

Published Articles  
of  
Boat Launchings  
at  
Ossining, NY  
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*The Republican*  
1.24.1890

**Another Clipper in the Yacht Fleet.**

Fred S Jenks, son of Benjamin Jenks, of William street, was quite a crestfallen youth a few days ago. That was when he saw his eighteen foot cat-rigged yacht, Lizzie J., advertised for sale in a metropolitan newspaper, and his father informed him that the boat had to be disposed of, without giving him much satisfaction as to the why and wherefore of the proceeding. In a day or two a response to the advertisement came from Red Bank, New Jersey, and Fred and some companions sailed the little craft to that haven, where a bargain was soon consummated and the boat changed ownership. All of this did not tend to make the urbane Fred feel real agreeable. To be without a sailboat right in the height of the yachting season wasn't a very pleasant picture in his weather eye. He had almost made up his mind to spend the summer on the club house piazza watching the rest of the Corinthians enjoy themselves, for what is life to an amateur skipper without a craft? Happily all these dreary thoughts came to an end on Wednesday. On that morning Fred's father summoned him early and told him to get his crew together and start for the city. Then they went to Pamrapo<sup>1</sup>, New Jersey. Here at the yard of Patrick McGeighan, the famous open-boat builder, they found a trim twenty-two foot cat-rigged yacht named the Oneita, which the builder said had been built to order for Fred S Jenks, of the Sing Sing Yacht Club. It was a decidedly light hearted skipper and crew that got sail on

the boat and started for Sing Sing, where they arrived in the evening.

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*The Republican*  
5.10.1890

**A Frisky Naptha Launch.** The Wau Wau is the name of a frisky thirty foot naptha launch that has just been enrolled in the Sing Sing Yacht Club fleet. It is owned by John V Cockcroft, Esq., the assignee of Croton Point. In the morning her owner boards her at the yacht club float and scoots over to the Point, where he spends the day attending to the affairs in his charge, and in the evening he comes back in the jaunty craft. Measurer Phillip Samstag, of the Sing Sing Yacht Club and Henry Jordine are the alternate engineers of the craft, each taking his turn when the other is employed at something else. It only takes one person to run the pretty boat, so simple and easy is she to handle, and the style in which she can flit along is something worth watching.

The Wau Wau was built by the Gas Engine and Power Company of Morris Dock on the Harlem. She is a boat of graceful lines and withal staunch and admirably seaworthy. She has a commodious cockpit fitted up in oak, and covered with a canopy top with side awnings, and cushions and fittings in neat keeping. Shining brass rails reflect the rays of the sun at the stem and stern, when Old Sol is out in his glory. The boat was set up by William Smith, a cousin of Rear-Commodore Benjamin R Smith of the Sing Sing Yacht Club. Her motive power is furnished by a four horse power engine of the naptha persuasion. On a consumption of six gallons of that fluid per hour she can now speed her nine miles per hour right off the reel, and when her bearings get worn in good running order she will exceed that speed.

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*The Republican*  
7.22.1899

**New Boat Launched.** Former Commodore William F Mezger Jr. and Rear-Commodore Robert T Dennis, of the Ossining Yacht Club, launched their power launch, Florence, on Wednesday—that is by the aid of

Beauregard Van Cortlandt and his crew, who carted the craft down from the shop of John W Haff, on the old Dock Hill. The Florence was formerly a knock-about boat owned by Commodore Ralph Brandreth, of the Sing Sing Yacht Club. It was built by William Osborne of Peekskill and was eighteen feet over all by six feet beam. Messers. Mezger and Dennis bought the boat for "a song", and then decided to have it altered into a power launch. Irving S Haff was secured to do the work, and he is credited with doing a perfect job. The boat was lengthened by spinning it out with a fashionable bevel stern, so that it is nearly twenty-four feet in length. It is fitted with a narrow bent pine deck, with oak trimmings: the lockers and flooring of the cockpit being finished in ash. The metal work is all of brass. The motive power will be furnished by a two-and-one-half horse power Palmer motor, made by the Mianus Electric Company of Mianus, Conn. The engine is of the gasoline-vapor kind. From what our local yachtsmen say, Messrs. Mezger and Dennis have secured a jaunty, comfortable boat at a very reasonable price. The boat was put over at Miller & Holden's slip, and it floats like a cork, and looks a "thing of beauty and joy forever". Village Clerk John M Terwilliger broke the customary bottle of wine over the prow of the launch and there were lots of sponsors present to wish success for the slick-looking craft and its popular owners.

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*The Republican*  
7.29.1899

**The First Trip of the Florence.** Sunday a new vessel was added to the fleet of the Ossining Yacht Club. Capt. "Hank" Haff certainly showed that he was a master craftsman as well as a jack-of-all-trades when he took the old "Pumpkin Seed" and made of it a handsome, speedy yacht. The engine was placed on board on Saturday afternoon, so that all was in readiness for the trip. Fred. Anderson connected the batteries and at last the Florence was all complete – a thing of beauty. "Billy" Mezger had his weather eye open, but said not a thing, for he knew that "Hank" and "Billy Walker knew how to do things.

<sup>1</sup> Now a suburb of Bayonne

Capt. Haff pulled the handle out of the driving wheel and started to turn it cher-chung, cher-chung. The engine did not seem to like the idea of being disturbed and kicked back, knocking a choice bit of cuticle from the knuckle of the operator. Nothing daunted, he turned again cher-chung, cher-chung, cher-chung -!!!(-- some more epidermis sailed off about 50 feet and struck the water with a splash. Then "Billy" Walker took a hand. It was no use, it kept raining and the darn thing wouldn't start. All at once, a Johan was discovered peeping over the balcony of the club house. "Bab" caught sight of him.-"There's 'Pete' Ressegiue". A grand rush was made, and soon the innocent but hapless "Jonah" was hustled out of sight and hearing. Once again Hank took a hand. Somebody in a pink shirt and white overalls blew into the gasoline tank. It is wonderful what effect amyl hydroxyl has upon a gasoline engine - cher-chug, they were off! Down opposite the depot they got on shore to stretch their sea-legs; at the proper time they returned, only to find they couldn't start her up again. A messenger was dispatched for "Irve", who soon arrived. He looked the engine over a little, and found that, out of eight navigators, not one had thought to turn on the electric current. This was the last hitch to the programme. Nyack was reached in about 40 minutes, where another halt was made to rest the engine. Then on up to Rockland, a race all the way with a Daimler motor boat of the Sing Sing Yacht Club in which honors were about even. One of the party on the Daimler boat being of a lucky turn at billiards as well as at yacht racing, won the day as mascot of the occasion. The venerable owner of the Daimler boat carries a feather in his hat and a chip on his shoulder, looking for more two-and-one-half horse power Palmer engines to make circles around -C.G.B.

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*Democratic Register*  
 9.15.1900

--Warden Johnson has purchased the Portland, of Albany, a 58 foot steam launch with triple expansion engines of 90 horse power, said to be capable of making 18 miles an hour. The boat

arrived here Sunday afternoon. Engineer Forkey, of the Kaelma, had charge of the machinery on the trip down.

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*The Democratic Register*  
 04.13.1901

**A New Launch for George F Secor.** Our people who travel much between Ossining and New York city may notice a large cabin power launch being construed along side of a planing mill as they pass through Tarrytown on a railroad train. This is a fifty-five foot cabin naphtha launch which Messrs. Petersen & Jensen, of that village, are building for George F Secor, of Highland avenue, Ossining-on-Hudson, the craft being from the designs of the owner and his wife as far as the accommodations are concerned, the details being faithfully carried out by the builders. The boat will be fitted out with all the modern improvements, and promises to be a staunch and comfortable yacht.

The length over all is fifty-five feet, with a beam of ten feet, six inches. The draught will be three feet, with twenty-eight inch free board. The forward deck will be eleven feet in length, and the after deck five feet, there being a roomy cockpit aft, the combing being just high enough to rest the back of a chair against. To sit with safety and comfort when the yacht is in a seaway. The deck is finished in oak, the cabin being of mahogany. The pilot house is seven feet in length, the salon being six feet six inches long. The lavatory and pantry occupy a space of four feet, followed by a dining room six feet and six inches in length, and a galley and refrigerator space of four feet in length. The engine room is eight feet long, the motive power being supplied by a sixteen-horse power naphtha engine. The lockers will be fitted with extensions so as to afford sleeping accommodations when needed.

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*The Democratic Register*  
 09.28.1901

**Wants a Larger Boat.**—Frank Valentine is preparing to begin work on a new power launch which will keep

him busy all next winter. He says his engine is too powerful for his present boat, and instead of selling his engine and getting a smaller one suitable for his boat, he will build a larger boat suitable for the engine. His present boat which he built last winter proved to be a flyer, and he does not want to bring up the rear with any of them, so he will busy himself this winter, when not busy at his trade, at building something that will lead the procession next season. As it is, it is said, there is only one - that of Irving Haff - which is speedier than his present boat, but he doesn't want anyone, even "Haff", a length ahead of him.

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*Democratic Register*  
 8.02.1902

**The Juanita Launched.** The natty little power launch, Juanita, belonging to Jacob E Crow and Harry McCurdy which was Mr. Crow's old one remodeled and rebuilt during last winter by Mr. McCurdy, was launched from Miller & Holden's inclined railway about 8 o'clock Wednesday morning in the presence of her owners and quite a number of admiring friends. She took the water beautifully and was praised by all. She is 33 feet in length, 5 feet 4 inches beam and 30 inches deep. She is provided with a Buffalo gasoline marine engine - the kind that took the prize at the Pan American Exposition. As soon as launched she got up power and sailed around in the most approved fashion.

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*Democratic Register*  
 8.02.1902

**Launching of the Isabel.** The handsome new power launch, Isabel, built and owned by Roger Haddock, was launched on Thursday afternoon from Osborne's boat house at Croton, and she took the water beautifully and set like a swan. She is 26 feet long, 5 feet 6 inches beam, and 24 inches deep. She has a white body, quartered oak cockpit, and mahogany stern. She is propelled by a Buffalo Marine Engine and promises to be one of the speediest of our constantly growing fleet. She is named Isabel after Mr. Haddock's wife.

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*Democratic Register*  
8.02.1902

**Launching of the dory Isabelle.** With the launching of the Cape Cod dory, Isabelle, on Thursday, the Eagle Marine Construction Company, of Ossining signaled its first attempt at marine architecture in a manner that leaves no doubt of the fact that the corporation has established itself as one of the flourishing industries of our village. There may be those, of course, who are not acquainted with the personnel and scope of the Eagle Marine Construction Company, so for their benefit the subjoined information is furnished. The officer on the company are as follows: President and chief naval architect, Master George W Martin; vice-president and assistant naval architect, Master Clayton S Coggeshall; secretary and treasurer, Stanton Cady; consulting naval architect, Peter Smith; board of directors, Dr. Edward B Sherwood, Henry Gerlach, Frank L Young, Aaron L Young, Stanton Cady and Robert T Dennis.

The object of the corporation is to encourage certain ambitious youths to carry out an inclination to perfect themselves in marine construction. Hence the launch of the dory, Isabelle, which is a shapely craft of sixteen feet in length, with three and one half feet beam, which is the joint production of the skill of Masters Martin and Coggeshall, directed by the practical experience of good natured "Judge" Smith, of boat building fame. The board of directors have announced that there will be no further issue of stock in the corporation, the investors being convinced that they own good holdings which are bound to increase in time. The Isabelle is named after Master Martin's mother, who is sort of sponsor to the Eagle Marine Construction Company. The boat was built in the barn on the Cady property, that proving to be about as good a dry-dock as can be found in town.

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*The Democratic Register*  
5.30.1903

--Charles G Washburne has bought a new 18-foot gasoline launch. It is a staunch little craft, and he found it up on

the lakes. He has named it the "Hattie" after his wife.

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*The Democratic Register*  
5.28.1904

--Roger Haddock's auto boat has been launched and is a beauty in every respect. Julius Peterson, of Tarrytown, was the builder. The craft, which only weigh six hundred pounds, is 30-ft. long and 4-ft. beam, will be propelled by a ten-horse power gasoline motor.

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*The Democratic Register*  
7.16.1904

**Yachting News.** J Herbert Carpenter's commodious and elegantly appointed new houseboat, "Whileaway" was brought up from her builder's yard, in Tarrytown, by Capt. Irving S Haff on Saturday last, and has been inspected by Mr. Carpenter's friends, who are enthusiastic over the boat's numerous good qualities. Mr. Carpenter will, when the boat receives its finishing touches, make a trip to Gananoque, Canada, which will probably be some time next week.

--On Thursday, the launches Isabel, Senta and Rover, sailed a race over a twelve-mile course, from here to Tarrytown and back, and the Isabel, Dr. E B Sherwood, won by a large margin. The Senta, F G Mead and the Rover, James Bedell, made a neck and neck finish for second place. This race was for a prize offered by Commodore Brandreth, and there was no time allowance regulations or restrictions. It was a case of the first boat home to win. A number of spectators witnessed the race.

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*Yonkers News*  
3.07.1908

**Mr. Soule's New Yacht.** Julius Petersen, the boat builder formerly located at Tarrytown, has purchased the house and grounds of the Nyack Rowing Association, and is now ready to take care of all contracts for building, repairing, or storing boats. Petersen makes a specialty of medium size cruising crafts and high speed launches.

He has a forty-five foot cruising power yacht on the stocks for Louis H Soule, of the Shattemuc Yacht and Canoe Club of Ossining. The boat was designed by Rodger M Haddock, of New Rochelle, and will have a torpedo stern and classy bow. The house will be of mahogany. The power will be supplied by a Twentieth Century twenty-horse power motor. The fittings of the boat will be of the best, and the owner expects to make extended cruises during the coming season.

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10.03.1908

**Andrew Rohr's New Yacht.** On Saturday last, at New Rochelle, a very handsome 26-foot power launch built by William Haff, a former Ossining boy, at his boat-building yard there was launched for the owner, Andrew Rohr, now residing in Wakefield, New York City.

The launching and christening was very successful and most merry, and the customary bottle of "bubbly-water" was used in the baptism, the name chosen being the "Teazle". Among those witnessing the ceremony were Mr. Rohr, Mr. and Mrs. A R Osborne, of Wakefield; Hiram Osborne, William W Ryder and Frank Valentine, of this village; William N Searles, Jr of New York and Mr. Haff and family.

A short diner followed at the Invermere Hotel, on the sound, and the new craft received many "good luck" toasts.

On Sunday, Captain and Mrs. Osborne, Hiram Osborne, W W Ryder and Mr. Rohr ran up to Ossining in record time, the ten-horse power Palmer engine driving the Teazle along like a race-horse, and a pleasant visit was made to friends in town, all of whom were glad to see our former residents about again.

The new boat is a beauty in every detail, and reflects great credit on its designer and builder, Mr. Haff, who is now rated as one of the best builders of small craft along Long Island Sound. It is to be hoped that the Teazle will be a source of great comfort and pleasure to her owner and his family, and will often cast anchor in our waters.

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7.24.1909

**Col. Brandreth's New Boat.** Col. Franklin Brandreth has added a fast motor boat of exceptionally graceful lines to the fleet of the Shattemuc Yacht and Canoe Club.

It is called the Firefly, and was built by Peterson, of Nyack, and is thirty feet long. It is equipped with a twenty-five horse-power Ferro motor and has a speed of about sixteen miles an hour.

Gilbert Brandreth is the skipper, but his affection for Col. Brandreth's other boat, the Phalarope, is just as fervent as of yore.

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10.30.1909

**Handsome Power Boat Launched.** A very handsome cruising power boat was launched from J Henry Holden's wharf on Wednesday last, having been under construction for some time past by John W Haff, the well-known boat builder, at his shops in this village

Its lines are extremely graceful and the boat is fitted with every convenience which ensures the maximum of comfort. Its length over all is forty-two feet, with a beam of ten feet, and draught of two feet six inches. While the boat is intended primarily for cruising purposes, it is confidently expected that it will develop considerable speed, its motive power being furnished from a fifteen-horse power Standard engine.

The new boat was constructed for E J Winterroth, the piano manufacturer, of New York, and he has named her the "Anna". It is his second boat from Mr. Haff's shops and he anticipates a great deal of pleasure from its use.

Mr. Winterroth has three fine stores and warerooms in Fourteenth street, next to Steinway Hall, and a magnificent salesroom around the corner, as well as one in One Hundred and Twenty-fifth street. He is well-know and well-liked in Ossining, where he is a frequent visitor.

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*Democratic Register*  
6.18.1910

**New Yacht Named and Launched.**

Harry M Carpenter's new motor boat was launched from the yards of the Tarrytown Boat Works last Saturday. As the boat slid from the ways, Miss Marie Louise Carpenter, the little daughter of the owner broke a bottle of wine over the bow and bestowed her own pretty name to the boat. This is also the name of her mother.

The engine was then set in motion for the trip to this village and Mr. Carpenter was accompanied by Isaac T Washburne and Robert M Akin of this village; Richard Foy, the builder, also Messers Kent, Youmans and Terrilion of Tarrytown. The "Phalarope" acted as an escort, having on board the owner, Col. Franklin Brandreth, J Frederick Hahn, Gilbert Brandreth and Ex-Alderman Albert I Tompkins.

As the "Marie Louise" approached the anchorage of the Shattemuc Yacht and Canoe Club she was accorded a hearty greeting. Mr. Kent, in his anxiety to get ashore, tumbled overboard. After he was fished out he made a bee-line for the clubhouse and appeared a little while later attired in a suit loaned by Mr. Carpenter.

The new boat, which was built from designs prepared by Rodger Haddock, of New Rochelle, a former Ossininger, is thirty-three feet long and is of the raised deck, hunting cabin type. She is built primarily for comfort and the owner and his friends anticipate some delightful uses during the summer.

Others present at the launching beside those already named were Mrs. Harry M Carpenter and daughters, Misses Helen and Alethea; Mr. and Mrs. William A Ranney, Mrs. Robert M Akin, Miss Christie Gardener, J Herbert Carpenter and sons, J Herbert Jr and Thomas M.

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*The above clippings were transcribed from the original newspapers, which reside at the Ossining Historical Society in Ossining, New York*