

The NY32 #20, *Folly*, was first owned by Junius Spencer Morgan, Jr., when he was forty-four years old. Although numbered as last, she was the seventh built and surveyed June 6, 1936 with sisters #5, 6 & 8. Morgan became a member of the NYYC in 1913 and was commodore from 1933-1935. He was also a member of Seawanhaka Corinthian Yacht Club (SCYC) and served as vice commodore there in 1919. In 1930 and 1934 Morgan served on the NYYC America's Cup Committee (Parkinson, 1975). He was featured in the February 1933 Yachting column "In the world of yachting" upon his becoming the NYYC commodore. Morgan was the third generation of his family to serve in the position. His grandfather, J Pierpont Morgan, was commodore from 1897-1899 and his father, J P Morgan, from 1919-1921. He was described as an "avid racer on LIS".

Junius Morgan graduated from Harvard in 1914 with an AB in finance ([www.distantcousin.com/Yearbooks/MA/Harvard/alum1919](http://www.distantcousin.com/Yearbooks/MA/Harvard/alum1919)). The following year he joined the family firm of J P Morgan and Company (obit. NYT Oct. 20, 1960). The SCYC 1897-1940 history (1940) reported that Morgan was an ensign in 1917 aboard the destroyer *USS O'Brien*. The Parkinson (1975) reported that he left the destroyer a lieutenant and was then attached to U.S. Naval Headquarters in London. In World War II, he served with the Office of Strategic Services, leaving as a captain in the U.S. Naval Reserve. His flagship as NYYC commodore was his father's *Corsair*. Morgan designed the R-boat *Puffin* and his M-boat, *Windward*. The latter with advice from Charles Mower was built by Nevins in 1929.

Junius Morgan, just as John Shethar (first owner of #1), had been involved with the formation of another one-design class. T S Clark began his "History of the Victory Class" (chapter in Schoettle, 1945) as follows.

"Immediately after the World War yachting on the sound was in a rather chaotic condition, as most of the open and one-design classes had been disbanded and the survivors had turned to the Handicap Classes in order to continue their racing. It was imperative, therefore, that something be done, and done quickly, to inaugurate a revival of yacht racing. With this in mind a group of yachtsmen, headed by Junius Morgan and Commodore James B Ford of the Larchmont Yacht Club, got together during the fall of the year 1919 and decided to build a class of one-design boats that would not be too large or too expensive for the average yachtsman to maintain. The result was the formation of the now well-known and justly famous Victory Class." (p 768)

In 1920 the Larchmont Yacht Club commissioned Henry B Nevins to build twenty of the William Gardner designed Victory one-design class. This one-design class name was chosen as "a tribute to yachtsmen who participated in the World War and, by their efforts, helped to make victory possible" wrote Clark. They were just under 30 feet on the

waterline and marconi rigged with 433 square feet of sail and 2,900 pounds of lead on the keel. There was a small cabin, which could accommodate two people on short cruises, but the boats were sailed mostly in class races or afternoon outings. Morgan was the original owner of #17, *Mary Rose*, and his brother, Henry, owned #16, *Black Jack*. Henry Morgan was the first owner of NY32 #19, *Dolphin*, purchasing her before launching from Robert Bavier.

For the 1929 America's Cup challenge one of the four J-boat syndicates was *Weetamoe* designed by Clinton Crane for Junius Morgan, manager, and George Nichols, skipper (Stone and Taylor, 1958). In 1935, Junius had S&S work on a proposed auxiliary ketch with a 36ft waterline. This was design #120 but was not built (Kinney and Bourne, 1996). On December 13, 1935, both the NY Times and NY Herald Tribune carried headline articles about the NYYC proposal for a new one-design racer/cruiser of waterline length of about 32-feet. Both articles named the members of the selection committee -- John Shethar, Charles Havemeyer, George Nichols and Robert Bavier -- headed by NYYC vice commodore E. Townsend Irwin. After the design and builder selection, this committee named the class committee -- John Shethar, Charles Havemeyer and Junius Morgan -- to carry on with class rules and other matters. [for more on this committee and early class news, see sections for #1, 9, 12, & 18]



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

In 1936, Morgan raced *Folly* with her sisters during the Larchmont Yacht Club Race Week. The final regatta of the week, July 25, was won by *Clotho*. *Rampage II* 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 with *Clotho* first (4:58:06), followed by *Rampage II* (5:00:56), *Valencia* (5:01:04), *Swell* (5:01:15), *Wynfred* (5:04:04), *Revonoc* (5:05:21), *Notus II* (5:05:51), *Esmeralda* (5:07:30), *Folly* (5:08:54) and *Apache* (5:13:57). *Clotho* covered the course in two hours and eight minutes while it took *Apache* almost three hours. The report by Robbins (NYT 7/19/36) of the first day’s racing for the 25 classes gives the start for the NYYC 32-foot class at 2:20pm and *Valencia*'s finish is recorded as 4:43:47pm and *Esmeralda*'s finish, seventh of the class, was 4:51:39. The first in class sailed the fourteen and a quarter mile course in two hours and twenty-four minutes. *Folly* finished 2 minutes and 25 seconds after *Rampage II* for a third with *Swell* one minute and thirty-seven seconds after her. The closest finishes were *Revonoc* 6 seconds after *Swell* and *Clotho* just 7 seconds after *Revonoc*. On this day The NY30s sailed a course of the same distance starting five minutes after the NY32s. The first NY30, *Variant* (#8) sailed the course in two hours and twenty-five minutes to beat the usual winner *Oriole* (#11).

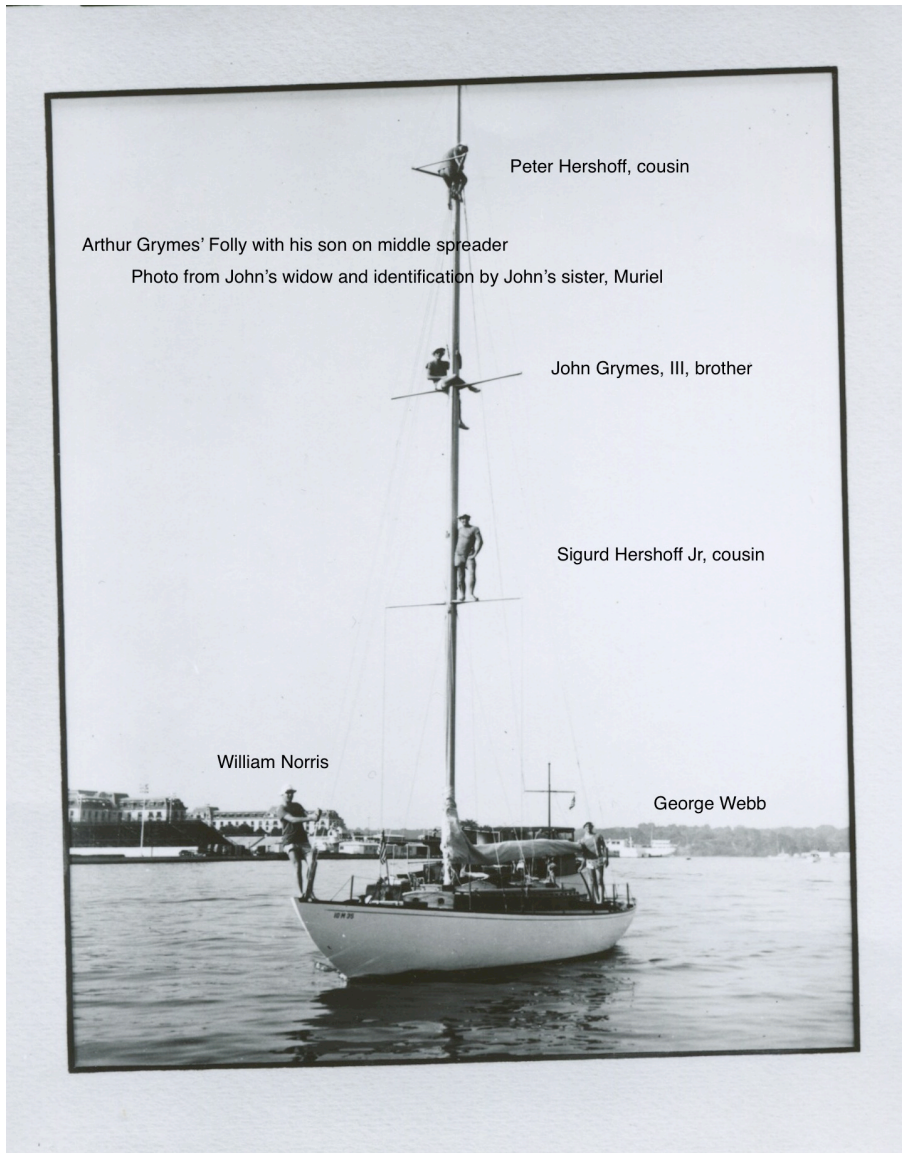
Rosenfeld captured nine of the NY32s racing at Larchmont in a two picture sequence from start on July 25<sup>th</sup>. The one shown here is the second of a series, which shows eight more spread out and easily seen, but loses what appeared to be *Apache* to the far left without a spinnaker set, but noticeable with her dark mainsail.

In 1937, *Folly* raced in 53<sup>rd</sup> Larchmont Spring Regatta finishing third in the 15 knot breeze (NY Herald Tribune, June 20, 1937) . She also was found among her sisters racing in that year’s NYYC Annual Cruise off Newport. The J-boats joined this racing having finished the America’s Cup contest. For this season among the twenty-four races of the class, *Folly* placed second and several thirds. This season showed the greatest number of the class racing with thirteen of the eighteen still sailing on the Sound. Four appeared to be more cruisers than racers and one was chartered, but not raced.

For 1938, Brooks Brothers showed her chartered to T. Albert Potter, who had become a NYYC member in 1934. He appears to have only raced her in August with the NYYC Annual Cruise and in the joint cruise with Eastern Yacht Club. The NYYC report listed eight of the class in its racing fleet and ten in the cruising fleet. *Folly* was among those in both fleets.

In 1939 *Folly* was again listed with Morgan as the owner in the NYYC Yearbook. She shows up in the results of the Larchmont Race Week among seven of her sisters and during the NYYC Annual Cruise, where ten raced in their own class. In 1940 Brooks Brothers shows her owner as Arthur J Grymes Jr. in Maryland.

Arthur Johnson Grymes Jr, owned an 8-meter before *Folly*, which his daughter Muriel said he found uncomfortable. She related that when he found "the *Folly* with the door knobs wrapped and shinned" he decided that the rest of the boat must be taken care of as well (per com '05). Muriel crewed aboard the *Folly* with her brother John. She remembers that they won a lot. She said that John later sailed aboard #20 on Martha's Vineyard with the then owner FDR Jr. John reported that he thought the new rig (yawl) was slower. And, she was not the same *Folly*. In May 1952, Ratsey noted an order for a nylon spinnaker by "Miss Grymes" for *Folly* (Mystic, Coll 236, v 165).



Bugeye Bill in the 'Chesapeake Bay Activities' pages of Yachting for October 1950 noted —

"It will be years, if ever, before a yacht duplicates the performance of A. Johnson Grymes' New York '32' Folly, in winning the Poker Bowl for the 4<sup>th</sup> time. Folly did it again in mid-August when a 33- boat fleet raced from Annapolis to Oxford for the combined races of the Chesapeake Bay and Tred Avon Yacht Clubs. Grymes took both corrected fleet time and Class A honors."

Grymes studied engineering and graduated from the Stevens Institute in 1918. During World War I, Grymes served as a sergeant in the Corps of Engineers. From there he worked in ship construction and repair, chiefly with the Brewer Dry Dock Company on Staten Island, NY, which he directed for thirty years and that his father had established. In 1945 he became president of the Oxford Boat Yard Company and moved to Ship's Point, MD (The Eastern Shore of Maryland and Virginia 1950, v 3). In 1945 the Oxford Boat Yard, having been twice awarded the Army- Navy "E" for excellence, advertised its accomplishments -- 126 built and 71 repaired Naval vessels -- but found with the War's end, there was little business. Grymes, one of the yard's owners, left shipbuilding to undertake the financing and building of Easton's Tidewater Inn (Preston, Oxford, 1984). Ground for the hotel was broken in January 1947 and its grand opening was September 2, 1949. It restored a second hotel to the town after fire closed the Hotel Avon in 1944. (Harrington, Easton Album, 1986). The Tidewater Inn ([www.tidewaterinn.com](http://www.tidewaterinn.com)) is still operating today. Grymes' obituary (Sun, April 19, 1963) described him as

"a well-known yachtsman of the Chesapeake Bay area. Grymes raced the 8-meter sloop Conewego and later the New York 32 sloop, Folly, to numerous victories in bay regattas. He was a charter member of the Chesapeake Bay Yacht Racing Association. ... He served as commodore of the Tred Avon Yacht Club, Oxford, Md., in 1937 and again in 1946 and 1947. He was a member of the Chesapeake Bay Yacht Club ..... and of the Society of Naval Architects and Marine Engineers."

The Tred Avon YC was organized in July 1931 and know then as the Kap-Dun Club, "a joking form of 'captain' ". It changed its name in January 1932, according to Preston (1984).

After he sold the *Folly*, Grymes' next boat was a power boat according to his daughter. Grymes' son's widow supplied the picture of *Folly* taken off Annapolis, MD, with her husband as a youth on the middle spreader. Grymes' daughter Muriel identified the spreader climbers and word that the mast didn't suffer from their climbing. In 1942 (Yachting, October) Grymes was racing *Folly* against Norman Owens' *Galavant* (#12, x *Rampage II*). Owens would later designed the Owens cutter. Grymes apparently gave

*Folly* a new engine in 1948 -- a 2 3/4 x 3 1/2 -- Gray and again in 1954 (Lloyd's Register).

The overall Chesapeake Bay big boat champion in 1948 was *Folly* (Henderson, 1999). In 1956 *Folly* and Grymes won class A in the Love Point-Swan Island Race (Yachting, August). Jud Henderson wrote (email 4/07) – “I remember ‘Mooney’ Grymes, Johnson’s daughter, as being a glamorous crew admired by many young sailors. Perhaps she was a distraction to the competition.”

The Lloyd's Register for 1959 lists Charles Dell, Sr, of Annapolis, MD, as owner of the NY32 #20. He had renamed her *Trig* and her engine was now a 1954 Gray. A letter from Dell (see below) has her belonging to him in 1957. Dell also had two Owen's cutters named *Trig*, one the former *Fandango* (Henderson, 1999). In the July 1956 Yachting 'Chesapeake Bay Activity' column was news that Charlie Dell's *Trig* (40 loa, 28 lwl) was sold to John Nicholas Brown of Providence RI. In the August Yachting of the same year Dell's *Trig*, an Owen's cutter, was racing in Chesapeake Bay. In 1958 (Yachting, October) *Trig* was second in fleet and Class A in the Sailing Club of Chesapeake Regatta, a distance race. Robert Meara reported in the July 1962 Yachting that the Class A winner in the Annapolis YC spring series was Dell's *Trig*. The cruising fleet winner was Charles Price's 8-meter *Proton*. In 1963 Price would be racing NY32 #13, *Proton II*. In October 1962 Yachting, Meara reported in the 'Chesapeake Bay Activity' column that Charles Dell's NY32 *Trig* took second and fleet honors in the Virginia Cruising Cup race, 123 miles from Annapolis, MD, to Hampton, VA.



Trig, Charlie Dell's NY32 #20  
Photo John Graves

Charles (Sunny) Smith proposed Dell, president of a Baltimore roofing company, to the Annapolis Maritime Museum's Maritime Hall of Fame (pers com '05) In his letter, Smith pointed out that "Charlie is the only person ever to have served as President of the Chesapeake Bay Yacht Racing Association, Commodore of the Sailing Club of the Chesapeake and Commodore of Annapolis Yacht Club." Smith was a friend of and sailed with Dell and supplied excerpts from AYC and SCC yearbooks describing Dell. From AYC, Section XIV --

"Charles S Dell, Sr, one of the "rugged individualistic sailors" of the Club, was not only instrumental but perhaps more than any other member responsible for expansion of the Club's racing activities. ....

Dell began his yacht racing activities in 1933 sailing 6 and 8 metres out of Gibson Island Yacht Club. Shortly thereafter he became a "perpetual" winner in Bay racing circles with his trio of "TRIG"s (2 Owens Cutters and a New York 32). Expanding his horizons, he moved into ocean racing during the next few years contending in Southern Ocean Circuit Races, Nassau Race, Newport-Bermuda Race, Annapolis- Newport

Race, and even the "fresh water" Mackinac Race. " (History of the Severn Boat Club and the Annapolis Yacht Club, 1886-1972, compiled by Walter Downing, p.30)

Dell became an AYC member in 1944 and chairman of the Race Committee in 1945. He resumed contacts for AYC with the NYYC about the possibility of an Annapolis to Newport Race,. The first race of 466 miles was in June of 1947. It was won by NY32 #1, *Alar*, and included another of the class (#3). Dell raced in his yawl, being the last to finish due to comradeship of standing by another racer that got in de-masting troubles.

AYC Section XIV continued --

" ... He continued to generate ideas and racing refinements as Race Committee Chairman and was never too busy to listen to any new idea which might further yachting in general and racing in particular. With his election to Fleet Captain in January 1958 he attained the "officer" standing so well deserved. Throughout these years he evidenced an uncompromising attitude toward sloppy casual manners in personal appearance and to the serious conduct of racing. Through officer status, culminating with that of Commodore in 1964-65, he injected into all the activities he supervised the utmost dignity and decorum and, above all, considerate enthusiasm. Commodore Dell can best be summed up as a "leader" who accomplished for the Club its eminent position in "Yachting", analogous to Commodore Magruder's over-all elevation of the Annapolis Yacht Club itself." (p 31, AYC history)

The Sailing Club of the Chesapeake (SCC) created the Charles S Dell Perpetual Award for Outstanding Committee Service. In the award's description, it states that Dell joined SCC in 1946. The award was first given in 1978.

In at least two Mackinac Races, Dell sailed aboard Norman Sarns' sloop *Revelry*; she belonged to Clare Jacobs before his buying *Falcon II* in 1951 (see section on #6).

"In the 1955 Mackinac race we had Charley Dell of the Chesapeake Bay yawl *Trig* as a member of *Revelry*' s crew . During the night of the blow, he was on deck. He remarked humorously: "It seems like ocean, captain, boss man," as the steep lake seas broke across the boat. Charlie came with us again the following year when we won. He thoroughly enjoyed it. I am sure he brought back some stories from the Great Lakes." (Sarns, 1959, Chapter XI in Racing at Sea, p144)





John Graves, crewed for about two seasons in the late 1950s aboard *Trig*. He said that *Trig* had a masthead rig at that time. The NY32 design #125 plan has a masthead rig dated August 8, 1959 for #5 (then *Tigress*) of the class. John wrote that they raced against the U S Naval Academy's yawls. (em '05). Dell is credited with having an extra mast. This came into use in 1964 after two sisters, #12 and #13, collided during a race in 30-knot winds and #13 took this extra mast (see section for #13) to replace her 'splintered' one.

Among Skip Gmeiner's (#2) files are a series of September 1963 letters from Carlos Echeverria, a broker with Northrop and Johnson in NY, and Tom Closs, then the owner of *Raider* (#12) and from Closs to Franklin D Roosevelt Jr. In mid-September Echeverria wrote Closs to confirm an agreement which gave Roosevelt "first right of refusal until 9 p.m., Saturday, September 21, on the purchase of RAIDER." He also conveyed that Mr and Mrs Roosevelt together with himself would be on to Annapolis on Saturday. Closs wrote back that they would be at the boat all day Saturday and probably stay over night. On September 25<sup>th</sup>, Echeverria wrote to thank Closs for their visit to *Raider* on the 21<sup>st</sup> but that Roosevelt decided not to place an offer. *Raider* was listed with Northrop and Johnson. On the same date Closs wrote to Roosevelt saying how enjoyable his visit had been and that he understood that he was considering buying *Trig* instead of *Raider*. Closs followed with a comparison of the yachts, mostly pointing out

how well off *Raider* was. He mentioned that *Trig* had many broken ribs. On September 27<sup>th</sup> Roosevelt's personal secretary wrote Closs to say that his letter had been received, but that Under Secretary Roosevelt was on a Commerce Department trip to Europe and the Middle East. It stated that he had already purchased *Trig*.

In December 1963, Dell wrote Skip Gmeiner to thank him for his letter about organizing the owners of the NY32s. "I feel as you do that they are the best ever designed for their size and purpose. Over a period of six years Trig participated in 182 races and was out of the money only 17 times." He went on to say that "he was sorry to say that I have had to give up racing and have recently sold Trig..." He provided the new owner's name --Franklin D. Roosevelt Jr -- and his address at the US Department of Commerce in Washington, DC. She would stay in Annapolis. Dell wished Gmeiner "a winner" in the Southern Circuit with *Apache*. Dell was to join Clayton Ewing in Nassau after the races for three weeks of cruising. Documentation (USCG abstract of title) for #20 began with the sale from Dell to Roosevelt in November 1963. Gmeiner's summary of owners show #20 had a Gray 25 hp engine and a masthead rig with white topsides.

With this sale, #20 became *Half Moon*. Franklin D Roosevelt Jr. did not become a NYYC member until October 1967, and thus, returned her then to the Club. The Franklin D. Roosevelt (FDR) Presidential Library web site shows he was the fifth child of Eleanor and President Franklin, born in 1914 and died in 1988. Roosevelt entered World War II as an ensign in the US Navy and left a lieutenant commander. Among his honors were the Purple Heart and Silver Star. In 1940 he graduated from the University of Virginia Law School. He was a distant cousin of the original owner of *Esmeralda* (#5), who did the Bermuda Race in 1936.

In 1965 Roosevelt raced *Half Moon* in the Annapolis- Newport Race, finishing sixteenth of twenty-two in Class II. Three other sisters raced in this class -- *Proton II*, *Raider* and *Ice Fire*, all finishing ahead of #20. Roosevelt's daughter Nancy remembered (em 2/07) sailing *Half Moon* in Nassau in the spring of 1978 and also sailing her out of Martha's Vineyard during some summers. Carlos Echeverria, the broker who sold #20 to FDR Jr., described him as a good navigator and sailor (per com 1/04), from once cruising aboard *Half Moon* with Roosevelt to Maine.

According to Bob Clark (em 1/04) the FDR Presidential Library holds the papers of FDR Jr., among which is a storage lease for *Half Moon* for the winter of 1976-77 at the Martha's Vineyard Shipyard. In 1976, *Half Moon* became a yawl (design plan #125- C-22, dated December 22, 1975) with a masthead rig. [see section for #10 and yawl changes in 1953] At about this time Lloyd's showed her with a 1974 Gray 35hp engine. The work was done at a Martha's Vineyard yard according to Roosevelt's son, Christopher (per com 2/05). He said that when his father bought the boat from Dell she had an aluminum pole for her mast. Dell's company was making such poles for highway lights. Christopher recalled (em 12/04) a story he had heard. His father apparently went to Rod Stephens and asked what he could do to reduce the weather helm. He had apparently tried all manner of rig and trim tuning. As the story went, Rod told him that the original plan had been for a yawl rig, but that the NYYC wanted a sloop rig for the

class. To reduce her helm and make her easier to handle, Rod suggested the yawl rig and hence the design plan done for Roosevelt. When asked about the idea that the original design had been for a yawl, Olin Stephens responded (em 2/05) as follows:

"On the yawl rig I'm afraid you have both the fact and the theory wrong. Had a mizzen been planned and then not used the tendency would have been toward the less, rather than more weather helm. I think, also it is fair to say that weather helm can be, and normally is, useful in reducing leeway just as a trim tab is on a fin keel. I think the fact that the boats steered by tiller drew more criticism to the boats than entirely justified. Freeing the leech of the first mainsails and taking the jib tack to the stem head were both good moves but I think the balance was just right after that had been done."

Other owners of other in the classmates have both found weather helm a problem and not found it a problem. Olin observed (em 1/04) that although Rod was "very partial to yawls" never used that rig on his NY32, *Mustang* (#17). Among the design plans (Mystic Seaport has the full set), there is no evidence the S&S plan or any submission to the NYYC in 1935/6 were yawl designs. [see section #18 for design submissions]

The current owner of Martha Vineyard Shipyard, Philip Hale, wrote (em 2/07) that he remembered "Frank Roosevelt's New York 32 "Half Moon" very well." The yard did lots of work on her including reframing her middle twice, installing a diesel engine, shortening the main mast and boom and adding a mizzen. They also took "800 pounds of lead off the bottom of the ballast." *Half Moon* was maintained there. Hale called her a "great boat" The lead was removed to lessen the strain on the boat with the rig shorter and, thus, stiffer. She was reframed twice because after the first job, *Half Moon* was on charter and got caught between a barge and the beach, cracking them again. Hale told a story about engine that was probably the reason the boat was kept at Martha's Vineyard. The first time that *Half Moon* was

" in Vineyard Haven the new Graymarine was not working right (the boat was on the way to Maine for the summer). To make a long story really short, the boatyard in Connecticut that installed the engine had put on a propeller going in the wrong direction. After a lot of discussion and several propellers Frank finally said 'you mean I have been backing all the way from Connecticut!' and the answer was yes you have. Well after that the boat stayed in Vineyard Haven for 10 years or so."

Christopher Smith bought #20 in May 1979 and changed her name to *Dulcinea*. This moved her from the NY documentation office to the Portland, ME office. From the abstract of title, there were at least two loans taken. The first was in December 1979 from Yegen Marine, a division of Tri-Continental Leasing Corporation in the amount of \$48,000 which was transferred to the First Bank of Boston later that month. It was apparently satisfied in March 1985. In July of 1985, Christopher Smith sold *Dulcinea* to

Heather Smith. In June 1986 another loan of \$12,000 was taken with the Bar Harbor Banking and Trust Company, which Heather Smith satisfied in July that year. In July 1993, the Virginia documentation office recorded the sale from Heather back to Christopher Smith.

The present owners, the May's, of #10 of the class -- *Isla* -- chartered *Dulcinea* in Camden, ME in 1980. They cruised to Mount Desert with a friend of the owner as captain and cook. Along the way, they learned she had been purchased with idea for an around the world sail, but then the owner decided she was not suitable. In 2006, the May's sought out *Dulcinea* in hopes of another charter. They found her with Peter Cassidy, went for a sail and decided to find one of the sisters for their own. [see section for #10 for more]

A survey of *Dulcinea* was done in March 1997 for Smith by Captain Paul Haley of Capt. G W Full & Associates. At the time of the survey, the boat was at the Belfast Boat Yard, ME. The engine was out of the boat and the type is not mentioned. Lloyd's Register in 1984 showed her with a 45 hp diesel. The main and mizzen masts were in a mast rack at the yard. The galley had a three-burner stove and a double stainless sink. The refrigeration was a top loaded twelve-volt unit. She had sistered frames in some areas, a stainless steel mast step and fiberglass over the fur deck and cabin top. In conclusion, Haley wrote : "As can be seen from the outlined recommendations the boat is in need of considerable amount of work. At this time, the vessel would be considered at a turning point. If the work is not undertaken the vessel will continue to deteriorate and before long will not be able to be restored. The project will need a hard look and, if undertaken, good planning." It would appear that *Dulcinea* had not been in the water for some time prior to the survey. Neither of the Smith's could be found to learn where they sailed her.



The present owners, Peter and Kate Cassidy of Marion, MA, bought this sister in the spring of 1998. She was in Belfast and out of the water when they saw her. Her name is now *Siren*. Peter said (per com '04) that he had seen *Stormy Weather* in the Caribbean and like the look. *Siren* came with a Westerbeke engine. The Cassidy's

planned the work she needed so that they could sail her each season. They relaunched her in 1999 and continued with 'off season' projects to bring her back to full racing/cruising strength. When they redid the deck, they chose Dynel for the finish surface.

*Siren* has been a regular traveler up to the Eggemoggin Reach Races in Penobscot Bay for many years and then, when possible, cruised in Maine for a week after with family. She began her racing and cruising as a yawl, but in 2005, she became a sloop again. Peter made her a new mast and boom to the *Mustang* sloop rig with most of the hardware coming from the broken mast of #11 and his yawl parts.



Among her racing achievements are a second in division D (spinnaker) in the Figawi Race (2003) from Hyannis, MA to Nantucket Island and returning over the Memorial Day weekend. ([Sailing Life](#), July/August). Later that season, she was first in the Castine Classic Yacht Race, besting her sister *Falcon* (the local NY32, #6). In 2004, *Siren* took both first in the Castine Classic Race and Eggemoggin Reach Race. In 2005, now a sloop, *Siren* beat *Falcon* in the Castine Classic Yacht Race, but their roles reversed for the 2006 race. In the 2005 Museum of Yachting Classic Yacht Race over Labor Day weekend off Newport, *Siren* placed second on both days. A sister, *Salty* (#9 )

raced on one day as well. Two of the NY30s raced both days -- *Amorita* (#9) and *Cara Mia* (#14, one time *Old Timer*). In the race for September 3<sup>rd</sup> over the same course *Siren* finished five minutes and eight seconds ahead of *Amorita* on elapsed time basis. So it seems the answer to the question at the time of the class beginnings of 'would the NY32 be faster than the NY30?' that for *Folly / Siren*, the answer is still very close and, of course, dependant on the breeze.



Matt Murphy, editor of *WoodenBoat* and crew aboard for the 2006 Bermuda Race, wrote the following in the Autumn 2006/ Spring 2007 S&S Members Yearbook (p 51-52).

“... This is a navigator’s race; a good route across the Gulf Stream, the vagaries of weather, and some luck dictate the results. This year’s light-air race went to the smaller boats. Light winds were forecast the night before the race.... The fleet divided soon after the June 16 start, roughly half going west of the rhumb line to take advantage of the push of cold-core eddy ... and roughly half (including *Siren*), banking on the push of a well-defined meander in the stream, going east. A few gamblers went straight down the middle, or nearly so. ... She had a delightful reach across the Stream. “Dry decks the whole way. Never saw anything like it,” was how S&S president Mitchell Gibbons-Neff

described the race, his twentieth. Neff sailed as captain of *Siren's* starboard watch, with owner (and captain) Cassidy and *Siren* regular Ben Sperry. The port watch included watch captain Ed Van Keuren, another of *Siren's* regular crew and Rob Brooks (a regular on *Siren's* sister, *Gentian*, NY-18). Mitch and I came over from Bob Scott's *Falcon*, NY-6. (Rob, Mitch and I had to swear an oath to leave *Siren's* myriad go-fast secrets on the boat when we went back to our regular boats.) Frank Cassidy sailed as navigator and Michelle Desrosier (another *Siren* regular) as cook.

“After the first day and a half, the easterly course seemed to be paying off for *Siren*, but the wind died, as forecast. Just as a becalmed round-the-bouys race, the fleet bunched and the race, in effect, restarted. .... The evolving forecast called for a light south-easterly to once again favour the eastward boats, but the actual breeze filed in from the south. *Bella Mente*, a JV66, took line honors, upsetting a predicted horizon job by the maxi yacht *Maximus*. *Siren* finished tenth in class under the Offshore Racing Rule (ORR), and third in class under the IRC..... In her division of 160 boats, she placed fourth under IRC. This year's Bermuda race might best be characterized as five days of really good coastal sailing – except, of course, for the painful stretch of dead calm.”

Twelve of the class now including #20 have raced to Bermuda in those even years of the race. The third built of the class has done the race as both a sloop (3) and a yawl (6). It seems to be a new and different race each time. For *Isla's* 2012 Bermuda Race, her crew included several -- Peter Cassidy, Matt Murphy, Ben Sperry-- of *Siren's* crew.

*Siren* marked her 70<sup>th</sup> year racing in the 2006 Bermuda Race. This was her first Bermuda Race, but four of the class (#2,4,5 &6) raced in the 1936 race. At the 70<sup>th</sup>



celebration in Castine ME in August, *Siren* bested four of her sisters – *Falcon*, *Gentian*, *Sapphire* and *Gaucho* -- with the designer, Olin Stephens watching from the race committee boat. Since that year there are usually at least three of the sisters racing in the classic yacht races in Penobscot Bay. The number has grown slowly to most six in some years.

Buzzards Bay Yacht Services is the company that Peter and Ed Van Keuren began in 2005. They have not only taken care of *Siren*, but also restored #10 (*Isla*) of the class in 2008 and done an interior design and work for *Gentian* (#18). *Dorade* and *Black Watch* have also been in their care.

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 photographs are housed at Mystic Seaport