

Byam Stevens of Cederhurst, NY, was the first owner of NY32 #13. He named her *Biquette*. Stevens became a member of the NYYC in March 1936 being proposed by Louis Stanton and seconded by Jack Shethar, both NY32 owners. Like Stanton, Stevens was thirty-nine the year the class was launched. Stevens was a member of the Yale class of 1919 as were NY32 owners Ralph Manny and Stanton (Yale archives, em 2/06). However, Stevens graduated in 1920 due to military service. His son said that Stevens was one of the youngest Navy Ensigns in the war and served in the patrol off France.

Stevens' son, Byam, said (per com 2/05) that his Dad's lucky number was '13' and believed the name was "some sort of corruption of his name, Byam, and the French for 'little goat' .." [Bique in French means 'she goat' and Biquet means 'kid'] Young Byam was six years old in 1936 and his sisters were eleven and twelve. The Stevens' were good friends with the Havemeyers (see #2 section). Byam does not remember his father racing *Biquette* or cruising with any of the others. The family did sail aboard her and, in 1936, sailed her to Fisher's Island where the family had a small cottage. In a bad northeaster the boat came ashore, despite having two anchors and a man aboard, damaging the stern of a friend of his Dad's boat. Byam was not sure they were friends after that. In 1937, the family moved to Jericho and became members of the CSHBC. Stevens had owned a power boat in 1931 and then an "old ketch" that Byam said he sold about 1934. Byam said the family moved to a farm in MD in 1940 and after that the family went west during the summers. Stevens was still a NYYC member in 1939. Stevens became a member of the CCA in 1949 and was later commodore of the Chesapeake Station.

With the move to MD, *Biquette* was sold to William Hooker, but she stayed in Little Neck Bay, NY. Hooker was not a NYYC member. Both Brooks Brothers and Lloyd's Register show Hooker owning #13 for 1938 and 1939. She did not turn up in any of the racing news found.

In 1940, her new owner was Ralph Earle of Philadelphia, PA, according to Lloyd's Register, and her name was *Windward*. Earle has been a CCA member since 1934 and was a member of the St Regis Yacht Club and Gibson Island Yacht Squadron. *Windward* is pictured in the CCA yearbook having white top sides and a light deck. When the 32s were launched in 1936, Earle owned the 8-metre *Windward* (x *Silhouette*) built at A&R in 1928 with an engine added in 1935. Henry Anderson remembered (em 4/06) Ralph and his brother George, a PA governor, had camps along St Regis Lakes, NY. Ralph was known for racing motor boats there. His daughter was commodore of the St Regis Junior Yacht Club, which Ralph helped found, a few years before Henry was its vice commodore. The family was apparently active in the St Regis YC as Mrs Ralph Earle was the treasurer in 1936. In August 1939 Earle ordered a mainsail and working jib from Ratsey (Mystic, Coll. 236, v 157) for delivery in September.

In the 1941 Lloyd's Register, *Windward* was owned by Philip H. Smyth of Port Washington, NY. He had been a member of the Manhasset Bay YC since 1937, but was listed with only a Penguin in 1948. Aboard *Lord Jim* (#3) for the 1948 Bermuda Race was Philip Smythe (Mystic, Coll #164). As O'Neill and *Lord Jim* were Manhasset Bay members, it is possible that this is the future owner of #13. However, a son Philip, an Off Soundings member,

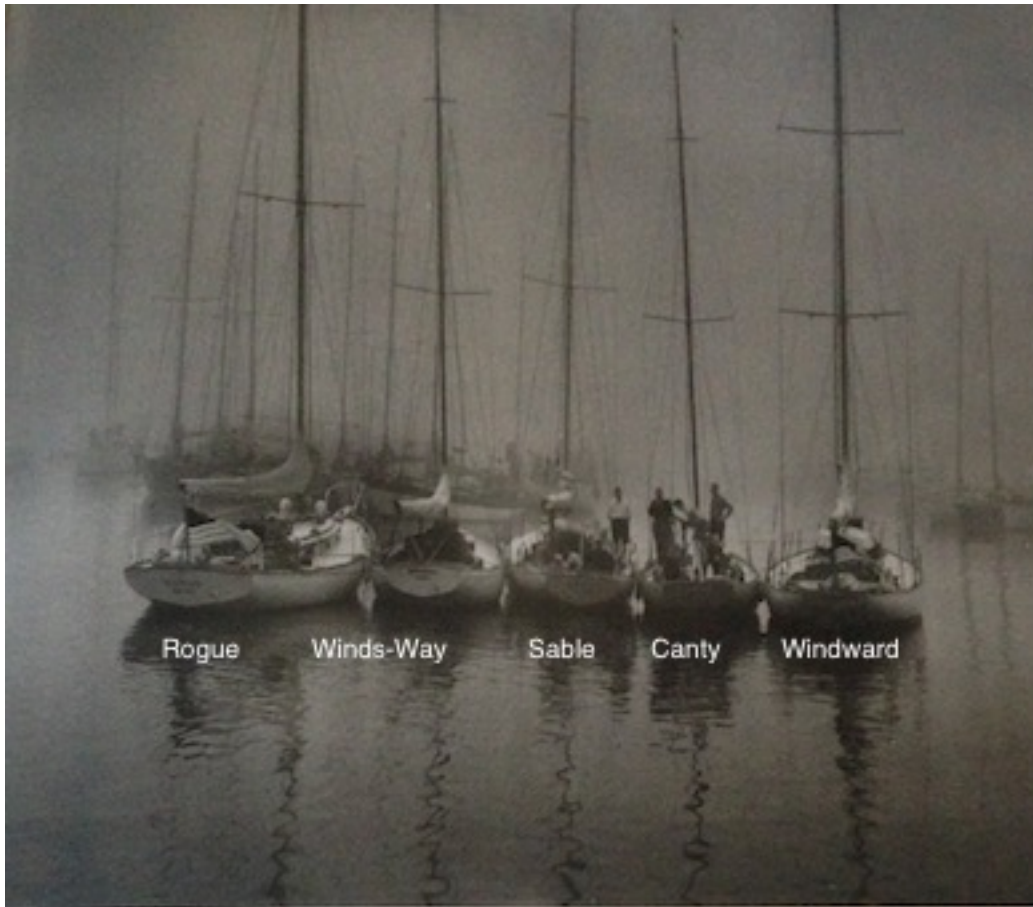
said his father was a cruiser, not a racer, so it probably was an older half brother Philip James Smyth, who was also an Off Soundings member. Philip thought his father got the 32 because his prior boat, a ketch, was "so slow." He wrote that selling *Windward* coincided with a period of divorce. Philip did get interested in racing and had a Dolphin and C&C 34 (per com 2/07).



Among Thomas Closs' files was a S&S brokerage sheet dated September 1943. Her engine had been updated in the winter 1940-41 with Gray 30hp. Her inventory included a "special 9 1/2' cedar sailing dinghy" and Ratsey sails from 1936 and 1941. Among the remarks at the bottom it said that the Ratsey sails from 1940-41 had never been used. She had two berths in the main cabin, two in the aft stateroom and one crew berth forward. The interior finish was white and mahogany with a Willis heater. Her location was at the Larchmont Yacht Club.

Lloyd's Register first showed *Windward* owned by E Standish Bradford of Essex, CT in 1947. Bradford had become a NYYC member in 1944 and so she returned to the Club in 1947. In 1940 Bradford became a CCA member. He was one of the four founding members of the Off Soundings Club (Mystic, Coll. 285) in 1933 and its first vice commodore and then second commodore from 1935-1938. The Off Soundings June 8-9, 1945 spring cruise was mentioned in the June Yachting 'Long Island Soundings' column. On the 8th the fleet made a run from Stamford to Manhasset and then from Manhasset to Oyster Bay on the 9th. There were no results or number of yachts racing. The Off Soundings Collection (Mystic, Coll. 285) does have a list of boats and owners participating in this cruise, but no results either. There were two NY32s -- Harvey Conover's *Revonoc* and Stan Bradford's *Windward*. -- among the listed. A

former NY32 owner, Ralph Manny, was listed with his *Golden Hind*. They were in Class A1 being all over 40'. It would appear that Bradford purchased *Windward* sometime in late 1944 or early 1945.



A Century Under Sail, Stanley Rosenfeld, editor (2001)

Rosenfeld Collection (141461F) from record notes Stan Bradford
lighting a pipe aboard Canty, Montauk 1954

Fog at Buoy

When cruising along the coast, fog brings dampness, isolation, a feeling of anticipation, and even vague concern about the location of the next buoy. The clang of a bell and the sight of the buoy bring a sense of accomplishment that is heightened, of course, if the buoy is the one expected.

Fogbound

On a foggy morning, the Off-Soundings fleet stays at anchor. The yachts, rafted together to save space in a crowded anchorage as well as for companionship, provide a pleasant place to bide one's time until the fog lifts.

In the Off Soundings annual spring cruise in early June 1949 to Montauk and Shelter Island, *Mustang* (x *Revonoc*) was second overall and *Windward* third. The club 'awarded' rating penalties to past winners and *Mustang*'s was 15% at this time. At the annual fall cruise in mid-September another of the 32s joined the club. *White Lie* (#1) with new owner Gib Wolfe. She was 33rd at the end of the two day of racing, while *Mustang* was second and *Windward* sixth (Mystic, Coll. 285). According to the NYYC Race Committee report, the fleet for 1949 included four of the sisters with the same rating as in the prior year. The boats present were *Pavana* (#9), *Voyageur* (#12), *Windward* and *Sapphire* (#15). The Annual Cruise that year saw no separate class for the 32-footers. They raced with the cruising rule sloops and yawls and not on all days of the cruise.

Bradford's son, Brad, remembered sailing aboard *Windward* (per com 12/04). He was winch tailer and thought the genoa was "big!" He said his "Dad loved the boat." Brad does not know where his father "got the gas, but he sailed out of Larchmont during the War because they were not allowed to sail out of Essex then." In 1956 Bradford had S&S design him a 30 ft waterline length yawl (Kinney and Bourne, 1996, design #1203). Her name was *Windward II*, but Brad said his father died before getting to sail her very much.

On September 9, 1955 Thomas H Closs bought #13 from Bradford according to the bill of sale among Closs' files. There was a note from Bradford to Closs dated October 17th congratulating the new owner on their first race.

"Don't bother to write me a special letter, but sometime when I see you, I will be anxious to find out what Genoa you used. I have always maintained that the new one was good though my crew would not let me use it.
If you have any more Races, knock them off again."

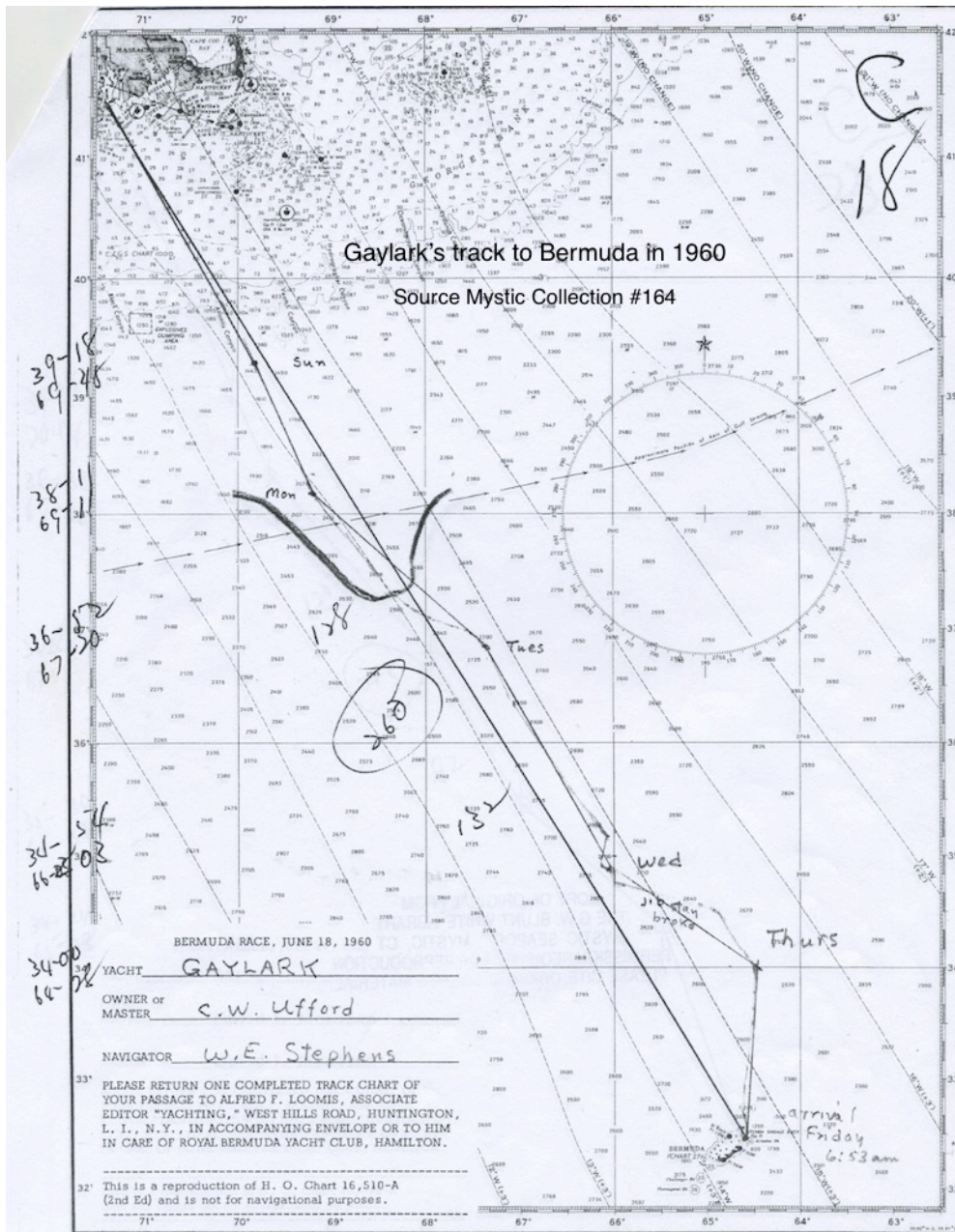
Closs had apparently sold his last *Fun* (x *Courageous*). She was S&S design #642 sloop of 32-foot waterline length built in 1946 for Arthur Iselin (Kinney and Bourne, 1996). They were entered in the 1954 Bermuda Race, but then the entry was scratched (Mystic, Coll. 303). Gmeiner's summary tables from the late 1960s showed this sister had been repowered with a 1955 Gray 31 hp engine. Bill Maclay, who attended the 70th anniversary of the class in Castine, ME, said he was foredeck man as a teenager on *Fun*. Their biggest competition was Charlie Dell and his *Trig* (#20) – Great Times!!

This was Closs' first NY32 and he renamed her *Fun*, his usual name for his boats (see chapter #12 for more about Closs). In 1962 he purchased #12, but kept her name *Raider*. In 1956 *Fun* raced to Bermuda, finishing tenth in Class B. Others of the class racing that year were *Mustang*, *White Lie* and *Ice Fire*. Her crew for that race included David Owen, navigator, Daniel

Morrell, John Abberly, Randall Coleman, Dr A. Randolph Garnett and Dr. Nils Adler from Sweden, in addition to Closs (Mystic, Coll. 303). Closs raced *Fun* in the 1959 Annapolis Newport Race with three other 32s in Class A. She finished twelfth with *Ice Fire* and *Shady Lady* ahead of her and *Sirius* behind. There were twenty-five yachts in Class A. In the 1953 Newport Annapolis Race [1957 was first year it was reversed due to dwindling attendance], Closs raced another *Fun* (x *Manatuck*) in Class C. In the 1958 Bermuda race *Fun* was registered, but 'withdrew' (Yachting, August). Yachting (July, 1958) reported in the Chesapeake Bay pages that *Fun* raced in the Annapolis spring series. In 1960 (Yachting, June) was the news that Tom Closs, president of the CBYRA and winner of many Class A races, had sold *Fun* to Charles Ufford of Haverford, PA and the Severn Sailing Association.

In 1959, Charles Price, a later owner of NY 32 #13, finished twenty-second in the Annapolis Newport Race in *Proton*. A series of letters between Price and Closs (from Closs' files) from June 1959 indicated that they had talked about cruising together after the race to Newport, perhaps going to Nantucket and Martha's Vineyard. Price was looking for spare spinnaker for *Proton*. Closs had had some problems getting his boat (*Fun*) hauled as well as finding crew. But by mid-June he wrote that "it appears that we will hit the starting line." He said that they had to be back after the race so declined any cruising. *Fun* finished twelfth. In November 1959 Price wrote Closs to say "I would be very pleased to sign on with you if you should take "Fun" in the Bermuda race next June." Price also asked the procedure for applying for membership in the CCA. "If you should decide you could not go would you consider the possibility of chartering "Fun" for the purpose of the race ??" Closs wrote back at the end of December. "Within the next week or so, I should have completed my mental gymnastics, and made a decision as to whether or not to try the Bermuda race this year." In the 1960 Bermuda race Price was aboard *Gaylark* and Closs did not race. Closs' son, Tom wrote (em 2/07) that his father was Price's CCA membership proposer.

NY32 #13 was renamed *Gaylark* by Charles Ufford. Dr Ufford was Chairman of the Physics Department at the University of Pennsylvania. One of the first races Ufford and *Gaylark* took on was the 1960 Bermuda Race. This was the year that Loomis' Yachting article (August) carried title " Slow Race to Bermuda, battering gale follows four drifting days" and *Finisterre* won her third straight Bermuda Race. *Gaylark* finished eighteenth in Class C, where two other 32s, *Shady Lady* and *Sirius* finished ahead of her. Another of the sisters, *Flying Tartan*, then a yawl, raced in Class B. *Gaylark's* topsides were white with a green boot, red bottom and white deck (Mystic, Coll. 164). Her crew in addition to Ufford, owner and skipper, were Dr. William Stephens, navigator, Dr. John Hawkinson, William Wrightson, Peter Geis, Charles Ufford, Jr, Dr. Charles Price and Kenneth Saylor (Mystic, Coll. 303). According to *Gaylark's* plot (Mystic, Coll. 164) of noon sightings by navigator Stephens their jib stay broke after the Wednesday noon sight some 128 miles north of Bermuda. They arrived Friday morning at almost 7am. This is in the region that *Shady Lady's* plot shows they were hove to in a squall.



Three of the crew were professors at the University of Pennsylvania -- Price chairman of the chemistry department, Stephens of the physics department became chairman following Ufford in 1963 and Hawkinson. According to a article in the Philadelphia Bulletin (June 25, 1960, made available by the University of Pennsylvania Archives), the actual "master" during the race was Dr. Price. This was a very slow Bermuda Race, beginning in light winds until the fleet was hit by a big squall.

"A better trick, as Dr. Price told it, was staying in the Gaylark with waves 20 feet from crest to trough and 100 feet from crest to crest.

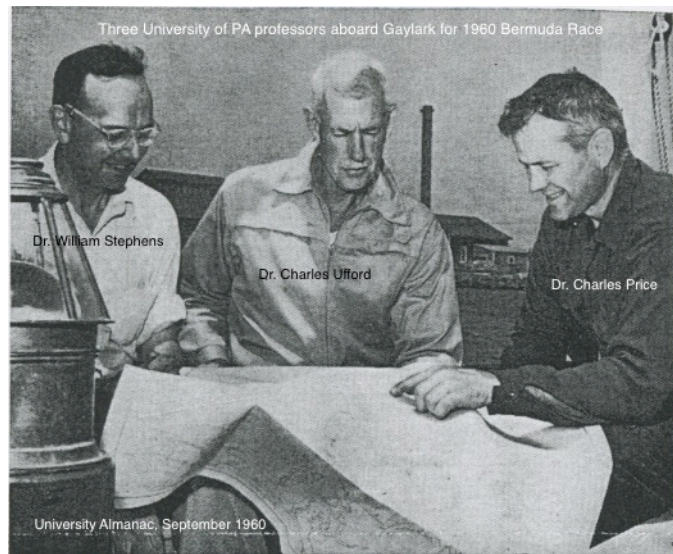
"In the trough we were lost," he said. "couldn't see another boat a half mile away. The wind for 12 hours was 45-50 miles (strong gale) and in puffs up to 80 miles. "

"We lost the forestay, preventers and blew a new jib."

During the heavy blow, a turnbuckle aloft broke and the mast whipped about until they got a small jib up to act as the forestay until they could fix it.

"Gaylark's first mate, Peter Geis, a 30-year old paint salesman in Baltimore and sailor of big experience, went aloft and fixed the forestay after a fashion..."

Geis remembered going up the mast after being unable to fix the foresaty using a turnbuckle on the deck. It was dark and blowing when he went aloft to replace the turnbuckle (per com 4/05). Hawkinson remembered that after they finished, the engine did not start and so they sailed around to Hamilton Harbor (per com 2/05).



According to his obituary (The Philadelphia Inquirer, May 2, 1992), Ufford was sixty years old when he bought his 32. His specialty was spectroscopy, Ufford graduated from Haverford College and then a bachelor's degree from MIT in engineering. He finished his doctorate in physics in 1928 at Harvard. He researched internal ocean waves at the University of California, Division of War Research during World War II. Ufford was a member of SCYC.

In the "Chesapeake Activities" section of Yachting (August, 1960), Sam Chambliss reported that the first Chesapeake Lightship Race of 190 miles had been won by *Gaylark*. There were eleven boats registered but only five competed, although more were expected the following

year with the Annapolis Newport Race. This turned out to be both the first and the last edition of this race sponsored by the GIYS and the Naval Academy Sailing Squadron. The trophy was a band of brass inscribed as from the wheel of the schooner *America*. *Gaylark* won Class A and fleet in the Gibson Island Yacht Squadron (GIYS) Love Point- Small Point Race. Her crew were mostly *Proton* sailors. *Proton* was Prices' 8-metre he had brought from Lake Michigan to Annapolis when he moved from the University of Notre Dame to U. of PA. Ufford raced *Gaylark* in the 1961 Annapolis Newport Race, finishing fourth in Class B. Three other NY32s - *Ice Fire*, *Tigress* and *Shady Lady* --finished after her.

Gaylark won Class B in the 1962 Bermuda Race, beating *Mustang* by almost an hour and three-quarters on corrected time, the difference between fourth and twelfth in the fleet (Yachting, August 1962_summaries). Her crew besides Ufford included Dr. William Stephens, navigator, Dr. Charles Price, William Wrightson, Dr. John Hawkinson. Charles Ufford, Jr, James Hurlock and Charles Baum, Jr (Mystic, Coll. 164). In his "Fair Wind to Bermuda" article in Yachting (August 1962), Loomis described *Gaylark's* win as well as other yacht's confusion with the consolan 'dots and dashes'. Loomis, aboard *Barlovento*, after mentioning the warning of the captain's meeting before the race of a strong northerly meander a few miles east of the rhumb line, wrote:

"Consolan. Whenever that poor man's loran announced its code signature of TUK from Nantucket it sounded hesitant, and there was agreement among our owner, our navigator and me that the sweet young miss who has been pressing the transmitting key continuously for the last four years is getting tired. Also the dots and dashes seemed to many other navigators besides ourselves to have wandered eastward of their chartered positions. The new Miami consolan, only four kc'd below Nantucket, could not be heard at all until the second morning and by us was never clearly distinguished from Nantucket. But in the fleet there were those who read both signals clearly.

However, we now come to the remarkable performance of *Gaylark*, winner in Class B. Saturday evening she was in company with Henry A Wise Jr's, *Marluva* when she suddenly bore away abruptly to the southeast. Mr Wise couldn't imagine the reason for the maneuver, but Mr. Ufford, *Gaylark's* owner, provided the explanation.

It was very simple. Mr Ufford mistook his dots for his dashes, the bands being narrow when close to Nantucket, and thought he was miles west of where he wanted to be. When he got everything straightened out by celestial observation he found himself 40 miles *east* of the rhumb line. Woe ? Not a bit of it. *Gaylark* laid a course from her established position to Bermuda and when she got there (six hours ahead of *Barlovento*, for instance) and was asked how long she had been becalmed Mr Ufford said, "Calm ? I picked up a southeasterly and never ran out of wind."

The summaries showed *Marluva* finished twentieth in Class B and 104th in fleet. Hurlock provided the crew picture and identification. As the winner of Class B, *Gaylark* took home the Ray Graham Biglow Trophy. *Mustang*, in her third Bermuda Race, had won that prize in the 1952 race. The 1962 race was this sister's third Bermuda Race, but not her last.



Ufford's son, Charles Jr, recalled the 1962 Bermuda race (pers com 11/04 & 3/05) in which Price was the 'defacto' skipper. There was a major calm in the middle of the race, leaving the majority of the fleet becalmed for twenty-four hours on the rhumb line. They thought they were fifteen miles west of the rhumb line, when they wanted to be west and cross the Gulf Stream to catch the meander to the east. They then sailed into the Stream and went well for the next day easterly. At that time the navigator said they were still forty miles west of the rhumb line. Ufford said it didn't make sense, but no one wanted to argue with the navigator so they sailed southeast. When Stephens realized his error "in counting dots and dashes", they were forty miles east of the rhumb line. They had wind so they sailed for Bermuda figuring the rest of the fleet would be in already. They had wind all the way and most of the others had been becalmed.

Ufford Jr. said the name *Gaylark* was a nickname for his Mother's maiden name, Gaylord. The 32 was the best combination for speed and comfort. They had a Cricket class before the 32 and a few years after selling her, Ufford bought *Gleam*, the 12-metre, on which he cruised for about ten years. After the 1962 Bermuda Race, Mrs. Ufford had said "no more racing." Ufford's son was not surprised that Price bought #13 because he had sailed a lot aboard her. Ufford Jr. did not sail with Price on the NY32 but did once on his Burgess 8-meter. In the basement of his home, there are many GIYS trophies won by *Gaylark*. Some he read were from the 1960 Lightship Race (first in fleet), Love Point Small Point Race in 1960 (cruising Class A first), the Lightship 1961 race (third in Class A) and the Rogue River 1962 race (first Class A).

Hawkinson crewed with Price on his 8-meter *Proton* and also on *Proton II*, the name Price gave #13 after he bought her from Ufford. He said Price bought her in 1962 or 1963 (pers com 2/05). While Price owned the 32, he added a metal frame and connected the mast step to the chainplates. *Proton II* and Price finished fourteenth in the 1963 Annapolis Newport Race just ahead of *Raider* and *Closs*. In the 'Chesapeake Activities' pages of the November 1962 Yachting, Price's *Proton II* was the winner on corrected time of the GIYS Cedar Point Race of 95 miles. So it appears that Price bought #13 at the end of the 1962 season. In the mid-summer Annapolis YC regatta in 1963 (Yachting, September) *Proton II* won Class A in good winds with 60 cruising boat competing.

The Philadelphia Inquirer carried Charles C Price III's obituary (February 15, 2001). He was forty-eight when he bought this class member. Price graduated from Swarthmore College with a bachelor's degree in chemistry in 1934 and his doctorate in chemistry from Harvard University in 1936. During World War II, Price worked on research at the University of IL to remove chemical warfare agents from water. In 1946 Price became the head of the Norte Dame chemistry department, conducting research that resulted in development of foam rubber. In 1954 he took the post as Benjamin Franklin Professor of Chemistry at the University of PA and chairman of the chemistry department. Price, active in the peace movement, was a supporter of the World Federalist Association. He was also president of the American Chemical Society. "He had a love for sailing that started in boyhood. He was an expert sailor, though his right hand

had been blown away when he was six years old by an exploding box of dynamite caps, his family said." Price had four daughters and a son. And they all sailed (Hawkinson, per com).

Among Skip Gmeiner's files were several letters from and to Price. In December 1963, Price wrote on his home stationery that he thought Skip's proposal for a "NY32 association" seemed "very desirable to me. They certainly are wonderful boats." He reminded Skip that #13 had won the 1962 Bermuda Race in Class B. "This season we won the Class A season high point trophy, after a string of four years it was held by Trig, and three of the four before that by Fun. Thus NY13 or NY 20 have lead the class & fleet on the Chesapeake for all but one of the last ten years !" He mentioned that *Trig* had just been sold to Franklin D Roosevelt Jr (see #20 section). Price closed with a 'PS' about his 8-metre (#10) *Proton*. She was now at the Bayview YC as the *Margret F* -- "about the only thing prettier than a NY 32." Price's return address stamped on the envelope was "American Chemical Society. Charles C Price, President- Elect" at the Department of Chemistry at Univ. of PA

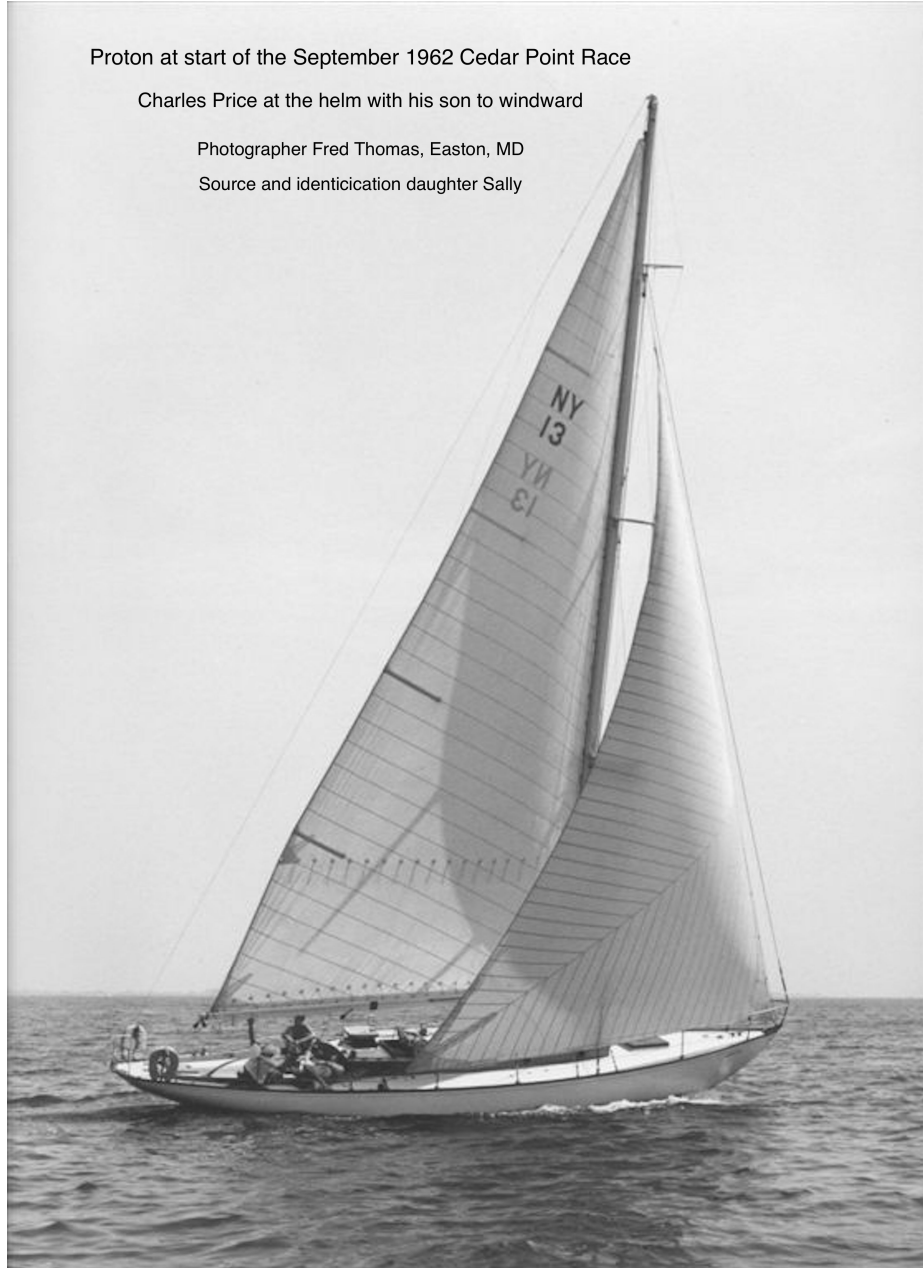
In May 1964 Price sent in a filled out a 'NY 32 owner's club form' describing his 32. She had white topsides with green waterline and pale green deck. Her rig was original but with a single head stay. There had been no cabin or interior changes. *Proton II* had a radio telephone, but it was "not currently licensed." She had bow and stern pulpits and a Gray engine with no year or model filled in. There was a cabin heater, but it was not in use. A note accompanying the form said "Good to meet you in FLA. Nice going in Nassau Race. With new suit of sails Proton II got good start for '64 in Annapolis spring series Sat. & Sun. Hoping for good show to Bermuda !"

Proton at start of the September 1962 Cedar Point Race

Charles Price at the helm with his son to windward

Photographer Fred Thomas, Easton, MD

Source and identification daughter Sally



Proton II raced to Bermuda in 1964 with her skipper Price, first mate Peter Geis, second mate William Wrightson, Jr, navigator William Stephens, Douglas MacFarlane, Richard Stimson, Charled Price IV and Robert Siekman (Mystic, Coll. 303). The owner's note to support their entry for the race said that *Proton II* had raced in the 1960 and 1962 races with most of the same crew and that the present owner had skippered both earlier races. Price had letters of support from Dell and Closs. *Proton II* was an Annapolis YC entry. Closs in his support pointed out that in 1963 they met the list of requirements -- "completing all five of our 100 mile or longer races, namely Annapolis Newport, Chesapeake Lightship, Cedar Point,

Hampton and Skipper Races. (Mystic, Coll. 303). She had a green striped spinnaker. *Proton II* finished thirteenth in Class B in the 1964 (August, Yachting) Bermuda Race.

On October 19, 1964 Price wrote Gmeiner that "NY-12 (Raider - Tom Closs) and NY-13 (Proton II) tried to eliminate each other by a near- disastrous head on collision in a 30 knot breeze. Fortunately, the only serious damage was to make kindling wood of my mast. I am very anxious to check the experience of those who have gone to a mast head rig." Price asked how *Tigress* did in their fleet, how to contact her owner, Sucher, and if there were any other mast head rigs in Detroit area. Gmeiner wrote back two days later with some statistics and asked if *Proton II* would get an aluminum or wood replacement spar. He provided Sucher's address, phone number and advice that Sucher would be glad to provide any technical information Price needed. The statistics Gmeiner shared were the results of that season's Detroit River Yachting Association races. The first six placers of the fifteen boats in Class A, when the season standings were totaled, were all NY 32s. *Dauntless III* (#15) lead the group followed closely by *Tigress* (#4). *Falcon II* (#6) was third, *Apache* (#2) fourth, *Vitesse II* (#5) fifth and *Gentian* (#18) sixth. Gmeiner said he knew of three mast head rigs among the NY32s -- *Tigress*, *Sirius* and *Half Moon*. He asked if Price had noticed when he saw *Ice Fire* in Bermuda whether her rig had been changed to mast head when she was converted to a yawl.

The collision of the two 32s, when about to start a match race, was described by one of *Raider's* crew, the son of the owner (see #12 section). Aboard *Proton II* the accident was recorded by a crew member, one of the owner's daughters, Sally Honey. She supplied the piece, entitled "Chesapeake Claws" that she had written for a creative writing class, some of which follows.

" On this October day our crew totaled eight. ...

Dad delegated jobs to take advantage of each person's strengths. Today's conditions required the strongest and most experienced crew members handling the foredeck and winch- grinding jobs, so the newest man and I were relegated to the running back stays on the afterdeck. Control of these wires is critical to mast support, but lacks the center-stage of foredeck work and the constant attention of sheet trimming.

The two boats parried for position well before the starting gun, both pressing hard for advantage in the ensuing circling. In the last minute before the start, we spun between the black boat and the line, matching her speed on a parallel course and blocking her access to the start. As the gun sounded, we congratulated ourselves for maneuvering close enough to prevent her from turning to the start without fouling us. We could hold her on this course beyond the end of the line, then tack back to start, forcing her to follow in our wake.

Dad called for a check on the angle to the line. "Are we on the lay line yet?" "Three more boat lengths and they'll have to follow us in," came back from the bow. Each person strained, waiting for the perfect start. Dad at the helm looked over his shoulder to check the angle to the starting line one last time as we barreled along at top speed. Suddenly, an impossible shout came from the foredeck: "They're tacking."

"What? They can't!" But there was the big black boat, turning in front of us in a desperate dive for the start. Only four boat lengths away, her sails filled on her new course: straight for the starting line and on a collision course with us. With certain impact in less than fifteen seconds, Dad pushed hard on the helm to duck below the charging black hull, but with sails over-strapped and the boat heeled far over, response to the helm was slow. Then, unbelievably, the black boat altered course to duck below us and, like two over-burdened people meeting on a crowded street, neither could avoid the other. In position as the leeward runner, I sighted along the full length of our deck forward. From dead ahead, under our sheeted mainsail, the black bow approached in a fury of white water. Then they struck us amidships to leeward, with the impact of a freight train. The momentum carried them on board with a deafening crunch, the shuddering impact tossing our crew about the deck. Our mast buckled and collapsed as the two rigs struck overhead. ...

The two boats ground together, bound in the heaving seas. Tangled rigging held us bow-to-stern...

Crew on both boats fought to disentangle the rigging before a loop of tightening line or wire did more damage to boats or crews. Finally, the two boats separated. Gaining a safe distance, our job was simplified to restoring seaworthiness to our boat alone.

My stomach turned as I scanned our deck. The stump of the mast stood six feet above the deck.... In heaving seas, the large sections of spar over the side thudded menacingly against the hull. Dad was everywhere, calmly directing the salvage. To prevent puncture of the hull, we passed lines around the boom and pulled it on board. The mast had split into three sections of roughly twenty feet each, connected by twisted track and garbled wire. It was too massive to lug aboard, so we lashed the sections alongside the boat using tattered sailcloth to cushion the hull. ...

On the long motor home, the crippled boat rolled sickeningly without the counter-balancing mast. ... The owner and skipper of the sister ship, accompanying us home a quarter mile away, had been a friend and competitor for six years. In the custom of the day, neither owner carried insurance. Despondent talk filled the cockpit. My anger at the clear stupidity of the other boat drew my father's quiet reprimand. ... "It could easily have been us on the other boat. Placing blame adds nothing." He pointed to the front of the cockpit. "And it could have ended much worse."

The compass, most important instrument on the boat back then, was housed in a large binnacle for clear visibility and stood tall in the front of our cockpit. To protect it from flailing hands and lurching bodies in heavy weather, ours had been fitted with a solid stainless hoop, strutted and bolted securely over the binnacle. Now, following my father's gesture, I noticed a boom sized indentation in the rugged tubing and realized that for the split seconds of impact with the black boat our own massive boom had become a potent weapon, impacting just where my father had been driving seconds before the collision. ...

Sally said (em 9/06) that she and Tom Closs Jr had met again many years after the collision. She said that the perspective from *Raider* was different. She did not know that Tom's Dad was on the foredeck at the time of the collision and almost lost his life when *Raider's* forestay looped around his neck. Luckily, he freed himself before the wire pulled tight. It was "an even closer call than we saw on our boat."

Henderson (1999) mentioned the team race and collusion as an illustration of the "fierce" competition among the 32s on the Bay.

"During the prestarting maneuvers before a team race in the 1960s, two of the 32s locked rigging and one was dismasted. A friend of mine was crewing on the dismasted boat and said he had to duck down into the cockpit to avoid being struck by the falling spar.

Those team races, held annually since 1951 by the Sailing Club of the Chesapeake and the Gibson Island Yacht Squadron, pit three boats from one of these clubs against three similar boats from the other. In the first race the SCC put up three Sparkman and Stephens designed 40-footers (two Mackinac sloops and the prototype Chesapeake 28) against three Owens cutters from GIYS. Gibson Island won that contest, but in 1998 closely trails in this continuing series with eighteen wins to twenty-three for the SCC. Although these contests are held in fun with much ballyhoo and a free exchange of insults, they are actually taken quite seriously by the participants. At the winning club's annual awards banquet, the victorious team is always presented with the traditional prize, a large broom that symbolizes a clean sweep. ..." (p169)

Peter Geis, remembered (per com 4/05) getting Dell's *Trig* mast that had been stored at Partner's in Severna Park. Geis towed it to his house early one Sunday morning with Price following. When they got there, Geis said that Price noted that the mast looked strange -- the track seemed to be on the wrong side. Geis thought it had been sent down from Nevins' in 1939-40 after #20, then *Folly*, had run aground and her mast broke. But with the track on the wrong side, the main always had a hook in it and probably the reason Dell replaced it with an aluminum mast head rig. They took the track off the front and put it on the back of the mast, gluing a strip on the front of the mast. Geis said the race in which the collision occurred was the Sailing Club of Chesapeake Broom Race. Tom Closs (see section for #12) provided the information that the replacement boom for *Proton II* was a second one that came with *Raider* when he bought her.

Proton II was the first of the four NY32s in the 1965 Annapolis Newport Race to finish. She was fourth in Class II. In December 1965 Price wrote Rod Stephens with a copy to Tom Closs (found in Closs' files). Most of the letter was about Price's option of the mast and season standings.

"We had a good season of sailing and found the new rig to be highly satisfactory. Certainly as to convenience and ease of handling, the elimination of running backstays is a great bonus. Our season standings on the Bay wound up as follows: Babe 0.796; Oceanus 0.709; Raider 0.689 and Proton II 0.658. Babe (Arnie Gay's new Cal 40) really cleaned up in Class A."

Proton II had won in 1964, but part of that he attributed to "2 DNF's against Oceanus." *Raider* had new Hood sails for the 1965 season.

"In spite of our relatively poorer showing, I am still convinced the new rig is slightly faster than the old. In the two major long races against *Raider* (Annapolis to Newport and Cedar Pt.) we beat her. In a number of day races on the Bay, I pulled some serious "boners" which cost us dearly. In addition, the mast we bought from Charlie Dell has an interesting hook in it, and we were still tuning the rig right into October to get it straight !

We found our worst going in beating in 15-18 k. breezes. We did not get a new #2 jib, but made do with the old #1 Genoa and working jib, which I believe are not ideal. We found we went very well under spinnaker, e.g., in the race to Newport and in the Skipper race when we had forty miles of lee rail-under spinnaker reach.

I believe a true evaluation of the merits of the new rig must await another year. We should be through the main tuning problems and should have learned much better how to handle her with the rig."

Hand written notes to Closs on his copy included "Congratulation" in the margin next to the standings, "Tom : Hope you feel this a fair evaluation" near his initials (signature of CCP) and a note for "Tom & Betsy" at the top "PROTON Party at Geis' Sat 22 Jan 7pm buffet." A 'Proton Party' was apparently a crew get together during the winter to which the Closs' attended. Price's daughter, Sally, said (per com 2/05) that the crew for her father were about twelve guys, known as "bilge boys union". The union was a talented group with his five children filling in as well.

In 1966 *Proton II*'s crew was Price, skipper, William Stephens, navigator, first mate Peter Geis, second mate William Wrightson, Douglas MacFarlane, cook, Kenneth Saylor, Ralph Townsend and Charles Price, owners son, in the Bermuda race (Mystic, Coll 164). That year she finished fourteenth and ahead of *Ice Fire*. They had been the only 32s in this and the prior race. *Proton II* also did the 1968 Bermuda Race, placing twenty-fourth in Class C, but no crew lists were found. She was the only NY32 that year as well as in 1970, her last Bermuda Race and the last for any of the sisters until 2006 with *Siren* (#20). In the 1970 race her crew listed (Mystic, Coll. 303) were Price, skipper and navigator, Sally Honey, cook, Chester Baum, Peter Geis, Phil Greenhawk, Chris Lambertsen, Dr David Neil USN and Lt Robin Reighley USN, both of Bermuda.

In the 1967 Annapolis Newport Race *Proton II* was one of seven that did not finish in Class II. Ken Saylor one of the crew aboard for that race described it as "very miserable" (em 3/06). In 1969 *Proton II* finished eighth of sixteen in Class II for the Annapolis Newport Race. She was the only NY32. She did not race in 1971.

In September 1968 Price wrote Gmeiner to say he was considering "with some reluctance" selling *Proton II*. "She is a great boat but I am getting too old and tired for the constant logistic and manpower problems of campaigning her and am considering racing a much smaller boat." His asking price was \$22,000 and he wondered if there was anyone interested in

joining the Detroit fleet with "a good competitive boat." Price closed by noting he was glad to see that the NY 32s did well in the Mackinac race again. In December, Price responded to a letter Gmeiner had sent -- apparently concerning boat information for #13. "After looking at quite a few of the new fiberglass boats we decided to keep the 32. Having my wife see all the modern galleys cost me \$500 to have the galley rearranged and rejuvenated ! Tom Closs is still wanting to sell Raider to get a fiberglass boat with less maintenance, but we decided the 32 is just too good a boat to trade in for that reason !" *Proton II*'s new sail number was 2613 for NAYRU racing. Her up dated information included a propane gas stove and oven, six comfortable foam mattress berths and both a Dyer dinghy and a canopied 8-man life raft. Her CCA rating was 36.7. She was mast head rigged with a steel mast step in 1965. *Proton II* had been Chesapeake Bay Class A champion in 1963, 1964 and 1967.

After the 1970 Bermuda Race, Price sailed *Proton II* across the Atlantic to Ireland and England and then sailed her down to the Canary Islands. In January 1971, Price, with his daughter Sally and three others, sailed her to Antigua where she stayed until May and the sail back to Annapolis. Sally wrote (per com 2/05) that she stayed on the boat in Antigua. The January crossing was twenty-one days and fit between the fall and spring semesters at the University.

Henderson (1999) described Price as "not only a splendid seaman but a skilled racer as well" and observed that despite having only one hand "Charlie hardly seems disabled at all" (p56). He mentioned the boats Price owned when sailing on the Bay. After his trans-Atlantic crossings in the NY32, Price owned a "speedy" C&C 35. "Later he owned a Gulfstar 41 on which he sometimes cruised alone, singlehanding the boat in the most literal sense of the word."

Myron Arms, a writer for Cruising World, bought this sister in 1972 from Price. Arms said he bought her "because he could afford her and wanted to take his family sailing." (per com 3/05) At first he and Price were partners and then Arms bought him out. He said "Charlie was a very good teacher." With the sale, she became *Westral*. Arms explained the name came when he and his family were trying to find an original name. They liked *Westerly* after the 12-meter and *Mistral*, which was quite common. Someone mixed the two up and so they had *Westral*. She lived on the Sassafra River, MD, where *Mustang* was then residing. The Arms' did not race her, but cruised in the Caribbean to Martinique for a year and also to Maine and along the coast. They sold her because he wanted to start a sail training school and the NY32 was not the boat he needed. For the school he bought the 50-foot schooner *Appledore* which was the school's vessel for six-seven years. *Westral* and her adventures were recorded by Arms in three pieces published in Cruising World.

In the first Cruising World article (February 1983), Arms asked "why buy an old wood boat?" and answered it with "because it might be cheap, well-built, and need only some tender loving care." Like other owners of a NY32, Arms found her a 'head tuner' as he explained.

"Time and again during that first summer's cruise the same pleasant encounter took place. "Lovely boat," someone would call out from shore as we

passed. Or the launch driver would smile and say, "Very pretty. I haven't seen one like her around here in quite a while." Or else there would come a hail from a passing vessel, "Beautiful! She's an old S&S, isn't she?"

Imperceptibly, she would swell just a bit at her beam, dip her lee rail into the foam, and give a little flurry with her long sleek counter. She was indeed an old Sparkman & Stephens -- one of the once famous New York 32s. Built in the Nevins yard in 1936, she is well into her middle age by now, but she wears her years with dignity and pride.

A year before she had been less fortunate. On the market for sale for most of two seasons, she had been moored in a slip in Maryland, her brightwork cracked and discolored, her decks peeling, the seams in her topsides split and widening. Her owner had doted on her for years, but recently had purchased a smaller, low-maintenance fiberglass sloop and turned the "32" out to pasture." (p 86)

When he and his family first saw her, they had doubts about taking on so large a project of restoring and maintaining. But Arms explained there were three factors that lead them finally to buy her. The family had cruised many summers on chartered boats, but wanted a boat they could get involved with doing all the work needed on their own boat. Doing their own work not only gave them intimate knowledge of how all her systems work and how she was put together, but pride in having done the work which allowed them to "exclude the cost of labor in our estimate of overall expense" during purchase decision making. Arms wrote that the primary factor was the initial cost for a boat her size versus the cost of a newer boat. He figured, at the time, prices of a newer boat her size would be two to four times as much. The third reason that contributed to the decision to buy the NY32 was that they had determined that she was fundamentally sound, although she would need many hours of work. Arms felt there were four important components of this old boat -- hull, rigging, sails and engine.

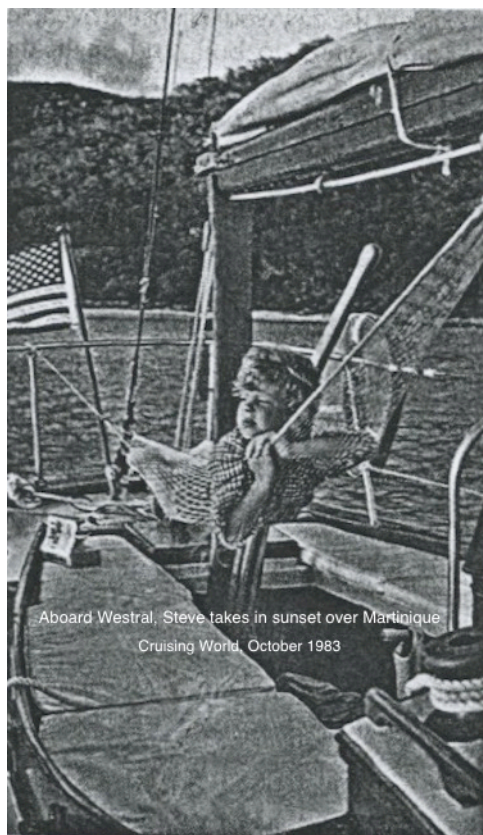
"Our "32" passed three of the four tests. The hull was tight and there was no rot. She had been entirely refastened during a European cruise several years earlier. The rigging was well maintained. She had 12 bags of sails, five of them almost brand new.

The only weak point was the engine -- a four-cylinder antique that may have been as old as the boat itself. It was functioning passably at present, but we made allowances for the cost of future replacement in our offer to the owner." (p87)

They found a yard near by that allowed them to do their own work with reasonable yard charges for hauling, blocking and launching. They worked on her all winter and by mid-June she was a proud lady as she started down toward the Atlantic for her summer's cruise to Maine. Her topsides were white and deck sandy beige. A check of Lloyd's Register up to this time showed that her engine was a 1974 Gray 31bhp gasoline one. She had also been re-powered by Gray engines in 1940 and 1955.



The second article Arms wrote for Cruising World (October 1983) was entitled "Sailing to Learn, a family cruise is enhanced by the lesson of experience" and told of their plan for a cruise from Chesapeake Bay to Martinique and back. It involved organizing a system of home schooling for their three sons and seven monthly mailings to the school, which would substitute for the year of missed classroom attendance. Arms' sons were David and Chris, twelve year old twins, and Steve, age six. He and his wife, Kay, were their teachers, but through several examples Arms showed that they all taught and learned during the cruise. With a crew of friends, Arms "sailed from Chesapeake to St. Thomas in early November. Kay and the boys joined *Westral* in the Virgins and the learning adventure began in earnest." (p29) They began with short trips around Virgin Gorda and Tortola and then extending their cruise with longer passages. Arms mentions that they all learned cooperation, patience and ability to live simply aboard, which were not among anyone's school assignments as they sailed through the Leeward Islands to Martinique and the return via the Bahamas. From the Bahamas they sailed up the Atlantic coast through 1000 miles of the Intracoastal Waterway (ICW) from Florida to the Chesapeake Bay. The author information given at the end of this article said that Arms was the skipper and program director of a sail training program for high school boys and girls called Sassafra Packet Inc.



Aboard *Westral*, Steve takes in sunset over Martinique
Cruising World, October 1983

The third article "Skimming across the Caicos Bank" (April 1985, Cruising World) told of finding a "shortcut" across the Caicos Bank to Mayaguana. With the guidance of a local freight barge pilot, *Westral* succeeded in sailing through the Bank and its uncharted coral reefs and shifting sands. After reefing, they started from Cockburn Harbour where they first played out their Walker log. They used this to measure the distance of the first run. "Then as we spot the six sisters, we'll have a good mark on the chart at the point of entry onto the Bank. (p97) They took turns to watch the Bank from aloft and had the anchor ready on the foredeck. They successfully reached French Cay on the other side of the Bank and anchored for the night. "Tomorrow will be an easy reach to Mayaguana and two more months of cruising in this most dramatic and colorful sea." The author note on this article told that after the *Westral* cruise, Arms operated a sail training program aboard the schooner *Dawn Treader*. After that, Arms bought a "50-foot Eickholt FD-12 flush deck cutter as hull and deck", which he spent eighteen months finishing for two years of family European cruising.



Arms said (3/05 per com) he sold *Westral* in either later 1976 or early 1977. He has written other articles and several books since owning the NY32 and his web site (MyronArms.com) provided this background:

"A high school teacher during the tumultuous years of the 1960's and early 1970's, Myron ("Mike") Arms abandoned the formal classroom in 1977 in favor of a different kind of educational setting: a 60-foot traditional wooden schooner called *Dawn Treader*. As founder and director of a program of "sea learning" experiences and as a Coast Guard licensed Ocean Master, he sailed for the next five years with hundreds of teenage boys and girls. "The curriculum was life," says Arms of his program. "the teacher was the sea. I learned as much as my students. We measured the sea's chemistry, sampled its bottom sediments, studied its microscopic populations with a plankton net and microscope. It was the beginning, really, of my own emerging awareness of the stresses being suffered by virtually all of the world's marine environments."

From an "author spotlight" by Anchor Books on a web site, it was learned that Arms taught high school English for seven years and got his US CG Master's license in 1977. He graduated from Yale and Harvard Divinity School.

Pat Ford of Seattle, WA, remembered (em 4/07) seeing *Westral* on her mooring in Galena, MD in the fall of 1976. Ford and a sailing friend, Steve Hayner, were on the east coast looking for a "larger classic" boat. An acquaintance of Hayner's, Tom Sotradis, had also come on the trip east. Hayner made an offer which was accepted by Arms. In April 1977, they returned to pick up the boat. Ford wrote that it was clear that Arms loved the boat, but needed a larger one at that time. Arms took them out for an introductory sail. The plan was to sail #13 around to the west coast via the Panama Canal. Ford said his brother John joined the crew and they left for Annapolis for supplies and then went on to Newport News for a few days. While crossing the harbor on the way to the ICW, a squall came up, which they later learned had record winds of 114 mph and in which fourteen people had been killed. They were in the middle of the US Navy anchorage. "There was a while that one could not tell the difference between the sky and the water. We were under bare poles, of course. Nevertheless, the lower spreader hit the water at one point. The engine went out and would not start." They eventually got the engine running after switching to the boat's other battery bank. Ford said the trip down the ICW was "beautiful." *Westral* had transmission problems as they neared Wilmington, NC, where they put in to do some maintenance and work on engine. They went on to Ft Lauderdale where they had decided to leave the boat. As they neared the entrance to the harbor, they discovered the engine would not start. "We sailed the boat in the entrance, under the 17th Ave. bridge, up the channel and docked at the Phillips 66 dock."

Ford wrote that the following year Hayner sold a portion of *Westral* to Tom Sotradis and subsequently the whole boat. From 1972 on, Ford had been the owner of Ford Boat Works in Seattle. This was an antique speed boat restoration business. He was also a co-founder of the local Antique and Classic Boat Society. Ford wrote (em 8/06) that when the boat reached Seattle, an inspection of some of the mast cracks showed rot. Sotradis hired Ford's brother, John, to move the rigging to a new spruce mast and renew the canvas on the deck. This was in about 1979 and the boat appeared to be in good shape. He sailed on her a few times, but then lost track of her. Ford was upset to see the pictures on the NY32 class web site (em 4/06). He wrote that he hoped the pictures could be taken off the site. "It is really a sickening sight to me. ... The pictures do no good except to detail how irresponsibility can devastate a beautiful boat."

Sotradis renamed this 32 *Magic*. Sotradis said he owned her from 1976 to 2002. When asked about the name, he mentioned Crosby, Stills and Nash music and playing the guitar (pers comm 1/05). Sotradis remembered the storm as they left Chesapeake Bay for Florida occurred when they were off Cape Hatteras. After surviving that, they continued down the ICW and left the boat in Ft Lauderdale over the winter. The next year Sotradis and Hayner returned and sailed her in the Keys and Caribbean for several months, planning to travel to the Pacific via the Panama Canal. But it got too close to the hurricane season and, instead, they went to Galveston, TX and trucked the boat to Seattle. Sotradis said that while he own *Magic* her deck was recaulked and he replaced the engine with a Yanmar three cylinder one. Sotradis said there were many plaques in the cabin from races she had been in such as the Bermuda and Annapolis Newport ones. He remembered seeing NY32 #1, *Penance*, in about 1995 in a WA yard.

The sale in 2002 of this 32 for Sotradis was handled by his friend, Wayne Smith, as Sotradis was in Mexico. The new owner was Dan Bastian of Vancouver B.C. according to Smith (em 3/04). *Magic* was still in Port Townsend with her primary winches in tack, but some of the other hardware had moved to Vancouver. Smith said he was still paying storage on the engine and cushions though. "Sadly they haven't done anything with *Magic* as she is deteriorating very rapidly. ... I'd really like to see someone restore this beautiful classic." (em 3/04) Smith wrote (3/05) that he had not heard from either Tom or Dan in quite a while. Smith referred to the time he had known *Magic* as that when "she was on the reef" in Port Townsend. He explained that it was a "colloquialism we use here to mean : boats that get hauled out with all good intent but never make it back to the water."

Adam Henley of Edensaw Woods Ltd, Port Townsend, wrote (em 1/04) that he had tried to buy this boat from Sotradis three years earlier. Henley said the boat needed a "keel to masthead restoration", which he was willing to do until the owner started selling her parts for money. Henley said Olin Stephens was there in September 2002 and they went to look at the boat. "Olin was real fond of the design as it was very successful, but was terribly disappointed about the condition!!"

Prior to buying #13, Bastien, of Hull, Quebec, had her surveyed by Tony Repard, Associated Marine Surveyors Ltd. in July 2002. Her name was *Music* and she was in Port Townsend, WA. Repard's summary stated that her hull appeared structurally sound, but extensive rebuilding was required to make her a useable boat. The boat had been uncovered for about four years with the port side facing the prevailing wet weather possibly a reason the port side deck beams were more deteriorated than those of the starboard side. The survey showed that her mast step was supported by steel, which was very corroded. Her engine was a Yanmar 30 hp diesel that was in storage and reportedly had 200 hours on it. The description of the deck given -- remnants of painted canvas over 7/8" by 7/8" wood strips fastened with galvanized nails, corroded -- sounded like the original one. The mast and boom were stored next to the boat and uncovered as well. Her estimated fair market value when surveyed was \$10,000 with an estimated replacement value of \$1,000,000 and, if competently and completely rebuilt, her fair market value was estimated at from \$100,000 to 350,000.



In March 2002, Bastien wrote in an email that *Music* was in Port Townsend at Eastview Storage and Marine and for sale. He wrote that he had to change "directions making this project unfeasible but we hope the right party will come along to see it though." In a July 2002 email, Neil Atwood wrote that he was interested in the history of the boat. He was interested in purchasing and restoring NY32 #13. He was in Edmonds, WA. At the same time Atwood was looking at #13 so was Pieter van der Aa from The Netherlands. In early August van der Aa went to see the boat which he described (em 8/04) as "in very bad condition." By the end of August he had bought #13 and arranged to have her shipped via container to Holland where he was building a new 32. Van der Aa wrote that the survey was optimistic about the condition of the boat and felt there was no reasonable chance to rebuild her. At the time he bought *Music*, van der Aa was making the molds for his new 32, to be #21, having made the stem, keel and transom.



Van der Aa wrote (8/04) he first saw the NY32 in the book by Franco Pace (2002) about the S&S boats. "One of my best friends wrote the text for the book (John Lammerts van Bueren). He is the secretary of the 8-metre association and has a lot of contact with Olin Stephens. I was searching for a boat for me and my family (my wife, 3 daughters and me) and also a boat for racing with friends. John showed me the line plans of the NY32 in the book of S&S and I loved the beautiful lines of her. So I decided that it must be a NY32 to build and John helped me to convince S&S to sell the drawings to me." The construction was planned for three to four years. In fall 2006 the new hull was set on #13's ballast keel (see section for #21).

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