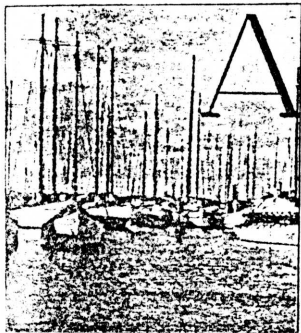


At Lawley's

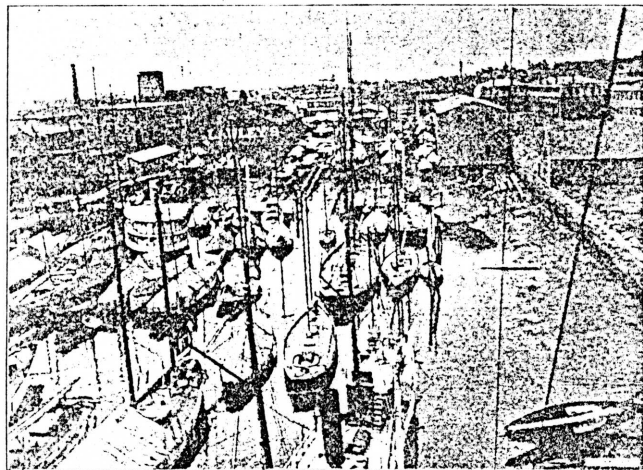


ALL Boston yachtsmen, and not a few New Yorkers, know "Lawley's" as one of the institutions of their favorite sport, and have made many pilgrimages to City Point, either to see their own or some other man's boat, but it is doubtful if more than a very small proportion of them ever had more interesting views of the yard than THE RUDDER is now enabled to

present. The pictures are through the kindness—and not a little enterprise—of Fred D. Lawley, son of the manager of the yard, genial George Lawley the younger. Fred Lawley is an enthusiastic photographer as well as a draftsman in his father's employ, and has had time to climb to some queer places with his camera. The birds-eye view of the yard is from the roof of a high building of the neighboring manufacturing concern, while the one of the basin looking shoreward is from the foretop of the big schooner *Hildegarde* lying at the outer edge of the basin. The other view of the basin is from the roof of the joiner shop. To take the interior of the building shed the photographer climbed a high ladder and set his camera on a small shelf for a 36-second exposure. The excellent results obtained speak for themselves.

It is not many years ago—less than a score—that "Lawley's" was a comparatively small yard, turning out perhaps a dozen boats a year, all of wood. To-day it turns out half a hundred in a year, and many of them are of steel, and of good size. It is now a complete steel as well as wood-working plant, as the two 25-knot torpedo boats, *Blakely* and *De Long*, building for the U. S. Government show. It is the largest yacht-building yard east of New York and, in addition, is the longest laying-up basin. Over a hundred yachts, large and small, find shelter here every winter, and are conven-

iently at hand for fitting out in the spring. THE RUDDER pictures of the yard and basin were taken just as the fitting-out season was opening, and before any of the boats had left either beach or basin. From the building shed, however, many boats had been moved to the beach to make room for new ones, so that the expression "a-shed-and-a-half-full" of boats about represents the building done in it during the winter and spring. The composite-steel schooner *Latona*, designed by C. H. Crane, is shown at the left in the big shed. She is for Vice-Commodore Eno of Seawanhaka-Corinthians, and will be sailing by the time this story reaches our readers. In the left foreground is the 35-foot yawl *Scapha*, designed by Crowninshield for T. W. King of the Hull-Massachusetts. Two steamers designed by

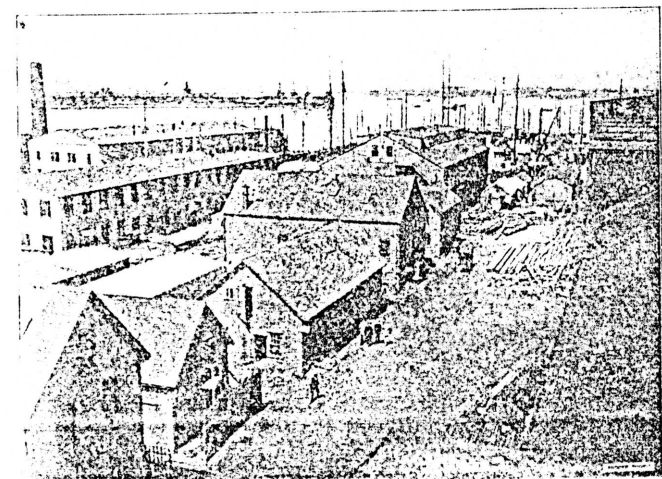


LAWLEY'S BASIN

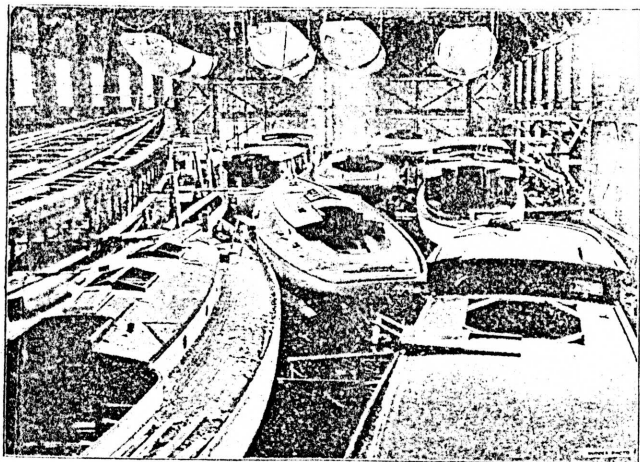
Arthur Binney show farther up the shed, while in the right foreground is the steamer *Pilgrim*, designed by Lawley for the Farm School, a reformatory institution of a semi-public character, situated on Thomson's Island in Boston harbor.

To enumerate the yachts in the basin would take a yacht list and time and space, but they include the schooners *Marguerite*, *Loyal*, *Hildegarde*, *Adrienne*, *Rusalka*, *Puritan*, and *Mayflower*, the sloop *Jubilee*, and many well-known steam yachts, such as *Ituna*, *Peregrine*, and *Hanniel*. The names of the cup defenders of 1885 and 1886 will be readily recognized in the schooner list. Both make admirable cruisers since their conversion from single-stickers. The *Puritan* will this year fly the flag of Commodore Shaw of the Marblehead Corinthians.

The mention of cup defenders is a reminder that *Puritan* and *Mayflower* were both built at this yard, while *Volunteer* was fitted out here after having been towed around from the Delaware yard where she was built. When in 1891 Gen. Charles G. Paine remodelled the *Volunteer*, and changed her rig to that of a schooner, the work was done at Lawley's, and the accompanying picture, kindly loaned by Arthur Binney, shows the extensive demolition of the old boat that was made famous



LAWLEY'S YARD



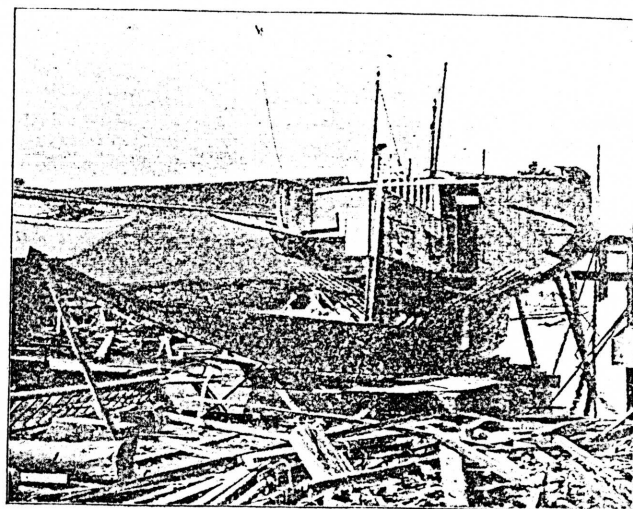
INTERIOR OF WOOD-HULL SHOP

Commodore Forbes has always preferred the sloop to the schooner rig, even for cruising, and so changed Volunteer into a sloop again. She was raced against Vigilant and Defender in 1895, but was of course badly outclassed by the new boats, and has since been used only for cruising. Last year she was in commission in spite of the war, and will be out again this year and again in charge of Capt. "Hank" Haff, veteran skipper of cup defenders.

Dropping from 90-footers to the smallest size of sailing craft, it may be mentioned that the building of Larks has struck Boston as well as other places, and that Fred Lawley has built one during the winter, and won out against another of the class in the open regatta of the South Boston Yacht Club Memorial Day.

before the work of rebuilding was begun. The Volunteer's designer, the late Edward Burgess, planned the work according to Gen. Paine's suggestions, and with excellent results. The boat was given an entirely new forebody, with fuller water lines and a handsomer bow than before, and as a schooner proved herself very fast and able. Her water-line length was increased to the full limit of the 90 feet allowed for sloops in cup defense, so that she could be changed back to a sloop at any time and be eligible for the trial races. Gen. Paine won the Golet cup for schooners in 1892 with the Volunteer, and when he built the Jubilee for cup defense in 1893 sold her to Ex-Com. J. Malcom Forbes of the Eastern, who now owns her.

Some facetious person at the time the Volunteer was being demolished preparatory to rebuilding christened the accompanying picture "the wreck of the Volunteer," and as such it has since been known.



WRECK OF VOLUNTEER

LIST OF YACHTS BUILT BY GEO. LAWLEY & SON CORPORATION, 1898, 1899

Name	Rig	L. O. A.	L. W. L.	Beam	Draught	Wood or Iron	Keel or Centerboard	Designer	Owner
Sirona	Sloop	52.06	33.00	12.10	8.06	Wood	Keel		C. W. Jones
Zealand	Cat.	31.00	24.09	12.00	2.06	"	C. B.		E. H. Williams
	Knockabout	38.09	25.00	9.06	5.09	"	Keel		F. P. Magoun
Dovekie	"	32.03	21.00	9.01	3.06	"	C. B.		F. S. Young, Jr.
Anago (str.)	Steamer	57.06	53.10	8.10	3.03	"		A. Binney	C. B. Borland
Mollie C (str.)	"	53.00	49.00	9.10	3.04	"		"	Harry Converse
Lenna	Knockabout	31.10	20.10	9.00	3.04	"	C. B.		John Pridgeon
Hélène	"	33.08	21.10	10.08	3.11	"	"	A. Binney	Starling Burgess
Minister	"	26.06	17.03	7.07	.22	"	"	"	F. C. Welch
Rikki-Tikki	"	23.08	15.00	6.00	3.09	"	Keel	A. Binney	A. P. Loring
Jaberwock	Yawl	41.06	26.00	10.06	4.09	"	Keel-C. B.		Chas. Harding
Pilgrim (str.)	Steamer	50.00	45.00	11.00	3.09	"	"		C. P. Bradley
Kotick	Knockabout	38.06	24.09	9.10	5.06	"	Keel	A. Binney	Dr. W. N. Swift
Alyce	"	40.03	24.09	8.10	5.10	"	"		W. D. Hennen
Scapha	Yawl	52.06	33.00	12.08	5.06	"	Keel-C. B.	B. B. Crowninshield	T. W. King
Latona	Schooner	97.00	69.06	19.06	8.06	Comp.	"	Tams & Lemoine	H. W. Eno
Opueche	Knockabout	33.06	20.10	7.10	5.00	Wood	Keel		E. S. Grew
	Launch	31.06	31.06	5.00	.16	"	"	W. D. Forbes	W. D. Forbes
	Knockabout					"	"		John Williams
Barbara	"	26.00	16.06	7.04	2.03	"	C. B.		A. F. Hayden
Algonquin	"	31.11	17.03	8.02	.06	"	"	B. B. Crowninshield	Bridgeport Yacht Club
	Schooner	67.04	44.10	15.02	8.11	"	Keel		John H. Cromwell
	"	135.00	100.00	23.00	14.00	Comp.	"	Tams & Lemoine	
	Knockabout	26.00	16.06	7.04	2.03	Wood	C. B.		C. V. Souther

