

The first owner of NY32 #12 was Arthur W. Page, who became a NYYC member in March 1936 while the boats were being built at the Nevins yard. He was proposed by George Nichols and seconded by Junius Morgan, both owners in this new class. His was surveyed with #11 and #13 on June 29 of that year. Page was a member of the Cold Spring Harbor Beach Club (CSHBC) and its president from 1932-1937 (Fairchild & Crocker, 1964) Page was also a member of NAYRU in 1936. In 1944 Page became the president of the YRA of LIS (Yachting, March). Page named the NY32 *Rampage II*. The first *Rampage* was an Atlantic among those first ordered in CSHBC in 1929.

Page was one of the older first owners, being fifty-two when he bought *Rampage II*. His obituary (NYT September 7, 1960) cited him as a "business executive, editor, publicist and government consultant ... who concerned himself with the future, with the shape of things to come." In 1936 he was vice-president in charge of public relations at A T & T, a position he held from 1927-1947. "In 1945 he was appointed a temporary special consultant to the Secretary of War in public relations." After graduating from Harvard in 1904, Page went into the publishing business with Doubleday, Page & Company. The last fourteen of the twenty-two years he spent there were editing *World's Work*, when his father, Walter Hines Page, was appointed by President Wilson the U.S. Ambassador to the Court of St. James. "Mr. Page's public service started in 1930 when he was an advisor to the United States delegation at the London Naval Conference."



An aside –a bit of earlier class history –

Occasionally within the articles and notes from the mid-1920s and into mid-1930s there is a phrase or two about a new one-design class to replace the marvelous NY30 class from 1905. One specific example, J.P. Morgan's *Grayling*, is given by Bray and Pinceiro (1989), but the idea met with lack of interest to build more boats. It is perhaps also an interesting look at how some yachtsmen of means found ways to keep yacht yards and builders afloat. In 1923 work fell off at the Herreshoff Manufacturing Company (as well as others) when the economy slumped. J.P. Morgan had a new boat designed and built. Her name was *Grayling* and she was envisioned as a prototype for a class to replace Herreshoff's NY30 design. She was 46' 4" loa, 30' lwl, 9'1" beam and 6' draft and orders for more than the one would certainly have been most welcomed by the yard. Since she rated as a Q-boat under the Universal Rule, *Grayling* was purchased and went to race with the Marblehead Q-boat fleet. In 1923 Rufus Murray left the Herrshoff yard

for work at the Nevins yard. In 1924 the Herreshoff Manufacturing Company went up for auction and under the Haffenreffer's (Narragansett Brewery owners) went on with twenty more years of yacht building.

Other suggestions from popular magazines were with race results pointing out how many of the NY30s were still racing or how the numbers were declining. There were two references in Rudder from late 1934 on the apparent desire for a new one-design class. In the September Rudder, an S&S design called the Kretzer was described as "a real cruising class for the Sound". It reported that three were under construction at Kretzer's yard on City Island for L. L. Stanton (soon to be the first owner of NY32 #4), Russell Baxter and Howard Foster for this 30' loa and 22'4" lwl sloop.

In Rudder's December (1934) issue a design "A new thirty foot class by Herreshoff" was published. The dimensions given were about 50' loa, 33' lwl, beam 10'6" and draft 6'10" with a marconi rig of 1120 square feet of sail and small engine. This would have been larger than the earlier *Grayling* design but of similar profile look. The design 'blurb' begins with "There has been talk for a long time of bringing out a new class which will take the place of the venerable New York Yacht Club Thirty-footers and the Herreshoff Manufacturing Company, which designed and built the famous class back in 1905, has been planning on producing a 'modernization' of the boat." (For more on the design competitors in December 1935, please see section for #18 of the class.)

Probably the most enlightenment of this transition and desire for a new one-design class was the short piece, "Thirty-twos" by Walter Hines Page II found in the Souvenir Program, Sixteenth Defense The America's Cup International Yacht Races (Summer 1937), which cost fifty cents then. This articles begins :

"The New York Yacht Club 32-Foot Class was organized, designed and built to fill the niche under modern conditions which the old New York 30's did in their day. The old 30's are still successfully racing, but two important changes in the last thirty years made the requirements of the new boats very different from their predecessors -- an effective auxiliary engine and the habit of ocean racing.

To combine both racing and cruising qualities in a boat small enough in size and cost to insure a good sized class is a real achievement. A year and a half's record of the 32's is their answer to the cruising man's fear that no racing boat can cruise and the racing man's doubt that any cruising boat can race."

And continues near the end with -- "During the depression there was considerable discussion among members of the Cold Spring Harbor Beach Club, and the Seawanhaka and American Yacht Clubs of the possibility of a new 30-foot class. During the late Fall of '35 the time seemed propitious and the project was put before Commodore W.A.W. Stewart to see if the New York Yacht Club would sponsor the Class. Commodore Stewart acted immediately, appointed a committee which asked for designs."

The author's father, Arthur W. Page, was one of the Cold Spring Harbor Beach Club's founders and president from 1932-1937 according to Fairchild and Crocker (1964).

Against the back-drop of the world, country and yachting, the thirty-two-foot one-design class of the New York Yacht Club was born. The first public announcement came in the Friday, December 13, 1935 articles in both the NY Herald Tribune and the NY Times. James Robbin's headline in the NY Times was "N.Y.Y.C. proposes new yacht class ... Aim for all-around boat .." William H. Taylor in the Tribune's headline said "NYYC fosters new one-design racing boats ... Sponsors of class expect to produce craft suitable for offshore competition.." Both articles say the idea was for a sloop of a 31-32 foot waterline length and around 45 feet over all length. Taylor said it was

"a new one-design class of yachts designed to be equally suitable for offshore or LIS racing and cruising is being fostered by the New York Yacht Club it was learned yesterday. While plans are not definitely made, it is likely that half a dozen of these boats will be built for next summer.... So far the plans are still in the incubator stage."

Robbins said the new one-design was

"to take the place of the famous thirty-footers in the future. The start may be made this Winter, with some of the craft in the water and racing next Summer. Such a move has been under consideration for several years. The room for such a class has been apparent since the gradual breaking up of the 'thirties' as a fleet, but nothing concrete came of the idea until a committee was formed to foster the plan."

Both articles name the members of the committee -- Charles F. Havemeyer (first owner of #2), John B. Shethar (#1's first owner), George Nichols (first to own #18), Robert N. Bavier and a fifth to be named later. It would be Paul Hammond. Later in his piece, Taylor explains that

"they are to be designed to the so-called ocean-racing rules of measurement, which has been worked out by the Cruising Club of America and the New York Yacht Club, and which will probably be adopted by the later, as it has already been by the former, before the end of this month. The sponsors of the class expect to produce a boat that will have comfortable cruising accommodations and the ability to go to sea, yet at the same time will carry sail enough to be a satisfactory boat for racing on the Sound and in other coastal waters."

Robbins includes a few sentences saying that the remaining NY30 owners intend to carry on with them despite the fact it is their 31st year afloat. At a recent class meeting they discussed a proposal to re-rig them as yawls. This change would apparently give them a better handicap for distance races. Taylor closes his article by saying the following.

"The new boats will probably have small motors, and presumably a set of class rules which will require them to carry normal cruising equipment

and prevent some of them being "skinned-out" into racing machines, a tendency which has broken up more than one combination cruising-racing one-design class in the past.

When the committee begins to function, it will probably ask for sketches and bids from several of the leading naval architects and yacht builders. Half a dozen men are reported to be interested in building to this class, and more may turn up when the plans are more matured. They will probably be sloop or cutter rigged, and the design will be picked with an eye to possible competition in the Bermuda races as well as lesser events."

From the time of this first announcement to the launching the first two of this twenty boat class would be just shy of five months. Amazing !

Back to *Rampage II's* story --

Page had three sons, Walter, John and Arthur, and a daughter, Molly. Molly was among the juniors on the 1937 cruise (see section on #2 for more on that cruise). His wife Molly was CSHBC representative to the Women's Championship at least in 1936 in Atlantic (Mystic, Coll. 198, v56). John's wife, Susan, said she was a girl friend when the Page's had *Rampage II*. The family and friends sailed aboard her and it was fun (pers com 2/05). Both Susan and her nephew, Walter (em 4/06), said that Arthur's wife, Molly, or Hap as she was known, probably encouraged him to get the boat. Son Arthur's wife, Anita, remembered it as a wonderful family boat. As family, they went on all the races, cruises and many afternoon sails. The boat was big enough for everyone (pers com 2/05). Anita suggested the reason they sold *Rampage II* was that everyone was married or off working and did not use the boat any more.

The race results for the first several years of class racing show that *Rampage II* finished better each year and in 1939, and after, did more long distance races. Along the Sound, the races were covered in the New York Times and the Herald Tribune among the sport pages. In 1936, there were 24 races of the sisters in class starts during the season. *Rampage II* finished second in two and third in four of them. In 1937, among the twenty-four races, she finished first three time, second twice. In those years *Valencia* (#1) held the most first. But in the twenty-seven races during 1938, *Rampage II* held eight firsts (to *Valencia's* seven), five seconds and four thirds. During 1939, she showed a first, three seconds and two thirds among the 15 races of the class. *Rampage II* did not turn up in any of the races on LIS after her 1941's win of the Whaler's Race at New Bedford YC.

Rampage II showed up first during the Larchmont Race week in July 1936 racing. The final regatta of the week, July 25, was won by *Clotho*. *Rampage* led her off the wind, but *Clotho* passed her on the windward leg finishing two minutes and fifty seconds

ahead. The weather this last day was sunny with a “splendid breeze.” (Robbins, NYT 7/26/36). The summaries for the day included ten 32-footers finishing.

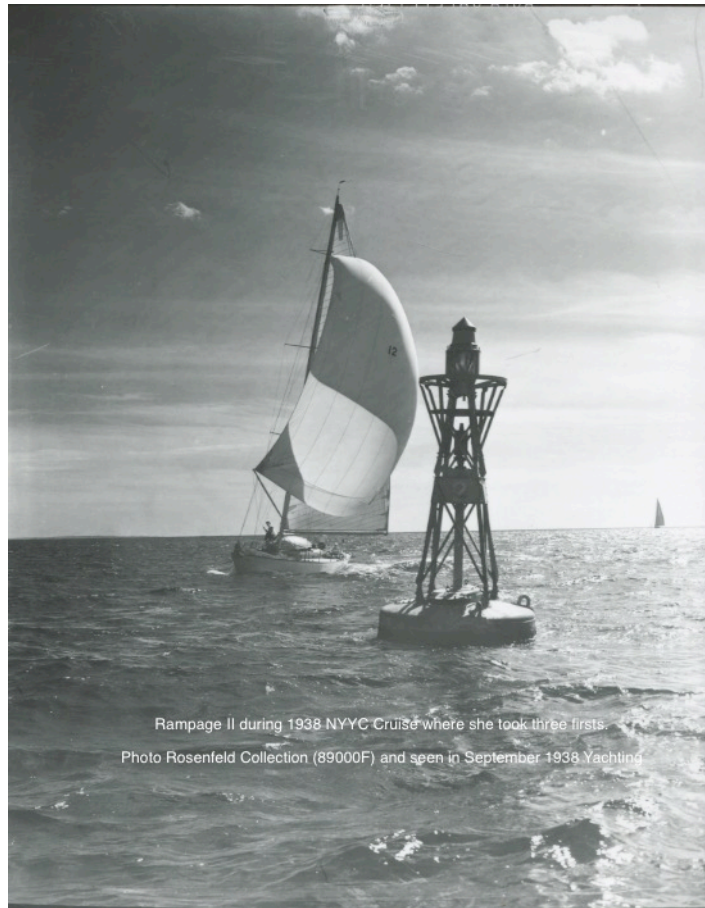


Larchmont Race Week start July 25, 1936 (Rosenfeld coll #76368F)

In the Sunday NY Herald Tribune (6/12/38), William Taylor reported the results of the 66th annual regatta under the headline: "Fluky air mars Seawanakaha Corinthian regatta, Many of 81 yachts failing to finish..." Several classes failed to finish within the time limit. The six in 32-foot class did finish with *Rampage II* fifty-two minutes ahead of *Clotho*; She was followed by *Arbela*, *Revonoc*, *Folly* and *Ibis II*. *Ibis II* was just twelve minutes behind the leader, who sailed the course in four hours and ten minutes.

The NYYC Cruise in 1938 began August 10th with a run from New London to Newport. According to the NYYC Race Committee Report there were a maximum of 43 yachts participating in any run. Instead of the Annual Regatta, there was a joint regatta with Eastern YC on August 15th off Marblehead in which 43 yachts participated. This joint regatta was conducted by the EYC race committee, while the NYYC race committee conducted the race for the King's Cup among the four contestants. Among the racing fleet in 1938 were nine 32s -- *Valencia*, *Swell*, *Clotho*, *Rampage II*, *Sapphire*, *Notus II*, *Revonoc*, *Dolphin* and *Folly*. There were also three of the 30s - *Variant*, *Oriole* and *Banzai*. Only one of the Paine or Marblehead 36s -- *Actaea* -- was listed. Among the

cruising fleet were eleven of the NY32s -- *Valencia*, *Swell*, *Arabela*, *Clotho*, *Larikin*, *Rampage II*, *Ibis II*, *Sapphire*, *Notus II*, *Revonoc* and *Folly*. All three of the 36-footers were listed -- *Acteae*, *Gypsy* and *White Lady* -- and all with different ratings. In both the racing and cruising fleets, the 32-footers had the same ratings. For racing the rating was 25.7 and 249.72 seconds per mile and for cruising it was 34.5 and 191.38 second per mile. Although the same within the class, these are different ratings than those used in their first two years.

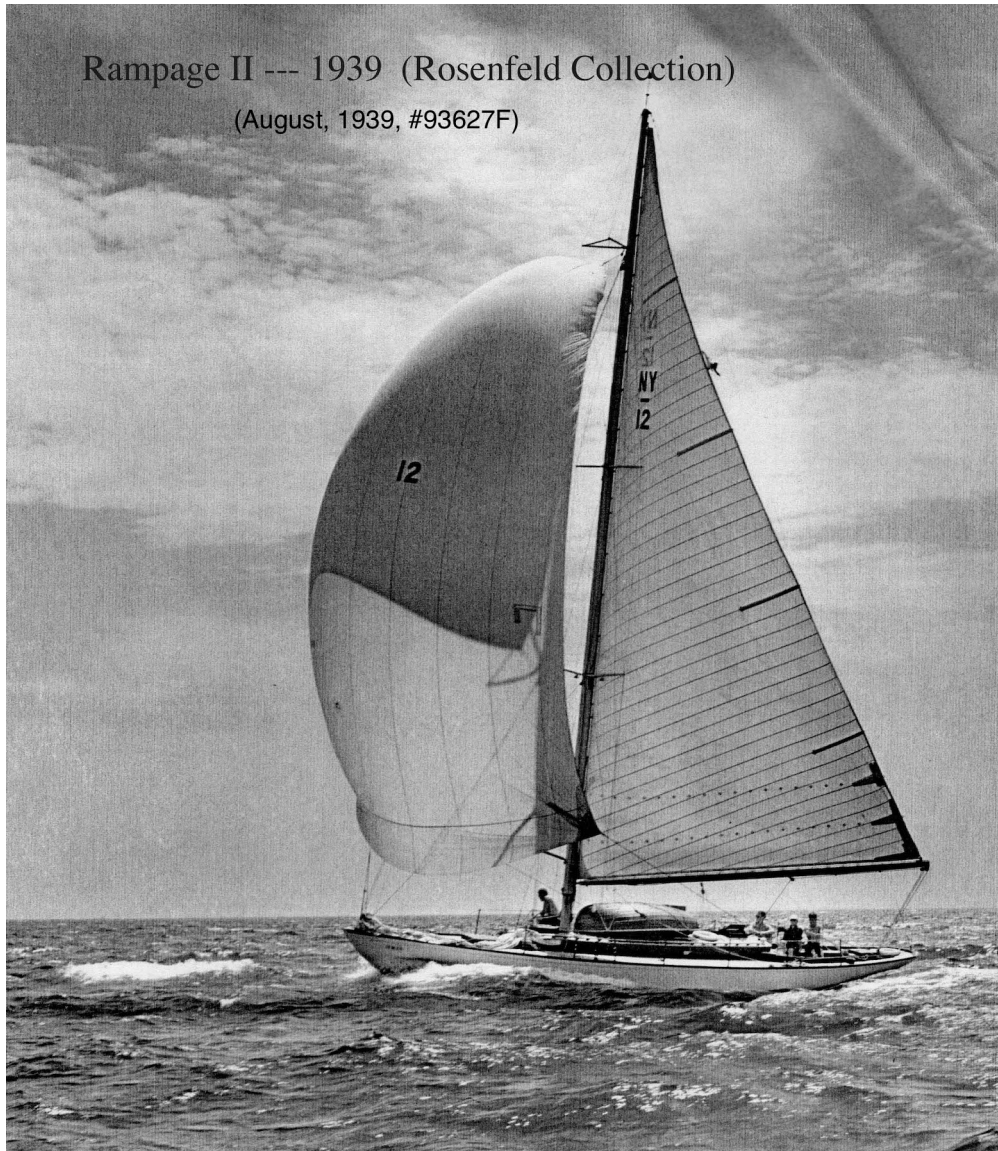


For the first run, a distance of 37.5 miles from New London to Newport, the weather is given by the Race Committee as clear with the wind northwesterly through out from 12 mph to 20 and down to 7 mph at finish. Nine 32s made the run. *Rampage II* lead the class by four seconds ahead of *Clotho* with *Valencia* six minutes later. The second day of the cruise was the Astor Cup and Navy Member's Cup races off Newport. Six in the class raced for the Navy Member's Cup, the winner being *Rampage II* fifty seconds ahead of *Sapphire*, *Arbela*, *Swell*, *Valencia* and *Folly*. The course was twenty-two and a half miles which was covered in three hours and thirty-eight minutes.

The weather for the joint EYC-NYYC regatta, August 15th, was again clear with smooth seas and southwest winds at 10 mph at start of the 16.2 mile race dropping to

about 8 mph and more westerly at the finish. *Rampage II* was first by twenty-nine seconds ahead of *Arbela*.

August 16th was scheduled to be the fourth run from Marblehead to Cape Cod Canal and the U.S. Navy Challenge Cup races. However, the race was called due to lack of wind. The sailing yachts were taken in tow and all proceeded to the east end of the Canal. Wednesday August 17 was the fifth run from Wings Neck to Newport, a distance of 37 miles. The day was cloudy with light (5-15 mph) winds from southeast. Seven 32s made this run with *Rampage II* two minutes and twenty-two seconds ahead of *Valencia* who was one minute and thirty-nine seconds ahead of *Swell*. She was followed by *Arbela*, *Sapphire* and *Folly*. *Rampage II* made the run in five hours and fifty-nine minutes. From Newport the fleet disbanded.



Arthur Page was one of the three member class committee in 1938 and 1939 when the decision was made to move 1000 lbs of lead carried since June of 1936 inside to the ballast keel. More on this is in section for #9.

Rampage II raced successfully on LIS during the summer of 1941. She won Class B and the Lambert Trophy in the EYC New London - Marblehead Race with the best corrected time of the fleet (Rudder, August). She also won the New Bedford YC 10th Whaler's Race (Yachting, August). The first prize for this race is the Frank V. Smith painting of the "Charles W Morgan" which hangs in the clubhouse.

Lloyd's Register in 1947 showed the next owner to be William Schroeder. However, in 1942 Yachting in the Chesapeake Bay Activities column by Bugeye Bill, the CBYC race down the Bay from Gibson Island, Class B was won by "Norman Owen's NY32 *Galavant*". The Bay's only other NY32 "Johnson Grymes' *Folly*" finished only six minutes behind *Galavant* taking second in Class B. It was #12 and her name had been changed to *Gallivant*. Norman was one of three brothers who were the Owens Yacht Company, Baltimore, MD, and the director of engineering and a pioneer in the mass production of boats.

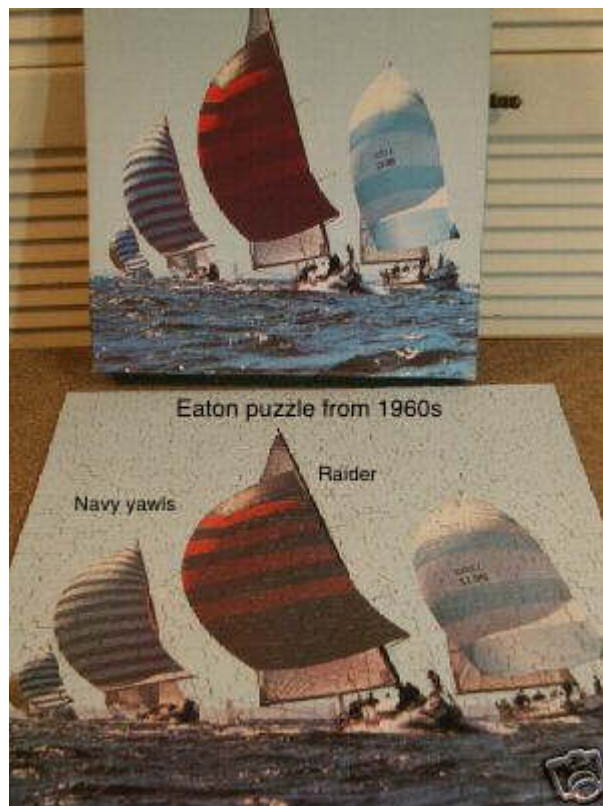
"Norman wrote me that after racing an unusual self-designed Chesapeake 20, an R-boat, and an 8-meter, the brothers acquired their first racing cruiser, a New York 32 that they raced with considerable success during World War II. He described one Poplar Island Race when he and his crew overslept in Gibson Island's harbor and were awakened by the sound of committee-boat guns firing. They hurriedly motored around the island and out to the starting line at Baltimore Light (a distance of nearly five miles), cut off the engine before starting, overtook the racing fleet that had started earlier, and won the race. The only problem was that they were disqualified for having run the engine after the preparatory gun." (Henderson, 1999, p103)

The first Owens cutter was designed shortly there after. As Henderson wrote, Norman felt that

"most designers will claim that the rules develop the boat and I knew the current CCA rule was vulnerable for exploitation. We got a big break having a low B.D. [ballast-displacement] ratio which I took advantage of. I selected displacement that was a little lighter than the average boat because of the success I had sailing the New York 32. I developed a midship section that was quite similar. I was also very impressed with the sailing qualities of the 20 square meter...." (p.104)

In the Chesapeake Bay Activities in July Yachting (1943), there was mention of the June Naval Academy races. There were twelve in the cruising yachts together with

five Stars that raced on an eighteen mile course down the Bay and back. A promise of good winds did not materialize and after rounding the first mark, the fleet drifted south with tide. When the race was called off Owens' NY32 *Gallivant* was leading *Highland Light* by a half mile. Later that year in the Chesapeake Bay activities section of the October Yachting, there was news about the second and final race of the Naval Academy YS. There were 19 yachts which was reported to be the biggest turn out of the year. The course was from the mouth of the Severn River to Poplar Island buoy and back. *Gallivant* was first with both the best corrected time in Cruising Division and first in Class B. Fourteen of the starters were Navy boats and of these ten were the one-design yawls. The yawl *Restless* was second.



Owens sold this 32 to William Schroeder of College Park, MD in 1944 (Yachting, April). Schroeder raced *Gallivant* some in the Chesapeake Bay. In the September 1944 Yachting is the news that there were thirty starters in Tred Avon YC's 14th annual 32 mile Annapolis to Oxford Race reported Chesapeake Bay Activities. Fifteen of those starting were Naval Academy boats including *Highland Light*, first to finish. The NY30 *Variant* (Bergeson) with her original rig was first in Class B. *Folly* (Grymes) and *Gallivant* (Schroeder) raced in Class C. But the column did not provide how the 32s finished.

In 1945 (Yachting October) the Naval Academy held its first overnight race over Labor Day weekend reported Bugeye Bill among the Chesapeake Bay Activities. It was a "knock-down and drag-out" race with 21 starters and only eleven finishers of the 70 mile course. Sixteen of the entries were from the Academy. *Variant* (NY30) and *Gallivant* (NY32) both dropped out after working into the lead with *Highland Light*. *Variant* was not able to reef her gaff mainsail and turned back before midnight. *Gallivant* went into the West River during the night "getting nowhere fast with a storm trysail which was bent on after her mainsail tore." Other news in this column was about the Chesapeake Bay YC 30 mile Annapolis -Oxford Race in mid-August. *Variant* won the Poker Bowl for best corrected time and was first in Class B. *Highland Light* was first to finish and first in Class A. *Gallivant* was second in Class B. Joe Nelson in *Valiant* was first in Class C.

Schroeder appeared to have sold her in 1947 The new owner was Frederick C. Lyman of Minnetonka, MN. Lyman became a NYYC member in December 1947, bringing *Voyageur* (her new name) back into the Club. Lyman was a member of the Minnetonka Yacht Club and its commodore in 1940 and 1941 (Kunz, 1982). Sailing and racing at the MYC was primarily aboard scows of all sizes. In 1949 Lyman became a member of the CCA. Among the design plans for the NY32 is one dated November 11, 1947 (#125-C10-1) entitled 'galley revisions -F C Lyman "Voyageur". This plan rearranged the galley space to include a Heritage three burner alcohol stove replacing the Willis two burner stove (the #125-4T interior specification from January 1936). With this larger stove made rearranging the sink and counter space with under storage necessary. There was also a 9-gallon alcohol tank and garbage bin added along with a hinged drain that folded out into the companionway. In November 1947, Lyman ordered a nylon mainsail from Ratsey (Mystic, Coll. 236, v 163). Ratsey estimated the cost of a 12oz hand sown mainsail sail for *Voyageur* to be \$1388 for an October 1949 order and an intermediate jib at \$365 for a February 1950 order (236, v 121). Lyman was preparing *Voyageur* for an Atlantic crossing in 1950, the first for a NY32.

Lyman recorded this passage from New York to Bergen, Norway, by *Voyageur* from June 15 to July 1950 as a letter to his sons. After the crossing, his wife and daughter, Charlotte, joined him and various friends to cruise in Norway and Sweden for the summer. At the end, they left *Voyageur* in Copenhagen for her return aboard a Moore McCormack freighter. According to Charlotte (per com 5/05) the crossing was the year she graduated from college. Her father, at age 58, did a "practice trip" to Barbados in 1948 with male friends. She and her parents sailed a lot in the summer during her college years. First it was on an chartered Alden schooner, then the NY32. In 1960, Lyman bought an Alden yawl that he sailed for many years. This was *Tern*, a 38" Challehger yawl, molded in England and finished in the Netherlands. She was kept in Manchester, MA in winter and in the Piscatqua River in summer where the grandchildren enjoyed many cruises (3/07).



In the foreward to "New York to Bergen in *Voyageur*" Lyman described this work as "a letter which I wrote, from time to time, on the trip, with a certain amount of subsequent editing." The crew aboard for this passage in addition to Lyman were R. A. (Rex) Saunders, Gordon R Cole, Emmett Holt and Russell (Rusty) Thomas. "All had been around boats all their lives" and were either in college or in their late twenties. Cole, a 1943 graduate of USMMA, was an expert navigator and signal man. "We had a good signal light aboard with which Gordy could communicate with passing ships, and we had made arrangements with Lloyds of London that whenever we were reported, that they would relay the information to Mrs. Lyman in England, and to my office in Minneapolis, Minnesota." Charlotte said there were about four telegrams advising that *Voyageur* had been sighted and giving the location. She and her mother had traveled around England and Scotland while her father was crossing the Atlantic.

The first writing Lyman did was July 5th, "midway between Newfoundland and Scotland", when they were "slatting around in mid-ocean with hardly enough wind to fill the sails ..." He estimated they were ten days or so from Bergen and had "not had anything like the predominate amount of good strong westerlies that we could reasonably have expected in these waters." Everyone was in excellent shape. After twenty days at sea, they still had fresh oranges, onions, potatoes and carrots. "Also a crate of apples which are perfect. They should be as they have been tied on deck, and the temperatures, while hardly to the choosing of the crew, have at least been excellent for the preservation of apples." Lyman described watches, meals and food. They ate very well even with the boat rolling and none were sick. He mentioned their "good seagoing galley and the wonderful Heritage stove that always stays level." They did all their provisioning through SS Pierce "and have been well pleased with the result." Lyman had originally planned on a total crew of six, but that Rod Stephens and Paul Nevin of S&S did them a favor when they convinced him to go with five. It meant less gear to stow and they had

worked out watches and aboard jobs among the five of them well. He described the many layers of clothing worn that worked topped off with boots and oilskins. The temperature in the cabin had not been above fifty-three degrees and it was much colder on deck. *Voyageur*, a "little Sea Queen", was staying dry below decks even with driving rain. Some drips had been found and dealt with by the crew and she only made a pail or so a day in the bilge. "I am constantly pleased and gratified that so many of the things that we have added or changed as a result of our previous voyages, or on advice from Rod, have turned out so well."

On July 7th, Lyman continued his letter as they were running before a light westerly. He wrote more about how the boat was laid out and how things were stowed. "We copied Mustang's block and tackle and shock cord steering aid and can easily offset any amount of weather helm." It was a day when they had made their fourth contact with a passing tanker to be reported to Lloyds. On July 11th, Lyman wrote they were north of Ireland and hoped to be north of the Hebrides by that night. They were running before about a 12 mph wind. He wrote that day about some of the events of the actual crossing. From a late afternoon start from Nevins Yard in hazy easterly winds, they

"had a fine new hand sewn mainsail that needed careful breaking in, and as this has to be done by reaching around in clear weather with light airs, we couldn't sail any that evening. We couldn't motor up the sound either, as our gas tank was low and it was so late that filling stations were closed, so all we could do was motor over to Hempstead Harbor and drop the hook. Twelve hours wasted at the start."

The next morning was dead calm and they had no success getting more fuel. But a slight breeze came up so they started breaking in the mainsail and got to Port Jefferson for dinner and fuel. They set out at 11 pm. But between tearing a hank while setting the genoa and then the leeward back stay, after falling over board in the breeze, getting wrapped around the propeller forced them into Block Island for the night. The next day Emmet succeeded in clearing the propeller shaft while swimming in the cold water.

"The wind had moderated a good deal, so with full main we stood out of the channel, reached around the north end of Block Island and then ran off towards Martha's Vineyard. The fleet in the Bermuda race was coming up, all reaching along very fast, mostly with reduced canvas and we sailed right through them at right angles to their course, being careful to keep clear. It was quite a sight."

In the fleet bound for Bermuda were three of *Voyageur*'s sisters -- *Mustang*, *Alar* and *Lord Jim*. They finished second, fourth and ninth, respectively, in Class B.

By July 18th, they were near the Norwegian coast having contended with "fog, calms, vicious seas, head winds and real gales..." They had been carried north of the Shetland Islands. At the time of his writing, the day was sunny with a light breeze and he predicted with luck they would be in by noon. Lyman then went on to relate more of

the actual crossing events. On the Grand Banks, they saw many fishing schooners. "One Portugee rowed over and traded us two beautiful cod fish for a package of cigarettes, and the battered old Portugese steamer that was servicing the fishing fleet reported us to Lloyds." He supposed it was an "average passage for a boat of our size when not racing..." In the really large seas they had at times, *Voyageur* rode the "waves just like a duck and with no more concern." In the North Sea, they spent much of the time reefed or under storm trysail trying to stay off the islands. They made landfall a day later and after clearing customs, left "our valiant VOYAGEUR where, as always, she was the handsomest yacht in the harbor" and proceeded to their hotel for "hot baths."

At the end of his letter, Lyman included a "Footnote" which included such information as the total of the day's runs, figured to be 3640 miles for a direct distance of about 3300 miles. *Voyageur* cruised about five thousand miles over the summer. Her engine ran beautifully getting at least four miles per gallon. Lyman noted that the

"things that made the crossing successful were:

1. A fine boat in fine condition.
2. Careful and thorough preparation.
3. An excellent crew.
4. Good Fortune."

Voyageur started her summer cruising from Bergen July 24th and ended in Copenhagen on September 3rd. Lyman was elected a member of the Royal Swedish Yacht Club (KSSS) via the North American station in NY upon his return. Charlotte described the trip around the Baltic as "fabulous".

Voyageur during 1950 cruise in Scandinavia with 'Ted' Lyman at helm with his family. Photo from Charolette



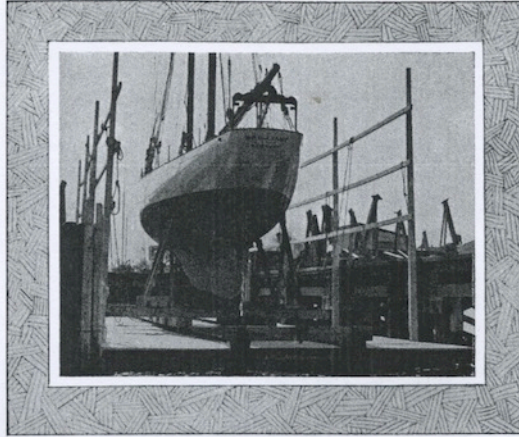
Parkinson (1960) described Lyman's Atlantic crossing as "a very fine salt water record in keeping with Cruising Club traditions." *Voyageur* was named "after the early explorers of his native state." In 1948 Lyman shipped *Voyageur* to Barbados and then with a crew of other scow sailors and his wife cruised back via the Windward and Leeward Islands. He did a couple of cruises between Moorehead City, NC and Nassau before the Atlantic crossing. "He shipped *Voyageur* home for three more cruises to the Bahamas before he sold her. He misses her today, but many would envy what he has to remember."

The S&S brokerage sheet on *Voyageur* dated April 1954 listed her engine as a 1948 Gray 25 hp. She had three berths in the main cabin, two in after stateroom and one forward for crew. The sails listed "hand sewn working sails used one season, 12 bags of sails for racing and storm use."

The buyer of *Voyageur* was Marion Brawley Jr, of NY and Charleston, S.C. according to Lloyd's Register (1955). Brawley's stepson, Dwane Iselin, said the boat was at City Island when she was bought and she came with a cradle. Iselin, a cousin of the first owner of #14 in the class, said they took her to Charleston and moored her in the "shrimper harbor" at Mt Pleasant. He described the NY32 as a "good boat to grow up on" (pers comm 1/05) In the summer the boat was in the Chesapeake where she was sailed by the family or taken by the older teenagers on short cruises. There was a captain, but he was only aboard in the winter when Brawley and his wife cruised on the boat to the Bahamas. In the summer the captain was a gardener for the family.

In the August 1958 Yachting 'LI Soundings' pages, William Taylor wrote that Walter Barnum had bought the NY32 *Voyageur* through S&S "after being on the beach for a dozen years." Bill, Walter's grandson, said that he thought his grandfather and father owned *Voyageur* for about two years, when he was eight years old (per com 11/04). They cruised in her off Branford, CT. Bill remembered the Alden schooner, called *Voyageur*, that his Dad, Humphrey, bought in 1966 very well. Walter Barnum had the schooner *Brilliant*, now at Mystic Seaport, designed in 1932 by Olin Stephens and built at the Nevins yard. According to an article in the Mystic Seaport Log (Bowker, 1982), Walter Barnum was born in 1887 and died in 1966. He was a distant cousin of P.T. Barnum. He began sailing in 1898 at Larchmont and had sailed Lawley and Alden designed yachts. He was President of the Pacific Coast Company and involved in coal mining, railroads as well as cement and lumber production.

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Nevins Company notes (Nye Collection) for 1931 mention the completion of a new larger dock with a 100-ton capacity elevator to allow hauling or launching at any tide. It was featured in several Nevins ads in *Yachting* in 1932 and 1933. A July 1933 ad including a photo of *Brilliant* hauled on this dock read "The Nevins yacht elevator always instantly available for rush work. In and Out when you like". The 1937 Nevins

audit carried the replacement value of \$47,588 for this 1930 new dock and \$48,105 for the new dock and plant alterations in 1931. According to Nye's notes part of the capital for this new dock resulted from a loan by Olin Stephens Sr. after the sale of his coal company. Olin remembers some "Nevins bonds inherited from his grandfather" (3/04 per com), but not what use Nevins made of the funds. The coal company sale also helped fund the building of Olin and Rod's successful *Dorade* at Minneford's yard, reportedly for \$28,000 (Kinney and Bourne, 1996). Even in 1932, when there was barely a ripple in the yacht market, Olin was kept moderately busy." The biggest job wrote Kinney (1978) was designing a " \$90,000 schooner" (p54). This was S&S design plan #12 for *Brilliant*, today part of Mystic Seaport's active fleet. In 1931-2 Nevins was the builder of the schooner *Brilliant* for Walter Barnum.

Insights into *Brilliant's* design and building (of some interest to this pre-class period business) are found in Captain Francis Bowker's article in the Mystic Seaport LOG (34(2), 1982). Barnum having owned two Alden designed schooners began in 1930 considering a new designer for his next schooner. He had compiled his own ideas and specifications for his new boat. Bowker quotes from some letters Barnum wrote to him in 1963 and others between Barnum and S&S in 1930. Barnum described his choice of S&S being in part knowing Olin's father and being acquainted with Drake and Olin, liking what he saw in *Dorade* and having her built at the Nevins yard, of which he wrote that "Henry B Nevins was the most careful and meticulous builder in the country." In early November 1930, Barnum sent his specifications to S&S, having first read them to Drake and Olin over the phone. Among his requirements were that she was not to be designed or built for racing, was to be capable of rolling over in a hurricane and coming up intact and to lie steadily in a full gale. Barnum also had specifications concerning rudder and steering, mast stepping, ventilation, materials, accommodations and speed. She was to be "as fast and weatherly as possible" and "to be as handsome as possible" in addition to all of his other requirements. Given the financial problems that had brought new yacht construction to nearly a standstill, Bowker suggested that Olin and Rod may have considered Barnum "a troublesome eccentric, but the money was good" (p38).

Barnum supplied the information to Bowker that *Brilliant* cost "an even \$100,000" of which all but the "flat fee [S&S design fee] of \$15,000 was for materials and labor -- nothing else for overhead, taxes, profits and so forth." Barnum pointed out the design built at a first-class yard would reasonably come in at \$150,000 or so, but given the times, material costs were low. "I have in mind that the 33,000 pounds of lead in her keel was bought for 6c a pound." Bowker wrote that "Mr. Nevins, faced with dissolution of his skilled craftsmen and hard won business, was willing to go to any lengths to build a masterpiece that could only enhance his reputation, even if there would be little profit from this particular contract." The contract was signed in May 1931. The S&S plan book #1 has no dates or initials for this design, but assume Olin and Rod with perhaps draftsmen Merrill (whose initials are on dinghy plan) or McCormick did the work. This "49' lwl proposed schooner" had some 1,835 yards of material made into 2,082 square feet of sail area plus covers estimated by Ratsey at the end of March 1931 at \$1620 and "quoted \$1650" (Mystic, Coll. 236, v 116, p192). The estimate was marked 'accepted'.

In a 1963 letter to Bowker, Barnum laid out some observations on the crew building his schooner at the Nevins yard.

" Nevins had the cream of his working and supervisory force still on hand from shipwrights to sparmakers to machinists and including George F. Crouch, who was a naval architect himself, but was head of their engineering department and a first class mechanical engineer. Then, of course, we had old man Murray, who had been twenty years superintendent for Herreshoff and then twenty years superintendent for Nevins. He was a Maine man, with shipbuilding in his blood, and a recognized expert on wood quality, having qualified as such to testify in court in suits having to do with the quality of full cargoes of lumber. By the time she was finished, *Brilliant* was known up and down the coast as "Murray's masterpiece":

....

Old Nels, the loftsmen who was specially requested to stay on the job while *Columbia* was being built, laid down her lines full size in the loft, and every frame was fitted and trimmed to 1/16 of an inch. Naturally, she has no shims in her.

All the teak for her construction was bought by Murray in one package in the rough and was all sawed for planking, decking, joiner work and so forth in the plant. Scotty, the head of the joiner shop, was at the top of his profession.

.....

I received about March 1932 (she was launched April ~ 3, 1932) a letter of appreciation, one of the finest missives I ever received, signed by every single Man Jack in the yard, thanking me for helping them to eat in those sad times. You can be certain that every wrench and every screwdriver and every other tool that was applied to the work on her, was handled with loving care."

In his quest for information about *Brilliant*, Bowker received a letter in November 1978 from Olin with his remembrances. Olin said that his relationship with Barnum had been primarily through Drake. It seems Barnum was one of those yachtsmen who gave validity to Drake's philosophy that no sale was too small, since his first purchase had been a small boat then working his way up to the schooner.

"Nothing was spared on either labor or material. I think she is one of the real masterpieces of wooden boat building partly because she was able to receive the almost complete attention of the extremely competent building crew that Henry Nevins had put together at City Island. Rufus Murray, Ernie Akers and Mr Nevins himself were all very much involved.

Brilliant of course meant a great deal to me, both as an opportunity and responsibility and her design was based on all the study I had been able to give to a seagoing hull up to that time.

As a schooner, the rig would not have been my first choice, but it was what Walter wanted and I think it turned out well. My brother, Rod, was responsible for all the details."

In a letter to Nevins dated 2/27/33 from *Brilliant*'s owner Walter Barnum:

" I do not believe the actual job of construction you performed in the building of *Brilliant* could be duplicated in any other spot on earth than your own yard- for the reason that no other yard has such a group of men. I am a fair mechanic in both wood and metal myself, which goes so far to prompt me to marvel at the feats of workmanship your men performed, while at the same time I know that their work was not costly for the kind of work performed, for the reason that born artists and experienced artists such as you have collected in your organization make few mistakes and waste no time. For what I received I am satisfied that "*Brilliant*" was economically built. No amount of supervision from high priced executives to high priced superintendents will or can produce a custom job of the first grade unless the men themselves are born to their profession and are honest by nature in their own workmanship.

I was much interested in seeing those same men building along side *Brilliant* the water boat *Priscilla* for a local boatman. She is a good and sturdy ship - strictly commercial - but the workmanship in its way and of its character was just as conscientiously and effectively done as on your finest yachts and I know that economy must have been a prime factor in this boat". (Nye's Nevins collection)

A good portion of Barnum's contract can be seen in the contract category of the comparative income summary (Table N-1, see in section for #11) for the 1932 year which netted Nevins Inc. a total income loss of \$4,846. Nevins had net losses from 1932 through 1935. With building the NY32s in 1936, there was a net gain of \$15,465.

Although not built for racing, *Brilliant* was second, with *Stormy Weather* first and *Edu* third in the 1936 Bermuda Race. Barnum also raced her in the 1932 Bermuda race and the 1933 Fastnet Race. Like *Gimcrack* and the NY32 *Mustang*, when Rod Stephens owned her, *Brilliant* has been part of a full scale testing and tow tank testing (Grant & Stephens, 1997).

Lloyd's Register for 1958 listed Walter Barnum as *Voyageur*'s owner, but in 1959 it was Paul Barnum. In 1960 the owner was again Walter but was listed as Humphrey Barnum in 1961. In 1962 the owner was listed as Maurice Rosenbloom of Old Westbury, NY.

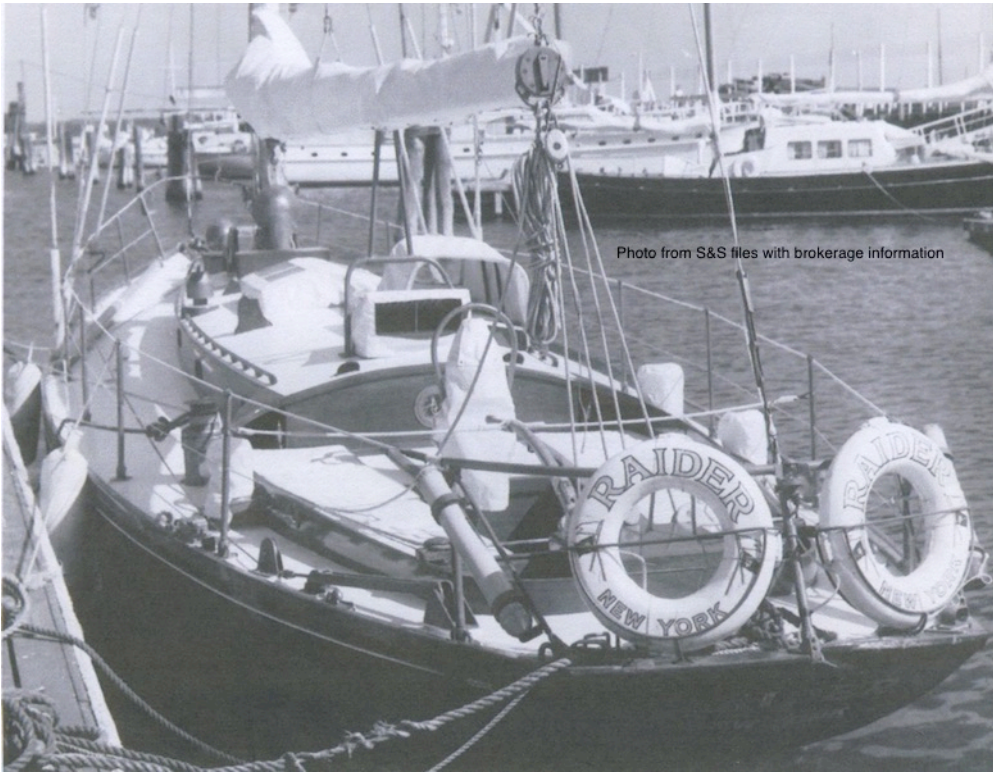


In WoodenBoat (1986, #73), Rod Stephens related the story of the Rosenbloom bronze mast step that was installed in his NY 32, *Mustang*. Rod's story was in response to the question "Did you ever have to refasten MUSTANG?" Rod said he did not, but had rebuilt the mast step. He also pointed out that later designs had metal mast steps. The mast step installed was drawn in November 1961 (S&S #1691, but not listed on design #125 pages) for Maurice Rosenbloom. Rod described the event as follows:

"How the step came to be put in is a funny story, and happened because a rather affluent friend owned another 32, watched me working on MUSTANG, and admired the way it went. So he said, "I want to get my boat exactly like yours." He took pictures of MUSTANG, and I told him exactly what wasn't good about his boat and should be changed; and after the work was done, he asked, "If you could do one thing to your boat, something more, what would it be?" And I said, "I'll tell you what I'd do if money were no object. I'd have a bronze maststep installed with some stirrups leading up to the chainplates. Then there would be less tendency for the shrouds to push the mast down through the bottom of the boat."

So he did that to his boat, and then- without me knowing it - started in on mine! I found her all ripped up in the galley and asked the yard, "What's up?" Phil Goss, who was running Minneford's yard then, said, "You're getting a nice new bronze maststep from Mr. Rosenbloom!" So I said, "Isn't it wonderful, but it's a pretty expensive job." He replied that it was going to be done, and that I was not supposed to know anything about it - or be expected to pay for it. He was a real friend, that Mr Rosenbloom."

Much of what follows was found among Thomas Closs' files (lent by his son Tom, jr). Closs bought *Raider*, as Rosenbloom had named #12, on December 31, 1962. Rosenbloom, in March 1962, began the documentation of *Raider*. In the brokerage information Rosenbloom supplied he stated that the boat had been "completely rebuilt to new condition during the Winter of 1961 and was finished in the Spring of 1962." Included in that work he mentioned wooding the hull, replacing bad planking, complete refastening, deck and cabin house recanvased, a new transom was installed, new stainless steel rigging and a new bronze mast step. "The boat was continuously hand sanded and painted with Vinlest until a sleek lasting finish was acquired. Every outlet through hull fittings were counter sunk to eliminate any resistance." She got a new engine and feathering propeller. Rosenbloom stated that she was stronger than the day she was built due in part to the "62 Oak steam bent sister ribs installed whether they were necessary or not." He stated that over \$100,000 had been spent on the boat "within the last six months." Rosenbloom wrote, "I know the excess of money spent on the boat might be considered by some not to have been a good investment; yet I wanted to maintain the original New York 32 Class Hull design and was afraid of the new wood that is being put into boats today." He would only consider a "conscientious owner" and wrote that regarding price, he would prefer not to put a definite price on it since the situation is slightly a unique one." He wanted offers made.



The broker was Henry Meneely in Annapolis and a letter from Meneely to Closs in late September 1962 said that he had reached "Mac Rosenbloom, who had been away, until this morning." It continued --

"He says that regardless of what he might get ultimately for his boat, RAIDER, he does not feel he would accept as little as \$35,000 for her right now and of course that is more than you subject to inspection offer of \$30,000. But he did not refuse anything, merely said that for such a range he would not commit himself at this time.

He is sending me a resume of the boat and I find she has done very well racing this season. He told me that he has over \$16,000 worth of sails and over \$4000 of equipment, which includes such items as a Plath (I think) sextant and other expensive gimmicks. He also told me he would be strongly affected by the manner in which the yacht would be cared for and appreciated when it finally becomes time to sell her."

Closs sent a hand written note back at the end of September to "Old Friend Hank" thanking him for his letter. "I rather gather that he probably will not let us have her at 30,000, although frankly Hank I don't think it would interest me above that figure." But Closs said to leave the offer in until it would automatically be withdrawn if not accepted in October. "If we get her I would like it sooner so that I can bring her back here for the

winter -- in other words before he lays her up. One thing is certain, Hank, you can assure him that the yacht will have continuing good care if we get her!" An agreement was reached on December 31, 1962 between Rosenbloom and Closs over the sale of *Raider*. Meneely wrote Closs on the same day to say that he would arrange for *Raider* to be stored at Minneford's Yard in City Island from January 1st until launching at his expense. The half season of winter storage paid by Meneely was \$180. The spring commissioning from late April to early May 1963 totaled \$221.81 of which \$2.04 was materials including gold leaf for gilding the name on the transom.

In the 2005-2006 Registry of Wooden Boats, Rosenbloom was listed as the owner of *Greyhound* in Wilmington, CA, described as a "Paine 36" built in 1936. Her prior names were *Kea*, *Actaea* and *White Heather*. She was 50' overall length and 36' on the waterline. Unfortunately Rosenbloom had died before he could compare the NY32 and the Paine 36, both so competitive in the 1936 Bermuda Race and in NYYC cruises. Rosenbloom's daughter April (per com 12/05) said her Father had Alzheimer's when he died. He was "impossible with money but a nice, sweet guy" and often seemed in debt. His brother was Carroll Rosenbloom, the owner of the St Louis Rams. Tom Closs jr said (pers com 2/05) that Rosenbloom raced #12 for a season before getting into the 8-metre class with *Cheetah*. She was a 1938 S&S design (#275) built in Sweden in 1939, named *Iskareen*.

With the purchase of *Raider*, Tom Closs became the second owner of a NY32 to then own another. From 1955 -1960, Closs had owned NY 32 #13 (see section for #13) that he named *Fun*. The first owner of #1 was the only other person to have owned two of the class. From 1939-1946, Closs owned an Alden Coastwise Cruiser (Carrick & Henderson, 1995) named *Fun* (x *Sema*), winning about 70 racing prizes. Closs named his boats *Fun* after the boat his father built for him in 1922. According to his obituary (Baltimore Sun, February 22, 1999), Closs sailed that boat from Canada to the Caribbean and in the Great Lakes. The boat looked like fun and that became her name. Closs "attended Hobart College and the University of Alabama. Later, he went to the University of Cincinnati on a basketball scholarship and graduated in 1934 with a bachelor's degree in physics." From 1934 to 1941 Closs was a design engineer with Weston Electrical Instrument Company in Rochester, NY. From 1941 to 1943 he was assigned to Bausch & Lomb to work on the Norden bomb site project. Closs moved to Maryland in 1951. "He was past president of the Chesapeake Bay Yacht Racing Association, past commodore of the Sailing Club of the Chesapeake, founding member and past president of the Maryland Boat Act Advisory Committee and past Rear Commodore of the Cruising Club of America." He was also one of four founding yachtsmen in 1953 of the Wednesday Night Races at the Annapolis Yacht Club, which his obituary said attract some 150 racers weekly. From 1970 until he retired in 1977, Closs owned car dealership, Closs Volkswagen. "Perhaps the highlight of his racing career was taking first place of 300 competitors in the Fleet at Block Island Race Week in 1977."

Among Closs' files were several letters from August to October 1963, the subject being his trying to find a buyer for *Raider*. In one to John Odenbach, a Rochester YC member, Closs said his only interest in selling *Raider* was because he was building a "new fiberglass one" which was due in mid-September. According to his son (em 02/07) this was a Walton 37' but was not designed as his father had specified -- he returned it to Walton for a refund. Closs said that the NY32 had had \$130,000 spent on her in 1962 "in order to make certain every detail was perfect." His hope was that they could work without a broker as his aim was to net \$35,000. In September, Closs wrote Franklin D. Roosevelt Jr after he had looked at *Raider*, and hearing he was interested in buying *Trig* (see #20 section). The letter enumerated nine details about *Raider* that Closs felt showed her to be a better value than *Trig*. The observations he made included her new engine, new epoxy and canvas deck, new rigging, no broken ribs, four No. 6 Nevins winches in the cockpit, bronze mast step and her original rig that "has proven to be faster on all angles of sailing than any of the yachts which were converted to the shortened masthead arrangement." *Raider* had the 'Mustang' cabin arrangement for berths while *Trig* had the original cabin berth arrangement, which Closs was sure could be restored on *Raider*, if Roosevelt wanted. At the end of October, Closs listed *Raider* with John E Bodkin & Co., yacht brokers, in Detroit, MI. She had sleeping accommodations for six with no mention of a crew berth forward. Her engine was a 1962 gasoline Universal (Atomic 4) 30 hp. Her rating was 35.0 CCA for 1962. The sail inventory said there were eight most all from 1962. She came with a Dyer dinghy and had a brass fireplace. In November, Closs got a letter from Skip Gmeiner (see #2 section) suggesting the idea of a NY32 club for the owners and asking if Closs was interested and if he knew where some of the boats were. Closs responded in early December with some locations of boats and said he had had some "bites" from Detroit for *Raider*. There were three NY32s in Detroit at that time, soon to be joined by three others.

Raider and Closs raced in three Annapolis Newport Races. In 1963 she was fifteenth in Class B just behind her sister *Proton II* (#13), Closs' *Fun*. She was not sold. In 1965 *Raider* finished eighth in Class II. There were three other 32s in the class. *Proton II* finished fourth, *Ice Fire* was fourteenth and *Half Moon* with Roosevelt was sixteenth. The 1967 race was very rough race with many DNFs. *Raider* finished eighth in Class II. *Proton II* did not finish and *Ice Fire* finished eleventh (see section for #3). Although Closs raced #13 *Fun* to Bermuda in 1956, he did not do that race with *Raider*. On Chesapeake Bay, as reported in the 'Chesapeake Activities' pages of Yachting, *Raider* finished third to *Proton II*'s second in the 128-mile Virginia Cruising Cup Race from Annapolis, MD to Hampton, VA in 1964 (August). In the first Chesapeake Race Week (1966, August) in Class A, Gresinger's *Artemis*, a Cal 40 built two years earlier, beat *Raider* by a slim margin for class honors. Later in the season (October, 1966), *Raider* finished the Potapskut Sailing Association race back from Miles River just twelve minutes before the time limit expired to take Class A and fleet honors. There were 71 starters in the race and only 12 finishers.

Raider and *Proton II* collided during pre-start maneuvers during an annual team (broom) race between Gibson Island Yacht Squadron and the Sailing Club of Chesapeake late in 1964 season. The view of this from *Proton II* is in the section for #13.

This is the collision which prompted Closs to write Gmiener looking for a boom (see #6 section). Closs' son Tom recalled the accident, which almost killed his father, (pers com 2/05 & 07) as "horrific" from the deck of *Raider*. The two 32s were coming head to head in a 30 mph breeze -- *Raider* on starboard and *Proton II* on port -- about ten minutes or less before the start and before Closs had taken the helm. The boats were doing about 8-knits. After the collision, it was clear that had the two boats followed the starboard -port rules, rather than jockeying to miss each other, the accident would have been avoided. Instead *Raider's* bow came up on *Proton's* deck between the chain plates and the mast and swept aft. *Proton's* rig fell across *Raider*, exploding in several spots, catching an eye bolt on *Raider's* forestay and taking down the top four feet of her mast. As the boats began to separate, Tom could not free the bolt from the rigging because of the tension and his father was caught and pulled into the life-lines, nearly being decapitated. Charlie Price, *Proton's* owner, had started her engine allowing him to drive *Proton* forward to ease the tension which allowed Tom to free the two boats. "Still a very vivid memory !!" The accident broke *Proton's* boom as well as mast.

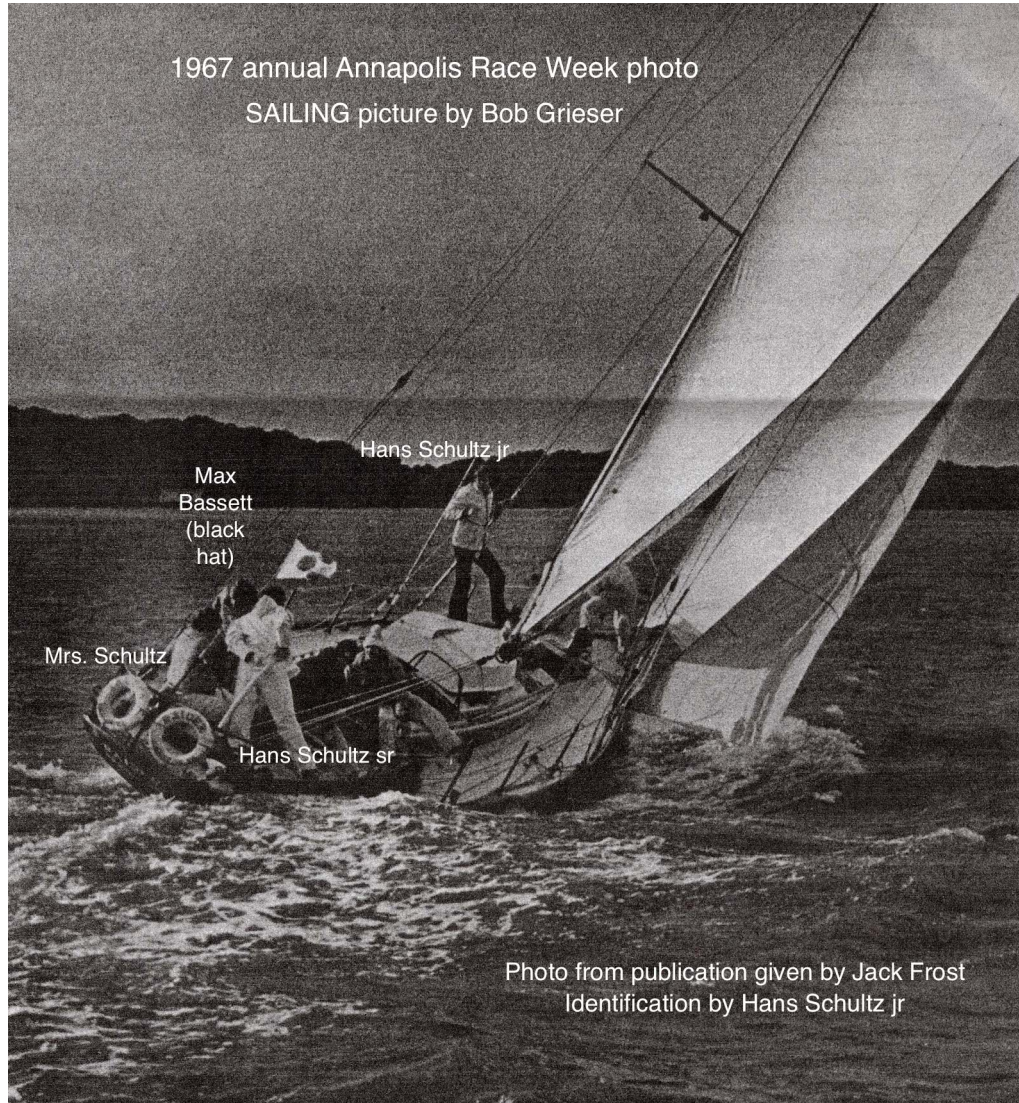
Price bought *Trig's* (#20) extra mast. Peter Geis, a *Proton* crew member and master carpenter, rebuilt the mast and scarfed the top of *Raider's* mast. Closs, in a late November 1964 letter to Rod Stephens, wrote that he enjoyed Rod's presentation at the CCA dinner, looked forward to having him stay with the Closs' in March when he was to speak at the Windjammer's meeting and asked about *Raider's* old boom.

"When I purchased "Raider" our mutual friend Mack Rosenbloom said he had the old standard boom that was used on her and inquired as to whether or not I wanted it. At that time I couldn't think of anything I needed worse than a second boom, but now it so happens that "Proton's" boom was broken when we had our accident and we are wondering if that one is still available. I understand that you may have it now and if so, I wonder if you would sell it to us."

In December after returning from the west coast, Rod wrote back saying, among other things, that he had called Minneford's about the boom and found that Phil Gauss had already written Closs. Closs responded back to Rod, after they had talked on the phone, that he was sending a check for \$100 to cover the cost of the boom. "Just tell Phil that we will pick it up sometime within the next two or three weeks there at the yard. We sure appreciate getting it and it will save us some additional expense on the job." So it was *Raider's* boom and not *Falcon II's* that ended up on *Proton II*.

In April 1965, Closs wrote Skip Gmeiner about the possibility of bringing *Raider* to Detroit for the Mackinac Races after the Annaoplis Newport Race. He was looking for some information to help with his planning. Gmeiner wrote back with answers to Closs' questions in May. That included the specifics of the trip through the barge canal in NY and assurances that *Raider* would find dockage as a guest in Detroit when she arrived. He also sent a copy of the season schedule Closs had requested. In early June, Closs wrote Stuart, owner of *Whisper III* (#1), to see if he wanted to bring his 32 along to

Detroit. Closs' evolving plan was to take *Raider* from Newport to Albany and arrive in Rochester for the 4th of July races there. Then move on to Detroit for the Mackinac Race scheduled for July 24th. He hoped to "loaf back to Put-in-Bay for the Interlake Regatta and from there ease homeward." Closs had learned the easiest spar stepping arrangement was in Rochester, rather than in Buffalo, as Gmeiner had done with *Apache*. Closs Jr. said (2/05) that although his Dad talked about taking *Raider* to the Lakes after the Annapolis Newport Race, *Raider* ended up staying two months in Newport that year.



In mid-July 1967, Rod wrote Closs, to say how pleased he was to see on their bulletin board the picture of *Raider* from the July 11th "outdoors page of the Washington Post, which mentioned the very great success of RAIDER during the recent series of

racers." In a 'PS' Rod asked if they had used roller reefing and, if so, how they had liked it. Closs wrote back the following week to thank him for his note.

"It probably surprised you almost as much as it did us, but in any event, it was pleasant winning the Race Week activities here.... We are uncertain as to exactly why RAIDER is going better this year than previously, but perhaps an accumulation of little details to which we have given particular attention may have improved her capabilities. We did adjust the rigging quite a bit differently this year, pretty much along the lines we used successfully on FUN. For example, we straightened her mast to full plumb and on down wind legs we seem to get a bit more power by letting the back stay off so that the mast is actually slightly over the bow. We do have a pretty good suit of Hood sails which helps a lot. All of these things coupled with a little luck can help a good bit as you know.

RAIDER does have a roller reefing boom which I believe you designed and as rolling reefing goes I think it is a pretty good one. We were deeply reefed for a number of hours in the ocean race and we have used it on quite a few other occasions with varying success. There seems to be quite a substantial tack difference when a reef is rolled in, depending upon which direction the boom is rolled, although this could be my imagination. I have the distinct feeling that the boat is powered better under reef when the boom is rolled so as to be on the leeward side of the sail."

Any response from Rod on the reefing boom subject was not found in Closs' files.

In January 1968, Closs wrote Gmeiner of the NY 32 Owner's Club to say that he was interested in finding a buyer for *Raider*. He enclosed a set of inventory sheets and a copy of a letter he had sent to various brokers. The letter to brokers, the copy included to the Michigan Boat Sales, Inc in Grosse Pointe, began " We have decided to make an earnest effort to sell RAIDER we feel that this boat would be particularly interesting for campaigning on the Great Lakes." He went on to mention her new Hood sails and bronze mast step which had eliminated the working of the hull -- "this boat finished the 1967 Newport-Annapolis Race without leaking either from underneath or over head. That race is generally conceded to be the roughest ocean race ever run." Closs included results of her 1967 winning season on Chesapeake Bay where she beat "many of the new "hot" boats, including numerous Cal 40's." In the Poplar Island Race and the Love Point- Swan Point Race, *Raider* was both first in fleet and first in class. She placed first in both half season and overall fleet in the Annapolis YC Wednesday Night Series. In the CBYRA Race Week, she was first overall in the series among 55 yachts and first in her five class races. The inventory sheets included the work done in 1962 (including new galley Heritage stove and 200 pound insulated ice box plus electronic gear) plus two new life rings from 1967. The Nevins winches were now Davis winches, also in bronze. Her rig was the 'Mustang' one with the spreaders cut down and the smaller jumper. Her running back stays were controlled by hi-field levers. Her 1965 -

1967 genoa, spinnaker, working jib and mainsail were from Hood, although there were several Ratsey sails listed without any year designation. Among the Ratsey collection (Mystic, Coll. #236) no orders by either Rosenbloom or Closs were found for the NY32. *Raider's* topsides were black and she had a white deck and waterline. *Raider's* CCA rating for 1968 was 37.8. Closs concluded his letter to the broker saying that in the "hope of finding a suitable buyer we have just reduced the price to \$30,000 gross." She could be seen in Annapolis in the water, but her rig was in storage.

The USCG abstract of title for *Raider's* documentation recorded her sale to John Archer and Peter Sheehan of Maryland in February 1969. Closs' files had a hand written letter from Sheehan dated February 6, 1969 on Winslow, Cohû & Stetson Inc. of Baltimore letterhead, in which he returned negatives they had borrowed of *Raider* and thanked Closs for their use to have prints made. He also had much to report on the reasons for the "lateness of the settlement on the boat." Sheehan wrote:

"At this juncture we have put down \$7000 cash. John and I were then told by Arnold C Gay Co. that we would have no trouble at all financing the balance. Needless to say this has proved to be quite incorrect. Our credit as far as the banks are concerned is fine; however, the problem seems to be centered around the age of the boat. This is irregardless of the fact that the boat was rebuilt in 1962 or thereabouts and irregardless of the fact that the survey stated that the fair market value of the boat was estimated at \$30,000."

He went on to explain that the banks had a problem with the boat's age and the insurance company was ordering changes and repairs to the engine and related wiring before they would insure the boat. Sheehan assumed the USCG had inspected the engine installation in order for her "certification" to be in order. He hoped to have better news to offer by the weekend. On the back of the letter were some notes, presumably by Closs, that ended with "2/24 got check from Newark".

Archer and Sheehan sold *Raider* to Hans Schultz on August 21, 1969, according to her documentation. Schultz had commissioned a survey dated August 19th by H P Sinclair, marine surveyor, of Oxford, MD (Closs files) *Raider* was at the Arnie Gay Yacht Yard at the time of the survey. She appeared to be in fine shape. With this sale, *Raider* moved to the Hartge Yacht Yard in Galesville, MD where she has been kept and cared for by her new family and the yard.



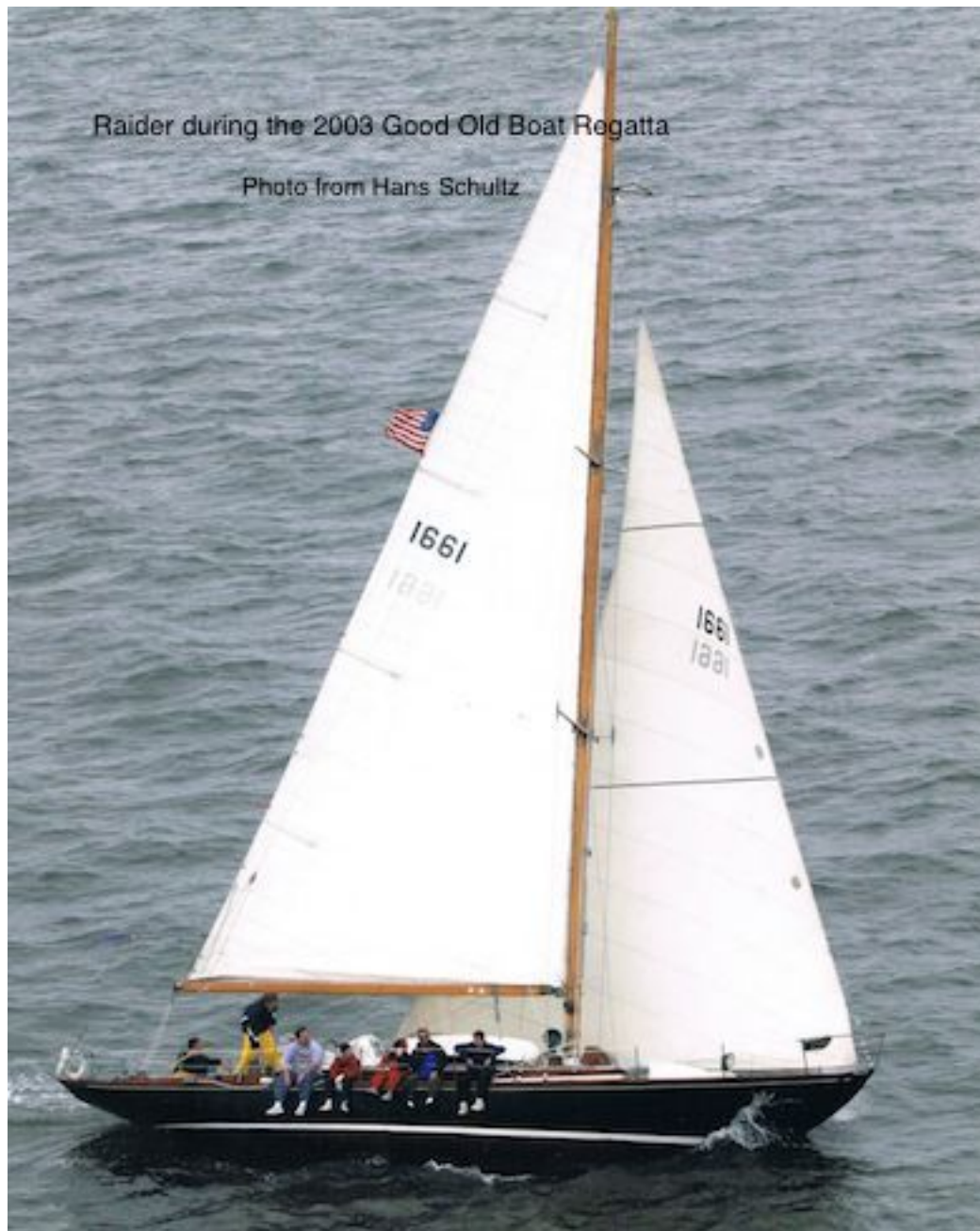
Schultz's four sons ranged in age from 8 to 13 years old when *Raider* arrived. They enjoyed sailing her growing up and now with their own families. They raced on weekends in the West River Sailing Club and Wednesday nights in the Pirates Cove sponsored races. They also have cruised her to Cape Cod and in Chesapeake Bay.



Raider and two of Schultz's sons attended the class 50th reunion on LIS with sisters #5, 6 and 9. Among others of the class, they met Simon King, son of the owner of #17, who crewed with them in the race off SCYC. For more on this 50th reunion, please see sections for #5 and 6 of the class. One of the sons, Hans, recalls being on at least 13 of the sisters over the years from the early 1970s through 2004 -- #2, 3, 5, 6, 7, 9, 12, 13, 14, 15, 16, 17, and 20 (em 02/08)..



In October 2003 they raced the Good Old Boat Regatta in the full keel handicapped class for boats with keels laid before 1975. She was fourth in that class. This was the fourth annual regatta, sponsored by Good Old Boat Magazine and hosted by the Shearwater Sailing Club. The web site's regatta report included -- "the entry that brought the most 'oohs' and 'aaha' was Hans Schultz's 1936 New York 32, Raider, which looked like the unbeatable boat ".... "until a difficult headsail change in high winds dropped her to fourth place." Hans, jr wrote (em 02/08) that he did not remember all the details of the race -- except he was "seasick and blamed one of his brothers for the horrendous 10 minute sail change." He said he was at the tiller and his brother, Steve, on the rail (puffy light blue wind breaker) in the picture from a helicopter.



Her hull planking was overhauled in 1995 at the yard when her 1962 Atomic-four engine was replaced with a 40 hp Westerbeke and her deck was replaced. Her transom had been replaced sometime prior to 2000, when one of the Schultz's had Olin Stephens autograph it. Olin was at Mystic Seaport autographing his new book All This and Sailing Too. Schultz told those standing nearby that the transom was going to hang over their mantel.



They are among the few families where several generations have enjoyed the boats together. By 2007, *Raider's* collection of trophies was large with many memories for the family.



For a time recently, S&S had shown *Raider* for sale among their 'classics' listing. In a December (2018) email in response to request on address updates, Hans jr wrote

" Raider is NOT currently for sale and is undergoing many, many, MANY upgrades. I wouldn't call it a rebuild or an overall. She's just getting her act together and we're taking the time to take care of some cosmetics and a few nips and tucks for the big reunion. I understand that sometimes old people do that too! I'll have a few bottom planks replaced and a lot of refastening done below the waterline in the spring. She MAY be for sale again after the festivities in Newport and most likely will not return to the Chesapeake. There is some thought of bringing her to the Great Lakes as I now live in Ohio.".... " I am happy to report that Hans Sr. is apparently ageless and still going strong at 90 years old. I've attached a pic of him sitting in the same spot on Raider in 1971 and 2017..."



Long a dark hull color, *Raider* became white after recent wooding of her hull. She still has the original deck plan with highfield levers for the running back stay trimming. This is design plan 125-3 (drawn 12/27/35) and 5 (12/28/35) which was updated with plan 125-39 (3/13/46), called the 'Revised or 'Mustang' plan. Her cabin is still the 'Manny cabin plan' (design 125-29, drawn 3/23/36; please see section for #3 for more on that) increasing main cabin berths to three with the offset companionway (design 125-4, 12/27/35).



Raider cabin with two bunks to starboard

Photo taken from web page



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
-- Rosenfeld photos are housed at Mystic Seaport
--- S&S design plans are housed at Mystic Seaport Ship's Plans collections