

The tenth NY32 was originally contracted to Fredrick T. Bedford. Her name was to be *Helen*, but her contract was sold to George Whitney prior to her survey on June 16, 1936 with # 8 & #9 of the class. Bedford was featured in Yachting's "In the World of Yachting" page (January 1930). He was a well-known Star sailor from the Pequot YC (CT) and pushed that club into the S-boat and 8-meter classes. In 1930, Bedford's 8-meter, *Loki*, was a Burgess and Morgan design built by A&R in 1925. In the 1936 Lloyd's Register, Bedford is listed as the owner of *Helen* (NY32 #10) and *Phantom*, a 70-foot overall wooden powerboat originally named *Frolic II*. Later he owned the 12-meter *Nyala*, racing against Vanderbilt in *Vim*. He had been a member of the NYYC, since 1924, and was also a Larchmont YC member. Bedford would have been one of the oldest original NY32 owners at 58 years in 1936 (obituary NYT May 9, 1963, p.37). He was a graduate of Amherst College in 1899 and went to work after graduation for Standard Oil Company, where his father was a director. Later he moved into sugar refining, joining "Penick and Ford, makers of corn, sugar cane and maple products, in 1913, and served as president of the company from 1926 to 1950." Bedford owned Nyala Farms in Westport, CT, with one of the finest Guernsey herds in the country, according to his obituary. It also said that he organized a safari to Africa in 1937, presumably for the hunting. Bedford's daughter Lucie said (pers com 2/05) that one of her sisters was named Helen and the other was Ruth. All three were LI Ladies Champions at one time or another. She claimed that if her father did not get the NY32, then he probably didn't want it. She described him as a "racer" not a "cruiser".

George Whitney named NY32 #10 *Larikin*, as shown on her Lloyd's June survey. The OED defines "larikin" as Australian meaning "juvenile of hoodlum or hooligan." Friends of mine visiting Australia noted that "larrikan" is a "mischief maker, outlaw." One can only wonder why Whitney choose her name. At that time Whitney already owned *Wanderer*, a 115- foot overall length steel power yacht designed by Henry Gielow and built in 1929 by George Lawley and Son in MA. Whitney had become a member of the NYYC in May 1925 and of the Eastern YC in May 1926. In 1936 *Larikin* was listed with the cruising fleet but not the racing fleet of the NYYC. She did not take part in the annual cruise that year. In November 1937, Whitney ordered a main sail and jib from Ratsey (Mystic, Coll. 236, v 136). In Brooks Brothers, Whitney is listed as the owner for 1936- 1940 and in the Eastern YC yearbooks for 1937-1940. In the EYC yearbook, Whitney

had no boats listed in 1941. In 1941, Jack Shethar chartered #10 for the NYYC Special Regatta off Glen Cove in August. He was the first owner of NY32 #1, *Valencia*, his flagship as Commodore of the American YC, and would later be the first to own a second NY32 (#9, *Sylvia*).



Whitney was 51 years old the year *Larikin* was launched (obituary NYT July 23, 1963, p. 29). He graduated from Harvard University in 1907 and went to work in Boston with Kidder, Peabody and Company in the banking and brokerage business. In 1909 Whitney moved to NYC and helped form the "stock-brokerage firm of Markoe, Morgan and Whitney. Five years later he joined J P Morgan and Company. Mr. Whitney was made a partner in 1919, and when the firm became a corporation in 1940 he became a director of J P Morgan & Co., Inc., and its first president." Whitney was chairman of J P Morgan and Company Inc. from 1950 to his retirement in 1955, although he remained a director until the 1959 merger with the Guaranty Trust Company. He was actively involved with arranging the finances for the 1939 NY World's Fair, according to his obituary. While Whitney was working at J P Morgan and Co., his brother Richard was president of the NY Stock Exchange. Richard was also a NYYC member and its treasurer from 1928 to 1938 when he resigned. In that year, Richard was convicted of the misuse of funds entrusted to him and served a sentence at Sing Sing Prison in NY. Chernow (1990) wrote that George was "always haunted by his brother's embezzlement scandal and vowed to pay back every penny" (p 491), which he

eventually did. "Perhaps as a result of his brother's crimes, George Whitney made a fetish of honesty." (p 492) Perhaps the charter and then sale of *Larikin* was prompted by the need for funds to repay his brother's debts.

The 1942 Lloyd's Register listed Lyman K Stuart of Sodus Bay, NY as the new owner of #10. Her name was now *Whisper II*. Stuart was a member of the Sodus Bay YC and had been its commodore in 1939-40 (Yachting, January 1940). In 1942, he was forty-four years old (obituary, Newark Courier Gazette, July 2, 1964, p 1). Stuart was described as an "industrialist and treasurer of C H Stuart & Co., Inc." He had been president of the Stuart Co. from 1924 to 1953 when he became its treasurer. Stuart graduated from Cornell University in 1921. "In October 1942 he was appointed associate administrator for the State of New York on the War Savings staff of the office of Secretary of State." Stuart won Life magazine's national amateur photographic essay contest. His winning work, called "Wild Birds in Flight," was one of 1,232 entries. According to the article "Sapsucker Woods fulfilled prof's dream" in The Ithaca Journal (April 13, 2003, p 3B), Stuart had learned to photograph birds from his ornithology professor, 'Doc' Arthur Allen, at Cornell. Upon winning the Life contest, Stuart contacted Allen to ask if he had a favorite project at Cornell. Allen's dream was to see Sapsucker Woods become a sanctuary before it disappeared into housing developments. Stuart, with his aunt, bought and contributed 110 acres to which neighbors added another 29 adjoining acres. A ten-acre pond was constructed at the edge of the woods which helped attract waterfowl to the new Sapsucker Woods Sanctuary. The next project was the design and construction of a building overlooking the pond for ornithological research. This became known as the Lyman K Stuart Observatory. Stuart's son would later own *Whisper III* (#1 of the class).

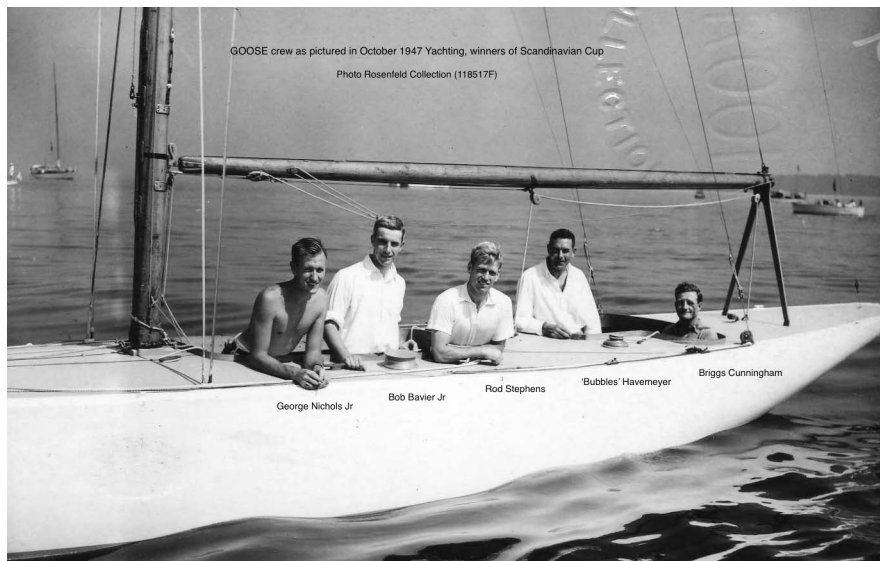
Lloyd's Register for 1947 listed Ledyard Mitchell, Jr of Grosse Pointe, MI as the owner and her new name was *Soubrette*. In the "Detroit Jottings" pages of Yachting (December 1944) it said that "Ledge Mitchell" had announced he was the new owner and he had "taken over from Hollis Baker of Grand Rapids" (MI). The Ratsey collection (Mystic, Coll. 236, v 120) listed a NY32 "CC spin" for Baker in April 1944. Daughters of *Gentian*'s owner Smalley remember Baker and *Whisper* cruising with *Gentian* and their family. He was a friend of their fathers (em 3/08) who owned a furniture company in Grand Rapids, MI. It was the company founded by his father, Siebe Baker, in 1893 in Holland, MI, (The Antique Shoppe Newspaper, May 2006 article "Good Reproductions, Baker Furniture"). In 1941 the company opened the Baker Museum for Furniture Research in Holland, providing source information on authentic furniture for researchers and collectors. According to a reference found on the history of Grand Rapids -- Grand Rapids

Men in the American Furniture Hall of Fame – “Hollis S. Baker (b1888 d1996), was a trailblazer and ‘Renaissance Man’ of the furniture industry. He was artist, connoisseur, salesman, administrator, and leader.” He headed Baker Furniture from 1925 after graduating from the University of Michigan and presided over the spectacular growth and success until his death. Neither #10 as *Whisper II* or Baker appeared in the yearly race results, although he was listed among the crew aboard *Away* (#19) for the 1947 Miami- Nassau Race (Yachting).

In the 1951 Chicago Mackinac Race article in The Rudder (September, 1951) *Soubrette* was listed as the winner of Class B. The author, Bruce Grant, described *Soubrette* as "the fast little sloop of Carter (Chic) Sales Jr., of the Bayview Yacht Club" yet several (among them Spike Neesley and Skip Gmeiner, see sections for #2 & #15) Bayview YC members and NY32 owners say Sales never owned one of the class. Mitchell's cousin, George Hendrie (crew #6), said (pers com 5/07) Ledge did not race in the Chicago Mackinac so probably Sales had chartered *Soubrette* for this Mackinac race. There were two other NY32s racing, finishing second (*Vitesse II*) and fourth (*Gentian*). In 1950 (Yachting, September) *Soubrette* and Mitchell finished fourth in the Port Huron Mackinac Race, beating three of her sisters also in that race. She was not listed in the Chicago Mackinac Race that year. In the February 1953 Yachting it was reported that Mitchell was retiring as a racing skipper. *Soubrette* had won the season championship in Cruising A over *Vitesse II* the prior season. Mitchell was described as a past commodore of the Grosse Pointe Club and the Detroit Cruising Club. George Hendrie, regular crew on *Falcon II*, said (pers com 6/05) he crewed a couple of times on *Soubrette* in FL.

The May Yachting (1953) had the news that Mitchell had sold his 32 to Dr. George Nichols Jr., who renamed her *Bêtise* (French meaning 'folly' or 'foolish mistake'). Dr. Nichols had become a member of the NYYC in May 1946 and so *Bêtise* returned to the Club. Nichols Jr. had become a member of the SCYC in 1940 and the Eastern YC in 1948. He grew up in, and was still a member of, the Cold Spring Harbor Beach Club as well. His father was the first owner of #18, *Gentian*, and then the famous 6-meter *Goose*, both of which George Jr sailed aboard. In 1958, he would become a member of the CCA. Nichols and the #10 were listed at EYC for 1954 and 1955, but no boat was listed for him in 1956. Dr. Nichols was thirty years old when he bought the NY32 (obituary Boston Globe, March 15, 1989). He graduated from Harvard University in 1943 and Columbia Medical School in 1947. Dr. Nichols taught internal medicine at Harvard Medical School as well as practicing at three Boston hospitals until 1974. In that year, he established an Ocean Research and Education Society to teach oceanography and

to study whales from aboard a schooner first and then the square-rigged *Regina Maris*.

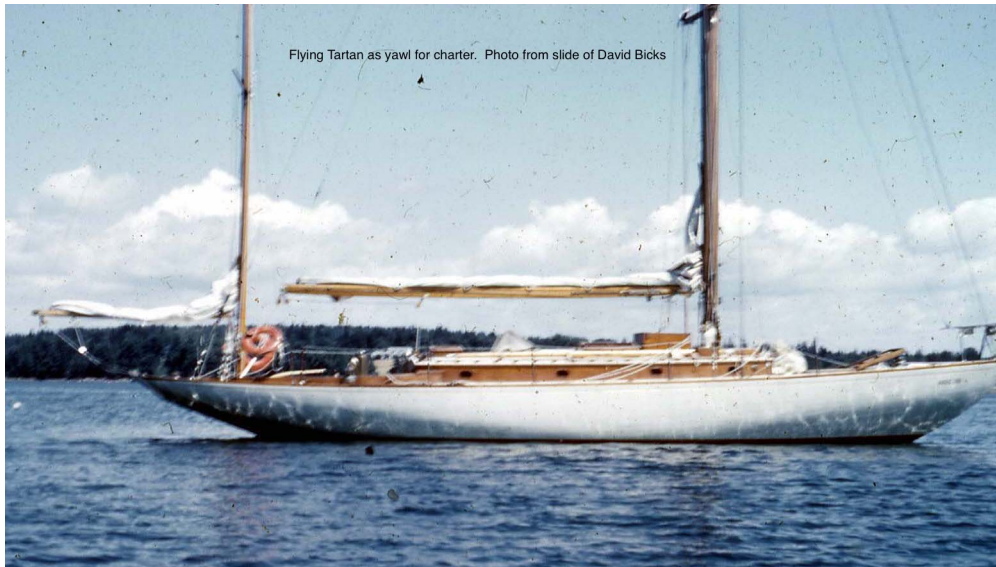


Yachting (August, 1953, p 53) among the design pages reported "N.Y.Y.C. 32 re-rigged as a yawl" with sketches of both the new yawl sail plan and original sloop sail plan. The design note said that she was re-rigged at the Mystic Shipyard to the plan by S&S. It suggested that this was the first of the class to change her rig from sloop to yawl, but one other (#3) was noted to have made the change also in 1953. A third (#11) would make the rigging change to a yawl after surviving the 1954 hurricane, and still later, a fourth (#20) would adopt a yawl rig. The S&S yawl design plan does not appear with those of the NY32 (#125) but was numbered 1069 and with the S&S plans on file at Mystic Seaport. It is dated May 14, 1953. The Yachting note said that Dr. Nichols' "objective was a rig which he and Mrs. Nichols and their growing family could handle easily, without the aid of a paid hand or sizeable racing crew such as commonly manned the boats in the '30s." The changes increased the total sail area by 29 sq. ft., although the mainsail area was reduced by 85 sq. ft. with the shortening of the boom. She kept her original fore triangle with genoa and spinnaker size and added the option for a mizzen staysail. "Dr. Nichols is a first class racing skipper, as he has proved in Six Meters and other keel classes, and if he races *Bêtise* against any of the sloop-rigged 32s, it will be interesting to see how she fares. Her Cruising Club Rule rating, with the yawl-rig credit to offset the slight increase in total area, should remain about the same." According to the NYYC Race Committee report for 1954, *Bêtise* was rated at 35.8 and 184.64 seconds per mile with her yawl rig. The rating for *Mustang* and her sloop rig was 36.5 and 181.16 seconds per mile. Two of the

others in the class were also listed with ratings of 36.0 (183.64 s/m) for *Sapphire* (#15) and 36.2 (182.64 s/m) *White Lie* (#1). No match or other races appeared.

In 1955, Dr. Nichols ordered a Concordia 41 according to the plans collection at Mystic Seaport Library (Concordia Company Collection, uncatalogued 3/08) However, correspondence showed he wanted the interior modified to "arrangement plan G" drawn in September 1955 by Fenwick Williams. The modification called for the galley forward, extra tanks and more of an aft cabin. (This interior design would be more like his NY32 with the galley forward and aft stateroom.) He wanted a sloop with Hunt-type bowsprit and a roller furling jib. Nichols drew the sail plan himself. Nevins was working on a roller furling boom which Nichols also wanted. In a fall 1955 letter to Waldo Howland, Dr. Nichols, who did not seem pleased with the progress of the boat, wrote to remind them that he wanted to take delivery of the boat in June 1956 to cruise in the Baltic. He had wanted her built abroad because it would be "cheaper and the construction excellent." He needed to know that the boat would be ready so he could book passage for his family for June. "I called Ray the day on which I sold my '32' and told him I wanted a boat next year. That was in June -- a year before we wanted her." He and his family did cruise in the Baltic aboard *Magic* and then she was shipped to Boston. His son said (4/05) that he raced aboard *Magic* with his father in three Bermuda Races and then at least one aboard his next boat, *Airmail*. Nichols' daughter remembered the cruise aboard *Magic*. She also said her father liked to sail single-handed (per com 4/05).

Dr. Nichols' son, George, watched his father and a paid hand ride out 1954 hurricane Carol off Marblehead (per com 3/04). He said that "Don Kent was the only weatherman who got it right." His father filled *Bêtise*'s fuel tank and was on the boat from about 11am until after 5pm when the storm had passed. He said that their 32 was one of about three boats that were not damaged. This was the same hurricane that #11 survived in Buzzard's Bay. In addition to racing, George said his father loved cruising, while his grandfather (original owner of #18) preferred day racing around buoys to overnight races or cruising (per com 4/05).



The 1956 Lloyd's Register listed Henry C Taylor of Cold Spring Harbor, NY as the owner of NY32 #10, now named *Barunita*. It also listed Taylor as the owner of a second *Barunita*, a 38-foot length overall "sloop" designed by S&S and built in Germany in 1953. This same *Barunita* was later described as a Loki yawl. The 1957 Lloyd's again listed Taylor with two *Barunita*'s -- one the NY32 and the other a 59-foot length overall ketch built by Hodgsons in Boothbay, ME in 1957. The ketch was S&S design plan #1269 and listed in Best of the Best (Kinney and Bourne, 1996). In 1958 Taylor only owned the ketch according to that Lloyd's. Obviously, the name was a diminutive for *Baruna* (god of the water), Taylor's famous 72-foot yawl built in 1938 and winner of the 1951 Newport to Annapolis Race by fifteen minutes over *Bolero*. Taylor's daughter (per com 12/04) remembered the "big *Baruna*" and then a Loki yawl for maybe a year or so before his motor-sailor *Barunita*. She remembered the Nichols' in Cold Spring Harbor, but not the NY32 specifically. Dr Nichols' sister wrote (em12/04) that it was a Henry Taylor in Marblehead or EYC area that bought #10 not the CSH Taylors. Searches by the EYC historian, Anne Bullis, found no Taylor or *Bêtise*. It seems unlikely that Taylor would own two yawls at the same time of the same name. However, the Ratsey collection (Mystic, Coll. #236, v 169) showed that in July 1956 Taylor ordered a "S&S NY32 main for Aug 8" and a mizzen staysail for *Barunita*. The 1958 Lloyd's Register listed *Barunita*'s owner as James F Murray with her homeport as Cold Spring Harbor. Murray changed her name to *Flying Tartan*.

Murray, with a Garden City address, raced *Flying Tartan* in the 1960 and 1962 Bermuda Races. She was not the first 32 to race in this 635-mile off shore

race – in the 1936 race there were four (see sections for #2, #4, #5, #6). In 1938, two raced -- #3 and #17. In 1946, 1968, 1970 and 2006 there was one of the sisters racing. In other years until 1968, there were at least two or more racing to Bermuda. The 1960 and 1962 races had five of the sisters competing with 1956 and 1958 sporting four of them. She was also not the first of the sisters to compete as a yawl. In 1954, *Lord Jim* (#3) raced and then as *Icefire* competed in 1956, 1958, 1964 and 1966.

In the 1960 August Yachting, Alfred Loomis' headline was "Slow Race to Bermuda, Battering Gale follows four drifting days." The start that year was June 18th after three 15-minute postponements in "pea soup" fog. With Wednesday came southwest gale winds diminishing over 18 hours from 60 to 50 to ... a pleasant sailing breeze. The 32s raced in Class B and C with *Flying Tartan* finishing 18th in Class B ahead of *Salty* (#9, 25th) but behind *Sirius* (#19, 14th). The two other 32s raced in Class C where *Shady Lady* (#1) was 13th and *Gaylark* (#13) was 18th in the class. In 1962's Newport to Bermuda Race, there were again five of the sisters with *Mustang* (#17) joining and *Sirius* absent. This was the 23rd Bermuda Race. Loomis in the August Yachting called it "Fair Wind to Bermuda Except for the Big Calm." *Flying Tartan* (20th) and *Shady Lady* (12th) raced in Class C, while *Gaylark*, *Mustang* and *Icefire* were in Class B. *Gaylark* was first in class followed by *Mustang* on corrected time.

The CCA collection (Mystic, Coll. 303) and Loomis collection (Mystic, Coll. 164) have the crew list for the Bermuda races. In 1960 *Flying Tartan*'s crew in addition to the owner were Mark Scher, navigator, Roger Hubbell, assistant navigator, Joseph Maxwell, Ellsworth Childs, Richard Dunn, Walter Reynolds and William Crane (Coll. 303, B12. 5, f 10). The 1962 crew included Roger Hubbell, navigator, Richard Dunn, first mate, Ellsworth Childs, second mate, Frank Green, cook, Peter Hubbell, Rally Migliaccio and Alexander Nagle, Jr. (Coll. 164, B 58, f 4). In 1962 *Flying Tartan* had white topsides, green bottom with red boot and white decks. For the 1964 Bermuda race, Murray entered another *Flying Tartan* (Mystic, Coll. 303, B 12.8, f 20). This one was a 40-foot LOA Bounty fiberglass sloop. Among the letters of sponsorship was one from Gardner Egerton of the Boston Insurance Agency, who new Murray when he owned a Weekender before the NY32. He said Murray had taken both south in the winter. Carl Hovgard wrote that Murray was a good offshore sailor who had taken his wife and children cruising. Murray's note explaining the change in yachts said that Raymond Kallman was among the crew. Skip Gmeiner's NY32 Owners Club 1968 information showed *Flying Tartan* had a Gray 31hp engine, but no information on hull or deck colors.

Ray Kallman wrote (4/07) that he named #10 *Laura* after his daughter, a baby at that time. He was a well known Thistle sailor and engineer working for Grumman Aircraft on LI. He and Murray were good friends, but seldom sailed together on the NY32. Kallman had admired the 32s for a long time, seeing *Mustang* and others. When *Flying Tartan* became available, he bought her. He said he loved the boat but had to sell her because of business activity. He first saw her in the Archie Yard in Glenwood Landings, where a friend he sailed with kept his S&S yawl, a sister of *Finisterre*. Kallman raced *Laura* and cruised with his family on LIS.

" We won first place in the first 'Off Soundings' Fall series in 1963 from New London to Three-Mile Harbor with Jim Murray aboard. They beat *Mustang* in an Indian Harbor overnight race in the late 1960s, but only that once. *Laura* was converted back to the sloop rig when the bronze pelican hook on the weather mizzen backstay failed in a heavy gust and she lost her mizzen off Fishers Island. This was during the Ram Island Race in 1965 or 1966. I did not replace the mizzen and sailed her with the shorter boom after that. I liked her tiller steering and remember a moderate amount of weather helm, particularly on one tack, which the offset propeller probably did not help. Her rudder broke off one night during another race when along the Connecticut shore and they sailed her across the Sound, maneuvering her into Northport Harbor minus the rudder. The replacement rudder had a straight trailing edge.

An especially memorable race was a late 1960s Vineyard Race. *Laura* sailed out in the ocean south of Block Island while most of the fleet went around to the north. When we came within sight of the Vineyard Tower only three of the bigger boats - the 72-foot yawl *Cotton Blossom*, Gerry Ford's 12 meter *Nyala*, and De Coursey Fales beautiful schooner *Nina*, were ahead of us. *Laura* sailed into a hole near the Tower, but nonetheless finished fourth in that race."

The current owner of NY32 #9, *Salty*, recalled helping Rod Hickey work on *Tenderly* a few Saturdays in 1966 or 1967 (Skip, pers com 4/05). The boat, he thought, was in a yard in Hempstead Harbor where Hickey and his son-in-law worked on her to get her sailing again. Hickey was very excited with the NY32 and worked on her for several seasons before sailing her. When she was sailing, *Tenderly* raced against *Salty*, then owned by George Hoffmann (see #9 section). Skip's father crewed with Hickey then and later, after selling *Tenderly*, Hickey

sailed aboard *Salty* when Skip's dad owned her. Hickey was the owner who began the documentation of *Tenderly*. Hickey sold the 32 because of health reasons.



In early 2009, David Crawford found the Buzzards Bay Yacht Service web site showing work on #10 for her then new owner. He supplied information on *Tenderly*'s restoration with Rod Hickey, being among those who helped. Rod Hickey purchased her in late 1960s and then spent some three years working to restore her at United Boat Yard, City Island. Hickey was a member of the Douglaston Yacht Club. David wrote that Rod and his wife, Mickey, named #10 *Tenderly* after "their song" -- it was the 1947 Sarah Vaughn recording -- "The evening breeze caressed the trees, *Tenderly*..."

David wrote (em 3/09) that a few other friends contributed time and materials—a son-in-law, Ed Buehler, helped and Fred Paulson (an owner of a wire manufacturing company) furnished much of new standing rigging, lifelines, etc. There was also a "shed neighbor who had a classic power boat," and worked as a commercial pilot who helped ferry some chrome fittings to be re-plated. But basically, it was Rod with his help that did all the stripping paint, sanding, varnishing and painting. The deck "leaked so badly that the previous owner's son

said it was like Niagara Falls below!” They removed the canvas, added marine plywood, fiber-glassed and painted the new deck buff color. They “painted the hull Endeavor Blue” themselves. Rod had new “hatch covers and skylights made” finished “to bare wood” that David helped with the varnishing.



Dockside on City Island one afternoon, a previous owner (as *Flying Tartan*) stopped by to visit, David wrote and told them “how during a Bermuda Race they were knocked down in a hurricane far enough to have her upper spreaders in the water.” She came back up and they continued... sea worthy.

In January 1978 Robert Johnson became the new owner of *Tenderly*. The abstract of title shows \$19,000 as the amount of the 'consideration'. Johnson said (pers com 1/05) that the boat had been on the beach for a "number of years" when Hickey bought her in a Roslyn yard that had gone out of business. He recalled that Hickey's wife had sailed occasionally on the boat and that his grandson was a sailor. Johnson (per com 3/04) was living on a houseboat near where *Salty* and

Sirius (#9 & #19) were moored. Johnson said that he fell "in love with the NY32 on the spot despite the lousy weather that day." Prior to the NY32 he said he had owned or sailed on a NY50 and a NY40. Johnson said he thought the 32 sailed as well as the Herreshoff yachts with her poorest performance dead down wind. In his opinion, only a "Burgess 1901" was a better pointer.

The documentation for #10 ends with a sale of *Tenderly* to Lynn Wines in October 1979 for \$10,000. Johnson explained (2/06) that at the time his trucking company was being sued and to protect the boat he put her in his friend's name. When that danger was gone he reclaimed her.

In the 1986, news to owners about the 50th year celebration being planned (see #5 section), August had noted that "NY10 was in a Connecticut boatyard undergoing major surgery. We wish her well." The yard was Dutch Wharf Boat Yard in Branford where Johnson had taken her for some needed work.



In March 2002 *Tenderly* was for sale. Mitch Neff, President of S&S, said the mast was well wrapped and inside, but the boat still needed a lot of work before she would sail again. She had been out of the water for about seventeen years. Her interior was almost original. The owner had found the yard work very good, but with a change in management felt the boat should be moved. At that time, the writer's family was also looking at another of the class, #18, which they eventually purchased, but wanted to see *Tenderly* with her near original interior. Neff said he would escort them to view her. The day before the scheduled showing, Neff called to say that the boat "had been arrested" (pers com 3/02) and called off the visit. She became the second of the class to go through an arrest with legal battle.

Johnson and the yard owner came to a disagreement over the billing on the work being done. In The Wave, the S&S Association newsletter, (February 2003) a note by Bob Scott (#6) said -- "Tenderly sold at sheriff's auction to Dutch Wharf (I assume no other bidders.) Owner told Mitch he has \$36,000 in her - about half yard bills and half legal. No clue what owner plans." Johnson said (5/07) that there were two bidders as he also bid, but the yard owner went higher.

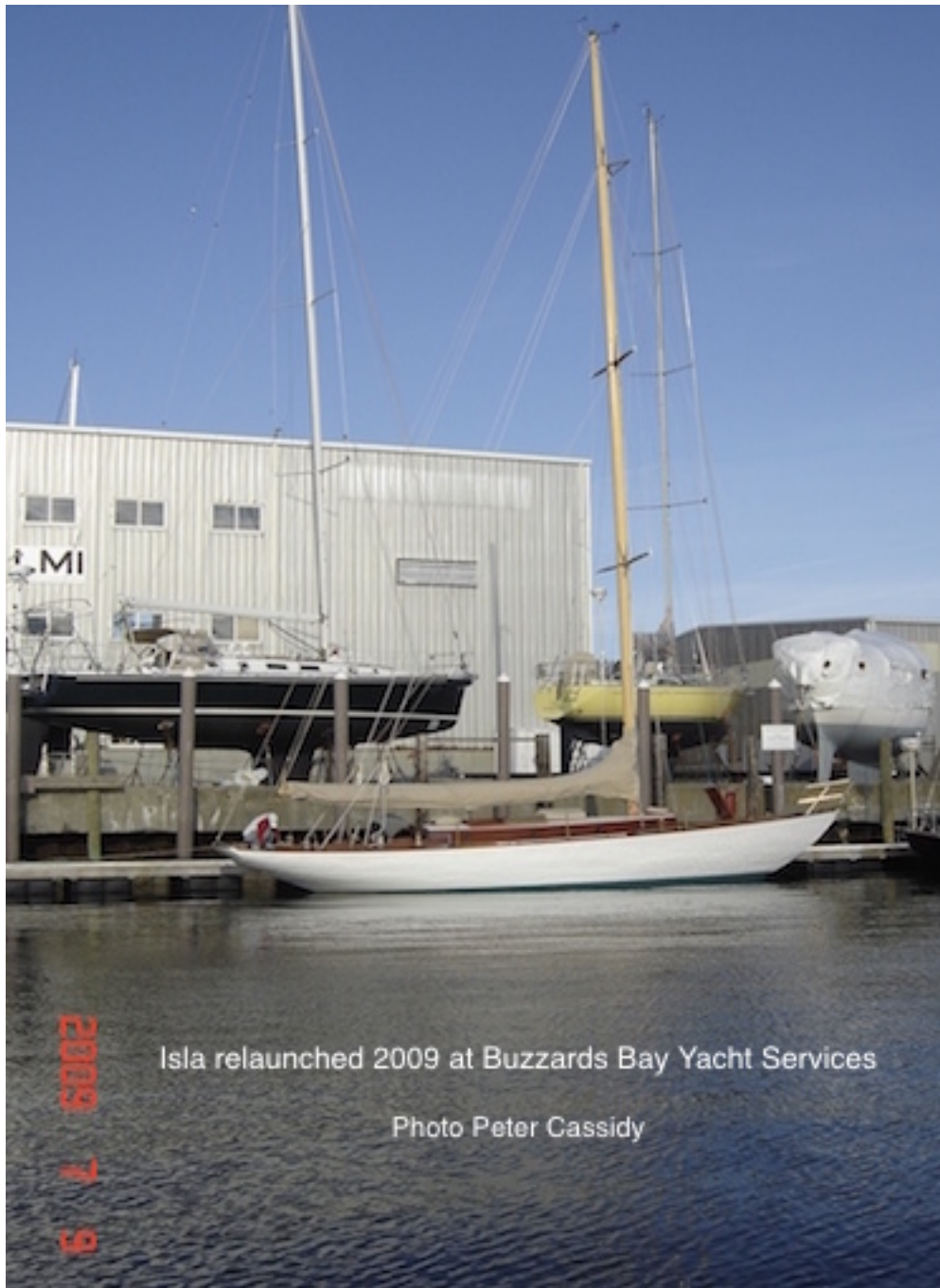
In the January/February 2004 Wooden Boat (p. 9) there was a half-page ad for a "Classic New York 32" at Dutch Wharf Boat Yard in Branford, CT. The pictures show a blue hull NY32. The ad tells briefly about the class' origins and continues:

"All interior joinery and bronze fittings are original and in good condition. This classic has been partially restored but needs significant additional work.

She can be made available on very favorable terms to someone with the vision and financial means to continue the restoration in a strictly professional manner to her original condition. This is not a project boat for the weekend carpenter.

If you are that unique mix of traditionalist and sailor who demands the very best in classic vessels, please contact us for further details."

Tenderly was still at the yard awaiting her next owner and a chance to sail again.



In spring 2008, NY32 #10 left Dutch Wharf for Buzzards Bay Yacht Services to begin her restoration and return to sailing. The new owners were Henry and Jean May from Houston, TX. Henry wrote in May that her new name was *Isla*. He explained a double meaning for this name – one being that “was his grandmother’s given name. ISLA is, of course, Spanish for island. It is also a

Gaelic name, being the feminine of ISLAY, an island in the Hebrides off the Western coast of Scotland.” Her home port is Southwest Harbor, Mount Desert, ME. They have owned several boats and restored (in about 2005) a 1946 Luders 16 that they race regularly among the fleet in Southwest Harbor.



In 1980 Henry and his wife Jean had chartered *Dulcinea* (NY32 #20) in Camden, ME via an ad in a sailing magazine. Henry explained that she was a yawl and they cruise to Mount Desert with ‘captain’ Roger (a friend of the then owner) doing the cooking. Roger related that the owner (a doctor) had “purchased the *Dulcinea* with a view of making a round the world trip, but had decided that the boat was not suitable for this purpose. I never understood why this would be his view since it seemed perfectly adequate to me for that purpose. It had radar and loran, which was good since we had more fog than sun.” (em 6/08) In about 2006, Henry decided to see if he could find *Dulcinea* with the idea of chartering her again. Of course, he discovered she was now *Siren*, owned by Peter Cassidy. Peter started and maintains the NY32 web site, so they did sail aboard again and decided that “we must have a New York 32 of our own.” They located #10 at Dutch Wharf.



The Mays and *Isla* have joined in the classic wooden boat races in Penobscot Bay. She has raced with (but always competing with sisters 2 or 3 or 5 of them) in the Eggemoggin Reach Race that starts in August off WoodenBoat in Brooklin, ME, after two feeder races from Castine to Camden and Camden to WoodenBoat. In 2011, they finished in elapse time was within 8-minutes over the 16-nautical mile course for the three NY32s with three seconds between the first to cross and the second. On corrected time, *Isla* was first to *Siren* second, although in elapse time that was reversed. Their local sister, *Falcon*, was third minutes later. Later that year, *Isla* and *Siren* traveled to Newport to join *Salty* for the annual Museum

of Yachting Labor Day weekend racing. They also celebrated the sister's 75th anniversary.



Isla starting the 2012 Bermuda Race
Photo Cory Silken (2012-06-15-0199)

In 2012 Henry May took NY32 #10 back to Bermuda, after fifty-two years, in the race from Newport. This time she sailed as a sloop. The crew included sons Henry and Ben May, Frank Cassidy (navigator), Peter Cassidy (watch captain), Ben Sperry (watch captain), Matt Murphy, Kevin Porter and Jim Slavas (cook). The watch captains are owners of sisters #20 and #18 and Matt Murphy is editor of WoodenBoat magazine. Many of the crew had done the race before, especially aboard *Siren* in 2006. *Isla* raced in Class 1 of the St. David's Lighthouse Division and finished 5th when scored IRC and 9th scored ORR.

In 2014 there were five other NY32s among the wooden classic racers in Penobscot Bay. In 2015, *Isla* won their class with *Gentian* and *Falcon*, second and third on corrected time. But all three finished within 10-seconds of elapsed time for the 2 hour and 41minute race. For the 2018 Eggemoggin Reach Races, there were five of the sisters in their class and there was surely a 'fight' at the start with three 'over early' – *Gentian*, *Isla* and *Falcon*. Again, competition among the sisters, no matter the year or owner, is still going strong.



Any questions, corrections, more information, please contact me – am happy to see all

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Notes -- Mystic Coll. are among the Manuscript Collections at Mystic Seaport