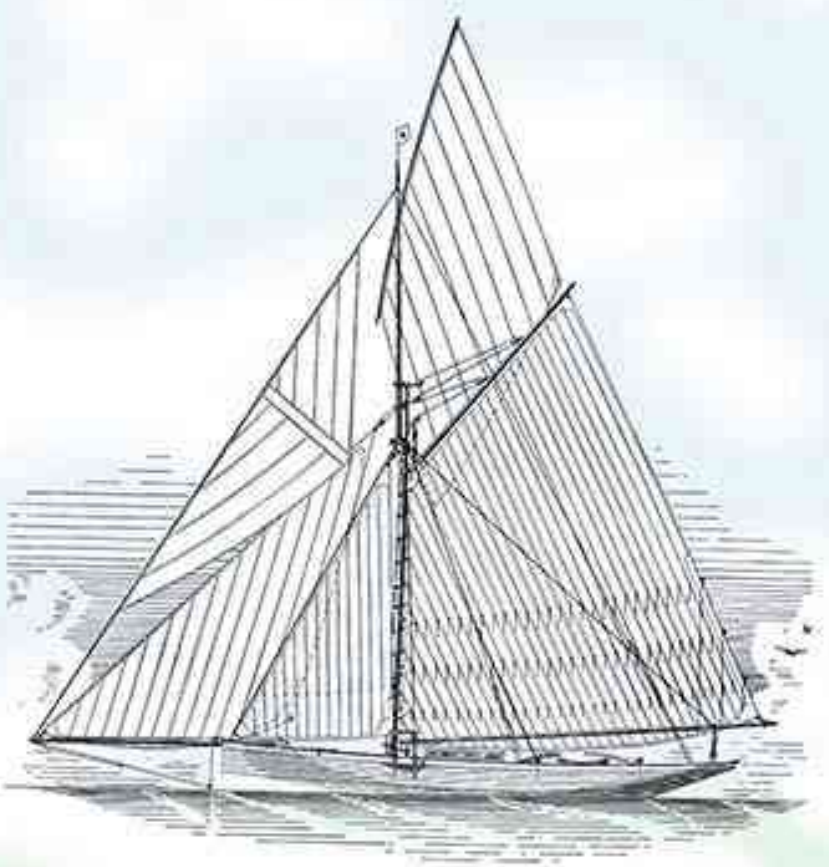
Edward Burgess is a member of one of the best known of Boston families, and was born in this city in 1848. His father was well known as one of the largest traders in West India goods in the East. He developed a fondness for yachting as long ago as 1858, when he began preparations for entering Harvard College, and his interest in the pastime has steadily increased through all the years he has followed it. He graduated at Harvard, in 1871, in the class with Henry Cabot Lodge and other well-known Massachusetts men. Although mathematics was always a favorite study with Mr. Burgess, he did not begin to apply it to naval architecture until 1882, and his first big adventure was with the *Puritan*. Among the vessels he has designed may be mentioned the cutter *Rondina;* centre-board sloops *Puritan, Mayflower, Vandal, Titania,* and *Volunteer;* cutters *Zigeuner, Pappoose;* schooners *Sachem, Gundred;* steam yachts *Hanniel, Sheerwater;* and the flying fisherman, that has recently been launched, called *Carrie E. Phillips.* Notwithstanding his success with the *Puritan*, Mr. Burgess felt confident, after

his experience with the winner of the Cup, that he could improve on her lines and make a better "all-round ship"; and as the result of his efforts the *Mayflower* was constructed in 1886, and her superiority over the *Puritan* proved the correctness of his calculations. But the experience of the year 1887 has shown that he is still able to improve upon his own work, for in the *Volunteer* he eclipsed his former efforts, and produced a boat superior in all respects to both the *Puritan* and the *Mayflower*.

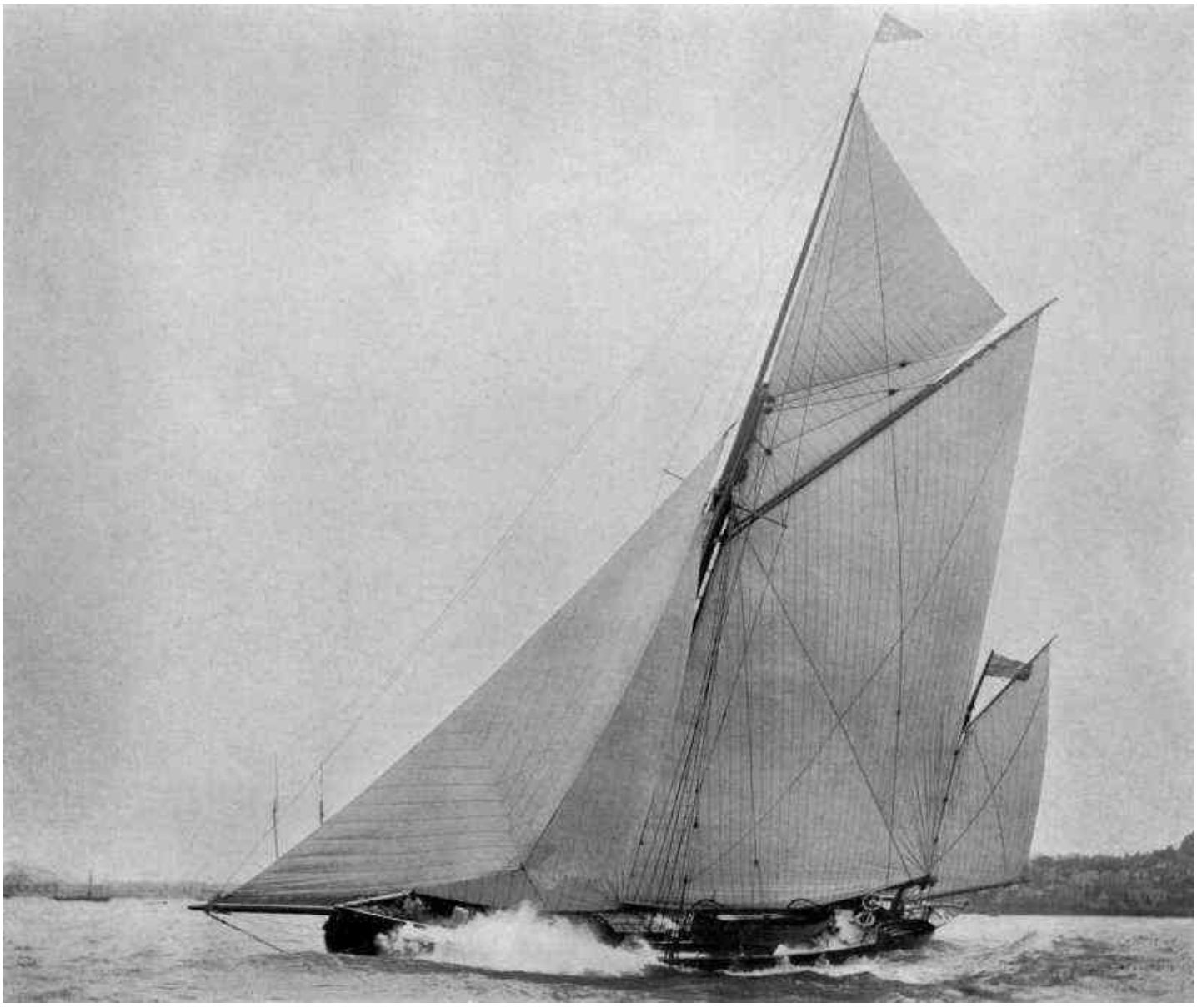
Ever since the formation of the Eastern Yacht Club Mr. Burgess has been one of its most active members, and is to-day its secretary. Mr. Burgess has been secretary of the Boston Society of Natural History for fifteen years, but has recently resigned this office from lack of time.

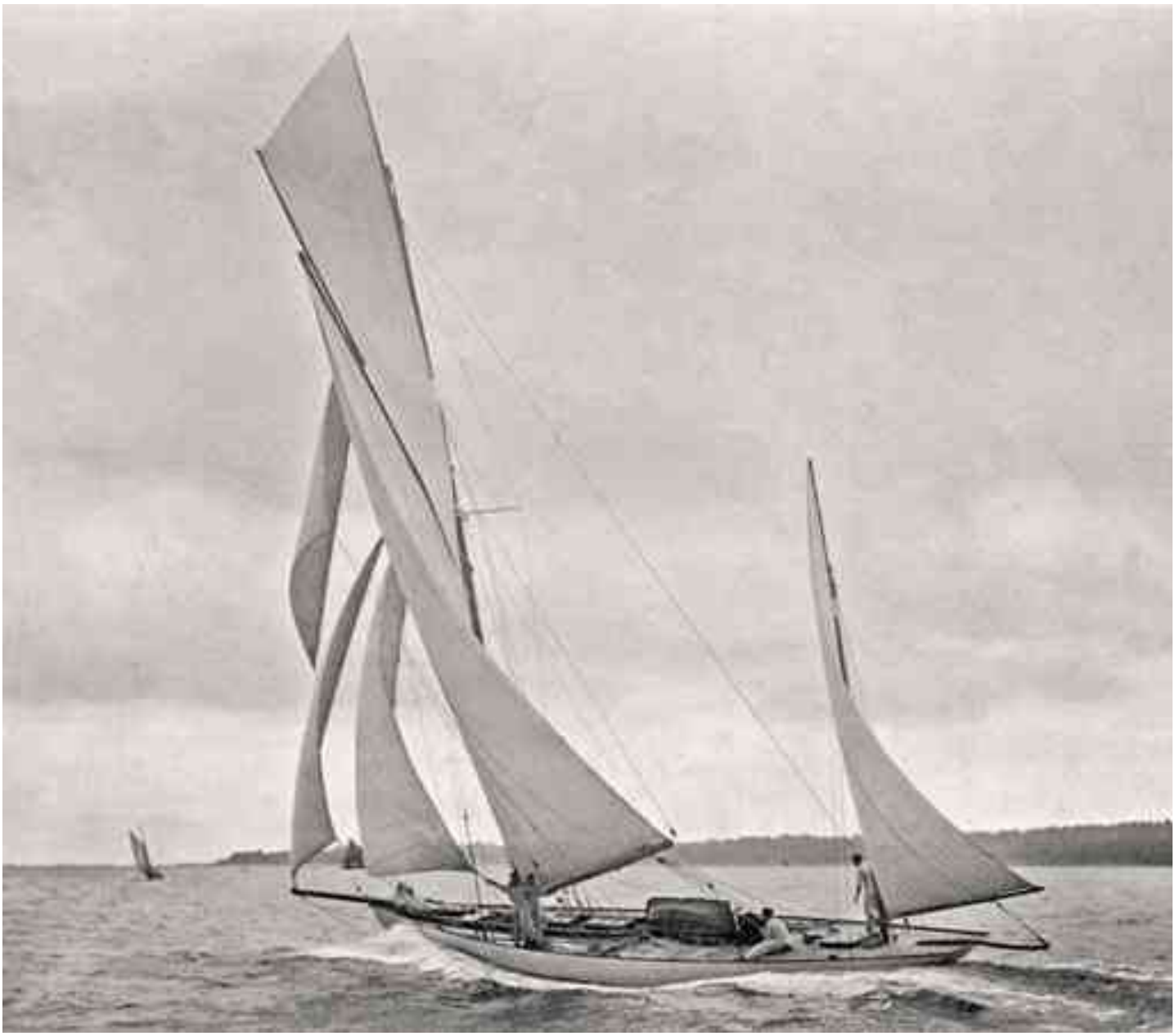
His remarkable achievements thus far in designing the three famous boats to defend the America's Cup in the international regattas have won for him a world-wide reputation, and entitle him to a foremost position as a naval architect and designer of fast vessels.





SIX-BEAM CUTTER—SAIL PLAN.





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